Fellow Employees:

 Civilians are finding travel by rail pretty difficult these days. Trains are shorter, coaches crowded, air-conditioning equipment often overloaded and sleeping cars for the most part unavailable.

 It is not a happy situation, either for our passengers or for us. But it is imperative that we do everything in our power to bring the war in the Pacific to a swift conclusion. Therefore we must make the best of these restrictions. And, in making the best of them, we should keep in mind that pre-war courtesy exhibited now will mean post-war business.

 I have seen and heard of many cases of wartime discourtesy in many lines of business. And on each occasion, I have thought of our own business and of Elmer Wheeler’s “Take An Hour to Say NO.” I wonder if all of our employees have read this interesting series in “Along the Line.” I hope you have ... for today’s passengers, many forced to ride with us by necessity, will not remain with us long unless we treat them as friends.

 As we have pointed out before in “Along the Line,” “Courtesy Today Means Business Tomorrow.” Let us not forget it. For there will be a time soon when airplane and private automobile once more will give us intense competition.

 Sincerely yours,
NEW HAVEN AMONG LEADERS IN DIESEL-ELECTRIC POWER

ON June 13, with delivery of Switcher 0816, our 170th Diesel-electric locomotive and the last on our current order book, we attained third place among the railroads of the country in ownership of Diesel-electrics, and fourth place in their total horsepower. We continue to be away out in front in operation of these remarkably efficient motive power units in dual freight-passenger service. Only one other railroad is using Diesel-electrics interchangeably in both freight and passenger road service. That is the Great Northern, which has two being so used, as against our total of sixty.

Some idea of the extent of the job being performed by our Diesel-electrics may be gained from the figures showing total mileage they had traveled by the end of the first quarter of 1945. From the start, up to and including March 31, our road Diesels had built up a total of 10,397,651 miles, of which 3,269,452 were in freight service and 7,128,199 in passenger. By the same date, our Diesel switchers, in the operation of which we pioneered back in 1931, had attained an aggregate mileage of 13,968,636. Thus we have operated Diesel-electric locomotives a grand total of 24,367,287 miles.

Development of our use of Diesel-electric power for switching operations was comparatively gradual, starting in 1937 after half a dozen years of trial and experiment with the 0900, the first 600-horsepower switcher to be built by American Locomotive Company. But the development of our road Diesel-electrics was almost meteoric. The first pair of these 2,000-horsepower units, operated back-to-back as a 4,000-horsepower locomotive, was placed in service on the Shore Line between New Haven and Boston in December, 1941, as part of an order of ten. So immediately successful were the first ten units that ten more were quickly ordered and they were placed in service by the end of January, 1943. Two additional lots of ten were ordered, and then an order for twenty was placed, the last of which has just been received, bringing our total ownership of these road locomotives up to sixty units.

The first road Diesel unit we received, the 0701, had by the end of May topped half a million miles, having been operated a total of

The Diesel-electric locomotive is essentially an electric locomotive which carries its own power plant. A Diesel engine, burning fuel oil, is operated to generate electricity.

The Diesel engine is named after its inventor, Dr. Rudolf Diesel. Patented in 1892, the first satisfactory Diesel engine was not built until five years later, in Germany. The first built in the United States was in 1898. The first Diesel-electric locomotive was perfected in 1924.

The Diesel engine differs from a gasoline engine in that while the latter generates power by igniting a mixture of gasoline vapor and air with an electric spark under relatively moderate compression in a cylinder, the Diesel engine uses no spark, but subjects air and the fuel, with which the cylinder is charged, to extremely high pressures, causing a rise in temperature sufficient to ignite the fuel.

On September 29, 1913, Dr. Rudolf Diesel boarded a cross-channel steamer at Antwerp, bound for London. He was in good health and at the height of his fame. But when the “Dresden” docked the following morning, Dr. Diesel was missing. His disappearance remains unsolved to this day.

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Between them, the road Diesel-electrics and our ten 1-5's are handling all the Shore Line passenger trains between Boston and New Haven.

523,817 miles in its first four years in service. The 0702 was crowding the half million mark, with a total of 496,202 miles, and the next pair, 0703 and 0704, were not far behind.

At a recent dinner in Boston, celebrating the fiftieth anniversary of our first electrification of a steam railroad in America, President Howard S. Palmer pointed out that The New Haven Railroad, which served as a proving ground in the field of electrification, to-day is also a leader in the application of Diesel-electric power to railroad operation.

"Here is a locomotive," Mr. Palmer pointed out, "in all important respects an electric locomotive. But by carrying its own power plant, it achieves a degree of individual operation and usefulness in territory not sufficiently dense to justify electrification. The Diesel-electric locomotive can go anywhere on the railroad where weight and clearance restrictions will permit, without necessity for a large and expensive power distribution system. The Diesel-electric locomotive has essentially all of the characteristics of the electric locomotives. It is similarly operated, is similarly maintained and it handles trains in much the same manner."

Mr. Palmer forecast future Diesel-electric locomotives of greater total horsepower with fewer units, yet mentioned also the possibility of the gas turbine, "a cousin of the jet propelled airplane engine," being sufficiently developed to replace Diesels. Nor does Mr. Palmer discount steam power.

"New steam locomotive competition is being developed in the form of geared steam turbine locomotives and a number of four-cylinder locomotives with poppet valves," he said, "as well as a steam turbine with electric drives and electric generators and motors to transmit power to the wheel."

Mr. Palmer concluded:

"We of The New Haven always have been and always will be open-minded when it comes to new methods of operation. We shall continue to be in the vanguard of transportation progress. And I have no hesitation in paraphrasing a famous slogan: 'When better locomotives are built, The New Haven will have them."

The versatility of the Diesel-electric is not by any means confined to our big 4000-horsepower road locomotives. This is clearly shown by the "assignment sheet" of our Yard Diesels issued by Manager of Transportation Stanley F. Mackay as of July 6, which lists many road jobs as being assigned to our Diesel-electric switchers. For instance, according to this schedule, the 0604, a 1000-horsepower job, is handling the Shore Line Local freight out of New Haven. The 0605 and 0606, of similar type, are handling Trains NY2, YN3, NY4 and YN1, New Haven to Holyoke on the "Canal" line, as well as doing the work at Holyoke terminal and the territory to Westfield and Northampton. The Mansfield Local and the Willimantic-Providence Locals are being handled by 600- and 660-horsepower Diesel-
Getting a scrub-down at the end of the run

Electric. In fact, Diesel switchers of all types, even including the small so-called "44-ton" models, are being used in local freight service. Other such jobs which show in the "assignment sheet" for Providence-New London, Providence-Westerly, Providence-Millbury, Roxbury Local, Watuppa Local, Middleboro-Boston, Plymouth-Braintree, Boston-Greenbush, Boston-Middleboro, Boston-Milton, Franklin-Milford, Putnam road switcher, Taunton-Dighton; and over on the Boston Division the 0965, one of the 660-horsepower Diesel-electrics, is at present being hooked up to two coaches daily to cover the even score of short runs scheduled in the timetable for the "Comet" between Braintree and Whitman and Braintree and Cohasset.

The road Diesels and the ten steam 1-5's (1400's) between them have been handling all scheduled passenger trains on the Shore Line between New Haven and Boston, with the Diesels in addition handling substantially all the scheduled freights between those points, plus five or more round trips in freight service between New Haven and Maybrook daily, and three or more passenger runs to Springfield.

