An Announcement!

Following this issue the Maine Central Railroad Magazine will be published in December, February, April, June, August and October.

The format will be unchanged, but each issue will give wider coverage of the railroads activities, and of the men and women who make it run.

New and interesting features will be added in future issues.

—The Editor

Men And Machines On A Ballast Job

Close to 6,000 tons of new crushed rock ballast has been installed in main line track between Hallowell and Augusta as part of Maine Central's continuing program of improvements and maintenance to its properties.

Completed during the past summer, the project covered nearly two miles of the westbound track, from the east end of Augusta yard to Winthrop Street in Hallowell. It required 115 cars of ballast.

Machinery—consisting of Cribex machines, a Scarifier Shaper and a Multiple Power Tamper—played an important role in the efficient handling of the work and in providing a durable, lasting and safe roadbed for the operation of Maine Central freight and passenger trains.

Outlining the work in pictures—we have first the Cribex machine—shown in operation on this month's front cover. In a matter of a few seconds the long arm of this machine reaches between the ties for half the width of the track and, with its endless chain belt, digs out the old ballast. A second Cribex crew follows and digs out the opposite side of the track.

Next in this ballast renewal job, a Scarifier Shaper pushes the old ballast material aside with its plow blade. This levels the ground down to a point just below the bottom of the ties and prepares it for the new ballast. A Jordan Spreader is used on many jobs of this type to do the same work.

Finally, with the track preparations finished, a work train moves

The Scarifier Shaper at work—old track ballast, removed from between the ties by the Cribex machine, is pushed aside and the ground prepared for new rock ballast.
General view of operations with a Cribex machine in the foreground and another a short distance beyond. The Scarifier Shaper follows. Next, a crew of Trackmen insure readiness of the track for installation of new ballast.

After a work train distributes crushed rock and track is raised to proper level, a Multiple Power Tamper seats the ballast beneath the ties. Standing at extreme right, is W. L. Harris, 3rd, Track Supervisor of Brunswick; second right is Earle Hamilton, Foreman, whose Extra Crew handled the work.

Proper Young Man from Boston (reproving his girl for putting on her gloves as they started down the street): "Where I come from people would just as soon see a woman put on her stockings in public as her gloves."

Pert Young Lady from Texas: "Where I come from they'd rather."

By KATHRYN McMULKIN

HI! Did you miss me? I surely did you. Somehow last month I got way behind schedule and when the deadline came around we were deep in business so I had to forego the pleasure of my visit with you, and may I add, my loss.

There is no question but what Autumn is here—officially and weatherwise. The frost has come and with it the beautiful colors exclusively Fall, there is that certain chill in the air mornings and evenings, the leaves are fast falling—everything says the year is closing in. What is there about Fall, I wonder, that seems so kind of exciting, or do you react that way? Each Season brings with it a special, shall I say 'feeling', for want of a better word—in the Winter, perhaps because of the beautiful Feast of Christmas, we are kind, charitable and forebearing; then in the Spring when we watch Nature blossoming, we kind of blossom with it; in the Summer, with its long lazy carefree days we relax and play and eat, but in the Fall, Ah! we take a real deep breath, a good look in a full length mirror, wish to heaven we had not gorged on corn-on-the-cob and those wonderful berry pies, and make up our minds, and no fooling—this is it—some of that has to come off, and you know something, we really get it off. Then? Why then we buy some new Fall clothes, of course, and just love ourselves because Life is wonderful—we feel good, we look good (or so we think) and the World is ours.

Want to do something for that favorite husband of yours? Of course you do and here's how. Right about now he will begin to worry about what you might like for your special Christmas gift. So? Well, you just mention casually the lovely bracelet and earrings you saw at such and such store, and you were so tempted to get them, but with Christmas just around the corner, you thought perhaps you could not afford them or perhaps it was a lovely handbag you saw that would just match your new shoes, and in a nice conversational way mention the color and size of the bag—you know—and believe it or not, he will be listening intently, because he is going to spend so much money on you anyway and he will be delighted when he knows it is something you really want. Don’t discourage the guy by mentioning full length mink coats, but be a real pal, mention a few things within your means, and he’ll love you for it.

Now you be good and take care of yourselves and we’ll have another visit in December. "By for now."
Trainmasters are charged with the supervision of all persons concerned with train operations over a given territory. The Maine Central Railroad is divided roughly into thirds with trainmasters stationed at Portland, Waterville and Bangor. The Portland trainmaster covers from Portland to Rockland, Portland to Rumford and the entire Mountain District, the Portland Terminal Company, the Lewiston Lower and Farmington Branches. The trainmaster at Waterville is responsible for all the territory east of Brunswick and Leeds Junction to Northern Maine Junction, including the Bingham, Skowhegan, Harmony and Foxcroft Branches. The trainmaster assigned to the Assistant Superintendent at Bangor naturally covers the railroad east of Bangor in addition to Northern Maine Junction. Due to the nature of railroad operations and the trainmaster’s work assignments often carry him over to adjacent territories so that lines of demarkation are fluid.

Train, engine and yard crews in addition to yardmasters, yard clerks, operators, agents and towermen are only a few of the job classifications with which the trainmaster is directly concerned. Car inspectors, freight office personnel, ticket clerks, crossing tenders, station laborers and baggage men are also of vital interest to him. In short, all persons, including consignees and shippers, who have an interest in the movement of trains come within the interest scope of the trainmaster.

Trainmasters report directly to the Superintendent or Assistant Superintendent, and receive instructions from them. They are their field representatives who supervise the compliance of operating personnel with their directives. In order to accomplish their supervision the trainmaster, by necessity, has to become intimately familiar with the physical characteristics of the property and must secure some knowledge as to the work and responsibilities of the varied personnel concerned with the operations. In order, for example, to supervise train or yard crews he must know the track layouts, and special regulations concerning them, of every station within his territory. He must know where the various patrons are located in any particular town and should know what particular problems those patrons have which are of concern to the railroad. He must be well informed on rules for train operation as one of the more important aspects of his duties is to see that operations are conducted safely and correctly.

