"Not only does Maine Central provide the type of securities which investment dealers can sell and want to sell, but the railroad is inextricably woven into the economic and industrial fabric of this state whose welfare every man in this room has close to his heart. We cannot pick up our ties and rails, and therefore have no eye cocked in the direction of Gastonia, N. C., nor George­town, S. C. We are here to stay because we must be and more than that we are bending every effort to make rates, give service and provide equipment which will make our shippers want to stay too. Railroads have the leverage. We can always add another car to the train with little out-of-pocket cost and it is and will be our policy to make the rates which will move the freight whether it be coal, potatoes, pulpwood, petroleum or paper.

"Maine Central is dedicated to the task of rendering Maine prosperous industrially and making it grow. We want you as our partners. We believe that we are just around the corner from consummation of a historic refunding. Once that is accomplished the struggle for Maine, for Maine industrial growth and for the best Maine Central Railroad which we know how to make will be undertaken with renewed vigor, and no degree of success along these lines will ever cause us to rest satisfied."

—President E. S. Miller before a meeting of Maine security dealers

Reduced furlough fares on the railroads for military personnel traveling in uniform at their own expense have been extended from January 31 to July 31, 1953. Round-trip fares for military personnel on furlough will continue at the rate of 2.025 cents per mile or less, good in coaches, which means a saving of up to one cent a mile and includes regular stopover and baggage privileges. These tickets are tax-exempt.

Acting Defense Production Administrator Trigg has announced that more liberal allotments of structural steel will be made in the second quarter of 1953, to accelerate construction of transportation facilities, including railway freight cars and Diesel locomotives.

Pullman cars used on some of the trains operating between Chicago and the Pacific Coast make as many as from 72 to 90 round-trips a year, depending on the schedules and layovers.

All bridges used by railroads, if placed end to end, would extend a distance of about 3,750 miles, or from New York to Los Angeles with about 500 miles to spare.
Excellent Safety Record

The Maine Central Railroad and the Portland Terminal Company joined with other railroads throughout the Nation to make 1952 the safest year for any of the 65 years in which official records have been kept.

An 18 per cent reduction in employee casualties on the Maine Central and a 14 per cent reduction on the Portland Terminal Company were well above the national average, according to figures prepared by A. J. Bensaia, general safety agent.

By actual count the number of serious accidents was dropped from 65 in 1951 to 54 in 1952.

Leading the four departments of both companies was the Maine Central Mechanical Department with a 48 per cent decrease from 1951. Following closely on the Maine Central was the Operating Department with a 42 per cent decrease. The Mechanical Department also led on the Terminal with a 17 per cent decrease, followed by the Operating Department with 13 per cent and the Engineering Department with four per cent. The PTC Stores Department registered a perfect year with no accidents.

Registering increases over 1951 was the Maine Central Engineering Department—134 per cent, and the Stores Department, 30 per cent. The latter, however, was the first accident in seven years of perfect safety.

Bensaia pointed out, however, that while the reduction is gratifying, no employee can afford to relax his vigilance. "All," he said, "must earnestly strive to control the possibilities of and to decrease the number of accidents every day, every month, and every year."

The safety department expressed its thanks to the supervisors and employees for their efforts that made the 1952 progress possible.

On the National level for railroad passenger safety, the best previous year had been 1949, when, on the average, one passenger lost his life for each 1,200,000,000 miles traveled. In 1952 the railroads broke their own record by a wide margin. In the first 11 months of 1952, according to the American Association of Railroads, there was only one fatality for each 2,200,000,000 miles traveled.

As to accidents of all sorts, including not only those to passengers but also to employees, users of highway grades, and even trespassers, 1952 was the railroads’ safest year.

The gain in railroad safety over the years is even more remarkable when considered in relation to the amount of traffic handled. As compared with 1939, the safest year of the pre-war period, railroads handled in 1952 nearly twice as much freight traffic and half as much passenger travel but had approximately 30 per cent fewer fatalities in accidents of all sorts, so that the fatality rate in relation to the volume of business handled in 1952 was much less than half of the best pre-war year.

Proof that we cannot rest on our laurels, however, was offered by Safety Agent C. L. Quigley with a glance at the record for December when three ICC reportable accidents were caused by:

(1) A freight conductor riding on monitor of caboose grasping upright handrail with left hand was thrown forward by lurch caused by slack adjustment when brakes were applied, sprained muscles in shoulder. (Apparently not sufficiently guarded against sudden shock.)

(2) A Waterville loader and caller was helping to close door on box car, had hand on door post. Door struck thumb and fractured it.

