FELLOW EMPLOYEES:

We have just come through the most difficult travel period in our railroad's history. More passengers traveled over our lines during the past two weeks than ever before during a comparable holiday season. And I don't think anybody would question the statement that they were handled with a minimum of delay and inconvenience. That this is so is due entirely to you men and women of the New Haven.

Probably the first axiom I ever learned about the railroad business was that a railroad is only as efficient as the people who operate it. The finest locomotive ever built is worse than useless - it's dangerous - without an experienced hand on the throttle. And a telephone can be a medium of service or an instrument of torture - depending entirely on who is on the other end of the line.

So we can all look back on the recent holiday traffic as a good job well done. War freight went through without delay. Passengers were carried on war missions that could not have been accomplished without our railroad. And at the same time we were instrumental in bringing home many thousands of servicemen on what may be their last family reunions for the duration.

Moreover, all of us had a hand in helping maintain wartime morale, and, by our courteous and efficient contacts with the public, we helped ease the many petty annoyances of civilian life during these war days.

For most of us the holidays this year were no holidays. They were, rather, a period of important accomplishments. We can all be proud of them.

Sincerely yours,

[Signature]

BACK UP OUR BOYS WITH WAR BONDS
Meet Some Fighting Railroaders

Last month we learned about the formation of Bill Carr's Railway Unit. Here's what our scouts learned on a visit to the New Outfit.

Out on the wind-swept drill fields of Fort Slocum on Long Island Sound off New Rochelle a small band of determined men are learning how to become soldiers. No fresh-faced gang of kid draftees are these—they're mature men, men who have left wives and families and responsible jobs in civilian life to try to do their own specialized part to hasten the day of victory.

In rifle and bayonet drill at first they seem to be a typical outfit of raw rookies learning column right and the manual of arms straight from the beginning. Yet there's something different in their bearing. You get that right away—a feeling of urgency, a pressure to get these rudiments down fast to get on to important things. That's the first thing you notice about these men, even before you spot the gray hairs and the bay windows that set them apart from the rest of the recruits.

Finally something you should have seen right along—but didn't—hits you right between the eyes. These men taking drill orders from sergeants and corporals are all officers. Not a private or a non-com among them. On every shoulder is the gold or silver bars of lieutenant, or captain, the gold leaf of major, even the silver leaf of a lieutenant colonel.

These, then, are the officers of the recently activated engineers railway operating outfit—cracker-jack railroad men who will take over and operate military railroads in territory occupied by the Army of the United States. They are the
men who'll be charged with seeing to it that army supplies keep on rolling, right up to the front. Standard or narrow gauge, east bound on left or right hand track, no railroad ever built — no matter how different from the regular American civilian line — can stump these operating experts.

But before they can tackle the job, before they can translate their railroad know-how into military terms, these men must be transformed into soldiers, into the fighting officers of fighting men, for there's no such thing as a non-combatant unit in these days of lightning war. Come attack from the air, or a sudden thrust by enemy armored units to cut American railroad lines, these railroad engineers must learn to defend themselves and to attack the attacker and drive him back on his heels. These railroad men must know how to leave the throttle and the switch lever and go to work with Tommy gun and ackack cannon.

That's why they're at Fort Slocum. In the few short weeks of their training course they're transformed from civilians into soldiers. The flabby muscles and easy living habits of the civilian are hardened into the steel bodies and the iron discipline of combat officers.

Their Fort Slocum training schedule reads like dehydrated West Point, mixed in with some of Joe Louis' pre-fight routine. In addition to the road work, calisthenics, rifle and machine gun drill you'd expect to find in such a course, the men are packing in many classroom hours on such subjects as Organization of Service of Supply and Transportation Corps, Army Correspondence, Leadership, Map and Aerial Photograph Reading, Military Law, etc.

Wartime secrecy prevents revelation of the complete curriculum,
but you may be sure that when these railroad men leave Fort Slo-cum they'll be trained army officers, ready and able to combine their military knowledge with their railroad background to do a fighting transportation job for Uncle Sam. Soaking it all in, the men are on the job from seven in the morning until ten at night — drilling, attending classes or studying through just about every minute of the time.

Commanding officer is big, blunt-spoken Bill Carr — Bill Carr who kept 'em banging through Cedar Hill as Assistant Superintendent of our New Haven Division — the same Bill Carr who licked injuries from an auto crash that would have killed a dozen lesser men, and came back to handle one of the toughest wartime jobs on the whole New Haven system.

Captain Robert W. Hooper, 1st Lieutenant Eric G. Peterson, 2nd Lieutenant Carl L. Hartshorn, 1st Lieutenant Frederick Schneider and 1st Lieutenant Edgar B. Sweet.

Other officers are men from the Reading, Missouri Pacific, Baltimore & Ohio, Santa Fe, Boston & Maine, Chicago & Northwestern, Lehigh & New England, and Delaware & Hudson.

Training with Bill Carr's unit is another, headed by Lieutenant Colonel C. D. Love, of the Louisville & Nashville, who is Bill's roommate at the Fort. As might be expected, this is made up largely of southerners, and whenever military shop talk dies down — which is rarely — you'll hear Dixie drawls and Yankee twangs ringing through the barracks arguing the comparative merits of northern and southern railway lines.

One thing you can be sure of. The Army is going to inherit some great officers in these railroaders. And some day you’re liable to hear the argument about the Louisville & Nashville vs. the New Haven on the fast express for Berlin — and we don’t mean Connecticut!

Of Bill's junior officers, ten are New Haven Railroad men. They are Captain Wilfred P. Kennedy, Captain Joseph A. Vargas, 1st Lieutenant Frederick A. Kroll, 1st Lieutenant Harold W. Gardiner, 1st Lieutenant Anthony A. D'Angelo,
A FEW BACKSTAGE NOTES

TWO years ago this month, ALONG THE LINE burst forth on a startled world in a new dress, streamlined and designed to incorporate the latest developments in industrial magazine production.

Our aim was no less than to turn out one of the best company magazines in the entire country. Whether or not we’ve succeeded we’ll leave to experts in such matters. All we know is that our telephone wires get hot every time any shop or office doesn’t receive its copies on time. And, take it from us, those calls are music to our ears.

We’ve learned a lot about magazine publishing in the past two years — we’d be pretty dumb if we hadn’t — and we think the magazine reflects the lessons learned. There’d be something wrong with us if the January 1943 number weren’t two years better than our issue for January 1941.

What’s more important, we’ve tried to keep up with the rapidly changing world in which we were living and publishing. Back in the early part of 1941 our primary job was to try to keep New Haven people all over the line in touch with things that were happening in other parts of the system.

We’re still trying to do that job, but we think it’s now second in importance to our assignment to try to cover the story of how New Haven men and women and the New Haven system are tying in with the great national drive to victory. It’s a magnificent story and a terrific assignment, and if we succeed in painting for you even part of the picture of how your work fits into the total war drive then we’ll count our job well done.

We’ve come a long way since January 1941. The lead story in our first number told about the New Haven’s part in helping to re-arm the U. S., but we spoke of it as National Defense in those days. And, in our first number, we started a three-part serial story on our passenger problem, and
discussed ways and means of getting travelers back on the rails.

We've still got a passenger problem, all right, only today it's how to handle all the passengers brought to the railroad by wartime travel and gas and tire rationing.

Perhaps our proudest job of all is in keeping more than 3000 New Haven servicemen in touch with things here at home. Every month ALONG THE LINE is being read in North Africa, Great Britain, Iceland, Greenland, South and Central America, Alaska, Australia, the islands of the South Pacific, China and India—on ships at sea and in scores of training camps throughout the country.

We're trying to let our fighting men know that the men and women on the job back home haven't forgotten them, that they're backing them by keeping war traffic rolling, by buying Bonds and by cheerfully making every possible sacrifice a civilian is privileged to make to help them win the war and come back to the job in a better and happier world.
On "The Kid in Upper 4" . . .

Last month the New Haven ran an ad "The Kid in Upper 4." It dramatized our troop transport job by telling about one young soldier in a Pullman berth, what he was thinking about and what he was setting out to accomplish, and why we considered it an honor to subordinate everything else to the job of moving him comfortably and efficiently.

The day the ad first appeared phones all over the system began ringing early in the morning, and they kept on ringing all day, all week. ALL MONTH! Folks wanted to congratulate the New Haven on the ad, wanted copies of it to send to their friends. Mothers, Dads, wives and sweethearts of service men wanted to send it on to their boys in uniform.

So it went. A plastics company in Philadelphia requested 5000 reprints for their employees. The U. S. Wholesale Grocers' Association asked for 3000 copies for their food distributors. The Treasury Dept. wanted to use it to help sell War Bonds. Eddie Cantor and Ben Bernie phoned for permission to read the ad on their Christmas broadcasts. On Tin Pan Alley, a songwriter wrote a piece based on the ad, asked permission to use it on the cover of the sheet music. The ad aroused so much interest we decided to run it full page in many weekly magazines.

Point we make of all this is that the public is more than willing - it's anxious - to listen sympathetically to our side of the story. We can't all use language as poetic as that in "The Kid in Upper 4," but we do know what our railroad is trying to do these war days and what problems it meets in trying to carry through its wartime job. We might not be able to raise a lump in their throats or make them weep (as so many folks said "The Kid" did) but we can make our passengers and shippers understand the reasons behind wartime transportation difficulties. So, next time things get a bit rough on the job, remember "The Kid In Upper 4" and tell 'em why!

"This Is London . . ."

The best railroad talk we've heard in a long time came to us over the air from Edward R. Murrow the other evening via CBS from London. Said Mr. Murrow:

"One of my clearest impressions is of a whistle. It's on a 130-ton locomotive, and it's, odds away, the most deafening whistle ever heard in this Island. The locomotive and, I presume, the whistle came from Schenectady. It's the first American locomotive to run on an English track, the first of many that will come here under Leese-Lend.

"It made me homesick ... especially that whistle. British locomotives have puny little whistles; they aren't made to roll sound around Rocky Mountain peaks or to cause cattle to lift their heads, miles from the right of way, out on the plains of Kansas or Montana.

"There was something about that whistle. It was big and confident, double-barreled, determined and impatient. It was a youthful whistle, an American whistle, spewing steam up there above the crossed Stars and Stripes and Union Jack. The British even broadcast the sound of the whistle. Maybe the Germans heard it. To me that whistle had a warming sound, like the voice of an old friend. It spoke the language of speed and power; it was going somewhere. Maybe it was because I once wanted to be an engineer."

