THANKSGIVING DINNER "DOWN UNDER" — The Armed Forces have first call on Turkeys, and this scene, showing Commissary Sergeant in Australia ordering his Company's supply, is being repeated the world over.

Deep
Jim White
Fellow Employees:

This paragraph from a recent letter by Joseph B. Eastman, Director, Office of Defense Transportation, while it was addressed directly to employees of the Rock Island Lines, is something which every employee of the New Haven Railroad may read with a spirit of pride and gratification:

"No railroad can do a good job, unless its employees do a good job, and the greater the strain on the railroad, the greater strain on the employees. Traffic has now risen to an all-time peak and the strain is very great indeed. Many railroad presidents have told me how loyally and faithfully their employees are working and of the long hours they often have to put in. For such work you are entitled to the applause and thanks of the Nation in this critical period of its history."

I ask you, in reading Mr. Eastman's words, to accept them as a personal tribute to the splendid job you are doing. To no group of railroad employees in the country do they apply with more justification.

You have earned "the applause and thanks of the Nation," and I am quite sure you will continue to do so.

Sincerely yours,

[Signature]
Handling Railroad Real Estate is Big Business

OFFICE workers arriving at the General Office Building in New Haven, bright and early any morning, are likely as not to meet, just starting out, two or three young men with surveying instruments over their shoulders. These young men may not be members of the Engineering Department, as might readily be supposed, but may instead represent another department of the Railroad, little publicized, yet one responsible for activities involving both collections and payments running into seven figures. It’s the Real Estate Department, whose total personnel consists of 46 employees.

It does not take much imagination to realize that just about the very first business of every one of the scores of small railroads which eventually were to be grouped together to form the present New Haven System, must have been the purchase of real property — the rights of way upon which to build their railroad tracks. So the real estate function is as old as the railroad itself. Each of these many separate companies, however, went about the task in its own way, and kept its records according to the particular concepts of its promoters.

Between 1887 and 1904, the New Haven System, totalling approximately 2,300 miles, was formed through the merger or lease of these many independent companies. Thereafter, it became apparent that concentration of the various functions pertaining to the acquisition, sale, leasing, management and care of the railroad’s real estate was a vital necessity, and that a re-survey of the physical property and the perfection of the land title records was highly desirable. So the Real Estate Department was established October 1, 1905.

Under the jurisdiction of Harry W. Dorigan, Executive Assistant to the Trustees, the department now is headed by Russell M. Wilson, General Real Estate Agent. Its functions include the purchases and sales of real property, the leasing of land for many purposes; the renting and maintenance of non-operating property such as dwelling houses, stores, etc., the handling of real estate taxes; the collection of rents; land valuation work; title investigations, surveying and other miscellaneous activities.

When it is recalled that there are 507 cities, towns and taxing districts in which we must pay real estate taxes on a valuation of approximately $100,950,000, and that the total tax in 1942 amounted to $3,274,000, we get some idea of the importance of this department, and of the large amount of detailed work involved.

Then a quick look at the matter of rent collections, which on January 1, 1943, involved 5,561 accounts, with an annual rental of $1,135,091, solidifies the opinion that the Real Estate Department is a highly important one.

From its organization until 1920, purchase of property was the most important function of the department. With the volume of freight traffic doubling approximately every ten years, and passenger traffic increasing rapidly, a large amount of real estate was acquired for additional tracks, classification yards, freight yards, etc., as well as to assure adequate capacity for future operations.

During the 1920’s, the regular increase in freight traffic began to show signs of slackening in pace, and the rapid development of the automobile started railroad passenger traffic on a nose dive. It became more and more evident that much of the property acquired under the expansion program would not now be required. So the trend of the department’s activities was reversed, and sale of property became the important thing.

Unfortunately, during the greater portion of the period since 1920, depressed conditions made it difficult to dispose of real estate. During the decade from 1932 to 1942, however, the number of sales averaged about 153 per year, with the low at 73 in 1933 and the high at 296 in 1939. The total sales for this period aggregated $4,782,595, with a low of $131,209 in 1934 and a high of $815,880 in 1939.

Every one of these sales involved a number of steps. First, there are the negotiations with prospective buyers, after which the approval of other interested departments must be obtained. There is the determination of cost, value,
The Real Estate Department comes under the supervision of Harry W. Dorigan, Executive Assistant to Trustees

Russell M. Wilson, General Real Estate Agent, Headquarters at New Haven

Walter F. Whitcomb, Assistant to General Real Estate Agent (right), Land Agent C. B. Lawrence, and Bradford W. Thompson (standing), Office Assistant at New Haven, discuss a piece of property

George Webster, Assistant Tax Agent, consults with John Foehr, Tax Agent

The Rent Bureau at New Haven, headed by O. H. Johansson, seen seated at his desk. Opposite him is Elsie Kohler,stenographer. In foreground, Mary E. O'Connell (retired November 1) and Pauline Ledwith, Clerks

Starting out on a surveying job are Draftsman T. C. McIlwain, Assistant Engineer T. P. McCluskey, and Draftsman E. H. Colclough

The Providence staff: Eva M. Gobeille, Clerk; Walter E. Fitzpatrick, Assistant Land and Tax Agent; W. R. Bottomley, Collector

O. M. Sandford, Agent, Real Estate Department, Boston, and C. A. Reynolds, Tax Assistant

and the status of the title. Then the authority forms, deed plans, title memoranda and descriptions must all be carefully prepared, as well as resolutions for the Trustees, deeds, certificates, and mortgage releases. Where Court orders are required, under our reorganization proceedings, the General Real Estate Agent must be prepared to testify at a hearing in the United States District Court. Then come the title closings, and finally preparation of completion reports.

In the case of purchases of property, which might be, for instance, in connection with a grade crossing elimination, the price and other terms must be negotiated with the owners and the titles examined, after which the plans, deeds, A.F.E.'s and completion reports must be prepared.

In the matter of taxes, the Real Estate Department is responsible for the securing, checking, and vouchering of all tax bills. A permanent record is kept of all tax information, and calculations are made of taxes re-collectible from lessees. Preparation of tax forecasts and estimates are made for the Accounting Department, and other departments call upon the Real Estate Department for statements of assessed valuations and taxes paid, in connection with various studies and reports.

Tax valuations in the many cities, towns and taxing districts are the subject of continuous study, and members of the department work with local assessors in maintaining reasonable and fair tax valuations and securing reductions wherever possible. Investigation and handling of assessments for public improvements also are functions of the Real Estate Department.

The tax work of the department, especially in the eastern district, has increased tremendously since the start of our reorganization proceedings, due to the Tax Appeal Cases and the non-payment of the Old Colony and Boston and Providence taxes under Court order.

When the Federal Valuation of railroads was undertaken in 1914, a large volume of valuable information was compiled, including historical data, land costs and appraisal records, and a complete set of valuation maps was prepared. All of the cost and appraisal records with reference to land are
handled by the Real Estate Department, together with the maintenance of the valuation maps which must be kept up to date for all changes in property under the regulations of the Interstate Commerce Commission.

This group is now working with the Accounting Section of the Bureau of Valuation to determine the original cost of land which is to be set up on the company's books at the end of reorganization proceedings, and the proper division of this cost between operating and non-operating property.

The Land Valuation work includes the preparation of Form 588 annually for the Bureau of Valuation, Interstate Commerce Commission, setting up in great detail all additions to and retirements from land and non-carrier structures.

The negotiation and preparation of all leases of Company property (except sidetrack contracts, pipe and wire crossings, station privileges and special contracts which are handled by the Operating Department, and the rentals in the Grand Central Terminal area which are handled by the Accounting Department) are functions of the Real Estate Department. This work includes the renting and maintenance of approximately 300 miscellaneous non-operating structures such as dwelling houses, stores, warehouses, etc., occupied by approximately 500 tenants. All repair work must be inspected and the bills approved for payment. The gross rental from this type of property in 1942 was $192,200.

The Rent Bureau maintains a complete record of all rental bearing leases and handles the billing, collection and accounting for all leases with the exception of a few general contracts and the Grand Central rentals. As of December 31, 1942, the Rent Bureau had, in addition to the 500 dwelling, store and warehouse accounts, 5,061 rental bearing accounts with an annual rental of $1,042,891, or an average of $206.00 per account, a low average because a large proportion of the accounts are leases of privileges such as pipes, wires and other encroachments on the railroad right of way, many of which carry rentals of from $5. to $25. a year. The more important leases from a rental standpoint cover land used for industrial pur-
True to Form . . .

Railroad resourcefulness makes itself felt in war, both at home and on the fighting front. Concrete evidence of the latter comes in news of two citations of a railway operating battalion.

In Sicily, says "The Yankee Boomer," official newspaper of the Military Railway Service: "The advance party landed at Licata, reconnoitered the rail yards, organized civilian rail workers, located equipment, got up steam on a locomotive, figured out how to operate it, and made a pioneer run, all within four hours after first hitting the beach. Twenty hours later, full trains laden with vital supplies were moving into forward positions."

Earlier, in Tunisia, the same battalion's "advance parties actually got ahead of the patrols and wrested French locomotives from the Axis troops in bitter fighting."

Railroaders are running true to form.


Vice-President R. V. Fletcher, of the Association of American Railroads, spoke confidently at a recent meeting in Boston of the future "supremacy of railroads as the premier carrier of the world's traffic" in the post-war period.

Judge Fletcher did not shut his eyes to the prospect of keener competition than ever from airplanes, trucks, buses and ships, but based his confidence in our future on the solid ground of economics. Each form of transportation will have its particular sphere of operation in which it will excel, he pointed out.

He drew this parallel comparison between railways and waterways:

"The rails probably cannot compete with water lines in the matter of cheapness; on the other hand, the water lines cannot compete with the rails in the matter of speed."

"The rails can never compete with the airplane in the matter of speed; the air lines can never compete with the rails in the matter of cost."

He concluded that "if the rails can give the public a fair degree of rapid transit, coupled with costs that industry can bear, they should be able to hold their own in the competitive struggle that lies ahead."

A Million-Pound Motor . . .

"G.E. Builds Most Powerful Motor," read a recent newspaper headline. The story told of a "million-pound motor" which will be used in a defense plant in Utah to cut 20,000-pound steel slabs 200 feet long.

Just another reminder that it is impossible to predict what new developments may be just around the corner. And they may just as well be developments to help make railroad transportation cheaper and more efficient.

A short look backwards will remind us that roller bearings, lightweight metals, diesel power, air-conditioning, remote control, welded rail, and car retarders, are just a few of the developments of recent years.

Who knows what may be in store in the post-war years?
Modities from which the Railroad Company comes. Other leases include space in stations and freight houses, filling station sites, etc. During the year 1942 the Rent Bureau collected rentals totalling $1,145,807. It had an unpaid account at the end of the year of only $15,192.

