FELLOW EMPLOYEES in the Armed Forces:

This issue of ALONG THE LINE is dedicated to you, literally scattered all over the world. In North Africa, in South America, in India and Iran, in Iceland and Alaska, in Australia and Hawaii, in training in the United States -- wherever you are, I send you the hearty greetings of all your fellow employees.

We think of you often and anxiously look forward, just as we know all of you do, to the day when your task will be finished and you can come back home to your loved ones and to your jobs which will be waiting.

You may be quite sure of one thing: we are all extremely proud of the wonderful job you boys are doing, proud of your splendid spirit as manifested in the hundreds of letters we have received. You have a tough job to do and you are tackling it in the "New Haven" manner.

There is no branch of the Armed Forces in which New Haven Railroad men are not represented. You are Army, and Navy, and Marines, and Merchant Marine, and Seabees; you are privates, non-nums, seamen, ratings, and commissioned officers; you are infantry and engineers, radiomen and bombardiers, pilots and paratroopers; you man battleships and destroyers, submarines and PT boats. In short, you are America at war.

So I say to you all, wherever you may be: God bless you and bring you back to us safely, and soon!

Sincerely yours,

[Signature]
WHEN you pick up your morning paper and read about Americans fighting in Tunisia, of the hardships of our soldiers on Guadalcanal, of others accustoming themselves to temperatures of forty below zero at Dutch Harbor, Alaska, or sweltering in the tropical heat of some South Pacific island; when you read of men peering through the eerie blackness of a moonless night at sea, with the ever-imminent danger of torpedoes from skulking U-boats, or of railroad by American soldiers in North Africa, or Iran, or a dozen other places deleted by the censor—you can just bet your bottom dollar that some New Haven Railroaders are right there! For truly we have New Haven Railroad men all over the world—in all branches of Uncle Sam’s Armed Forces.

They’re infantry, and paratroopers, and seamen, and RAILROADERS! They’re airplane pilots, and bombardiers, and radio men, and meteorologists! They’re tank crews, and machine gunners, and anti-aircraft men, and engineers! They’re in submarine service, they’re manning blimps, and laying mines! They’re privates and lieutenants and majors and colonels! They’re Marines, and Navy men, and Seabees, and Merchant Marine! Yes, and they’re WAAC’s and WAVES! And we’re proud of every mother’s son (and daughter!) of them!

And if there’s a state of the Union where we don’t have some New
Haven Railroaders in training, it’s because they’ve just moved out for overseas. From Connecticut to California; from North Dakota to New Mexico; from Arizona to Michigan; from Maine to Florida;—New Haven Railroaders are doing us proud! And happy enough to say, they’re proud of US, too, to judge by the hundreds of letters pouring in from all points of the compass.

“I’m proud to see by ALONG THE LINE how the good old New Haven Railroad is ‘keeping them rolling,’” is the common comment from so many of the boys.

And we reply, with one accord, all 27,000 of us left behind, that we’re a whole lot prouder of YOU, and the simply swell job you are doing all over the world!

There’s that 1400-mile Trans-Iranian railway, for instance, described so graphically in recent responses George Tucker and Clyde Farnsworth, which is part of lend-lease goods are reaching the supply line by which American railroading so this job will be finished and we can return to the good old U.S.A. and to the New Haven . . . Never a dull moment here and a good many of us will have some seemingly tall tales to remind us of this railroad.”

And there’s another Bob—Bob Garvey, Providence Division Carpenter. He’s up in Dutch Harbor, Alaska, and beyond. And if ever you feel like grousing when you find there’s no hot water for your morning shave, listen to what Bob Garvey did with just one helmet full of water: “I was able to brush my teeth, wash both body and hair, and then wash out a pair of socks in the same helmet full of water. It doesn’t sound very sanitary but one has to make out the best he can with what is available.” No wonder he thinks the new style helmet “the greatest piece of equipment for all purposes”!

Skipping now to Egypt, Sgt. John E. Chandlev, who is pictured on the cover so blithely mounted atop a camel, with the pyramids in the background, betrays a slight tinge of nostalgia when he writes: “I have had one train ride since I arrived over here. The trains are all air conditioned (no windows) but you have the privacy of a compartment which you share with about seven or eight others, from Wogs to women (the Wogs are the natives),” John is a Yard Clerk at Worcester. “I heard you had a very fine year for railroading,” he twits us, “especially this past winter. I imagine they had lots of fun putting in new drawbars and knuckles during the cold weather and the usual trouble of engines freezing!” In contrast, he remarks, “Over here it is very warm and it has been that way all winter. Now our summer is coming and it will be as hot as the inside of a boiler! Even now (March 15) we are wearing our summer uniforms and never have to wear a jacket.”

Edwin J. Gilmore, Providence Division Brakeman, was railroading in England the beginning of April.

“I am doing the same kind of work I was doing when I was with the New Haven, but I must say that it is quite different,” he says. And if, sometimes, you get thinking that railroading at home in war times is just too, too tough, why read this from a letter from R. B. Johnson, Clerk in the E.T.&C. Department, who had just received our Christmas package in February in far-off New Guinea: “Its belated arrival in no way dampened the spirit of enthusiasm attendant upon its reception on this large and lonesome island which nestles among the pawns in this great game of war. We who came here no longer wish to remain here! Many are the silent moments of reminiscing with the familiar faces and places gracing that which we know as home! We yearn to return to all of that and, God willing, we shall!”

Tunisia? Well, there’s Roger F. Leahy, Boston Division Laborer, who got his box in February, too. “We are doing a good job of it here,” he wrote, “as you perhaps

(Continued on Page 5)
1. Frank L. Hughes, a Machinist’s Helper at Readville, is now an assistant aerial engineer on a Flying Fortress at Roosevelt Field, pretty close to home.

2. Pvt. Henry Kolisewski is on desert maneuvers in California. He is a furloughed Machinist’s Helper at Cedar Hill Engine House.

3. Sgt. Carl A. Sylvester (right) and one of his buddies give the iron face a last minute “hit”. A furloughed Machinist Helper, from Cedar Hill, he is now a member of Fort Sam Houston’s 719th Railway Operating Battalion.


5. Captain Robert W. J. Hooper, who was supervisor of auxiliary equipment at New Haven, dropped in to see his friends on his recent leave. He is now with the 728th Railway Operating Battalion.

6. This is First Lieut. and Mrs. Frederick A. Kroll. Lt. Kroll is Assistant Maintainer, Hartford Division, Maintenance of Way.

7. When Major Philip B. Tarbell, Yard Conductor, New Haven, came home on leave after a jeep accident on Guadalcanal, members of the Backbone Club made him feel right at home.

8. Bill Spargo and Edward Jones, both Bullard Building Clerks, New Haven, snipped on an island in the Southwest Pacific, where they were in a combat zone. Both are now back in the United States. Spargo has been promoted to Sergeant, and Jones is at Officers’ Training School.

FOR VICTORY BUY WAR BONDS AND STAMPS
The girls' Red Cross unit sponsored this plaque in the General Office Building at New Haven.

Southampton St. Engine House honors its soldiers, sailors and marines.

The Honor Roster of men from Cedar Hill Engine House serving for "God and My Country."
Railroaders...

(Continued from Page 2)

already know by the papers. (Amen!—say we!) I only hope we can keep up the good work so this war will be over soon, as I only want to take one more trip on the water, and that is the one that will take me back to the good old U.S.A., as I have found out there is no place like home.”

American locomotive whistles scared the living daylights out of the Arabs, and some of the French, too, Passenger Trainman H. J. Moffitt wrote from North Africa March 19. “I don’t think any of the Arabs have gone near the tracks since the first one went by... But they are really needed and much appreciated by the boys from the good old U.S.A. that are running them, after using these teapots that were here when we came! I see in the magazine that you fellows are really on the ball back home and that is what we, over here, like. Seems to make things a little easier.”

American locomotive whistles scared the living daylights out of the Arabs, and some of the French, too, Passenger Trainman H. J. Moffitt wrote from North Africa March 19. “I don’t think any of the Arabs have gone near the tracks since the first one went by... But they are really needed and much appreciated by the boys from the good old U.S.A. that are running them, after using these teapots that were here when we came! I see in the magazine that you fellows are really on the ball back home and that is what we, over here, like. Seems to make things a little easier.”

ON THE COVER

Perched atop the camel on the right, with the Pyramids as background, is Sgt. John E. Chandley, Yard Clerk at Worcester, typical of the way in which New Haven Railroaders to-day are scattered all over the world. His buddy is identified only as Robert West. We are indebted to John’s fiancee, Helen M. O’Neill, of Worcester, for the picture.

“I’m going to miss Tim”

Conductor Timothy Sullivan has passed on, but the friendly impression he made upon his customers, our customers, will live for a long time to come. That is amply evident by the accompanying letter received by Trustee and President Howard S. Palmer.

“Tim” Sullivan, we like to think, is typical of a great many New Haven men who daily are meeting and making impressions upon the many thousands of our regular customers.

Friendly, pleasant, efficient in the conduct of his work, “Tim” Sullivan worked with us for more than thirty years, with a brief interlude in 1917-19 when, like so many of our younger men to-day, he fought for his country in World War I. He was beloved not only by his passengers, but by his associates as well. He was a real asset to his railroad and will be sorely missed.
“If You Don’t Write — You’re Wrong”...

Secretary of War Stimson says that the delivery of mail to men in service is next in importance only to making sure that they get their food! There’s no doubt about this. Your letters provide your fighting man his deepest pleasure, his relaxation. “Mail Call” is the high spot of his day or week.

Many put off writing because they feel that letter-writing is an “art”, but really, you don’t have to be blessed with a special talent for writing. If you can write words legibly on paper, you can write a good letter if you will stop being self-conscious about it.

First of all, think of the person to whom you’re writing—think of what you’d talk to him about, of the news he’d like to hear. Don’t fret over grammar, or punctuation—just write as you’d talk.

The ultimate test of your letter should be—how much joy will it give? He looks forward to a cheerful, gossipy record of what you’ve been doing, what goes on in town, plus happy references to the fun you’ve had together, and the happiness you’re planning when he returns.

ALONG THE LINE has tried hard to keep its mailing list up to date so that our boys might receive their special edition each month, wherever they may be.

We want you to make use of our mailing list, by writing to your buddies and sending the letter along to us if you don’t happen to know the address. We’ll see that it’s properly forwarded to him.

Write today and let him know that the way of life he’s fighting for is surviving at home.

Copper — No. 1 on 1943 Scrap Program...

The Copper Scrap Program is now being launched on a nation-wide scale and the Railroads have been asked to consider fitting plans to meet the challenge of this urgent need.

According to H. O. King, Director of the Copper Division of the War Production Board, copper is the most critical of all materials needed in our war effort, and he says, “The supply of copper is not adequate and never will be while this War is on.”

A Victory call has come to us to collect this scrap with an urgent message to remember that every time an American gun spits fire at the Axis, we have to start looking for more copper.

We’re going to scour our plant for every ounce of the dormant copper, brass and bronze scrap loafing on the home front when it should be fighting on the battle front.

You, too, will make a definite contribution to Victory if you personally see to it that all idle scrap is immediately channeled back into war production.

Using proper waste material channels, make it your personal responsibility to see that there is no slacker metal on your premises.
HELP HIT THE TARGET!

We have been asked by the Government many times to stress the payroll savings plan for buying War Bonds. Now, new emphasis is being placed on it because in 1943 the Government must borrow 70 billions of dollars to meet the war cost.

That's a lot of money, to be sure, and it's a great deal more than was needed in 1942. But there's a reason for it. Last year we were thinking in terms of the cost of initial equipment to outfit our forces. Now, we must think in terms of the expense attached to a fighting army on the offensive.

It costs more to increase the tempo of combat warfare. Destroyed and worn-out equipment must be replaced and sent to battlefronts all over the world. The boys themselves are closer to the battlefronts and the cost for keeping them there has increased tremendously, and the cost of shipping food, tanks, planes, gasoline, oil, clothing, guns and ammunition has also gone up.

We must finance the advance of our combat units and realize fully that every mile we gain is just that much more expensive.

Now, it isn't going to be easy to raise seventy billion dollars. It's going to mean a lot of hard work on the part of Americans—and some scrimping and saving. Unfortunately, there are some who haven't gone along with the majority so that all our departments could show 100% participation in the payroll savings plan. With the exception of one department, however, we are all subscribed over 90%, and just a little push—a little more effort—will put us over.

Funny thing about those that haven't come in on the plan—many of them are purchasing Bonds and Stamps at their banks and postoffices and through the Company's treasury offices at New Haven, Boston and New York. It isn't that they're not patriotic, but they just can't seem to realize that Uncle Sam has asked them specifically to make their purchases through the payroll allotment plan.

They perhaps have figured that it doesn't make any difference as long as they're buying—but it does. According to the United States Treasury Department, "The independent action of a few individuals, even in their method of buying War Bonds, may have the effect of weakening the national effort, because when they fail to sign up for the payroll savings plan they lend encouragement to other people who are staying out for less justifiable reasons."

After all, it's our war. The boys over there are fighting for you—how about you buying more War Bonds REGULARLY for them?

OUR ROOKIE HAS BECOME A SOLDIER

Tonight is an important one in the army life of this soldier. Tonight we're packing up for our departure for bivouac early tomorrow morning—five days of camping under conditions resembling the battlefield as closely as can be.

For five days and four nights we'll be creeping and crawling across the fields, wriggling under barbed wire and diving into foxholes. At any and all hours of the day and night we'll be subjected to attack from the sky, by mechanized weapons, and by gas.

These, then, are to be our graduation exercises, the completion of our basic training.