"They really have been a life saver, in capital letters!" declared General Mechanical Superintendent Philip Hatch. "For multiple troop train movements in a short period of time, the Diesels, because of their quick turn-around characteristics, have been simply superb! We are using them almost exclusively for the boat loads of troops returning from Europe through Boston Port of Embarkation, who must be rushed down to Camp Myles Standish at Taunton."

In freight service, the ease with which they pick up 4000 tons of freight and "walk away with it," is notable. In the Maybrook service it has been found that pusher service can be dispensed with eastbound out of Maybrook Terminal when a pair of Diesel-electrics is at the head end. The only place where pushers are needed for Diesel-hauled freights is eastbound over the fourteen miles of stiff grade between Hopewell Junction and Reynolds.

The use of a steam locomotive pusher behind a Diesel-powered train aroused some doubts as to how it would work out, but experience has shown that the load can be very satisfactorily divided between the two different types of power at the two ends of the train.

Asked for his opinion of the outstanding characteristics which have made our road Diesels so successful, Mr. Hatch set them down as:

1. The tremendous mileage operated with very short runs.
2. Their ability to keep shuttling back and forth with either heavy fast passenger trains or heavy fast freight trains.

"In fact, they have an amazing ability to keep going day-in-and-day-out with a minimum of attention."

The road Diesel-electrics (left) are very much like the streamlined electric locomotives (right) in appearance.
What, no meat?

Here's
143 million
pounds of FISH!

ONE of Boston's most important industries has assumed greater importance than ever during the past two or three years. With meat gradually reaching the stage of "Remember 'Way Back When," fish has become a more and more important item on the menu of Mr. and Mrs. America. And the importance of the Boston Fish Pier has increased accordingly. The largest pier in the world devoted exclusively to the fish business, this bustling scene of picturesque activity extends 1200 feet into the harbor and was built at a cost of $3,000,000.

In 1944, 143,932,800 pounds of fish were handled at Boston Fish Pier. That's a lot of fish, yet it is less than half the tonnage of 350,000,000 pounds handled in its peak year. But though smaller in poundage, the catch never was more important in any year since the opening of the pier by The New England Fish Exchange thirty-one years ago.

Fishing smacks tie up to the Pier with anywhere from 50,000 to 425,000 pounds of fish in the hold, the average running about 125,000 to 150,000 pounds. It may be haddock, scrod, cod, pollock, mackerel, hake, whiting, cusk, lemon sole, black bass, yellow-tails, red fish, or any of a score of other denizens of the deep. The captain reports his catch to the office and the quantities of each kind of fish in his hold are listed on the bulletin board in the "Exchange." At 8:15 each morning, the big bell rings which heralds the auction of the day's catch, in a room reminiscent of a stock exchange. In normal times this is the signal for spirited bidding among the wholesale dealers whose plants line both sides of the pier. To-day's ceiling prices, however, have transformed this daily event into an allocation rather than an auction. And the United States Army has number one priority, claiming twenty-five per cent. of every catch. What is left then is divided up among the dealers.

As soon as the first sales are completed, crews start unloading the fish from the ice-bunkers in which it was loaded fresh from the nets. With pulley and winch, basket-loads at a time, the fish is taken from the holds and dumped into large boxes on the pier. There expert handlers, armed with three-tined pitchforks, spear it out of the boxes into large two-wheeled carts, at the same time sorting out any wrong species. As fast as they are filled, the carts are weighed and...
trundled off, either by hand or by motor tractor, to the respective dealers' establishments on the Pier.

There the fish is cleaned and dressed to varying degrees, according to the intended disposition of the shipment. To-day a large proportion of the catch is filleted, packaged, and packed in ice for distribution to fish markets throughout the entire eastern territory. Assembly-line methods are used in this process, with endless belts carrying endless lines of fish past expert knife-wielders. Starting at one end of the production line as whole fish, at the other end boxes of appetizing fillets come off the belt for immediate shipment or storage.

A cold-storage plant with a capacity of 17,000,000 pounds of frozen fish is located right on the Pier, served by a New Haven Railroad side-track, making it possible to load directly into freight cars, or to unload directly into the freezer. To-day there probably are not more than 5,000,000 pounds in the plant, because of the continuous heavy demand for fish to replace the absent meat.

The cold-storage plant tends to even out the fish supply. When there is more fish than the market can absorb, larger quantities go into storage. When the market demand is greater than the current catch, out it comes. So, whether boats come in or not, Mrs. Housewife can always have fish. That is, at any rate, until and if the entire reserve should be used up!

In addition to our siding serving the cold storage plant directly on the Pier, we also serve two fish-loading platforms a short distance away, where as many as twenty-five cars of fish a night are loaded, some coming from Gloucester, New Bedford, Portland, and other fishing towns. One of these platforms is operated by the Joseph Coyle Company and the other by L. H. Young. On a recent day there even were boxes of salmon being loaded into our freight cars at one of these platforms, which had come all the way from Prince Rupert, British Columbia! The salmon had come via Canadian railroads, thence to Boston at North Station, by express, and then was trucked to our platform to hit the New York market.

So what if meat is scarce? There's always fish!
By Elmer Wheeler

Author of "Tested Sentences That Sell"

(Concluding installment of three articles on ways to retain customers after the war)

TOO many businessmen today have two desks—one for each foot—while they sit back, smoke their cigars, and say, "Sorry, sold out! Come back next month!"

The customer walks away and makes a note in his little black book not to come back a month hence.

Even if you are "sold out," stand up on both feet. Don't appear smug with your temporary war time business rush. Instead, take out a large crying handkerchief.

Weep into it. Feel sorry for the poor customer you can't serve. Walk to the door with him. Walk down the street. Bemoan the fact you can't give your usual good service.

Pretty soon the stranger will feel sorry for you. He will say, "Henry, I know things are tough for you. But buck up. The war won't last forever, but I will. I'll be back. Cheer up, son."

Moral: Don't high-hat the customer, weep with him! I never like to get a haircut on Saturday because you sit in a long line until some barber hollers, "NEXT!" and you leap into his chair.

Before you can tell him just how you'd like that bump on the back of the head cut, he whips a sheet over you, yanks something around your neck and away he goes as if to a fire.

Before you realize it, he hollers, "NEXT!" and you find yourself out on the street, feeling of your head, wondering what happened. Maybe that rush Saturday haircut was just as good as on Monday, but boy, I like Monday haircuts and here is why.

The barber isn't rushing you. And when he gets through, and he has your hair all smeared down, he backs away from you, looks a long minute at his handiwork, then steps up with some professional scissors and begins to click them around your ears.

What he is doing I don't know, but boy, that clicking sounds good. It sounds efficient. It sounds as though he is getting one stray hair after another, prettifying me up.

In your own business find that same psychology that makes people feel they are getting super-special service, despite war time rush. Click the scissors around their ears.

A Stouffer Restaurant waitress the other day, when I asked for apple pie, took down one piece. Shook her head. Took down another. Shook her head. Took down the third piece of apple pie, smiled, and gave it to me.

Boy, I thought it had the name "Elmer" written on it! She took a moment in that busy Detroit restaurant to give me service, to click the scissors around my ears.

And give 'em a smile!