Industrial activity in 1942 averaged about 16% higher than in 1941. Practically the whole national economy was converted to war effort, with durable goods being greatly expanded and consumer goods production sharply restricted. Shortages appeared in materials and manpower, and rationing was introduced for gasoline, fuel oil, sugar and coffee. The year 1943 will bring a continuation of the trends shown in 1942 - increased production, more restrictions, more shortages and more rationing.

In railroad transportation, 1942 was a year of breaking records. More traffic was handled than ever before in history. Cars were loaded heavier, travelled farther, and were loaded and unloaded faster. Trains were longer and faster and through train-load movements of single commodities, such as petroleum and coal, became commonplace. Altogether, the operations of the railroads of the United States in 1942 will go down in history as one of the most remarkable and efficient accomplishments ever made by any industry.

The New Haven Railroad took its full part in these accomplishments. Measured in revenue ton miles, it handled more than 40% more traffic in 1942 than in 1941, 35% more than the previous record set in 1926, and 47% more than in 1918, the peak of World War I. The handling of this tremendous volume of traffic required the greatest degree of co-operation, not only between various departments of the railroad but between the railroad and the shippers and receivers of freight, the Army, Navy and the Office of Defense Transportation.

During 1943, business activity in the United States probably will increase to 15% over 1942. However, since a great part of the large war plants have been constructed in other sections of the country, it is likely that New England business activity will increase somewhat less than the rest of the country. Consequently, traffic on the New Haven Railroad will not be likely to increase at the same rate as that for all Class I Roads. Unless unusually large exports for lend-lease or for the overseas army are shipped from Boston or other New England ports, it is expected that the New Haven's traffic in 1943 will average about 5% above that handled in 1942.

Freight revenue in November was 20% higher than a year ago. During the first half of December the gain was 19% over the corresponding period in 1941, and for January 1943 it is expected to be about 20% above January 1942.
"Something For The Boys" company lines up at Grand Central en route to Boston. If it's shots like these that keep Staff Photographer Larry O'Neil young and happy.

Tires piled high at stations throughout the system as Railway Express strived to handle the deluge of spares turned in under the recent Government order. This shot was taken at Boston's South Station.

Ethel Merman, star of "Something For The Boys" with Grand Central Head Doorman James Hennessy on the way to the show's Boston opening.

Jack Benny, Mary Livingstone and Abe Lyman Yankee Clippered to Boston from Grand Central en route to a broadcast from Camp Edwards.

Rochester, cigar and Doorman Thomas McNerney at Grand Central.

L. C. James, (standing, left) Vice Chairman of the New York Railroad Y's Board of Managers, welcomes New Haven Special Representative Maurice K. Dugan to the Board, as L. O. Head, President of the Railway Express Agency (seated, left) and Asst. Supt. Cornelius M. Hull look on.

Welcoming Senor Fernando Carbojral, of Lima, Peru, President of Rotary International (second from right) at New Haven station are (left to right) Rotarians H. Sage Adams, Karl G. Knabenschuh, Past President of the New Haven Rotary Club; J. Frank Doolan, Operating Assistant to Vice President; Donald A. Adams, Past President of Rotary International and of New Haven Rotary, and International Rotary Secretary Charles Dyer, of Chicago.
A NOTHER New Haven man who fought in the battle for the great French naval base of Casablanca in North Africa was Clement K. Bellairs, 3rd, electrician helper, Stamford shops, son of Clem Bellairs, Jr., engine dispatcher at the 49th Street Engine House, and grandson of a retired New Haven engineer.

A Seaman Second Class, young Clem was at his gun station aboard a destroyer when his ship went into action. Just before the battle started Clem said a little prayer, then fingered the four-leaf-clover good luck charm he wore around his neck. He'd just received it in his Christmas package from the New Haven.

Then the order came through to open fire and that's about the last

GET an Irishman and an Englishman together and what have you got? A fight, usually, and that's the way it was when Johnny O'Hara and Bill Lomas used to meet years ago as kids at their family reunions. Their dads—John E. O'Hara, machinist helper in the Providence shops, and William W. Lomas, foreman, New Bedford Engine House, were step-brothers, but Bill, Sr., was of English descent, and the elder O'Hara was as Irish as the shores of Killarney.

So when the kids got together it was either a running scrap or war games. And when it came to bandaging their wounds—real or imaginary—that was left to their little cousin, Ethel O'Hara, daughter of Joseph O'Hara, of the Southampton St. Engine House. She was always the Red Cross Nurse. When the boys grew up they joined their dads in working for the New Haven. Bill Lomas went to work as engine preparer on the Boston Division during his vacations from Northeastern University. John O'Hara stepped in beside his father as machinist helper in Providence.

Bill studied flying at Northeastern and enlisted in the U.S. Army Air Forces in his senior year. But with England blitzed and France, homeland of his mother's family, overrun by the Nazi hordes, Bill could stand by no longer. He was granted an honorable discharge from the Army Air Force to fight for the RAF as a flying officer of the famous American Eagle Squadron.

After blasting the Nazis from Spitfires and Hurricanes, Bill came home, following America's entry into the war, to exchange his blue-gray RAF flying suit for the dark blue of a Lieutenant in the U.S. Navy Air Force.

Johnny O'Hara? He's just taking it easy at home—after having his
ship sunk from under him in the U.S. invasion of Morocco. Seaman Second Class John Edward O'Hara had gone right up on the beach near Casablanca with the troops under machine gun fire and aerial bombardment and was relaxing on his ship, the U.S. transport Hugh L. Scott, after things had quieted down.

Then a torpedo struck. Johnny was trapped in his quarters. Rising oil pinned him against the ceiling. Under he went a few times. Then he spied a hole torn by the explosion. Pulling himself out of the oil and slime with one hand, Johnny got clear, fell into a lifeboat, coughing up oil enough to heat a hotel. He was the last man to leave the ship alive.

Amazing doctors that he was still alive and well after his experience, Johnny told them, "I guess I've got too much Irish in me to die."

And their little cousin Ethel O'Hara? She's just returned to this country after three years in England — as a Red Cross Nurse!

thing Clem remembers clearly about the battle. His job was to pass the ammunition, and pass it he did, until every enemy objective was blasted out of the way of the U.S. forces.

After the cease-fire command, Clem leaned against the superstructure, tried to catch his breath, mopped his sweating face and neck. Suddenly he noticed something was missing — he'd lost his good-luck charm. Searching along the deck strewn with the litter of battle, Clem tried to find the charm. After rummaging around among the empty shell cases, he finally had to give up the search. The charm, he decided, must have gone overboard in the heat of battle.

Right now George is home with his family on leave before being assigned to a new ship. His brother, Edward, is in the Army and another brother, Carlos, is headed for the Marines. They are the sons of George E. Hill, Lehigh Valley Railroad representative in Boston.

At home on leave a couple of weeks later, he told his father he missed that four-leaf-clover charm, wished he had another. "Somehow," he told his folks, "I can't help feeling it brought me a lot of luck in that battle."

We're planning a surprise for Clem, next time he comes home on furlough.
WORD has been received of the death in action of Marine Captain Edward L. Foley, Jr., who worked for the New Haven as a clerk in the Boston Division Accountant's office on summer vacations from Boston College. Foley was the youngest B.C. graduate to reach the rank of Captain in the Marines. He was 24.

Few details are available of the action in which Captain Foley is reported to have lost his life, but it is known that he was leading his company of leathernecks in routing the Japs from Henderson Field, vital Guadalcanal airbase.

Capt. Foley graduated from B.C. in 1939 and was awarded his master's degree one year later. Graduating from the Marine Corps Officers' Training School at Quantico, Va., young Foley was given a distinguished rating.

A native of Dorchester, Mass., Captain Foley is survived by his parents, two brothers and two sisters.


Pooches Patrol Poughkeepsie!


J U S T take a little stroll down near our Poughkeepsie bridge some fine day — if you want to lose a leg!

Helping New Haven Railroad police guard this vital link connecting New England and the west are three of the toughest critters that ever looked upon trespassers as fine and legitimate hamburger-makings. To our railroad cops they’re docile pets, but they’re murder on the move to any intruder.

The whole thing started one night last summer. Policeman Tom Dryer was patrolling the west approach to the bridge, minding his own business and preferring that everybody else do the same. Suddenly he spied the light of his lantern reflected in two fiercely glowing eyes, not 15 feet away. It was a mountain lion — at least.

Tom stared at it. It stared at Tom. Suddenly its tail began to twitch. On a mountain lion that’s bad. But on a combination Chow and German Shepherd, that’s good. Fortunately, it was a combination Chow and German Shepherd.

That was the beginning of a beautiful friendship. In the light
of the lantern, the dog looked like the wildest thing to come out of the Catskills since Rip Van Winkle, but he turned out to be a big, husky fellow with fine eyes, good ears and a beautiful red coat. His name, obviously, was Rex.

Rex and Tom became pals, and that was that until one night a few weeks later. The two of them were sitting around the fire on post when suddenly and without warning Rex was off like a ball of fur with an outboard motor attached. Tom chased after and finally came upon Rex, marching up and down at the foot of a tree and baring his teeth. Five branches up was the frightenedest tosspot who’d ever downed a few with the little bearded men who bowl in the woods of the Catskills.

Next day, when he heard of the incident, Police Captain Fred Rozelle, in charge of the bridge protection, did a lot of thinking. Rex had heard or smelled an intruder more than 1000 feet from the police post. The officer, a trained, alert policeman, had heard and seen nothing until the dog’s warning.

So, shortly after, Captain Rozelle acquired another dog, King, a year-old police dog, from the ASPCA at Poughkeepsie. Some folks say King is a German police dog. Capt. Rozelle, more patriotic, insists he’s Belgian—strictly United Nations stuff. In any case he’s a first-rate watchdog who laps up police training like a kitten does milk.

The third acquisition was not so fortunate. He never could learn to distinguish friend from foe. To him, meat was meat, whether there was a police badge on it or no. He didn’t last long on the job. It was either he or the Police Dept., and the Police Dept. had a drag with Supt. Crowley.

Latest to join the force was Butch, who is Shepherd, Police and stuff. Butch is about a year old. He, too, came from the animal shelter. Butch works the swing shift. He relieves Rex or King whenever they have a day or a night off to find out what’s doing around town.