But don't get the idea that the men are being rushed through in any half-baked fashion! We're getting the finest training of any army in the world, but all the non-essentials have been sloughed off.

What changes have taken place in the men with whom I've gone through basic training! The pounds of fat that have been sweated off, the shoulders that have squared, the muscles that suddenly have sprouted, the wisecracks and smart answers and the chips on the shoulders that have been thrown into the discard, together with the zoot suits and the sharp shoes and the Stokowski haircuts.

Strangest and most sudden of all are the mental changes that seem to come overnight. A railroad man going into the service is used to being with soldiers. He gets to know the boys riding the trains, but as long as he remains in civilian life he always thinks of them as soldiers, not as individuals. Then he puts on khaki and suddenly, a few days later, soldiers cease being soldiers to him and all at once they become guys. Then, on his first leave, he discovers that civilians are no longer guys—they're civilians. All the guys are in uniform.

Leave will bring another disquieting discovery. One Sunday night, after returning from the city to camp, our rookie will discover he's more at home sitting with his buddies—gripping around the fire—than he was with his civilian friends at home. Then he'll realize what has happened. Our rookie has become a soldier.
A
n army of men and women all over the Nation have marched into their gardens this spring to grow vegetables to supplement their rations.

The more of these home-grown vegetables consumed and preserved—the less we will need to depend on commercial stocks and ration points. Cutting down the amount of food that must be shipped to you, will release some of the country’s transportation equipment so that war supplies may keep moving.

Much has been said and more written about the importance of your home garden this year. The care you give it will determine its success. As the war progresses, and the size of our armies and Lend-Lease demands grow, the war burden on the railroads will be such that it will be impossible to ship the normal amount of fresh vegetables over long distances.

Now that the first flush of enthusiastic planting has gone by, it is important to maintain interest throughout the season so that you may get the greatest return from your investment in seeds, fertilizers, and the work involved in planting.

The “luck” you’ll have growing vegetables is going to depend primarily on cultivation, care, weeding, watering and insect control. Of these, perhaps the weeding and the insect control are the most troublesome to the new gardener.

With all state agricultural agencies offering innumerable helpful booklets free for the asking, you should have little trouble in raising all the vegetables you need for your family, both in season or for canning.

If you have followed the advice of the agricultural experts, you have selected varieties of vegetables which are not only adapted to the growing conditions of this area, but also those that will produce a satisfactory yield of a high quality product.

This means that you have probably planted what are known as the “Big Six” and have given them first consideration in your garden:

- Tomatoes
- Beans
- Cabbage
- Lettuce
- Spinach
- Greens
- Broccoli
- Chard

With plants properly sown at the right time, and fertilization and
proper cultivation of the soil, ultimately the seedlings will push up through the earth—and if you have planted in straight rows, you will be able to spot similar growths in one line—these are the vegetables. All other growths are weeds and should be pulled up or hoed.

Weeding is important because weeds crowd the roots of the plants, keep the sun from the seedlings—absorb the nourishment from the soil and make it difficult to harvest the crop.

Of course the inexperienced gardener will have some trouble recognizing which is which, and with this in mind, the drawings of seedlings of the most popular vegetables may be useful in helping you determine what you should pull and what you should let alone.

Then, as your plants come along, follow through with additional care by proper watering and cultivation—and be thoroughly selfish—don’t let the garden pests get your vegetables before you do. Many of the more serious ones can be outwitted by careful planning. Proper pest and disease control will save your crop.

The importance of our gardens in the war effort cannot be overestimated—bills before various state legislatures, making willful destruction of gardens by vandals punishable by a jail term, are expressive of the serious need to raise our food supply.

It is expected that in 1943, the Government will purchase one-half the commercially packed vegetables, thus limiting the supply for civilian use. So, whatever you don’t use up in season—preserve or store for the future.

Besides saving your ration points you will be assured of a ready supply and it will be a grand feeling to know that you have helped in the Nation’s food and distribution problem.

**BEWARE OF THESE PESTS**

**Calendar of Special Pest Treatment**

**MAY**

- Cabbage, Cauliflower — To control Cabbage Maggot—place flat cardboard or tar paper disc 2-3 inches in diameter around stem just above ground. Slit discs to center and place around stem.

**MAY - JUNE**

- Tomatoes, Beets, Spinach, Peppers, Cabbage—To control cutworm—spread poison bait 3-4 times between May 1 and June 15 along rows before beets and spinach come out and before tomatoes, peppers and cabbage are set out. Locate and kill worms which are just beneath the surface of the ground near the cut-off plants.

**JUNE**

- Beans—beginning about June 10, pick off and destroy adult Mexican Bean Beetles, also their yellow egg clusters on the under sides of the leaves. When eggs hatch, dust or spray under sides of leaves with pyrethrum or rotenone. Repeat if necessary. Do not use lead arsenate or calcium arsenate.

**JULY**

- Cucumber, Squash—Remove and destroy all wilted vines when leaves first begin to droop, to prevent further spread of bacterial wilt.

**JULY - AUGUST**

- Squash—watch for sawdust on stem and base of runners. Slit stem with knife and kill grub of the Squash Vine Borer.

- Beans—to reduce second brood of Mexican Bean Beetle, plow under, compost, or destroy vines of the early crop immediately after picking.

**JULY - AUGUST - SEPTEMBER**

- Celery, Cucumber, Melons, Potatoes—apply copper dust or spray every 7 to 10 days to control leaf and fruit spot diseases. If plant lice appear, apply nicotine dust or add nicotine sulfate to the spray, or use pyrethrum or rotenone dust.

**AUGUST - SEPTEMBER**

- Cabbage, Cauliflower, Broccoli—as soon as white butterflies appear, dust once a week with rotenone, pyrethrum or nicotine to control worms and aphid.

- Beans—around August 1, begin control of second brood of Mexican Bean Beetle as for the first brood in June.

Armed Forces Get Special Thin-Paper Edition

WHEN Sheet Metal Helper John P. Carroll, Readville, picks up his ALONG THE LINE in North Africa; or Laborer John J. Kelly, of Boston Mechanical, gets his in England; or New Haven Division Fireman John Hogan receives his copy at U. S. Naval Mine Warfare School at Yorktown, Va.; or New Haven Division Trainman John P. Schaefer gets his in Iran; and thousands of other New Haven Railroad men get theirs all over the world—they look at a copy which is not quite as "flossy" or "dressed up" as the one received by employees still "workin' on the railroad." It's printed on a very thin paper, and the print is apt to show through from the other side, and the illustrations don't reproduce so well.

All of which might seem to add up to pretty shabby treatment for the men who have picked up stakes and gone forth to do or die for our country. But, as you may well guess, there's a very good reason behind it all. The boys in the service understand why, and perhaps it won't do any harm to explain it to our readers who are still here on the job fighting the domestic battle of transportation which, too, is so highly important.

The War Department has stressed the necessity to cut down the tremendous volume of shipping space required to take the American public's mail to their soldiers abroad. Fortified as we were with the veritable flood of letters from boys explaining how much the magazine meant to them, how they were "just like letters from home," we determined that we would move heaven and earth to get the weight down. We considered trimming edges off all sides, photostating the magazine to a reduced size, or cutting down the weight of the paper. After thorough analysis, reducing the weight of paper was arrived at as the best solution. So we got out the February issue that way, and it proved surprisingly satisfactory. So we decided that our men in the Armed Forces would rather devote that cargo space to vital food and munitions of war than to a "flossy" magazine.

Of course the prohibition applied only to service men overseas—but the problem then arose, how could we know just when a man might get shifted. So we send ALL the boys the thin-paper edition. In this way, if a man has been transferred overseas, the magazine is just re-addressed and goes forward, and no time is lost.

IT'S STILL CHRISTMAS OVERSEAS...

IT may be Springtime to you, but to a great many of our men in the Armed Forces it's still Christ¬mas! Some of the Christmas gift packages sent by the New Haven Railroad Trustees to our soldiers, sailors, marines, aviators, and all other men who left our employ temporarily to work and fight directly for Uncle Sam, are still chasing the men all over the world, and hardly a day goes by but what several acknowledgments are received.

Jim McHale, for instance, Track Foreman, New Haven Division, received his in North Africa on the 17th of March. "It was one swell gesture," he wrote, "on the part of all concerned. Made a guy who felt a little homesick recover very fast . . . The New Haven Railroad gained a lot of friends with the crew here. Comments of 'that must be an O.K. railroad,' 'That's the outfit I'd like to work for,' etc. . . . It seemed very appropriate that the four-leaf clover would arrive on St. Patrick's Day. Perhaps it will be a good omen." We fervently hope so, Jim.

Private William J. Kelly, New Haven Division Painter, stationed "somewhere in England" got his package very late. His letter of acknowledgment is quite typical of the thousands which have been received. In at least fifty per cent of the letters it was indicated that our New Haven Railroader shared his package with his buddies. "My buddies and I enjoyed the good old American fruit cake, dates, peanuts and candy," said Bill. "Everything else was more than welcome as you can't buy them over here. It makes you feel proud that you represent one of the stars on the service flag of the New Haven Railroad."

Another typical reaction, by Technical Sergeant R. M. Harkinson, New Haven Division Yard Conductor, overseas for over a year, found him "never as eager to open a package, even though I knew what it contained. And you can imagine what five boys in one tent can do to a Christmas package! Well, we did it and enjoyed it."

And then try to imagine the joy of a man, cooped up for weeks or months in the narrow confines of a submarine, upon finally touching at a port where his mail can catch up with him. Luckily, we don't have to do too much imagining, for we have the experience spelled out for us by Lieutenant Richard H. Hamilton, under date of April 12 from San Francisco. Dick wrote: "You can hardly imagine how welcome it was. The selection bordered on genius, and would be equally acceptable in a tank in Tunisia, a fox-hole on Guadalcanal, or a submarine 'somewhere in the Pacific,' my present position. My messmates (naturally!) and I anticipate many a pleasant chat below savoring those delicacies which you have so thoughtfully provided, so again, thank you."

Yes, it's still Christmas overseas!
1. Vice-President C. E. Smith was Master of Ceremonies at the award of the Army-Navy E to the Safety Car Heating and Lighting Company at New Haven. Proudly displaying the emblem are, left to right: W. L. Conwell, President, Safety Car Heating & Lighting Co.; Lieut. Commander R. T. Fish, U.S.N.; Joseph Montgomery, Superintendent of the plant; Mr. Smith; Lieut. Col. Frank A. Young, U.S.A., Chief, Industrial Division, Springfield Ordnance District. (The “Information Please” party, enroute from New York to Hartford, cheerfully posed for Larry O’Neil, our photographer)

2. John Kieran relaxes with his pipe and newspaper in the parlor car

3. Franklin P. Adams and Wendell Willkie, no doubt discussing “One World”

4. Wendell Willkie and Franklin P. Adams chat with New Haven freight handlers. Perhaps they want some “Information Please”

5. Oscar Levant, in a thoughtful pose, just before leaving Grand Central Terminal for Hartford

6. Mrs. Irene Tyler, New Haven, Crossing Tender at New Britain, took part in the WOMEN AT WORK Exhibit sponsored by the Hartford Chamber of Commerce
NEW telephone information and reservation bureaus provide improved service to the public

ADDITIONS, improvements and innovations to keep up with the ever-increasing war tempo of railroad business have kept traffic departments busy at New Haven, Hartford and Providence for the past month.

Most important has been the establishing of the nation's first "Telephone School" for railroad employees to facilitate handling some 90,000 calls which now keep 6,000 telephones busy every day.

Determined that all calls should be handled in a friendly and efficient manner, despite pressure of wartime conditions, the management in March created a school at New Haven, where new employees are trained in the proper methods of handling calls.

Each of the 10 courses conducted includes instruction in voice technique, courteous and friendly attitudes, natural choice of words, and standard "answering phrases" designed to inform the patron that he has contacted the proper office.

The length of the courses ranges from four to twelve days. An instructor and assistant instructor are assigned to each class, numbering about eleven students. The School is fitted with a switchboard and various types of other communication equipment used by various offices in contacts with the public and with other company departments.

One of the classes is comprised of trainees assigned to Information and Reservation Offices, which have just recently been consolidated in New Haven, Hartford and Providence.

In these three cities the "Pullman Reservation board" is now combined with the telephone information switchboard. Thus a person calling to make inquiry about trains may then proceed directly to make Pullman reservations without the necessity of being switched to another phone on making a special call.

Ticket clerks, when asked for Pullman reservations, will simply pick up the telephone and request the accommodations of the Pullman Reservation board.

These offices now have the same system as that used at Grand Central Terminal.

Walter P. Read, Assistant Passenger Traffic Manager, who supervised the changes, believes that the increased efficiency in making reservations will speed up wartime travel arrangements a great deal.

At Hartford, too, the ticket offices have been remodeled and nine new windows, resembling those of tellers at a bank, have been added to facilitate ticket sales and speed the traveler on his way.

The new ticket office at Hartford, arranged to speed up sales
Reservation Information clerks at new Pullman Reservation Bureau, New Haven, answer any questions regarding train service

Additional windows have been added to the Hartford Ticket Office to take care of the ever increasing traffic

Diagrams of train information at their fingertips, these clerks can answer questions quickly and efficiently

Newly trained clerks at the "Telephone School" are ready to give courteous service to patrons.
"SHIPPING RIGHT FOR VICTORY"

The vital importance of protecting the nation's war production by means of good packing, secure loading and careful handling of all freight shipments was the keynote of a series of meetings sponsored by the New England Shippers Advisory Board in April.