So, take a moment to listen to that regular customer. Don't be too quick to tell a fellow you can't get to his radio until next month; have patience with the man whose watch is broken.

Tell the man which train he might get a chair on, instead of just shouting "All filled up," and even if you are bothered in a retail store, restaurant, or hotel with green help, at least teach them to have patience and smile, SMILE!

That's how to keep the war boom going for you in peace times. That's how to steal business today from your competitor with two desks for his lazy feet and a black cigar.

How? Click the scissors around their ears! Make them feel you aren't rationing courtesy, patience, attention, smiles or good will!

That's how to keep your name out of the public's little black note book.

(Please turn the page for the New Haven R.R.’s All-Parlor-Car “Owl” story.)
Official opening ceremonies were held June 30 at the beautiful new Cedar Hill Branch of the New Haven Railroad Y.M.C.A., followed by an open-house inspection Saturday afternoon and Sunday.

From top to bottom, left:
President and Mrs. Howard S. Palmer enjoying refreshments served by the Backbone Club
The Railroad Y.M.C.A. Regional Conference held a session in the auditorium of the new building
Some of the Backbone Club ladies whose hard work made the occasion such a success
"Bill" Cotter, of the Railway Express Agency, gave a fine demonstration of his skill at pocket billiards on one of the two fine tables, taking Arthur Parmelee (Accounting Department) into camp quite easily.

Top to bottom, right:
The Backbone Club ladies transformed the basement locker room into a festive garden spot for the serving of refreshments
Chairman of the Board Edward G. Buckland (left) delivered one of the addresses; Elwood H. Stewart, Secretary, presided
More of the hard-working Backbone Club ladies who served such delicious refreshments
General Chairman William F. Donoghue of the Trainmen, delivered an address on behalf of all the brotherhoods
The front of the new building was festooned with bunting for the occasion.
Roses Are Appreciated...

"To the Stationmaster,
Brockton, Mass.

"Dear Sir:

"Yesterday, as we came on the train from the Cape to Boston, the train stopped for a few minutes in Brockton, and from the car window we saw your very beautiful display of roses. They gave us so much pleasure that I wanted to tell you how grateful we are to you for putting them there—or to whoever was so public-spirited as to plant them in front of a railroad station.

They not only give pleasure to those passing through, but they must be a lovely welcome to those coming to Brockton and a beautiful memory to those leaving the city.

"Yours truly,

(sgd) Margaret Emery

"June 24, 1945."

* * *

Every year the Dorothy Perkins rambler roses which festoon the sides of banks along our right-of-way all over the system, are the subject of pleasant comment by passengers, many of whom wonder if they just happened to grow wild there, or whether they were planted.

They were planted.

It was away back in 1909 that an appropriation of $5,000 was authorized to plant rambler roses on the slopes on the north side of the cut at Mount Vernon, N. Y., which previously had been rather ugly with exposed earth over which grass would not grow because of the nature of the soil. And from that original planting thirty-six years ago, cuttings have been transplanted to other parts of the line until now there are few portions of The New Haven Railroad which do not have their beauty spots in late June and early July.
We don't pretend to have seen all the cabooses in the United States. In fact we don't pretend to have seen even a fair percentage of those on The New Haven. But we are ready right now to wager a dollar to a doughnut that New Haven caboose 512 is not surpassed in neatness, cleanliness, or just plain liveableness, by any other caboose in the entire country. For No. 512 is the second "home" of Conductor O. D. Dickerson—better known to all his railroad friends as "Dick."

"Dick" is a Highland Roster Freight Conductor, and his regular runs are OB-4, Maybrook to Cedar Hill, and NO-15, Cedar Hill to Maybrook, and he's been traveling back and forth between Cedar Hill and Maybrook for the greater part of his thirty-three years with The New Haven.

"Dick's" philosophy of taking care of his caboose sums up in his comment: "Well, you see I'm home only twelve hours every other day—the rest of the time this is my home." So he's taken pains to make it liveable. Everything in the place is immaculate, even the stove, whose polish would do credit to the most fastidious housewife.

Conductor Dickerson is so interested in the appearance of his caboose that he spends his own money for paint so he can follow out his own scheme of interior decoration, and he has found the Company glad to cooperate with a man who takes so much interest in keeping equipment in good condition. So, while "Dick" buys his own paint, of the colors and quality to suit his own taste, the Company has been happy to assign painters to do the job, following out Conductor Dickerson's instructions.

From the outside, No. 512 doesn't look much different from other New Haven cabooses. It's about five years old, all-steel, and gets the same routine care of its outside paint job as its neighbors. It's when you step inside that you immediately realize this is something unusual. The floor is covered with a rubber mat. The windows are equipped with shades similar to those on our passenger coaches. "Dick" has installed all sorts of special equipment—racks for papers at his desk, specially built boxes for waste, oil cans, and other things so they can't get tipped over. He has screens for all the windows and specially made screen doors so in the Summer he can enjoy all the breeze that's blowing without being bothered with flies or mosquitoes. He has a radio, wired to a special antenna. And the walls are decorated with many framed pictures. One wall has a display of picture postcards, from all sections of the country—but with Virginia predominating, for "Dick" is a Southern gentleman, as anyone can tell after half a dozen words.

As to the decorative color scheme: The ceiling is gray, the upper portion of the walls a geranium red, the lower portion walnut. The pot-bellied stove is a shining black with a white band around the middle. Under the glass top of his desk are a number of pictures.

(Please turn to Page 16)
FROM D-DAY TO V-E DAY
WITH THE
729TH

ON July 9, "New Haven's Own" 729th Railway Operating Battalion rounded out two full years of overseas service—two years which include many distinctive honors. We well may feel proud of this valiant group of rugged railroaders, officered largely by New Haven Railroad men, and led overseas by Colonel William S. Carr, furloughed Assistant Superintendent of The New Haven Division. They saw plenty of action at Cherbourg, Antwerp, and Krefeld.

Here's a quick summary of some of the outstanding features of the 729th's record:
- First complete unit of its kind to be stationed in England.
- Assembled first American refrigerator, tank, box, war flats and gondola cars and cabooses in Europe, and pioneered in setting up assembly lines in the United Kingdom.
- First railway operating battalion to land in France.
- Ran first passenger train in France.
- Ran first freight train in France.
- Ran first troop train in France.
- Ran first hospital train in France.
- Had part in construction of 1800-foot steel girder Rhine River bridge in 10 days, by meeting all deadlines for deliveries of engineer material to bridge site.
- Ran first train over Weser River bridge.
- Ran huge Antwerp freight terminal.
- Operated rail lines in support of First and Ninth Armies into Germany.

With V-E Day behind us, we now are allowed to release some of the thrilling details of the 729th's activities. From the moment they landed on Omaha and Utah Beaches to the time when they were operating trains across to the Weser River Bridge to "Maybrook" (the opposite end was named "Tacomata," in honor of Col. Worthington C. Smith, a Northern Pacific man who took command when Col. Carr was elevated), the 729th distinguished themselves as fighting railroaders.

They landed in France on June 27, were at Cherbourg until March 28, 1945, moved to Antwerp where they were under continuous V-1 buzz bomb and V-2 rocket fire until April 18, thence to Krefeld, Germany, where they were under more or less heavy German artillery fire, and on April 22 moved to Hannover. While at the last-named place they operated all the way to the Elbe River via Stendal—which was as far as the American forces went. After V-E Day the 729th was assigned to operate the permanent main line of communication from a point just outside Cuxhaven, Germany, to Bebra; and later moved to Maastricht, Holland, to take over the line from Liege, Belgium, to the Rhine at Dusseldorf.