(3) A Bangor baggage - handler was transferring storage mail, claimed he was struck on head by falling sack of parcel post which rolled off top of pile where it had been insecurely placed by a fellow worker. He sustained ligament strain in his neck. (Individual alertness and good teamwork are essential to accident prevention.)
DIAGRAMS FOR ALL EMD'S COMPILED IN HANDY BOOKLET

A valuable aid to every Diesel electrician on the Maine Central and Portland Terminal Co. has been developed by a comparative newcomer to railroad ranks, Electrician Walter A. Browne, Rigby Engine House.

Through a tremendous amount of painstaking work and initiative, Browne has succeeded in compiling a booklet of schematic wiring diagrams for every Maine Central EMD locomotive.

Requiring more than 160 hours of off-work time, and as much as 16 hours on a single drawing, Browne has reduced the diagrams from the original 42" x 19" drawings to a handy, pocket-sized diagram 3¾" x 6¾". These are fitted into a loose-leaf, hard-covered notebook of some 52 pages that fits handily into an overall or suit pocket.

Each locomotive wiring diagram has been broken down into a page each devoted to engine and transmission control, power transmission, battery field, battery charging and headlighting.

Browne pointed out that the large drawings are cumbersome, receive heavy wear-and-tear by continued use, and that it would be unlikely that an electrician would carry them with him on a job call. Conversely, Browne's booklet can be carried on the person at all times for quick and ready reference.

A handy index shows the complete list of Maine Central EMD locomotive numbers, the item sought, e.g., engine cooling, and the corresponding plate number in the book.

In his frontispiece, Browne wrote that "in this book an attempt has been made to bring together a time-saving, well-organized, ready reference of schematic wiring diagrams of Maine Central locomotives." It seems he has succeeded unusually well.

Too, the amount of work it required is perhaps best indicated by the addendum that "appreciation is extended also to my wife for her assistance, her constant encouragement, and for graciously giving up space in our home for the materials necessary to complete this work."

The booklet is completely up-to-date including all alterations made in the diagrams from the original plan. Six pages alone are devoted to "Geeps," the GP-7 class locomotive. Included are the F-2's, F-7's, and FT's along with steam generators, cab indicator and train control diagram, even though some are not in use on the Maine Central, but are on the Boston and Maine.

Bowling Round the System

Maine Central keglers have been enjoying high averages, good scores, and close matches along with the good weather this season.

Down at Rockland the Maine Central Express was derailed briefly in its lead in the City League with a won-loss record of 25-5 for second place but was back in the sunberth at press time. Bowling for the lobstermen are F. Richardson, S. Willis, Capt. Andy Doak and K. Drinkwater. The only time the railroaders have been out of first place was a defeat by the Elks 1413 at 1408.

At Rigby, Brom the Bomber Tatarczyk had up a head of steam, leading the ten-team league with a 97 high average and a high for three strings of 390. Herb Piston had the high for one string of 132. Team Seven, composed of Mizula, MacVane, Murphy and Manning led the Ligonia maple moppers with a 45-17 record, well out in front of the battle for second place between Teams Ten and Six, the former with 36-24 and the latter with 35-25. Team Ten features Piston, Steves, Perkins and Affable Art Landry. Team Six boasts Stack, Butts, Flynn and Bearor. High averages are held by Montgomer, 95; Jerry Shea, Herb Piston and Joe MacDonald, 94; Mizula and MacVane, 93.

The General Officemen, two-time winners of the Directors' Trophy, were running close in the first three places of their league. The Minute Men, 46-26, are in first place with Tom Wiley, Holmes, Harry Jellerson and Charley McCullum. The Cascos with 44-28 have Commissioner Finley, Frank Rivers, Blair Walls and Jim Duncan. In third place are the Gulls, 40-32, with Herb Whitmore, Sam Spires, Bart Flaherty and Joe.


**Student Safety**

(From the Pittsfield Advertiser)

Lt. Walter S. Murray, railroad police, spoke to the students of Newport High School on Wednesday afternoon and children of the grade schools Thursday forenoon. He explained the uses of the new automatic gates recently installed at the Elm Street crossing of the tracks of the Maine Central Railroad Company.

His instructions included these laws: "Do not lean on the gates or try to push them up; they are completely automatic and could be put out of contact, resulting in non-operation."

"All drivers of cars to slow down 30 feet or more from the gates while bell is ringing.

"When gates are down, bell ringing and lights flashing, stay beyond the gates and do not approach until operation of trains is over; the gates will then lift, bell stop ringing and lights stop flashing. Then, and not until then, it is safe to pass over tracks."