Some 200 Connecticut shippers and transportation men attended a "Perfect Shipping" dinner meeting at the Hotel Taft in New Haven, at which the New Haven Traffic Club was a co-sponsor. Speakers stressed the importance of doing everything possible to "conserve materials, minutes, manpower and transportation—to avoid waste in the nation's resources and to safeguard the nation's production".

A featured speaker was William H. Day of Boston, General Chairman of the New England Shippers Advisory Board, who interpreted "Wartime Transportation Conditions".

Robert A. Fasold of Chicago, Special Representative of the Freight Claim Division of the Association of American Railroads, discussed the "Opportunities for Prevention of Loss and Damage to Freight in Transit".

Secretary A. E. Clark Retires
Succeeded by W. H. Rowland

ANNOUNCEMENT was made by the Trustees of the New Haven Railroad of the retirement, at his own request, effective May 1, of Arthur E. Clark, Secretary of the Company and of various subsidiary companies, "after fifty-three years of meritorious service."

Mr. Clark's entire railroad career has been spent in the office of the Secretary, where he served successively, commencing in 1890, as Stenographer, Chief Clerk, Assistant Secretary, and Secretary, to which position he was promoted in 1910.

He is continuing as a member of the board of directors of the New Haven and of several of its subsidiaries.

"Mr. Clark leaves a noteworthy record of loyal and efficient service," the announcement read, "and in his retirement carries with him the affectionate good wishes of his many associates."

William H. Rowland, for a number of years Assistant Secretary of the Company, has been appointed Agent of the Trustees, with the title and duties of Secretary, in place of Arthur E. Clark, who retired May 1, after 53 years' service. His headquarters will be at New Haven.

Mr. Rowland began his service with the New Haven Railroad February 6, 1906, as Stenographer in the office of the Division Engineer at New Haven. On July 1, the same year, he was transferred to the office of the Assistant to President, and on August 1, 1908, was appointed Traveling Secretary to the President. Mr. Rowland continued at that post until November 28, 1916, when he was appointed Assistant Secretary of the Company, the position he has held until his present promotion to Secretary.

William F. Price of Glastonbury, Conn., Chairman of the Loss and Damage Prevention Committee of the New England Shippers Advisory Board and Charles G. Phillips, Chairman of the Car Efficiency Committee for New Haven, who presided at the meeting, also spoke.

Other meetings in which the New Haven participated were held at the Hotel Bancroft in Worcester, and at the Boston Freight Terminal.

Guest speaker at the Worcester meeting was Nathaniel Bartlett, of Hollingworth & Vose, whose talk dealt with the prevention of damage to freight in wartime.

At the Boston meeting, Harry M. Frazer, General Traffic Manager of the F. W. Woolworth Company, New York, pointed out the importance of "perfect shipping" not alone because we have to pay the claims, but because freight that has been destroyed cannot readily be replaced at this time.
The gas butadiene, chief ingredient of buna S synthetic rubber, is stored in liquid form under pressure in great spherical tanks at a synthetic rubber plant of the United States Rubber Company.

After washing, the buna S synthetic rubber is forced over a screen and through holes to break up the larger pieces and to remove excess water before going to the tunnel drier.

This operation shows particles of synthetic rubber being separated from water in the new U. S. Rubber Company plant. At the right the water containing the rubber particles cascades down onto a vibrating screen. The material on the screen which looks like popcorn is synthetic rubber.

Every possible precaution for safety is taken in construction of synthetic rubber plants. Here you see a butadiene storage tank completely enveloped in water spray. This cooling system, which operates both automatically and by hand, prevents undesired polymerization with its attendant development of pressure and heat. Also, it protects against external fire.
idea, nor is it the development of any one man, or laboratory, or any one nation. For a period of 70 years, prominent chemists of Great Britain, France, Germany, Russia and the United States have contributed to its development.

In 1826, the great Michael Faraday, son of an English blacksmith, showed that natural rubber was composed of carbon and hydrogen.

In 1860, Grenville Williams, another Englishman, broke down natural rubber by heat and derived from it a liquid with the same chemical composition as rubber.

G. Bouchardat, a Frenchman, while experimenting in 1877, obtained a substance which had elasticity and some of the other properties of rubber.

Sir William Tilden in 1892 made several futile attempts to produce rubber in the laboratory.

Then in 1910, when Henry Ford was popularizing his Model T and there was a growing demand for tires by the motor industry, the search for a synthetic was intensified.

In 1915, the Germans built and operated a synthetic rubber plant with a capacity of 150 tons a month. The process was long and expensive and their product very inferior. After the War, production ceased, but they continued their synthetic rubber research.

The Russians were early workers in synthetic rubber and because of threat of blockade, they continued their work through the last War until it was interrupted by the Revolution. Later the Soviet Government continued the work.

It was in 1921 that the U. S. Rubber Company invited Dr. J. Ostromskensky, the great Russian chemist, to join the staff of their General Laboratories. Believed to be the outstanding rubber chemist of pre-war Russia, he had been working in the field since 1911.

That same year they obtained the services of Dr. A. T. Maximoff, who had 10 years of experience in synthetic rubber both in Russia and in France.

These men, with other scientists of the U. S. Rubber Company, have made significant advances in synthetic rubber chemistry.

Today a tremendous amount of development goes on. Processes are being perfected to improve quality and adaptability. At the present time no one can say how far it can go. U. S. Rubber Company has made extensive tests of buna S, which is the basis of the Government’s synthetic tire program, in passenger, truck and bus tires and inner tubes.

Commercial synthetic rubbers differ from natural rubber in individual characteristics with these general conclusions—that:

1—Synthetic rubbers are different from natural rubber in processing characteristics and in some cases are more difficult to process.

2—Natural rubber is superior to synthetic in most performance characteristics.

3—Synthetics are superior to natural rubber in resistance to most influences that cause deterioration.

Today practically all synthetic rubber is being made to Government specifications and plants are being built at Government request. It is expensive to produce, as compared with natural rubber in normal times, but chances are fair that it will be reduced in cost and produced in quantity—and for some products it may be distinctly better than natural rubber.

According to Philip E. Rice, factory manager at U. S. Rubber, who has followed synthetic rubber development from the mystery of organic chemistry to factory production, everybody in the rubber business feels it would be disastrous to ever again let ourselves depend on the Far Eastern supply. Yet, if the rubber plantations of the Far East are recovered after the War, they can ship high-quality rubber here at a very low price, and although the development of synthetic rubber may be advanced to a point where its production is large enough to supply all our requirements, diplomatic and trade problems will probably influence the amount of crude rubber that will be imported. The future of the synthetic product for general use can be determined only when these factors become known.
OAK POINT

Chris Damsgaard, our Wreckmaster, is now taking it easy, having applied for his pension. His son, John, is now a Private at Fort Riley, was in to see his father recently, looking quite dapper in his new uniform.

Jimmie Maggio is in the Veterans' Hospital in the Bronx. We wish him well and be back with us again.

Edward Regniault, Floatman, has now taken his 50-year emblem.

Tommy Connors, Floatman, paid us a visit recently, looking well. Mrs. Quinlan, of our Engineer's Office, was shocked at his sudden death. Mr. Quinlan, of our Engineer's Office, is also paid the boys a quick call and we extend our sympathy to his family.

Vincent Laino

MARINE DEPARTMENT

Congratulations to William Schiulbohm, Car Order Clerk, on the birth of his six-pound son.

Edward Regniault, Foreman, is now returning from his recent loss of his mother. He is stationed at Fort Lewis, Washington.

Joseph Nelson, Furloughed last trip Bat Boat Dispatcher at Harlem River, is now back at his old job again after being released from the United States Coast Guard. In his travels he met a beautiful Canadian girl and has now made her Mrs. Nelson.

Andy Finnegar, Lighterage Clerk, now a Warrant Officer at the Marine Dept., visited us recently and we wish him well.

Vincent Laino

OFFICE OF TRAINMASTER

OAK POINT—HARLEM RIVER

The Coast Guard finally called Paul E. Ward, Yard Clerk, Oak Point, to report to New London. "Go! Green Go!" may well be remembered by him.

Our profound sympathy is extended to Francis P. Brady, Crew Dispatcher, Second Trip, on the recent loss of his mother.

Andrew DeFino, Lighterage Clerk, has now been promoted to Warrant Officer.

Vincent Laino

At Oak Point, N. Y., Correspondents Vincent Laino, Mechanical Dept.; and Emil J. Starinsky, Operating Dept.
PROMOTIONS

Congratulations to Edward J. Walsh, now overseas with the Navy, on his promotion to Coxswain. The following employees have been inducted into the Armed Services: Bernard Noud, Checker; Edward Costello, Crane Operator; Gerardo Pagliuca, Messenger; Wm. C. Fallon, Sorter; Anthony Rosalvo, Stevedore; William Robinson and Arthur Holmberg, Laborers.

ABE SIMON

VAN NEST SHOPS

We are still sending our men to work for Uncle Sam and picking up new men and women to take their places. Since the last issue the following have been added to our roster: George J. Leary, Henry Hall, Guiseppe De Gianfilippio, Mario G. Di Muro, August H. Kurtzman, Michael R. Penna, Paul Pietsch, and Alfred H. Johnson, and Machinist Michael DeMarinis.


Our sympathy to Joseph and James Fitzgerald, whose sister died on March 27; to Harry Cruger, whose brother died March 22; to Charles H. McGill, Anna M. Natale, Mary M. Muro, August H. Kurtzmann, Michael A. Kane, Margaret Belan, Camille DeCarlo, Julia D. Vazac, Isabel T. Zavaras, Laura Werr, Lotta M. Pelosi, Gretta L. Bonanni, Mary A. Galligan, and Nina I. Levesque; Sheet Metal Workers John M. Lehman, J. McGee, and Machinist Helper Madeleine Guarascio.

We extend our sympathy to Joseph and James Fitzgerald, whose sister died on March 27; to Harry Cruger, whose brother died March 22; to Frank and Louis Bergamasca, whose mother died April 18; and to James D. Leary, whose father died April 18.

Congratulations to Theodore Koen, who celebrated his 26th wedding anniversary March 29.

VAN NEST BOWLING LEAGUE

The league wound up the season on April 29 with the final outcome being L. M. B. A. with a high game of 256.

The Van Nest Federal Credit Union is selling more than $1200 worth of War Bonds in the second loan.

FRED HAMILTON

GRAND CENTRAL TERMINAL OFFICES

Ralph Boyle, formerly Special Representative in the Trustees' office in New York, has joined up in the Navy with a rating of Chief Petty Officer in the Civil Engineer Corps. Ralph was in the Navy in the first World War, and apparently wants to finish the job. Best of luck, Ralph.

MAURICE K. DUGAN

PASSENGER TRAFFIC DEPT.—NEW YORK

On April 24, Robert ("Bob") J. Stephens, Passenger Representative, was inducted into the Army, the first of the married men from this section. While you are in the line of the SAFS (Gage) and HEELS (Hills), Bob, we will be taking good care of your wife and darling daughter.

We are sorry to lose you for a while, as well as those boys who have gone before and those who are yet to follow, but UNION SAM continues first, however, our very best wishes go along with you, as well as our prayers for your safe return.

We recently had a very interesting letter from Edward ("Eddie") Fox, Jr., our former Boy Scout, who is in the Army Air Force Medical Corps at Kearns, Utah, receiving his basic training.

CONGRATULATIONS!

On April 16, we extended our felicitations and congratulations to C. ("Charlie") F. Clark, on his 28 years of service; and in like manner congratulations are in order to Richard ("Dick") Stanley, general Asst. General Passenger Agent, in charge of the Travel Bureau, on his 25th Anniversary, May 1. (Your correspondent passed his 32nd anniversary May 3.)

Best wishes to Evelyn Matthews, Reservation Clerk from our Pullman Reservation Bureau, who has been attached to the G&B (Government Reservation Bureau) in New York. Don't forget to route them "New Haven"!

GEORGE F. FITCH

SALES TRAFFIC DEPT.—NEW YORK

Congratulations to Mark R. Stokely, Route Agent Rita W. Noel as Stenographer and John Dausend, Carload Tracer Clerk.

Announcement has been received from Wallace S. Nowel that he has completed his hitch and is going back to the Officers' Candidate School at Miami Beach, Fla., and has been commissioned Second Lieutenant in the Army Air Corps of the U.S. By luck, Wallace."!

John G. Mammes has been inducted into the U.S. Navy, and is in training at Sampson, N.Y.

Pvt. Robert J. Maxwell is training in the Air Corps at Miami Beach.

In the February 1943 issue was shown a picture of Sgt. Wallace S. Nowel, Stenographer in the Sales and Traffic Development Department office, 56 Church Street, New York City. Sgt. Nowel has been graduated from the Army Air Force Officer Candidate School, Miami Beach, and is now a Second Lieutenant in the Air Corps.

FRANK C. BAKER

PIER 38 EAST RIVER

Nick Walsh, our O&S.D Clerk, is smiling again, his little daughter, Mary Ann, having fully recovered from her recent illness. George Lundell, Delivery Clerk, is back from his vacation long time after, some good fishing on Long Island Sound.

Wm. (Cy) Smith, our Teller, who is off on leave of absence, paid us a short visit the other day and we are glad that he shows much improvement.

MAX KOHN

NEW HAVEN DIVISION

Our sympathy to Asst. Baggagemaster John V. Mehon, who lost his mother.

George Moore has returned as Conductor of the New Rochelle switcher.

Relief Operator John Ryan is the proud possessor of a new car; the boys claim it is about new.

Sympathy is extended to the family of the late Archie DeWitt, Operator at S.S. 22, who passed away recently.

Leo Hacket, Conductor at Stamford yard, has returned to work after being confined at New Rochelle Hospital for three weeks.