During early April, the 729th was called upon to furnish a self-sufficient detachment of 300 men to operate in the Paderborn and Hamm areas, shifting later to the Bielefeld area, running trains to the First and Ninth Army railheads. Officered by Major Edgar B. Sweet (Assistant Yardmaster, New Haven Division), this detachment was made up of a Dispatcher, Operators and Mess personnel from Headquarters Company, Company "A" (less its Bridge and Building platoon), a small group from Company "B", maintenance of equipment men and fifteen train and engine crews from Company "C."

On April 20 the rest of the battalion moved to Hannover, via rail and truck, the Weser River Bridge not yet having been completed. Food and supplies at first were unloaded from trains west of the Weser and moved across by truck, there to be re-loaded on trains. The 729th found large quantities of captured locomotives and cars east of the river which they used to carry supplies to the railheads 120 miles east. The initial troop movements on this division extending from Bielefeld to Oebisfelde were nine trains of the 82nd Airborne from the Cologne Area.

The job of carrying engineering materials for the Rhine River bridge which was built in the amazing time of ten days, was one of greatest importance. Bailey Bridge sections, small river tugs, pile driving equipment, and steel cables comprised the high priority freight...
1. The 729th hauled plenty of these to the front
2. The first U. S. Roundhouse in France
3. Scene at Antwerp, where 729th helped run huge freight terminal

which was given a clear block after darkness had fallen on March 25. The engine was placed at the rear of the load so it could be brought back again from a "dead-end" stop. The 20-mile route penetrated the Ninth Army artillery emplacements clear to the river bank and had just been cleared of mines. Even so, the train crashed through a warning barricade marked "Mines" as it approached the firing line. Disregarding the warning, men cleared the track and went on. Amid the bedlam of booming artillery, anti-aircraft fire, and crashing planes, the crew delivered the bridge to an engineer construction unit. Ten days later the Wesel Bridge over the Rhine was completed and rail operations were proceeding east of that famed water barrier.

A total of 18,500,000 net tons of supplies were hauled by the Transportation Corps' Military Railway Service during the eleven months from D-Day to V-E Day—a daily average of 3,000 tons during rugged pioneering in Normandy growing to 125,000 tons a day during the period of the Rhine crossing. And "New Haven's Own" 729th carried its share of this huge burden.

Accepting as routine the hazards of bombing, strafing, sniping, hastily repaired track and shaky bridges, the train crews continued hauling supplies in ever-increasing volume until the Wehrmacht crumbled under the weight of Allied power. The eagerness and determination of American railroad men to get trains through to the forward railheads did not diminish in the face of innumerable and sometimes seemingly insurmountable difficulties.

During the heat of Allied offensives, the men carried blankets

(Please turn to Page 16)

Lieut. Frederick Kioll with Russian Lieut. Carl Hartshorn receiving his award of the Purple Heart

Sign at Rhine Railroad Bridge, giving credit to 729th for its part in construction. The bridge was built in the amazing time of ten days
WITH the fine cooperation of The New York, New Haven and Hartford Railroad Company, many thousands of Chemical Warfare Service incendiary bombs produced in New England reached the docks in time to meet every overseas deadline during the past year.

Within the borders of the three southern New England states were produced hundreds of thousands of the magnesium and oil incendiary bombs which fired Axis war plants, ammunition dumps, and other industrial targets, helping materially to bring the Fascist and Nazi enemies to their knees. However, the triumph of incendiary bomb production is not complete until the bomb clusters drop from the B-29 Superforts over Tokyo and Liberator Bombers discharge their bundles of fire sticks over the last resisting remnants of Nipponese power.

Production must be transported and this involves, on the railroad’s end of it, the problem of getting this equipment to the embarkation point. Eighty per cent. of all the shipments made by the Boston District, which covers the six New England states, are transported via the New York, New Haven, and Hartford Railroad Company.

The New Haven’s service has been commendable and moreover, no plant in that District has ever shut down due to failure to receive supplies by rail.

A concrete example of New Haven Railroad cooperation occurred last Winter, when a war plant in Cranston, Rhode Island, engaged in the manufacture of steel bomb boxes for the oil incendiary bomb cluster especially designed for Pacific warfare, was going to shut down one afternoon for lack of the necessary steel sheets. Eleven cars of these steel sheets were held up in Buffalo, New York, by a severe snow storm which had snarled all travel networks. Upon an urgent appeal from this District and the manufacturer, this railroad company expedited the material and kept those concerned informed as to its exact whereabouts until the material reached the plant.

A Wallingford, Connecticut, plant manufacturing magnesium incendiary bombs was to shut down at three o’clock one afternoon for lack of magnesium. Upon learning that a car of magnesium was at Springfield, Massachusetts, at the transfer point, The New York, New Haven, and Hartford Railroad Company took pains to switch this car to a long freight, which was moving out of Springfield to New Haven so that it would be delivered as soon as possible.

Worm’s-eye view into cavernous maw of B-29 Superfort as ground crew officer attaches fusing mechanism to 500-lb. aimable clusters of flaming jelly bombs, destination Tokyo! The M99 bomb is made in Connecticut.
While this freight train was enroute, the railroad learned that in the normal procedure the car would arrive in Wallingford too late to be of any use; therefore the car of magnesium was taken out of line at Wallingford and put on a siding for use in time to keep the plant in operation. The cutting out of cars on through freights is an unusual procedure as it involves many complications in train schedules. However, there have been a number of instances when The New Haven has arranged for cars to be dropped, thus saving hours and even days of production.

The International Silver Company is the largest receiver and shipper of war material by rail freight in Meriden, and Wallingford, Connecticut, and Florence, Massachusetts. When their first contract with the Chemical Warfare Service began at Meriden, equipment arrived by rail early in 1942. When production started, The New Haven Railroad Company prevented congestion and delay by switching loaded and empty cars wherever it was necessary. So efficient has been its handling of car supplies that the International plants have never experienced a shortage of cars to be spotted for loading at any of their plants.

These are just a few examples of service which have helped to keep production rolling; there are many others. Oftentimes, we have needed freight cars on short notice; we got them. Sometimes instead of picking up cars at the regular time, The New Haven has waited until production is complete and shipments are ready.

Incendiary bombs are not the only contribution of the Chemical Warfare Service to the sum total of America's technical, productive and inventive genius. War plants in New England are daily turning out gas masks, and gas protective equipment, mortar shells for the 4.2" chemical mortar, important components for the flamethrower, smoke pots, and colored smoke dyes for grenades. Every day rumbling freight trains along busy New England rails are carrying precious cargoes of this war material to their destination.

During all our association with The New York, New Haven and Hartford Railroad Company, the flow of Chemical Warfare Service material to and from our scattered war plants has been in a steady, uninterrupted stream, proving that the railroads, as well as the war plants, are on a 24-hour schedule to bring production to the boys at the front.

The lethal flamethrower in action on New Georgia. It was one of Marines' most prized weapons on Iwo Jima. Important parts are New England products.
BEADLE SHOPS
John Stracaquilasi, Machinist, is hospital-
ized. Here's hoping for an early recov-
er.