Down at the new high school building the students crowded around him in the corridors and Murray, a smiling blue-eyed Irishman, talked to the youngsters informally, answering their eager questions. The grade school children were fascinated by the jaunty police officer in the impressive blue uniform with its brass buttons and badge of authority.

Lt. Murray, who works out of the Portland office under the direction of Special Agent Albert E. Christie, started his career in 1911, working on coal docks at the waterfront. In 1930, he joined the operating and police department of the Maine Central Railroad Company. He covers the state, policing troop and special trains, wrecks, robberies, railroad property and sometimes on traffic duty in the larger cities.

**Hints for Those March Blues**

Editor's note: It is important for you to make sure you pay the right tax—neither too much nor too little. This is a serious job, but it helps if we keep our sense of humor. This article, based on material furnished by the American Institute of Accountants, the national professional society of certified public accountants, is designed to help you with your tax return.

Don't tackle your tax return without knowing the basic rules of the game. You could find it expensive. If you short-change yourself, you cannot rely on the government to find your mistakes and refund your money. Remember, you don't need to pay more than your legal minimum. Do any of the following situations apply to you?

**Saving by Supporting Relatives:** John Sour's wife's aunt moved in with them last May, to help take care of their new baby (she said). John thinks she was looking for a free rent. She has some $500 coming in every year from insurance. He can prove it costs him $1000 extra to support her.

The aunt is not closely enough related to John to qualify on his joint return, provided:

1. John furnishes more than half her support,
2. her own income is less than $600,
3. she has not filed a joint return with her husband,
4. she is a U. S. citizen or a resident of the U. S., Canada or Mexico.

The Rule: Check your exemptions carefully—each saves you the tax on $600 of your income.

**Your Tax Form Counts:** Harold Gargle's mind goes blank whenever he has to fill out a form. Should Harold save himself a lot of anguish on his taxes, and merely fill out the simplified form 1040A?

Not if an hour's mental struggle can save him the equivalent of a couple of days' pay. The trick is to use both forms. On the long form 1040 he itemizes all his deductions, and he can claim the full total. But on either the simplified form 1040A, or the short form 1040, there is no itemizing. Harold gets, instead, the standard deduction of 10 percent of his adjusted gross income. By trying both the short and long forms, Harold will find out which one saves him money.

The Rule: Try your tax on the long form as well as the simplified or short form, to see which gives you the larger deduction.

**Medical Expenses May Be a Balm:** Bill Short's wife had her appendix out last fall, but he hasn't paid the bill yet. Can he list this bill among the medical expenses that he plans to deduct on his 1952 return?

No. Bill's deduction is that part of the family's total medical expenses paid during the tax year, which exceeds 5% of his adjusted gross income. If he or his wife had reached 65 before the end
of the year the 5% subtraction rule would apply only to medical expenses for dependents other than his wife. In any case there is an over-all ceiling, as explained in the tax instructions. The Rule: If you had higher-than-average medical expenses last year, go over them carefully. They may help reduce your tax.

Good Records Are a Good Idea: Henry Slick plans to take a lot of deductions this year—$200 for gifts to charities, $150 for medicines, and several hundred more for state gasoline taxes, union dues, and tools he has to buy in his job as a machinist. Henry doesn’t believe in keeping records, and throws away his receipts and cancelled checks. He goes on the theory that “the sky’s the limit” when it comes to claiming deductions and doesn’t bother himself about proof. Is he safe in assuming the government will take his word because he looks honest? Henry’s honest face will get him nowhere. Unless he keeps written records, such as receipts or cancelled checks, his claims to deductions are likely to be disallowed. In the case of a fraudulent return he could be subjected to severe penalties, as well.

The Rule: Have records to support your return. If you are unsure about some tax question, get advice from a qualified person.

No Place Like Home: Herbert Wise sold his home at a loss—because a repair bill for his storm-wrecked garage and porch had taken all his ready cash, and he felt he couldn’t pay his property taxes and keep up his mortgage payments. On his tax return, he plans to deduct (1) the loss on the sale, (2) the repair bill, (3) 1952 property taxes and (4) the mortgage interest he has paid. Is Herbert headed for Leavenworth?

Herbert’s freedom is not in jeopardy, but he’d better lay some of the house money aside for the tax collector. The deduction for loss on the sale of the home will be disallowed, with consequent additional tax and interest. His deductions for property taxes and interest on mortgage are O.K. So is the repair bill if it is a fair measure of the storm loss and the storm loss was not covered by insurance. Note that the repair bill is deductible as a casualty loss, not as repairs. Selling your home presents a tax problem. You cannot deduct a loss—and you may have to pay tax on a profit. You do not have to pay tax on the profit if you buy another home, which costs as much as you received for the first one; you must do this, however, within one year before or after the sale of the first.