Conversely, the Real Estate Department also handles the details of checking and approving rental vouchers covering property and privileges leased from others by the railroad, the most important of which are our New York piers.

Title investigations, including studies of records in the possession of the Railroad Company, both in the Real Estate and other departments, as well as the numerous public records, are necessary in connection with encroachments and other unauthorized use of Company property, property line disputes, accident cases, land court cases in Massachusetts, public and private crossing rights, station ground protection, and the determination of property lines.

Actual field survey is often necessary, relative to property lines, rights, and obligations, and the real estate surveyors and the engineers prepare deed-, lease-, and other plans, furnish property line information to Division Engineers, and maintain valuation maps, together with underlying location plans and land maps.

The Real Estate Department during the past few years has had a large amount of work in connection with the studies of property not required for operating purposes. Eleven reports have been made covering 786 items with an assessed value of approximately $7,150,000, and this work is continuing.

In addition to the New Haven Railroad proper, the Real Estate Department also has jurisdiction over the real estate of the Connecticut Company, the New England Steamship Company, the Berkshire Street Railway Company, and the New York & Stamford Railway Company.

Mr. Wilson, at New Haven, handles the administration of all functions of the department, and his office does all of the land valuation and cost accounting work, together with the engineering and title work for Lines West. John Foehr, Tax Agent, supervises all real estate tax matters and all tax details for Lines West.

Located at New Haven and Boston are Real Estate Agents George Nash and F. E. Hanson, and at Providence, W. L. Fitzpatrick, Assistant Land and Tax Agent. These men handle the negotiation of acquisitions, sales, and leases in their respective territories, and have charge of the inspection and maintenance of non-operating property such as dwelling houses, stores, etc. At Boston and Providence these men also handle tax work in their respective territories, and the Boston office additionally handles the engineering work for Lines East.

O. Harry Johansson, Supervisor, Rent Bureau, in New Haven, has charge of maintenance of a complete record of all rental bearing leases and is responsible for the billing and collection of rent accounts and recollectible taxes.

The Real Estate Department, like all the departments, is endeavoring to carry on its work in spite of the manpower shortage. To date nine employees have entered the Armed services, and two of them recently have received citations for meritorious service in action.

**HOSPITAL TRAIN**

Total now $1,890,539

TUESDAY, November 30, will mark the close of our War Bond Drive for the purchase of United States Army Hospital Trains, which has been in full swing since the early part of September.

The results of our Campaign to date, as reported by J. F. Toohey, General Chairman of the War Bond Committee, indicate that 2,463 new employees have now enrolled under the Payroll Deduction Plan, and have authorized payroll deductions of $256,631 annually toward the purchase of War Bonds. In addition, 9,126 employees already subscribing under the Payroll Deduction Plan have increased the amounts of their payroll deduction authorizations for additional purchases of War Bonds to the extent of $698,487 annually, or a total of 11,589 employees who have pledged additional War Bond purchases of $955,118 annually from their pay checks.

As a direct result of the Hospital Train Tour, bonds purchased have now reached the sum of $935,421, or a grand total from all sources to date of $1,890,539.

In the few remaining days before the Drive officially closes, we hope to hear from many employees who, for one reason or another, have failed to sign up under the plan, or to increase their present payroll deduction.

Don't wait — Back the Attack — before December 1 and contribute your share to the comfort of our wounded heroes.
By Charles Layng

Fortunately for our side, Hitler has made many mistakes — and one of the gravest of them was his neglect of certain features of Germany’s railway system. He was of the opinion that the German blitzkrieg would conquer the world before railway transportation would assume the importance in the War that it now has and recent history testifies that he was perilously close to being right. By the complete elimination of all normal economic activities of his railways for a few months, he was able to make them serve adequately for strictly military purposes until the fall of Holland, Belgium and France was assured. Undoubtedly, Germany expected the capitulation of England soon after, but, when this did not occur, the intrinsic unsoundness of Hitler’s transportation policy began to make itself felt and, more recently, now that our bombers have joined the R.A.F. in raids on German and German-controlled transportation systems, the mistake is showing up more and more glaringly every day.

One thing that Hitler and his advisers did not seem to realize is the fact that has been amply demonstrated in this country since we entered the war. The more a war is fought in the air, and the more that cross-country tanks deliver the finishing blows on the ground, the more railway transportation is necessary to keep the all-important production lines in action by supplying that highly important fast mass transportation of which the railways, and only the railways, are capable.

That the Germans were able to come frighteningly close to conquering the world — with an inadequate transportation system — was because of two factors. First, although expansion of the railway system had been drastically curtailed in favor of broad, straight military highways leading from interior Germany to the frontiers, what rolling stock and track remained was maintained in apple-pie order. The Reichsbahn had by far the best cars and locomotives in Europe. German track was kept in first-class shape. Secondly, the initial successes were due to the remarkably accurate intelligence work and advance planning that enabled the Germans to know what they might expect in the way of transportation facilities in the countries which they planned to invade and which permitted them to make full and almost immediate use of such facilities as soon as the territory was conquered. The staff of the German Reichsbahn was overloaded in peace time with officers who were being trained to manage foreign railways. Let me say, however, that out of my own experience of the last several months, I can testify that warmhearted American ingenuity, even when it gets a late start, is fully the equal, if not superior to, cold-blooded German thoroughness.

Let’s consider how the Germans managed to keep going at ever-accelerating speed for as long as they did. The Reichsbahn first became international in scope when the Germans marched into Austria and took over the Austrian railways. When they marched into Austria, they gained relatively little of value from a transportation standpoint. The state railways there, like nearly everything else in the country, had suffered from many poverty-stricken years and the supply of rolling stock was insufficient for the local needs. You may have noticed in the newspapers recently that the French Fives Lillies locomotive plant; Henschel and Sohn, of Kassel, Germany, and even the Skoda Works in far-off Prague, which manufacture locomotives as well as munitions, have all been given frequent pastings.

When Germany marched into the Sudetenland and, a few months later, took over the rest of Czechoslovakia, a rich prize was obtained. The Czechs not only had a modern railway system, with an ample supply of rolling stock, but they also had a number of efficient car and locomotive building factories. Poland was a dead loss to the Germans as far as rolling stock was concerned. Not only was that country in the throes of almost continual car and locomotive shortages in peacetime, but, in addition, much railway equipment was destroyed by aerial bombardment and by the retreating Poles themselves, who smashed hundreds of cars and locomotives rather than to allow them to fall into German hands. To operate the Polish railway system even today, the Germans have had to transfer large quantities of badly needed rolling stock from other countries.

Neither Denmark nor Norway had any excess of rolling stock above their local needs, but in Holland, Belgium and France the situation was quite different. Even though the Dutch, the French and
the Belgians, and particularly the latter, valiantly destroyed a surprising amount of rolling stock during their brief resistance, the Germans made a rich haul of railway materials, cars and locomotives in those countries, as well as acquiring excellent plants where new equipment could be built in quantity.

The conquest of Jugo-Slavia and Greece in 1941 added little or nothing to available rolling stock of the Axis as those countries were chronically short of cars and locomotives.

However, as the result of conquest and of increased rolling stock building programs in the plants of Germany, those of other Axis partners and of the occupied territories, Germany was comparatively well off from a transportation standpoint as of July 1, 1941.

As of that date, the standard-gauge railways of Germany and the other Axis partners amounted to about 77,000 miles, and the narrow-gauge mileage, all in disconnected stretches, amounted to some 4,100 miles. Finland must be included as an Axis partner, but the railway mileage of 2,835 miles in that country consists entirely of five-feet broad-gauge track, with the exception of one short narrow-gauge line. In the occupied countries, there were 60,000 miles of standard-gauge railway and 15,200 miles of narrow-gauge line, of which 7,250 miles were in France alone. Thus, some 140,000 miles of standard-gauge railway were under Axis control. At the same time, the neutral countries of the Continent operated 17,200 miles of additional standard-gauge railway and much of this is being used in furthering the German war effort, as, for example, the Swiss railways, which are handling about 40,000 tons of coal a day between Germany and Italy; and the Swedish railways, which handle tremendous quantities of iron ore for the German steel plants.

The figures as to the number of locomotives and cars and as to their tractive effort or carrying capacity are known to us and are not particularly a military secret. However, in view of the wide differences in size of European cars and locomotives as compared to ours, the fact that some are equipped with air brakes and some are not, and many other factors, elaborate calculations are necessary before the ownership of rolling stock can be translated into traffic capacity and space does not permit going into them now.

Suffice it to say that Hitler and his staff thought they had enough to take care of central and western European transportation and, at the same time, handle the knotty transportation problems of the Russian front. These are immensely complicated by the fact that all railways in Russia are of the five-feet broad-gauge. The Germans thought, however, that by advance planning, they had this problem licked. Before the war, there were two European change-of-gauge associations, each owning a sizeable amount of cars that, with a relatively simple adjustment, requiring only a short time and not involving any transfer of lading, could be fixed to operate on either standard or broad-gauge track. As a part of the advance planning, the German Reichsbahn had acquired control of both of these associations some years prior to the war, and, when the Germans invaded Russia, a very high percentage of these convertible cars, several
thousand of them, in fact, happened to be in German, rather than Russian, territory.

Unfortunately for the success of the German scheme, you can’t run freight cars on any gauge of track without motive power, and the Russians were in possession of some 16,000 miles of Russian railways, but the supply of broad-gauge rolling stock they had been able to acquire was so meager, and highway transportation had proved so utterly insufficient to cope with the long lines of supply, that they adopted the desperate expedient of converting most of the captured 16,000 miles of railway from broad to standard-gauge and that, from the testimony of the Germans themselves, was one tough job.

They could make fairly rapid progress in good weather, by removing the spikes and other fastenings from one rail, shoving it toward the other rail 3 1/2 inches and refastening the rail to the ties. On bridges and at switches, however, this was a slow, complicated and tedious job and when the 1941 Russian winter struck them and covered the tracks with snow and ice it became a terrific undertaking. The progress wasn’t helped any, either, by the unwelcome attentions the rail-laying gangs received from the Russian guerrillas. The track gangs had to be heavily protected and almost literally carry a spike-maul in one hand and a rifle in the other.

While they were still engaged in this activity and feverishly and vainly attempting to maintain their supply lines, the Russians struck and, largely because of failure of transport, the Germans fell back. Whereupon the Russians immediately converted their railways back to broad-gauge, and, when the Germans advanced again in the summer of 1942, they had all the work to do over again. General Winter may have had a great deal to do with the failure of Germany’s Russian campaign but generally poor transportation conditions supplied him with an able assistant.