Most of the dogs’ work is done at night, when they seem to understand the frailty of man’s senses compared to theirs. That’s when they’re on the go almost every minute—sniffing, cocking their ears and patrolling up and down the post. Daytimes they spend mostly sleeping in a piece of iron culvert next to the tracks. Except when they’re being interviewed for ALONG THE LINE!
JANUARY is Jordan Month!

That phrase is as typically Boston as red brick buildings on Beacon Hill. It has become traditional through the strong ties developed between the people of New England and their largest store through almost a century of close association.

Jordan Marsh is more than a department store in Boston — it's a New England institution. For 92 years — 81 in its present Washington Street location — Jordan’s has celebrated its birthday month with a great January sale.

Through four great wars and the peacetime in between, this great store has clothed New England people and shod them, furnished their homes, sold them layettes for their first-born, stocked their bookshelves, entertained them in their leisure hours with radios, games, sport and travel equipment and, in hundreds of ways, made their lives fuller and happier.

No less strong are the ties between Jordan's and the New Haven. From the very beginning we have worked closely with this great organization to help them serve people of the Boston area. Merchandise from New York manufacturers brought to our Pier 38, East River, New York City, by 5 p.m. is loaded into box cars, lightered across the East and Harlem Rivers to our Harlem River freight terminal and delivered by the New Haven to the Jordan Marsh store or one of their five warehouses by 10 o'clock the following morning.

Many of Jordan’s 4000 “fellow workers” (their entire personnel is referred to that way) commute via New Haven. And an average of 30 buyers and executives ride our trains every week between Boston and New York.

Although the Jordan Marsh Company is nationally famous as the fifth largest department store in the country, it is almost as well known to Bostonians — young and old — for the active, progressive role it plays in affairs of civic interest such as music, art, literature, charity and education. No doubt the most spectacular of all Jordan-sponsored functions was “Boston’s Gigantic International Music Festival” of 1872, founded by Pat Gilmore and funded by Eben Jordan.

Johann Strauss conducted the orchestra as it set the city waltzing to “The Beautiful Blue Danube.” And in the grand scene from “II Trovatore,” Pat Gilmore led the full chorus, all instruments and Boston firemen clanging a hundred anvils. All this was climaxxed by the Star Spangled Banner — with artillery and church bells accompanying chorus, orchestras, bands and organ as the Jubilee reached its resounding crescendo!

Less impressive and less noisy but equally important has been the store’s more recent participation in events of national and com-
Month in Boston...

Victory Bond Rally, the first to be held by a Boston department store, stimulated War Bond buying by its customers throughout the store. The first department store Bond Booths were constructed by Jordan's, and the first patriotic radio program in Boston had Jordan's as its sponsor. The store was also among the first to urge its customers to donate their old furs to be made into seamen's vests and their used silk and nylon stockings for processing into smokeless powder bags. Three hundred and twenty-six Jordan Marsh "fellow workers" have joined the armed forces and over 90% of the men and women now working in the store are regularly buying War Bonds on the Payroll Deduction Plan.

The fact that the very first person ever to buy at Jordan's was a little girl in search of a yard of cherry-colored ribbon is in a sense symbolic of the outstanding work done by the store for the boys and girls of Greater Boston. Literally millions of boys and girls have thrilled to the spectacle of Jordan's Santa-son Parade on Thanksgiving Day. With dozens of bands, clowns, floats and huge gas-filled balloons in the shape of comic characters and weird animals, the parade was seen by more than a million people each year as it slowly wound through the streets of Boston.

This past Thanksgiving, government restrictions prevented the store from holding the parade. This year, however, a Christmas Caravan, consisting of Santa Claus, Santason, two clowns, an acrobatic team, a trick dog and an accordion player, traveled throughout Boston and the suburbs in a gaily-painted bus to bring Christmas cheer to the children in 35 hospitals, orphanages and boys' clubs. This year, too, Jordan's inaugurated an entirely new type of radio program for boys and girls from 5 to 12 years old. Broadcast over station WCOP every weekday (except Saturday) from 5 to 5:30 p.m., the "Good Sport Club of the Air" was planned and approved by leading educators, librarians and heads of Parent-Teacher Associations.

The exploits of former Jordan Marsh Junior Aviation League members on many fighting fronts have brought added fame to this group of model airplane designers and builders. Founded in 1929, the League has more than 3000 members and has won many important contests in national meets throughout the country. It meets each week for club contests, lectures by aviation experts or movies about flying and flyers. Students' art exhibits, a contest to pick "Marsha Jordan," Boston's most typical teenage girl, and the activities of the "Sub-Deb Club" were also included in the store's program for young people last year.
FROM all over the world "thank you" notes have been pouring in since New Haven Railroad Trustees sent Christmas gift boxes to every company service man whose address we could get for our files.

Written in training camps in most of the 48 states, from Army and Marine posts on the fighting lines and from warships at sea, the letters give an accurate picture of how much our boys appreciate word from home.

Remember we have addresses for most New Haven service men, and we're ready to forward your letters to them.

From somewhere in North Africa, Corporal Pat Onofrio (Laborer, New Haven Div. Maint. of Way) writes:

"I can't find words to express the feelings that ran through me when ... it finally reached me, after not hearing from anyone for such a long time. I enjoyed reading ALONG THE LINE very much. It made me reminisce of the time I worked with the company. Wish you and all the employees of the New Haven a very Merry Christ-

mas and a Happy New Year from one of the multitude overseas."

Another letter came from the other side of the world. It was postmarked Hawaii and was signed by Private William P. Sullivan (Ma-
chinist Helper, Boston Mechanical Dept.).

"I received your Xmas package," Bill writes, "and I'm very thankful. I would appreciate it if you would send me ALONG THE LINE and I would gladly pay you on receipt."

Needless to say Bill's now on our ALONG THE LINE mailing list, now that we have his new address. And we're proud and happy to send the magazine free to any company service man.

"I want to sincerely thank you for your kindness," writes Seaman 1st Class Edward J. Walsh (Labor-
er, New Haven Div.) from Kodiak, Alaska.

Corp. Gerald Comen (Clerk, Auditor of Disbursements, New Haven) writes, "I can now report the situation under control, with the fruit cake killed and nuts, candy and raisins wounded." His let-
ter was postmarked Atlantic City.

From Fort Jackson, South Caro-

lina, Private Anthony Russo (Track Laborer, New Haven Div.) writes, "I want to thank you from the bot-
tom of my heart for the swell Xmas package. The books are splendid and I'm really going to enjoy reading them. I shall never forget the New Haven Railroad as long as I live. This will make me try all the harder in helping to win this war, believe me. Incidentally, your ALONG THE LINE is wonderful. Keep up the swell work. I remain an employee of the railroad."

Pearl Harbor is the address of Harry B. Gompert, Jr. (Helper, E. T. & C. Dept.) who writes, "Received package and was sure pleased with it. Hoping it won't be long 'til I can be back working on the New Haven and helping to keep it the swell railroad it is."

Following are excerpts from a few of the many letters received.

DONALD MALONEY, U. S. Naval Train-
ing Station, Miami University, Oxford, Ohio. (Laborer, Providence Div.):

"Thanks again and if it is possi-
ble, when in active duty will kill first Jap for the New Haven Rail-
road."

SERGEANT GEORGE C. FISHER, from Salt Lake City, Utah. (Engine Washer, Readville):

"Thank you for your remem-
brance of my service on the New Haven Railroad ... I am now a Sgt. in the Air Corps and am going to go to Armorer school and after I pass that I will become a Staff
Sgt. I am a machine gunner on an airplane and as soon as I pass this next school I will likely be on combat duty."

JAMES A. TARANTO, from Rome, N. Y. (Laborer, Boston Div.):

"I highly appreciate the act of good will performed by you."

CORPORAL JOSEPH BIENIEWICZ, from Fort George G. Meade, Md. (Carpenter, New Haven Div.):

"Wish to express my thanks. The contents were swell. The boys and I did justice to the eats, which were delicious. The rest of the stuff comes in handy, very handy."


"It was nice to hear from the railroad. Sure brought back memories, and can't wait until I get back."

PRIVATE JOHN D'AMICO, from Patterson, N. J. (Laborer, Hartford Div.):

"I want to thank you very much. It will be not only appreciated by me but all the boys who are sleeping in the same barracks with me."

CORPORAL A. J. McCARTHY, from Fort Terry, N. Y. (Clerk, Hartford Div.):

"Nice to know that the good ole New Haven is thinking of its fur­loughed boys."

SEAMAN 2nd CLASS CLIFFORD W. KORN, from Norfolk, Va. (Clerk, New Haven Div.):

"Thanks again for all you are doing for us boys in the service, and hope to be home real soon to enjoy the peace we are fighting for."

CAPTAIN F. W. DILLMAN, from somewhere overseas. (Assistant Land Agent, Real Estate Dept.):

"What a great kick I got out of receiving your thoughtful box. Would that some of those people who insist we are a 'soulless corporation' might know about it. Recent issue of FORTUNE carried an article on railroads that made one proud of his railroad blood."


"I want to thank you one and all for the nice Christmas gifts I received from you. . . . When our job is done with the Armed Forces, I hope to come back and start in where I left off with the New Haven R. R. I am very proud to be in the service of this great country at a time like this. I am also very proud to be able to say that I've worked for a great company, the New Haven."

CADET J. M. RABUSE, from Camp Lee, Va. (Clerk, Passenger Traffic Department):

"It certainly was welcomed— with open mouths. The fruit cake disappeared in no time flat. I don't know who chose the com­ponents in the package but my helmet is off to them. I can imagine how much more welcome, even, the different items are to the boys overseas."

SEAMAN 1st CLASS HENRY GOSELLIN, Amphibian Training Base, Washington, D. C. (Carpenter, Providence Div.):

"A package such as this was certainly appreciated by the boys on the ship. I am telling you that the food and candy did not last very long. One boy stated that the New Haven Railroad certainly takes very good care of their boys. I replied, not only their boys but also the passengers that ride their trains."

PRIVATE PASQUALE J. LEONE, A.P.O., New York. (Piper's Helper, Readville):

"I would like to thank the whole company for the wonderful gift you have sent me. When I received it I was surely the happiest man in the U. S. Army."

