"For the holy love of God, let's listen to the dead. Let's learn from the living. Let's join ranks against the foe. The bugles of battle are heard again above the bickering."

STARS & STRIPES

The American flag flies again in the Philippines. Boatswain's Mate 2/c Robert Driscoll, former New Haven Railroad yard brakeman, makes Old Glory fast to a palm tree just after the Leyte landing.
Fellow Employees:

On our cover this month is a picture which doubtless most of you saw in your newspapers a few weeks ago. It is a picture which thrilled every red-blooded American, depicting the American flag again flying over the Philippines, for the first time in three years.

But even more was I thrilled -- and I believe all of you will be, too -- to learn that the young man so proudly making Old Glory fast to that Leyte palm tree is one of our own New Haven Railroad boys: Boatswain's Mate 2/C Robert Driscoll, Providence Division Yard Brakeman.

Robert Driscoll is typical of our six thousand young men whom Uncle Sam has called from their railroad jobs to do this bigger and distasteful job of fighting -- fighting to preserve intact all the great privileges which make America the finest place on earth to live. And when we contemplate the myriad hardships these men are enduring for us, I am sure none of us can ignore that eloquent plea of Stars and Stripes, the American soldier's own newspaper:

"For the holy love of God, let's listen to the dead. Let's learn from the living.
Let's join ranks against the foe. The bugles of battle are heard again above the bickering."

Let our answer be to buckle down anew, more resolutely than ever, to our own vital basic job of furnishing the transportation which, after all, is both the beginning and the end of every war effort. This war indeed is a war of transpor-

Sincerely yours,

[Signature]
If you want to find a man who is a real all-around individual, a railroad jack-of-all-trades, a sort of combination salesman, telegraph operator, accountant, information man, baggageman, mail handler, expressman, and withal, the railroad's "ambassador" in his particular community, we give you the Station Agent. And we mean the Station Agent in the small town. In the large cities it's different. There the jobs are more specialized and the work is broken down and split up among many. We intend to tell the story of the big-city Ticket Office in another issue. But this month we want to take off our hats to the small-town Agent, because never was he more important than he is to-day.

In his community the Station Agent is the railroad. How the Agent treats the townspeople pretty generally will govern what the town thinks of the railroad. He really is the railroad's "greeter" in his particular community. As such, he is continually in a position to make friends, and usually does.

On the other hand, it has been remarked that one unfriendly Agent can do more harm in five minutes than the Superintendent and the Traffic Department and all the executives can patch up in five years!

The Station Agent generally is well known to his fellow townspeople, and has intimate knowledge of their business and personal affairs. When Junior sets off for college, the Agent arranges for his transportation. He knows the family's vacation habits, about Dad's business trips, of the arrival of visiting relatives. When deaths occur, his sympathetic handling of any necessary travel arrangements helps ease the burden of grieved relatives. And today, of course, he sees the youth of his town leave for Army and Navy service, greets them when they come home on furlough, and arranges those often hurried trips for the last visit with Bill before he ships overseas.

In these war days, particularly, the Station Agent is apt to be (as the local Western Union man) the first to convey good or ill tidings to families of boys in the Armed Forces. It is he who must arrange emergency Pullman accommodations for the young wife who must get to California in a hurry to reach the bedside of a husband in the hospital. He it is who figures out young "Bud's" itinerary so he will be sure to report back to that Texas camp by the specified time. And he is the man who must turn hand springs of telephoning to trace that car so badly needed by the local factory.

His customers are his fellow townsman with whom, in all likelihood, he grew up. He knows their circumstances, knows the kids, has seen some of them grow up and get married, go into business for themselves, or set out for jobs in the "Big City." He's on good terms with the head of the local industry, like as not calls him by his first name, and is familiar with his shipping requirements.

Often enough the Station Agent is the local Postmaster. In earlier days he very often had his living...
quarters right in the station building. Some still do, but because of the many shifts incident to the closing of many small stations during the last fifteen or twenty years, these now are few and far between.

The Station Agent is expected to keep his eyes on what is going on, both on the railroad and in his town. In case of storms or unusual occurrences, he it is who notifies the Section Foreman, or vice versa.

Chances are good that he started in railroading as a Telegraph Operator, though with our modern Telephone communication facilities today that no longer is a prerequisite. But, Telegrapher or no, he has to be a pretty smart fellow. Let's take a look at some of the things he must know:

He must know passenger tariffs, including bus fares if New England Transportation Company buses use the station. He must know how to issue passenger tickets, both railroad and Pullman, local and interline, including all the many special forms such as furlough fares, commutation fares, children's half rates, and so on.

He must know domestic geography and must be thoroughly familiar with local and connecting timetable schedules, and have the ability to read the Official Guide so he can route passengers to any point in the United States or Canada.

If he also is the Western Union man, he must be familiar with their rates, and rules, and regulations. So much for some of the things he must know. What about things he must do? Turning to the Book of Rules, we find nine special rules regarding the duties of the Station Agent. First of all we find that he has charge of the railroad's business, property and station employees; must see that order is preserved, that the buildings and grounds are kept in proper condition (in Winter, of course, this includes clearing snow from station platforms; and all-year-round it means sweeping floors, washing windows and other janitorial jobs); and give necessary attention to fire prevention; and it is his responsibility to see that no unauthorized person has access to the ticket and freight offices, baggage and freight rooms.

The next rule places on him the responsibility to see that all freight which requires shelter is promptly placed in freight houses or in cars; that freight houses are locked and cars containing freight sealed and locked when not directly attended; that seals must be kept in a secure place and the required seal records made; that freight, baggage or express must not be left between main tracks, nor within six feet of main tracks, nor within six feet of

If he also is the Postal rates, rules, and regulations.
Edward G. Feehan, Acting Agent, Albion, R. I.

Next we find that the Station Agent must attend to the sale of tickets and to the receiving, delivering and forwarding of baggage and freight and collections therefor; must see that cars are promptly unloaded and forwarded; must keep the accounts, and make reports and remittances in the prescribed manner.

All l.c.l. freight unloaded must be checked by the Agent or his representative, says the next rule, and he must have waybills in proper order so that conductors can check freight to be loaded; and the apparent condition of such freight, and any "over, short or in bad order" must be reported in the prescribed manner.

The Station Agent, we find, is responsible for not permitting advertisements to be posted on the Company's premises except those duly authorized; and on the other hand must post in a conspicuous place our public timetables, tariffs and other matter issued by the Traffic Department; and must see that the Company's advertising matter is properly displayed and of current issue.

He must see that the Ticket and Freight offices and Baggage rooms are open at the prescribed times. Naturally, in Winter this includes tending the fire to have the station properly warm.

He must attend to the handling of United States Mail between mail cars and post-offices when within the legal limit, says the next rule.

Elmer H. Darling, Agent, Farnumsville, Mass.

If at a junction, he must see to the transfer of mail unless otherwise provided for. He must make sure that mail pouches and parcel post packages are protected. He must notify Postmasters of timetable changes, and advise the Superintendent of changes in postoffice locations.

The Station Agent has the responsibility, unless otherwise provided, to designate the places where vehicles shall be allowed to stand at the station, and where persons in charge thereof, hotel porters and other authorized solicitors, shall remain while engaged in their duties on railroad property.

And the last of these special rules regarding the duties of Station Agents requires that skids, trucks, and portable scales, when not in use, should be placed in the Baggage Room or Warehouse; that if necessary to leave them on the platform, they should be lined up at the end or in the rear of the station building and must be locked or otherwise secured, with the handles fastened in a nearly vertical position.

All of which seems to add up to the Station Agent being a pretty busy fellow. He is. We have many of them of whom we are mighty proud. And so we say, with fervor: Hats off to the Station Agent—our Small-Town Ambassador!
$100.00 Award Tops List of 96 Suggestion Winners

An award of $100.00, topping by $40.00 the highest previous award under the Employees' Suggestion System, was presented to Joseph T. Croke, Car Marker at 1st Street Yard, Boston, for his idea of a new procedure to be followed for the control of the return of foreign freight cars to the proper connections. Mr. Croke's suggestion included a complete and comprehensive analysis of the workings of the system at Boston, his report being more than three thousand words in length. The Boston Division Suggestion Committee determined that Mr. Croke's suggestion would result in "a reduction of time for checking the trains, especially those that are heavily loaded with empty cars, allowing the Clerk to spend more time doing some other things, rendering better service for outbound trains," and recommended an award of $50.00.

When the General System Committee reviewed the recommendations they increased the award to $100.00 in view of the fact that the same ideas could be put into effect at other freight terminals.

Besides the $100.00 award to Joseph Croke, we are able in this issue to name the winners of five $25.00 awards, three for $20.00 each, eleven for $15.00, twenty for $10.00, and in addition there were numerous awards for $7.50, which is the minimum award under the Suggestion Plan.


and $7.50. Frank G. Clegg, Material Clerk, Division Engineer's office, with two $10.00 ideas, and Mavis Dutchman, Stenographer in the same office, with two $7.50 suggestions, were the Hartford Division winners. Augusta Moessner, Clerk in the Office of the Superintendent of Car Service, New Haven, with $10.00 and $7.50 awards, now has four wins to her credit. On the Hartford Division Paul V. Duffy, Timekeeper, Bridge and Building Department, had two $7.50 ideas, and on the Boston Division Ernest S. Parks, Carman at "A" Street, received awards of $25.00 and $10.00.

A number of employees show signs of getting the "Suggestion Habit." It's a good habit, and it pays off!