Meanwhile, the pinch was being felt in Germany itself. Some of the slack of inadequate rolling stock for a long war could be taken up by the omission from the Axis countries of hundreds of things which we here regard as absolute necessities of life. Meanwhile, however, the Allies had attained air superiority and bombers began to rain their lethal explosives over the Reich. Our boys and the R.A.F. began attacking trains in Germany and the occupied countries with such success that cars equipped with anti-aircraft guns have now become practically standard equipment on Axis trains.

A locomotive under steam is, incidentally, a most satisfactory bombing target, because, in addition to the destructive quality of the missile hurled at it, the locomotive contains a devastating explosive charge of steam pressure within itself and, if the boiler is hit, the resulting explosion doesn’t even leave pieces to be picked up.

In addition to attacking trains, usually with light bombers or even pursuit planes, the R.A.F. heavy bombers and our own Flying Fortresses have been giving other Axis railway installations merry hell.

I wish I could tell you more of the known effects of all this on the German war effort. I can tell you, though, that the effects have been important and far-reaching and are as encouraging to us as they are disheartening to the Axis powers.

Meanwhile, in addition to bombing, sabotage is playing an important role in the occupied countries in disrupting transportation facilities. Trains and bridges are blown up by daring saboteurs who are risking frightful punishment for themselves and their families. In Jugo-Slavia for example, the death penalty is prescribed for any native found within one kilometer of a railway track, except in cities and towns.

A less dangerous, perhaps, but at the same time, a highly effective form of sabotage is being practiced by the shippers and receivers in the occupied countries and particularly in Holland. Dutch shippers delay the loading of cars just as long as they dare to and receivers do the same with unloading. Even where this only amounts to from ten minutes to half an hour per car, the overall effect of patriotic Dutchmen consistently carrying out this practice is really tremendous. The Germans ranted and raved and stormed but, if a trucker walked just a bit more slowly, if a stevedore stopped to spit on his hands before picking up a package and the Dutch boss conveniently failed to see such minor infractions, it was difficult if not impossible for the Germans to detect them, unless there was a German watching every trucker and stevedore in the country. This quiet, insidious form of sabotage was the prime cause of the Germans putting all of Holland under martial law.

If the Dutch shippers and receivers are willing to risk their necks to delay cars, surely American shippers and receivers can risk a few gallons of sweat to avoid delay to cars. We have a front — and a very active front — on our own loading or unloading platforms. It is a miniature Guadalcanal, a miniature Tunis, a miniature Bataan! Let’s remember that and govern ourselves accordingly.
Once again the Trustees of The New Haven Railroad have taken steps to make sure that, so far as possible, every single one of our employees in the Armed Forces will receive a Christmas remembrance from his Company.

Wherever he may be—in some nearby camp, in far-off India, on some South Pacific isle, away up in Alaska, in the thick of the fighting up the "boot" of Italy, in Iran, in England, or in any one of the scores or other locations where Uncle Sam's men are stationed, "mail call" should bring him this reminder that we railroaders who are back here at home are thinking of him and wishing him the best of good luck at all times.

Especial care was taken to make sure that the selection of items for the gift box would include those things most sought after by our soldiers and sailors. After consultation with a number of men actually in the service, and after carefully going over lists of available articles, this is the roster of things which will be found in each man's package:

1. Rubberized moisture-proof DUFFEL BAG (Imprinted with Railroad name)
2. Large Tube TOOTHPASTE
3. 5 Double-edged RAZOR BLADES
4. Giant Tube BRUSHLESS SHAVING CREAM
5. Sturdy COMB in Case
6. Giant 1 lb. CHOCOLATE
7. Package of CANDIED PEBBLES
8. Box of SATINETTES
9. Pocket Book NOVEL
10. Propelling PENCIL
11. Package of CARAMELS
12. Box of CANDIED PEBBLES
13. Pocket Book NOVEL

Listing of the up-to-date addresses for the purpose of the Christmas box mailings was begun months ago, and before October 15 (deadline date for mailing to men overseas) the first batch of packages—those for the men overseas—was started on its way. There still are many men for whom we do not yet have military addresses, and a continuing effort is being made to secure the missing information. As quickly as these addresses are obtained, the packages will be started on their way.

Arthur Bowman Retires

Retirement of Arthur W. Bowman, Treasurer of the Company, at his own request, effective November 1, "after a meritorious service of fifty-five years," was announced by Hermon J. Wells, Vice President and General Counsel.

Born in New Haven January 18, 1872, Mr. Bowman entered the service of the railroad as an office boy in the Water Street freight office at New Haven July 1, 1888. His father before him was a railroad man, a division superintendent of the New Haven Road. Mr. Bowman transferred to the Treasury Department of the Company August 10, 1889.

He was made Cashier September 19, 1903, was promoted to 2nd Assistant Treasurer November 13, 1909, Assistant Treasurer May 21, 1914, and became Treasurer of the Company December 1, 1938.

Mr. Bowman carries with him in his retirement the best wishes of all his fellow officers and employees for many years of good health and happiness.

E. L. Bartholomew Appointed Treasurer

Effective November 1, E. L. Bartholomew, Assistant Treasurer, was appointed Treasurer of the Company, in place of Arthur W. Bowman, retired.

Born at Branford, Conn., August 6, 1880, Mr. Bartholomew entered the employ of the railroad as Paymaster for the Stamford & Meriden Street Railroad in 1900, at the headquarters offices in New Haven. Three years later he was transferred to the Treasurer's Office of the New Haven Railroad, as Cash Clerk, and in July, 1925, was promoted to Chief Clerk. On July 1, 1930, Mr. Bartholomew was appointed Cashier, and was advanced to the position of Assistant Treasurer on December 1, 1938.

Mr. Bartholomew's appointment is a popular one and his many railroad and banking friends wish for him many more years of continued success, good health and happiness.
RAILROAD DAY
AT NEW HAVEN
BLOOD BANK

Produces over 300 pints for Red Cross

A Ben Sherry supervised scheduling donors from Bullard Building. Group assembles in lobby preparatory to turning Red Cross ambulance for transportation to clinic. To R: Mr. Sherry, Katherine Pick, Florence Pasco, William Mang, Clinton Pierson, Ellen McCormi, Mary Cannon, Annette Nudel, Doris Elson. The Motor Corps volunteers are Mrs. John B. Dick and H. M. Bullard.

B Just arrived at clinic are Mrs. Beattie Aldi, Emily Gelston, Doris di Vici, Alfred Wood, Edward Fanning, Kenneth C. Velsor, and David Beattie.

Having pedigrees taken are Kenneth Velsor, Doris di Vicino, Ray C. Carmichael, and Henry R. Shields.

Pedigrees taken, this group await preliminary physical examination. L. to R.: Josephine McCarthy, Helen Levenstein, Shirley Hodes, Essie Kearns, Betty Lennon, Alice Pierson, Gladys Smith, Pauline Murphy, Mary Hunt, Harold Brown, Patrick Shanley, William Fullerton.

Also waiting for "physical": Vincenza Bonito, Peggy Panda, Helen Judson, Joan Beurer, Alice Dorosko, Thomas Crowley (Instructor and Director of Red Cross First Aid in the General Office Building).

Shirley Hodes, Bullard Building Clerk, has pulse and temperature taken.

Ten donors are accommodated at one time. After pint is taken, "patient" is required to rest for few minutes.

Shirley Englehart and Rita East enjoy coffee and crackers before returning to work.

Helen Gasparrino, Research Manager Don Neiswanger, and William Beebe enjoy a "pick-me-up" after donating blood.

Sam Williams, Rosemary Doolan, Lewis Granniss, Francis McNamara, Alma Nelson, and Mrs. F. M. Bowns pause for a snack; then, back to work!

Red Cross Nurse examines blood pressure of Assistant Signalman Alfred Wood. She also will take a drop of blood by finger prick and compare color with chart at her left.

Ray C. Carmichael, Auditor of Disbursements, smiles happily as he thinks that blood being drawn from his arm may save life of soldier or sailor.
PROVIDENCE INSPECTION DEPARTMENT

Our sympathy to Annie Blanchard on the recent death of his brother.

V. J. Melo, S/C, Car Inspector, is at Camp Allen, Norfolk, Va.

Foreman Charles Hawkins has just returned from his vacation. We are glad to welcome back Car Inspector Thomas Tiplady, of India Pt., after being out sick.

Thomas O'Hara, U.S.N., Car Cleaner, surprised his pals by waving to them from a furlough train.

Car Inspector Carmine Coelho painted the town red on his recent New York vacation. Leland Cost, Car Inspector, returned from his vacation after looking up his ancestors in New London. Among the new help we welcome Evelyn E. Jagger, Cecelia M. Cropper and James Conners, Car Cleaners. Foreman John A. Nelson is quite a carpenter, making cabinets for his wife.

CATHERINE MECKAMON

NORTHUP AVENUE

Melvin C. Dirico, Carman Helper, was home on a furlough and visited Northup Ave. Shop. He looked very much in trim, having got rid of some excess weight.

We received a surprise visit from Sgt. Thomas F. Murray, Jr., Carman Helper. When we last heard about him, he was overseas. Tom looked every bit a Sergeant. John DiOrio, Carman Helper, was also home on a furlough and stopped in to see the boys. John is in the Army.

Our visitor from the Navy was Anthony Coelho, Carman Helper, who paid us a visit a few weeks ago.

Rosindo (“Cyc”) Fracassa, our amiable Wreckmaster, was the recipient of a Scroll for making good coffee, from Grandmaster Gilligan, of the Order of Skulls.

JOSEPH M. CONNIS

PROVIDENCE ENGINE HOUSE

Joseph Mello, Bollermaker, our Champlin’s Bollermaker, is also a Champ Pig Raiser (Result, dead pigs). Latest achievement: One squash, 2 ft. in diameter. Weight 50 lbs. (Seeing is believing.) Frank Harrington, Bollermaker, enjoys ducks a lot, and wonders why the members of his Craft if they have to work overtime in the future to leave their lunches in his Car. Why? Ask Jerry Donovan, Bollermaker.

John Desiderato, Machinist Apprentice, joined the U.S. Navy last Spring. Word has been received that Ben J. Vadiano, Machinist Apprentice, is now with the Navy somewhere in the Pacific.

JOHN M. SULLIVAN

PROVIDENCE DIVISION

Miss G. M. Coutanche, Personal Stenographer, in the Superintendent's Office, has returned much refreshed from her vacation on the Cape.

Pvt. Henry F. Lee, Superintendent's Office, with the Medical Corps, Camp Robinson, Ark., was in the office for a short call, enroute to his new station at Fort Devens. "Thank you, looking fine, some of the stuff from around the middle having been, must get to the chest.

Chief Clerk Peter Bump, Dispatcher’s Office, is back at work after an illness.

Virginia Dolloff, Stenographer in the Superintendent's office, has returned from a trip to West Palm Beach, Fla., where she was Maid of Honor at the marriage of her brother, Lt. Richard Dolloff, of the Signal Corps.

