In publishing this issue of "Along the Line", we are doing something we have long planned—presenting a broad picture of New Haven affairs for members of the New Haven family.

There are 21,239 of us all told—quite a family, you'll admit. Each of you has been doing his job, and doing it well. But I want you to see what the other fellows are doing—and how it all adds up.

This year, as in previous years, we issued a formal annual report to our stockholders. You can obtain a copy by writing to Secretary Clark. However, I felt that a more intimate discussion in everyday terms would bring to you a clearer understanding of our reorganization problem and of the 1939 accomplishments.

Sincerely,

[Signature]

President.
1939 Highlights
A PAGE OF PROGRESS FOR THE RECORD

PASSENGER REVENUE
*HIGHEST SINCE 1931

FREIGHT REVENUE
*HIGHEST SINCE 1931

TOTAL OPERATING REVENUE
*HIGHEST SINCE 1931--AND 2% HIGHER THAN THE NATIONAL AVERAGE FOR ALL OTHER CLASS I RAILROADS

GROSS TON MILES PER FREIGHT TRAIN HOUR
*HIGHEST ON RECORD

93.6% OF ALL PASSENGER TRAINS ON TIME*
*BEST RECORD SINCE 1933

Along the Line, April—May, 1940
What Makes a Railroad?

If someone were to ask you that question, you might be tempted to reply that a railroad is composed of trains, tracks, stations, and the like. It’s quite true that this is the part of the railroad you see at first glance—and every railroad has to have them in order to be a railroad at all—but it takes more than equipment to make a good railroad. It takes men—men working together in a spirit of cooperation and goodwill to make their railroad the finest possible. A train has to have men to make it run... tracks will soon rust unless men keep them in top condition. And men must supply the money to build the railroad in the first place.

IT'S MEN!

... AND THESE ARE THE MEN WHO MAKE YOUR RAILROAD
THE STOCKHOLDER
By investing his money in New Haven stock, the stockholder has bought a share (or part ownership) in our railroad. If our operations are successful, he will earn dividends on his investment. Without the money he furnished, it would have been impossible to start and operate the railroad.

THE EMPLOYEE
The employee is the man who runs the railroad—our officers, trainmen, repair men—and everyone who works for the New Haven. To the public he meets, he is the New Haven Railroad—and he must never forget that fact. And, because he represents the railroad, it is his job to serve—and by a high degree of service, to show what a fine railroad this is.

THE CUSTOMER
Passenger and Shipper
They give us the daily and yearly revenue that enables us to keep running, and perhaps to show a profit. They are our customers and our employers. They are the people who pay us our wages.

THE BONDHOLDER
Bonds are issued when the railroad needs money for new equipment, for expansion, or for new projects. Bonds in short, represent loans—and the bondholder is the man who lends us money we need to carry out our plans—and eventually, he must be paid back.

STOCKHOLDER + CUSTOMER + BONDHOLDER + EMPLOYEE = NEW HAVEN RAILROAD
TAKE ANY ONE AWAY . . . . . . . = 0

Along the Line, April—May, 1930
If you were to sit down at the end of the year and figure out your financial condition, you’d probably do it like this: in one column, you’d put down just how much money you had earned. In another column, you’d figure out how much you had had to pay out. What you had left would be your surplus or reserve. Let’s say it looks like this, for example:

<table>
<thead>
<tr>
<th>TOTAL WAGES EARNED</th>
<th>$1861.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rent</td>
<td>$480</td>
</tr>
<tr>
<td>Food and Living Expenses</td>
<td>780</td>
</tr>
<tr>
<td>Clothing</td>
<td>150</td>
</tr>
<tr>
<td>Doctor Bills and Insurance</td>
<td>100</td>
</tr>
<tr>
<td>Miscellaneous Expenses</td>
<td>50</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$1560</td>
</tr>
</tbody>
</table>

SURPLUS—$301.00

In the same way, all during the year, careful account is kept in the books of the New Haven Railroad. At the end of each year, our assets and liabilities are balanced—our total income figured against our expenses. And here’s the result:

| TOTAL INCOME 1939 | $86,733,733 |
| TOTAL PAID OUT 1939 | $89,647,847 |
| TOTAL INCOME 1938 | $76,125,400 |
| TOTAL PAID OUT 1938 | $87,748,593 |

TOTAL DEFICIT

| 1939 | $2,914,114 |
| 1938 | 11,623,193 |

Although we did not make a profit in 1939, the deficit was the smallest since 1932, an extremely encouraging sign.
HERE'S HOW WE **EARNED** OUR INCOME

| **FOR FREIGHT CARRIED**<br>SHIPPERS PAID US | $47,525,678. |
| **PASSENGERS PAID US** | 27,381,782. |
| **FOR CARRYING MAIL**<br>UNCLE SAM PAID US | 2,163,132. |
| **RAILWAY EXPRESS PAID US** | 1,533,646. |
| **OTHER TRANSPORTATION, DINING CARS, EXCESS BAGGAGE, ETC.** | 4,814,238. |
| **RENT FROM OTHER COMPANIES**<br>FOR USE OF OUR FACILITIES AND EQUIPMENT | 589,731. |
| **INCOME FROM RENTS, INVESTMENTS, ETC.** | 2,725,526. |
| **TOTAL** | $86,733,733. |
**HERE'S HOW WE SPENT OUR INCOME**