Supervision of all these activities is accomplished through varied means. Frequently the trainmaster rides the various trains, passenger and freight, from one terminal to the other. During the trip he records the work done, the time consumed and also the manner in which the work is accomplished. He constantly observes the activity of the crew and also the behavior of station employees along the way. Outstanding violations of operating rules and safety procedures are corrected on the spot or reported to the Superintendent for his action when necessary.

Another means of supervision is spot checking. The trainmaster drops in at a station, checks the payroll, business reports, station records and general condition of the station, freight house and grounds. If a local freight train is working the area he checks their methods of operation.

A vital part of supervision is accomplished through accident investigation. Thorough investigation of personal injury and property damage accidents gives valuable insights into accident prevention and also indicates, in many instances, the value of day to day supervision.

Aside from the duties of direct supervision and accident investigation the trainmaster is frequently called upon to assist personnel of other departments and various industries located along the line. Because he is intimately familiar with the physical plant of the road
he is often called upon by the Real Estate Department to assist in locating sites and facilities for new industry desiring to locate in his area. Industries often call the trainmaster for help in planning expansion of existing facilities when such changes involve railroad operations. At times the trainmaster can be used to great advantage by both the Operating and Engineering Departments when work on main lines must be accomplished under heavy railroad traffic. The trainmaster, on the spot, often can coordinate moves to minimize delays to both trains and work crews.

The demands for the services of the trainmaster are so varied it is nearly impossible to establish any methodical work pattern. Long hours are the rule. Satisfactions derived from practical solutions to real problems are the rewards. Generally speaking the trainmaster's life is characterized by trouble shooting and problem solving. A trainmaster cannot solve all the problems with which he is confronted but by his presence and interest many times can stimulate personnel to suggest solutions to their own problems. If these means fail the trainmaster crystalizes the situation and passes it along to higher authority.

Out-of-the-ordinary moves such as circus trains, high-wide shipments, relief trains and new freight runs usually receive the personal attention of the trainmaster who works to see that they are carried through without a hitch. In the event of serious accidents the trainmaster is more often than not among the first to arrive at the scene and the last to leave. His functions at a disaster are myriad, depending of course on the size and nature of the incident, but one of the more important details is to coordinate the relief forces, such as Engineering, Car, Claim, Operating Departments and so on so that all concerned understand the courses of action to be taken and the timing of those actions.

It takes more than engines and box cars to make a train. It takes more than trains to make a railroad. People are the prime factor which determine the success or failure of any railroad operation. It is from working closely with these people and attempting to second guess good old unpredictable human nature which makes the position of trainmaster as challenging and interesting as any job on the road.

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RAIL TAXES TOP $3,000,000 A DAY

New York—Last year for the eighth year in a row, taxes of United States Class I railroads exceeded $3,000,000 a day, including Saturdays, Sundays and holidays. The bill came to $1,300,000,000, not including transportation excise taxes collected for the Government by the railroads on passenger and Pullman tickets or on freight and express shipments.

--- Article from the Portland Evening Express. ---

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Receive Compliments

Self-explanatory, and another example of fine public relations work on the part of our train crews, is the following letter signed by R. W. Williams, Superintendent and addressed to A. J. Parent, Conductor and F. M. McNally, Flagman:

"A very complimentary letter has been received from a family in Exeter, New Hampshire, who made a round trip on Trains 162 and 163 on August 2, 1957, from North Conway to St. Johnsbury and return. In this letter it is stated that they not only had a very enjoyable trip so far as the scenery is concerned but another
thing that added greatly to their pleasure was the kindness and courtesy which was shown them on the part of the Conductor and Trainman on these trains on that date and it gives me a great deal of pleasure to write you about the compliments which were received on your behalf.

"A copy of this letter is being placed in each of your personal folders in this office."

No Need To Ask Questions Now

In order to give travelers by train and visitors to Locomotive No. 470 at Waterville Station a brief outline of 470’s historic role in Maine Central’s era of steam power, a new sign has been erected next to the engine as shown in the above picture. Reproduced also, is the sign itself, colorfully painted in our railroad’s green and gold color scheme.

Can You Identify This Location?
Mystery Picture No. 30

Our team of Mystery Picture experts didn’t strike out as a result of last month’s stumper but we apparently have most of the members mighty puzzled!

P. C. Lentz, Portland Terminal Electrician, scored first on mystery photo No. 29 when he stated accurately that the scene shown "is at Hillside, between Freeport and Brunswick with Route No. 1 to the right". Coming in a close second was retired Conductor Fournier of Santa Barbara, California, who believes that the farm house, visible in the picture just over the switch stand, was the birthplace of retired Conductor Frank Harrington.

Surely many of our readers will recognize our new picture, as shown above. How about the operating crews who travel on our trains over the trestle, the track and bridge crews who maintain it and others familiar with it from traveling the line? Your editor made his way over it on foot one day and reached the further end in time to turn and focus his camera on a freight train which had been following at slow speed!

We’d like to hear from you!

Achorn Succeeds
Kirkpatrick at Lewiston

Appointment of Richard L. Achorn to the post of General Agent at Lewiston, effective on October 1, was announced by R. E. Baker, General Manager. He succeeds B. C. Kirkpatrick who has been General Agent at that
16, 1947, when he worked as a ticket clerk at Rockland during summer vacations while he was a student at Bowdoin College. In May of 1949 he began full time Maine Central work as a telegrapher on the Portland Division. Since January, 1954 he has been Agent at Hallowell.

Kirkpatrick’s retirement ended 45 years service with the railroad. He started in February, 1912 as a clerk at Rockland. He was successively promoted to freight clerk at Rockland, cashier at Waterville, chief clerk at Rumford, assistant to the general agent at Lewiston and was named general agent at Bangor on April 1, 1938.