Ralph D. Stewart, Machinist Apprentice, was released from the hospital, Dulllformer, was first reported missing in action, then a prisoner of war. Latest news is that he was liberated and has since been of-
Fice.

Sorry to hear that George Casey, Crane Operator, Wheel Shop, is ill.


21. Four of a kind.

32. "Pete" Froehlich, Eng., is enjoying his recent retirement.

22. 17-inch, 22-inch, 21-inch, 21-inch, is the story of "Bill" Morse, Brakemen, discharged from the Army after four and one-half years of service, 30 months spent overseas, and Stanley W. Hooper, Chief Timetable Agent, who returned to duty August 1.

23. Welcome to the following new employees in the Passenger Department: Miss P. J. Biliote, Clerk; Miss E. S. Jones, Stenographer; Miss C. M. Johnson, Office Girl.

24. Charles Toner, Clerk, Special Move-
ment Bureau, Passenger Department, was inducted into the Army.

25. Charlie W. Curran

26. Two of our boys are back home for Keeps W. T. ("Bus") Mohr, Clerk, Freight Department, discharged from the Army after four and one-half years of service, 30 months spent overseas, and Stanley W. Hooper, Chief Timetable Agent, who returned to duty August 1.

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34. Engineman George Haynes is enjoying a Military vacation.

35. It is now Chief Commissary Steward John G. Leahy at the Officers' Club. Congrats!!

36. Marty Hayes vacationed at Nantucket, with Kenneth Steiner, who relaxed at his Summer home in Martha's Vineyard. Sympathy to George Montgomery, who lost his father.

37. ACCIDENTS are SOMEONE'S fault; don't let them be YOURS! (Nat'l Safety Council)

38. BOSTON FREIGHT TERMINAL

39. GENERAL YARDMASTER'S OFFICE

40. "Joey" Darcy covering for H. Danforth during vacation, is enjoying his vacation with ideas for "Bill" Morrissey. Asst. Yardmaster "Al" Sawyer is also on vacation. On the sick-and-injured list are:

41. Con:Gen. Warren Baldwin, and Har-old Betts, Brakemen Coye Kelly and "Bill" Morse, and clerks Everett Young and Frank DeCosta, are in the hospital. Tommy Connolly and "Jimmy" Brennan on vacation.

42. "Bob" keeping up with the demands of his job. Glad to see "Ed" McLaughlin back after an illness.

43. "Tom" Kennedy is waiting anxiously to hear from his boy, reported missing last July.

44. BEADLE SHOPS

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Donnelly, Helen Joyal and Margaret Knott, and Junior Clerk Alfred Hart.

Clarence Dacy, Clerk, Sales and Service Department, who has been stationed at Columbus, Ohio, for the past two years, expects to be released from the Army.

EDWIN J. PLEIJING

DINING CAR DEPT.

Grill Car Hostess Margarette Jones was married July 1 to Ralph Miller, at St. Ann's Church, Somerville, Mass. They will make their home at Ridgewood, N. J.

A daughter, Pauline Marie, was born to Cpl. and Mrs. Francis Whelan (former Chief Time Clerk Barbara King) on June 26. Cpl. Whelan is with the 162nd Division in Germany.

Also on June 26, a son was born to John Arthur, Stevedore, and Mrs. Randall (former Clerk June Silva).

July vacations included Inspector "Fred" Dupre, and his family, at Lake Pearl, Wrentham, Mass.; Inspector I. C. Lowe, and family, at his home in New York State; Clerk Eileen Whelan and Ursula Mills at Nantucket; Clerk Marion Jolicoeur at Oak Bluffs; Supervising Hostesses Edna Warden at her home in New York; and Clerk Eileen Kilmurray at Dorchester, Mass.

Cpl. Arthur Kilmurray, Eileen's husband, has returned with the 5th Division.

On June 27th, a son, Victor Erwin, was born to Steward and Mrs. Erwin Stocker.

ESTHER C. PHILLIPS

DOVER STREET YARD

Yard Switchman "Jimmie" Fitzsimmons celebrated his birthday July 4. One of his daughters and a grandchild celebrated their birthdays the same day. He has eight children and 13 grandchildren.

Best wishes to Yard Brakeman "Al" Cross, off on sick list.

It was said a baby was born to Howard Finneran at Cincinnati, but I don't know whether it was a band of musicians or a band of race better.

It is nearing the time when your correspondent will be making his annual trip to Lake Winnipesaukee, N. H.

In 1940, your correspondent solicited a job from the late General Yardmaster John Tobin for a young man. This young man was hired as a Yard Brakeman. He was a hard worker on every job on which he was assigned—Brakeman, Conductor, Yardmaster, and now General Yardmaster. I am happy for him, and for the railroad. His ice box is a model of cleanliness, and with the help of Mrs. Warner, who prepares such foods as he can easily warm up, the meals in No. 512 are A-No. 1.

One thing we've made up our mind to: The next time we take a trip over to Maybrook, we know whose invitation we're going to accept. It is that of Conductor Dickerson and "C" rations with them. "Final destination" changed from dry to day—sometimes hourly. Often crews were two weeks on the road before returning to their bases. If the G.I. trainmen were to receive their reward for "overtime" in dollars and cents, the total would easily finance the reconstruction of the battered lines they have operated from Normandy to Nuremberg.

Allied bombers had played havoc with German rail transport but managed to spare sufficient yards and rolling stock to make rehabilitation easier in many respects than it had been west of the Rhine. Long stretches of rail were in perfect condition. Due to the speed of the American advance, many fully loaded German trains were left unharmed. Thousands of boxcars and hundreds of locomotives were simply re-stenciled with American markings and put to work at once. In the forward areas, operating equipment was almost exclusively German.

The 729th and the whole Military Railway Service can look back on a fantastically difficult job well done. The driving power of America's railroad system made itself felt in the Transportation Corps' unbroken record of supplies delivered at the needed places and at the right time. The dozens of locomotives dedicated to the memory of heroic G.I. trainmen attest to the dogged fighting spirit and spontaneous courage of railroad men who supplied the men who fired the guns.

CARBOUSE DE LUXE . . .

(Continued from Page 9)

of religious nature. One of his prize pictures is of Caboose No. 10 on the D & H, where eight men first talked over the formation of the Brotherhood of Railroad Trainmen.

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CABOUSE DE LUXE . . .

(Continued from Page 9)
PROVIDENCE ENGINEHOUSE

The following employees in the armed forces just returned to Providence Enginehouse: Capt. Francis McAuliffe, Sgt. Frank Spinella, Sgt. Philip Taidone, and Sgt. Leo V. McGarry.

Sympathy to Henry Robbins, Hostler, on the death of his wife.

Sympathy to Mrs. Simon McAuliffe on the death of her husband, Simon F. McAuliffe, Labor Foreman at the Enginehouse for the past 25 years.

JOHN M. SULLIVAN

PROVIDENCE DIVISION

Chief Train Dispatcher Ulick J. Burke is on vacation.


Genevieve Coutanche, Personal Stenographer to Superintendent, has returned from vacation.

John Casey, Chief Clerk, and Gertrude L. Cress, Clerk, Superintendent’s Office, enjoyed their vacations.