T. Frank Russell recently gave evidence of his patriotism by investing in a thousand-dollar War Bond.

EMORY W. B. HANLON

WORCESTER CAR DEPARTMENT

Recent arrivals to the Yard Office were Lt. R. J. Duquette, of the S/C, and John Hall. Dick is at Fort Knox, Ky., and John in Arkansas.

Glad to hear from you, John Chandler, from the Navy, with good luck and good health, John.

The Brotherhood of R. R. Clerks, White City Lodge No. 243, conducted their annual dance at the Hotel Bancroft Oct. 31. A good time was had by all.

Frank Murphy, Charlie Borgerson, and Eimer Monson have returned from their vacations, and Charlie Roberts is now enjoying his.

Filling in for Mr. Roberts is Anna Loughlin.

Our sympathy is extended to Asst. Supt. R. J. Duggan on the death of his father in New London, and to Switchman William Dawes on the death of his wife.

John McManus has bid off the Switchman’s job at the Vladudt, Pete Bellevue has bid off a job on the B & M side and Joe Boudreau has bid off a day job.

Glad to report that Tom Flynn is out of the hospital and is now home recuperating from injuries recently received.

Arthur Strong has also returned home from the hospital and from last reports is getting along fairly well.

"Currie" is confined to the City Hospital from injuries recently received and, as what we hear, is getting along quite well.

General Yardmaster John T. Williams, recently hospitalized, has returned home, where he is recuperating.

Jerry Cronin, acting General Yardmaster and his brother, “Herbie”, is the night General Yardmaster. Maurice Moriarty moved the Yardmaster to the Cabin 11 P. M. in place of Herbie Cronin.

JAMES F. MCGRATH

WORCESTER CAR DEPARTMENT

Inspector and Asst. Foreman Burnham are spending a fine vacation at Muskegon, Mich., according to post cards.

Asst. Foreman John Martin is biting his fingernails. John has been unable to get his car supported either last Spring. He has just announced that his wife has a new fur coat. Part of the family will be warm, at least.

Local Chairman “Ed” Ainsley has been busy attending meetings in connection with System Federation activities.

Carman Helper Frank Keck, Jr., U. S. Air Force, is convalescing at an Army Hospital in Texas. Frankie has not been well of late.

Inspector Loring Bennett is hunting up North. We are anxiously waiting to see whether he brings back the deer or the deer bring him back.

Inspector "Tom" Leader claims that he is feeling in tip-top shape. He insists that he is in good enough condition to satisfy any Draft Board.

New Help: Carman Helpers “Joe” Dugan and “Tom” O'Hare.

R.B. No.

We haven’t seen much of Foreman Leo Tetraault and his B&B gang lately; they are travelling back and forth to Oxford, Mass., by truck daily. Leo has quite a constant stream of business and project work from the "B&B." Joe is temporarily assigned to the driving of this truck.

Asst. Foreman G. Vickery has about decided to take up a course on the stringed de luxe in his spare time. It seems that while working on the above mentioned project, one of his neighbor’s dogs picked up his lunch and enjoyed a nice dinner.

The B&B boys are very much interested in the manner in which Fred LeClair’s wife is taking care of his welfare. Nearly every day Fred opens his lunch box and finds a note stating: "LOOK OUT FOR SKUNKS."

EDMOND D. DUFRÉE

CAR SERVICE DEPARTMENT

Mr. Galligan certainly looks well after his vacation to the Cape.

Augusta Moessner received the honor of being one of ten chosen for having the best Victory Gardens. Nice going, Augusta.

We received a very interesting letter from Bob Walton from North Africa.

Verna Brink and Nancy Swords enjoyed a nice week-end trip to New York with their husbands.

Bob Walton is now a member of the Armed Forces. Good luck, Bob.

Sylvia Johansen has gone for a short visit to her home in Minnesota.

Eleanor Crotty had a perfect vacation, being home on furlough from Oregon.
Christine Mallory looks very happy. Her brother, Dick Mesner, is home on furlough from the service. He is spending 10 nights in New York and will be back to duty in Montana by the end of the month. Alvyce Murphy spent a few days of her vacation in New York, attending a show in the theatre.

MARIJORIE GILBERT

GENERAL STORES

Marion Donlan (formerly Marion Shan- hy) has returned to the happy Stores family. You are glad you are back with us, Marion.

We are proud to say that we have two professional dancers in this office, Phyllis Calamita and Michael Robert Paparella, who won the jitterbug contest at the N. H. B. A. Follies party at the High Lane Club, Hamden, Oct. 22.

John J. Padden, our Asst. Chief Clerk, made his usual trip to the World Series in New York and enjoyed the games very much.

We wish to offer the best of luck to Edward Lohse, who has resigned his position in the Freight Department and taken a position elsewhere. We will all miss you, Eddie.

Recent blood donors for the American Red Cross in the General Stores were Helen Sadowski, Clerk; John Angus, Clerk; Thomas O'Brien, Clerk; John Colbert, Storehouse Helper; James Rubino, Trucker and Herman Weidig, Storehouse Helper. Nice going!

Columbus Day was a big holiday in New York for the after-completing 30 miles were well represented by the following who enjoyed the day: taking in the shows, and Mrs. Joe Auerhamer, Martha Filipe, Helen and Margaret Daly, Jackie Angus, Mr. and Mrs. Herbert Shea.

We wish to congratulate Cpl. Jack Reeves, of William Reeves and Son, Clerk, on his recent marriage in New York. Mr. and Mrs. Reeves had a wonderful time.

Edna Tyrrell and her niece had an enjoyable trip to New York.

CHARLES M. KELLEY

SIGNER EDITOR

Recent visitors at the office were Lieut. George A. Weber, Cpl. Warren Streeter and S/Sgt Charles Wrenn.

We have received word that Joseph H. Phillips, son of Claims Attorney J. H. Hildrich, has been promoted to Lieutenant. Both boys are in the Army.

George A. Weber has been promoted to Lieutenant. George has been transferred to Engineers Combat Battalion at Camp Crowder, Mo.

Warren Streeter has been promoted to Corporal and is at Rapid City, S. D.

The Whole Gang, his game is at Berkshire Jct., raising the pipe lines. The boys say the muskrats are so thick up there that they expect to serve muskrat stew for lunch.

George A. Weber says that the rain October 26 was the first time since June that he had a chance to work 8 hours to interfere with the work.

Pvt. Ray Vreeland writes from Mt. Hope, R. I., that he likes army life, but would like to hear from some of the fellows. Please write him.

Our sympathy is extended to George Dever of Wolfeboro, New Hampshire in connection with the loss of his father.

Henry Steinmetz is back on the job after a month in Montana visiting relatives.

Our sympathy and best wishes to John Edman in his extended illness at the Veterans' Hospital.

Daniel F. Connelly and wife have been called to Florida because of the serious illness of Mrs. Connelly.

WILLIAM C. WHITE

There's Still Time to Help The Backbone Club

There's still time to help The Backbone Club do its swell job of sending Christmas boxes to New Haven Railroad men in the Armed Forces. The way you can help is to sponsor the "Gift Compo- sition Ticket," which will be on sale until November 25th. For a dollar you get a chance to win four dollars, or even a hundred dollars, and all the gifts you want.

The 36th Annual Dinner Dance of the Club "Christmas Pockoge Send-Off Party" and Bunny letters are on sale at $2.00 each, with high mass of St. Raphael's, the largest group in the country, to be held in the American Legion Hall, New Haven.

There's still time to order the "Gift Composition Ticket," which will be on sale until November 25th. For a dollar you get a chance to win four dollars, or even a hundred dollars, and all the gifts you want.

Plan to Attend the Bazaar November 29

CEDAR HILL ENGINE HOUSE

A. W. Mears, S. 1st Cl., in the Seabees, completed his "laying in the sod" in South Carolina and has move along to Davisonville, R. I., for further study and conditioning.

Joseph Basta, R.M. 3rd Cl., on submarine duty, is in the South Pacific, writes that ALONG THE LINE is "eaten up" when it gets to his base, even though the news is months old.

Pvt. Tommie King says he finds plenty of grapes and wine in North Africa and, if one can talk French, he has no trouble learning what he wants to know.

Merchant Mariner Sam Innes, just back from Tunisia, gives us some interesting information, notably, that it is all right for a man to have four wives. Tunisia males buy their wives at a marriage market. A good wife costs $16.00, tall wives being the most expensive. A statuesque mate costs a Tunisian about $25.00.

Pvt. Henry Skelly writes interestingly of life in Sicily. He certainly gets around and knows how to describe what he sees.

Staff Sgt. Michael Mastriano, Jr., wrote his parents on leave of absence at Hoffman's Island, Staten Island, N. Y.

Cadet Midshipman Thomas J. Milardo is attending school at Kings Point, L. I., in the U. S. Navy. He is now in Florida on a 30-day leave.

Nob's Ark had nothing on some of the "mobiles." The picture-thundering, plane-length racing, and the latest "test" in the Air Arm is now in Hawaii. There's still time to help The Backbone Club do its swell job of sending Christmas boxes to New Haven Railroad men in the Armed Forces.

Robert Stevens returned to his former duty in this office after being honorably discharged from the Army on October 14.

Office of General Accountant

Congratulations to T/Sgt John Meyer on his recent marriage to his Maine sweetheart, and we wish the best of luck to them. John is presently stationed at Camp Gordon, Ga.

Congratulations also to the former Frances Cook, who became Mrs. Joseph H. D'Errico recently. "Miss Meridian" receives our best wishes.

Promotions

1. Gustaf H. Badin recently promoted to Assistant Treasurer.
2. Edwin A. Wells, recently promoted to Assistant Treasurer.
3. Walter J. Reynolds, recently promoted to Assistant Treasurer.
4. William R. Benjamin, recently promoted to Assistant Treasurer, New Haven.

ACCOUNTING DEPARTMENT

Auditor of Disbursements

After twenty-five years of faithful, continuous service, Elia T. Daly passed away at St. Raphael's Hospital on September 25. Miss Daly was engaged at various times in most of the Beryl in the office, and her close contact with her associates, over a long period, resulted in the establishment of cordial and friendly relations between them. Mrs. Daly is now at her home in Portland, with whom she came in contact. Prior to her death, she had been working in the A. A. R. Bureau, for approximately one year. Before that time she was in the Prior Service Bureau, and had also worked in the Voucher, I & O, and Payroll and Statistical Units. She was a very conscientious worker, and her loss will be keenly felt. The sympathy of the entire office is extended to those surviving her. Funeral services took place from the residence, 5 Middle Road, Hamden, with high mass of requiem at St. Rita's Church, on September 28.