The Rule: Do not neglect deductions that result from owning your own home. They can help reduce your tax.

Inflation and the Extra Dollar: Willis Watt, who works as a company electrician, has felt the pressure of inflation and is making money on the side repairing radio and TV sets. He does the work in a room of his house. Last year he made $500 from the sideline. Willis thinks that, since this is less than $600, it is tax-free and he doesn’t have to report it on his return. Is he right?

He is mistaken. It is only when total income is less than $600 that it is tax-free. If the total income is $600 or more a return must be filed and all income must be included. Since Willis is his own employer to the extent of his sideline business, he can deduct business expenses related to his sideline business. For instance, he could deduct a proportionate part of the cost of maintaining his home, since he uses one room for the sideline business.

If, instead of working at home for himself, Willis was required to work at home under the terms of his employment with his full-time employer, he would also be entitled to deduct the related (Continued on Page 23)

Mrs. Gladys Dole Featured

By JEANNETTE POMEROY
Woman’s Page Editor
PORTLAND PRESS HERALD

“Every minute was wonderful, it was a once-in-a-lifetime experience.”

These words summed up Mrs. Gladys M. Dole’s, Clerk in the comptroller’s office, reaction to her three-day jaunt to New York.

Mrs. Dole was one of the 100 people from all over the United States chosen out of hundreds of thousands of entries to go to New York to compete for National honors in the Pillsbury Bake-off.

Mrs. Dole had one of perseverance. The Bake-off this year was the fourth, and every year, except the first, Mrs. Dole has submitted entries.

She tells us that last year she was sure that one of her recipes would be a winner and was quite disappointed that it did not receive recognition.

But, she tried again. This year she sent in four of her best recipes. The one that won her National recognition was not the one she thought would win but she does admit that it is a mighty tasty entree—a crabmeat dish that is hearty and good.

The recipe will appear a bit later when all the prize entries are published in a cooking booklet. Right now it is the sole possession of Pillsbury.

For her baking skill Mrs. Dole, along with the 80 adults and 20 teenagers that also competed, was awarded a $100 prize, a super-duper electric range and a three-day trip to New York.

The Bake-off was held in the ballroom of the Waldorf-Astoria, each contestant equipped with her own little kitchen unit and enough material to prepare her entry four times. Two final bakers were necessary, one for display, one for judging, but there was a margin of error allowed.

During this Bake-off Mrs. Doyle was positioned near the finalist and says the minute she showed the product shaping up knew it would be a winner.

Cooking before this large audience is not the easiest chore in the world, but Mrs. Dole found the bright lights and competition stimulating. Tired but happy, Mrs. Dole says she’ll probably try again. She found it pays to save interesting recipes, incorporate your own changes, that will make them different enough to be prize winners.
SCENES at clerks’ installation banquet last month include (1) Pat Halloran, Portland Freight House, with oil painting he presented to Grand President G. M. Harrison; (2) Left to right, Mrs. and Mr. Dominic Fortin, Mrs. and Mr. Al Chapman, Ed Hurley, Local President and Mrs. Joseph Murray; (3) Portland City Councilor Edward T. Colley extends greetings; (4) Left to right, Jim Finley, Steve Conley, Warren and Mrs. Spires, Mrs. and Mr. Paul McDonald, Mrs. William Brownell, Mrs. Finley; (5) President Harrison receives a chest of Maine delicacies from George Curtis, representing Gov. Burton Cross. Railroad President E. S. Miller at left; (6) Head table group, Mr. Miller, Mr. Harrison, Toastmaster and Mrs. John S. McGarry; (7) Others at the head table, Curtis, Colley, Robert Babcock, Boston system man, Joseph Meehan, Lewis and Mrs. Rines; (8) General Chairman H. D. Ulrich extends greetings.
A wedding of much interest was solemnized Dec. 28 when Mary Ross, daughter of Clerk and Mrs. Ross, was married to Lenox White. The marriage was performed by the Reverend Roy Burgess in the First Methodist Church, which was prettily decorated with pine, white chrysanthemums and white tapers. Given in marriage by her father, the bride was attractively attired in white satin, with lace bodice, and finger tips which she fashioned herself from a lace handkerchief. She carried a bouquet of white roses. The wedding was held at Calais Memorial High School and at the St. Croix Commercial College. She is past Worthy Advisor of the Calais Assembly of Rainbow Girls, and at present Grand Patriarch of the Grand Assembly of Maine. She is employed as secretary to the Superintendent in Calais. The bridegroom is a graduate of Calais Memorial High School and is a member of the National Guard and has attended the Automotive Mechanics School at Fort Dix, N. J. He is at present employed by the Calais School Department.