Augusta Moessner, for instance, who had collected on two previous ideas, rang the bell again for $10.00 and $7.50. Robert A. Sanders, Operator at Plainville, fol-

lowed up his initial successes in getting awards of $15.00 and $7.50, with another idea which won $7.50. Agnes Dwyer, Clerk in Van Nest Stores, added a $7.50 award to her previous $25.00. Sylvester Keohan, Traveling Secretary to the General Superintendent of Transportation, received a $10.00 award after an initial $7.50.

Erbert J. Newton, Timekeeper, Danbury, points to sign he suggested at Danbury Ticket Window, explaining where train information may be obtained when office is closed.

The $25.00 winners were:

ELIOT E. A. JACOBS, Machinist Helper, Readville Shops; erection of a stand for removal of roller bearings, with trough for oil drainage.
Operator Robert A. Sanders at Plainville received a $7.50 Award for suggesting this sign to identify Highland Jct.

ERNEST S. PARKS, Carman, "A" Street, Boston; identification of controls for electric hoists, in interests of safety and efficiency.

ERIC E. E. PETERSON, Machinist, Readville Shops; to use a countersbore or trepanning tool in removing pins from large eccentric cranks.

HENRY W. VOGEL, Clerk, Shop Superintendent's Office, Readville;

(1) Relocation of ramp to loading platform, bulk storehouse, and widening uprights of overhead crane, to eliminate congestion.

(2) Change in manufacture of Grease Cup Wrenches, and elimination of milling and stamping handles.

$20.00 WINNERS

HARRIS W. FIFIELD, Passenger Trainman, New Haven Division; establishment of a classroom for Trainmen at Grand Central Terminal.

JAMES H. MILLER, Clerk, Accounting Department, New Haven; reversal of ribbons on International Business Machines, prolonging life of ribbons 75%.

ARTHUR J. VADNAIS, JR., Assistant Foreman, Dover Street Enginehouse, Boston; protection of Diesel Locomotives to prevent movement during sequence tests.

$10.00 WINNERS

HELEN R. BEATTIE, Stenographer, Stores Department, Van Nest; cover typed bin labels and correspondence folder tabs with Scotch tape for greater durability.

FRANK G. CLEGG, Material Clerk, Division Engineer's Office, Providence;

(1) definite round-the-clock firefighting duties to be assigned

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Some of the most serious suggestions which result in money awards under the Employees' Suggestion Plan nevertheless have their humorous side. Consider the plaintive note in Howard Topham's suggestion, for instance. He is a Helper in the Stores Department at Readville.

"I suggest," wrote Topham, "that the storehouse workers be provided with a place to change their clothes before and after work. Before the war, this was not necessary, but now with the influx of female co-workers, a place like this is needed. It is very embarrassing to have one's pants off, and have a woman come around the corner unexpectedly."

The sympathetic Suggestion Committee quite agreed, and solved the problem by arranging a curtained-off area, rewarding Mr. Topham with a $7.50 award for calling attention to the situation!
Support the RED CROSS...

Keep your Red Cross at his side. Never was this more important than today. Long after swords have been beaten into plowshares the Red Cross will have much to do.

Even after the last gun has been fired many a month will pass before all our fighting men are home. Some will be confined in hospitals for long periods of recovery. Traditional Red Cross service for these men who have sacrificed so much must continue unabated. It is a sacred obligation delegated to your Red Cross.

No less sacred is the obligation to stand by with all necessary aid while veterans of this war, now being returned to civil life, adjust themselves to new conditions, prepare to take their rightful places in field and factory.

The welfare of the families of our men in uniform, their wives and children, their aged parents, must be guarded to see they do not suffer want in these trying times.

The refugees and waifs of war need help — help such as only the Red Cross is prepared to give in a war-scarred world.

Those essential and humanitarian services which at home have characterized the Red Cross through the years must be continued: disaster relief, home nursing instruction, nurse’s aide training, the many volunteer services, and other activities.

Though the roar of guns may cease, human needs remain. The Red Cross can meet these only with your continued generous support. The President has designated March as Red Cross Month, the period in which the 1945 Red Cross War Fund will be raised. Red Cross activities are financed solely from voluntary contributions and gifts. We all must do our part.

War Department Employees

Won $520,736 for Suggestions

The War Department’s Employee Suggestion System has resulted in 20,069 worthwhile ideas which resulted in awards totalling $520,736, it was reported recently. The system was put into operation in June, 1943. The awards ranged from $5 to $1,500.

These suggestions were made by civilian stenographers, clerks, repairmen, machinists, foremen, and dozens of classes of other workers.

They covered a wide range of subjects, including improved use of radar, expedited on-the-spot repairs of propellers, simplified the grenade launcher on rifles, accelerated the transmission of casualty messages, improved bomb-bay doors and helped in many other ways to speed war production.

Our suggestion plan has been in system-wide operation only since September 1, and has resulted to date in 301 awards totalling $3,380. Our top award to date is $100.00. Who’s going to come forward with a $1,500 idea?
THE dominant part which railroads will play in Boston's post-war future is portrayed dramatically in twin murals, each fifteen feet long by seven feet high, recently unveiled at the Boston Museum of Fine Arts. They are part of an exhibition, "Greater Boston Looks Ahead," now open to the public.

One of the murals is devoted to portrayal of the vital part the railroads will play in hauling the great bulk of Boston's cargoes to and from her piers, and in providing the link between Boston's industries and the nation's and the world's markets and sources of raw material. The other depicts New England's recreational and cultural activities which the railroads place at the feet of the nation.

In the industrial mural is envisioned a harbor filled with streamlined ships, great functional piers flanked by gleaming, glass-walled factories symbolizing the future port traffic and the re-born industry of New England. Depicted also are raw materials from all over America and the world which pass through Boston over Boston's railroads enroute to New England's industries. Here too are the products of New England's farms which go by rail through Boston to waiting markets. Another section symbolizes New England's industrial output, with the finished products of plants and factories, which now have reached an annual total of $4,892,000,000.

The other mural portrays Boston as the Hub of recreational and cultural activities, too, and the railroads which will bring America to New England's rolling hills, sandy beaches, historic cities and storied antiquities. Prominent in this panel are the trains of tomorrow which will carry the hundreds of thousands of pleasure-bent travelers who will come to New England's famous playgrounds. There is an old covered bridge, and beyond it the mountain and lake country so typical of New England. One of New England's lighthouses guards a rugged stretch of

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Children who eat on New Haven Railroad dining and grill cars these days get a nice surprise at the conclusion of their meal when the Steward hands them each a large white envelope containing a box of crayons and a coloring book, especially designed to interest youngsters up to fourteen years of age.

Mom and Dad have delightedly declared this book to be truly the answer to the harassed parents' prayer for something to keep Junior and Sis occupied when they tire of looking out of the window and finish reading the "comic-strip" adventures of Superman. With more than a hundred outline drawings in its twenty-four pages, there is enough coloring work to keep the average boy or girl busy most of the way from New York to Boston.

The pictures as might well be expected, have a distinct railroad flavor. There are pictures of passenger and freight trains, of the conductor, the engineer, of "the man who sold us our tickets," of signals, of the dining and grill cars themselves, of things seen from the train windows. The cover, appropriately, is a train picture colored in imitation of crayon work, to give the boys and girls an idea of what can be done.

Distribution of the books started during the Christmas season and will be continued as long as the supply lasts.
THROUGH THIS GATE PASS THE WORLD'S BEST
SOLDIERS OF PRODUCTION
It's a safe bet to say that most of the six thousand New Haven Railroaders in the Armed Forces will feel a real, almost proprietary, interest in Winchester Repeating Arms Company, whose huge plant stands right alongside our "Canal" line at New Haven, for Winchester Carbines and Winchester-made Garand Rifles are in the hands of United States soldiers all over the world.

As one battle-scarred G.I., visiting the Winchester plant, fervently remarked recently, on picking up a Winchester Carbine and inserting a clip of the little 30 M 1 cartridges:

"Little, but oh my! What a terrific punch these babies can throw!"

But rifles and ammunition are not by any means all that Winchester manufactures. When a cloud of American fighter planes fly protection over another cloud of Flying Fortresses, most likely the fighters are equipped with Winchester-made radiators to furnish all-important cooling for powerful motors. And the Fortresses themselves most likely have Winchester-made radiator tubes, for they are used in almost every type of U.S. military and naval plane now flying, as well as in tanks and in those motor torpedo boats which are doing such marvelous work against the Japs!

And then there are those cabin heaters which keep our fliers comfortable in the sub-zero stratosphere — they, too, come from the big Winchester plant.

And batteries, and flashlights — all so very vital to our fighting men in time of need.

Truly, when this war has been won, the name WINCHESTER once more will have been engraved indelibly on the honor roll of our country's contributors to victory!

Winchester has been a notable name in arms manufacture since 1866, when Oliver F. Winchester, who had been president of the New Haven Arms Company, organized under his own name in Bridgeport. He moved to New Haven in 1870, and the plant has been at the present location ever since.

Some idea of the complexity of the many different activities going on at Winchester's may be gained by mentioning the fact that the making of the Garand Rifle alone involves something like a thousand operations. These range from drop-forging receivers to hand-filing the many small parts. And between the two extremes lie machining operations calling for the highest degree of skill, such as drilling, reaming and chambering barrels.

One of the picturesque features of the Winchester plant, familiar to most New Haveners, is a square tower rising four stories above one of Winchester's five-story buildings. Yet few who have admired this lofty tower know that it has a distinctly utilitarian purpose. At Winchester's it is known as the "Shot Tower."