J. J. Kelly and Fred Walton are Bridgeport's contribution to the Armed Forces this month, welcome them to this department.

Ted Somer, Relief Operator, is now at the U.S. Army Basic Training Center, Miami Beach.

Henry Savaria has returned to the New Rochelle switcher, after a vacation in Florida.

Asga. Wm. Com. of Noroton, now a member of the U.S. Navy, learned to like the life on his job.

His friends are sorry to learn that N. E. Nickerson, our retired Freight Agent at Stamford, is quite ill.

Charles H. Hempstead

Charles H. Hempstead Retires;
St. C. T. Corson Asst. Secretary.

Coincident with the retirement of Arthur E. Clark as Secretary of the Company, Charles H. Hempstead, Assistant Secretary, also retired, effective May 1, after 56 years' service with the New Haven Railroad.

Mr. Hempstead commenced his railroad career February 18, 1897, in New York City, and a few months later moved to New Haven. He was made Transfer Clerk in 1903 and worked in the Treasurer's office until 1907, when he was transferred to the Secretary's office, where he was appointed Assistant Secretary and Transfer Clerk in 1910.

Mr. Hempstead is Secretary of the Board of Management of the New Haven Railroad, Y.M.C.A. in New Haven, a position he has held for a great many years.

St. Clair T. Corson, who has been Transfer Clerk and Cashier at New York, was appointed an agent of the Trustees, with the title of Assistant Secretary, effective May 1.

Mr. Corson started with the New Haven Railroad as a mail boy in the foreign freight accounting office at New Haven, November 2, 1892. He then filled several clerical positions, there and in the Statistical Bureau.

On July 1, 1907, he transferred to the Secretary's office as Bookkeeper, and in 1911 was appointed Assistant Transfer Clerk. On January 1, 1928, Mr. Corson was moved to New York as Transfer Clerk, and on June 1, 1931, took over also the duties of Cashier.

Ted Guider of Stamford Freight, is in the Coast Guard and Bob Quinlinan is in the Marines, and both are doing fine.

FRANK J. CRONAN

NEW HAVEN YARDS

The ladies have arrived for war-time service and are doing very well. In the General Yard Office we have Cecilia Cox, Theda Carbone, Ursula Case, Irene McDermott, and Jane Wellington; in the Belle
The Operating Department announces with deep regret that effective May 1, 1943, Thomas Michael Rawley, Assistant Superintendent at Boston, has retired.

Mr. Rawley was born April 21, 1874, at Readville, Providence, R.I., and entered the service as an Operator April 1, 1902. He was promoted to Train Dispatcher Feb. 16, 1906; Chief Train Dispatcher, Oct. 1, 1909; Trainmaster, Dec. 8, 1918; Assistant Superintendent at New London, Nov. 29, 1927, later Norwich, Conn., and entered the service as Tender at Boston, has retired.

His many friends and former co-workers sincerely hope that he will have many years to enjoy his retirement, which he is planning to spend in the sunny land of California.

ACCOUNTING DEPARTMENT
Office of General Accountant

Recent visitors to the office were Cpl. Henry G. Ford of the 124th Eng. BN, who is now stationed in the Finance Office at the 124th BN, and Mr. Henry C. Hargrave of Marysville, Md., who is waiting for his discharge from the service.

2nd Lieut. Joe Levasseur, who recently completed Officers Training School in North Carolina, is on furlough from there and is now stationed in New Haven, Conn.

Our sympathy is extended to the family of Ellen Thorpe and Muriel O’Shea, who recently passed away.

MOE FREEDMAN

PROMOTIONS

Dock Office—Alice Brooks. Since their arrival the boys have learned to express themselves in much better language.

LIEUT. EDGAR SWEET, who stopped in to see us on his last leave, says that Lieut. John J. Quinn and Pfc. Charles John are doing their best to make things as quiet as possible in the shop.

Yardmaster Edward Garrity has resumed duty after a long siege of illness.

Eddie Wheeler has been assigned as Yardmaster on the 12-8 A.M. LCL Yard and does a fine job, too.

Les Reed, John Kanof and Tom Tohill are going Spare Yardmaster work. General Yardmaster Donavon can surely pick the live wire, and is always willing to give them a chance.

Eimer Knapp, one of our real, old-time engineers, has retired. We wish him health and happiness for many more years.

The crews in the West Class Yard (8-4 P.M.) gave a fine exhibition of fire fighting recently when the meadow grass threatened to burn the building and cars. Louie Caruso, Tom Camaro, and Austin Schleicher made a brave stand, and the Division Agents at the north end of Cedar Hill, a real busy spot.

FRANK T. SHANLEY

CEDAR HILL ENGINE HOUSE

Visitors during the past month were Private Louis Russo, Seaman Apprentice John Bernard and Merchant Marine Seaman John C. Quinn. Many letters were received from Lieut. Walter Schiffer, Sgt. Nick Rapuano, Seaman Apprentices Angelo Bernardo, Salvatore Vazzano, and Privates Charles L. Timothy and Joseph Antunes.

New additions to our Armed Forces include Seamen, Hrn. Lewis Freeman, Joseph Di Martino and Thomas Giamano. The many friends of Engine Dispatcher Austin E. O’Brien are pleased to learn his health is improving after a prolonged illness.

We are glad to welcome two new additions in the General Foreman’s Office: Mrs. Rose Iannotti and Dorothy Prete. Also in the Engineer’s Office, Mrs. Marie Buzzard, Mrs. Hella Brown, Margaret Rogers, and Mrs. Gertrude Mavani. Also in the Production Booth, Mrs. Ethel Hutton.

Mr. and Mrs. Mario Iannotti celebrated their 15th wedding anniversary April 16. Friends at the Enginehouse called and helped them celebrate the occasion.

Congratulations to Achilles DeNobrega, Sheet Metal Worker, on his purchasing a new home.

Sympathy is extended to the family of the late Thomas Sadler, former Machinist at Cedar Hill Engine House, who recently passed away.

MOE FREEDMAN

BULLARD BUILDING

Auditor of Freight Receipts Office

Mrs. Rosemary Weir is visiting her husband at Fort Leonard Wood, Mo. Harriet Moonahan spent the Easter holiday with her mother at Boston.

Ethel King recently became engaged to Pvt. Harry R. Norton of Grenier Field, Manchester, N. H.

Dorothy Reising recently spent a weekend in Troy, N. Y.

Calista Ford was married April 25 to Russell O’Connell, a member of the Coast Guard stationed in New Haven.

We welcome back Alice McKee after a three months’ illness. Judy Downes has been absent for some time because of illness. We hope to see her back soon.

Edna McGuinness recently returned from a visit to Williamsburg, Va. She also visited her brother, Gilbert, of the U. S. Marine Corps, at Yorktown, Va.

Pfc. Robert D. Farquharson, Jr., of the Marines, recently has been transferred to overseas duty, and later with the Marines, is now stationed at the Naval Air Station, Jacksonville.

Ellen Thorpe and Muriel O’Shea have been inducted into the W.A.A.C. Ellen is at Ft. Oglethorpe, Ga., while Muriel is receiving her basic training at Camp Devens. Both girls were recipients of beautiful wrist watches as gifts from their co-workers.

Larry Wheeler received an honorable discharge from the Army recently and has returned to his old job. He had served for six years.

Sgt. Wm. Spargo was a recent visitor at Cohoes.

The sudden death of William Sweet, of the Overcharge Claim Bureau, caused considerable sorrow among his many friends here and our sincere sympathy is extended to his family in their bereavement.

Our sympathies are extended to Mabel Floyd on the recent loss of her father.

John Allen has left us to enter the Naval Boot Camp at Newport.

Kitty McLaughlin has returned to duty after her recent accident.

Our sympathy to Mary E. Goodkind and Alice C. Pierson, both of whom are at present away ill.

HARRY D. KIERNAN
Killed in Action...

Technical Sergeant John J. Haggerty, Jr., son of World War Veteran John J. Haggerty, of the Machinist at Readville Shops, was killed in action in the South Pacific area. His body was returned to his home in Readville on March 24. Mrs. Haggerty received the following telegram from the War Department on March 13: "The Secretary of War regrets to inform you that your husband was killed in action on April 19, by a direct hit from a shell which exploded near his position. He had been serving in the European Theater of Operations for six months."

James Hallet Promoted to Corp.

James G. Hallet, Machinical Helper, Wave Electric Dept., at Readville Shops, has been promoted to Corporal, according to a recent letter received by the Backbone Club. He is stationed at Chicago with a Marine Aviation Detachment.

Fireman Barnett Made 2nd Lieut.

Harold C. Barnett, New Haven Division, was recently appointed 2nd Lieut. in the Signal Corps after attending Officers' School. Fort Monmouth, N. J., for four months.

Vincent Kunz Somewhere in South America...

Pvt. Vincent L. Kunz, Sheet Metal Helper, Readville Shops, is now somewhere in South America, according to a recent letter received from him.

Haynes in Southwest Pacific...

Pvt. Douglas Haynes, Dining Car Cook, under date of March 14: "I am out here in the Southwest Pacific... The heat is our greatest complaint. The Red Cross has done a grand job for us. We have movies and intramural sports. Give my regards to everyone and let's see how soon we can get back together."

John T. Walsh in India...

"A card received from John T. Walsh, Timekeeper, New Haven Division, Maintenance Dept., under date of March 28, shows him to be in India. His Christmas box had just reached him and he says: "Cleaning out a luxury here and American cigarettes are literally worth their weight in gold."

Charles Teed in England...

Charles R. Teed, Freight Flagman, Hartford Division, writing from somewhere in England, under date of March 27: "I believe all the boys of the New Haven Railroad in service appreciate the company's Christmas Box. I'm ALONG THE LINE and the Christmas gift. Would like to be replaced by the boys of the Hartford Division Trainmen some time through the magazine."

Glad to Be Back...

Larry Wheeler, Clerk in the Aud. Rev. Dept., has received an honorable discharge from the Army and is returning to work again. Sept. 20, 1940, he was taken out of combat duty as a result of injuries and abrasions. When his ship, the "West Virginia," was hit by Japanese Bombers in the Battle of the Coral Sea, he was manning an anti-aircraft gun on the ship. He was transferred to the 729th Railway Operating Battalion, Fort Bliss, Texas, March 21. On April 26, 1942, he was flown to a hospital near New York, and was taken to a hospital in Englewood, New Jersey. He was discharged on May 6, 1942. He was back at his job at the New Haven Trainmen's Club."

John Carroll in North Africa...

Pvt. John P. Carroll, Sheet Metal Helper, Readville Shops, is now somewhere in North Africa, according to a post card received from him, dated March 21.

Hair Turned Gray Overnight

Donald White, son of Mrs. Ethel White, was killed in action on September 19 in the Battle of the Coral Sea. He was a four-year veteran of the Army, and had been stationed at Camp Washburn in North Carolina, and at Camp Peary in Virginia. He was a member of the 72nd Division, and was killed in action in the South Pacific area. Mrs. Haggerty received the following telegram from the War Department on March 13: "The Secretary of War regrets to inform you that your husband was killed in action on April 19, by a direct hit from a shell which exploded near his position. He had been serving in the European Theater of Operations for six months."
17. Pvt. Robert T. Gilhuly, Sig. Hlpr., New Haven, is a Bomb Squadron at Key Field, Miss.
22. Eric Arthur Pilcher, Car Inspr., Oak Point, is at Ft. Jackson, S. C., but looks all ready to “tawb the deck.” Two brothers also are in the Armed Forces.
23. Lt. (j.g.) George Murray, former Yard Clerk, Boston, Attended Low School while working the 2nd trick, passed Bar in 1933, became Boston City Councilor in 1936, Pres. of Boston City Council, and Acting Mayor of Boston in 1938. His father, Dennis Murray, is a retired New Haven R.R. man.
25. Pvt. John Coyle, Clerk, Ft. Tral. Dept., Boston, recently returned from active duty in the So. Pacific, and is now at Nichols General Hospital, Louisville, Ky.
28. 1st Sgt. Lawrence R. Milazzo, Stenographer-Clerk, N. H. Div., was promoted to Master Sgt. at Army Air Base, Harvard, Neb.
29. William C. Morse, Track Laborer, Boston Div., is with the Seabees in New Caledonia.
30. Seaman 2f Paul Gilbert, Jr., son of Op­erator Paul Gilbert, Franklin, Mass., was at Casablanca, last report.
31. 2nd Lieut. Carl D. Schmidt, Statistical Clerk to Asst. to V. P. (Traffic), is with the Transport Corps, Service & Supply Div., Army Base, Bos­ton.
32. Lt. F. A. MacLaugh, Patrolman, Police Dept., is at Ft. Jackson, S. C.
33. Pvt. Thomas S. Lanahan, Jr., Machinist Apprentice, Van Nest, son of Foreman Lanahan, is somewhere overseas.
34. The Morash family certainly is in the war! Trainman James A. Morash, New Haven Division, is helping keep the wheels rolling here at home, while others of his family are (A) and (B) George and Henry, snapped at New Caledonia, and (C) Charles pictured on Guadalcanal—all three of whom have been decorated “for meritorious and conspicuous service”; (D) Ana, who is just graduating as an Army Nurse and (E) Joseph, who recently finished Paratroop training.
36. Ed. Alhays, Clerk, Worcester Freight, is attending Army Radio School at Omaha, Neb.
37. Pvt. Gabriel Pacifico, of Harlem River Yard, is in the Air Corps at Miami Beach, Fla.
4. Arthur L. Eaton, Jr., son of Conductor Eaton, Providence, was in North Africa at last accounts.
5. Albert Hampton, son of Boilermaker Fore. Arthur C. Hampton, Southampton St., is in Texas training for aerial gunner.
7. Cpl. John Guarascio, Machinist Helper, Von Neut, is in an Armored Regiment, with an A.P.O. address c/o Postmaster, Los Angeles. His wife, Madeline, is working as Machinist Helper in his place.
13. Robert Eichholts, Messenger, Maybrook Yards, recently received his rating as 2nd Class Petty Officer. He is at Battle Creek, Mich.
15. Paul Hoffman, Dining Car Steward, is at Fulsning, N. Y.
16. James Eugene Araby, Machinist Hlpr., Readville, was stationed at Camp Barkley, Tex., at last accounts.
17. James J. Matthews, Clerk-Stenographer, Operating V. P. Office, New Haven, is at Quonset Pt.
18. Pvt. 1/c Nelson Cormier, Storehouse Truck­er, Chas. St. Eng. Hse., is at Camp Brecken­ridge, Ky.
20. Cpl. Frank E. Dodd, is a third son of Mech. Insp. Henry A. Dodd (E. Hart. Engine­house) in the service. Pictures of Oliver and Charles, in England and Africa respectively, were printed in Sept. issue. Dad's picture also will be found down below (No. 32).
22. Cpl. Dominick Formichella, Stenograph­er-Clerk, Division Acc., New Haven, has been in North Africa many months. Brother Tommy is in Aust. of Div. Dept.
24. Pvt. 1/c Vincent L. Kantz, Sheet Metal Hlpr., Readville Car Shops, is "somewhere in South America."
GENERAL MECHANICAL DEPT.