Sympathy is extended to Agent Philip Holmes on the death of his mother, and to Trainman Fred McConvey on the death of his sister, David R. McKay, aviation machinist mate first class, son of Operator and Mrs. William H. McKay, reenlisted for a further term of six years, in Alumeda, Cal.

Fireman H. B. Kenison and wife have just returned from a trip to California. On the way back, they visited in Mexico, Texas, and many other points of interest.

William Peasley, fourth year student at Portland Law School, has passed his holidays with his parents, Engineer and Mrs. Colin J. Peasley. Conductor Henry White has returned from a visit with his son in Brooklyn, N. Y., and with his daughter in New Jersey.

Conductor T. J. Taylor is visiting in Raleigh, N. C., at the home of his daughter and family.

We are sorry to report the death of Edward J. Doyle, railroad man postmaster at Calais and sportsman. For a number of years, Eddie was chief baggagemaster at Portland Union Station, later working as freight checker and freight clerk at Calais Station. In 1904, he was appointed postmaster at Calais and continued in that office until 1949 when he reached the age of compulsory retirement.

He was a director of the Calais Athletic Association and was a well known sports figure as an umpire. He was a member of the St. Croix Masonic Lodge and held several bowling records which have not been equaled. He was a member of the Improved Order of Red Men taken the first of the year, of Calais, of the Knights of Columbus, the Bangor Assembly of Elks and the Portal Employees Association. For many years he was chairman of the Democratic City committee. He is survived by one brother, Thomas, of this city.

ENJOYING LADIES' NIGHT of the Bangor Chapter, Trowel Club, at the Lancey House, Pittsfield, last month was this happy group.

Coach Cleaner D. J. Harvey is still confined to his home in Old Town due to illness.

Carman M. R. Grass is substituting in Mrs. L. Baker's place, Union Station, and J. A. King is filing in Grass' place.

The meeting of the Bangor unit of the Trowel Club was held at Pilot's Grill, Jan. 21, with Herbert Sawyer presiding. Plans were made for an oyster supper Feb. 1 at Hermon with the Low Twelve Club and the Square & Compass as their guests. The following were elected as honorary members: M. E. Clark, Quincy, Mass.; Frank Grindle, Oregonville, and Rev. E. Charles Dartnell, Brewer. Entertainment was furnished by Mr. Dartnell who led community singing, assisted by Claude Comeau on the accordion. Wes Crocker and Frank Perley were the committees on arrangements. It has been reported to this office that Mrs. Lena (Golden) Friedman, in company with her husband, are soon to leave for Florida. Lena was formerly stenographer in the office of our Gen. Car Foreman, L. J. Harter.

The first vacation of the year in this department is that of Carman H. E. Burnham who has now returned to work.

Bangor Car Department

Coach Cleaner Arthur H. Holmes and Ruth A. Daultdilo were married Saturday, Jan. 6, 1953. Our best wishes go to them both.

One of our oldest carmen is missed at Union Station, Fireman H. B. Kenison, who has now returned to work.

It is understood that the condition of W. R. "Gus" Moore is somewhat improved, he being transferred to his home Jan. 18. We all wish him a speedy recovery.

As a result of dieselization of our railroad we have seen accomplished during the last two months the retirement of the coal plant at Calais and coal loader and ash pit at Vanceboro no longer needed. The work was done by Chester Brown's Bridge Crew with assistance of section crews.

Roy MacGregor, Plumber at Bangor, is back to work now following his discharge from service in the U. S. Navy.

Bangor Mechanical Dept.

By CHARLES H. LEARD

Our little Sand House man, Romeo Bancourt, certainly speaks a "varied language." Other day he said, "It was so warm yesterday I worked outside all day with both hands barefaced." Asked him if he had any matches, replied, "Don't got some, got some, give you any.

Young "Bill" Peasley, son of Engineer and Mrs. C. J. Peasley, Sr., and a student at Calvin Coolidge Law College in Boston spent the Xmas Holidays with his parents in Charlotte, Maine.

Electrician N. B. Harding applied a couple of those expensive little yellow "53" gadget on the front and rear of a beautiful new deluxe sedan the first of the year.

Foreman George E. McCausland and his wife are much in love. Electrician Sullivan lives next house to them in Hampden. Mrs. Sullivan said to John the other morning, "George kisses his good-by every morning, why don't you?" John said, "I don't know her well enough."