Pvt. Henry "Hank" Devlin, home on furlough from Portland, is spending 30 days with his family and friends. We were also pleased to see Corp. Robert "Owen" Moran, who drew across the line from San Bernardino, Cal.

Our sympathy to Mark Kerrigan and his wife because of the death of Mrs. Kerrigan's father.

We welcome Mrs. Helen Horvath and Carla Scholvin to our Payroll Bureau, and William "Bill" Rourke, our new messenger. "Bill" is a brother of Jack Rourke, formerly of our office, now in the Air Force in Florida.

We are all sorry that Mrs. Gertrude Dollebury resigned but wish her the best of luck in her future undertakings.

Many friends from this office of Mrs. John Skelly, the former Elsie Oullette, who has been home on a vacation from San Francisco, attended a farewell party in her honor, October 15, and all report a most enjoyable evening.

Robert Stevens returned to his former duty in this office after being honorably discharged from the Army on October 14.

Our sympathy to Mark Kerrigan and his wife because of the death of Mrs. Kerrigan's father.

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Congratulations also to the former Frances Cook, who became Mrs. Joseph H. D’Errico recently. "Miss Meridian" receives our best wishes.
Edna Beaucamp had a nice vacation in Washington, and she came to the New York & Central Department, and welcomed us to Mrs. M. Lyons. Our congratulations to the Misses Edna M. Reynolds and Evelyn P. Rockefeller, who are returning to their recent marriages; also to Eunice D., a Miss Beaucamp, who is returning from Armed Forces and has returned to her work. We welcome the return of Mas. Walter Grant and Richard Hauser, who were stationed in the armed forces, and have returned to their jobs. Gertrude A. Halligan and Charlotte J. Farrell have returned from a delightful vacation at the Capital. Frances E. Halligan, who is a fine visitor, has returned to his home, on the return of the Army. Our sympathy to Arthur V. Sessler and Anne M. Prendergast, who are confined to their homes because of illness.

HARRY D. KIERMAN

DANBURY

Our sympathies are extended to the family of F. W. Mitchell, former head of the Personal Department, who passed away at Danbury Hospital on October 21. We extend a hearty welcome to the following: Thomas L. Joy, Jr., Office Equipment Engineer; Mrs. V. L. Rapp, former Clerk to the Asst. Supt., Waterbury, and niece of John F. Halligan, N. E., where he is undergoing training in the General Air Brake Superintendents' Office.

Bill R. Manchester, Stenographer, has resigned and will join her husband in Lincoln, Me., who is undergoing a period of training in the Army Specialized Training Program.

Edna Beaucamp, from the Auditor of Disbursements' office, has taken the position of Vacancy, previously held by Margaret M. Sires, from the Auditor of the Lone Star's Hearts Association, Waterbury.

Mrs. Margaret Sires, from the Auditor of the Lone Star's Hearts Association, Waterbury, and niece of John F. Halligan, N. E., where he is undergoing training in the General Air Brake Superintendents' Office.

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Mr. and Mrs. H. Malley received a bundle from the stork, a boy 8 lbs., 12 ounces.

Earl Wright went to a band concert at Maybrook recently.

During the huckleberry season J. McCarthy, O. Babcock, James Litchfield, Fred Gillis and Francis McCarty picked many quarts at Slam Point, in the Shawangunk Range Mountains.

Sal La Grassa visited his neighbors at Camp Holland, recently and closed his cottage for the season.

Anton Kraushaar visited friends at Walden.

Ed Coleman went to Elks Clambake recently.

Stanley Ketcham has quite a goat family. Keep up some of the good work, Stan, you'll soon have a league of nations.

Fraleay Miller visited his son, who is in camp somewhere in Wisconsin. The Mrs. and family went along.

We are all glad to see Eben York back at work again after a long spell in the hospital, undergoing an operation.

Congratulations to "Jim" Reilly, Foreman on the birth of a new 8-lb. son, his fifth.

D. John Sweeney, Jr., son of our General Foreman, at Manhattan College, has been promoted from a list boy to college. Good luck to John.

Mrs. Mae Snyder, Telephone Operator, is back on the job after being laid up for a few weeks with the gripes.

Magnus Schuyler, Chief Accountant, and John Carron, former Carman, have spent vacations spent at Miami Beach, and New York. The boys are on their way back now.

Congratulations to "Jim" Reilly, Foreman on the birth of a new 8-lb. son, his fifth.

Matthew J. Sweeney, Jr., son of our General Foreman, at Manhattan College, has been promoted from a list boy to college. Good luck to John.

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1. When Clarence Hatch, Asst. Ch. Mech. Insp., was married recently to Margaret McLaughlin, worker in the Machinist Dept. at New Haven presented him with an electric clock and a $50 War Bond, Henry Hoss making the presentation. Here the girl "going up" on him. L. to R.: Rita Joyce, Camille Fally, Mor- jerie Perry, Clarence himself, Edith Pierson, and Grace Dolan.

2. Theda M. Carbone, Secretary to Fred Ran
dolph, Ch. Chk., Cedar Hill Terminal Head
cutters.

3. Frances Kelly handles the War Bond Ad
dressograph work in Boston Div. Accountant's office.

4. Harvey Keenaston, Locomotive Engineer, pictured by the Boston Traveler on his retire
tment Aug. 9.

5. R. H. Palmer, Vice Pres. and Gen. Mgr.,
New England Transportation Co. presents Op
erator George A. Winslow with $100 War Bond
in recognition of 15-year safe driving record.

6. L. H. Corey, Freight Operating Asst., New
England Transportation Co., presents Truck
Driver Earl A. Keith with $50 War Bond in
recognition of 10-year safe driving record.

7. Snapped at annual outing of Pioneer Val
Sullivan, Robert Falvey, Del Carriveau. Rear:
Robert Farquharson, General Secy.; John J.
O'Reilly, Gen'l Mgr.; W. M. Walker, Vice
Gen'l Chmn.; Leo Hinskiy, Chmn. Program Com.

8. Alice W. Seymour, Dorothy M. Knopp (re
cently married) and Helen G. Lincoln, Clerks in
the Public Office, Passanger Traffic Dept., Boston.


10. Two darling reasons why Angelo Mal
eone, Carmine, Beadville Shops, beams when
you ask about his youngsters. They are
Angelo, Jr., and Theresa.

VAN NEST SHOPS
We are still putting new names on the payroll and since our last report have hired the following:

NEW MEN EMPLOYEES: Eugene R. Langan, Pipefitter; Gerald D. Mascia, Puller Apprentice; David Nachmanoff, Laborer; James L. Fiorentino, Truck Operator; Patsy B. Cucolo, Pipefitter Helper; Theodore M. Carbone, Secretary to Fred Randolph, Ch. Chk.; John Vroom, Office, Laborer; Joseph Principe, Machinist Helper; Frank P. Rendina, Truck Operator; Peter C. Cutolo, Machinist Helper; Karl H. Lamp, Bollermaker Helper; Thomas McCormick, Machinist Helper; Michael McCarthy, Coach Cleaner; Richard McComiskey, Coach Cleaner; Joseph Puccio, Machinist Helper; Peter Cali, Pipefitter Helper; Andrew Puleit, Truck Operator; Russell S. Mullin, Machinist Helper; Raphael Procia, Machinist Helper; Lawrence Gibbon, Machinist Helper; James T. Hartnett, Truck Operator; Lawrence Farina, Machinist Apprentice; Aurelio A. Fricione, Machinist Helper; John Boscia, Laborer; Raymond T. Mills, Machinist Apprentice; John Cassin, Electrician Helper; John F. Sears, Machinist Helper; Patrick A. Lampasso, Machinist Apprentice; Stephen Rusineck, Pipefitter Helper; Lawrence Callamare, Elec-
trician Helper; Samuel Goralnik, Carman Helper; Robert A. Eisele, Machinist Helper; Teddy O'Shaughnessy, Pipefitter; Francis P. Sportello, Machinist Helper; Robert J. Wagner, Puller Apprentice; Peter Pieschera, Painter; Alfred E. Smith, Truck Operator; Patrick J. Bourke, Painter; Louis Mascia, Machinist Helper; Robert
W. Chiles, Machinist Helper.

NEW WOMEN EMPLOYEES: Labor-
ers, Mary B. Clancy, Filomena F. Caibo, Regina V. Holo, Anna M. Parrazzo, Mildred M. Callahan, Margaret T. Eisele, Helen Wronkien, Vivian M. Adler.

On October 15, we were glad to welcome back Mrs. Johanna Weir, who had been absent from her job as Matron of the Women's Room for several weeks because of sickness.

Congratulations to Nicholas Pellecchia, Machinist, on the birth of a daughter on October 1, and to Guido Ruberto on the birth of a son on October 10.

VAN NEST BOWLING LEAGUE

The "Senators" under the leadership of Danny Sullivan, who is pinch hitting for Danny Cassella, still on the sick list, have a comfortable lead for first place with Joe Durkin's "Merchant", in second place. The fourth place "Puritans", under Harry Edyk, kept the "Merchants" in their place on October 19, when Edyk bowled the high game of the season, scoring 211.

Congratulations to Charles Beck, just nurnished and in the Seabees, on the birth of a daughter September 1; to F. Laverty on the birth of a daughter September 12; and to John Vroom on the birth of a daughter Sept. 16.

VAN NEST CREDIT UNION

A few months ago the Federal Deposit Insurance Corporation issued a special bulletin containing an honor roll of special Credit Unions whose sale of bonds ex
ceded their total assets. The two largest ranking districts on this roll were District No. 2 which takes in New York State, and the Hawaiian district. The Van Nest Fed-
eral Credit Union No. 3228 was 11th on the list in the No. 2 District with a figure of 156%. Since this was published local credit union officers report that total sale of bonds by the Union has risen to 200% of their assets so that in the next issue of this honor roll they should climb up several places on the list.

The purchase of an Army Hospital Train sponsored by nearby employees during the 3rd War Bond Drive was helped at Van Nest not only by increases in pay-roll deductions but also by cash sales of $500.00 worth of bonds to Van Nest em-
ployees, headed by purchase of a $500.00 bond by Capt. of Shops J. W. O'Meara.

The Credit Union is now going to start a drive to increase the sale of bonds to purchase a Field Ambulance. If they can sell enough bonds for this, the ambulance, when put in service, will have a plate in
dicating that it was bought through the sale of bonds by the Van Nest Federal Credit Union.

FRED HAMILTON

NEW YORK DISTRICT STORES

Cari Corey, of Van Nest Stores, has re
turned from his vacation, a few days of which were spent in his native New England,
and the rest of the time for the usual odd jobs of a home owner.

Henry Murray, of New Rochelle Stores, usually uses most of his vacation time renovating his home in some way—building additions and what not.

Am not sure, but think that Jim Tay-
lor's taking his vacation when he did was necessitated by the big celebration at the wedding of his eldest son. How about it, Jim?