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL WAGES TO EMPLOYEES</td>
<td>$36,621,952</td>
</tr>
<tr>
<td>MATERIAL, SUPPLIES AND MISC.</td>
<td>$16,601,677</td>
</tr>
<tr>
<td>RENTS FOR EQUIPMENT AND FACILITIES</td>
<td>$7,893,739</td>
</tr>
<tr>
<td>TAXES, STATE AND FEDERAL</td>
<td>$6,192,386</td>
</tr>
<tr>
<td>DEPRECIATION AND RETIREMENTS</td>
<td>$3,434,593</td>
</tr>
<tr>
<td>FUEL COSTS</td>
<td>$3,547,954</td>
</tr>
<tr>
<td>LOSSES AND DAMAGE, PERSONAL INJURIES AND INSURANCE</td>
<td>$1,252,984</td>
</tr>
<tr>
<td>MISCELLANEOUS RENTS, TAXES AND INTEREST ON BONDED INDEBTEDNESS</td>
<td>$14,102,562</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$89,647,847</strong></td>
</tr>
</tbody>
</table>
OR, TO SHOW IT IN ANOTHER WAY--
HOW THE NEW HAVEN DOLLAR IS SPENT

1939

TOTAL WAGES TO EMPLOYEES 40.9c

MISC. RENTS, TAXES AND INTEREST ON DEBT 15.7c

LOSSES OR DAMAGE 1.4c

FUEL 4c

DEPRECIATION AND RETIREMENTS 3.8c

HOW IT WAS SPENT IN 1916*

TOTAL WAGES TO EMPLOYEES 41.2c

MATERIALS AND SUPPLIES AND MISCELLANEOUS 14.8c

MISC. RENTS, TAXES AND INTEREST ON DEBT 17.6c

RENTS FOR EQUIPMENT AND FACILITIES 8.4c

LOSSES OR DAMAGE 2½c

FUEL 8c

DEPRECIATION AND RETIREMENTS 3.6c

*The year 1916 was chosen for long range comparison simply because the income for that year was comparable to the income for this year. In 1916, our total income was $88,773,798—about two million better than this year.

Along the Line, April–May, 1940

The fuel cost for 1916 includes freight charges over Central New England Railway, as that road was separately operated in 1916.
HOW AVERAGE YEARLY NEW HAVEN WAGES HAVE CHANGED SINCE 1916

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Wage</th>
<th>Total Income</th>
<th>Number of Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>1916</td>
<td>$958</td>
<td>$88,773,798</td>
<td>35,041</td>
</tr>
<tr>
<td>1939</td>
<td>$1861</td>
<td>$86,733,733</td>
<td>21,239</td>
</tr>
</tbody>
</table>

EACH SYMBOL REPRESENTS $200
EACH SYMBOL REPRESENTS 3500 EMPLOYEES

NOTE: The total income of the periods compared is not materially different. Although there are approximately one-third less employees—average wages have almost doubled.

COMPARISON OF EXECUTIVE SALARIES WITH WAGES OF ALL OTHER EMPLOYEES IN PER CENT OF TOTAL

THE NEW HAVEN RAILROAD

ALL OTHER EMPLOYEES 98.22%*
EXECUTIVES, OFFICERS and ASSISTANTS . . . 1.78%*

ALL OTHER CLASS I RAILROADS

ALL OTHER EMPLOYEES 97.71%
EXECUTIVES, OFFICERS and ASSISTANTS . . . 2.29%

*In short, out of every salary dollar (a total of $36,621,952 in all), New Haven executives, officers and assistants received less than 2¢... all other employees more than 98¢.
THE NEW HAVEN IS A **Safe** RAILROAD--

FOR PASSENGERS AND EMPLOYEES

The safety record of The New Haven is one to be proud of—a safe railroad to ride on, a safe railroad to work on!

IN THE PAST 22 YEARS, WE HAVE CARRIED MORE THAN ONE BILLION, 303 MILLION PASSENGERS . . . FOR A TOTAL DISTANCE OF MORE THAN 34 BILLION, 418 MILLION MILES. IN ALL THAT TIME--FOR ALL THAT DISTANCE--THERE HAVE BEEN ONLY THREE PASSENGER FATALITIES IN TRAIN ACCIDENTS

1939--A YEAR OF SAFETY TO BE PROUD OF

**EMPLOYEE FATALITIES**

**PER MILLION MAN-HOURS**

1/10 OF 1%

**LOWEST FIGURE**

**IN NEW HAVEN HISTORY!**

**2ND PLACE AMONG 25 CLASS I RAILROADS**

*Along the Line, April–May, 1940*
In October, 1935, the Railroad Company found that to meet its obligations for taxes, interest and other fixed charges up to the end of the year, it would need about $10,000,000 more cash than it could expect to have in the treasury. It could not borrow money to pay these charges. Failure to pay them would make it possible for bondholders to foreclose mortgages and for creditors to bring suits and to attach property of the Company. It would make it possible for some creditors to get advantages over others.