It is just that, for the tower houses ingenious and scientific machinery for the manufacture of shot for the famous Winchester Shot Shells. Molten lead is poured into a sieve resting over an opening in the floor of the top story and, passing through the holes of the sieve, drops fall through a tube the entire height of the tower into a tank of water which cushions their fall. The water is drained off the pellets, which then are dried in a heated drum, and they then pass through polishing and other operations until each is a perfect sphere of a particular size.

With wartime restrictions we cannot, of course, tell how many thousands of Winchester Carbines and Garand Rifles have been and are being turned out, nor give any figures about other items of production. All we may say is that here are many thousands of war workers who are able, day after day, to turn out many thousands of the things vitally needed by our fighting forces all over the world, because our own New Haven Railroad keeps a continuous supply of raw materials rolling in and finished products rolling on their way to the fighting fronts.
Christmas Packages Make Big Hit

Our Christmas packages for the boys in service apparently are getting better every year. At least, that's the opinion of Ed. Minton, Electrician Helper, Van Nest Shops, now Chief Motor Machinist's Mate in the Navy. "I've noticed the difference in the packages this year," he wrote. "It suits the needs of a serviceman a whole lot better than the ones of a year or two back."

The most popular item in this year's package undoubtedly was the cigarette lighter. It certainly got the most mentions. As Sgt. Homer L. Odell, Bridgeman, New Haven Division, M. of W., put it: "If I had received only the lighter I would have been more than grateful!"

"Just what the doctor ordered," commented Cpl. Walter O. Clanson, Yard Clerk, Hartford Division, "Because of the match shortage here." He wrote from Italy.

Pvt. Bill Barry, Boilermaker's Helper, Readville Shops, with the 7th Army, said, "the constant match I consider a very useful article as I am a pipe smoker and use plenty of matches."

Strangely enough, the song book seemed to be next in order of popularity. From some overseas location Pfc. John F. Doyle, Car Cleaner, Providence Division, remarked, "Those song books sure did come in at the right time. All the boys in my outfit liked them and we sang quite a lot last night."

"Most of all I appreciated the 'Service Song Book,'" said Pfc. Tom McGee, Electrician Helper, New Haven Division. "All the fellows in the barracks were nuts about it, too."

"The Song Book made a big hit," wrote Cpl. Arnold B. James, Assistant Cost Engineer, Providence. "I have to watch it like a hawk or I wouldn't have it long."

And Lieut. Eddie Jones, Bullard Building Clerk, who received his commission last year after service in the Pacific, and who was last heard from in England with a tank battalion, learned about their Division song through the book. "I was surprised upon opening the book to find staring me in the face the 7th Armored Song. This is the first time I knew we had a song of our own!"

Most of the letters express gratitude at being remembered. "I guess I showed off a little," said T/4 Ebner Glooskin, Hartford Division Machinist, writing from an Army Hospital. "Your package was the first of its type to be received in the ward, and it made me proud to know that 'New Haven' still thinks of its boys who have left for a bigger job, to help make this world safe for democracy."

"I think I have the best employers known," commented Ed. Levesque, Bullard Building Clerk, with a Torpedo Squadron in the Pacific. "At least it seems that I have been treated better by you since I've been in the service than anyone else in my outfit. There's no doubt in anyone's mind as to whether or not The New Haven Railroad is a good place to work."

As usual, many of the boxes went on round-about trips. For instance, Pharmacist's Mate 3/C Ray Colbert, New
Christmas greetings flowed in from New Haven Railroaders all over the world.

Haven Division Baggageman, said his "went to South America, back to New York, then to Norfolk, where I am temporarily."

Some arrived right on Christmas Day. However, Pvt. Vincent Cala­rese, Car Cleaner, South Boston Passenger Yards, got his in Eng­land on Thanksgiving Day — "Rather early," he remarked, "but right in the groove!"

Cpl. Joe Antunes, Toolroom At­tendant, New Haven, got his on his birthday, November 19, also in England, "so you killed two birds with one stone," he quipped.

Storekeeper 1/C John J. Harness, Timekeeper, New Haven Division

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PROVIDENCE CAR DEPARTMENT

We were all sorry to hear of the recent death of Foreman William J. Hopkins, York, R. I.

Recent letter from T/Sgt. Robert Hancock, Car Inspector, is from Belgium, where he is serving in a Railway Operating Battalion.

Mrs. Dorothy B. W. Bright, former Car Cleaner, has arrived home at Spokane, Wash., last month, while her husband was with the C.B. at Quonset Point.

CATHERINE MCMAHON

PROVIDENCE ENGINEHOUSE

John DeSiderato, Machinist Apprentice, paid a visit to the Enginehouse. Just returned from the Pacific after being wounded in action.

1st L.t. John E. Colvin, Machinist, now with the Railroad Division, dropped in to say "Hello" to the boys, on furlough over the holidays. John also was President of the Machinists' Local, Providence Enginehouse before joining the service.

The following officers of the Engineers' and Firemen's Association were elected for 1945: President, R. S. Fisher; Vice President, M. E. O'Reilly; Sec. and Treasurer, T. P. Comer; Board of Directors: W. E. Taft (Chairman), J. J. Buckley, J. J. Devine, F. H. Barker, L. A. Abbott; House Committee: R. Rondeau, E. Moran, J. Debrade; Auditors, J. Clegg, W. Devine, W. Plunkett.

JOHN M. SULLIVAN

NORTHUP AVENUE

Congratulations to Mr. and Mrs. Raymond Thompson, who recently had an addition in the family—a baby boy.

Rosindo "Cy" Fracassa, Foreman and Window Washer, was off duty for a while through sickness, is back on the job.

Charles A. Taft, Carman Helper, now in the Air Force, visited Northup Avenue, Saturday.

We regret to learn that William Murray, Jr., who left his job as Car Inspector at Cranston to enter the Army, is reported as missing in France.

JOSEPH M. CONNIS

WORCESTER CAR DEPARTMENT

Living in the vicinity of a department head is the advantage of Foreman E. L. Hansen and Inspector "Windy" Burnham. They are able??? to get their respective cars started these cold mornings.

We extend our sincere sympathy to Car Clerk George Gough, due to the recent death of his brother.

A very welcome letter was received from H. J. "Dicky" Fox, of Gunner's Mate 2/c, U.S.N.

R&B News

Painter Walter Lindberg enjoyed a week's vacation recently. We are told that he spent about three days shoveling his car out of the snow.

Plumber Helper "Monk" Lambert is back with us again and feeling OK.

EDMONT D. DUPRE

WORCESTER TERMINAL

Bill Morrison has retired after nearly 50 years' railroading. Happy retirement, Bill. Glad to see "Frankie" Williams and "Bill" Labonte back in action again after their recent sickness.

Our sincere sympathy to John Clarke on the recent death of his brother, Richard, killed in action.

Woofer Card can boast of at least two good hunters in "Frankie" Williams and "Bill" St. Germaine, who each bagged a deer in a recent hunting trip.

John McMahon has resumed work after an illness of three weeks. Glad to see you back, John.

JAMES F. McGRATH

PROVIDENCE PASSENGER TRAFFIC

The Information and Reservation Bureau has a new operator, Priscilla Beaulieu. She will sign as letter "N" along the line. Last month she spent a couple of days attending the voice school in New Haven with the two other new operators, Olive Eagleson and Florence Wells.

Pfc. Fred LoBiondo, on furlough, paid a welcome visit to the ticket office. His work in the Army has been that of foreman of men—leaders of war—a far cry from selling tickets in the Union Station.

Jim Sweeney is back on the board after his extended illness and looks fine.

In the case of Mrs. Pius of Quincy we got knocked down by stray gerns on the locomotive. We missed her and is on a leave of absence trying to regain her health.

Holiday greetings were received by Johnny Mann and Russell Prime from Tommy Mulvey (see photo page 25). He is stationed in England and told about going a strenuous hunting in Jolly England (pseahunt hunting to us). Prior to his entering the service in December, 1941, Tommy was a member of the Information Bureau in Providence. He has spent a year on overseas duty as a member of the Army Signal Wing connected with the 8th Air Force.

BEATRICE GARSIDE

WESTFIELD, MASS.

Robert H. Carrier, General Foreman, B & B Department, retired from active service December 16 after approximately 38 years with The New Haven. To express our appreciation for the service which he rendered us throughout his long career with us and his good health and good luck, a group of fellow workers gathered at the Colonial Inn and presented him with a gift. The present was a watch—made by John F. Glynn, Track Supervisor. Everyone enjoyed a good meal and a very good time.

John McCarthy, Trucker Driver, has been appointed to succeed Mr. Carrier.

William F. O'Day, Chief Clerk, has had a most unfortunate experience. What with ice and snow, Mr. O'Day lost his footing and received a severe fracture to his left wrist. He has returned to the job now.

C. W. SLATTERY

SPRINGFIELD CAR DEPT.

Sympathy is extended to Car Inspector Urbano Pozzan on the recent loss of his wife.

Truck Driver Ernest Muzzy left us for induction into the Armed Forces January 8. Good Luck, Ernie.

Luther Nichols and Thomas Callahan have been employed as Truck Drivers to replace Ernest, Inducted into Army and William Carroll, resigned.

Eelec. Helper John Lagacy, son of Elect. Helper John Lagacy, has been appointed as Helper, in place of John Noone. We welcome back Coach Cleaner Eva Marcelina, who resigned last year because of illness.

Electrician Carl Jensen is confined to the house with a sprained ankle.