January 16 the Twin City Club was entertained by Mrs. Louise Robinson, wife of Portland Division Engineer A. J. Robinson. Machinist A. C. Ciz has scored again. Katherine A. was born to him and his wife at the Eastern Maine General Hospital, Nov. 22.

Sympathy expressed to the survivors of Mrs. W. T. Kearin, widow of the Eastern Division engineer who died in Bangor Dec. 23.

Some of the railroad boys are getting ahead in this line work in this vicinity. Machinist C. B. King was elected the Senior Deacon of Mechanics Lodge of Masons in Vassie Dec. 27. Machinist Lewis Snyder was elected gavelkeeper of Eastern Star Grange of Hampden, Maine's oldest Grange, and his wife Florence was
BY MARY MORSE, ERNESTINE GRIMES, LILLIAN SMALL, DORIS THOMAS

Clerks and bookkeepers in the Accounting Department were in Boston Jan. 18 to attend the annual meeting of the Celtics and the Knickerbockers. Following the game, they enjoyed a delicious dinner, and with a thorough enjoyment of the various phases of the evening, they returned home. Mrs. Fred Norwood, who was a brakeman and later a conductor on the railroad, was taken ill in December, presided over by Mrs. E. E. Tumith, Clerk Paul Crawford, Miss Smith's parents, Mr. and Mrs. Neil Smith. All best wishes are extended Shirley and Bill!

VALENTINE'S DAY

saw the announcement of the engagement of Shirley Smith, stenographer in the Cashier's Office, to William W. Wilson, Railway Mail. The engagement was announced at a Valentine's Day tea given by Miss Smith's parents, Mr. and Mrs. Neil Smith. All best wishes are extended Shirley and Bill!

Beecher Falls, Vt.

BY DON DEGOSTER

Merle C. Michaud, agent of Colebrook, has been off duty for several weeks due to illness. He returned to his duties at Coolease Hospital, Relier, back in shape and in good condition. Our sympathy is extended to Operator William Stover, who is recovering from an operation Jan. 9.

Freight clerks and bookkeepers, who have returned from late vacations.

16
Trainman George Larsen was a patient at a Veterans Hospital in Wyoming.

Conductor Albert W. Crosby who died recently and trainmen's room at west end of passenger division was a patient at the Osteopathic Hospital with a bad leg. Some odors are divinely exotic. They smell more, to us, like "Old..."

Cutie Daughters of Mail Porter and Mrs. Gene Donahue, Brunswick, are Patricia, four, and Sherry, three.

Brunswick

BY H. O. PREBLE

We only have an enginehouse here now. Starting Dec. 21 until completed, four stalls were removed leaving quite a bare space on west side of the house.

Swing Switchman Harold Corbett was in the hospital for a minor operation.

First Trick Switchman Norm Burns took the remaining days of his vacation in December. Second Trick Mail Porting Donahue and family left Jan. 17 for Pennsylvania where they will visit for a few days.

Engineer L. S. Bailey has bid in the Brunswick Switcher. At present he is enjoying himself on the West Coast.

Hostler Frank Cameron is off for a few days. Spare Fireman D. J. White relieving. Work is being done on old telegraph office and trainmen's room at west end of passenger station to make new office quarters for Track Supervisor W. W. Martin.

Waterville

BY M. W. FLYNT

Sympathy is offered the family of Retired Conductor Albert W. Crosby who died recently at the age of 87. Operator Fred G. Kirkpatrick is reported to be ill in a Waterville hospital.

Train Supervisor C. G. Rivers is driving a new car while Trainmaster J. T. Robertson comes out with one too.

General Agent Hugh Travers is back at work after several days fighting an attack of flu.

Freight House Foreman Chester Ellis has returned to his home after undergoing surgery in Boston.

Gardiner

BY M. L. SANBORN

Station Agent David Cameron has put his car in the garage for the winter or until the driving gets better.

Operator Eben M. Lord is always on time each Wednesday morning of the week.

Freight Clerk Clyde Cooper, a Red Hot Bos­ton Red Sox baseball fan, is thinking of going to Florida with the baseball team this spring on their annual spring training session.

Baggageman Olin Gordon has purchased a new car and set and between watching television shows and bowling in the Augusta League, Olin is a busy man.

Signal Maintainer George Curtis has been seen at the State House quite frequently this month.

Signal Helper Fred Pickens has bought a new car.

Perley Gross' bridge crew from Brunswick have been repairing the bridge trestle on the Cobbossee Branch this month.

Spare Baggage Agent James Gordon has gotten another dog and is thinking of raising dogs as a hobby this coming Summer.