To avoid such a situation it filed its petition for reorganization under the Bankruptcy Act in the United States District Court for the District of Connecticut. Title to all property of the Company was transferred by court order to three trustees appointed by the court, and they have had full control and management of the railroad ever since.

The only responsibilities left with the Board of Directors were (1) to continue the corporate existence of the Company, and (2) to prepare a plan of reorganization under which, when approved by the Interstate Commerce Commission and the court, the property could be transferred back to the Company.

The reorganization of any railroad is a very complicated undertaking. It is especially so in the case of the New Haven, which at the time it entered reorganization included eight leased lines and eleven separate and distinct sections of line which were each subject to a mortgage, including the first and refunding mortgage covering the entire system. The accompanying map illustrates this situation.

The New Haven Railroad during its sixty-three years of existence had never been in receivership or proceedings for reorganization. Most of its debt had been incurred many years ago. Much of it was for the purpose of purchasing various other companies. Low earnings during the depression made it necessary to borrow money from time to time and when the Company could no longer borrow, it was impossible to meet all interest and other fixed charges, so that the only recourse of the Company was to follow the course of over 30% of the Class I railroad mileage of the country and undertake a reorganization which would decrease its fixed charges to a point where they could be met year in and year out. Such a reorganization requires a reduction in indebtedness, but the reduction in each issue of bonds secured by a mortgage on a particular line in the system must vary in proportion to the earning value of that line to the system. This is the problem which the Plan Committee of the Board of Directors had to solve.

While the Plan Committee was attempting to formulate such a plan, the Trustees not only had the responsibility for operation and management of the railroad, but also responsibility of examining all of the operations of the Company to determine those which were
profitable and those which were unprofitable. They also had the obligation to examine all contracts, agreements and leases to determine whether it was in the interest of the railroad to continue them or get rid of them. As a result of these examinations they found that a large amount of trackage did not earn its keep, and with the approval of the Interstate Commerce Commission they have abandoned approximately 300 miles of road or first track, and 425 miles of all track. They have retired hundreds of buildings and other structures no longer required for present or future operations. These abandonments and retirements have reduced expenses and charges and improved the earning power of the railroad.

The Trustees have rejected leases, covering properties which were not earning enough to pay the rent required by the terms of such leases as follows:

Connecticut Railway and Lighting Company
Chatham Railroad Company
The Hartford and Connecticut Western Railroad Company
Old Colony Railroad Company
Providence, Warren and Bristol Railroad Company
Boston and Providence Railroad Corporation.

The Trustees stopped payments under guarantees which the Railroad Company had made upon the following:

New York, Westchester and Boston Railway Company First Mortgage Bonds
Springfield Railway Companies-1926 Preferred Stock
New England Investment and Security Company Preferred Stock
Boston Railroad Holding Company Preferred Stock.

Since the Trustees took over the operation and management, many changes have occurred in the status of subsidiary and affiliated companies of the New Haven Railroad.

When the Trustees stopped payment of guaranteed interest ($864,000 a year) on the bonds of the New York, Westchester and Boston, that Company filed a petition for reorganization in the Connecticut Federal Court. When the Trustee appointed to operate it found that it could not be operated so as to pay operating expenses, the court decided that its reorganization was impossible and the Company was placed in receivership in the Federal Court in New York. The Receivers were unable to earn expenses and all service has been discontinued. The property is now in process of liquidation. The tracks and other facilities located within New York City have been sold to the City. The tracks and facilities on the right of way of the New Haven between New Rochelle and Port Chester, which had been used by the Westchester, have been taken up.

In 1906 the New Haven acquired by lease the trolley property of the Connecticut Railway and Lighting Company in Norwalk, Bridgeport, Waterbury, New Britain, and surrounding territory. The obligations of this lease were taken over by The Connecticut Company in 1910. The Connecticut Company was obligated to pay rental of approximately $1,000,000 a year for the property, and only a small part of this rent was earned on the property. At the instance of the Trustees the agreement under which The Connecticut Company took over these obligations was terminated and the Trustees rejected the Connecticut
Along the Line, April—May, 1940
The New York, New Haven and Hartford Railroad Co.
Map of Leased and Mortgaged Lines

Mortgaged Lines
- Central New England
- Dutchess
- Danbury and Norwalk
- Hoosatonic
- New England including New York and New England
- New Haven and Northampton
- Naugatuck
- Boston and New York Air Line
- New York, Providence and Boston
- Harlem River and Port Chester
- First and Refunding including Providence Terminal Co.