DONALD J. DEVLIN
HARTFORD DIVISION
Retired Asst. Supt. Walter L. Halliday, who has been unable to get away on his vacation, is being well taken care of by his family and friends. R. F. E. Charlie Burr is back on the job after several weeks in a Railroad Hospital in Newington. Ray Dorman pinch-hits during Charlie’s absence.

Lieut. Joe King was home on a furlough from Yardmaster’s office and was back on the job.

Edward J. Deegan, Yard Clerk, and Mrs. Stella Steemmons, Billing Department, were in the city with their daughter.

George Groux, Conductor on 7-09 A. M. Hartford passenger train, has taken his pension; Hugh Brakeman on 2nd NE-1. The Division extends their best wishes to both.

Agent Covert, at Pomfret, underwent an operation at New Hartford, resigned January 1 to enter business for himself.

John Fairbanks, who was promoted to 1/C in France, “writes the idea of a postwar territory. An up-and-going fellow, Bob Daniels, Mechanic, has all the earmarks of a Journalist. ‘Ike,’ on his days of a few weeks in the Veterans’ Hospital, Newington, was back on the job January 1.

We express our sympathy to Mr. and Mrs. Ray Dorman, who have lost a child, born December 22 at the Newington Veterans’ Hospital.

Nicholas Deegan, Jr., has assumed the duties of Assistant Agent at New Hartford, resigned January 1 to enter business for himself.

Henry Sudol, Checker, is leaving shortly for the Armed Services.

Ralph E. Pierce

WATERBURY
Congratulations are extended by fellow employees to Conductor Henry M. Boyland, who became the father of a six-pound baby girl, born December 27, first child of the family.

Congratulations, also, to Ed Shoby, who was in the service in the European area, who became the father of a baby girl on December 27, first child.

Albert J. Barkauskas, Operator, on December 22 at the Newington Veteran’s Hospital, Newington.

Congratulations to Paul Dean, Secretary, on being promoted to 1/C in France.

Edward Corey, Painter, has been repatriated in France.

Car Inspector James P. Donan, now in the Armed Services, will mail Christmas cards to his railroad friends which reads “Merry Christmas from Ameri­can Boys.”

Edward Wheeler, Yardmaster, proud of his 155-pound baby boy who arrived recently.

We express our sympathy to Mr. and Mrs. Joe Dwyer, Yardmaster, proud of his 3½-pound baby boy who arrived recently.

Thomas J. Whalen

CEDAR HILL ENGINEHOUSE
Lt. Walter Schiffer, in India, says the USO units are doing a grand job in morale building and all G Is are very grateful to them. Says the Jinx Falkenberg and Pat O’Brien show recently at their Red Cross Auditorium played to Standing Room Only.

H. BOXX

Pvt. Cliff Seymour, getting his basic at Keeler Field, Miss., likes Army life very much and has been the PM-12M Gang at the Inspection Pit.

Gilbert Waterbury, Jr. took a sick leave from Pacific wars. Gil had a hand in several campaigns with the 94th Infantry. He has seen a lot, but try and get anything out of him.

Merchant Marine, good “ole” Samines, salutes us from Southern England, where the “war is on your front door step and not just a headline in the new.”

S. T. McGarvey, second class mailman, writes the idea of a postwar territory. An up-and-going fellow, Bob Daniels, Mechanic, has all the earmarks of a Journalist.

We express our sympathy to Mr. and Mrs. Ray Dorman, who have lost a child, born December 22 at the Newington Veterans’ Hospital.

We wish to extend our congratulations to Louis Carey, who has been appointed Trick Yardmaster at the Westbound Hump Yard.

Robert Manley, recently appointed Trick Yardmaster, 4,960 P. M. to 12 Midnight, Lt. Yarn, doing a very fine job in that territory. An up-and-going fellow, Bob Manley means to really go.

Edward Wheeler, Yardmaster, proud of his 155-pound baby boy who arrived recently.

Congratulations, Ed.

J. Barsneck, Conductor, is the handy man at the R. R. Y. M. C. A. on South Orange Street. Joe is always willing to assist, whether in a card game, bowling, pool, moving furniture, or assisting the Deck Clerk in his trying moments. Keep it up, Joe.


P. O. Box 29

CEDAR HILL TRANSFER
We welcome back Capt. David Morgan, discharged from the Army after two years’ service at Camp Kline, N. C.

As this goes to print Charlie McGowan will be in Washington on vacation. Did you see your Congressman, Charlie?

Ann Capron, Dickie, has just given her second pint of blood to the Red Cross, Girl, Anna.

Among those contemplating Florida vacations are Thomas Purcell, Arthur Gil­huly, and John Lang Mcguire.

Harry Blundock is away out front in the Cedar Hill N.F. bowling league this year. Speaking of bowling, those bowling shoes of Billy Johnsen, seem to be in tip-top condition. Bowls like he had a rocket in his pocket. Ben Gilhuly is taking bowling lessons from

Add these names of big Bond purchasers to the “Nice Going” Department.

W. H. Clancy, West Haven, Conn.
Nicola D’Emilio, Providence, R. I.
Cecil Forrester, Providence, R. I.
Arthur F. Lavigne, New Haven, Conn.
Julian DeCaro, Westfield, Mass.
A. M. Petlon, Haddam, Conn.
Charles W. Shibley, Waterford, Conn.
Newton B. Travis, Brookline, Mass.

None of us are very gay over the poke that Van Rumstedt and his Nazis took at us back in December, mostly because it pretty well put the kibosh on our dreams for an early victory.

Well, you can’t win ’em all, and we know that everything that can be done has been done to rub out that setback. But—and it’s a big “but”—now we’ve got to figure on more and more stuff for our soldiers and sailors fightin’ over there.

We read so much in the papers about 100 tanks here and 200 there, about 155’s on fighter planes and all the rest, that we don’t stop to think about how much money all this takes, so let’s think about it now.

Here’s a list of just a few of the things that the fighting of a suc­ cessful war needs.

KEEP ON BUYING—BACK THE BOYS
his son. Joe, these evenings. Bill Stafford, the former champ, paid us a visit awhile ago and showed he can still beat the best again and showed he can still beat the best.

Pfc. Victor Machutas, this column’s former champ, made a three-week trip to Florida. Bill Pettersen’s friends are all happy to hear of his promotion to 1st Lieut. At his base in England he has been reassigned to the South Pacific after 21 months’ service. After a 30-day leave he goes to Cherry Point for reassignment.

Our sympathy goes to DeChantel Prendergast on the death of her mother. Estelle Kealy, Helen West and Jean Scott are welcomed to the department.

We extend our sympathy to Irene Connors upon the death of her father.

We regret to hear of Mrs. Kathleen Liudahl’s resignation. She will join her husband, who recently graduated from Yale, lots of luck. Kathleen.

We are sorry to hear of Mrs. Ethel Spray’s illness. Hope she will be back with us soon.

We extend our thanks to Lillian Burgess on her engagement to Jack Hunter, of Wilburton, Pa.

Just best wishes to Rose Capobianco. That beautiful diamond ring was given to her by her own, now somewhere in the South Pacific.

We extend our sympathy to recently announced engagement to F1/C William Cocking. Congratulations to Spargo Jr., whose engagement to Margaret Robertson, of Rockville, Conn., has been announced.

The office “cage” was all pleased to hear of her engagement to Frank Schob. And to know that he is in the best of health and doing the Maritime thing.

His friends were very pleased to hear that John McLaughlin was home for the Xmas holidays. Jack is now on furlough from California.

Bob Moore was home on a short leave and is now back in duty.

Our sympathy is extended to Edna Beaumont and her father.

Auditor of Passenger Receipts Office

Congratulations to Eleanor Peters on her recent marriage and to Frances Jane McKerman, who will become a bride in the near future.

Lillian Ferarro Abbott has resigned to join her husband, who is in Florida.

Our sympathy is extended to Mary E. Gorman on the death of her brother.

Auditor of Passenger Receipts Office

Congratulations to Frances E. Reising, William J. Turcotte, Josephine M. Piccirilli and Josephine M. Piccirilli on their recent marriages.

Donald Dupee, Clerk, was a visitor while home on furlough.

Congratulations to John E. Stebbins, now in the Armed Forces, on his recent marriage.

Best wishes to Kathleen M. Traynor, Hettie A. B. Van Peer and Josephine M. Piccirilli and Richard Hauser, all of whom have recently returned from the service.

Congratulations to Paula Papa on her recent engagement to John Dray, and Anne Reynolds on the birth of another daughter.

HARRY D. KIERNAN

GEN. MEC. SUPT.

Welcome to town, Rand Glenn, Passenger, S/S Russell Fogg, a recent visitor from Wichita Falls, Shepard Field, Texas. 20 ft. S/C Sherwood T. Robinson, son of "Tom" Robinson, is on furlough from Middletown service. After being hospitalized for three months, Chief Warrant Officer Sherburne O. Drayton, son of Clark B. Drayton, has now returned to active duty in the Pacific on a battle ship.

JOSEPH DRAY

ELEC. TRANS. & COMMUNICATION DEPT.

Mrs. Dorothy Armstrong, Assistant Telephone Traffic Supervisor at New Haven, is recently engaged to an officer, who is a grandson recently. The granddaughter’s name is Lesley Dearmond.

KENNETH SHERMAN

GENERAL STORES

Congratulations to Tantalus Calamitas, Clerk. Just returned from vacation, happily married to James Edward Haeran, of Waltham. A recent call to the store.