Cruising Engineer Garney Sherman, who is chief of the Randolph Fire Department, is busy raising money to purchase a new fire engine.

Sierra R. F. Tracy visited friends in Portland recently.

Augusta

BY ELLIE E. WALKER

Conductor Ken Sampson has left the road switcher to go on conductors square board. Job is being covered by Conductor Dick Green.

"Star Tri-Corner Athlete"

Telegrapher Dick Achorn and his wife Betty, clerks in the Freight Office, are the proud owners of a 1953 car. It sure is a swell looking job.

Old Timer Reds is Operator Raymond Reeds is off duty account sickness.

Cable received from Retired Conductor Carl Pierce who is enjoying the Florida sunshine at his new home in DeLand, Fla.

Wasserstoffe

BY "STEVIE"

Some odors are divinely exotic. Like the flowers that in the spring bloom.

But the one that makes Foremen neurotic Is "Old Spice" in the Passenger Room.

"Old Spice"? How nice. Who'd a thunkit They smell more, to us, like "Old Shunkit!"

Lewiston

BY LILLIAN G. WHITE

Clerk-telegrapher Charles St. Hilare at Aub­urn is off duty due to illness and Telegrapher Philip Romans is substituting.

Ticket Seller George Parker was off duty three weeks and Mrs. Ethel Hamilton worked in his place.

Leading Carman Gorham Gatchell is in Bath Hospital with pneumonia.

A new oil fired burner has been installed at Lewiston Passenger Station to heat the sta­tion and cars. The old boiler, which burned coal and was hand-fired and had been in op­eration a great many years, has been discon­tinued.

Wasserstoffe Shops

BY "STEVIE"

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But the one that makes Foremen neurotic Is "Old Spice" in the Passenger Room.

"Old Spice"? How nice. Who'd a thunkit They smell more, to us, like "Old Shunkit!"

Carman Harry Patterson has retired and joined the Rocking Chair Superintendents as of Jan. 1. He was presented with a nice rock­ing chair by the boys.

Machine Apprentice Wade Richardson has been examined and is awaiting a formal in­vitation to join the Army.

Three former freight dept. employees are now employed in Long Beach, Calif., namely, Gus Campbell, Paul Carlson and Link Olson.

Paint Helper Al LaCroix is in California for a month. He will be the happiest man in the world when he returns. Mrs. Harry Lane is a surgical patient at the Sisters. She is the wife of Piper Harry.
Metro Freight Office and Portland Freight House

BY ALICE MCLAUGHLIN AND MARJORIE HIGLEY

Frank H. Nelson, cadet midshipman at the U.S. Maritime Academy, Kings Point, N.Y., is home on 30 days leave after having completed a year at sea, including stops off South America. There he worked with the crew of the U.S. Cargo freighter, B. M. Newcomb and family the same night. Miss White's niece and resides in Livermore Falls. The threesome also paid a call on R. J. Hasson, has resumed his teaching in South Portland on Friday afternoon.

Machinist Walter D. Christie, of the General Agent's office in Livermore Falls. The threesome also paid a call on R. J. Hasson, has resumed his teaching in South Portland on Friday afternoon.

By ALBERT B. WETMORE

Rigby Engine House

Laborer Joseph Murphy has been out sick for some time, and was the first member of our Welfare Society to receive the new $45.00 benefit. He bunted R. Mercier. Agent Walton will have to sell his hens if his disease spreads. Figure 19/30 of the engine house and Terminal property at Rigby.

Machinist Lester Butler has taken over Gas House displacing Emory Soule and taken over Gas House displacing Emory Soule.

Machinist Local 409 officers for the coming month by Machinist Ralph McKelvey, a former foreman or deaths to workers or close members it has built up a balance of three figures. Further, it has practically eliminated the passing around of papers for a sick fellow worker or deaths to close members of their families to whom the welfare society's help was needed at their funerals.

Machinist Theodore Cole's son Richard has returned from Korea, and is home on a 30-day furlough. He must then report for further duty some time in the near future as he is contracted for two years.

Having been informed that Gerry Bouldin, spare part of the Army, and Washington, D.C. A reception committee for 1953 by our new president, Laurence Lanciault, was given a dinner at the home of the engine house and Terminal property at Rigby.

Rigby's escorts were Foreman Fred Lombard, Laborer James Cline, and Laborer Joseph Callan, retired, died at his home. Floral tribute sent.

BY D. J. WILSON

Florida-bound is Frank Stuart, agent from Cumberland Mills, who is making his annual trip to the South. Former Machinist William Taylor is now living in Saco.