Leased Lines
- Hartford and Connecticut Western
- Holyoke and Westfield
- Norwich and Worcester
- Providence and Worcester
- Boston and Providence
- Providence, Warren and Bristol
- Old Colony
- Chatham
Railway and Lighting Company lease. The C. R. & L. property was returned to its owners. The Connecticut Company had a large issue of debentures outstanding on which it was unable to pay the interest. It filed a petition for reorganization on October 31, 1935. That reorganization has been completed, the debt and capital stock of that Company was reduced, and it is now able to meet its obligations.

The New England Steamship Company for years had been operated at a loss. Revenues had materially decreased. Operating costs were mounting. The Steamship Company could not pay all its bills or interest on its bonds. The Trustees satisfied themselves that its continued operation would be at a loss. The Trustees, therefore, discontinued operation of all the Sound Lines in the summer and fall of 1937. The only line remaining in operation is between New Bedford, Martha's Vineyard and Nantucket. Plans are under way for a voluntary reorganization of the Steamship Company.

In the summer of 1939 the Trustees disposed of the entire interest of the New Haven in the Springfield Street Railway Company.

The New York, Ontario and Western Railway Company, a majority of whose common stock is owned by the New Haven, filed a petition for reorganization in May, 1937. Its Directors have filed a plan of reorganization. No progress has been made toward this reorganization because of unprecedented low earnings.

The Plan Committee of the Board of Directors of the New Haven prepared and filed a plan for reorganization of the New Haven on June 1, 1937. The Interstate Commerce Commission after hearings decided not to approve this plan. The Committee then prepared an amended plan which was filed as of January 1, 1939. The Commission held hearings on the amended plan and on November 17, 1939 an Examiner of the Commission submitted to the Commission for its approval a plan which in its general features followed the amended plan of January 1, 1939.

On April 12, 1940 the Commission issued its report approving a plan of reorganization, which varies little from the recommendation of the Examiner and hence follows in general the amended plan prepared by the New Haven Directors.

Under the plan the railroads of the Providence, Warren and Bristol, Hartford and Connecticut Western, and Boston and Providence will be merged into the New Haven. (The Commission made public at the same time a plan of reorganization for the Boston and Providence which agrees with the proposed treatment of the Boston and Providence under the Commission's New Haven plan). Because of the unfavorable earnings position of the Old Colony, the Commission states that no plan for its reorganization should be authorized at this time.

The Commission made a finding that after distribution to creditors of the New Haven of the reorganization securities to which they are entitled there will be nothing left over for the holders of either the present preferred or common stocks of the New Haven. The Directors have endeavored to convince the Commission that present stockholders should
receive something. They have urged that the value of the Company's perpetual rights between Woodlawn and Grand Central and in Grand Central itself, if properly valued, should provide some equity for the stockholders.

Under the law, petitions for changes in the plan may be filed with the Commission within sixty days of its order. The plan as thereafter approved by the Commission will be certified to the court and further hearings upon the plan will be held by the court. If approved by the court the plan will be returned to the Commission which will then submit it to creditors for their acceptance or rejection by vote.

As already stated the plan approved by the Commission, as well as that which was submitted by the Plan Committee of the New Haven Board, made no provision for the permanent disposition of the Old Colony Railroad, which is being operated at a substantial loss because of its local passenger service. The Trustees are attempting, through negotiations with authorities of the Commonwealth of Massachusetts, to eliminate or substantially reduce these losses. While progress has already been made through reduction of unprofitable trains and elimination of little used stations, further substantial economies must be obtained to place the operation of the Old Colony on a basis which will make its reorganization a financial possibility.

The greater part of the passenger losses of the Old Colony are incurred on the lines between Boston, Greenbush, Plymouth and Middleboro, about 97 miles of railroad generally referred to as the "Boston Group". Because of the large passenger losses on these lines the Interstate Commerce Commission has been asked to determine whether complete abandonment of all railroad service in this territory is necessary in order to eliminate the passenger losses which are the principal obstacle in the way of a possible reorganization of the Old Colony.

The Boston Terminal Company, which owns the South Station, has been burdened with bond interest and taxes aggregating approximately $1,200,000 a year, a heavy charge on the using railroads. It is startling to realize that the number of passengers using the station is less than one-half of what it was twenty years ago. Under instructions of the Connecticut District Court last Fall the Trustees of the New Haven withheld payment of the proportion of bond interest and property taxes which the New Haven had been paying to the Terminal Company for use of South Station. As a result the Terminal Company had no funds to pay its taxes or interest on its bonds, and bondholders of the Terminal Company filed a petition for its reorganization. The Circuit Court of Appeals has recently decided that the order of the Connecticut District Court was in error and that the interest and taxes should have been paid by the Trustees. The Trustees will appeal to the Supreme Court of the United States for a reversal of this decision. In the meantime, a plan of reorganization of the Terminal Company is being prepared.

Although the New Haven may be said to be finally approaching reorganization, the procedural steps yet to be taken under the law and the fact that several disputed legal problems are still pending in the courts, make it impossible to foresee at this time when the proceedings may be finally ended.