Added to the Accounting Dept. office is Josephine M. Piccirilli as a Secretary.

Mr. Leonard D. Armstrong, Freight Agent, attended the Wedding of Antionette De- Neve, and Anne J. Naoum, at the time of her wedding was held at Tingle Tangle Inn, Morris College.

Mrs. Elisie Elliott, Comptometer Operator, spent a week-end with her husband, F. Curley, in the middle of the week-end.

Charles Kelley and family spent the week-end at North Adams, Mass., where his two daughters, Ann and Eileen, were in a singing concert on Sunday, January 21.

(Continued on Page 16)
Doris Montellius' parents received word two days after Christmas that their only son died in the service of his country in Cuba.

Phil Jones, Passenger Representative, finds his work lacking in anything. He has been in the army for over a year now and knows just what to do about—operates of course.

Mr. Williams, District Stenographer Agent, was out with a bad case of gripe. We missed him.

Elizabeth Travis' Thanksgiving holiday was much happier than anticipated, with the return of her boy, Sgt. William C. Travis.

Acomm. had a real good up year when two glamour girls invaded the Reservation Bureau at the Persons Department. Rose Fox and Elsie Beulbust.

Kate Doran of the Baggage Department, gave afternoon tea quite a whirl during the Holiday Season.

Our dashing Dot Davis, night truck mainstay, is en route to visit her husband, an Air Cadet stationed at Barksdale, Tex.

Helen Murray is happy, for her son is home on a much deserved leave from the U.S.N.

Peg Harkin's Christmas was doubly nice this year. Her brother, Tom Harkin, was home from overseas and then, of course, that extra gift special from Ken Nelson.

NED COAKLEY

SIGNAL DEPARTMENT

Johnnie Matthews, who is stationed in Alaska, has recently been promoted to Corporal.

Mr. and Mrs. Otto Albert are rejoicing over the addition to their family they have recently named Donald.

Col. William K. Poison, who was wounded overseas, is now convalescing in the General Hospital at Atlantic City.

HARRIET H. GRIFFITH

NEW HAVEN CAR DEPT.

Our first visit from the Armed Forces this year was that of Samuel Innes, who is Chief Carpenter in the Army Transport Service. Maj. Innes, a brave warrior, has served with the ScotchGreys in the Boer War. He also served in World War No. 1 with the 299th Engineers, 9th Division, and now in this War. He is now 42 and hale and hearty.

We also had a visit from Frank Shelley, Jr., former employee at New Haven Passenger Yard. "Frank" is a Lieutenant in the Navy and has participated in all the major engagements in the Pacific.

Aiden Johnson, Electrician, has written the boys that he likes the Navy and especially in Guam and that he is engaged. He is at present in the Marianas.

Johnny Lunny, Electrician, has sent word that he is safe and sound and working with the L.S.T. Forces. We are all glad to hear this news.

Lawrence Ursini, Carman Helper, was home on five days leave in the Navy and has visited all the countries in the European Section.

William McLeiland, our Electrician Foreman, is the proud father of a baby girl, born Nov. 11. She was named Nancy Ellen. Congratulations, "Bill."

BENJAMIN T. MAPPEO

NEW HAVEN DIVISION

Baggagemaster John J. Cain, of New Rochelle, is confined to his home with pneumonia. We all hope this finds him back on the job.

Ticket Clerk Hunter, at Port Chester, is the proud father of a new baby. Mother and Child doing fine.

Michael, son of Operator John Brennan, is recovering at his home in Bridgeport after a near death experience due to fright. He has his games and friends...that's the way to have him back on the property.

Charles Forbes, a former WPA Operator, has moved from Bridgeport to Stamford.

PTC James DeCarlo writes that he has already seen quite a bit of Europe, and is now taking in Belgium. He reports he enjoyed the recent visit by Capt. Joe Capin visited with us recently.

PTT Pvt. Stephen Bureski, from New Mexico, and now on his way "over."

Pvt. Armando Taranto, slightly wounded in France, is readying for convalescence.

Charles Otero, who has seen service in the South Pacific and contracted ma-
Iaria, was home on leave recently, after some time in Nevada recuperating.

DANBURY

Henry Frank, Engineer of the Danbury-Vock Bridge, was recently admitted to the hospital at South Norwalk.

During his recent vacation, and that other vigorous youth, Engineer Dock Local, still off duty and confined in conditions it is a pleasure to watch our Western Front.

Stanley Ketcham had a piece of luck on furlough recently. "Red" says the man, Ariz. on Dec. 23, and was commissioned for further training at a Naval school in Mississippi. A Fireman 2/C, and has been selected for service at the M. W. Way, and has been selected for the M. W., Deputy as Baggage, on return, to duty.

Robert W. Kelley, Berkshire Roster Conductor, now in the U. S. Army, was home on furlough recently, and says the army life is agreeing with him.

Avery Gould, son of Police Sergeant Austin Gould, graduated as a pilot in the U. S. Air Force at Williams Field, Kingman, Ariz. on Dec. 23, and has been commissioned a 2nd Lieutenant. Another son, Leon Gould, has finished his Naval boot training at Sampson, N. Y., with rating of Fireman 2/C, and was selected for further training at a Naval school in Mississippi. A Fireman 2/C, and has been selected for service in the M. W., Deputy as Baggage, on return, to duty.

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IN THE ARMY NOW

By S/Sgt. DICK JOSEPH

Soldiers spend a good part of their time walking in line. Therefore if there’s anything a GI hates, it’s a guy who tries to push ahead of those who have been waiting.

That’s why I got so burned at the big man in the uniform of the French Forces of the Interior who came into the village barbershop, clicked his heels, saluted the room, and proceeded nonchalantly to the first vacant chair ahead of all the rest of us. Unlike all the Frenchmen in the room, I lost my temper and sounded off. The big chap came back with something unpleasant that I couldn’t quite get, and I gave up the argument, especially since I was becoming aware of a growing air of hostility.

What the heck, I thought, the fellow had gotten in front of them as well as me, what were they getting sore at me for?

Nevertheless the atmosphere got thicker and thicker. There were murrations, and one or two men got up and left the place. A few minutes later a French MP came in, walked over to me, and said he’d like to see me outside. There I saw the men who had left.

"Not him," one of them said, "that is the American."

I returned to the barbershop, completely baffled. Finished with his haircut, the big guy got up to leave. The MP grabbed him and led him away. All the other men started to shout and laugh, and some of them slapped me on the back and called me "Mon vieux."

It seems that the big buy had been a Jerry soldier trying to get back to his lines! Even though his life depended on his keeping his mouth shut and remaining inconspicuous, superman—the heel—had become so accustomed to pushing people around that it finally betrayed him. His French had been even worse than mine, but with a voice like Daniel J. Tom.

No wonder couldn’t understand him!

Serves him right for trying to buck the line...
Malikhan back at her desk, recovered from the accident she met with at home. Congratulations to Checker James O'Loughlin and wife, on the birth of their first baby boy.

Your correspondent received Christmas greetings from Major Matthew J. Sweeney, Jr., son of our General Foreman, somewhere in Germany.

Everybody at the Piers enjoyed the little Christmas party.

MAX KOHN

PASSAGERS TRAFFIC, NEW YORK

Grand Central Terminal Ticket Office
Michael Payden, Ticket Seller, on his vacation visited his son at Glenwood Field, Boise, Idaho.
Oscar Taylor, Ticket Seller, has returned from his vacation spent with his family at Miami, Fla.
A. De Francesco, Ticket Seller, left the Brotherhood of Bachelors when he got married January 1. Mr. and Mrs. De Francesco are spending their honeymoon at Waterbury, Vt.

Pullman Reservation Bureau
Agnes Murphy, Supervisor, has been quite ill at her home on Long Island. Our deepest sympathy on learning of the death of Mrs. Marie Ferro's sister at Shamokin, Pa.

Mrs. Mallen, Reservation Clerk, spent her vacation at home getting good rest.

ASSISTANT SUPT., G. C. TER.
Pvt. W. A. Kelly, Mail Clerk and Messenger, has completed his basic training. He looks fine and said he feels good, regardless of the hard assignments he has had to endure. We all wish him the best of luck when he tackles the enemy.

Sgt. E. S. Bolger, Passenger Trainman, was home during the holidays on a short furlough.

First Lt. E. G. O'Leary recently paid us a visit and is to be assigned a new detail in Texas.

Retired Passenger Conductor J. L. Rader paid us his annual Christmas visit, just as strong and sturdy as ever.

HUNSD C. WEST

BAY RIDGE

W. F. Clemens is now Asst. Frt. Trainmaster at Bay Ridge, and may we say Congratulations with a Capital "C" from the Yard Crews and Engine House.

Congratulations to Mr. and Mrs. Dominic Marmoreale, the parents of a new baby boy. Both mother and baby are doing nicely, while papa is still beaming from ear to ear, even if it is an old story.

Car Inspector Mike Tapper's wife has improved so well he has brought her home from the hospital.

But not so fortunate our Machinist, George Lockwood, whose wife, ill in Flushing Hospital, seems to stay in a very serious condition. We hope tomorrow will be brighter, chin up, George!

J. P. Hennessy found the ice painful after his fall down the subway steps. A. J. Miehle, Electrician, also had a bad spill right outside his home and managed to reach the E. H. with the greatest of difficulty.

Electrician W. J. McCarthy returned from his vacation in Chicago. and brought the snow back with him, along with zero weather.

H. Erwin, Car Rep. Helper, back on the job after doing a good nursing job on his wife, who was very, very ill. Nice Kid, he has the nicest smile.