Corp. Wallace B. Dorain, son of Hugh A. Dorain, Statistical Clerk, is studying to be an X-ray Technician in U. S. Army Air Corps. At Fitzsimons General Hospital, Denver, Colo., he was E. J. Pearson, son of John Pearson, at Yale in 1942.

WAYNE M. PARKS, former Else. Insgr. is now a Captain in the Chemical Warfare Division of the Army and is instructing in Alabama.

JOSEPH F. DRAY

GENERAL STORES

F. J. Foley, our General Storekeeper, has returned from New Haven, is at work and is convalescing at his home in West Haven. All the employees are very happy to have him back among us. He has been ill for several weeks.

Damon C. Prendergast, Special Traveling Store Accountant, is a patient in St. Raphael's Hospital. He is recovering and will be back with us in about two weeks.

Helen Stuhman, Stenographer, is convalescing at her home. She looks much better, and says she is O.K. now.

Our sympathy is extended to the family of Carl Emil Anderson, whose recent death was a shock to his fellow workers.

Men from this department recently entering the services in the Armed Forces are: William J. Henry, Signal Helper, and Raymond V. Green, Signal Helper.

F. B. Ford, Signal Helper at the Signal Shops, New Haven.

WILLIAM C. WHITE

R. R. POST AMERICAN LEGION

Sincere sympathy is extended by the comrades of the post to Mrs. Timothy Sullivan and family on the death of her husband. Comrade H. W. Kavanagh, a member of our post, has been transferred to the Army and is instructing in America. The red memorial flowers are shaped in replicas of the poppy of Flanders Field. Our thoughts are with the families of all who have served for America. Comrade Timothy Foley, our General Storekeeper, has been transferred to the 26th Division and was a charter member of our post.

Frank H. Lauder has resigned to work with the U. S. Government in New York. He has a bid in a job in Maintenance. Both men are from Foreman Beattie's gang.

New men are Arthur K. Quinn, in Foreman Beatty's gang; John J. Sullivan in Foreman Tebbet's gang.

George Case has returned from an extended leave, and looks much better than ever.

Our sympathy is extended to the family of Ernie Anderson, whom we remember with great affection.

Tyrrell, a lucky fellow by the name of "Jack Wolfe".

Congratulations to Agent Bill Hogan, formerly of Derby-Shelton, on his appointment to the Agency at Poughkeepsie.

Poughkeepsie is also to be congratulated. Bill's parting gift to his successor at Derby, Roger Williams, was a brand new office, complete with trimmings. Welcome to our midst, Roger.

People who labor problems are referred to Passenger Service Supervisor Frank Cronan, one of the New Haven's outstanding entrepreneurs. He picks the brainy and talented out of the air.

Ticket Agent Coffey runs one of the busiest ticket offices here, had by the simple expedient of being everywhere at once.

Our Service Officer, Mrs. Jessie Graham, Clerk in the Trainmaster's office, back on the job after a siege of illness and grippe. Stationmaster J. D. Holman, in the service and still going strong, is on the job with weather beating on the crowds moving in and out of Bridgeport station.

CHRAIG D. KELLY

DANBURY

P. F. McCarthy, Berkshire Roster Passenger Conductor, is back operating trains 141 and 144 after a serious operation and looks much better than ever.

Douglas J. Godfrey, Berkshire Roster Trainmaster, has been promoted to Captain in the 1st Airdrome Squadron at Westover.

Pvt. Robert Newton, son of Dr. Newton, Hostler at the Danbury Engine Terminal, has been promoted to Sergeant in the 1st Airdrome Squadron.

Pvt. E. W. Bryan, son of Dr. Bryan, Hostler at the Danbury Engine Terminal, has been transferred to the Armed Forces in North Africa. We welcome his news that he has shown the Poughkeepsie Switcher for the past several years, back to us again for his pension. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.

Harry W. Meach, Loco. Fireman on the No. 1 State Line Switcher, resumed duty April 21 after recovering from injuries sustained at home, where he came in contact with the family cat peacefully sleeping on the top stair step.

B. E. Daly, Road Foreman of Engines, back on the job after two major operations at the Danbury Hospital. "Bert" has become considerably streamlined; however, he looks much better than ever, compared to what he has in years.

Good wishes to the following new employees at Danbury: H. J. Knapp, Berkshire Roster Conductor, has been promoted to Sergeant in the 1st Airdrome Squadron; and Gordon Burghardt, Berkshire Roster Trainman.

Best of luck to Rt. 11 Conductor, son of Yardman R. E. Kelley, who we understand to be very happy. We wish him many happy years.
Locomotive Engineer Patrick Joseph Delaney received his half-century service emblem recently at Beacon, N. Y., from Superintendent Paul R. Goulett. Actually, Engineer Delaney completed fifty years of service for the New Haven Railroad in August last year, but the fact did not come to light until a later date.

Mr. Delaney entered the service August 20, 1882, as a Section Laborer on the old Central New England Railway at West Pine Plains, under Frank A. Doolittle. The following month he transferred to Pusher Flagman. In December the same year he transferred as Brakeman for the Poughkeepsie & Easton Railroad, west going in March, 1883, and was set up as Engineer April 1, 1886.

Superintendent Paul R. Goulett congratulating Locomotive Engineer Patrick Joseph Delaney on his half-century of service. Assistant Superintendent John W. Culleen is on the right.

**MAYBROOK CAR DEPT.**

Apprentice Seaman Walter O. Davis, Jr., is now in training at Sampson, N. Y., and looks like Navy. The very much feel he have lost Blacksmith's Helper.

Our sympathy to Leslie Salisbury, Car Inspector, on the death of his father, a former Erie employee.

Conductor John F. Farrow, still stationed at Camp Lee, Virginia, visited us recently and looked fine.

We were also pleased to see Master Sergeant Robert Paris, son of Car Inspector Peter. Peter, "Herb" has been in Panama for four years in the regular Army and is now entering the Air Force for further advancement.

Arthur D. Dice, Inspector in the Westbound Dept., Yard, while vacationing with his sister on a farm, was kicked by a horse. That is no way for a railroad to spend a vacation, "A-R." Pct. Charles Berghoff, AAR Checker on the Eastbound Shop, has completed basic training at Fort Delbert, Ontario and has been transferred to Utica, N. Y., where he is doing Military Police duty. Charlie recently visited his home in Maybrook on a short furlough.

George Gridley, Carman on the Eastbound Shop, underwent an appendectomy at Horton Memorial Hospital in Middletown and is doing nicely. Speedy recovery, George!

We are glad to welcome back Arthur B. Conklin, Jr., and William Atkins, Carman, after long illnesses.

Myron H. Borst, Jr., Carman Helper on the Eastbound Shop, has been inducted into the Army. Our best wishes go with him.

George Yeager and Alfred Ruger, Inspectors, and Herbert Keane and Charles Conklin, Carmen, have returned to work after a session with "LaGriffe".

Frederick W. Hales, flagging Car Inspector, was married Easter Sunday to Kathleen McCurry, in St. Patrick's Rectory, Newburgh, N. Y. The young folks have our best wishes. "Fred" is the only son of Leader of Inspectors "Bill."

Welcome to new employee John M. Boldt, who has taken the job of Motor Train Operator.

Theodore V. Decker, Car Inspector, and Roy VanWagner are on the sick list.

We were sorry to hear of the sudden death of Samuel Rosenberg, Clerk in the Train Ticket Office. We feel Three. We will send you a friend and will miss him on the "Record Desk".

MISS BERYL CROMIE

**MAYBROOK ENGINE HOUSE.**

Recently welcomed as new employees are: Charles Eiter, George D. Stevens, Antonio G., and G. L. Davis. April 1, Northampton C. Fuller, Ray E. Cheyne, Harry T. Judson and Olin L. Davis, have been reemployed in the labor force. A. W. Ibbetson, who was transferred to Cedar Hill Engine House, is back with us.

We extend our sympathy to the family of Theodore Attendant Angus Ross, Sr., whose death occurred after a brief illness. Recent lucky vacationers are J. P. Pingerson, C. P. Oldham, A. Nekrate, E. W. Miller, H. DeGraw, J. S. Hepper, E. F. Schmidt, and N. H. Willis.

Our contributions to the Armed Forces since January 1 are George M. Johnson, Joseph V. Lambach, William G. Nixon, William M. Maloney, Frank DeRosa, Jr., and Allen A. Oldham.

We feel proud that every employee at Maybrook Engine House has subscibed to the purchase of War Savings Bonds through the Payroll Deduction Plan. We expect to keep our quota up to the 100% mark.

Our heartfelt sympathy is extended to the family of William J. Brehm, Brakeman, who died suddenly. A fund of $127 was raised and presented to the family.

The following boys on furlough visited the terminal: Thomas Sheehan, Arthur Malley, and George Gricciello, all of the Army, and Bernie Henry, Allister Kraus, Kenneth Kraushaas, John Morris, and Leonard Ruge, all of the Navy.

The boys all have the Sparring Fever, Fred Giles, Arthur Roney, and George Giles, have been enjoying the sport, but Fred's one sucker only catch was the brown trout.

George Sticken says he's going to sneak up on somebody, get the fellers home, and mess them up.

Melvin Goulett is covering a night job at present, but will soon come back on the day-shift.

Tom Blanchard says he's going to Burnside to catch some fish. We wish you luck, Tom.

All the boys wish a speedy recovery for Kenneth Verity, who is off on sickleave. The boys know where to buy broiler now.

Leonard Ruger is raising some chickens. The boys know where to buy broiler now.

Harry Dawson

**WATERBURY.**

As a result of recent bids, Engineer Edward Curiey is now on the Naugatuck Road Switcher. Engineer Charles Clark on the Waterbury Flats Local, and Engineer Walter Meehan on the 1:00 P. M. Road Switcher.

The following Firemen have been promoted to Engineers: Daniel P. Flahive, James J. McNamara, assigned to Center Hill spare board. These men have had some years experience as Engineers and Firemen.

J. J. Shanahan, a former Locomotive Fireman, has been re-employed as Hostler at Waterbury Engine House.

Engineer Tigges has returned to cover his runs between Hartford and Brookfield without being hit by the grip. Agent R. G. Freeman, Beacon Falls, has returned after a few days of sickness.

Trainmaster Timothy O. Levy was laid up for a short time with the grip.

Edison H. Allen has been employed as Messenger in Waterbury freight office. He is a grandson of Track Foreman E. M. Allen.

Jeremiah Hanlon has been employed as janitor in Waterbury passenger station in place of John O'Brien, resigned.

John F. Foley, Inspector A. W., one of the newer Yard Brakemen, has resigned, to take employment elsewhere.

Roland Gauvin, son of Roland Gauvin, Yard Brakeman, is a bombardier in the U. S. Air Service.

Gustave Miller, Chief Clerk B.&B. Department, Waterbury, was a recent visitor from the U. S. Naval Station, Newport, R. I., where he has been in the service for some months. All his friends were pleased to see him. He looked well and was in fine physical condition.

James P. Dolan, Car Inspector, has enlisted in the Navy and was last heard from at Williamsburg, Va.

William A. Gladding, Car Inspector Helper, a son of Allie W. Gladding, Fireman, is now with the Marines in South Carolina.

Private Thomas McEvoy, engine house Fire Tender, now in the U. S. Army, had a few days in Waterbury on furlough and gave his friends a good pep talk on Army life, which in his opinion is perfect.

Corporal William Gow, Car Dept., employed recently, has a few days on furlough. All his friends enjoyed seeing him again.

John Gluch, Steam Tender and Fire cleaner, is now in the Army and will be missed by his many friends. This man has been in many parts of the world and is also an accomplished violinist.

George A. Sayles, Yard Brakeman, has resigned to take up supervision of a farm in Southwick, Mass.

John Shea, who has been in the service, has recently been released from the Army and will return to the Railroad as a Car Inspector. He has lately been in Texas.

Roland Lynch, Carman's Helper and spare Car Inspector, has been inducted into the United States Army.