Along the Line, April—May, 1940

17
All of us like to feel that The New Haven lives up to everything that is implied in the description, "CLASS I RAILROAD". Each year, toward that end, a great deal of money is spent on maintaining roadway and equipment in first-class condition. But more than that, new equipment must be purchased to keep in step with the times —faster engines, more comfortable coaches, and new developments for every branch of our service. On this, and on the next page, you will see the improvements that have been made during the last five years, consisting of expenditures of over $11,500,000. for the building and re-building of bridges, stations, plants, signals, and communication lines, freight house facilities, grade crossing elimination, and improvements to the track structure. In addition, there has been expended for improvement of existing equipment, over $17,117,000, or total expenditures for both roadway and equipment of $28,617,000.
NEW EQUIPMENT

230 COACHES  $8,255,657.

6 DINERS  176,264.

THE BESLER TRAIN  107,000.

THE COMET  237,123.

16 STREAMLINED LOCOMOTIVES  (STEAM AND ELECTRIC)  2,969,347.

5 GRILL CARS  265,963.

225 COAL AND FLAT CARS  482,372.

20 DIESEL ELECTRIC SWITCHERS  1,259,638.

MISCELLANEOUS  (BARGES, CRANES, HOISTS, ETC.)  194,312.

TOTAL  $13,947,676.

Along the Line, April—May, 1940
TOTAL NEW HAVEN EQUIPMENT AND FACILITIES
(AS OF DECEMBER 31, 1939)

685 LOCOMOTIVES

1491 CARS IN PASSENGER SERVICE* (Average Capacity, 88 Persons)

11,361 CARS IN FREIGHT SERVICE (Average Capacity, 42 Tons)

893 CARS IN COMPANY SERVICE (Work Trains, Etc.)

94 TUGS, FLOATS, LIGHTERS, ETC.

184 TRUCKS, AUTOS, OTHER MISCELLANEOUS EQUIPMENT

1867 MILES OF ROAD OPERATED

1844 MILES OF ROAD OPERATED IN FREIGHT SERVICE

969 MILES OF ROAD OPERATED IN PASSENGER SERVICE

4381 MILES OF TRACK

*434 are air-conditioned

Along the Line, April—May, 1940
The American system of railroads is a link that binds the country together into one compact unit. Swift train service makes it possible for those in New England to eat fresh fruit from California or Florida—and for people living in other parts of the country to enjoy fresh cranberries right from Cape Cod.

New England, mainly a manufacturing center, is largely dependent upon other parts of the country for raw materials, foods and other necessities, and the following chart shows what a vital part The New Haven Railroad plays in the economic life of New England.

### Freight Carried—1939

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Product of Agriculture" /></td>
<td>Cereals, fruits, vegetables, etc.</td>
</tr>
<tr>
<td><img src="image" alt="Animals and Products" /></td>
<td>Meat, wool, leather, etc.</td>
</tr>
<tr>
<td><img src="image" alt="Products of Mines" /></td>
<td>Coal, coke, stone, gravel, etc.</td>
</tr>
<tr>
<td><img src="image" alt="Products of Forests" /></td>
<td>Lumber, posts, pilings, box material, etc.</td>
</tr>
<tr>
<td><img src="image" alt="Commodities" /></td>
<td>Iron and steel, gas and oil, metals, piping, machinery, paper, glass, etc.</td>
</tr>
<tr>
<td><img src="image" alt="Less Than Carload Freight" /></td>
<td></td>
</tr>
</tbody>
</table>

Each symbol represents 250,000 tons. Grand total, all freight—19,937,241 tons.
NEW HAVEN STREAMLINED COACHES
AT FAIR OPENING MAY 11

Two New Haven Railroad streamlined coaches and a grill car will be featured as part of the big railroad exhibit at the New York World’s Fair during the two opening weeks this year, and again at the end of the Fair.

Official announcement has also been made by the Eastern Presidents’ Conference that the Eastern railroads will again have their joint exhibit, including the brilliant pageant, “Railroads On Parade,” which showed last year to 1,400,000 persons.

This year’s production will feature new scenes and many improvements. It will be presented four times daily, with seats at 25¢ and 35¢.

General admission to the Fair itself this year will be only 50¢ instead of 75¢ as last year.

NEW HAVEN R. R. FILM
PRESERVED FOR POSTERITY

A print of the New Haven Railroad’s much sought-after sound motion picture, “New England Yesterday and To-day,” which has been viewed by more than 1,500,000 persons in 35 states outside New England and New York, was sent on April 3 to Oglethorpe University, Georgia, where it is to be preserved for posterity in the “crypt of civilization” to be opened some 6,000 years from now.

HAPPY THANKSGIVING!

Yes, we know Thanksgiving’s a long way off. But we just wanted to call your attention to the fact that turkeys are quite plentiful right now, so you could have all the joys of a Thanksgiving dinner with all the “fixins” at reasonable cost. It’s worth looking into!