H. Van Artsdalen, Train Dispatcher, returned to work after an operation.

"Eddie" Descomps, who worked in the '40s as a Helper, became the proud daddy June 20 of twin boys, Bertram A., the 2nd, and James O., Jr.

Henry Lee, Chief Clerk to Asst. Supt. Tucker, who was overseas from Europe, was a visitor at the Superintendent’s Office.

He was on a 30-day furlough, and looked “in the pink.”

T. FRANK RUSSELL

MAINTENANCE OF WAY

PROVIDENCE DIVISION

T/Sgt. Renato ("Butch") Domencione, Track Walker, Boston, was home on a 30-day furlough in the Pacific area. He was a guest at a dinner given by friends in the M. of W. Department.

H. Van Artsdalen, Train Dispatcher, returned to work after an operation.

Frank G. Clegg, Jr., Storekeeper First Class, 18th Street, is visiting the Coast Guard at San Juan, Puerto Rico.

RAY A. LINDOP

PROVIDENCE FREIGHT HOUSE

Five employees have been appointed to serve on the WPB at the New England Regional Board: John Turner, Larry Barone, William Livesey and Frank Jampolsky.

They will man the hose and extinguishers in event of fire.

Irving Platt, Track Walker, was master of ceremonies.

BEATRICE GARSIDE

PROVIDENCE INSPECTION DEPT.

Foreman Macomber and Mrs. Nelson returned from their vacation at Cranston, R.I.

Marion Gillis, Clerk, Track Superintendent’s Office, has returned from her vacation.

Harold Nelson, Car Inspector, Davidville, is recuperating after surgery. Hope you’ll soon be back at work, Harold.

Cpl. John F. Doyle, Car Cleaner, is in Austria with an Infantry Division.

Pvt. Raymond Mahar, Car Inspector, has returned from overseas where he continues to report for Pacific duty when his furlough is over. He and Mrs. Dumas returned after a vacation in Vermont.

Sympathy to Car Cleaner Amie Blanchard on the death of his wife.

Frank Colasanto, Carman Helper, and Mrs. Colasanto spent a few days in New York.

CATHERINE M. MAHAON

PROVIDENCE CAR DEPARTMENT

Sympathy to Car Inspector "Bill" Paradise on the death of his son, Carman Arthur Bergeron in July.

Sgt. Leo V. McGarry.


Helper Elwood Paquette has joined the married ranks.

B&B News

Congratulations to Mr. and Mrs. "Timmy" Arsenault. It’s a baby girl.

Any Sunday afternoon, a trip to Lake Quinsigamond will reveal "Eddie" Descomps, and Junior, operating a power boat.

Armand Asselin just bought 200 chickens, which he will raise for money.

New employees: Painters Paul Carlison and Francis Lloyd.

This week’s hot spot is that new restaurant in the old drug store.

New employees: Painters Paul Carlison and Francis Lloyd.

Sympathy to Car Cleaner "Bill" Paradise on the death of his son, Carman Arthur Bergeron in July.

Ed Garvin.

It did not take him long to get that contract.
Freight Agent; Assistant to Passenger Traffic Manager; Assistant to the Vice President; Manager, Traffic Research and Development; Freight Traffic Manager; Assistant to Vice President; Read, Charles F. Goodwin, Edward F. Sheehan, Henry A. Poveleite, Eugene P. Sullivan, Assistant Passenger Traffic Manager; General Traffic Manager; General Passenger Agent; Express; Manager, Sales and Service; Assistant Treasurer; Agent; Vice President, received his Diamond Emblem July 19; at Boston, the presentation being made by Vice President Frank J. Wall. Mr. Seaver began working for this Company, July 18, 1955, in the Passenger Traffic Department. He was advanced to the position of Assistant General Passenger Agent in May, 1910, and became General Passenger Agent in March, 1912. In October, 1927, he was made Assistant Passenger Traffic Manager. From May, 1934, until his recent appointment as Special Assistant to the Vice President, he was Passenger Traffic Manager.

At the presentation ceremony were (left to right): Michael Birnbach, Office Assistant to the Vice President; Walter P. Read, Assistant Passenger Traffic Manager; Henry A. Poveleite, Assistant Freight Traffic Manager; John T. Murphy, Freight Agent; Henry S. Kneller, Office Assistant to Passenger Traffic Manager; Charles F. Goodwin, Passenger Representative; Eugene P. Sullivan, Assistant Manager, Traffic Research and Development; Edward F. Sheehan, Division Accountant; Walter A. Potts, General Passenger Agent; Henry M. Erving, Passenger Traffic Manager; Eugene L. Kolbenhayer, Assistant Treasurer; Frank C. Baker, Manager, Sales and Service; Mr. Wall; Lawrence A. Corbett, Traffic Representative; Ray R. Welker, General Passenger Agent; Mr. Seaver; James V. Whalen, General Passenger Agent; Eugene J. Grimes, Jr., Manager, Baggage, Mail and Express; Albert A. Drummond, Assistant General Traffic Manager; F. Russell Briggs, Assistant Manager, Sales and Service; Richard F. Fairbanks, Chief Clerk; Edmund J. Moore, Counsel and Attorney; William J. Landers, Special Representative; Walter A. Nelson, Special Representative; Charles E. Williams, District Passenger Agent, New Haven; Roy W. Stevens, Assistant to General Passenger Agent; Richard H. Forsythe, Special Assistant to Vice President; William F. Pierce, Assistant Chief Clerk; and Patrick H. Mathews, Special Representative.

Four veteran employees were honored at a ceremony in Boston, June 25, as they were presented their 50-year pins by Vice President Robert L. Pearson. Those receiving Diamond Pins were: Agent Joseph Landers, South Braintree, Mass.; Locomotive Engineer Francis T. Nye, Hyannis, Mass.; Yardmaster Herbert C. Scribner, Taunton, Mass.; and Passenger Conductor Oscar W. Patch, Waterford, Conn. Mr. Landers is a native of Hingham, Mass. He entered railroad service June 9, 1935, as a Ticket Seller—Operator at Braintree. He has been active in Braintree community affairs for a number of years.

Mr. Nye was born May 7, 1876, at West Dennis, Mass., and came to The New Haven in June, 1895, as a Fireman on the Old Colony Division. He was set up as an Engineer December 29, 1904. For the past seven years he has been piloting freight trains between Hyannis and Province-town.

Mr. Scribner, whose entire railroad career has been spent in Taunton, started with this Company as a Baggage master in June, 1905. He held a number of positions, including Operator, Agent, Telegraph Operator, Freight Clerk, Time Clerk, Crew Dispatcher, Stationmaster and Assistant Yardmaster, until his appointment, December 27, 1943, to his present position as Yardmaster. He was born February 13, 1880, in Taunton.

Mr. Patch, who has been a Passenger Conductor for 30 years, came to The New Haven in 1906 as a Freight Checker at New London, Conn. In June, 1901, he was transferred to the position of Passenger Trainman, and in October of the same year was promoted to Train Baggage master. In 1915 he was made a Passenger Conductor, and for a number of years had been in charge of the "Merchants Limited," Boston-New York "Speedliner." He was born 67 years ago in New London.