The retiring general agent is one of the best known railroad officials in New England. He has taken an active part in civic affairs in the Lewiston-Auburn community.

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Accounting Dept.
Promotions

Three promotions in our Company’s Accounting Department, all of which were effective September 1, have been announced by H. N. Foster, Comptroller and Treasurer.

John Michaels, appointed Auditor Disbursements, started his railroad career as a clerk in the Accounting Department, Boston and Maine Railroad, Boston, in 1950 and came to the Maine Central in December of 1955. At that time he was Assistant to Auditor Disbursements in charge of Miscellaneous Bureau. He was made As-

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Luther O. Grant, of Hancock, Crossing-tender at Ellsworth.
James C. Jenkins, Box 105, Winslows Mills, Stone Mason.
William F. Ames, of 17 Bon-telle Ave., Waterville, Portland Division Conductor.
Centralized Traffic Control on that portion of Maine Central's main line between Pittsfield and Hermon was officially inaugurated last January 9. This fact was duly noted in our February Magazine and appropriate pictures detailed the scene.

But, those earlier pictures were taken in the middle of winter—snow covered the ground and icicles hung from the eaves of Tower MD. It was cold!

The accompanying picture is in sharp contrast—taken one very warm morning this past summer. Shades are drawn in the windows of the Tower against the sun’s rays.

One change has been made to the signal apparatus—as shown above, a modern color-light train order signal on the roof of the building has replaced a temporary semaphore signal on a wooden stanchion which had been used originally at the site.

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Visitor From Formosa

A recent visitor at Waterville Shops was Shou Chun-jen, Asst. Superintendent of the Taipei Railway Workshop, Nationalist Chinese Railroads on Formosa. He is in this country to visit railroad equipment manufacturers in addition to our Shops.

Shou was referred to Maine Central since our Waterville facilities are typical examples of a smaller railroad's repair shops, and approximate those of the line for which he works.

Shou was born in Shanghai, graduated from Soochow Technical High School and Tokyo University with a mechanical engineer's degree. He is 39 years old, married and has two children. He moved to Formosa from the mainland 12 years ago.

The Taipei Shops employ 1,500 workers and overhaul 30 steam locomotives, 30 passenger cars and 10 diesel rail cars per month. The rail cars are similar to American Budd cars but the gauge is smaller—3' 6". Freight and passenger cars are constructed at the Shops.

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THE FAMILY GRAPEVINE

Signal Maintainer George Curtis and helper Fred Pickens have returned from a two weeks vacation. Both were kept busy building additions to their houses.

Freightandler Olin Gordon has returned from a three weeks vacation. He attended all of the fairs within reach and reported a good time had.

Section foreman Albert Allarie and crew have been surfacing the main line these last few weeks.

Mrs. Athie Bryant of Augusta is relieving your correspondent who is on vacation at this writing.

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Danville Junction

By PAUL N. FARRELL

Second Trick Opr, John Corson has just returned from two weeks vacation. He was relieved the first week by Sparse Opr, E. S. Anderson and the second week by Sparse Opr, Walter E. Oakes.

At this time Signal Crew No. 2 is re-spacing signals between Danville Jet, and Auburn under the supervision of Kenneth C. Poore and Joseph J. Sanborn.

Oprs. Roger J. Jalbert and Donald K. Stack were hit by the “Swapping Bug” this last week. Roger traded in his ’30 Chevy for a ’53 Buick and Don swapped his 47 DeSoto for a ’50 Chrysler.

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Gardiner

By F. CLYDE COOPER

Agent Leslie Soule attended the Red Sox game at Boston on State of Maine day. His son and son-in-law accompanied him.

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Farmington Branch

By ANN NEWCOMB

Mr. and Mrs. Merton J. Stevens, traveling car agent for the Boston & Maine R.R. on the New Hampshire Division and their son, were recently visiting relatives in Livermore Falls and called into the Local Freight office there. Stevens was a former resident of Livermore Falls and the son of the late Bill Stevens, who for many years was Yard Conductor at Chisholm.

M. A. Tuttle, sectionman of the Jay crew, is now enjoying his two weeks annual vacation. He has been seen several times at the annual Farmington County Fair and in the corn fields in Wayne.
Mother of M. A. Tuttle, sectionman Jay, celebrated her 80th birthday in September.

Space Officer R. L. Erwin of Augusta reviewed at Livermore Falls while Agent Richardson was off on a week's vacation. Yard Clerk W. S. Pike is now on a two weeks vacation, being relieved by H. A. Fletcher of Danville.

J. W. White section foreman of the Livermore Falls crew is enjoying his two weeks vacation. E. U. Wardwell, engineer, of Livermore Falls, has been involved in a minor accident.

J. L. Palman, yard conductor, Chisholm Yard, is also enjoying a two weeks vacation. Agent "Charlie" Richardson, Livermore Falls, visited in Connecticut on a one week vacation in September.

** Lewiston**

By LILLIAN G. WHITE

Pierre Demers, 18 years of age, son of Machinist and Mrs. Rosario J. Demers, has enrolled at the University of Washington, D.C., and is majoring in Mechanical Engineering. Pierre graduated with honors from St. Francis High School, Biddleford, last June. He is pictured in the Demers family group picture.

Fred Jumper, Freight House Foreman, is on 3 weeks vacation. Checker Arthur Tallad in substituting and H. A. White is working in Tallad's place.

Track Supervisor and Mrs. L. F. Bean are vacationing in Derby, N.H.

Allen Bullock, Motor Patrolman between Lewiston and Auburn, has been out sick since Aug. 10. He was a surgical patient at C.M.G. Hospital and as the present time is well on the road to recovery.

Track Supervisor and Mrs. Harry Russell are enroute to Portland, Ore., to visit Mrs. Russell's son.

Trackman V. R. Burnham, Leeds Jct., is on leave of absence.

Trackman Stephen E. Greer, Section 4, Cumberland Center, is off duty account sickness.