BRAINTREE’S TERCENTENARY

Braintree, Mass. will celebrate the 300th anniversary of its incorporation May 23 to May 26. It was from quarries at Old Braintree (Quincy) that granite was hauled over the Granite Railway to tidewater, for the building of the Bunker Hill Monument. The Granite Railway, our readers will recall, was the first American railway opened for service, October 7, 1826, later becoming part of the Old Colony Railroad.

Nearby, also, are the birth places of Presidents John Adams and John Quincy Adams, and within a stone’s throw of the Braintree station is the stately Greek revival French mansion which has been so widely photographed.

Governor Leverett Saltonstall of Massachusetts will speak at a banquet on May 23, while a grand ball and an historical “pageant on wheels” are among the other features of the celebration.

NEW DIESELS ALL IN SERVICE

All ten of our new diesels have been received and are now in regular service. We now have 31 diesel switchers, assigned as follows:

- Boston—14
- New Haven—8
- Bridgeport—3
- Providence—3
- Danbury—1
- Hartford—1
- New London—1

NEW CABOOSSES ARRIVING

Deliveries are now being received of the 25 new steel cabooses which are to be used in main-line service. The first four to be received were C-510 and C-511, assigned to 1 OB-1 and ON-2 between New Haven and Maybrook, and C-512 and C-513, assigned to 2 OB-1 and ON-6.

TAXES $291.55 PER EMPLOYEE

The New Haven Railroad’s taxes in 1939 amounted to $6,192,386. The average number of employees during the year was 21,239. So a simple mathematical calculation brings us to the conclusion that in 1939 we paid taxes to the tune of $291.55 per employee.

PASSES STILL RESTRICTED ON YANKEE CLIPPER

Although the Yankee Clipper has been opened up to coach passengers with the institution of our new timetable on April 28, it was announced that there will be no change in the restrictions governing the acceptance of passes on this train.
In what was described by Vice-President R. L. Pearson at our annual Safety meeting on April 10 as "the greatest improvement in schedules we have ever put in effect in any one timetable," through train service between New York and Boston and between New York and Springfield was speeded up effective April 28 to give us the fastest schedules which have ever been in effect.

Leading off with the Merchants Limited, which is now scheduled to make the 229-mile run between New York and Boston in four hours fifteen minutes, with the same intermediate stops as previously at Back Bay, Providence, and New Haven, practically all through trains are now on faster schedules, yet the changes have been effected without raising the speed limit of seventy miles per hour, but rather through operating improvements and new designs in equipment.

At the same time, adjustments were made in the New York-Boston schedules so as to provide for leaving times from both Boston and New York every hour on the hour, from 8:00 a.m. to 6:00 p.m. (D.S.T.).

Still another innovation in the new timetable was the changing of the Yankee Clipper from a limited to an "open" train, with the addition of coaches and the removal of the extra fare. Thus the Merchants now remains as the only extra fare train on the New Haven Railroad, and its extra fare was reduced so that the through rate between Boston and New York including seat is now $9.00 instead of $10.00. The "Clipper" continues to operate on its 4½-hour schedule, thus giving coach passengers the benefit of this fast service.

We now have eighteen daily trains on the shore line which make the run between Boston and New York in less than five hours, as compared with only four such trains on the last timetable. Seven have 4-hour 35-minute schedules, only five minutes longer than the Yankee Clipper, two take 4-hours 45-minutes, and five take 4-hours 55-minutes. Sundays
there are two additional trains which are on a 5-hour flat schedule, and Fridays another with a 4-hour 35-minute running time. 

Arrangement of the “every hour on the hour” schedule leaving New York and Boston involved the adding of one train leaving Boston at 11:00 a.m., on a 4-hour 45-minute schedule.

The timetable is arranged so that Hartford and Springfield trains are combined with Shore Line trains between New York and New Haven, and passengers for or from points on the Springfield line thus get the benefit of express service through the operation of through parlor cars and coaches which are attached to Shore Line trains which, generally speaking, run express between New York and Bridgeport.

As an illustration, Train No. 54, which formerly left New York at 12:10 p.m. for Springfield, now leaves at 11:30 a.m. daylight saving time, makes local stops to New Haven, due there at 1:15 p.m. However, passengers for Hartford, Springfield and points north and east leave New York at 12:00 noon in Train No. 14, in through cars due New Haven at 1:25 p.m., where the Springfield cars are switched to Train No. 54, which will leave New Haven at 1:35 p.m., due Springfield 3:10 p.m., representing a ten-minute saving in running time. On other trains this time-saving varies from ten minutes to thirty-five minutes.

Bridgeport benefits by eight additional trains in the latest timetable—five westward and three eastward, and the running time between Bridgeport and New York has been quickened on a number of the through express trains up to twelve minutes. Bridgeport now has 40 westbound trains and 47 eastbound.

New Haven also benefited by the new timetable to the extent of two through trains from Boston to New York, one new through train New York to Boston, and two New York-New Haven trains, while the running time between New Haven and Boston has been quickened an average of about ten minutes. The new timetable provides New Haven with substantially half-hour departures from New York, on the hour and half hour, from 8:00 a.m. to 4:00 p.m. The Bankers now makes the New Haven-New York run in 1 hour 23 minutes, seven minutes faster than previously. Several other trains are scheduled in 1 hour 25 minutes, and the Merchants and Yankee Clipper in 1 hour 20 minutes.