No one suspected that Jim Foley, of Van
IN THE ARMY NOW

No army camp is complete without its complement of Goof Offs, Goof Ups and Goldbricks — men who'll go to no end of trouble to avoid some of the small chores of soldiering.

The Goof Off is the aristocrat of the army work dodgers. He uses his wits to smooth off some of the rough edges of training-camp life. It is the Goof Off who turns up with a dental appointment scheduled for the exact hour of the General’s inspection. It was one of this Goof Offs who informed the Commander of having been jilted — thus leaving him the way clear for other girls and other cracks at a marriage furlough.

The Goof Up, on the other hand, is of an utterly different ilk. He’s the guy who’ll creep and crawl four miles through swampy underbrush to duck a two-mile road march — only to return to camp to learn that the hike was cancelled so the company could see the camp football championship. He’s the KP who rolls under the mess hall to get out of peeling potatoes — and then spends the rest of the afternoon scrubbing garbage pails.

The Goldbrick is in a class by himself. No self-respecting Goof Off, Goof Up or plain, ordinary GI Joe will have anything to do with him. As far as the rest of the army goes, he’s strictly a wrong gee. The Goldbrick, you see, is the soldier who gets out of things by letting a buddy do his work for him. He’s the fellow who takes it easy on his end of the handle, and lets you do all the lifting. On a pick, shovel and wheelbarrow detail, he’ll turn up with a rake. Comes combat conditions, and you’ll find the Goof Off and the Goof Up right up there with the rest of the fellows, while the Goldbrick is trying to lie doggo in the deepest foxhole he can find.

That’s why you’ll hear the names Goof Off and Goof Up very often in army camps. But when you call a soldier a Goldbrick you’d better say it with a smile.

Nest Stores, was a chicken farmer on a small scale, but he’s had from each experience that some chickens have tremendous appetites. However, if they’re Jim, can always eat them.

H. V. PEMBLETON

COS COB POWER PLANT

We welcome back to the Cos Cob Power Plant John J. Ellisworth, recently discharged from active service for over a year in Alaska.

We are proud of our forces, and one of these is the Signal Corps. Telephone Operator, Mrs. Viola Demarest, who is still off on sick leave, is an exceptional member of the Signal Corps. For the exact hour of the General’s inspection, it was one of this Goof Offs who informed the Commander of having been jilted — thus leaving him the way clear for other girls and other cracks at a marriage furlough.

All regret the passing of Leonard Smith, Car Inspector at South Norwalk for the past 26 years.

Engineer William Prendergast has been on the sick list for the past few weeks. Angelo Roscillo, Car Cleaner, has been inducted into the Marines. So has George Feulner, Car Inspector.

Walter Doolan Gets Purple Heart and Oak Leaf Cluster...

"Twenty-five years after" was the keynote of the theme of the October meeting of R. R. Post, No. 119, Station Agent at New Haven, the occasion being the presentation to Walter J. Doolan, Assistant Yardmaster, Cedar Hill Eastbound hump, of the Purple Heart Medal and Oak Leaf Cluster, for his part in World War I.

Presentation of the medal, which has recently been received from the War Department, was made by Maj. Richnolde T. Schriner, Air Corps, Commandant of Cadets at Yale University. Walter Doolan enlisted in the Army in 1917 and was twice wounded in action, on July 19, 1918, and October 26, 1918. His extreme modesty prevented him from receiving the honor due him for his gallantry in the last war, an honor which was born in New Haven on May 15, 1894, and worked for the New Haven as a Crew Caller in 1910 and 1911. He then worked elsewhere, but returned to us after the war, and has been Plant Yardmaster since November 4, 1922.

Walter Doolan

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ROBERT DE CESARE

WATERBURY

Patrolman James Coyle, Waterbury Police Department, with Mrs. Coyle, recently made a visit to their son, Pvt. Ray Coyle, at Camp Polk, Georgia. Private Coyle is a gifted musician and edits the "Platter Chatter," the camp newspaper. Operator-Clerk John C. Carroll, Naugatuck, was married to Marjorie Williams on October 2. Mr. and Mrs. Carroll will make their home in Derby. Congratulations! Rudolph Szarek, who is 78 years of age, visited his railroad friends October 15th and was feeling very well, and enjoying his retirement.

John Collins, Engine Dispatcher, was recently inducted into the Navy October 1. Conductor William F. Stroker has been on duty for a few weeks as a result of having a cyst removed from the back of his right hand. While he is away his runs are being handled by Conductor M. J. Donahue.

Mrs. Thomas F. Derry, who was substituting as Ticket Clerk at Naugatuck, has taken a position as Clerk in the Beacon Falls Freight Office.

Frank P. Checkers, Waterbury Freight, acted as Agent at Oakville for a week during the absence of Agent Stanley Tice.

Eleanor Kelley, Information Clerk, Waterbury Ticket Office, was very well pleased, more particularly because it contained his ration book.

Employees recently attending Community Chest meetings were Dorothy Bergen, Waterbury Ticket; R. J. Dillon, Chief Clerk, Waterbury Freight; Mrs. Marion Peterson, Chief Clerk, Waterbury Freight; Mrs. Irene Sheridan, Chief Clerk, Bristol Freight. Very favorable results have been noticed due to instruction given employees at this school.

On September 20 Thomas Mitchell, a resident of Waterbury, traveled from New York to Bridgeport on train 72 and transferred there to train 458. After leaving Bridgeport he discovered that he had left a package in the baggage rack of the car he traveled from New York to Bridgeport. Reporting this at Waterbury, the Stationmaster at Waterbury was called and the package was found and returned to Waterbury the same night. Mr. Mitchell was very pleased, more particularly because it contained his ration book.
HARTFORD DIVISION—MAINT. OF WAY DEPT.

Drafting Room employee, C. Kioby, now with the Air Corps Photographers at Colorado Springs, was a recent visitor.

Dudley Birmingham, furloughed AFE Clerk, is now in a Railway Op. Battalion at Camp Thomas A. Scott, Fort Worth.

Jack Taylor, furloughed Inspector, is receiving his Air Corps training at Preby­
terian College, Clinton, S. C.

Don Wooley, furloughed Signal Helper, returned to Louisiana after a furlough.

Ensign R. E. Wright, furloughed Inspector, is now father of a baby girl. Dick is in the "Seabees" at Camp Perry, Va.

We welcome Lucy Sandri as Personal Stenographer to the Division Engineer.

Another new employee we welcome to the Drafting Room is John Hastings, Rod­
man. John worked in the Danbury office about 12 years ago.

A. Schwartz, Signal Supervisor, spent part of his last week's vacation in New York, and attended the first game of the World Series.


We extend our sympathies to Yard Brakeman "Benny" H. Laventure, and his mother and grandmother, respectively, which occurred only a short time prior to the death of "Benny" Laventure's wife.

CLAIRKE T. PARSONS

READVILLE SHOPS

Antoinette F. Konopka became the bride of Petty Officer Frank M. Wozniak, U.S.N.R. Miss Konopka is the daughter of Antoni Konopka, Carman.

Mr. and Mrs. Oscar Gustafson have re­ceived word that their son has passed ac­ademical and physical requirements for pre-­flight training. The proud father is a Readville Electrician.

Donald W. Bomquist, Piper in the Car­
shop, is reported to have a serious attack of pneumonia. Wishes are for a speedy recovery.

Bollermakers Cornelius "Con" Flynn, and John Rogers are on the Loco. sick list.

Patrick J. Murphy, Laborer at Readville Shop, purchased $50.00 in U. S. War Bonds for his son, William, through our Treasurer's office.

Two railroad men met in Italy. They were Sgt. Charles L. Magee, furloughed Readville Clerk, and Ralph Gilbert, transitman, furloughed New Haven Division Fireman. The story would not be complete without mentioning that Charles' fiancée and his sister are one and the same, our own May E. "(Betty)") Walsh, Victory Mail Messenger. Small world, isn't it?

Cigarette Committee Sends Servicemen Fountain Pens for Christmas.

About one year ago a Cigarette Commit­tee of Machinist Lodge No. 692 was formed for the purpose of supplying our buddies in arms with cigarettes. This committee was to be self-supporting, funds to be handled, men appointed who would give both time and effort in this worthy cause, cigarette companies to be contacted and the many other things that go with an enterprise of this kind. This group is headed by Chairman Norman Holmes, together with Eddie Craig, Harold Henry, Arthur Tilley, Warren Brackett, George Ritchie, Eddie Holmes and Albert Hughes.

Each week the members of our lodge are solicited and each member is asked to give five cents, (a majority of them give much more) so that at the present time every one of our members in the Service receives a carton of cigarettes monthly, wherever he may be. The fund is growing by leaps and bounds, so that now it has a tidy surplus.

In the background stands the Lodge It­self, succeed its amiable President, "Baby" Baxter, with its vast financial resources, ready, and available in case any unfore­seen circumstances should arise, to step in and carry on.

Judging from the hundreds of return cards received by Secretary Craig, the boys are dedicated in receiving their ciga­rettes and at the same time, glad that they are not forgotten, though far away.

With the Yuletide season nearby Chair­man Holmes and his committee conceived the idea of sending the Service boys foun­tain pens. This was unanimously endorsed by the body so that in the Treas­urer's office, with Eddie Holmes and Albert Hughes.

Too much praise cannot be given this valiant band of workers, who, on their own time, work diligently and silently so that their former workers in arms shall not be forgotten.

The shops are mighty proud of their efforts, and through this little article, we wish to convey to them that their fine work is appreciated also by their fellow workers.

FRANK W. KELLEY

SOUTHAMPTON ST. ENGINE HOUSE

Sid Shuman, Clerk, paid us a visit on October 4. Sid, stationed in Alabama with the Infantry, looked well and happy.

John E. Parker, Machinist Helper, has been sent to Officers' Training School at Princeton University, where he is study­ing mechanical engineering.

Danny MacDonald, Mechanical Inspec­tor, paid us a visit. Dan, already made a Sergeant in the Army Air Corps, at Rome,


JOSEPH D'AMBRAO, Boilermaker Helper, South Portland Street Enginehouse. Born October 12, 1890, at Campobasso, Italy. Entered service September 24, 1912. Died September 27. 


RAYMOND WRIGHT, son of Ernest Wright, Machinist, dropped in to see us. Raymond looked mighty well in uniform. 

John A. Davis, Jr., Boilermaker Helper, a son of the late John A. Davis, Boilermaker at Readville Shop, paid us a visit. John is now stationed at Camp Shelburne, Vt. 

Leonard R. Johnson, Machinist, is with the Machine Shop, New Haven Division. N. C. Leonard is just as happy as ever. 

Thurman R. McAlley, Machinist Helper, paid us a visit. Thurman is stationed in the Machine Shop, in the Signal Corps. He is hoping to get overseas. 