Monique Levesque, Clerk-Typist in Engineering Dept., together with her sister, Mrs. Lucille Crowley (who has been substituting in Freight Office) motored to Boston one evening recently to meet another sister, Mrs. Robert Lee Springile and 2 children enroute from Winston-Salem, N.C., to Lewiston. Needless to say the next day the girls were exhausted.

We are happy to announce the birth of a baby boy on Sept. 16 to Mr. and Mrs. Normand J. Cote (Lorizaine-Clerk-Typist in Engineering Dept.); however we were sorry to hear that on Sept. 10, Mrs. Cote fell at her home and broke her left wrist and ankle.

Philip E. Verville, Yard Section Foreman, who has been receiving disability pension since May 1955, has been a patient at St. Mary's Hospital for some time. Our very best wishes Phil for a speedy recovery.

** OUR RED SOX **

By STANLEY LIBBY

The Season is almost over, the Season is almost through.

The Red Sox are in third place, does this seem strange to you?

Let it baffle you no longer, let it puzzle you no more.

Without good old Ted Williams, they wouldn't have so much of a chance.

Ted's done it all, there's no one who can ever take his place.

He did it with such classy style, such form, such poise, such grace.

He'll win the batting title too, on that you can count.

For when he steps up to the plate, the pitchers want to fly.

We need Old Ted for next year too, that seems to be the case,

Or else there's no hope at all of getting to first place.

Ray Jackson says, "Wait till next year, Yes, still old Ted. We'll win it all the way, hands down! there's no reason to fuss."

I say that we will do it too, with Ted to show the way,

Then the pennant will be ours, there will be a brighter day.

** Waterville Shops **

By STEVE

Conrad Galarneau, working in F. B. Sweet's carpenter crew around the shops, apparently is NOT attempting to start a new style for men even tho he is very well dressed, for he wore a pair of dress slacks with the zinger on the side. Seems he bought them off a tire paddle for size, and after removing the tags was stuck with them. Being a thrifty soul he decided to wear them and get his money's worth.

Mighty hunter is Blacksmith Helper George Gray who, while hunting destructive porcupines at dusk around his garden, shot two of the varmints. While returning to the house he spotted another indistinct form in the garden and whaled away for a third time. Investigating, he found that he had shot a prize squash full of mice.

It seems that the local gentleman who is on a skin milk diet has reduced to alarming proportions. We have just had our usual supply of fresh milk delivered from high unpeachable sources which cannot be beat. One of the milkmen sat on one of his wife's boudoir chairs and his hip bow was so swollen he poked the cane out of the seat! (personal physician, take note)

Clerk and Mrs. Dick Ferguson have been recent visitors at St. Anne de Bourque, Quebec.

Laborer 'Red' Black is the most recent to be transferred to the Yard Crew.

Norman Thong, for several years swing clerk at the Engine house has sold the Loco. Store. Crane Operator Charlie Bean has recently acquired a second hand car, the first car that he ever had. Something unusual this day and age.

Carman Arnold Giroux has a new Ford and Carman H. Dingdock McCuslin a new Chevrolet.

A new daughter, Daylene, was born to Carman and Mrs. Runo Baker at the Sister's Hospital on Aug. 13. She weighed 6 lb. 10 oz.

The stories of absent minded plumbers forgetting their tools has some definite basis.

In fact one day recently Piper Junior Patterson acting as a little lad, grabbed his basket and tore off to work. Come lunch time Junior was somewhat non-plussed to find that he had forgotten to put his lunch in the basket.

Laborer Clifford St. Peter and Mrs. Mary Doss Peter are pictured at the North Davis Church in Waterville on Labor Day. 2.

They honeymooned in Boston.

Laborer Peanut Loubier finally consented to quit that boat that he had inherited and took Guy Wentworth fishing. At lunch time Peanut pulled out his good jack knife and started to polish a generous find. Peaman started to throw the peeling into the water. Instead he reached for a peeling in his hand and let go of his jack knife.

Drafstman Laurence Sparrow, Foreman Chick Pooler and the writer 'Steve' are enjoying (?) a second annual vacation at the American Car and Foundry Camp, St. Louis, Mr. (vacation as classified by G.C.S. Joseph D. Roukgs).

** THE THIN MAN THEME **

Tho he's still got a diet of straight skim milk And has reduced bout as far as he's able He's just myls and elbows, a shadow, in fact But he can still tick the check-request.

He's a diplomat, statesman and orator too He can say those things and underneath He must have been vaccinated when he was young And was done with a phonograph needle. (The writer is happy to be out of town as this is read.)

A new potential railroadrover was born recently to Carman and Mrs. Fred Shiobadou at the Sisters Hospital. His name is Steven.

A new machine has been built in the Electric shop for the purpose of testing passenger and baggage cars after the batteries are charged. The machine is a combination rectifier and transformer that transmutes the 110 AC in the shop to 64 or 32 volt DC for testing cars. The machine was made from salvage parts from a burned out welding machine. The idea and the computations, also the work of building and assembling was all done by Apprentice Gordon Mason. (Nice job, buddy).

Heating plant engineer and Mrs. Ango Oliver have recently returned from a visit with their son and family at Great Lakes, Ill. They flew one way.

Laborer Arthur Campbell recently rammed his car into several trees and is now in the hospital with a crushed rib, grill, radiator and bumper somewhat.

Machine Operator George Wolfe at the Waterville Station has recently had a new name put on his sign and the job by Painters Bill Mingo and Chester Craig.

Senator Don Russell is the proud possessor of a new Mercury sedan. It has been appropriately named the 'Green Hornet II'.

Rip Track Supervisor Percy Brown retired on Sept. 11 and was presented with several gifts and a sizable sum of money from the employees.

Brown was first employed as an car inspector in 1918 and came to the Shop as a carman in 1931.

Brown was made Assistant Foreman in 1947 which position he held at his retirement.