PAUL G. SELIGMAN, A. S., U. S. Navy. (Signal Station Operator, Providence Div.):

"While still in the service I am looking forward to the day when I can again work for a great railroad. My only request is that I be sent a copy of ALONG THE LINE."

PRIVATE LEN, Readville, Mass. (Track Laborer, New Haven Div.):

"I really do not know how much I can ever thank you . . . I have enjoyed working for you and hope that I may after the war is over. I only hope that I will be just like my Dad some day and be a very good help to you . . . I really am happy and I promise that we will keep things rolling, as we are getting a great deal of support from the loyal ones back home."

PVT. WILLIAM GARLAND, from Fort Leonard Wood, Mo. (Engine Preparer, Boston Div.):

"I am certainly working for a swell company and I will always enjoy working for you. I have taken up soldiering in a great way, but wish I was back at the Framingham Engine House, where I enjoyed working, but we are in here for a great cause and I will do my part."

PRIVATE HARRY BARBER, from Camp Lee, Va. (Brakeman, New Haven Div.):

"I want to thank you all very much for the lovely present. It was swell. I wish you all a Merry Christmas. Wishing the New Haven Railroad all the luck in the world. Hoping some day to be with you again, where I had great times and liked my work."

PRIVATE JAMES F. PHELAM, from Fort Terry, N. Y. (Machine Helper, Readville):

"I don't think that I have ever received a present which I appreciated more."

PRIVATE 1st CLASS RAYMOND C. GILLEN, who has an A.P.O. address c/o the Postmaster, San Francisco, Cal. and ends his letter with "Aloha." (Signal Helper, Sig. Dept.):

"It was a big surprise to me and I surely appreciate your kindness. I enjoyed each and every gift very much and I want to thank you all for one swell Christmas present."

SEAMAN 2nd CLASS JOSEPH J. BUNCHANAN, from Receiving Ship, N. Y. City. (Carman Helper, New Haven Div.):

"I feel certain that this well­planned remembrance will make as big a hit with all the other boys as it did with me. It is gratifying to know that we are all doing our utmost to preserve the spirit with which these gifts were sent."

SERGEANT JOE GEHRING, from Seattle, Wash. (Conductor, New Haven Div.):

"I am one of the lucky ones to stay in this country, but from the enjoyment I had in opening the package I could well see the way the boys on the other side will feel when they receive theirs. God bless you all and I hope we will be all together soon."

CORPORAL A. C. BISHOP, from West­erly, R. I. (Timekeeper, Boston Div.):

"I should like to add the thanks of my whole platoon, for in true Army fashion they all gathered around and partook of the contents . . . I am looking forward to joining the 'New Haven Family' when this 'job' is finished."


"Received package in good shape. It sure came in handy. The railroads are doing a fine job. Thanks for everything."
PRIVATE 1st CLASS HOWARD CARUSO, JR., from Floyd Bennett Field, N. Y. (Track Laborer, New Haven Div.):

"It was certainly timely and more than adequate. I find it difficult to express my full appreciation."

CORPORAL BERNARD KLICKA, who has an A.P.O. address c/o Postmaster N. Y. City, and whose card bore Censor's markings. (Electrician Helper, Hartford Div.):

"It was very thoughtful of the firm to think of its employees. We all know that the firm is doing its great part in winning the war. And we will do our part out here. I think that you may be glad to hear that the fellows and I really enjoyed your thoughtful gift. They too, send their thanks. Hoping to be back with you in the near future and continue where I left off."


"I want to say that I appreciated the present very much and so did all my buddies. As I was eating a piece of that delicious cake, the only piece I got, I was thinking of that delicious cake, the overseas who will surely welcome ice are not expecting such gifts, it meant much and I am looking forward to them and others like myself who the present very much and so did the fellows and I really enjoyed your thoughtful gift. They, too, send their thanks. Hoping to be back with you in the near future and continue where I left off."


"I want to say that I appreciated the present very much and so did all my buddies. As I was eating a piece of that delicious cake, the only piece I got, I was thinking it was pretty swell of my employers to think of their workers; some overseas who will surely welcome them and others like myself who are still waiting our turn."

PRIVATE CARLTON N. CHACE, from Pine Camp, N. Y. (Fireman, Boston Div.):

"Although we fellows in the service are not expecting such gifts, it gives us deep gratification to know that those back home are remembering us. Let me say now I miss my association with the road very much and I am looking forward to the day when I will be back at work again."

U. S. N. AIR CADET BOB COUGHLIN, from Medford, Mass. (Maintenance Helper, Hartford Div.):

"When I received the package, it certainly made me proud that I worked for such a considerate firm."


"Please accept sincere thanks for your kind remembrance. It is good to know that we are still in the family."

SEAMAN 2nd CLASS FRANK V. CHARLES, from Newport, R. I. (Clerk, Freight Claim Department):

"The acknowledgment card was too inadequate to express the joy and happiness my shipmates and I received from your generous gift . . . Just to try to express the joy I will receive from your lovely Bible and Pocket Reader is a task in itself."

CORPORAL MARIO P. CAMPANELLI, from Fort DuPont, Del. (Spare Trucker, Stores Department, Readville):

"With such a spirit as yours backing us up, we cannot and will not fail to overthrow the villainous natures pitted against us."

MICHAEL COLUMBO, A. R. M. 2nd CLASS, Fleet Air Wing, from Norfolk, Va. (Carman Helper, Readville):

"I couldn't wait for Christmas to open the package. I shared it with some of my mates and they thought it was swell that someone back where I worked sent a Christmas present. And I told them it was a good company — the New Haven Railroad — it really makes me feel good and I want to thank you again."

PRIVATE 1st CLASS JOSEPH KATZMAN, from Fort Monmouth, N. J. (Machinist Helper, Hartford Div.):

"I'm glad to know the company is thinking of the boys in the Army. The articles I received will be useful . . . When I was working in the East Hartford roundhouse I really enjoyed myself. The men I worked with were like brothers; we worked hard and had fun together. You'll never find a better bunch of men."

J. A. LANE, U. S. Navy. (Boilermaker Apprentice, Readville Shops):

"I enjoyed the eats very much and you have the thanks from my shipmates also as we all had a part in enjoying it. I received ALONG THE LINE and it seemed like 'old home week' to be reading it again. Thanks again for everything."

WILLIAM A. KEEGAN, SEAMAN 3rd CLASS, from Trinidad, B. W. I. (Cutter, Readville):

"I want to thank you swell people for the swell Christmas gift. See what it is to work for one swell railroad! . . . Well, we boys have a job to do and we will do it, and then I will be back to work for the New Haven Railroad."

ROBERT H. MOORE, SEAMAN 2nd CLASS, U. S. Navy. (Laborer, Van Nest):

"I had just gotten back to the good old U. S. and received my first mail in over a month. I was really surprised to think that you had remembered me and it really made me feel good . . . I only hope this war is over soon so I can get back on the road and hear the sound of engines instead of guns."

LIEUTENANT BECKWITH A. BROWN, from Naval Mise Warfare School, Yorktown, Va. (Captain, Marine Department):

"Your letter caused one of those 'grand and glorious' feelings that make life really worth while and made me very proud to think of myself as one of the 'New Haven Railroad Family.' The war has separated many of us from our families and friends, which to me is one of the hardest conditions of the war, but knowing that we are not forgotten helps materially and morally."

SEAMAN 2nd CLASS ALBERT R. DRA­GOON, U. S. Navy. (Yard Brake­man, Providence Div.):

"It surely makes a fellow feel as if the fellows on the road were near enough to speak to."

PRIVATE DOUGLAS O. HAYNES, from No. Charleston, S. C. (Cook, Dining Car Department):

"You could not realize how it makes a soldier feel to be able to say to other soldiers that even the company that he worked for remembered him . . . I was in the Motor Corps but I am now in the Trans. Corps. We specialize in loading and unloading ships. By learning to stock a dining car, my ability to catch on to this work has been very rapid. Give my regards to Mr. Swain and the rest of the Dining Car personnel."

SERGEANT JOHN F. HUGHES, Army Air Base, Columbia, S. C. (Laborer, Boston Div.):

"I have been with the New Haven for a few years and in that time have learned to feel that every man connected with the company was a friend of mine. My Dad before me worked for the company for 20 years and would be still on the job to-day if he was alive. He felt that the railroad was part of his life and he put his whole heart and soul into it, and felt as much a part of the company as the biggest engine . . . I know that the boys at Southampton St. Engine House will 'keep them rolling' and I shall try to 'keep them flying' at my end of the battle."
On the three preceding pages letters are quoted from New Haven men in the armed services. They tell how much the writers appreciated the New Haven’s Christmas boxes, how they look forward to word from home. The letters don’t tell how much their writers have given up in home comforts, in the breaking up of their usual ways of life in the fight for freedom.

The men who wrote those letters are fellows who worked in the same engine house, on the same runs, at the next desk to you. You know them—they’re Al and Pete and Charlie and Joe and Pat and Bill and all the rest. For them this is an all-out war. They’re not laying out 10% of anything, they’re staking all, the works.

And yet, after more than a year at war, about 25% of New Haven men and women still aren’t backing up these men by buying War Bonds through the company’s Payroll Savings Plan. Many of these are buying bonds on the outside, occasionally, through their bank or post office or our company treasury offices at New Haven and Boston. (U.S. Treasury Dept. officials have enthusiastically endorsed the Payroll Savings Plan over all others as the best means for regular, systematic War Bond purchases.) Many of the others just haven’t gotten around to filling out their payroll deduction cards.

Realizing this, the company is launching an all-out drive for 100% membership in the Payroll Savings Plan during January. A General War Bond Committee and many sub-committees have been formed, and every unsubscribed New Haven employee will be visited by some committee member during the month.

The committeeman will have with him a payroll deduction card all filled out with the worker’s name, address, etc. All the employee will have to do is to fill out the amount and co-owners or beneficiaries of their bonds.

All New Haven men and women will see constant reminders of the War Bond drive in their pay envelopes and on posters tacked up throughout the system.

Heading the drive is James F. Toohey, Accountant, New Haven, who is General Chairman of the War Bond Committee. Members of the General Committee are William H. Rowland, Assistant Secretary; Don M. Neiswanger, Manager, Research Dept.; Fred L. Rowland, Secretary to Trustees; Charles R. Painter, Purchasing Agent; C. H. McGill, Assistant General Storekeeper; Albert A. Drummond, Assistant General Traffic Manager; Sam Boyer, Manager, Public Relations; Earle B. Perry, Manager Personnel, and Hermon J. Wells, Assistant General Counsel.