New Railroad Post, V. of F. W. A post office vol. 1, 2 and 3 at present being formed on the New Haven Road. 

Vet- ersans of Foreign Wars, No. 1, New Haven. 

(Continued on Page 24)
"We Boys Overseas Appreciate the Job You're Doing..."

Thomas King, Machinist's Helper, Cedar Hill Engine House, writes from New London:

"I have been pretty near all over North Africa. We started at Casablanca in French Morocco and from there we have been through Algeria and Tunisia. I have been through most of the big cities and quite a few, sights, like the Roman ruins, etc., and it was very interesting. The people in North Africa are very hospitable. It's very good and you can rest assured that we eat better than any one of our allies.

I have seen a number of Frenchmen and they have often organized in the United States Army and thereby made a part in the success of the British Empire in the desert. Our next move can carry us anywhere but the boys all hope that it will carry us past the Statue of Liberty. However, no matter where it is, I know ALONG THE LINE will follow close behind."

Kotoff a Sergeant...

Joseph Kotoff, Floatman in the Marine Department, was recently promoted from Corporal to Sergeant. He trains with a Fighting Squadron of the Army Air Force, stationed at Los Angeles, Calif.

Kaliszewski in Sicily...

Henry Kaliszewski, Machinist's Helper, Cedar Hill Engine House, is in Sicily, according to a recent letter which he sends. When I don't receive mail in the form of letters, he writes, "the ALONG THE LINE comes in the day before me. I am feeling fine and wish you would pass the word along to my buddies if they have an opportunity to let them drop me a line."

Benson in Sicilian Invasion...

Fred Benson, Boston Division Maintenance of Way, is in Sicily, according to a letter received from him recently. He landed in Africa in May. "They keep us very busy here," he says. "I work from 5:30 a.m. to around 8:00 p.m., and sometimes later."

Soldier Railroaders' Ratings...

Bernard J. Sullivan, Freight Brakeman, Providence Division, was in Sicily in the Sicilian invasion, according to a letter received from him recently. He landed in Africa in May. "They keep us very busy here," he says. "I work from 5:30 a.m. to around 8:00 p.m., and sometimes later."

Wells a Pharmacist Mate 2/C...

Joseph P. Wells, Carousingman, Hartford Division, has recently been promoted to Pharmacist Mate 2/C. He is stationed at the Naval Training Station at Sampson, N. Y.

Chased Rommel Across Africa...

Francis P. MacLennon, Electrician, Van Norman Academy, is in a railway battlefield, says in a recent letter that his post is "The Finest Job in the War." A truer statement could not be made. I am not satisfied with the results. I am concerned. This is everybody's war, and without you people behind us, we would never be able to finish the job we set out to do. I remember when John Lewis's coal mine trouble was going on, it had a bad effect on most of the boys to see their fellow citizens whom we are fighting this war for to take that attitude. I can only speak for my outfit and I know that 99% of the boys are against it.

"We have been pretty near all over North Africa. We started at Casablanca in French Morocco and from there we have been through Algeria and Tunisia. I have been through most of the big cities and quite a few, sights, like the Roman ruins, etc., and it was very interesting. The people in North Africa are very hospitable. It's very good and you can rest assured that we eat better than any one of our allies.

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"Railroad Gets in Your Blood"...

William J. McLaughlin, Yard Clerk, Bos­
ton, Mass., reports having some friends where in the Pacific under date of Septem­ber 11. "I happened to receive my issue of Alg. News tonight, and it read a lot like a letter from home reading about the road and the men who were my father's friends. Whenever the last issue comes in it starts a season of reminiscence. I'll look at the name and there it is, that last faraway postoffice box in the night.

"classical light of a genuine railroad lantern borrowed from some crew there, and you know there's something about the railroad that gets you down on the road alone, and you feel you know that faraway look in his eyes and you know what kind of work in the South Pacific, and there it is.

"Bill" is the son of the late Boston Di­
vision Dispatcher "Bill" McLaughlin and nephew of Dispatcher "Jim" McLaughlin.

Morris in North Africa...

Herbert J. Morris, Dining Car Cook, was in the hospital in Porto, and according to a letter received recently.

Odell in England...

Homer Odell, Bridgegman, Maintenance of Way Department, Poughkeepsie, is in England and worded of his recent marriage from his family. He is a Sergeant in an Eng­
neering Maintenance Company.

Lyssaght in England...

John E. Lyssaght, Freight Flagman, New Haven, recently returned from the rail­
road recently, as is shown by a letter re­
ceived from a friend in England, who, with two enlisted men, arrived at Maybrook, Thursday, in a dirty, hand riding with an important war shipment.

"I've never forget my experiences in your yards," writes John. "My reception in your office was most pleasant and I was trying to do my job, and made me feel that whatever I meet in the future, I'm fighting on the right side and the fight is a good and a worthy one. You fellows must be really busy back there, and I'm sending the picture so that you can show it to him."

"Our History," he refers to was ALONG THE LINE for May, 1943, and the picture was of Correspondent Starinsky.

Three brothers are also in service, Henry G. with Air Depot Group in South Pacific, Francis J. in the Army with Field Arti­
illery, and Daniel J. Susquehanna, U.S.N., and has classified as Air Ca­
dy, No. 1.

Robert T. Baxter, Clerk at Worcester Yard, reports the rumor of a group in the area, was recently promoted to Sergeant.

Lt. Edward J. Skinner, Supply Sgt. in a Signal Company at Army Air Field, Venice, Fla., reports promotion to 2nd Lieutenant.


Sgt. George T. Cox, Jr., Domestic Guard on the Marine com­
mision in June, and is now in North Carolina.

Clp. Alverdo M. Housten, Carman Helper, Read­ville, has a San Francisco APO add­
ress, you'd like to hear Hove, that being the last one we travelled to the Port of Embarkation some twenty months ago, and seeing his old friend once.

"You fellows must be really busy back there, and I'm sending the picture so that you can show it to him."

Brigadier General Carl R. Gray, Jr., Di­
rector General of the MRS, extended his personal congratulations to the forces in the area. "This type of action adds greatly to the reputa­
tion which the road's picture represents." Railway Service is establishing in this theater a sufficient and alert service and  conduct of the troops and engineers in the highest tradition of the M.R.S., T.C., U.S. Army.

Danhy Helps Capture Runaway Balloon...

Recovery of runaway barrage balloons is a little out of routine for a railroad soldier. For Signal Corp. Edwar ­d G. Danhy and five other enlisted men of the Military Railway Transportation Corps, saw one of the rubber cowns bown­
down a stretch of North African track and playing tag with the trains, they rubbed their eyes and went into action.

For disabling the danger of a possible explosion, the railroadmen captured the balloon, which was still considerably buccy­
tied to a pole, and posted a guard around it.

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Danhy is rated as 7/T6. He is a Car In­
specter on the New Haven Division.

Liesmade Real Friend for Railroad...

Yardmaster J. B. Jacob, at Maybrook, made a real friend for the rail­
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Shees Friend's Photo in "Along the Line" in N. Africa...

"We have a photo of Mr. Annie Pratt, Prov­ince, in the Hawaiian Islands.

"Shees Friend's Photo in "Along the Line" in N. Africa...

William O'Neill, Yard Clerk at Cran­
test, and one of our Cleaners, Mr. Daniel J. Sullivan, Providence Div. Freight Trained, 6.

R. T. Bridges, Carman Helper, Providence, is at Naval Dry Dock, South­

Sgt. Arnold H. Tegelman, Ship Carpenter, Har­

Pvt. Anthony Bello, Car Inspector, Stu­

Sgt. Max C. Thorp, Boilermaker, is in the U. S. Merchant Marine, is sta­

Tom A. Hearn, N. H. Div. Yard Brak­

Sgt. John H. O'Hara, Machinist Hlpr., Provi­

Sgt. John H. Tietgens, Jr., Marine Oil­

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Pvt. H. S. F. Belfort, Jr., is a member of the 2nd Battalion, and son of Lt. Col. W. S. Belfort, Jr. Currently in the U.S. Army Air Force, and stationed at Salt Lake City. A brother also is in service.

PFC Everett J. Cato, Car Inspector, Prov­

Pvt. John G. Patten, USN, in the Naval Air­

Pvt. Richard T. MacKee, of Sales & Traf­

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"Our History," he refers to was ALONG THE LINE for May, 1943, and the picture was of Correspondent Starinsky.
SOUTHAMPTON ST. (Cont.)

rades who are interested in joining this Post should communicate with any of the following: Robert A. Kennedy, Readville Shopping, 36 South St.; T. F. Ingraham, Boston Freight Terminal; Wm. Storton, Boston Terminal, East 12th St.; Wm. Storton, Crew Dispatcher’s Office; Jersey Smythe, Agent’s Dept., B.F.T.

BARRIL BAILEY

DOVER ST. YARDS

All the boys blessed to see Aast Yardmaster "Bill" Losso back on the job on his recent return from his recent operation.

Pat Tompkins, "Barry" has just returned to Camp Sam Houston, Tex., after spending a week at home with his father, Jim Arginsky.

Yard Brakeman Irving Berry, Yeoman 3, has celebrated his sixty-sixth birthday September 22. Still going strong. (Congratulations!—Ed.)

Wm. Finnegan, Clerk at Third Bond Drive. He and the boys were pleased to see Aast Yardmaster Harry McKay back on the job after his recent illness.

Yardmaster "Pete" McPhee took a well-earned vacation during October. You would think Yardmaster Allan Trant was training for a marathon race the way he gets around the yard.

Yard Conductor Bernard O’Rourke will enter the service during November. He surely will be an asset to Uncle Sam’s railroad unit.

JAMES P. A. PURCELL

SOUTH BOSTON PASSENGER YARDS

A recent visitor, Richard Packenham, Telephone Engineer, appointed Trainmaster as of November 1. Mr. Packenham has been in the Army for about a year.

Quotation from a letter to James Coffey here by train and my appearance, it is true.

Came to our very congenial and entertaining breakfast here by train and my appearances, it is true.

A recent visitor, Richard Packenham, Telephone Engineer, appointed Trainmaster as of November 1. Mr. Packenham has been in the Army for about a year.

Louis VonDohlen enjoying a furlough from "way up North".

Naneen Wendler spent a pleasant vacation in Rutland, Vt., riding the horses, not playing them.

Joe Dick is very proud of improvements made at South Basin, South Pacific.

Fred Covelle, covering Night Director, Tower 25, in pedicab, ill.

Kathy Mead and Carol A. O’Guinn spent a pleasant vacation in Norway, Me.

Pete Bose, Forelady at the mill, is playing them.

Still working at the mill, is Pete Bose, Forelady at the mill, is playing them.

Pat Rourke will turn over to a charitable organization. Nice move, John.