Machine Helper Robert Fletcher has recently applied for the pension. 'Bob' has been tool room attendant for several years and has worked for the Maine Central since 1942. Fletcher also had some 2 years previous service with the narrow gauge railroad out of Winston.

Assistant Supt. Alden Fennimore has been in Chicago attending a convention for Locomotive Maintenance Supervisors. Mrs. Fennimore also was along holding the Fort with Supt. Fennimore.

Rip Track Mobil-crane Operator Gerald Buck was involved in a 3 car crash-in front of the Keys Fibre Co. recently. Bucky's car was extensively damaged and ran out of fuel and he, with one of his children, was shaken up.

Electrician Junior Bob Bennett said "Good Morning" to the Electrician and had costs of court for a traffic violation.

Machine Operator James Ladd is at the Engine House for a spell replacing Bill Knowlton who is out sick.

Re-shuffling due to the retirement of Percy Brown, Bob Condon took over the Saltbrook occasioning the Rip Track, Floyd Case in the Freight Shop and Wallace Jewell on the Transfer.
Waterville Station

By ELAINE KERVIN and M. W. FLYNT

Baggage man Duke and Mrs. Dutille visited their daughter and family in Bridgeport, Conn., and their son in Rochester, New York, on their three-week’s vacation.

Ray Coulombe and his family spent a week’s vacation camping at Sebago Lake State Park. Ray went water skiing for the first time and loved it.

Ticket Clerk Ruthie Brochu spent two week’s vacation at home with her little daughter, Priscilla, who was visiting.

Steengo, Bev Cook has returned to work and Pat Finnimore who has substituted has been laid off.

Maurice Thorne attended the National Safety Council Convention in New York, Maine, recently.

Clinton Section Foreman W. J. Cowan is recuperating from his recent operation in the Sisters Hospital.

Those off sick on District No. 4 are: Section Foreman A. M. Fletcher of Hermon, Pond; Trackmen E. R. Bradford, Carmel; B. R. Bryant, Ernita and E. C. Rich; Flag Clerk C. G. Canty.

Those who have returned from illness are: Section Foreman Frank Nason of Madison and Trackmen E. H. Burns of East Newport and A. F. Robinson of Bingham.

We wish to convey our condolences to Section Foreman Phil Harris of Pittsfield whose little granddaughter died recently in Wilmington, Delaware.

Bill Monroe was the guest speaker at the Little League baseball banquet held at Palmyra. Congratulations to Mr. and Mrs. Maurice Thorne who celebrated their wedding anniversary September 12th. We hope they’ll have many more.

General Agent and Mrs. Basil Higgins visited their daughter and law and six grandchildren in Fort Fairfield on their vacation. They also took day trips to Rockland, Boothbay Harbor and other places of interest. Incidentally the Higgins are sporting a brand new Chevrolet two tone green sedan. Pretty nice to be able to vacation in a brand new car.

Basil Higgins is the new owner. Fred Sautter has his name on the list but his is not exactly new. In fact it is 19 years old. As the Sautters live in the country, Fred thought his wife, should have some mode of transportation so he purchased a 1938 Buick for her. But as the car is old, Fred also got a horse. He has the horse as a means of transportation in case the car breaks down and he has the car in case the horse breaks down! There is only one small problem involved—the horse keeps running away!

Friends of Arthur H. Durgin, retired telegrapher, will regret to learn of his death in an auto accident at St. Stephen, N.B.

Our Wide World Travelers Engr. and Mrs. T. W. Severy have returned by air from Europe. Their score now stands at thirteen countries visited with a possibility of two more to go. We hope to give our readers a first hand account of the highlights of their trip.

Our local dealer, Fubush Chevrolet, has expressed satisfaction with rail service over other forms of transporting new autos. They arrive cleaner and in better condition.

Geez, Agent Raoul Johnson has taken up miniature golf and is consistently shooting under par. One of his latest conquests is Traffic Manager Paul Roberts of Scott Paper. We assume this exercise is a subtle attempt to regain a smaller waist.

Congratulations to Trainmaster and Mrs. Tupper on the birth of a son, Nathaniel.

Barrelson, N. H.

Many vacations in effect at present; Motor patrolman Percy Chandler and Mrs. Chandler are on a trip to Moosehead Lake to do a little fishing. Mrs. Chandler always beats Percy around home when he goes fishing and wonder how it will come out at Moosehead.

Agent Warren at Fryeburg has had two weeks, his place being covered by Spare Operator Peter Leander.

Rene Michaud, agent at Whitefield has returned from his vacation and he got a good rest—he can use it. His job was covered by M. H. Bowie.

Homer Greenwood is winding up his two weeks about now. Have not heard that he made any big journeys through the state high ways and a little bit on the auto mufflers as well.

The new oil-fired boiler at the engine house is expected to be in service within a few days.

We are sending to Beecher Falls for pulpwood loading. Understand the pulp people are taking advantage of the dry weather and roads to get into the new mill.

Signalman helper Richard Raymond has bid off the job in the Terminal.

Tilton’s paint crew has finished with the bridges in this section and has moved to Lancaster for work up that way.

We will extend our sympathy to Section Foreman Carl Crawford, of Beecher Falls, who had a son, of high school age, fatally injured in an auto accident Sunday.

and fell overboard from his boat. His wife, called her husband, who does not swim a stroke, was rescued. Other than taking in a considerable amount of sea water, he was all right.

A former Machinist Helper, retired Joseph L. Fogg died recently. A informal tribute was sent to the funeral.

Machinist Helper Milford Goodwin announces the birth of a girl baby to his daughter, on September 8th.

Machinist Anthony Gryzba took a week off from his duties to attend the sessions at the American Legion Convention at Atlantic City.

Our Safety Board at the engine house is still climbing. We have now attained the neckline figure of 454 days without a lost time accident.

Car Department worker Adolph Bourque has retired after a long period of employment.

Third Class Petty Officer George Fahlbery, son of Mr. and Mrs. Fahlbery is home on furlough. He is just back from a trip to Labrador. His next venture will be a Radar Patrol to Cuba.