Present at the ceremony were William E. Murphy; Edward A. Twiss; Kenneth F. Richardson; Thomas M. Buckley, Assistant Superintendent, Providence; Henry B. Sawyer, Trustee; Mr. Patch; Operating Assistant J. Frank Doolan; Superintendent William E. Mullins (rear); Earle B. Perry, Manager Personnel; Edmund J. Moore, Counsel, Boston; Mr. Landers; Ronald O'Hanley; Cari Hoff; Mr. Pearson; William J. Havard; Frank DeLarm; Michael A. Birnbach; Mr. Scribner; John Furlong; Louis C. Barton; Kenneth R. Faulkner; Walter R. Sederquest, Superintendent of Steam Locomotive Maint.; Mr. Nye; George H. MacKendrick; Frank W. Dunn; William A. Smith; Dean F. Willey, Assistant General Manager; Albert G. Whitney; and William F. Sullivan.
SUPERINTENDENT CAR SERVICE

Suggestion award winners: Harry De- Angelis, Grace McGuire, and F. Dunn. Chief Clerk Frank Coady had a wonderful time on his vacation.

Mrs. H. Walker is spending a leave with her husband, who has been overseas. Grace McDonald, her vacation on Cape Cod.

Louise Gagliardi, Josephine Scandone and Helen Judi are enjoying the Summer at their cottage by the house word. Joan Lamb looks mighty happy these days, since her "boy friend" has returned from overseas.

Harold Turner is now a Stenographer. "Tony" Crotty is mighty busy these days with his new job. Congratulations to both.

GEN. MECH. SUPT.

Mr. and Mrs. Arthur T. Groske have returned from a visit to Milwaukee. Our young bachelor, Richard J. Botsford, Chemist, after a week's vacation, is still the same.

James A. Dallas, Electrical Inspector, has now fully recovered from his shell fishing trip which brought on laryngitis.

W/3/C Warren H. Reynolds is leaving San Diego for Tokyo.

Alice Hylander, Chemist left for Washington to meet her fiance.

Russell Fitzgerald, Locomotive Clerk, surprised the department by making his engagement to Elizabeth Quinn, former Department of Personnel Clerk.

Sgt. C. Robinson, of Charleston, S.C. returned after two years overseas with the Service Corps.

Virginia O'Neil, Frances Crowley, Mary Hyland, Russell Fitzgerald, Frank Whittaker, and Malcolm DelMedico have returned from vacations in Canada.

Janet Bennick and Alma Galiot visited Atlantic City. Jean Gustafson vacationed at Asbury Park.

Sympathy to Frances Metcalfe on the loss of her brother, and to Evelyn Fearn on the death of her mother.

HARRY D. KIERNAN

SIGNAL DEPARTMENT

Frederick Canfield, of Foreman Beattie's gang, has enlisted in the A.A.A. His sister congratulates him on this news.

We welcome Robert Cannon to our Drafting force.

Cari Meyers is now living in Mansfield, Mass., having moved from Manchester, N. H., Leon Hamilton and Leslie Ryder of Foreman Tebbetts' gang, are now grandfathers.

HARRETT H. GRIFFITH

CEDAR HILL ENGINEHOUSE

PFC George R. Nagle, overseas two and one-half years, writes he is in the best of health, and wishes to be remembered to his friends. He is with the First Armored Division.

PFC, S/Sgt. P. Onofrio visited us, and looked in the "pink" of condition. He is stationed at the A. A. Field, Greenville, Miss.

Sgt. Joseph Vaccaro is back from England. He vacationed at St. Ives, and then at the home of his brother, Mr. Vaccaro of Unionville, New Hampshire.

PFC Evie Hartman, Texas, writes he expects a furlough, and will then visit the brothers and sisters of his mother.

PFC Andrew Arndolino wrote us from Camp Shanks, N. Y. He said he is moving, but does not know where his destination will be.

Sgt. David Herrmann writes from "somewhere in the Philippines," that he is well.

PFC Goodman Slesew writes from Orlando, Fla., that he is to have a furlough soon.

MM 3/C Joseph DiMartiino, on a furlough from the Pacific, was in to see us. He is to report back to Boston.

Welcome to Helen Herman, Stenographer-Clerk, General Foreman's Office.

MOE FREEDMAN

TERMINAL HEADQUARTERS

CEDAR HILL

Shirley Page, of the WAVES, is studying at Hunters College, New York.

Frank Whittaker, Train Clerk, vacationed in Adirondacks. "Iled" states most of his time spent swimming and playing tennis.

Edward J. Ryan, of Mr. Elliot's Cedar Hill Office, enjoyed his vacation.

Welcome to Irene McDermott, who returned after being off duty because of illness.

William Turbert, Clerk, spent his vacation in Massachusetts, where he went much fishing and hunting.

P. B. Lipschitz vacationed at Laconia, N. H. He said he could not even hear a railroad whistle, let alone see freight cars. He did a lot of swimming and fishing.

Warren Martin, Brakeman, vacationed at Milford, Conn.

R. B. Iretson, Yardmaster, is ill. We hope "Big" will soon be back, fully recovered.

Armand Bisson, Train Clerk, Westbound Departure Yard, is back from vacation. "Army" states he was treated royally in Montreal.

Ph. M. 3/C Johnson, Train Clerk, is now in the thick of the fight in the Pacific.

THOMAS J. WHALEN

R.R. POST 119, AMERICAN LEGION

Post officers installed July 14, for the coming year are: E. E. Nordstrom, Commander; A. T. Meckle, 1st Vice Commander; Albert C. Robinson, 2nd Vice Commander; C. P. Quinn, Finance Officer; J. T. Coleman, Steward; E. Steele, Comptometer Operator, was hired by the Department.

Congratulations to Catherine A. Cava­ naugh, Grace Murray, and Corinne Keating, the recipients of diamonds.

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As this is being written it looks like the last play is coming up—the one that will put the ball in the end zone for the final score. The final victory over the enemies of freedom seems right at hand.

Wait a minute, though, not so fast. We can think and plan about those things, but Brother, there’s a lot to be done before we can do them.

Don’t forget the millions of our sons, daughters, husbands, and sweethearts scattered all over the world—we’ve got to bring them back along with their equipment. Then there’s the thousands of occupation troops and civilian administrators who will have to stay there—we’ve got to keep them supplied and paid.

Not to speak of the peoples of the ravaged countries only just freed from the aggressor’s yoke—we can’t pass them by; they have lost everything but life and freedom.

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Not to speak of the peoples of the ravaged countries only just freed from the aggressor’s yoke—we can’t pass them by; they have lost everything but life and freedom.

Besides, the peoples we help today will be our friends and customers tomorrow. A healthy world economy is based on healthy economies of its nations and races.

So we can’t roll down our sleeves, put on our coats and go home right away; there’s still a clean-up job to be done and that job is going to take dough lots of it.

Anyway, there’s so few things on the market that we civilians want to buy sporting guns, radios, washing machines and the like—that we only run up the prices if we all try to get in on what is there.

So take it easy, keep on soakin’ your money in Bonds until the time that prices are right.

FINISH THE JOB.


JUSTYN DUNNIE, of Janitor, New Haven, Conn. Born February 18, 1884, at Minak, Russia. Entered service November 11, 1906. Died June 1, 1936.


Past Commander "Art" Westphal has been discharged from the Navy after serving 30 months in the Pacific. He is also a veteran of World War II.

ARICHIE T. MEICKLE

HARTFORD DIVISION

Chief Clerks F. M. Delaney, J. O'Keefe, and his wife, spent their vacations at Fairless.