Division and department sub-committees will function under the main group to see to it that every New Haven worker who hasn’t signed up is interviewed by the end of this month.

GOOD NEWS FROM THE “BOND FRONT”

HOW THESE PAYROLL SAVINGS BONDS MOUNT UP! VI! WHAT AN INVESTMENT! OF COURSE, THERE’S NO IMMEDIATE RETURN ON IT, BUT IN TEN YEARS——

— AND OUR NAVY REPORTS THE SINKING OF TWO ENEMY CRUISERS FOUR TRANSPORTS — AND THE DAMAGING OF——

WHAT DO YOU MEAN—NO IMMEDIATE RETURN?

ARTHUR FOLWELL AND ELLISON HOOVER
SPRINGFIELD CAR DEPT.

All credit is due to Car Inspector Thomas Hines for the erection of a beautiful honor roll showing the names of all the boys from this department who are in the Armed Forces. The roll shows 29 names and "Tommy" spent many hours of his spare time constructing it. He has been placed in the plot between tracks 10 and 12 at the base of the flagpole and is visible from both the Yards and the street. We are all very grateful to "Tommy" for both his thoughtfulness and efforts.

Coach Cleaner George Frey has been promoted to Elect, Helper in place of Emerson Symington, inducted into the Army. Two more of the boys for Uncle Sam this month: Timothy Foley, Coach Cleaner, enlisted in the Navy and Emerson Symington, Elect, Helper, was inducted into the Army.

Two welcome visitors to the yards recently, "Jimmy", Lawler and Thomas Benson, both of the Navy.

Sympathy is extended to Coach Cleaner Frances Smile on the recent loss of her mother.

DONALD J. DEVILIN

WATERBURY

Peter Daly, Clerk at Beacon Falls, recently was located as Agent in the absence of Agent Osterhoudt, who was off because of death of Mr. Osterhoudt's father-in-law.

Welcome is extended to Mrs. Julia A. Giesey, who is temporarily employed as Ticket Clerk at Torrington Ticket Office. P. H. Harry Barrows, Yard Brakeman, Waterbury, has left the service, having enlisted in the Navy on November 12. Joseph P. Purcell, who is in the Armed Forces in the deep South, expects to spend some time home on furlough with his family at Waterbury, shortly after the first of January. His friends will be glad to see him.

John J. Morrissey, Engineer, has returned after a month's absence in Hot Springs, Ark., taking the baths, and looks fine and fit.

Gus Miller, of the Bridge and Building Department, who is now at Newport, R. I., Naval Training Station, has sent some very appropriate U. S. Navy cards to his friends in Waterbury. Gus is specializing on the activities of signalmen at the Training Station.

Angelo Calo, Receiving Clerk at Waterbury Freight Office, has returned from a short trip to Canada.

Francis Duffy, Clerk, Waterbury Freight Office, was inducted into the U. S. Service December 12.

Paul Duffy, Messenger, has been transferred from Waterbury Freight Office to the Bridge & Building Department.

Glenn Mirabel has entered the employ as Messenger.

John Willefesky, who had been employed for some time as Yardmaster at Hartford, arranged to return to his former job as Switchtender at Meriden Junction.

Correspondents Donald J. Devlin and Clarke T. Parsons pose for Larry O'Neal at Springfield.

SPRINGFIELD YARD & FREIGHT HOUSE

On December 15 recently retired Yard Conductor William B. Davis was honored by a surprise dinner by his friends and fellow employees at Springfield. He was presented with a purse of $50.00 contributed by the fellow workers as a tribute to his many years of service with New Haven Railroad. The presentation was made by General Yardmaster J. W. Fahey. Train Master Elmer E. Myers was also present at the dinner.

The creation of a new Yard Clerk position on the second trick at Yard 1 office resulted in this position being awarded to John E. "Dick" King. The first trick job at Yard 1 has been changed to a seven-day position and was awarded to Leo T. Hinkley and William F. Davis was assigned to the third trick Yard Clerk position in place of Charles Hinkley, who in turn accepted King's job, with Clerk Glenn Mack assigned to Leo's former position in Yard 3 office.

Additions to the Yard Brakeman Spare Board include G. F. Kelly and Thomas J. Kennedy, the latter man being transferred from the Mechanical Dept.

Freight House office received a visit from former Freight Handler Paul Paluch, son of B&M Section Foreman, who is now a Faratrourner stationed at Port Bragg, S. C. Apparently the service is agreeing with Paul as he looks fine and advised he is in training to learn to be a Jump Master.

Alfred J. Beckett has been working on a yard switcher for the past 10 years, resigned to take his pension.

Sympathy is extended to Charles E. Pariseau, Machinist, over the death of his father.

E. W. Pomeroy

WORCESTER CAR DEPARTMENT

Corporal Bergeron

Helper "Rex" Bergeron is now a Corporal in the U. S. Marines. A letter has been received from a child of an island near the Equator.

Car Cleaner "Jimmy" McFadden signed up with the U. S. Navy.

We have a new Car Cleaner whose name is George Quebec.

Loring Bennett has been very ill, but is now at work.

B&B News

Carpenter "Ernie" Leblanc is now located at Camp Devens.

Recent news from former Carpenter Haywood Morgan states that he is in charge of a carpenter gang at Camp Forest, Tenn.

EDMOND D. DUPRE

WORCESTER ENGINE HOUSE

Mirick T. Perkins, Machinist, spent his vacation visiting friends and hunting in the wilds of New Brunswick.

Harold B. Halcott has been promoted to the position of Helper.

Cyril V. LaPlante, Engine Preparer, left on Nov. 29, to enter the Navy.

Letters have been received from three of our boys who are in the Armed Forces: John E. O'Keefe, who is in the Parachute Troops in Georgia; Paul Prefontaine, who is located at Amarillo, Texas, in the Air Ground Crew service; and Paul Mitchell, who is stationed at Miami, Florida. All these men express great interest in their line of work.

Boston & Maine Engineer Arthur H. Brown, who has been working on a yard switcher for the past 10 years, resigned to take his pension.

Sympathy is extended to Charles E. Pariseau, Machinist, over the death of his father.

E. W. Pomeroy

PROVIDENCE DIVISION

Congratulations to Mr. and Mrs. Henry F. Lee on the arrival of their first-born, Karen Anne, November 12. "Hank" is Car Service Clerk in the Superintendent's Office.

Three employees of the Superintendent's Office have recently enlisted in the service: Alfred J. Beckett and Thomas Sheridan selecting the Navy, and Harold Manchester the Army Air Corps. Happy landings!

Richard R. Noss has bid in the temporary vacancy for Agent at Kingston.

George T. Smith, Operator at Webster, has been assigned to the agency at Dayville.

Asst. Chief Dispatcher Eddy M. Woodruff has been subbed for a while.

Frank J. Lesage, genial Dispatcher on the "J" district, second trick, has returned to work after a long illness, and has been assigned to special duty instructing on new Book of Rules.

John F. Savage, Jr., LaSalle Academy athlete; and Frank Savage of the T.D. A., has enlisted in the 739th Railway Engineers' Battalion.
At a meeting on December 6 of the Great Lakes Naval Training, members voted to buy a Serieux G War Bond in the amount of $1,000 in commemoration of the anniversary of Pearl Harbor. This purchase will be credited to the employees of the New Haven R. R.

The United War Fund Drive among the employees of the New Haven Railroad in Rhode Island was highly successful, the quota of $400 being exceeded to $1,932.70 when final returns were counted.

EMORY W. HANLON

PROVIDENCE ENGINE HOUSE

The following were inducted into the U. S. Military Service: Edwin Joseph Thompson, Army; Leo Vincent McGarry, Navy; Vincent Patrick Skenyon, Army; Anthony Souza Lopes, Army; Nunzio Carmin Maria Mazzu, Army; Francis Albert Hurteville, Army; William Pacelt, Army; James Francis Noonan, Navy; Frank Avalone, Jr., Navy.

Sympathy to Harold M. Tanner, Engine Dispatcher, upon the death of his mother. The following officers were elected by the national Brotherhood of Hollerman, Local No. 172, for the coming year: President, James McMullan; Vice Pres., Thos. O'Hara; Fin. Secy., Frank Harrington; Recorder, Clarke Hollerman; Committee, Thos. O'Hara; Hollerman Helpers' Committee. "Porous Morris," The Providence Engineers' & Firemen's Association of the Dinner, held on December 21, was a big success. Members taking part in musical end of the program were: Cornet Solo, Engr. Fred ("Flash") Meers; Tap Dancing, Engr. Fred Treadway; Trombone Solo, Fireman George Holt; Songs by the Tenors, ensembles, Anthony Murphy, Fireman, accompanied by Charles C. Clark, Piano, George Arvagian, Violin, and drums by Fireman Geo. ("Ginger") Garvies; Engr. Frank Hanley with his performing Dogs, Irish Jigs by the Murphy Bros, Engrs. Frank and Paul Murphy; Tall Ring Act by Fireman Billy Shaw and Engr. George Hadley. The feature act of the evening was the staging of the great play "Romeo and Juliet," Fireman Romanos playing both parts of Romeo and in the Balcony, playing the part of Juliet, was Engr. George ("Cupple") Garvies. George Heron vaudeville and singing star, was the director. Fireman Francis Neveu was the announce.

Engr. Mickey Allard and Fireman Honore Larche have traded their cars for saddles so that they can cover the spare board on the gallop.

Engr. Otis Howland reports a good sale of Christmas trees this year.

Engr. Patty Partridge is raising ducks by the hundreds. Patty likes his duck dinners.

JOHN M. SULLIVAN

PROVIDENCE DIVISION STORES

We wish to extend our sympathy to Anthony F. Lewis on the recent death of his father.

David E. Lownds, who entered the Officer Training at the United States Marine Corps at Quantico, Va., August 1, has not only received his appointment as Second Lieutenant in the Marine Corps but has also taken the fateful step and married Miss Jane Bruner recently. Our double-barreled congratulations, Dave, and the best of luck in both events.

William H. ("Bill") Lockwood has cleaned up his 10 cent purchase of defense bonds by forwarding his check for $12.60 to the Assistant Treasurer at Bos- ton recently. Bill is out to do his share to lick the Axis.