Passenger Conductor William H. Callaghan is applying for retirement after many years of loyal and efficient service. He will be missed by the host of friends who have traveled on his trains. Mr. Callaghan had a happy faculty of handling difficult matters with diplomacy. He is one of nine brothers who in their younger days, or before they were married, had a Ball Team of their own. Bill Callaghan is a 60-year man, having entered the service October 10, 1899, and with a seniority as Passenger Conductor from July 10, 1906.

Fireman John J. Fath has been inducted into the U. S. Armed Forces and will leave Waterbury shortly with the best wishes of his many friends.

John F. Tidgewell
HARTFORD DIVISION

Willard H. Putnam, Train Baggage Master, Hartford Roster, has resigned. Edward A. Mauck has been appointed to succeed him, effective April 17, 1941.

Robert L. Elwin has returned home from Boston Hospital and is resting up at his home in Forestdale, Conn.

Enjoying the fine weather are Harold Barden, Information Clerk, Hartford; Edward A. Morgan, Office Helper; and Andrew V. Crowe, Office Helper. Bob Lindsay, former Yard Brakeman, is back to work; laid up with grippe.

John R. Collin is enjoying a vacation with friends in Newport.

Sandra V. Vignone, Machine Helper, has returned home after a recent operation.

EAST HARTFORD

The following have been appointed to the Army: James Orsini, Car Cleaner; Henry Donahue, Car Cleaner; Daniel A. Leary, Car Cleaner; John G. Fabian, Yard Cleaner. Others have been transferred to the Army, leaving no vacancies.

Several employees have received promotions: Joseph Patz and John D'Amico, Sheet Metal Helpers; Joseph Zastkiuk, Bollermaker Helper; Kien Belan, Bollermaker Helper; Airman Aiden and John Winfield, Laborers.

HARTFORD CAR DEP.

The following new Car Cleaners were welcomed: Katherine Bura, Marie Vincent, James Merideth, Charles Carey, George W. Conant, Alexander Violett, Richard Clark, Daniel Macafl, Samuel G. Toussaint, Adam Wisniewski.

Laborers: Ike Smith, Melvin Terry. The following have been transferred to the Army: George W. Conant, Foreman, and Charles Carey, Associate Foreman.

John E. Cowles, son of a Foreman, has also joined the service as Yard Brakeman at New Haven.

Glen T. Lambert has returned home after going through a grave operation.

We heard that Thomas Kennedy, Car Cleaner, has been called for duty at Fort Benjamin Harrison.

Several employees have returned to work: Mrs. Wm. J. McAuliffe, wife of our Labor Supervisor; and Thomas Carter, Inspector, is overseas, unknown location.

William Davis, former Yardmaster, has retired on pension in 1941. Mr. Davis has been an employee of the New Haven Railroad since April 1920.

The following have been transferred: Robert J. Bieth, Religious Worker, to work at Hartford; James M. Conant, Inspector, to work at New Haven; and Richard T. Lambert, Yard Foreman, to work at New London.

FREIGHT

We regret to announce the death of Michael J. "Mike" Castrianni, Car Cleaner Helper, who passed away April 12 after a short illness. Age 75, and retired on pension due to old age, he was the oldest employee in point of service at Springfield Yard, having been with the New Haven since 1869, when he started as a Bulk Yard Clerk. Since then he worked in the Foreman's Office, Yard Clerk, Assistant Yardmaster, and at the time of his retirement, last August 31, he was Civilian Helper, was Chief Clerk to General Yardmaster, and recently retired as Yard Clerk, Yard Office, and the heartfelt sympathy of all the personnel at Springfield goes out to "Bill" at this time.

A number of additions to Yard 1 Yards have been made recently, including: Ernest "Skip" Farmer, Yard Foreman; William "Bill" Carr, Yard Assistant; and Ernest "Skip" Farmer, Yard Assistant. The new employees are welcomed.

CLARKE T. PARSONS

WORCESTER YARD

Back from his two sons, in England and Africa.

Fred Perrone, Stationary Fireman Assistant, has been notified by his physician that he would not be able to continue his employment and is applying for annuity.

Bill Adkins, Car Cleaner, has returned home after going through a grave operation.

The fellows in the Drafting Room have been keeping us posted on the latest news of our former employees who are serving in the military. We heard that John Chandley, Yard Clerk, is still at home after going through a major operation.

Lts. Kroll and D'Angelo are now stationed at Fort Wayne, Ind., with "Bill" Carr's outfit.

Joseph Roach, Signal Helper, has been transferred from Newport, Naval base to an Electric Naval School in Tennessee.

All were glad to welcome B&A Supervisor Anthony Castrianni back after his recent illness, and we all hope that he will continue to keep well.

Charles Warren, Maintenance Signal Foreman, is always having a supply of rubber boots for the use of his crew.

Anita Joones has been promoted to the position of Foreman Raymond

HARRY CHESTER, Electrician, grandson of Raymond R. Chester, Machinist, and Mrs. Chester, is back to work after a recent operation.

Sympathy is extended to the family of PENSIONER Michael Chester, for the loss of his wife, the mother of Foreman Raymond Chester, and to the family of Edward A. Mauck, for the loss of his mother-in-law.

R. J. DELLAFLA

SPRINGFIELD YARD AND FREIGHT HOUSE

We regret to announce the death of Michael J. "Mike" Castrianni, Car Cleaner Helper, who passed away April 12 after a short illness. Age 75, and retired on pension due to old age, he was the oldest employee in point of service at Springfield Yard, having been with the New Haven since 1869, when he started as a Bulk Yard Clerk. Since then he worked in the Foreman's Office, Yard Clerk, Assistant Yardmaster, and at the time of his retirement, last August 31, he was Civilian Helper, was Chief Clerk to General Yardmaster, and recently retired as Yard Clerk, Yard Office, and the heartfelt sympathy of all the personnel at Springfield goes out to "Bill" at this time.

A number of additions to Yard 1 Yards have been made recently, including: Ernest "Skip" Farmer, Yard Foreman; William "Bill" Carr, Yard Assistant; and Ernest "Skip" Farmer, Yard Assistant. The new employees are welcomed.

CLARKE T. PARSONS

WORCESTER YARD

Back from his two sons, in England and Africa.

Fred Perrone, Stationary Fireman Assistant, has been notified by his physician that he would not be able to continue his employment and is applying for annuity.

Bill Adkins, Car Cleaner, has returned home after going through a grave operation.

The fellows in the Drafting Room have been keeping us posted on the latest news of our former employees who are serving in the military. We heard that John Chandley, Yard Clerk, is still at home after going through a major operation.

Lts. Kroll and D'Angelo are now stationed at Fort Wayne, Ind., with "Bill" Carr's outfit.

Joseph Roach, Signal Helper, has been transferred from Newport, Naval base to an Electric Naval School in Tennessee.

All were glad to welcome B&A Supervisor Anthony Castrianni back after his recent illness, and we all hope that he will continue to keep well.

Charles Warren, Maintenance Signal Foreman, is always having a supply of rubber boots for the use of his crew.

Anita Joones has been promoted to the position of Foreman Raymond

HARRY CHESTER, Electrician, grandson of Raymond R. Chester, Machinist, and Mrs. Chester, is back to work after a recent operation.

Sympathy is extended to the family of PENSIONER Michael Chester, for the loss of his wife, the mother of Foreman Raymond Chester, and to the family of Edward A. Mauck, for the loss of his mother-in-law.

R. J. DELLAFLA

SPRINGFIELD YARD AND FREIGHT HOUSE

We regret to announce the death of Michael J. "Mike" Castrianni, Car Cleaner Helper, who passed away April 12 after a short illness. Age 75, and retired on pension due to old age, he was the oldest employee in point of service at Springfield Yard, having been with the New Haven since 1869, when he started as a Bulk Yard Clerk. Since then he worked in the Foreman's Office, Yard Clerk, Assistant Yardmaster, and at the time of his retirement, last August 31, he was Civilian Helper, was Chief Clerk to General Yardmaster, and recently retired as Yard Clerk, Yard Office, and the heartfelt sympathy of all the personnel at Springfield goes out to "Bill" at this time.

A number of additions to Yard 1 Yards have been made recently, including: Ernest "Skip" Farmer, Yard Foreman; William "Bill" Carr, Yard Assistant; and Ernest "Skip" Farmer, Yard Assistant. The new employees are welcomed.

CLARKE T. PARSONS

WORCESTER YARD

Back from his two sons, in England and Africa.

Fred Perrone, Stationary Fireman Assistant, has been notified by his physician that he would not be able to continue his employment and is applying for annuity.

Bill Adkins, Car Cleaner, has returned home after going through a grave operation.

The fellows in the Drafting Room have been keeping us posted on the latest news of our former employees who are serving in the military. We heard that John Chandley, Yard Clerk, is still at home after going through a major operation.

Lts. Kroll and D'Angelo are now stationed at Fort Wayne, Ind., with "Bill" Carr's outfit.

Joseph Roach, Signal Helper, has been transferred from Newport, Naval base to an Electric Naval School in Tennessee.

All were glad to welcome B&A Supervisor Anthony Castrianni back after his recent illness, and we all hope that he will continue to keep well.

Charles Warren, Maintenance Signal Foreman, is always having a supply of rubber boots for the use of his crew.

Anita Joones has been promoted to the position of Foreman Raymond

HARRY CHESTER, Electrician, grandson of Raymond R. Chester, Machinist, and Mrs. Chester, is back to work after a recent operation.

Sympathy is extended to the family of PENSIONER Michael Chester, for the loss of his wife, the mother of Foreman Raymond Chester, and to the family of Edward A. Mauck, for the loss of his mother-in-law.

R. J. DELLAFLA

SPRINGFIELD YARD AND FREIGHT HOUSE

We regret to announce the death of Michael J. "Mike" Castrianni, Car Cleaner Helper, who passed away April 12 after a short illness. Age 75, and retired on pension due to old age, he was the oldest employee in point of service at Springfield Yard, having been with the New Haven since 1869, when he started as a Bulk Yard Clerk. Since then he worked in the Foreman's Office, Yard Clerk, Assistant Yardmaster, and at the time of his retirement, last August 31, he was Civilian Helper, was Chief Clerk to General Yardmaster, and recently retired as Yard Clerk, Yard Office, and the heartfelt sympathy of all the personnel at Springfield goes out to "Bill" at this time.

A number of additions to Yard 1 Yards have been made recently, including: Ernest "Skip" Farmer, Yard Foreman; William "Bill" Carr, Yard Assistant; and Ernest "Skip" Farmer, Yard Assistant. The new employees are welcomed.

CLARKE T. PARSONS

WORCESTER YARD

Back from his two sons, in England and Africa.

Fred Perrone, Stationary Fireman Assistant, has been notified by his physician that he would not be able to continue his employment and is applying for annuity.

Bill Adkins, Car Cleaner, has returned home after going through a grave operation. 

The fellows in the Drafting Room have been keeping us posted on the latest news of our former employees who are serving in the military. We heard that John Chandley, Yard Clerk, is still at home after going through a major operation. 

Lts. Kroll and D'Angelo are now stationed at Fort Wayne, Ind., with "Bill" Carr's outfit. 

Joseph Roach, Signal Helper, has been transferred from Newport, Naval base to an Electric Naval School in Tennessee.

All were glad to welcome B&A Supervisor Anthony Castrianni back after his recent illness, and we all hope that he will continue to keep well. 

Charles Warren, Maintenance Signal Foreman, is always having a supply of rubber boots for the use of his crew. 

Anita Joones has been promoted to the position of Foreman Raymond

HARRY CHESTER, Electrician, grandson of Raymond R. Chester, Machinist, and Mrs. Chester, is back to work after a recent operation. 

Sympathy is extended to the family of PENSIONER Michael Chester, for the loss of his wife, the mother of Foreman Raymond Chester, and to the family of Edward A. Mauck, for the loss of his mother-in-law. 

R. J. DELLAFLA
His vacation.

William Thomas Allen, Signal Station Operator, South Brunet Avenue, recently joined the Army: Domenico T. D'Agostino, Engine Washer; Paul Bucci, Slate Worker; Joseph B. Barbara, Laborer; Joseph Markovitz, Treasurer; James Harrington, Laborer; Geo. F. Keith, Boilermaker Foreman, has applied for annuity.

Pat Connelly, Work Train Laborer, Berlin, Conn., Born June 12, 1890, in Ireland, entered service October 21, 1941. Died March 31.

Michael F. Davis, of Springfield, Mass., pressed, is now in headquarters battery, Northup Avenue, spent three weeks at Hoboken, N. J.


The following employees at Providence Engine House recently joined the Army: Domenico T. D'Agostino, Engine Washer; Paul Bucci, Slate Worker; Joseph B. Barbara, Laborer; Joseph Markovitz, Treasurer; James Harrington, Laborer; Geo. F. Keith, Boilermaker Foreman, has applied for annuity.

E. W. Pomory Providence engine house

The following employees at Providence Engine House recently joined the Army: Domenico T. D'Agostino, Engine Washer; Paul Bucci, Slate Worker; Joseph B. Barbara, Laborer; Joseph Markovitz, Treasurer; James Harrington, Laborer; Geo. F. Keith, Boilermaker Foreman, is now in headquarters battery, Northup Avenue, spent three weeks at Hoboken, N. J.

The umpires were Examiner F. Russell, Asst. Examiner A. Carson, and Travelling Fireman Bob Turner. Engr. Ted Lesher has decided to repair his engine. "Bud" Farnsworth will be posted.

We welcome to our force Mary Duggan, Ann Laughlin and Rose Dziczek. We trust Mary Kyley and Theresa Dighton will soon be back at work. They are out sick. W. P. Sampson, Personal Clerk to the Freight Agents, has left for San Francisco. His vacation.