Houlène Joseph Tierney is in the hospital for treatment.

Fortman Anson Stewart, B. and B. Crew, was involved in an auto accident in which he had to get a new car to replace his old one.

Machinist Edwin Tenen informs us his young son Denis was injured when his hand got caught in a corn combine.

We had a group of students from the Pond Cove section of Cape Elizabeth make a tour of the shore.

Carpenter’s Helper Robert Malone announces the birth of a daughter, on September 11th.

Portland Freight Office and Frieden House

By ALICE A. MCLAUGHLIN and MARJORIE J. MULKERN

Congratulations to General Agent and Mrs. L. W. Matthews on the recent birth of a grandson, in Boston, first born of their youngest daughter, Mrs. Edward Blackie, Sudbury, Mass. A party was given by Checkers for the Matthews and Mrs. Dennis J. Shea, on their fortieth wedding anniversary, September 8th, at the Frieden in South Portland. The party was made possible through the efforts of the ladies of Mrs. Fahlberg’s and Mrs. Cora F. Miller’s; the office of E. K. Goddard, Accounting Department. Many nice gifts were received by the happy couple, and a very fine toast was offered, with the hope that we would all be able to witness another such anniversary, in 1977. We offer our congratulations to you both, Gertrude and Dennis, and very best of everything.

James Hasson, Head Clerk, Billing Dept., resigned Sept. 11, to accept a well-earned retirement annuity. Jimmie, who was first employed Nov. 29, 1937, has been with the company for 15 years, and 15021/2 years, two years ago. Wish you many years of happiness and success.

We extend our best wishes for a speedy recovery to former helper, Mark B. Fahlbery, who is a patient at the Maine Medical Center; also, to the wife of Head Clerk Harold Dillman, who is a patient at the Mercy Hospital.

Loudier and Callier Patrick A. Monk and
wife, Stenographer Marjorie J. Mulken, left Sept. 13, on their way to Maine, expresses for Atlantic City, where they attended the annual National American Legion Convention. They also visited their parents, Mr. and Mrs. Spencer, Mass., before resuming their duties at the Freight House. 

Kate and Waybill Clark James B. Keegan recently had a baby girl (from his neighbor, John J. Keegan, student at Boston University. Freight Clerk Ralph Jameson took the sky for this year’s vacation, flying to San Francisco to which he booked forward very eagerly. He returned by plane as far as New York City, where he spent a few days on his way home, returning by train.

Carlen Clerk Edwin N. and wife are enjoying themselves, riding around in their new car,Congratulations, folks.

We do not have a complete list of where everyone went while on their vacations, and it is not our intention to neglect mentioning anyone; however, we have heard about Freight Cheecker and Mrs. Reuben O. Smith. who visited relatives in Bangor and also Charleston, Maine, and also a few days in Boston; Loader and Caller Kingsley R. Welch, accompanied by his sister, visited in Nova Scotia and Prince Edward Island; Loader and Caller Frank S. Lawrence, and wife spent their vacation at Bathurst, N.B., in the Miramachi District, as well as Bay Chaleur, which is a beautiful spot; we will try to have a complete list next month, and some photos as well.

We are glad to hear from Mrs. Margaret Vennell, who is back with us after his annual leave. We sure did miss you, Mrs. Hope you and your family enjoyed every minute of your vacation.

Your correspondent’s husband. Loader and Caller Patrick A. Mulken, recently met up with former Freight Clerk Arthur Patterson (PAT), who was formerly employed in the office of the Superintendent, the late Vernon H. Vaughan. He sent his best regards to everyone.

Two of our Carmen have sold and purchased new homes, namely: Frank J. Stubbs, who has sold his home on Fourteenth St., Bangor, and purchased one at Lucerne in Maine, also L. O. Cornish who saw his place in Hermon and bought one on the Silver Road, Bangor.

Carmen Helper Dress and Coach Cleaner D. J. Smith have returned to work after being off duty due to sickness.

Clerk and Stenographer Mavis Blanchard is asking to be relieved from duty account entering.

Engine Dept.

By JOHN MINCHER

Cleveland “Vic” White, formerly extra crew foreman on Calais Branch District, is now foreman of Calais Section.

Don Bowden, Section Foreman of Buckport, has returned to work following a long illness.

Banger Car Department

By C. A. JEFFERS

Carmen Helper W. A. Kingsbury is proudly displaying his new house and Pal—minnow house recently at the Hampden Fair. He has also won ribbons in two or three other fairs in this vicinity.

Frederick H. Badger, son of Coach Cleaner Henry L. Badger, S. P. 3, 652 Signal Corps Army Reserves has been promoted to Sergeant. The many friends of Joseph Friedman, now Lena Golden formerly in Car Dept.’s office, will be sorry to learn of the death of her brother.

Those on vacation since the last publication:

Carmen Wm. Conway, E. Barchelder, Donald E. Lambert, H. T. McLain, L. S. Stubbs, Coach Cleaners C. L. Plummer and A. R. King.

Those on vacation at Northern Maine Jct.: Carmen F. Adams, D. A. Perry.

Note the smooth appearance of abutments of Main Street Overhead Bridge in Brewer following complete restoration of surface concrete.

Vanceboro

By H. D. DAVIS

Marvin L. Trask employed as Stationary Fireman at engine house, here, died at Lincoln on Sept. 9th. Funeral was held at Methodist Church, here, on Sept. 13th. Burial was in Vanceboro cemetery.

We regret that Second Trick Operator A. M. Gray has found it necessary to again ask to be relieved from duty, acute illness, commencing as of Sept. 5th, being relieved by Operator P. F. Wallace. We hope for his speedy return to work.

On Sept. 10th, we were pleased to have Editor-in-Chief Dick Ayward arrive on Train 23 to spend the day with us, returning on Train No. 8 that night. We trust he enjoyed the visit as much as we enjoyed having him there.