WILLIAM B. REPOLOG

PROVIDENCE FREIGHT OFFICE

Bernard McMahon, Chief Clerk, and Mrs. McMahon, are the proud parents of a baby boy.

Edmund Skeffington, late of the Billing Department, and Mrs. Skeffington, are proud of their new arrival. Mr. Skeffington is now in the Air Force in Colorado.

We are all glad to see Sadie Michaels back again, apparently as good as ever from her recent appendicitis operation.

Gerald A. Dowling, again after his hospital stay resulting from a football injury.

Providence Station feels very badly over the death on December 3 of M. Vincent Keenan.

James Corrigan, Sr., resigned, effective November 30, to join the Peninsular Lines.

James Corrigan, Jr., is expected to leave momentarily for the U. S. Navy, having been already sworn in.

Some members of the Freight Office force have recently met Mary Radigan, formerly Stenographer to the Freight Agent. She is well and asks to be remembered to her former associates.

Angela Surrante, Stenographer to the Chief Clerk, hears her husband, John, is from the Army and that he is in the U. S. Marines.

James Head, long in the produce business in Providence, is a welcome addition to the Perishable Yard force.

LAWSON L. ANNIS

NORTHUP AVE. SHOP

Edward D. Bebbage, Chief Clerk, and John F. Kierman, two of our Carmen Helpers who joined the Navy, took time off to pay the boys a visit.

They said that they are ready for action. God help the Japs.

Domenico Coello, our Derrick Engineer, has two boys in the Service and said there will be Hell to pay when they set going.

George E. Megathlin and Horace Thompson had some better lessons in playing Bridge.

The following employees have recently left the service to join the Armed Forces: Paul C. Maynard, Carman Helper, Navy; Henry F. Borowick, Carman Helper, Army; Herbert F. Bernard, Carman Helper, Navy; Lorenzo D. DeFelice, Car Cleaner, Army; James E. Kennington, Car Cleaner, Army.

Northup Ave. Shop Bowling league will miss Charles J. Musso, star bowler, who has been inducted into the Army.

Joseph Acciai left a total after being away from bowling for a couple of weeks.

Anthony Coello, a very likeable fellow who joined the Navy sometime ago, paid the boys a visit in his uniform. He is quite a Go.

The following employees recently entered various branches of the Armed Forces: Clarence E. Valentine, Carman, Army; Charles Arekeleen, Car Cleaner, Army; Edward W. Ogle, Car Inspector, Navy; Frank E. Wisio, Carman Helper, Army; Charles J. Musso, Carman, Army; George D. Corrente, Car Cleaner, Army; Melvin C. Driscoll, Carman Helper, Army; John F. Asmann, Track Laborer, Army; Anthony A. Mahoney, Jr., Laborer, Army (Air Corps); Arnold J. Lowier, Carman Helper, Navy.

JOSEPH M. CONNIS

WOORCESTER YARD

Richard J. Duggan, Sr., formerly Trainmaster, has been appointed Assistant Superintendent, with headquarters at Worcester. Mr. Duggan has come up from Ridgefield, Connecticut, and has acquired a top position with this latest achievement. Congratulations, Dick, and may your future relations with us here be as pleasant as those in the past.

Peter Matukaitus, Yard Conductor, and Larry Scanlon, Speeder Operator, have been inducted into the U. S. Army.

Russ Coonan and Dick Duggan, Jr., now of the U. S. Army, were home for the Christmas holiday and paid the boys a visit in the yard. Both boys looked very well and the Army life very well.

Joe Boudreau, Conductor of the 11 P. M. yard train, has been on the Christmas holiday and paid the boys a visit at a U. S. Army camp in Mississippi.

George Howard, Foreman's Clerk, died suddenly December 12. George has been with us almost a quarter of a century and knew and did his work well. He was always willing to help the other fellow. We

Here is another group of our New Haven family in the Armed Forces:

2. Pvt. J. James Adrian Dickinson, son of James E. Dickinson, New Haven Division, is serving in Australia.
3. Owen McPike, Jr., son of Assistant General Foreman Morris, is at Great Lakes Naval Training Station.
4. Edward D. Bebbage, Assistant Division, and son of Edward F. Bebbage, Assistant Track Supervisor at Middletown, is in the Coast Guard, stationed in Delaware.
5. Private William A. Rocco, Track Laborer, New Haven Division, is at Pine Camp, N. Y.
6. Michael A. Columbo, Jr., Carman Helper, Readville Shops, is now 2nd Class Petty Officer with the Fleet Air Wing, specializing in aviation radio. He has been in patrols and convoys from Iceland to Panama.
7. Private Frank E. Satterfield, son of Engineer Charles D. Satterfield, is stationed at Camp Gueran, Okla.
10. Francis J. Gill, Stenographer in the Public Relations Department, New Haven, is in the United States Navy.
Robert M. Van Sant, Director of Public Relations of the Baltimore & Ohio Railroad Company was so pleased with the way Charles Mann Johnson, Pullman Porter on The Owl, did his job on a trip last Fall, that he wrote this comment:

"The reservation was given to me about half an hour before the train left," says Mr. Van Sant. "When I got aboard I found the car clean looking and clean smelling. It was quiet for the passengers who had retired, but light enough for those making their way to bed. Every berth which showed from the aisle was neat, clean looking and inviting. After the porter checked my looks and the wants of all the twenty-eight people on the car seemed to be well taken care of. Just as I was finishing, he came in, smiled pleasantly and said, 'It is a beautiful day, with warm sunshine, gentlemen, and I don't think you will need your overcoats.'"

"I had never heard that before from a porter. It was the climax in accommodating goodwill from this exceptional man.

John H. Pratt, familiar figure to so many hundreds of workers who have met him at the pay-window in the Yellow Building, was awarded the Company's diamond emblem symbolical of fifty years of continuous service, by Treasurer Arthur W. Bowman (himself a fifty-year man), on November 28, 1892. Even the President of the road was paid in cash in those days.

"Len" D. Dorman, Road Foreman of Engines; Mr. Goullet: George Smith, Locomotive Engineer; Mr. Rest: J. Frank Doolan, Operating Assistant; John J. Dodan, Trainmaster; Dean F. Willey, General Mechanical Supt.; William C. Smith, Master Mechanic; Lewis C. Main, Road Foreman of Engines; William C. Shove, General Road Foreman of Engines; and C. M. Hull, Assistant Superintendent.

William Benjamin Shalkop, Telegraph Operator for the New Haven Railroad for half a century, was presented with his diamond emblem by Superintendent Paul R. Goulett on December 5. Present, as shown in the photograph, left to right, were Mr. Goullet (seated); Harold Hannon, Clerk; John F. ("Doc") McGroary, E. L. Keagy, Passenger Trainmaster; Mr. Shalkop (seated); John J. Dodan, Asst. Supt.; Thomas E. Bradley, Station Baggage Master (seated); J. P. ("Jack") Trehey, Chief Train Dispatcher; and J. Emil Boyre, Stationmaster. Mr. Shalkop was born at Spring City, Pa., December 8, 1869 and entered our service as Telegraph Operator October 11, 1882. He has been assigned to "BS" office, New Haven since August 14, 1910.
extend our sympathy to his wife and children in their sorrow.

"Red" Sullivan, Clerk for Harry Hellen, has been inducted into the Army Service. Among his fellow workers, General Agent Morgan presented him with a clock. Congratulations, Gib, and here’s wishing you luck.

John Couillard, Crossing Watchman, who has been off for some time because of injuries, has returned to work.

Carroll W. Gibson, Rate and Route Clerk, has resolved to accept a position with Monon, Calif. Engineer Walter Fogg has a collection of over 12,000 old-time pictures, including many railroad scenes.

Chief Clerk in the New Haven will seem to have a good many new assignments:

A. D. L. of the office.

J. S. Pickford

DINING CAR DEPT.

Steward Irving Lowe (Merchants’), who has been ill for almost a year, and confined to a hospital, has now returned to his home and we hope will be in good health soon.

We welcome back former Steward Leroy Bailey, who has been working for the Sea-board Railroad Company for many years.

Frank Giglio, Grill Car Counterman, has been promoted to Dining Car Steward.

New Hostesses include Eileen McCormick, of New York; Mary Murray, of Milton, Mass.; Marie Louise Quilty, of Dorchester, Mass.; and Emilia Patricia Muller, of New York City.

Grill Car Attendant Pauline ("Polly") Norris was given a miscellaneous shower Nov. 18 in honor of her recent engagement to William Higgins. The shower was held at the home of former Grill Car Attendant Donald Mitchell, in Jamaica Plain, and Polly received many lovely gifts from the girls.

Our best wishes to Crossing Watchman William McCarthy, of Commercial Street, East Braintree, who has three sons in the service.

John Seabrook, Yard Lead, has been off sick.

John Seabrook, Yard Lead, has been off sick.

JOHN E. WILSON

READVILLE SHOPS

Ruth Vogel has been elected secretary of the Junior Class of the Shrewsbury High School. She is evidently following in the footsteps of her father, Frank W. Kelley, who is Secretary of the B.R.C. Local.

FRANK W. KELLEY

GENERAL YARDMASTER, BOSTON

I forgot to mention in the last issue that among other things the"dwindling" clerks’ ball on November 20 were the four debuts of crossing watchmen. Among other duties, the clerks’ ball on November 20 were the four debuts of crossing watchmen. Among other duties, the clerks’ ball on November 20 were the four debuts of crossing watchmen.
NEW ENGLAND TRANSPORTATION CO.

Greetings and best wishes are extended to all employees having who recently joined the ranks of the Passenger Traffic Department: Robert Harpell, Special Movement Clerk, Boston Office; Helen Foley, Accountant, Providence Bus Terminal; Frances Sinn, Information Clerk, Providence, Bus Terminal; Mary Frost, Information Clerk, Providence, Bus Terminal.

The following employees of the Connecticut Division have returned after the grand finale of the holiday season: John E. Rourke, transferred to the office of Auditor of Freight Receipts; Major P. R. Jacques called in to see us while on furlough, has been transferred to the Army Air Force Basic Flying School, New Castle Field, Newport, Rhode Island, U. S. N.

George Sweetman paid us a visit while home on leave from Christmas. George is enjoying Army life and expects to be moved away from constant base in the near future.