Margaret Fitz Gerald Worcester engine house

The Engine House Bowling Teams recently entered the season with Team No. 1 the Engine House recently joined the Army: Domenico T. D'Agostino, Engine Washer; Paul Bucci, Slate Worker; Joseph B. Barbara, Laborer; Joseph Markovitz, Treasurer; James Harrington, Laborer; Geo. F. Keith, Boilermaker Foreman, is now in headquarters battery, Northup Avenue, spent three weeks at Hoboken, N. J.

The umpires were Examiner F. Russell, Asst. Examiner A. Carson, and Travelling Fireman Bob Turner. Engr. Ted Lesher has decided to repair his engine. "Bud" Farnsworth will be posted.

We welcome to our force Mary Duggan, Ann Laughlin and Rose Dziczek. We trust Mary Kyley and Theresa Dighton will soon be back at work. They are out sick. W. P. Sampson, Personal Clerk to the Freight Agents, has left for San Francisco. His vacation.

Joseph M. Connis Providence division stores

Roland M. Frates, Jr., son of Chief Clerk, is now in headquarters battery. Dave Cottrell, Air Traffic Controller, filed suit in Superior Court for $5,000 damages for an injury in the air raid.

Among our recent additions to Charles Sheilds' Stock is a very nice pair of shoes. Nuff said.

John M. Sullivan Northup Avenue


John George Newell, retired Fireman, Signal Foreman, Harrow, Conn. Entered November 17, 1876, at Hoboken, N. J. Entered service December 1, 1876. Died April 16.


John Ollry, Freight Agent at Westport and former Relief Agent, Harrow, Conn. Entered service September 6, 1876, at New York City. Entered service October 23, 1891. Died April 6.

Alicia Abramson is now in the Union Sta-
AGENTS OFFICE

BOSTON FREIGHT TERMINAL

Congratulations to Mr. and Mrs. George Woolfson, who celebrated their 50th wedding anniversary. Mr. Woolfson, a veteran Switchman on the 2-Yard cutoff, is the oldest Switchman in the Boston Freight Terminal. He has worked at this location for the past 40 years, and he and his wife have been married for 50 years.

BOSTON BRIGHT TERMINAL

Congratulations to Mr. and Mrs. James J. Murphy, No. 2, in the Navy in San Francisco, says he enjoys his reading at the LINE. CARLIE CARIN, of the Inward Dept., received the lifePreservation Award for saving a man from drowning.

AGENTS OFFICE

WASHINGTON FREIGHT TERMINAL

Congratulations to Mr. and Mrs. Edward Ewing, taking over the new duties of Correspondence Clerk, the Inward Dept. car. He has been working at the terminal for the past 10 years, and he and his wife have been married for 15 years.

BOSTON FIRE DEPARTMENT

Agent John Tigue, at East Weymouth, has exchanged his cat for a mousetrap, saying he'd never been happier since.

Operator Bobbie Taylor is industriously engaged in beautifying the landscape at Nantasket Beach. She has a fanatical devotion to the cause of beautifying the landscape.

Agent Joe Pepin, of Walpole, reports the passenger bus business is doing well, and he's been married for 15 years and has two children.

Newcomer to the office, appears to be enjoying good health. 

Mr. and Mrs. Robert King, who are new to the office, are both enjoying good health. Mr. King is a former Chief Clerk in the General Traffic Agent's office, and Mrs. King is a former Stenographer. They have two children, and they are looking forward to the new job.

Mr. and Mrs. Charles Gadon, who are new to the office, are both enjoying good health. Mr. Gadon is a former Cashier, and Mrs. Gadon is a former Operator. They have three children, and they are looking forward to the new job.

Mr. and Mrs. John McDonald, who are new to the office, are both enjoying good health. Mr. McDonald is a former Operator, and Mrs. McDonald is a former Stenographer. They have three children, and they are looking forward to the new job.
SOUTH BOSTON PASSENGER CAR YARDS

Our first girl to go into the military service is Helen A. Fontaine, at U. S. Coast Guard Women's Reserve, Hunters College, New York. Good luck, Helen.

Paul Morrison dropped in from the Great Lakes Naval Station, where he has just completed his basic training. He looked very good in his Navy Blues. Another recent visitor was Staff Sgt. Frank W. Baker of the Tank Bn., Camp Bowie, Texas. He expects to go on desert maneuvers.

We were pleasantly surprised the other day when we had three visitors: Staff Sgt. George Cunningham, Pvt. Frank Burns, who is in the same division with George, and also Joseph Neely, who is in the Coast Guard.

Congratulations to Carpenter Patrick Magee and Margaret Kelleher, who were married April 29. Mr. Magee has been in these yards since May 28, 1928, and Miss Kelleher (pardon me, Mrs. Magee) since September 4, 1943. Mr. and Mrs. Magee will reside in Dorchester.

Congratulations to Robert ("Bob") E. Connolly, Electrician, who is the father of a nine-pound baby boy.

JOHN F. McQUINNESS

MAINT. DEPT., BOSTON DIVISION

Helen T. Currie, who assumed duties of Timekeeper at our Electrical Department at Back Bay, February 8, was appointed Personal Stenographer at this office effective March 15, taking the place of L. F. McCann, who bid in position of Clerk in this office.

General John F. Hardy, Timekeeper, is still at Camp Croft, 8 C. His father, John C. Hardy, Clerk in this office, just recently heard from him and advises that he is well and likes his duties.

First Class William Lentell, son of Track Supervisor G. W. Lentell, Taunton, was home on a furlough from Gulfport, Miss.

K. F. RICHARDSON

NEW HAVEN R. R. EMPLOYEES

CREDIT UNION

As of April first our assets were $601,825.56 with a total membership of 5644.

During the month of March we loaned to employees $18,600.00 to help pay the quarterly installment of their income tax and other financial obligations.

At the regular monthly meeting held April 15 the Board of Directors voted to invest $50,000.00 in Government Bonds for a total of $100,000.00 now invested.

We feel proud of our record in this respect, as should our employees, because after all it is their money we have invested. They and the Company deserve the greatest of credit for their wonderful cooperation.

FREELAND RUSH

THE BOSTON TERMINAL COMPANY

The Terminal Company recently sustained a loss in its personnel with the passing of Allen Maclver, Superintendent of the Power Plant, who died very suddenly following an operation on April 9, 1943. Mr. Maclver was born on January 5, 1873, entered service with the Terminal Company in August, 1912, and was appointed Superintendent of the Power Plant in March, 1912. Mr. Maclver was graced with a wonderful personality and his loss is mourned by a host of friends and railroad associates.

Effective April 16, John S. Greenhatch was appointed Superintendent of the Power Plant to succeed Mr. Maclver. Mr. Greenhatch entered service with the Terminal Company in August, 1912, and was promoted to Asst. Supt. in July, 1920.

Congratulations to Ticket Seller Currie and Mrs. Currie on the recent birth of a beautiful daughter.

We are happy to welcome Edward Naylor back in the Ticket Office Accounting Department following his honorable discharge from the U. S. Army.

Ticket Seller Cy Greene spent the April 19 weekend holiday at his summer home in Duxbury. Because of inclement weather 'Cy' was unable to begin his Victory Garden project but did spend considerable time in training his dog, a recent blue-ribbon winner. Cy also made many calls on members of the Myles Standish Associates with which organization he is connected.

Richard J. Powers, formerly employed in the Ticket Accounting office, has been promoted to an Interline Ticket Seller.

Pvt. F. C. Bonifer and Corp. Vernon Thompson, furloughed Ticket Sellers, recently called on associates while home on furloughs.

Ten new Reservation Clerks have been recently added to the staff of the Reservation Bureau. They are, Mildred Canavan, Anna Kelley, Alice LeHaise, Helen L'Brien, Catherine Grady, Grace Sweeney, Gertrude Garland, Louise Cain, Lillian Tansey and Margaret Landers.

Mrs. Kerr, Reservation Clerk, recently said good-bye to her 18-year-old son, Edmund, who has entered the Armed Forces. In June, Mrs. Kerr will attend the graduation exercises at the Arlington High School to accept a diploma for her son.

Reservation Clerk Janet Re, who recently left to join the SPARS, was presented a purse at a dinner given in her honor at the Fox & Hounds Club, before she left for duty in the Coast Guard.

Quiet but efficient Josephine Duba, Reservation Clerk, surprised her associates by displaying a beautiful diamond solitaire. No date has as yet been set for the big day.

Mrs. Mildred Canavan, Reservation Clerk, received several letters from her husband, Capt. Canavan, a few days before Easter. Capt. Canavan for several months has been stationed at Guadalcanal and has been through several major engagements.

E. WELLINGTON MARTIN

READVILLE STORES

Bill and Margaret O'Donnell and son, Norwood, are spending the week at Chapel Hill, N. C., where their son, Edward, is graduating from the Naval Air School.

The boys in the Storehouse have received letters from John McLaughlin and Billy Vittorini, who are now in North Africa.

The following employees have left the service of the Company to enter the Armed Forces: Frank Barbuto, Gordon Waldron, John McLaughlin, Margaret Pasquaile, Peter Mariano.

Mrs. Mario Campennoli, on leave from the Medical Corps in Texas, visited us yesterday with Corp. Peter Mariano.

EDWARD R. FULTON

General Foreman A. C. Meyer, at Readville Shops, lent us this picture of the Paint Department of Norwood Shops, taken July 7, 1896.
Army Air
U.
Selective
Navy Air

THEIS ,
BREWSTER.
BILLINGS ,
KLING, Maurice
WHITE. George , Piper Hlpr . ..... ... ................
ALBANESE ,
BROOKS,
COFFEY,
CODY,
the Passenger Traffic Manager's office.

ing c la ss of the Commerc ial Course at the
Hartford, has given up his plans for a

to those in his home town, Amsterdam,
prove a success.

and Rate Clerks at the Boston Freight

of Passenger Receipts, who became
has gone with the

portation and he has been r e pla ce d by
New Haven.

spent the week.

Hartford, is now in the United

has returned with an h onorab l e dis c h ar ge .

Edward W.
O'Toole,
GIbson

(Continued from back cover)

WHITE. George , Piper Hlpr .
WILSON, William M.
WILSON, William M.
Binkr. Hlpr. ..... SS

Vea Nest Shops
ANIEL, Anthony Joseph, Mach. Hlpr. ..... SS
BARRY, William Howard, 3rd, Eloc. Hlpr. ..... SS
GOVONI, Antonio Ernesto, Loborer
THEES, John Robert, Loborer
R. R. Y. C. A.

KLING, Maurice Don. Asst. to Secretary

NEW ENGLAND TRANSPORTATION CO.
O'TOOLE, Lawrence G., Truck Driver
RECENT, William J., Truck Driver
WE WELCOME BACK
ALBANESE, John, M. T. Oper., New Haven, Mechanical
BILLINGS, John E., Jr., Binkr., Hlpr., Readville
BOGE, Clarence K., Jr., Yd. Bmkrm., New Han
BREWSTER, George, Truck Driver, N.E.T., New Bedford
BROOKS, George Nelson, Yd. Bmkrm., Boston, Mechanical
BUBBAUM, Eugene Charles, Ck., Auditor, Disbursements, New Haven
CAMPOGROSSI, George, Ck., Boston, Transportation
CAMPELL, George Daniel, B&B Corp., Providence
COFFEY, Edward James, Eng. Prep., Providence
COOTE, Lewis J., Mach. Hlpr., Boston, Mechanical

NEW ENGLAND TRANSPORTATION CO.
Leo Bates, having completed his tour of duty with the Army, has returned as Tick-
et Seller at the Providence Bus Terminal.
Anna Catanzariti, of this year's graduating
class of the Commercial Course at the
Boston Technical High School, is Junior Clerk in the
Passenger Traffic Manager's office.
William "Bill" Tierney, General Agent at Hartford, has given up his plans for a
Victory Loan drive in his territory, but the
soil conditions in Hartford are so inferior to those in his home town, Amatam, New
York, that the committee would not prove a

Success.
M. M. and L. Burke and Mrs. Jane H.
Atherton, Billing and Rate Clerks at the
Boston's Reading Yard, have joined with an honor

able discharge from the U. S. Army.

Edwin Quarters, Clerk at Southampton
St., has returned home from the front with an honor

able discharge from the U. S. Army.

Army Air
U.
Selective
Navy Air

THEIS ,
BREWSTER.
BILLINGS ,
KLING, Maurice
WHITE. George , Piper Hlpr . ..... ... ................
ALBANESE ,
BROOKS,
COFFEY,
CODY,

Edwin Quarters, Clerk at Southampton
St., has returned home from the front with an honor

able discharge from the U. S. Army.

Edwin Quarters, Clerk at Southampton
St., has returned home from the front with an honor

able discharge from the U. S. Army.

Edwin Quarters, Clerk at Southampton
St., has returned home from the front with an honor

able discharge from the U. S. Army.

Southampton St. Engine House

Southampton St. Engine House extends
its sympathy to Robert Frizelle, Welder,
Edward W. Farrell, of Providence, Mechanical
Inspector, on the loss of his brother.

Southampton St. Engine House extends
its sympathy to Freddie Anderson,
Mechanical Inspector, on the loss of his father.

John Jenson, "Lefty" Peterson, and Arthur Ben-
nett, Roolmaker, are both back on their
feet after serious operations.

We hear regularly that Michael Healey,
of softball fame, is very anxious to have
the boys drop him a line. "Mike" is now

stationed in Camp Rucker, Ala.

BASIL BAILEY

READVILLE SHOPS

Bruno J. Stefanoni, Upholsterer,
return ed to work recently after being hos-
pitalized.