Wife, of Paul Suese of the Pacific Custom Brokers Company, was a surgical patient at Charlotte County Hospital, St. Stephen, N.B., is now at home convalescing.

Eleanor, wife of Percy McPhee of the A. N. Derringer, Inc. Custom House Brokers, is recovering from an attack of pneumonia.

Clerk and Mrs. M. M. Beers are receiving congratulations on their son’s birth.

Assistant General Manager Roger E. Stubble, is now at the Eastern Maine General Hospital receiving medical treatment.

On August 24th. Miss Carole Louise Beverage, daughter of Mr. and Mrs. Edward M. Beveridge of North Haven, Maine, became the bride of Russell L. Ware, son of Electrician and Mrs. Frank E. Ware at the Baptist Church, North Haven. The Rev. George R. Merriam performed the double ring service. A reception was held at Nebo Lodge following the ceremony. Seasonal flowers and decorations by W.W. woman and Company Inc. of North Haven. The bridegroom was graduated from Bangor High School in 1957 and is a graduate of Machinist Foreman Harold Eames is at the Eastern Maine General Hospital receiving medical treatment.

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By F. E. WARE

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our Supervisors. Those attending were Mr. and Mrs. James G. Norris, Mr. and Mrs. F. Stanford, Mr. and Mrs. Frank Scott, Mr. and Mrs. W. Laird Harris, and Mr. and Mrs. Burt W. Pearce.

Friends of Molly Fahlby, genial telephone operator, will be sorry to learn that she is a patient at Mercy Hospital.

Alice Warren took day trips on her vacation. Molly Fahlby recently returned from Montreal and Quebec.

Julia Robert spent her vacation at Camden visiting her son and family.

Alice Garrett left on Sept. 20th for Miami by plane.

H. W. Drinkwater, Chief Clerk, Freight Claims and Harrison Elliott, Clerk, are among those finishing up their vacations in October.

We understand Peter Grant, son of R. H. Grant, Traveling Freight Claim Representative has entered Boston University School of Mechanical Engineering.

Margaret Ann Grover, daughter of General Freight Agent and Mrs. T. E. Grover of Portland, and David L. Thurrell, son of Re-Audit Examiner and Mrs. R. J. Thurrell of Portland, were married June 29 at Woodfords Congregational Church. Their wedding trip took them through northern New England and Canada. They are residing in Millisocket where Thurrell has a position with the Great Northern Paper Company.

Bookkeeper Theresa Slattery spent the second week of her vacation traveling around New England and the White Mountains, also visiting Rockingham for a day—but she said she had no luck catching any salmon. She also took several short trips in Maine.

Vacationing from her duties as stenographer for the Class of ’49 is Mrs. Shirley Wilson. Shirley and her husband, Bill, motored to the Atlantic City area, and, after a short while, married her daughter, Doris, to Mr. Charles W. Thomas. Mrs. Wilson, who will continue to work, has some interesting points of interest in that section.

Leaving for a trip to New York City, Mr. and Mrs. Robert Jordan of Portland, were the guests of Mr. and Mrs. W. H. Jordan of Portland.

On their return they stopped at Boston and Braintree, Mass., to visit with her sister, Mrs. James B. Jordan.

On Sept. 14th Mr. and Mrs. Robert Leighton (she was formerly Peggy Jordan) celebrated the birth of their second child, September 15th, at Mercy Hospital. People who have seen the new baby report he is a fine looking boy, weighing in at about nine pounds.

Marie O’Connell of Machine Accounting is busy again planning menus for a wedding shower this month for a friend, Miss Cindy Ferrante. It seems that Miss Ferrante is a popular bridesmaid, having acted as such several times during the past year.

Margaret E. Deschemes, Machine Accounting for Germaine Deschemes and Ruth Watson, Ruth Breton and her sister, Mrs. Richard Crowson of New York City, New Jersey, while Germaine’s plans were to stay closer to home.

Barbara Gain and Leo visited Boston for several days—saw the Red Sox play, had dinner in Chinatown, and went to the Chinese restaurant in downtown Boston, and saw several shows.

September is a busy month for birthdays in Machine Accounting—Ralph Gordon, Germaine Deschemes, and Howie Joffe all celebrated the "happy day" this month. September 17th was the best month of the year, ask anyone born during that time!

We are sorry to report that Paula Harrison of Machine Accounting is in Medical Center, the result of a fall onto some rough concrete.

The aged clerical worker, contrary to what you may have heard. On her way to the office building, her age and her dignity and receiving room duties were her guide, but the most heartening to see all the ‘gentlemen’ from the office made a mad dash and helping to pick her up. Luckily, Janet LaPlante, her secretary, was not hurt.

Stephen Conley Jr. had a fine time playing in the latest Model A tournament. While he did not win top honors, he did show up well with some pretty good scores. We understand that Steve and several of the Maine Central fellows are going to Boston the weekend of September 21 to play the Boston & Maine league—sounding more like a real battle, as many of the BCM fellows formerly worked in Portland at the General Office Building.

The Purchasing Department is teaching arithmetic this year in the boiler room. Don Stover of the same office is on his merry way to Florida this week, as he plans to bask in the sun for at least a month—how lucky he is?

"Dotty" Proctor of the Car Service Office tells us she had a lovely vacation at Greely Lakes, catching some beautiful rainbow trout, also visiting their daughter at a summer camp in New Hampshire.

Another daughter, Beryl Diane, was born Aug. 10, 1957, to Mr. and Mrs. J. H. Proctor of Woodbury at the Maine Medical Center. "Les" is employed in the Class of ’49 office and Miss Diane is also employed in the Claims Division. This is their third child.

Paul Landry of the Disbursements Office is the proud owner of a new home located in Yarmouth. "Lou" Davis is highly elated with his new Plymouth Sedan—it’s a gold one, too.