Well, boys, this is it. By the time Leslie Tyler sends this to press, I'll be just a memory. But may I say I have enjoyed my association with Bay Ridge and all the boys—I should say Gentlemen, for indeed that would be most fitting—and regret that I have to sever my connections. To George R., a girl with a guiding voice over these many months. I'm most grateful.

MY deepest sympathy on learning of the death of Mr. West's sister at the home of his son-in-law, O. J. Sweeney, Brooklyn, N. Y.

MARGARET OSBORN

(Writer's Note: We certainly shall sorely miss Margaret Osborn, whose welcome column and fine pictures have put Bay Ridge on the map in ALONG THE LINE. Good luck to her wherever she goes!)

BOSTON DIVISION

Fall River was host to 250 servicemen from Newport Naval quarters, 350 from Camp Myers Standish, on Christmas, and Yardmaster John P. McKown, who is also draft board officer, was member of Wel­coming Committee.

Welcome to Annette Bonenfant, new clerk in Superintendent's office.

James R. West, Clerk in the Accounting De­partment, was presented with his Fifty-year Service Pin by General Auditor George L. Sullivan. Present on the occasion were, 1. to r.: Frank J. Moritz, Misc. J. Hallinan, Andrew D. Guthrie, Albert Taylor, Jeremiah J. O'Neill, Charles Snyder, Benjamin F. Butch, George R. White, Thomas Fenesse Ex., Mr. West, Leroy E. Gifford, Charles Kelley, Frederick R. Stremel, Mr. Sullivan, Kenneth McEachern, Frank T. Foley, Fredric H. Palmer, Albert G. Nourse, Fred W. Fredrick.

Mr. West started work for The New Haven Railroad in Hartford, coming to New York in 1908 as Chief Mechanical Accountant. New Haven Shops. He next went to Harlem River as Chief Clerk to Master Mechanic. When Division Accounting was instituted in 1920, he went to The New York Connecting. He has been ever since, having his desk in the Marine Superintendent's office at Harlem River.

BOSTON DIVISION

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Born November 29, 1944, a daughter, Jeanne Elizabeth, to Mrs. and Assistant Chief Clerk Emilie Poirier. Congratulations.

The Air Medal with two Oak Leaf Clusters was presented to Mrs. Cathryn R. Goggin, wife of Passenger Representative Eddie Goggin, for their son, Lt. Harold L. Goggin, now prisoner of war, in recog­nition of his completing 15 bomber combat missions over Europe.

Sympathy to Motor Patrolman John Viveiros, whose son, Age 7, was drowned, and also to Operator Bill Reagan in the loss of his mother.

It is now 1st Sgt. John T. Connolly of the 406th Infantry.

Trainmaster Peter McLeod spent Christmas at his home of his son-in-law, Opg. Duffy Lewis, at Bridgewater, and Duffy Roberts Pete had quite a time.

Permanent changes among our Operators: Robt. Cavele to Agent-Operator, South Weymouth; Fred Sweeney, Lever­man-Operator, 2nd, So. Bay Jct.; Bill Doc, Neponset, Helper; Raymond Hall, Cotley Jct.; Relief; Anthony Oliveira, New Bedford; Relief; Oscar Fader, Agency, Wey­mouth; Bill McLeod, second, North Abing­ton; Gordon Miller, second, Middleboro; Bill Swan, 2nd, Buzzards Bay; Ted Hall, second, Medfield Jct.; and Albert Wall, 3rd, Director SS 227.

DOUBLE your caution in Rain, Snow, Sleet and Fog. (Nat 'l Safety Counc i l.)

HAROLD SHEEHAN
Readville Lodge No. 623, and extended his holiday greetings.  

EDWARD FULTON

READVILLE SHOPS

Salvatore "Buddy" Graziano, Carman Helper, is now an Ensign with Fighter Squad­ron No. 39 in the Naval Air Force.  

Joseph Hayes, Sheet Metal Helper, was a recent visitor here on furlough.  

John T. Smith and Walter J. Costello, Machinists with a Railway Battalion, have now gone overseas.  

Francis X. Flanagan, Carman Helper, is in West Africa with the Army Air Force.  

In a Base Unit.

Carmello Graziano, Boilermaker Helper, has been promoted to Sergeant at the Pier.  

Leroy Peck, Machinist, is on the sick list.  

He entered Faulkner Hospital for treatment.

Joseph "Joe" Carnabuci, Boilermaker, had his own "Tickle Story" with snapshots.  (See Page 15.) Mr. Carnabuci is pictured standing in rowboat with a porpoise in a net.  

While fishing for these porpoises, Mr. Carnabuci trapped the 1900-lb. shark pictured in the other snapshot.  These snaps were taken at Nahant, Mass.

A recent visitor on furlough, was Joseph Hayes, Sheet Metal Helper, now in the U. S. Navy.  He was a Messenger in the Superintendent's Office at one time.

SYMPATHY TO FOREMAN

PFC Wal­ter Doher ty, writes us.

He ente­red Faulkner Hospital for treatment.  

Due to the arrival of a grandson.  Congratulations!  

Our sympathy to Steward Harry Flanagan, whose son was killed on duty with the Army (Camp Plauche, New Orleans, La.) in the recent loss of his father.

Our sympathy to Foreman Peter McPhee, stationed in Alaska, was in during the Christmas Holidays.

Sharing in a triple birthday celebration at Dover Street Terminal, Dec. 21 were Supt. of Dining Cars Thomas F. Watson, Clerk-Stenographer Janet Glucklet and Hostess Ruth Garipay.

Our sympathy to Steward Leo McVinney (Camp Plauche, New Orleans, La.) in the recent loss of his father.

Our sympathy to Foreman Tom Reagan.

Our sympathy to Jimmy O'Brien and Jimmy Duplissa.  Glad to see Joe Croke received the top award in last month's suggestion plan.

Nice going, Joe.

Foreman Laskey did a nice job as Chairman of our Safety First Meeting last month.

Jim Dolan at work after a two-months holiday.

CHARLES W. CURREN

ACCOUNTING DEPT., BOSTON

Local Auditor's Office.

Congratulations are extended to Paul Noyes, Jr., Training Command, Midland, Tex., on his promotion to First Lieutenant.

Warren Van Gemert, H.A.-2/C, has been transferred from the Newport Naval Hospital to the Dispensary in the Naval Torpedo Station.  He is out of private office and he is now busy taking pulses.

Frank Anderson, H.A.-1/C, dropped us a line recently.  He says he is always glad to receive "ALONG THE LINE" and that he has read every letter in them and knows them by heart.

Lt. Bernard Conrad has extended Christmas and New Year greetings to all his office friends.

Addie Frost was the proud recipient of some Chanel No. 5 perfume, sent by her husband, Howard Frost, E.M.-2/C, from Paris.  He is stationed in a mine sweeper.

That was a beautiful bracelet that was recently announced; and to Madeline J. Murphy, Stenographer, Passenger Depart­ment.

(una pagina en blanco)

"Let her out one more notch, Joe, and we'll save some red points!"

Our Superintendent of Debris, Al Welch, has returned to work after his recent illness, much improved.  Incidentally, these beauty treatments are very beneficial, so we understand from Al.

Understand that Sidney F. Lawrence, son of Lieut. Lawrence, Police Dept., is now a Staff Sergt. of a Railway Operating Battalion in Belgium, and doing a fine job.  Congratulations!  

Congratulations to the following on their new positions:

Angelo Farina, Delivery Clerk, No. 4 House;

John T. Donovan, Perishable Claim Clerk, Boston Market Terminal;

Joseph Belcher, Delivery Clerk, No. 5 House;

I. James Onorato, Ullage Clerk, Boston Market Terminal;

Frank P. Lucy, Notification Clerk, No. 12 House;

John J. O'Brien, No. 2, Receiving Clerk, No. 1 House;

Robert McClelland, Inward Freight Bill Maker.

AGUSTINE F. CALNAN

BOSSON FREIGHT TERMINAL

GENERAL YARDMASTER'S OFFICE

Received letter from Harold Rau, who tells of meeting Mike Foley in New Guinea.  

Brakeman Joe Hanson, of the Army Base job, received a letter from his son, Joe, Jr., in New Guinea, stating he was in good health.

Conductor Joe Ambrosio recently had a reunion at home with both his boys in the service, home at the same time.

Received Christmas greetings from the following boys in the service: Mike Foley, from New Guinea; Larry Huddy, from France; Ray Cassidy, from Germany; Johnny Martin, from England; Joe, Jr., in New Guinea; and from Clerk George Murray, from the So. Pacific.

Following men on the sick list: Coleman Kelley, Yardmaster Danforth, and Clerks

Bob Mullen and Frank Healy; hope to see these boys back soon.

Had visits from Yardmaster Joe Hurley, and Jimmy O'Brien and Jimmy Duplissa.  Glad to see Joe Croke received the top award in last month's suggestion plan.  Nice going, Joe.

Carman Help­er, is now an Ensign with Fighter Squadron No. 39 in the Naval Air Force.

That was a beautiful bracelet that was recently announced; and to Madeline J. Murphy, Stenographer, Passenger Depart­ment.  (Please turn to Page 21)


Howard W. Topham, Helper, Readville Stores; a pipe rack to hold mail pouch catchers.

Henry W. Vogel, Clerk, Superintendent's Office, Readville; change location of Fire Chief's shanty for traffic safety.

Herman G. Wendent, Clerk, Auditor of Disbursements, New Haven; elimination of hazard of counter-weight on General Office Building basement elevator door.