JOSEPH F. DRAY

ACCOUNTING DEPARTMENT

Special Asst. to Comptroller

We welcome to our office two new employees, Jean E. O'Niel, Comptometer Operator (daughter of H. E. O'Niel, Engineer, New Haven Division) and Jane S. Tildegewell, File Clerk.

Al Sauter added another name to his Christmas list, his daugther's birth given birth to a son on December 22. Mrs. Sauter was for several years employed in the office of Auditor of Freight Receipts.

The Prior Service Bureau welcomes the following: Joseph L. Grande, in Australia; Sgt. Robert Shields, in Rangoon; Sgt. Charles S. Ryder, in the Philippines; Perc H. Estes, in a Utah hospital.

We welcome Alice Whitehead, of West Haven, and also C. Ray Tompkins, who was transferred to our office from New York Office.

Our best wishes go to John H. Meyer, our latest addition to the U. S. Army.


BULLARD BUILDING

Auditor of Freight Receipts

Members of our organization recently leaving to sail Uncle Sam's fleet include Hugh E. McLean, Clifford Havens and Eddie MacCullum. We hope the you the best of luck in your new positions.

We welcome Al Nutting is recuperating nicely at his home, and send our best wishes.

FRED H. PALMER

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Auditor of Freight Receipts

Members of our organization recently leaving to sail Uncle Sam's fleet include Hugh E. McLean, Clifford Havens and Eddie MacCullum. We hope the you the best of luck in your new positions.

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FRED H. PALMER

MECHANICAL DEPARTMENT

Robert W. Hooper, Supvr. of Auxiliary Equipment, was called into active service as Captain in the 72nd Railway Operating Battalion.

Eric G. Peterson, Assistant Engineer, also joined the 72nd Battalion, with rank of First Lieutenant.


Henry P. Lindenmeyer, Jr., son of Henry Lindenmeyer,Locomotive Clerk, is a Tech- nical Corporal in the Radio and Sound Equipment Section of the Signal Corps at Fort Monmouth, N. J., as of December 22.

JOSEPH F. DRAY
Stopping off at Springfield to picture the new honor roll and service flag of the Car Department, Larry O'Neill clicked his shutter to get the following pictures:

1. Adelbert J. Hussey, Lamp Man, and John King, Yard Clerk.
2. David M. McGlynn and Cyril B. Hancock.
3. Standing in front of the new honor roll are left, Owen Halen, Car Clerks; Thomas Kennedy, Car Cleaner; Edward Bloom, Car Cleaner; and Martin Peterson, Car Inspector.
4. Howard F. ("Slim") Lehes, Bulk Delivery Clerk, Yard No. 1.
5. Frank J. Corriere, Assistant Yardmaster, and John W. Falvey, General Yardmaster.
6. Front row: Alice R. Ingram, Bate Clerk; Cora C. Blackmer, Freight Clerk and Machine Operator; Janet A. Frangie, Freight Clerk and Machine Operator. Rear: Herbert O. Wing, Claim Clerk; Marian P. Wilson, Revision Clerk and Machine Op.; Robert J. Falvey, Chief Waybill Clerk; Thomas W. Neary, Correspondence Clerk.

The new honor roll and service flag are displayed in the Car Department.

We are glad to welcome back on work the following employees, consisting of:

1. Adelbert J. Hussey, Lamp Man, and John King, Yard Clerk.
2. David M. McGlynn and Cyril B. Hancock.
3. Standing in front of the new honor roll are left, Owen Halen, Car Clerks; Thomas Kennedy, Car Cleaner; Edward Bloom, Car Cleaner; and Martin Peterson, Car Inspector.
4. Howard F. ("Slim") Lehes, Bulk Delivery Clerk, Yard No. 1.
5. Frank J. Corriere, Assistant Yardmaster, and John W. Falvey, General Yardmaster.
6. Front row: Alice R. Ingram, Bate Clerk; Cora C. Blackmer, Freight Clerk and Machine Operator; Janet A. Frangie, Freight Clerk and Machine Operator. Rear: Herbert O. Wing, Claim Clerk; Marian P. Wilson, Revision Clerk and Machine Op.; Robert J. Falvey, Chief Waybill Clerk; Thomas W. Neary, Correspondence Clerk.

- Our congratulations and best wishes to Mary Lynch, who is to be married during the holiday season.
- Harry D. Kiernan

General Stores

Lient. Jim Shea

Jimmie Shea, son of James A. Shea, our Chief Clerk, has just completed his training course at Fort Knox, Ky., and has graduated as Second Lieutenant. Jim, home on a 10-day furlough, stopped in to spend some time with the office force. He looks very well and we all wish him well to spend the balance of the winter in Georgia.

We welcome to our General Stores Office, a nice young blonde with blue eyes—none other than Helen Denihan. You should see the men in the office shine.

There was a large attendance at the Backbone Club Supper, which was held at the B.R.Y.M.C.A. on Nov. 20.

Stationery Department

Mike Diletto is expected home on a furlough from Indiana.

Charles M. Kelley

Signal Department

Our deepest sympathy is extended to Mrs. W. F. Follett in the loss of her husband, Waldo F. Follett, Assistant to the Chief Engineer, and former Signal Engineer, who died on December 16.

Recent callers at the office were Private George Weber, Fort Belvoir, Virginia; Seaman Leon E. Baker, Great Lakes Training Station; Alfred C. Liguist, Apprentice Seaman, Great Lakes Training Station; Private William E. Carey, Fort Ruckman, Boston; and Corporal Thomas Lennon, Colorado Springs.

"Nate" Holbrook's team in N.H.R. A.A., consisting of Nate, H. Carlson, G. Johannsen, C. Augur and C. Somers, are giving the rest of the teams a run for their money.

We extend our sympathy to Robert J. Weber in his illness and continued stay in the hospital. We hope you will be back on the job soon, Bob.

William C. White
Supt. Car Service

We welcome the following new employees: Charlotte Hall Herbert, Mary Mansan DeFrancisco, Ernest Gagnon, and Angelo Lagross, Mrs. Florence W. Rochford, Annette M. Romes, Charles Candee.

Since this is the open season for diamond rings the following young ladies were the recipients of dazzling diamond rings.

Siemon, Thompson, Williams, recipients of dazzling diamond rings.

The following employees have left us to join the Armed Forces: Bob Walton, has been discharged, and has returned to his job.

Dorothy Kane, our File Clerk, attended a party at the Hotel Green, Danbury, during the holidays, given by the Lees Hat Company, her former employer.

Considering the shortage of clams and the Army has done for the Army, we are glad to see what the Army has done for the Army.

Dominick Carrado, our former Maintenance Helper, is now stationed at Fort Monmouth, Red Bank, N.J., and expects to be back before too long.

R. H. Hayes, General T&P Foreman, has recently returned to his home from New Haven Hospital, where he underwent an operation. He is now recovering rapidly and we hope he will be back with us before too long.

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We are pleased to learn that O. F. Dorward, our Signal Supervisor, is now able to sit up and will shortly be around the house after the misfortune he had of falling off a ladder at his home. It is hoped that he will be able to return shortly after the new year.

Dorothy Kane, our File Clerk, attended a party at the Hotel Green, Danbury, during the holidays, given by the Lees Hat Company, her former employer. We understand many friends gave her a great reception.

Dominick Carrado, our former Maintenance Helper, is now stationed at Fort Monmouth, Red Bank, N.J., and expects to be back before too long.

Edward C. Conway, Personal Stenographer in Division Engineer's office, after many years commuting, finally moved to New Haven, where he now claims his friends. Evidently the shortage of clams convinced him to throw away his clambake.

William A. Crosby

DANBURY

Private R. F. Herbst, U.S.M.C., son of Berkshire Roster Conductor Frank J. Herbst, advises that he has arrived safely somewhere in the Solomon Islands.

Charles Capen, Operator in the Berkshire territory, and son of Train Baggage Master George Capen, recently inducted into the Army, is now at Camp Devens. Corporal Douglas Godfrey, L.S. Air Corps, and Berkshire Roster Trainman, has completed his course at Kansas City, Mo., and has been transferred to Syracuse, N.Y., where he is now a member of the 2nd Airborne Squadron at the Air Force Base.

Jack Brower, M. of Way Time Clerk, and son of Peter Brower, Blacksmith, has completed his training at Carlsbad, N.M., graduating with the rank of Staff Sergeant, and is now on route to Georgia.

Charles V. Garrity, Freight Agent, is back on the job after two weeks' vacation.

Louis H. Hoffman, formerly Yard Clerk at Stamford, is now a permanent member of Agent McCormick's staff at Pittsfield, Mass.


WILLIAM HARRISON HART, Jr., Yard Brakeman, New Haven Division. Born August 6, 1890, in Torrington, Conn. Entered service February 24, 1924. Died December 29, 1933.


THE UNSUNG HERO

DON'T WORRY, BOYS, I'LL CARRY ON SOME WAY

Cartoon by Shoemaker, reproduced by courtesy of the Chicago Daily News

James E. Garrigan, Inspector in the Eastbound Receiving Yard, has returned to work after a short illness.

William McVey, Carman on the Westbound Shop, is back on the job after an absence due to illness.

Pvt. Lewis Hasbrook writes from Fort Leonard Wood, Mo., that he is well and happy, and likes his Army training a lot.


Howard Kessler, Inspector on the second trick has returned to work after a bout with laryngitis.

Coro. Frederick W. Trepтов, U.S.M.C., stationed at Camp Dunlap, San Diego, Cal., visited us recently and certainly looked fine.

Our congratulations to LaRoy F. Connell, Box Packer on the Westbound Shop, who has enlisted in the U.S. Coast Artillery.

"Roy" is the son of Sheet Metal Worker LaRoy, better known to our department as "Pa."

Samuel Del Santo, Pit Inspector, first trick, is absent with pleurisy. Hurray back, "Sam!"

A daughter, Barbara Jean, was born in St. Luke's Hospital, Newburgh, N.Y., December 21, to Mr. and Mrs. James H. Mor-
ant on the middle shift in place of Henry Knob, retired.

It was good to see the large turnout of friends for Henry ("Pop") Knobel's last day in service.

The following additional men have entered the services of Uncle Sam: Harold Haviland, Army; Lester N. Britto, Army; William J. Turner, Navy; John T. Otero, Marines.

Car Cleaner Philip LaVoe is at South Norwalk temporarily, substituting for James Darragh, who is on sick.