The new office is located in Washington this month by Myrtle Wilson, who has been in all the rights, staying at the Hotel Annapolis, and the RED Murray, who with Mrs. Murray, also toured the Capitol, staying at the Hotel Willard. A good thing the hotels furnish free postcards so we can hear from them! Congratulations are in order.

"Kippy" Hawks took a quick trip to New York City, to attend the Records Management Convention at the Hotel Roosevelt. Bob Round attended the American Legion Convention in Atlantic City—still no seat!

Kay Donahue will invade New York City on her vacation—what an invasion the New Yorkers won’t object to having "Red" -"Red" first wrote the following writing memoirs on "Guilty or Not Guilty." He was a member of the jury recently in his home state of New Hampshire. Employees in the Disbursements Office honored their outgoing and incoming "boss" recently presenting John Gerity with a gold bat and John Michael with an engraved desk set. "Red" and "Bob" will be welcomed by the disbursements crew all enjoyed those radishes and cucumbers furnished out of Milli Chaplin’s garden.

Marion Adler of Machine Accounting on vacation at a Chinese restaurant in Boston and Orono, Maine.

Virginia Lee of Machine Accounting gave a birthday party for her husband, Walter, on the occasion of his 7th birthday. A good time had by all.

Anne Despins, Machine Accounting, and husband, Dennis gave a party Saturday, Sept. 14, attended mostly by Remington Rand and Maine Central personnel. Ray Newton of Remington Rand, brought his tape recorder and furnished the music for the occasion.

Mona Despins, four-year-old daughter of Anne Despins, started kindergarten at "Stepping Stones," downtown—she has had a marvelous time, but can’t understand why there is too much school when the first day she learned a song, a game, and drew a picture. A smart girl!

Ralph Gordon, manager Machine Accounting, traveled to Boston for a business trip last week, and one of the Maine Central employees was Gene Truworth and Virginia Lee both enjoyed the season in the lovely month of September.

The face in Car Accounting and Statistics belongs to Bill Manning—welcome to the force, Bill.

Romance is booming—Virginia Hayden of the Auditor Revenues Department has recently announced her engagement to Paul Remagen of the same Department plans an early fall wedding, according to School Department sources. Judy Marston of the Superintendent’s Office has been recently married and her name now is John Concors. Best of everything to all these girls.

Ramona Garland, age 10, of Freeport, was a recent winner on WGAN-TV Youth Gyvalcade Talent Show. Ramona has played the piano for two years. Her father, Mr. and Mrs. Ramona Garland, is an engineer dispatcher at Rigby, also working for the Maine Central is an aunt, Sally Peasley of the Machine Accounting Department, and an uncle, Paul Garland, a fireman.

The above group, children of Enginneman and Mrs. John Vodger, are, left to right, Mrs. T. J. Vodger, Sister M. Christopher, Doctor John N. Burke and Sister M. Damian.

positive yard eight. He notified Harold Morris- son, watchman whoft No. 1. William Cunningham, crossing attendant at Waterville, spent his vacation at Old Orchard Beach, visiting at Scarborough Downs.

Retired Engineer Frank Washburn, was a patient at the Maine Medical Center for observation.

Retired Maine Central Electrician, Arthur Martin, celebrated his 75th birthday, September 7th, many, many more to vow, "Pa" Enginneman Picard, on vacation, visited his sister and brother-in-law in Los Angeles. You Correspondent with the Mrs. Mr. and Mrs. John Gurney, Mr. and Mrs. Alfred Guimont, made a trip to St. Johnsbury, Vermont, by train.

Portland Union Station Baggage Master John "Bud" McDonough with his wife and her sister, Miss Mary Geary, made a trip by auto to Canada.

Retired P. T. Car Inspector, B. P. Lyden with his wife and sister-in-law, arrived to the Shrine, Cape de Madeleine at Three Rivers, Quebec. On the way back they spent three days on the island via Montreal.

Mrs. Fred Larkin, wife of retired P. T. Conductor, John Larkin now residing in Florida, made a visit to Portland, her former home.

George Bouchette, wife of retired Boston and Maine Engineer, was a patient at Mercy Hospital for surgery.

Boston and Maine Enginneman and Mrs. Howard Burnham made a trip to Cuba via Miami.

Mrs. V. L. Way and Mrs. Ambrose McMillan have purchased a new home on Thelmer Avenue, So. Portland.

Enginneman Lou Proctor has returned to duty at August 10th.

Retired Conductor Carl Pierce was chosen for jury duty, September term in Portland.

Trainman Burkman has resigned and plans to make his home in California. With regret, we hear of his leaving, and wish him all the best in his new venture.

Congratulations to Mr. and Mrs. McLaughlin of the Conductor, Daughter, Susan Jean. Mrs. McLaughlin is the daughter of Conductor and Mrs. "Glen" Morrill.

BY JOHN J. KEATING

Former Trainman Leo Vigue, now in the lumber business at Concord, N.H. visited Concors with his wife, the weekend of September 13th. P. T. Car Inspector Walter Dahms at yard eight discovered a body floating in the bay op-
Old switching locomotive No. 2, looking well cared for and shining as if proud to have her picture taken for posterity, posed in Bangor Freight Yard before the turn of the century. George R. Wilson, who loaned the print to the Magazine, states that the banking in back of the engine was later removed to enlarge the yard. None of the men shown are identified. The building, a part of which may be seen in the upper right hand corner of the photo was the Main Street school, attended by Wilson the last year it was used—"I think it was 1896."

This view of Main Street crossing, Livermore Falls, was taken during the period 1890 to 1895 and was loaned to us by Trackman Merle A. Tuttle of Livermore Falls, Section 61. That highway is a far cry from today's standards of construction!

Retired Conductor Gilbert J. Fournier, of Santa Barbara, Calif., sent us this photo of the Chisholm Mills station, Farmington Branch, taken about 1900. The small square building (arrow) was the Portland and Rumford Falls Railroad Station. Former agents there included Charles Sawyer, Charles Lord, Walter Williams, Fred Sawtelle and a Mr. Hardy.