96 Suggestion Winners . . .

(Continued from Page 5)

(Continued from Page 19)

(Continued from Page 7)

(Continued from Page 11)

Howard W. Topham, Helper, Readville Stores; a pipe rack to hold mail pouch catchers.

Henry W. Vogel, Clerk, Superintendent's Office, Readville; change location of Fire Chief's shanty for traffic safety.

Herman G. Wendent, Clerk, Auditor of Disbursements, New Haven; elimination of hazard of counter-weight on General Office Building basement elevator door.

Railroad Murals . . .

(Continued from Page 7)

(Continued from Page 11)

M. of W., received his on his second anniversary in active duty. Last year I received it on Xmas Day — the day I arrived back from Tunis, Bizerta, and Oran," he said, and predicted: "Next year I suppose I shall receive it again, I suppose, and I shall be there!"

But this year I'll be home for Christmas and will be there via N. Y. N. H. & H., which many of my southern and western mates tell me is one of the finest roads they ever traveled on. I know it's the best road, for it's truly a road with a heart. Thanks from all us Yankees for this fine gift!

Many of the boys mentioned the books, but Pharmacist's Mate 3/C Russ Cronk, Electrician Helper, New Haven Division, probably got more "kick" out of his than anyone else. "One of the best books I've ever had," he said, "is named The X-Ray Murders' and I got it out of that because I take care of the X-Ray department here.

One boy had his first tobacco after getting his box. "I have never eaten any herring, but plan on trying it tonight. A few of the fellows plan on giving me in the near future after this delicacy," wrote Sgt. Foster D. Hope of the Car Service Department.

Sgt. Carl Lindskog, Readville Car Shop Laborer, remarked that "This makes my 5th Christmas in the Army." He's at Ft. Lewis, Wash., and hasn't been overseas. He is a mess sergeant in a Medical training unit.

M 1/C Ben E. Duncan, Tinsmith, Boston Division, said, "This is the third package I've received from my employers in three different parts of the Pacific.

The acknowledgments come literally from all over the world—Hawaii, the Marianas, New Guinea, Leyte, a great many from France and Belgium and Germany, from Italy and Sicily, from Tripolitania, Iran, many from England, and very many from unknown places, such as that from Sgt. Don D. Crane, Hartford Division Yard Clerk, who said the box "serves out nice here in the jungle because you can't buy anything like that, because the nearest store is a couple of thousand miles away.""

This year many boys received theirs back in the United States after returning from overseas. "Four years ago seemed to make things change a bit, but after a couple of weeks at home everything comes right back to normal," wrote SF 2/C John J. Dwyer, Jr., Carman Helper, Providence, from Camp Parks, Calif.

And his sentiments were echoed by Pvt. James McHale, Track Foreman, New Rochelle, writing from New York: "It is nice to be back in America after almost two years across, and The New Haven rates tops any place!"

Sgt. Frank Impora, Piper Helper, Readville, wrote from Lawwon General Hospital, Georgia, that he would be discharged in a day or so, adding: "Two guys called me a baby!" An aviation engineer, he was wounded on April 18, and then wounded a second time while at a hospital in England. Getting home again again brings back with the railroad, naturally enough is a theme running through a great many letters. "I really and truly miss the old gang from the New Haven very much and hope it won't be much longer when we can all be back at our jobs again working for a really swell railroad," is the way Cpl. Percy Nodelman, Accounting Department Clerk, expressed it.

Pharmacist's Mate 2/C Johnnie Murphy, Boston Division M. of W. Laborer, said: "I'm waiting for the day when I can go back tampering ties, laying and spiking rail, etc."

From Italy, Cpl. A. J. Campagnone, Providence Division Freight Handler, just about covered everything in one short note: "All I can say is thanks a million. Incidentally, seven other fellows, my tent mates, send their thanks, too. I am looking forward to getting back on my old job with the old boys again. Please give my regards to my fellow workers, and wish them all the luck in the world."

And from the Pacific, with the Seabees, 1/S C Carroll R. Driscoll, Section Hand at New Bedford, packed a whole lot of sentiment in one short note: "I'm hoping to hear from the New Haven — hope things are going along in not too far future."

May he be right!
Missing

Cox. Domenick Farina, son of Machinist John Farina and Mrs. Marie Farina, has been reported missing since November 10, 1944. He was stationed in the Admiralty Islands in the Pacific. 1st Lieut. Donald W. Dickinson, Clerk, Van Nest Shops, who was reported missing since November 10, 1944, has been reported missing since November 10, 1944. He was stationed in the Admiralty Islands in the Pacific.

Wounded

PFC Santo DeCarlo, Machinist, Van Nest Shops, was wounded in France on October 29, receiving five shrapnel wounds. He had taken part in the D-Day invasion and at last reports was coming along O.K. in a Field Hospital in France. He was released from the military service October 3, 1942 at Camp Devens and shortly afterwards was assigned to the Air Force. He was promoted to Staff Sergeant shortly before going overseas on April 1, 1944. Sgt. Landrie has been awarded the Air Medal and eight Oak Leaf Clusters. He had expected to get home on leave around Christmas time as he had made a sufficient number of missions to warrant his getting leave. Sgt. Landrie is the son of Yard Conductor William H. ("Bill") Landrie of Providence. Staff Sergeant Russell V. Phelan, Clerk, Van Nest Shops, whom we reported as missing in action, in our September issue, subsequently has been reported as a prisoner of war, much to the relief of his family and friends.

Decorated

Staff Sergeant Russell V. Farrell, Clerk, Auditor of Freight Receipts Department, and son of James B. Farrell of the Overseas Charge Department, recently was home on furlough after completing 26 missions over Germany. Before going overseas in March, he made a 20,000-foot parachute jump, landing smack in the middle of the James River in Virginia in January, but suffered only from shock and exposure. He has been awarded the Air Medal on February 2, 1945, being assigned to the Air Force Reserve at Miami Beach, going from there to gunnery school at Tyndall Field, Florida, where he received his wings and later to Sheppard Field, Texas, for heavy bomber training, then to Langley Field, Virginia, for advanced training. He then was awarded as Assistant Flight Engineer on a B-24 Liberator, and from there to England, completed his 25 missions over all the larger cities of Germany, including Berlin. He was wounded in France on October 11, 1944. While retiring from the Eighth Air Force Bomber Station in England, Allied Flying Fortress Navigator, he is a member of the Eighth Air Force.

In Memory of

Logan Farina, Van Nest Shops, has been reported missing since November 10, 1944. He was stationed in the Smithsonian Islands in the Pacific. He was reported missing since November 10, 1944, according to notification by the War Department. A Bombardier in the Air Service, he was reported missing after a bombing mission over Germany. Born at Providence, he entered the service of The New Haven Railroad on November 4, 1925, as a Freight Helper, transferring in September, 1941 to Signal Helper, and was made a Yard Brakeman February 20, 1942. He entered military service October 3, 1942 at Camp Devens and shortly afterwards was assigned to the Air Force. He was promoted to Staff Sergeant shortly before going overseas on April 1, 1944. Sgt. Landrie has been awarded the Air Medal and eight Oak Leaf Clusters. He had expected to get home on leave around Christmas time as he had made a sufficient number of missions to warrant his getting leave. Sgt. Landrie is the son of Yard Conductor William H. ("Bill") Landrie of Providence. Staff Sergeant Russell V. Phelan, Clerk, Van Nest Shops, whom we reported as missing in action, in our September issue, subsequently has been reported as a prisoner of war, much to the relief of his family and friends.

Support the war effort by buying War Bonds.
Eight additional New Haven Railroad employees have lost their lives in the service of their country, bringing the total now to 72 who have made the supreme sacrifice. At the same time we regretfully record the deaths of three more sons of New Haven Railroad employees who also have lost their lives as members of the Armed Forces of the United States.

Following are the additions to our employees’ roll of Honored Dead:

**NICHOLAS MARIEO CARUSONE**

Patrolman, Police Department, Providence Division, lost his life on December 23 when a bomber in which he was riding with ten other airmen exploded in midair and crashed in Suffolk County, New York. A year and a half later this 21-year-old son of SS Operator Anthony Savarese, SS SGT. William E. Doyle, has been awarded the Bronze Star Medal for his skill in keeping tank weapons of a medium tank company, Sergeant Treptow is an ordnance repairman. “He voluntarily assumed the position of tank commander and handled this position until his need was recognized by Japanese pursuit in Leyte Strait. Born May 5, 1923, at Oak Bluffs, Mass., he entered railroad service in October 1941, and was in the fifteenth week of his training at Camp Wheeler at the time of his death.

**1ST LIEUT. THOMAS J. LEONE**

Staff Sergeant Nicholas Carusone, Patrolman, Police Department, Providence Division, lost his life in a training accident at the Training Replacement Center at Camp Wheeler, Ga., on December 13. This 21-year-old son of SS Operator Eugene R. Atherton, Jr., was killed in action in France on December 14, 1944, in a tank of which Carusone had said: “I like to help men and women on the railroad as the silent soldier of this war. In their own unheralded manner they are contributing to the efforts of our Army.”

Born March 15, 1918, at Providence, Sergeant Carusone entered the service of The New Haven Railroad November 3, 1941. He was promoted to Sergeant Major, and left for civilian life but was recalled to the service by Japanese pursuit in Leyte Strait. He was wounded and evacuated and very efficiently handled this position until his need was recognized by Japanese pursuit in Leyte Strait. Born May 19, 1916, at Eden Park, R. I., he entered the service of the railroad November 3, 1941. He died in the line of duty on September 10, 1942. Born May 7, 1921, at New York City, he entered the service of the railroad October 6, 1941, and was awarded the Purple Heart Medal as well as others for subsequent combat missions.