Trainmaster Dick Baker paid his usual visit to his old home at First Street and looked like the breath of spring. The New Haven Air evidently agrees with him.

Don’t forget to write to the Brothats in the Service. They’re looking forward to your letter.

DANIEL P. BLAKE

BOSTON FREIGHT TERMINAL

Agent’s Stenographer, Bill Devey, has received a promotion.

BOSTON DIVISION

Engineer W. F. Tibbetts has bid in on the job on Worcester Branch.

Congratulate F. H. Prouniki on his retirement at Haverhill.

Bill Lynch, Whittenton Jct., enjoying his annual vacation, relieved by Jean Coulombe.

Agent George Robinson, of Hyannis, is complimented on his excellent specimen of train orders he turns out.

Sympathy to Jerry Riley, of 88 237, and Bill McDonough, of Braintree, who are ill.

Welcome to new Executive, Joe O’Connell, covering for Alf Grey, Needham Jct.

Congratulations to Mr. and Mrs. Deneen, whose engagement was announced recently to Grill Car Attendant Mary Crofton.

"Eyes Right!"

"D" STREET

Men in the service who recently visited "A" St.: Edward Doherty, George Deyab, Jr., Mervin C. Hardwick, Carroll Reserve. All are in the best of condition and look well.

"A" St. employees wish to extend their sympathy to Stephen N. Crenin, on the loss of his mother; to Joseph Cihorlcy, on the loss of his brother; and to Edward Shuker, on the loss of his father.

Congratulations to Robert N. DeMings, Francis Kugian, and Edward Sharkey, on the birth of a son; and to William Calway, Jr., on the birth of a daughter.

Joe says the Lobster Party is still in the making.

TOM REARDON

BOSTON FREIGHT TERMINAL

Agent’s Office—Bill McDonough.

Congratulations to Dick Baker at the Army Base, appointed Trainmaster as of October 1. Congratulations, and all good wishes to the men.

Congratulate Wm. T. St. Geane at Revere Shopping, T. F. Ingraham, Boston Freight Terminal; Wm. Storton, Boston Terminal, East 12th St.; Wm. Storton, Crew Dispatcher’s Office; Jersey Smythe, Agent’s Dept., B.F.T.

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We continue to get very interesting letters from members of the U.S. armed forces working on leave from home. Here is one from "Eddie" Holland, Clerk at our New York Office. He has just been promoted from Sergeant to Technician, 3rd Grade. His description of one of his visits to Tuns is better than a travel catalog.

ESTHER PHILLIPS

New England Transportation Co.

A/C Paul Glaser, Junior Clerk in the Passenger Traffic Department, is undergoing advanced training in the Army Air Corps at Marthana, Fla. Cpl. Alfred J. Barnes, Secretary to the Passenger Traffic Manager, has been transferred to Fort Pierce, Fla., for further training under the auspices of the Navy.

Word has been received from Edward G. Chase, Rate Clerk at the New Haven Terminal, that he is in fine health at Fort Roserrada, San Diego, Cal. Eddie has been at J.C. Square except for a short time at Port Devon, and has advanced to Corporal.

Albert Linden, Freight Handler at the New Haven Terminal, which is now in the Seabees at Camp Peary, Williamsburg, Va., paid us a visit. Al is looking fine.

Lewis E. Wilton, Truck Driver at Worcester, now with the Seabees, dropped in to see us. Dan Harrold, Truck Driver at Providence, passed the cigars around on October 27. Dan has a new son in the family now.

George Cook has taken over the Clerk's position at Springfield Freight Terminal. Best of luck to Marie Z. Canning, who has joined the Waves. A dinner was given in her honor.

We welcome new employees Agnes Marino, Annette McPartland and Vivian Jahnke to Freight Bureau. Congratulations to Aileen M. Donahue, who recently became engaged to Harold C. Hudson.

Pfc Bob Reising, Sgt. Erwin Shea, U.S. Army, and Cpl. George Linden, Marines, stopped in and said "Hello" to the employees of the Passenger Bureau.

ALBERT O. SENIOR

TRAFFIC DEPARTMENT

Boston, Mass.

A hearty welcome to the following new employees in the Passenger Department: Mrs. Marjorie St. J. Burks, Reservation Clerk, formerly at Camp Edwards; Nancy Lee Bates, Stenographer; and Frances H. Berube, Clerk.

Cpl. Clarence M. Dacy, furloughed LCL Freight Department, Sales & Service Department, paid us a most welcome visit while on leave from Army Air Base, Columbus, Ohio.

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EDWIN J. FLEMING
### New Haven Railroad — 5,032 New England Transportation Co. — 163

#### Additions to Roster of Employees Called Into Military or Naval Service

<table>
<thead>
<tr>
<th>Total Number Now In Service</th>
<th>Providence Division</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>ALESSANDRO, Michael, William, Laborer</td>
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<tr>
<td></td>
<td>BARCALVO, Pedro, Track Laborer</td>
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<tr>
<td></td>
<td>DANTONIO, Anthony, Maintenance Helper</td>
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<td></td>
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<td>JAMES, Arnold Burleigh, Assistant Cost Engineer</td>
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<td></td>
<td>ROCCO, Robert Paul, Laborer</td>
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#### MECHANICAL

<table>
<thead>
<tr>
<th>Boston Division</th>
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</thead>
<tbody>
<tr>
<td>ALLEN, Edward John, Jr., Boilermaker Helper</td>
</tr>
<tr>
<td>BAKER, Leo Francis, Mach. Reg. Appren, USART</td>
</tr>
<tr>
<td>BARKES, John Robert, TV Operator</td>
</tr>
<tr>
<td>BURNS, Edwin Francis, Car Cleaner, USA</td>
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<tr>
<td>CAREY, Paul Thomas, Baggageman</td>
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<tr>
<td>CLANCY, George Joseph, Piper</td>
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<tr>
<td>DUGGAN, John Joachim, Car Cleaner</td>
</tr>
<tr>
<td>EAGAN, Thomas Edward, Sheet Metal Worker Helper</td>
</tr>
<tr>
<td>FABERTY, Edwin Harold, Car Cleaner</td>
</tr>
<tr>
<td>HOLLIS, James Warren, Car Cleaner</td>
</tr>
<tr>
<td>KELLER, Michael, Baggageman, Car Cleaner, USA</td>
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<tr>
<td>KENNEDY, John Joseph, Machinist's Helper, MM</td>
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<tr>
<td>LEWIS, John William, Mechanical Boilerer, USA</td>
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<tr>
<td>MCBRERRY, William Foster, Car Cleaner, USA</td>
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<tr>
<td>MELNISE, Ralph, Engine Preparer</td>
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<tr>
<td>RYAN, Francis James, Machinist's Helper, MM</td>
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<tr>
<td>RYAN, John Joseph, Machinist's Helper, MM</td>
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<tr>
<td>SHUMAN, Sidewalkman</td>
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<tr>
<td>SPADA, Joseph Anthony, Carman</td>
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#### ROADWAY

<table>
<thead>
<tr>
<th>Hartford Division</th>
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</thead>
<tbody>
<tr>
<td>ATWOOD, Harold, Loco. Crane Operator</td>
</tr>
<tr>
<td>COLLINS, John Joseph, Engine Dispatcher</td>
</tr>
<tr>
<td>CROSBY, Joseph John, Car Inspector</td>
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<tr>
<td>CROSBY, Robert J., Boilermaker Helper</td>
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#### OPERATING

<table>
<thead>
<tr>
<th>Manager, Personnel</th>
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<tbody>
<tr>
<td>STEPHENS, Raymond Robert, Clerk</td>
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<tbody>
<tr>
<td>ANDERSON, Horace Clinton, Yd Brgman</td>
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<tr>
<td>CALDWELL, Frederick George, Clerk MM</td>
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<tr>
<td>CHENETTE, Robert Louis, Messenger</td>
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<tr>
<td>COHERE, Louis Wilfred, Yard Brakeman</td>
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<tr>
<td>CONNORS, Thomas, Yard Brakeman</td>
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<tr>
<td>DAILY, William Edward, Yard Brakeman</td>
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<tr>
<td>DREXLER, George Joseph, Laborer</td>
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<tr>
<td>GAMBINO, Sebastian Samuel, Yard Brakeman</td>
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<tr>
<td>GROSS, John Francis, Clerk</td>
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<tr>
<td>HUNT, Charles Louis, Yard Manager</td>
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<tr>
<td>HURLEY, Michael Joseph, Yard Brakeman</td>
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<tr>
<td>McARTHUR, David Daniel, Yd Brgman</td>
</tr>
<tr>
<td>MCDONALD, John Michael, Yard Clerk</td>
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<tr>
<td>MCDONOUGH, Michael, Yard Brakeman</td>
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<tr>
<td>MCMASTERS, George F., Laborer</td>
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<tr>
<td>MURPHY, Alline John, Clerk</td>
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<tr>
<td>O'BARA, John Robert, Clerk</td>
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<tr>
<td>Porfie, Albert Morris, Fireman</td>
</tr>
<tr>
<td>SULLIVAN, Joseph Alfred, Clerk</td>
</tr>
<tr>
<td>YOUNG, William Henry, B. &amp; D. Clerk</td>
</tr>
<tr>
<td>ZICOLELLI, Franklin Alfred, Clerk</td>
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#### Hartford Division

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<tr>
<td>CLUNE, Stanley Willis, Clerk</td>
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<tr>
<td>DONOVAN, John Joseph, Train Brakeman</td>
</tr>
<tr>
<td>FRATA, CONIO, Rocco, Freight Brakeman, MA</td>
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<tr>
<td>GAVREY, John, Laborer</td>
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<tr>
<td>HARTKINS, Ernest Henry, Carman</td>
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<tr>
<td>KENDALL, Arnold Sillaway, Crossingman</td>
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<tr>
<td>LAMITOLA, Domenico A., Yard Conductor, USA</td>
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<tr>
<td>McDERMOTT, Francis T., Clerk</td>
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<tr>
<td>PANE, William, Enginehousekeeper, Clerk</td>
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<tr>
<td>PATERNO, Joseph Nicholas</td>
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<tr>
<td>Roster, John Mafstield, Freight Laborer</td>
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<td>STEVENSON, Alan Lamph, Clerk, USA</td>
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<tr>
<td>BOYLA, Patrick H., Freight Laborer</td>
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<tr>
<td>CASTIGLIONI, Ernest R., Fireman</td>
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<tr>
<td>CONNOLLY, Neil O'Byrne, Yard Clerk</td>
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<td>COSTA, Christian, Freight Brakeman</td>
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<tr>
<td>GILLESPIE, Joseph Francis, Eng. Laborer</td>
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<tr>
<td>GRIFFIN, Walter, Switch Tender</td>
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*Correction*