All of this new service was the subject of an attractive advertising campaign, with three preliminary advertisements and a full page spread in the newspapers of New York, Boston, Providence, New London, New Haven, Bridgeport, Hartford, Meriden, and Springfield. This advertising stressed the low two-cents-a-mile coach rate, and also emphasized "dependable arrivals in all sorts of weather."

Certainly this splendid new schedule gives every New Haven Railroad employee something to talk about, to "sell" to friends and neighbors. Combined with the two-cents-a-mile rate, and coach equipment second to none in the United States, it certainly should be easy to persuade folks to travel by train!

EDWARD J. KELLEY & FRED E. THURBER
GET HALF-CENTURY EMBLEMS

Edward J. Kelley and his grand-daughter above. Right, Fred E. Thurber.

The names of Edward J. Kelley and Fred E. Thurber were added to our Half Century Service Honor Roll during the past month, each of them being the recipient of our fifty-year service emblem. In both instances the men rightly should have received their emblems earlier, but their records only recently came to light.

Mr. Kelley, who was presented with his pin on March 8 in the presence of a group of fellow employees at the Southampton Street Engine House by W. R. Sederquest, Master Mechanic, first entered the service on March 19, 1889 as a wiper. This was at Roxbury. On September 4, 1904 he was promoted to be Ashpit Foreman, and has served in that capacity right up to the present time.

Mr. Thurber began his railroading in November 1889 as a crossing watchman. He was promoted to yard brakeman on May 30, 1893, and five years later was made yard conductor, the position he still holds. Mr. Thurber will celebrate his seventieth birthday June 15.

The presentation of Mr. Thurber’s emblem was made by B. F. Bardo, Superintendent of the Providence Division, in the presence of a group of approximately sixty fellow workers, on the afternoon of March 18.

Along the Line, April—May, 1940
Many Honored

AT ANNUAL SAFETY MEETING

Plaques and certificates for achievements in the line of safety during 1939 were awarded at the annual safety banquet held at New Haven on March 16 under the auspices of The New Haven Railroad Club, attended by 515 officers, supervisory forces, and employees.

Howard S. Palmer, president of the company, congratulated all on the good work, saying "I am very proud indeed of the records you are making.

"In 1939 our casualty ratio, that is, injuries to employees on duty per million man hours worked, dropped to 6.74 as compared with 8.17 in 1938, a decrease of 17 per cent. This is our lowest ratio since 1935.

"The fatalities to employees on duty for the year numbered five—the lowest in the history of the railroad, which places us second in this respect among all of the Group 'A' railroads of the country. Our ratio of employee fatalities was only fifty per cent of the average ratio of all Group 'A' railroads."

The winners of the five bronze plaques which are awarded for the best safety records in the various branches of service, were:

- Maintenance of Way Dept.: Boston Division (4th time).
- Train, Yard & Engine Service: Boston Division (7th time).
- Mechanical Department: Readville Shops (2nd time).
- Station Service: Cedar Hill Terminal.
- Electric Transmission & Communication: Communication (7th time).

In addition to the bronze plaques, certificates are awarded in the different departments for the stations, yards, divisions, engine houses, or shops making the best records for the year. Winners of the certificate among the yards were New Haven (A. A. Condon, General Yardmaster) for Group I (having 300,000 man-hours or over) and Bridgeport (L. A. Hemingway, General Yardmaster) in Group II (under 300,000 manhours). Both were winners for the first time.

In the Station Service section, New Haven (O. A. Weber, Agent) took the certificate for Group II, this being the third time New Haven has taken top honors. Seven other stations also had perfect safety records during the year, with no reportable injuries. New Haven winning only by virtue of the fact that they had more man-hours. The other stations with perfect records, and who were awarded smaller certificates, were:

- Springfield, Mass. (C. B. Hancock, Agent).
- Waterbury, Conn. (J. O. Chapman, Agent)—2nd time.
- Maybrook, N. Y. (S. L. Scott, Trainmaster)—2nd time.
- New London, Conn. (Michael Tiziani, Agent)—5th time.
- Brockton, Mass. (V. L. Campbell, Agent).
- Danbury, Conn. (C. V. Garrity, Agent)—6th time.

In the Stores Department Readville (N. M. Keating, Division Storekeeper) won the large certificate also through having the largest number of man hours, because six other points also had clear records for the year.

The others with clear records were:

- New Haven General Stores (W. J. Reeves, General Foreman)—8th time.
- Roadway Stores, Montowese (T. F. Kelly, Storekeeper—7th time.
- New York District (H. V. Pemberton, Div. Storekeeper)—2nd time.
- Boston Division (N. M. Keating, Div. Storekeeper)—6th time.
- Providence Division (W. B. Replogle, Div. Storekeeper)—9th time.
- Hartford Division (T. F. Whalen, Div. Storekeeper)—9th time.