In a letter dated December 21, thanking the Trustees for their Christmas holiday gift package, Sergeant Carusone had said: “I like to help men and women on the railroad as the silent soldier of this war. In their own unheralded manner they are contributing to the efforts of our Army.”

**W/T CHESTER S. WEEKS**

Record Clerk, Providence Railroad Department, and son of Sabatino Mariano, Leader, Readville Railroad Department, and have served in the European Theater and the Pacific Theater ribbon.

**Gunnery School at Harlingen, Tex., later at**

**EDWARD M. SULLIVAN**

Record Clerk, New Haven Baggage Room

**STEVEN T. ZECHER**

Technical Sergeant George Zecher, Clerk, Hartford Division, is back in the Middle West, spending the Christmas holidays with his family. Born May 5, 1916, at Eden Park, R. I., he enlisted in the Marine Corps soon after his graduation from Technical High School, Providence, and trained at Forts Island, later becoming an instructor in aeronautical mathematics at the Marine Institute, Washington, D.C., where he was employed in the civilian life but was recalled to the service in 1941 and on September 15, 1943, was promoted to Sergeant Major, and left for the European Theater. He took part in the battles of Normandy, Kasserine, and Salpant, where he met his death on June 15.

**Richard White**, son of Wrecking Engineer Wilfred White, Southampton Street Engine House, New Haven, has been promoted to 1st Class Leading Neighbor. He was reassigned to the Air Force, training for a mission, in the St. Lo area in July, it was learned recently.
Operated First U. S. Train in France...

In our September edition we told how Private Curtis Thompson, New Haven Division Fireman, handled the throttle of the first American operated train in Liberated France, running from Cherbourg to an unannounced destination. We now are able to present a photograph of "Big Wheel" Thompson at the throttle.

Lieutenant Rabuse in France...

Writing from France on October 1, 1st Lieutenant John Rabuse, Clerk-Secretary, Passenger Traffic Department, New York, says:

"Haven't been in the country too long and when I got to the beach in my LCT, I couldn't half feel that a lot of damn good soldiers died so I could walk off standing upright. That feeling prevails as now."

"Just Like a Friend"

Writing from France, Pvt. William J. Kelly, Painter, New Haven Division, answers by way of comment: "MY ALONG THE LINE comes right after me, just like an old friend, with a ray of sunshine and a little darkness. We are with the Third Army and the going has been quite a bit of the day is done. It is nice to sit down on your bunk and read about the folks at home."

TO OUR SERVICEMEN

If you travel you may see or hear of good ideas as to railroad operation which might improve your service, and which might help to make our Committee more comfortable and convenient for you we will need your help in making this happen. If you do, make notes and send them to us. We will then see that your return you can write them on Suggestion Blanks or by our Suggestion Committee. Good ideas pay off in cash!

Danko and Camel Caravans...

Sergeant Joseph Pallo, Passenger Trainman, New Haven Division, in a recent letter to American Legionnaire M. H. Hull, writing from Iran, where he is stationed at Tehran, says that Iran is supposed to be the oldest civilized country in the world but it's backward as most of the freight and travel are done by donkey and camel. Every day I see donkeys and camels being the railroad to go over the mountain to the different villages. There is some end of this railroad to the other.... I do quite a bit of traveling here - was up to Russia for a week's visit and had a nice time but was glad to get back.

Lecuyer, a Lieutenant...

William A. Lecuyer, Clerk, Tamron Freight Office, (pictured here as a Signal Corps Officer) has been promoted to the rank of First Lieutenant in the United States Army. He has been serving in a recent dispatch from Italy where he is serving in the European Theater of Operations. His group has flown more than 140 missions and has twice been cited by the War Department for outstanding performance against the enemy. Lieutenant Lecuyer is a Bombardier on a B-24 Liberator.

"Lengthy, Desperate Slugfest"

Lieutenant Walter A. Swartz, Telegrapher, New Haven Division, who, in the earlier stages, once served in the Pacific area and is now stationed in Luxembourg, says in a recent letter: "I have been in and out of Germany now three times... I think all here had hoped that some how, some way, by fellow developments the war would end and we could begin to make plans for returning; but now it seems that we are in the midst of a lengthen slugfest which we inch ahead slowly but surely, and painfully, in mud, rain, and sleet, and know (everything but sunshine) of western Germany."

Railroading in Marines...

PFC George J. Feulner, Car Inspector, New Haven Division, post at Luxembourg, N. C., where he says: "I am doing railroad work in the Marine Corps. We have a 12 mile railroad. Feels like home. We have five full crews and two car inspectors taking care of it."

Kelley in Burma...

Lt. Col. Warren T. Kelley, Supervisor of Lighting Equipment, whom we pictured in infantry them a year ago is now in Burma, where he is in command of an Anti-Artillery Battalion and "finding the assignment very interesting, to say the least."


16. Sgt. J. P. Egan, PFC Joseph F. Morrison, Pass. Condr., Prov. Office, at New Haven Division, is at Camp Lejune, N. C., where he says: "I am doing railroad work in the Marine Corps. We have a 12 mile railroad. Feels like home. We have five full crews and two car inspectors taking care of it."


21. PFC Anthony Pietelli, Tampa Base, Engineer, Bn.; Div.; took part in occupation of Kiska in 43; recently returned, now taking Amphibious Training in Calif.


34. S/Sgt. James J. Walsh, S/Sgt. Dennis O., Prov. Office, at New Haven Division, is at Camp Lejune, N. C., where he says: "I am doing railroad work in the Marine Corps. We have a 12 mile railroad. Feels like home. We have five full crews and two car inspectors taking care of it."


Additions to Roster of Employees Called Into Military Service

Total Number Now in Service: 5,922

Total Number Who Have Lost Their Lives in Our Country's Service: 72

ACCOUNTING DEPARTMENT
CASSELL, James Michael, Clerk, New Haven

PURCHASING AND STORES DEPARTMENT
BELLY, Bartholomew, Trucker, Maybrook

OPERATING DEPARTMENT
Car Service Department
MILLER, Warren Johnson, Messenger, USA
REUTENAUER, Eugene Russell, Assistant Car Tracer, USA

Personnel Department
DOHERTY, Bernice Anne, Typist-Manager, WAVES

Dining Car Department
MURPHY, Albert, Jr., Train Porter, USA

Marine Department
WELLS, Sydney, Waiter, USN

Boston Division
CRAIG, Richard Francis, Fireman, USN

New Haven Division
JOHNSTON, Arthur Samuel, Yard Clerk, USN

ENGINEERING DEPARTMENT
E. T. & C. Department
DEL GREGO, Anthony, Helper, USA

Boston Division
COTTER, John Joseph, Track Laborer, USA

Hartford Division
DORAK, John Cyril, Maintenance Helper, USA

MECHANICAL DEPARTMENT
Boston Division
ALBOTH, Richard Emil, Carman Helper, MM
BRENNAN, Albert Francis, Motor Truck Operator, MM
D'AMICO, Leonard Alfred, Carman Apprentice, USA
FRANCIS, Robert Vernon, Machinist Apprentice, USA
MAKKERS, Vernon, Car Cleaner, USA
REGAN, John Edward, Electrician Helper, USA

Hartford Division
D'AGATA, James George, Carman Helper, USA

Roadside Shops
ABRAHAMS, Paul Ewald, Electrical Helper, USA
NARDEONE, John Ralph, Machinist Apprentice, USA
PARISE, Francis Joseph, Machinist Helper, USA
SMITH, William Allen, Machinist Helper, USA
WOOD, Henry Joseph, Jr., Sheet Metal Helper, USA

Van Nest Shops
DAVIS, George Everette, Jr., Machinist Regular Apprentice, USA
LANDAU, Arthur William, Machinist Apprentice, USA
WHITE, William Joseph, Machinist Apprentice, USA

WE WELCOME BACK
We welcome back the following men, previously listed on our Honor Roll, who are now back with the Railroad:

- BICC, Chester Domenic, Yard Brakeman, Boston Div.
- DOWET, Charles James, Passenger Trainman, N. H. Div.
- FINNEGAR, Andrew William, Floatman, Marine Department
- GARDNER, Melvin Edward, Machinist Helper, N. H. Div.
- GIUSKY, John Peter, Tallyman, N. H. Div.
- HOARE, John Thomas, Fireman, Boston Div.
- LEARY, Harry Thomas, Bulk Delivery Clerk, Hartford Div.
- LINDMARK, Harry Albert, Jr., Messenger and Clerk, Freight Traffic, Boston
- MAZZARELLA, Anthony Joseph, Carpenter, Hartford Div., M. of W.
- MCELLAN, John Francis, Patrolman, Police Department, Boston
- MORGAN, David William, Tally Clerk, N. H. Div.
- BEARDON, James Patrick, Car Cleaner, Boston Div.
- TETLOW, James Henry, Yard Clerk, Boston Div.
- TRUDEL, William Emile, Crossingman, Boston Div.
- WALSH, Edward A., Yard Clerk, Boston Div.
- WOOLF, Herbert, Clerk, Providence Div.

- MM — Merchant Marine
- USA — U. S. Army
- USCG — U. S. Coast Guard
- USMC — U. S. Marine Corps
- USN — U. S. Navy

SURELY WE can LEND our MONEY!