The following Car Cleaners have been promoted: John Lemos to Electrician Helper; Anthony Spremuel to Electrician Helper; William Dunn to Electrician Helper; Leslie Lawrence to Motor Track Operator.

Congratulations to Foreman Assistant George W. Wendell, who celebrated his 50th wedding anniversary November 24.

Engineer Harold B. Tappin has been in the Stamford Hospital the past few days, and is rapidly on the road to recovery.

Congratulations to Fireman Frank Gerardo, whose wife gave birth to a boy recently.

Friends of Engineer Martin Lysight will be sorry to hear he passed away in Port Chester Hospital November 23.

ROBERT DeCESARE

HARLEM RIVER

H. M. Silverstein, Chief Clerk, spent the greater part of his vacation visiting his brother in the Army, stationed at Chicago.

Amelia DiMichelle, Clerk, who was laid up with a bad cold, is now back on the job.

Congratulations to Edward Tyson, Laborer, at the Lighterage Dock, whose wife recently gave birth to a baby girl.

The friends and fellow employees of Martin C. Carmody, Voucher Clerk, hope for his speedy and complete recovery from his recent illness.

We are glad to report that John Cavanaugh’s wife, who had been laid up with an attack of pneumonia, is much improved and continuing nicely.

James J. Maroney, Agent, has just been elected Vice-President of the Freight Agents’ Association of New York. Congratulations!

More good news from the sickness front: James McGahe, Payroll Clerk, advises that his daughter, who was recently re-

moved to the hospital, has practically completely recovered from her illness.

James Malen, who has been employed as Checker and Transfer Clerk at the Lighterage Dock since its opening in 1937, is now a member of the office force, having bid in a position in the Claims Department.

The following have been recently inducted in the Armed Forces: Edward Preselin, Block Clerk; John Pavliczek, Checker; John DeRosaa, Checker; Nicholas Cattigron, Checker; Louis Francesco, Messenger; Joseph Robinson, Tractor Operator; and Raymond Monk, Clarence Wright, Luther Rhames, William K. Hunter, Otis Foster, Zolise Matthews and Robert Gaines, Laborers.

ABE SIMON

OAK POINT CAR DEP.

Since the last issue the following boys from Oak Point have been called by Uncle Sam: John Carr in the Army, stationed at Chicago.

Recently gave birth to a baby girl.

Brother in the Army, stationed at Chicago.

Elected Vice-President of the Freight

ing along nicely.

up with a bad cold, is now back on

30th

Helper;

register the services of

a

ant on the middle shift in place of

W i l l i a m

Knob e l,

38 EAST RIVER

William Hancock, Tractor Operator, now in the U. S. Army, on furlough from the Midland Flying School, Midland, Texas, and paid us a visit. Bill certainly did look fine in his brand-new uniform.

Best of luck to Doris Roche, daughter of Joseph Roche, Foreman, who was married on Thanksgiving Eve.

Frank Gasner, son of Michael Casner, our Car Checkers Helper, is now stationed in Florida. Bill certainly did look fine in his brand-new uniform.

We are glad to report that William B. Smith, our Teller, who is away sick, is showing improvement and all wish him a very speedy recovery.

George Morrison, our Asst. Head Deliver Clerk, was recently presented with a diamond pin by Callahan-Kelly Post, the American Legion, for his services as their War-time Commander, and George was very proud of his daughter, Alise, who opened the ceremonies by singing the Star Spangled Banner.

MAX KOHN

49th STREET ENGINE HOUSE

That smile on Electrician Robert Reilly is not from the holiday spirit. Bob just received a letter from "Bob, Jr.," telling us of his safe arrival in North Africa.

Electrician Henry Kramer, also heard from "John, Jr." after his long absence. "John, Jr." is abroad in one of Uncle Sam’s warships.

The others may be glad to hear that Engineer A. Hill is now home from the New Haven's last plane before his after his operation. As Arthur puts it, "I'm now ready for visitors." Good work, Art, and hurry back.

Engineer Arthur Porter is also on the mend after a long siege of illness.

Our condolences to Electrician W. B. Young on the recent loss of his mother.

Congratulations to Electrician H. Ventrelli on the birth of a son. Both son and Mrs. Ventrelli are doing fine and dandy.

Received a fine letter from Clerk W. D. Smith, Jr., now stationed in Wisconsin. From all accounts he sounds like a wood-pecker now on his way. Put it in English, Bill, then we can get it.

CLEMENT K. BELLAIRS

GRAND CENTRAL TERMINAL

The Accounting Dept. of the Grand Central Terminal Organization has been issuing a monthly bulletin of the doings in the department especially to aid the boys in service.

This monthly bulletin has been very well received by the boys. It is edited by W. E. Corbett and has as Associate Editor, E. O. Corbett. The Accounting Office has a voluntary donation fund which is used to send "smokes" and other necessities to the boys in the Armed Forces.

M. U. AUSTIN
**EXECUTIVE**

**Real Estate Department**
BLASENK, Bernard Charles, Clerk

KENNEDY, Wilfred Peter, Trans. Asst.

**Research Department**

**ACCOUNTING DEPARTMENT**

**New Haven Division**

BECKER, John Stamford, Clerk, Aud. of Disb. SS

BOLAND, Joseph, Clerk, Aud. of Disb. SS

CABIL, Pasquale Anthony, Clerk, Aud. of Frt. Rects. SS

CABNEY, Edward John, Clerk, Aud. of Frt. Rects. SS

CAHAN, Wesley Frederick, Clerk SS

CARNEY, Edward John, Clerk SS

MURPHY, Edward Francis, Freight Laborer SS

BENEDITTI, Louis Joseph, Clerk SS

LARKIN, William Nicholas, Clerk SS

STEVENSON, Joseph Patrick, Clerk SS

YOUNG, John Robert, Clerk SS

STEVENS, Robert Allen, Clerk, Aud. of Disb. SS

TANGNEY, Thomas Leo, Clerk, Div. Acct., Bos. SS

**TRAFFIC DEPARTMENT**

BLAKE, Wheeler Frederick, Clerk SS

BONN, Howard St. John, Clerk SS

BECK, Howard Joseph, Clerk SS

CABENSON, William, Clerk SS

CARLETON, George, Clerk SS

CABNEY, Edward John, Clerk SS

FECHEL, John, Clerk SS

WELDON, Alonzo, Clerk SS

**PURCHASING & STORES DEPARTMENT**

COUTINH, George Edward, Helper SS

KING, John Anthony, Trucker SS

MECKEON, John Bartholomew, Clerk SS

WALBON, Harry Marmot, Helper USN

**OPERATING DEPARTMENT**

**Transportation Department**

BREE, Charles Thomas, Asst. Transp. Insp. SS

**Boston Division**

BENEDITTI, Raymond Patrick, Crossingman SS

BRYANT, Edward, Crossingman SS

COAKLEY, Edward Francis, Freight Laborer USN

CONSTANZI, Biton P., Clerk SS

COWLEY, Howard Thomas, Stenographer SS

FRENCH, Bert William, Crossingman SS

KEATING, Richard Patrick, Clerk SS

MCCORMACK, Robert Francis, Freight Laborer USN

MURPHY, Edward Francis, Freight Laborer USN

PITNEY, Horatio C., Freight Laborer CG

SOZA, Armand Jules, Operator SS

WALLACE, Philip Joseph, Yard Brakeman SS

WEDE, Joseph Edward, Messenger USA

WHALEN, Henry, Freight Laborer SS

**Hartford Division**

BERGERON, Joseph Henry, Yard Clerk SS

CIURCINA, Francesco, Baggage Porter USA

DESMAGUE, Edward, Baggage Porter USA

FOLEY, John Robert, Messenger USN

GRiffin, John Patrick, Stenographer USA

KANE, Robert Damiano, Freight Laborer USA

KEENAN, Charles Francis, Clerk SS

PALMER, Charles Wright, Crossingman SS

**Providenee Division**

POWERS, Francis Nielsen, Messenger SS

TREAS, Arthur Raymond, Porter SS

WHITAKER, Raymond Newton, Clerk AAC

WILLIAMS, Joseph Joseph, Freight Laborer USN

**Dining Car Department**

BOLT, Altemeard Frederick, Cook USA

CONLEY, John Paul, Steward USA

DYMOND, Edward Herman, Steward USA

HALE, Edward Francis, Steward USA

JONES, Carlos Dice, Steward USA

MURPHY, John Joseph, Steward USA

SMITH, Allen Green, Steward USA

TRAVIS, John Victor, Counterman USA

**Police Department**

BULLIS, Frank, Patrolman USA

CARBONE, Edward, Patrolman USA

CONWAY, Kenneth Allen, Patrolman USA

COULTER, John Francis, Patrolman USA

FRAUEN, Joseph Francis, Patrolman USA

GAFFNEY, Emmett Francis, Patrolman USA

MCARTHUR, John Thomas, Patrolman USA

MOSLEY, Dan, Patrolman USA

O’LECH, Edward, Patrolman USA

PFEIFFER, John, Patrolman USA

ROSSO, Palladio, Patrolman USA

SCHMITZ, Charles Henry, Patrolman USA

SMITH, Alphonse, Patrolman USA

**Car Service Department**

ARMSTRONG, Kenneth Weiss, Car Tracer USA

**Engineering Department**

**Headquarters**

VARGAS, Joseph Anthony, III, Structural Draftsman RYOB

**E. T. & C. Department**

BUCKLEY, Clayton Frederick, Helper USN

MCDERMOTT, Bernard Clinton, Helper USN

**Signal Department**

FORD, George Bernard, Signal Helper USA

HILL, James Joseph, Signal Helper USA

YOUNG, David Scot, Signal Helper MM

**Maintenance of Way Department**

**System**

BROWN, Arthur Fallow, Rail Repairman USN

BROWN, Harold Blandford, Painter USA

FARINA, Louis Paul, Locomotive USA

FLEMING, John Patrick, Jr., Elec. Helper USA

GOMES, George Theodor, Locomotive USA

KINDE, Arthur Robert, Jr., Timekeeper USA

MCINNIS, Rodney Angus, Locomotive USA

MELO, Michael, Mechanical Helper USA

PAWLA, Michael, Track Locomotive USA

PENA, Louis Alves, Track Locomotive USA

TORRES, Philip, Jr., Locomotive USA

**Car Service Department**

**Maintenance of Way Department**

**System**

BROWN, Joseph John, Jr., Locomotive USA

(Continued on Page 29)