The winner in the Bridge & Building Department was the Boston Division (J. J. Wishart, Bridge & Building Supervisor), marking the third year the Boston Division has headed the list.

In the Signal Department Boston Division (Oswald Frantzen, Signal Supervisor) finished a winner for the first time, having more man-hours than Hartford Division (A. Schwartz, Signal Supervisor) which also had a clear record for a third time.

Boston Division also finished on top in Group I of the Track Supervisors (W. F. Sullivan, Track Supervisor), while Providence Division (A. Pescosolico, Track Supervisor) finished in first place for Group II. Boston Division (D. Maconi, Track Supervisor) also had a clear record in Group II.

In the contest among general foremen and foremen, Readville Locomotive Shops (J. J. Donovan, General Foreman) emerged a winner in Group I for a second time, and East Hartford Engine House (George J. Higgins, General Foreman) in Group II. Readville Car Department (A. C. Meyer, General Foreman) and Providence Engine House (J. B. Porter, General Foreman) also maintained clear records in Group I, both for the first time.

In Group II the following foremen also finished the year with clear records and were awarded the smaller certificates, having fewer man-hours:

- J. K. Atticks, Foreman, New London Car Dept.—7th time.
Effective April 1, F. Whitaker, Chief Mechanical Inspector, was promoted to Assistant Superintendent of Readville Shops. Mr. Whitaker entered the service in 1914 as draftsman in the Mechanical Department, New Haven. In 1919 he was promoted to Valuation Inspector and in 1923 to Foreman Mechanical Inspector at Readville Shops, which position he held until his promotion to Chief Mechanical Inspector in 1939.

As of the same date R. V. K. Jennings, General Foreman, Maybrook Enginehouse, was promoted to Assistant Master Mechanic of the New Haven Division with headquarters at New Haven. Mr. Jennings' railroad career was started in 1915 as a machinist helper in the Maybrook Enginehouse of the Central New England Railway. He was promoted to a Mechanical Inspector in 1919 and in 1923 was elevated to General Foreman of the Maybrook Enginehouse.

Also effective April 1 G. A. Clarke, Supervisor of Auxiliary Equipment, was promoted to Chief Mechanical Inspector. Mr. Clarke came to the New Haven Railroad from the Western Electric Company in the capacity of Material Inspector in 1923. He was promoted to the position of Assistant to the Mechanical Engineer in 1928, in 1930 to Assistant Engineer of Power Plants and in 1936 to position of Supervisor of Auxiliary Equipment.

E. W. Ball, Assistant Supervisor of Auxiliary Equipment, was promoted April 1 to Supervisor of Auxiliary Equipment. Mr. Ball entered the service of the New Haven Railroad as a Special Apprentice in 1930 and after his graduation was appointed Assistant Supervisor of Auxiliary Equipment in 1936.

T. C. Robinson, Assistant Engineer, was promoted April 1 to Assistant Supervisor of Auxiliary Equipment. Mr. Robinson entered the service of the New Haven Railroad in 1923 in the capacity of electrician at Van Nest. He was promoted to the position of inspector in 1925 and in 1931 was transferred to the New York, Westchester and Boston, later being appointed General Foreman of the Unionport Shop, which position he held until the abandonment of the “Westchester Lines”, at which time he was transferred to the New Haven Railroad as Assistant Engineer.

W. C. Smith was appointed Master Mechanic of the New Haven Division April 16, filling the post made vacant by the death of A. A. Harris. Born September 22, 1896 in New York City he first entered the service of the New Haven Railroad as a machinist helper in January 1915. He was made a full fledged machinist in 1919, was assigned to vocational training January 26, 1921, made Mechanical Inspector September 15, 1923; Supervisor of Pit Inspection March 1, 1931; Assistant Master Mechanic at Danbury on April 1, 1934, transferring to New Haven in August the same year; appointed Chief Mechanical Inspector December 1, 1934, and Assistant Master Mechanic of the New Haven Division July 16, 1939, which position he held up to his present promotion.

Effective March 22, Albert F. Rockefeller was appointed Inspector of Dining Car Service, replacing the late Edward Clundt. Mr. Rockefeller entered New Haven Service in 1934 as Dining Car Steward, having previously served as Steward on Boston & Albany RR Dining Cars. As Inspector, Mr. Rockefeller will assist in maintaining the high standard of service rendered by the New Haven RR.

Also, effective March 22, Isaac Dixon—with a quarter of a century of service as Dining Car Chef, Cook—became Traveling Chef. He will directly supervise the preparation of meals to see that all food is prepared in accordance with New Haven standard recipes. “Ike”, who has been running on the CLIPPER, has grown up in the service with many of the present cooks, and he can be assured of their hearty co-operation in any suggestions he may make for more efficient and better preparation of meals.

Along the Line, April—May, 1940
<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION OR DEPT.</th>
<th>ENTERED SERVICE</th>
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<td>William L. Nye</td>
<td>Agent</td>
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