The latest addition to the Supervisory
Staff is Louis Lisciotto, who was
appointed April 16 to Asst. Foreman,
Wheel Shop, at New Bedford.

Owen Finn, Laborer, and Gordon L.
Parker, were appointed as Asst. Fire Chiefs
to cover the second and third shifts, re-
spectively.

Mary E. "(Betty)" Walsh joins Eleanor
Armour to form our Messenger staff at Readville.

Alphonce ("Al") Waitha is the latest addition to the

Richard Sanders, Blacksmith Helper, is
to be congratulated on his wedding on
Easter Sunday.

Ernest Kaining, Carman, made his con-
tribution to the Second War Loan by pur-
chasing two $100.00 Bond at the Treasurer's
Office, Readville.

William J. Dennis also made his contri-
butio n when he bought a $50.00 bond
through our Treasurer's office.

Matthew J. Horner, son of John Horner,
Pipe Hlpr., in the Locomotive Shop, is
now a Corporal, training as a Laboratory
Technician at Lawson General Hospital in
Atlanta, Ga. His brother is a Clerk at
Readville.

Returning from military service is Ar-
thur C. Ceralick, Machine Operator in the

Stanley Bonceke, Paint Helper, Car De-
partment, has joined his trade in May. Re-
cently, Mr. Bonceke's boy is in the Yankee
Division, U. S. Army.

FRANK W. KELLEY

DINING CAR DEPT.

Grill Car Attendant Polly Norris was married in

April, to James W. Biils, U. S. Army Air Force, at the Chapel,
Turner Field, Ga.

Lt. Thomas R. Garvey and Mrs. Garvey
(former Hostess Doris Gillis) of Dor-
chester, Mass., are proud parents of a daugh-
ter, Patricia Ann, born the latter part of April.

Grill Car Attendant Mary Lydon, of Dor-
chester, Mass., was married May 1 to En-
sign Joseph M. Nee, U.S.N.R., at St. Pet-
er's Church, Dorchester.

Order Clerk John F. Shea became As-
istant Steward at New Haven Station Restaurant, effective May 1.

John's effective May 1, W. A. ("Fred")
Duprey was appointed Dining Car Super-
visor. Fred has been one of our most effi-
cient and popular Stewards for the past
ten years, and previous to that was in Freight
Service of New Haven Division.

Letters have been received recently from
former Hostess Julia Rawley, who is now
living with her family in California. She has
a position as Stewardess at the Bank of America, located in Pasadena, and says she's
loving it down there in California.

Hugh MacNeil, of Boston, former Grill
Car Counterman, has been promoted to
Dining Car Steward.

Waiter John Booker, New York, joined the "Proud Fathers" Club April 16
with the advent of a baby son, John Willis
Booker, weight six pounds.

ESTHER C. PHILLIPS

PRINTED BY L & K CO. PROVIDENCE
Additions to Roster of Employees Called Into Military or Naval Service

Total Number Now in Service 4,253

EXECUTIVE
Real Estate Department
PEACH, Charles William, Aest. Draftsman

Insurance Department
DURAND, Frank Homer, Chief Clerk and Inspector

ACCOUNTING
FRAULO, Victor, Clerk, A. of R.
HAUSER, Richard Helmuth, Clerk, A. of P.


LANG, John Harold, Clerk, A. of F.

LEACH, Charles Edward, Jr., Clerk, A. of R.

MALONEY, JohnThomas, Messenger, A. of P.

NAVASKES, James Thomas, Clerk, A. of P.

RHYER, Joseph Harold, Clerk, A. of P.

SHERANDEO, Ralph Louis, Clerk, A. of R.

STEBBINS, John Edward, A. of R.

TRAFFIC
COSGROVE, Robert Gregory, Clerk, Pass. Triff.


MAMMES, John George, Steno.-Clerk, S&T.

SCHMITZ, Stu, Clerk, Pass. Triff.

PURCHASING AND STORES DEPARTMENT
BARBUTO, Frank Anthony, Trucker, Rdvle.

MCKENNA, James Francis, Helper, New York.

O’CONNOR, Edward Joseph, Clerk, Puff. Triff.

STEWART, Charles Edward, Trucker, Rdvle.

OPERATING Car Service
GUINCEL, Orc Kline, Sorter, WAVES

MANGAN, John Patrick, Car Tracer

Boston Division
BARRY, Kevin Gerard, Clerk

DOWD, James Anthony, Yard Clerk

KELLEY, Edmund Francis, Crew Dispatcher

LEROY, Robert Thomas, Yard Brakeman

MURNANE, Henry Joseph, Clerk

NOLAND, George Wesley, Crossman

O’Connell, Joseph P., Gen. Clerk

Hartford Division
ADAMS, Joseph Daniel, Jr., Clerk

BARDEN, Leo Patrick, Information Clerk

EDWARDS, William Rupert, Mail Porter

GLUSKIN, Arthur Jacarble, Yard Brakeman

HENDRICKSON, Edwin Wesley, Frt. Laborer

HUMES, Milton Jesse, Frt. Flagman

LALLA, Henry Francis, Clerk

MARTIN, Raymond Francis, Clerk

SCHECHTER, Edward Anthony, Steno.

PATRIZIO, James Joseph, Frt. Laborer

New Haven Division
ANTWILDER, James, Frt. Laborer

BENTLEY, Thomas A., Clerk

BERNER, George Richard, Ticket Clerk

BOWMAN, Dock Trucker

BRESNAHAN, Robert Thomas, Lumphman

BROWN, Solomon George, Red Cop

BURNS, Harold Joseph, Bogg. Clerk

BURSO, Henry Joseph, Yard Clerk

CAMPANE, Francis William, Janitor

CULLITON, Charles Fenton, Frt. Baggage Agent

DUNN, John Joseph, Frt. Flagman

DZIETYCK, John, Bridgeeman

ECCELESTON, Horold, Trucker

FALLON, Leo Roy, Clerk

FRATTO, Samuel Louis, Yard Clerk

GAMBARDELLA, Dominick F., Crossman

GERHARD, Charles Edward, Trainman

HANSON, Albert T. L., Yard Brakeman

HIGGINS, Roger Malcom, Yard Brakeman

HORAN, Arthur, Trucker

MALONEY, John, John, Clerk

MAURITIUS, Jasper, Foreman

MURPHY, Daniel, Frt. Flagman

SALVATORE, Arthur, Trucker

SMITH, Thomas Robert, Jr., Clerk

TEULON, George, Timekeeper

WARMAN, Theodore Armund, Check Clerk

WEST, John Francis, Frt. Laborer

W-information. David Edward, Frt. Laborer

WARD, Paul Edward, Tkt. Seller

WARD, William Andrew, Laborer

WILSON, Henry, Frt. Laborer

Providence Division
BOWLES, Edmund Charles, Clerk

BRENNAN, Matthew Thomas, Clerk

CHAMAGNE, David, S. S. OPER.

CURRIE, James, Trimmam

GALLO, Ralph, Frt. Handler

GAUVAIN, Frank Joseph, Frt. Handler

KIELY, Edmund, Trimmam

MAHONEY, John Leonard, Messenger

MAGINOT, James James, Clerk

MARTIN, Joseph Francis, Clerk

MARTY, John Victor, Frt. Checker

McDONOUGH, Thomas Walker, Fireman

MCGOY, John Joseph, W/S Sorter

MONTAVAL, Charles Friends, Messenger

MORRIS, Joseph A., Yard Conductor

O’NEIL, John Henry, Jr., Clerk

PORT, Hyman Raymond, Foreman

SCANNEL, Lawrence Edward

Speeder Car Oper.

SCHMIDT, John Joseph, Clerk

SOVITS, Alphonse Tov, Clerk

SPERUTI, Frank, Clerk

SULLIVAN, John Joseph, Clerk

SULLIVAN, John Michael, Yard Clerk

Dining Car Department
CALNAN, Richard Joseph, Counterman

MILLER, Pauline, Frt. Laborer

Marine Department
BENASIC, Charles Edward, Utl. Clerk

KARL, Carl, Lincoln, Frt. Laborer

PRICE, Roy Manchester, Ltr. Cpt.

ROBINSON, William Alfred, Floatman

Police Department
ARMSTRONG, Thomas Raymond, Patrolman

HAYES, Mortimer Joseph, Patrolman

O’CONNELL, William F., Patrolman

MAINTENANCE OF WAY DEPARTMENT
BOWEN, Herbert E., Jr., Laborer

DOYLE, Herbert Francis, Laborer

FERNANDEZ, Manuel, Frt. Laborer

HAMILTON, William F., Rail Inspector

HANEY, William Henry, Brakeman

SIEKNO, John Charles, Track Laborer

SOLAZZO, Michael, Foreman

Hartford Division
ANDERSON, Otis, Laborer

CONNELLY, James Ignatius, Laborer

CUMMINGS, Edward Howard, Chairman

MARTINS, Otis Ludwig, Elev. Helper

New Haven Division
CLARK, Thomas A., Maint. Helper

CORAVO, John Rocco, Laborer

CULLEN, Charles Dudley, Timusam

GUINCEL, Oscar, Civil H.B. Painter

HAGGERTY, Charles, Timekeeper

JUDGE, Thomas Patrick, Painter

LEIFERING, Charles J., Corp.

MANULIK, Alex John, Clerk

NARDEOZZO, Michael Joseph, Helper

PRENTICE, Charles D., Jr., Painter

TALABOT, George, Elev. Helper

WHALEN, Thomas, Track Laborer

WHALEY, Lee Joseph, Asst. Signalman

Providence Division
ADAM, Samuel, Asst. Draftsman

DEPRETE, Albert Rudolph, Laborer

FERRANTE, Arthur Stanzio, Laborer

FLANAGAN, Arthur, Elev. Worker

LEWIS, Charles Richard, Laborer

MARSH, Ralph Eugene, Carpenter

MARTIN, Clement L., Engineer

ROY, Leo Alcide, Track Laborer

WARREN, David Edward, Timusam

WAUGH, Daniel Joseph, Sig. Hlr.

ZARKA, Walter Edmund, Trk. Patrolman

MECHANICAL DEPARTMENT
Boston Division
AULD, George Harold, Carman Appr.

BURKE, Walter Richard, S.M.W. Hlr.

CONNOLLY, John Joseph, Car, Cleaner

DEFRY, William John, Car Cleaner

DIGIOVINE, Daniel, Car Cleaner

DREIGEGERMAN, Samuel Edward, Instr., S.M.W.

GRENNAN, Thomas Patrick, Laborer

HINNFREICH, Joseph F., Jr., Laborer

JOHNSON, John Alden, Mach. Hlr.

LEAVITT, Earl Franklin, Mach. Hlr.

MACAHER, Thomas, S.M.W. Hlr.

RICKS, William, Mach. Hlr.

MORAN, John Richard, Car Inspector

PARKER, John Emil, Mach. Appr.

PAXTON, Edward, Car Cleaner

PHILRICK, Gerard Andrew

REED, Robert Alexander, S.M.W. Hlr.

TOWNSEND, John Joseph, Car Cleaner

WALSH, Michael Joseph, Laborer

New Haven Division
BELLO, Anthony George, Carman Helper

BERNARDO, Angelo Vincent, Clerk

BUCK, Raymond Charles, Caller

CARMICHAEL, Pasquale George, Eng. Washer

CIVITELLO, Frank Joseph, S.M.W. Worker


DEPEW, Allen George, Mach. Appr.

DEROSA, Frank, Jr., Laborer


GRANDFIELD, John James, Carman, Hlr.

LATTIN, John Martin, Car Cleaner

MCCOY, Charles Edward, Carman, Hlr.

MURHISY, Joseph A., Carman, Hlr.


PAGANO, Ralph Edward, Elev. Hlr.

PALLOCOVITCH, Joseph Carman, Hlr.

PONTI, Hal, W., Car Cleaner

PYNE, Michael, Carman Hlr.

RAI, Norman Patricia, Car Cleaner

BURBRO, Pasquale, Car Cleaner

WIXON, William George, Caller

Providence Division
APICERNO, Amico, Carman Helper

BRADBURY, Pasquale George, Eng. Washer

COLLINS, Edward Thomas, Carman, Hlr.

CONLEY, Joseph Frederick, Car Cleaner

DALLERY, Thomas William, Car Inspector

DOYLE, John Francis, Car Cleaner

KAUSA, Charles Anthony, Mach. Helper

KOEKEL, Francis Martin, Carman, Hlr.

MARIEVITZ, Edward Howard, Carman, Hlr.

Readville Shops
ASHWORTH, John Charles, Machinist

BERARDINELLI, Alfred, Bk. Hlr.

BERNARDO, Angelo Anthony, Carman, Hlr.

BRIANO, Housing, Bk. Hlr.

DUNBAR, Harry John, Jr., Bk. Hlr.

DUNN, William, W/B Hlr.

FLAHERTY, Michael Francis, Pipr. Helper

IZZIENZA, Gesuitaldo Angelo, Carp. Hlr.

KEITH, George, Jr., Bk. Hlr.

LAW, Bradford Emil, Electrician

LEAVITT, Joseph Michael, Elec. Hlr.

MAXEBERSON, John Cecil, Mach. Appr.

MARTINI, John Frederick, Bk. Hlr.

MCALLISTER, Howard A., Carman, Hlr.

MORRIS, Louis Martin, Car Cleaner

MORRIS, Thomas T., Jr., Bk. Hlr.

MULLIN, Francis J., Jr., Bk. Hlr.

MURPHY, Albert Joseph, Timekeeper

NILS, Richard Lawrence, Mach. Hlr.

PECK, Edward Richard, Car Cleaner

WALSH, Martin Joseph, Paint. Hlr.

(Continued on Page 29)