Former Machinist Helper Alexander Wright was a winner in the Stork Derby.

We hope to see back with us soon Londer and Callery James P. Peterson, who had the misfortune to break two ribs recently. We all wish you a speedy and complete recovery, Pete.

Word has been received that former Freight House Clerk Arnold C. Fogg is gaining nicely after his recent illness. Best wishes from all of us, Arthur.

The Safety Board now reads 187 days without a lost-time accident. The agent, who has been a surgical patient at a local hospital.

Machinist Edger Allaire plans to return to work after a short lay-off because of sickness, has applied for acceptance employment at the Pratt-Whitney United Aircraft Co., at Hartford, Conn.

Vincent Tatarenz, son of Machinist William Tatsarz, was born recently at his home. He is writing a thesis prior to receiving his degree at a college she said. The watchman thought it was all right that Newcomb was shot up as Carmen, recalling the scenes in the movie where he had been shot up in the middle of the air.

Machinist Helper Milford Goodwin and Mrs. Goodwin, announcers from the Rigby Welfare and Flower Fund, had dinner out on the town. They were considered to have a very pleasant trip.

Agent McKeever and W. B. Burtner, of Portland Terminal Company, returned from their vacation in December went out sick during the early part of the month. He also has received a $45.00 benefit because of his illness.

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THE TWO BOUNCERS pictured here are Thomas, 14 months, and Stephen, 26 months, sons of Swing Operator and Mrs. Leonard King, Jr., South Portland. Granddad is Conductor Len King.

Terminal Car Department

Cecil Farrar, press; Mrs. Ralph Hooper, Mrs. Earl Drew and Mrs. Albert Prescott, financial committee; Mrs. Allie Dunn, Mrs. John Wilson and Mrs. Rodney Lowell, floral committee; and Mrs. Albert Prescott, Mrs. James Kelly and Mrs. Harry Colman, regalia committee. Refreshments were served by the hostesses. Mrs. Colman and Mrs. Farwell poured.

INCOME TAX . . . (Continued from Page 10)

home expenses, provided there was no reimbursement by the employer.

The Rule: Income from “outside” work must be included in your return. But remember that business expenses may be deductible.

A Quick Check-List: Here is a checklist of dates and information about filing.

(1) File early—before the March 16th deadline. Avoid the last-minute mistakes that can lead to overpaying your tax. The government doesn’t want that any more than you do.

(2) If any member of your family had taxes withheld, even on an income of less than $600, he should file a return. That is the only way to get a refund of the tax withheld from pay.

(3) If you have questions you can get help from the local office of the Bureau of Internal Revenue. If you have complex problems you will need professional advice.

wages from which your employer has withheld tax, and your total income will be $600 or more.

(4) If you have questions you can get help from the local office of the Bureau of Internal Revenue. If you have complex problems you will need professional advice.

BOWLING . . . (Continued from Page 7)

Morrison. In the individual records department Ole Wiley Warren Spires stood at the top of the heap with an average of 101, followed closely by his sparring partner, Merrill S. Harrington, at 100. Others are Tom Wiley, 99; Deane, 98; Herb Whitmore, 98; Bill Brownell, 96; and Jim Finley, 94. Harrington holds the high three-strings at 344, and Deane, the high single at 136.
P&RF near Mechanics Falls was submitted both by Leonard Miller, Rumford, and Charles Allen, Rochester, N. Y.

A RARE FIND is this excursion poster dating back to 1887 and advertising a trip to the "Mechanics Fair." It was forwarded by Agent O. R. Burdwood, Bartlett.

ST. JOHNSBURY & LAKE CHAMPlain RAILROAD.

LOW RATE EXCURSION TO THE MECHANICS' FAIR

BOSTON.

THURSDAY, NOVEMBER 3, '87

Excursion Tickets to Boston and Return, Including Admission to the Mechanics' Fair, will be sold as follows: From all Stations between Lunenburg and East St. Johnsbury, inclusive,

$5.00

Tickets will be good going on Regular Train, via St. Johnsbury, Thursday, November 3 and returning on any Regular Train not after Thursday, November 10th.

C. S. Mellen, W. A. Stowell, Geo. W. Storer,

STILL GOING STRONG are all but one of the men in this picture taken of Engine 174 and crew in 1912 on Bangor's Front Street. Left to right, N. G. Freese, retired; Scott, a former switchman now farming; Todd Johnson, former yard brakeman; Fred Lowell, yard brakeman now an MD in Washington, D. C.; P. A. "Pete" Currier, then yard conductor and now yardmaster, owner of the photo; and J. M. Murphy, former yardmaster, deceased.