"Andy" McKay, B&B Supervisor, has returned from "Andy" summer vacation.

Asst. Trainmaster "Bill" Milam and his wife vacationed at the shore.

Edward A. Dyson, B&B Supervisor, has been appointed Supervisor, succeeding "Andy" McKay.

Ray said it was good vacation weather, but bad vacation fare.

Welcome to new employees:

Pat G. Starr, Bookkeeper; and Fred Gilespie, many weeds and blue gill. Theodore Gilespie.

Joe" 0' Keefe, B&B Clerk, is having his summer vacation at Camp Standish.

"K" Ferris, home in South Carolina; Car Inspectors James Cheeks, Charles Arnold, Jean Dionne and Nathaniel Batchelder, have returned from vacations. Walter Chase and "Bernie" Spencer submit their report.

FATSY H. BoxX

WESTFIELD, MASS.

Welcome to the following new employees:

John McCarthy is getting married in a few weeks. He was married to his fiancée, a very pretty girl, and is looking forward to their honeymoon.

"K" Ferris, home in South Carolina; Car Inspectors James Cheeks, Charles Arnold, Jean Dionne and Nathaniel Batchelder, have returned from vacations. Walter Chase and "Bernie" Spencer submit their report.

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On July 11, a dinner, attended by 110 attendees, was held in honor of the return of Cpl. Donald Monahan, who served with General Clinton P. Anderson in the Pacific, and wants to be remembered by his former comrades. Cpl. Monahan returned after two years in Europe, and was welcomed back with a dinner attended by 110. The dinner was held in honor of his return, and was attended by many of his former comrades.

**MARINE DEPARTMENT**

Charles Tegelman, Foreman Carpenter, Marine Shops, Harlem River, retired May 31, after many years' service.

One of the most popular of our Marine Shop foremen has been appointed Foreman Carpenter.

Cpl. John Caughlin, E-4, Foreman Inspector, has returned to work after a serious operation.

Newly appointed is Harry S. G. Elliott, General Clerk, who was with the Air Force Engineers.

Congratulations on the return of Edward J. Cotter, Clerks, who has been discharged from the service, and who served with the Marines in the Pacific. He returned after two years in Europe, and was welcomed back with a dinner attended by 110.

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**BAY RIDGE ENGINEHOUSE**

Lieut. John C. Kelsey, Car Inspector, was hospitalized in Oak Point, having been discharged from the service, and returned to work after a serious operation.

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**HARLEM RIVER FREIGHT**

Lieut. Norman Wolfe, wounded overseas last year and assigned to the Car Repair Shop, has been appointed Foreman Carpenter.

Cpl. Donald Monahan, who served with General Clinton P. Anderson in the Pacific, was welcomed back with a dinner attended by 110. The dinner was held in honor of his return, and was attended by many of his former comrades.

**OAK POINT**

Cpl. Daniel Corry, Car Inspector, returned from overseas, was given an honorable discharge, and returned to work after a week's vacation.

Marine John Kelly, Clerk, wrote from the Pacific, and wants to be remembered by his former comrades.

**SALES TRAFFIC DEPARTMENT**

Welcome to E. D. ("Ned") Coakley, Passenger Salesman, who has returned after two years in Europe, and has been discharged from the service. He is welcomed back with a dinner attended by 110. The dinner was held in honor of his return, and was attended by many of his former comrades.

**TRAFFIC DEPARTMENT, N. Y.**

Welcome to E. D. ("Ned") Coakley, Passenger Salesman, who has returned after two years in Europe, and has been discharged from the service. He is welcomed back with a dinner attended by 110. The dinner was held in honor of his return, and was attended by many of his former comrades.
Serving Their Country

amm 2/c Arnold J. Lawlor, Car Cleaner, Providence, has been awarded the Navy and Marine Corps Medal for "heroism in the face of immediate and impending danger following a plane crash". He "well aware that the possibilities of a fire or explosion were great, with complete and utter disregard for his personal safety, he rushed to the plane and worked doggedly until he had released the pilot." the award citation read. Twenty years old, Lawlor is now at the Aviation Machinist School, Norman, Okla.

Sgt. George W. Haughs, Ticket Collector, New Haven Division, has been awarded the Bronze Star Medal for meritorious service in operations with the Field Artillery, from August 1, 1944, to March 1, this year. He is the son of Engineer George M. Haughs. He was born in Glenbrook, Conn., December 19, 1915. He entered railroad service on November 15, 1937. His most recent assignment was in the Sea Bees. First of all, going across the outskirts of Chicago. "Most of my work has been in the plumb-boss-setting grade, laying track, tamping ditch-digging, but erection and demolition. "My other job was quite fantastic," he says. "The narrow gauge road had a spur track, so we had to build in the base at Oahu. I found myself a section boss—setting grade, laying track, tamping ballast, in fact, generally building a right of way." Quite a change from my old job as Boilerwash Metalworker at Cedar Hill! Surprisingly enough, the job held up as the new diesel ties along with their loads. "Most of my work has been in the plumbing crew although I have had my share at ditch-digging, hut erection and demolition. It would come to when you'd be able to punch the clock again at C.H."

"Ned" Lord a Major...

Major Edward S. Lord, Traffic Analyst, Statistical Assistant, Freight Office, is Director of Priorities and Traffic Control. Handling cargo, mail and passenger traffic on four trains an hour is a big job. He says, "You might call it a Divi-
sion Traffic Manager on the largest Military Transport. He is stationed at Paterson Field, Ohio. He served in the Army as a Private in 1941. He was commissioned as a Lieutenant, and was made a Major in July, 1944, and was later in charge of the Air Freight Terminal at Middletown, Penn. Presently he is the Captain at Paterson Field, Ohio.

Lawlor Haugh

December 23

NEW USE FOR OUR ENVELOPE

Mrs. Helen Corcoran, mother of Corporal John T. Corcoran, Machinist Helper, Read-
ville Shops, who has seen service in the battles of Saipan and Tinian, writes that John sent home a Japanese flag from Saipan in the mail which he had received along the line. Mrs. Cor-
coran says that John did not tell very much of his doings. "He did tell us, however," says Mrs. Corcoran, "that the tank he drove during the battle was called 'Four Roses' and they used the Japs as the other."

"His division has received the President's Citation for Oregon and Tinian. John was fortunate enough to go through three major engagements without being wounded, though he lost about 20 pounds."

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NEW USE FOR OUR ENVELOPE

Pvt. Anthony S. DiThomas, son of Silvio DiThomas, Carman, Providence, was wounded at two guns on March 8. He received shrapnel wounds of both eyes and his left leg. The leg and left eye wounds are healing well, but further treatment will be necessary for his right eye. He is 15 years of age, and was inducted in the Army April 1, 1944.

DITHOMAS  GORMLEY  LONGUEIRA

Longueira was born in New York City, June 5, 1916, and came to The New Haven, January 24, 1939. He entered the U. S. National Guard March 15, 1940. He trained at Camp Dix, Claiborne La., and took part in defense maneuvers on the West Coast. He went overseas September 5, 1944. He is the holder of the Bronze Star, Purple Heart, E. T. O. Ribbon with two Battle Stars, Good Conduct Rib-
bon, Pre-Pearl Harbor Ribbon, and Combat Infantryman's Badge.

Cpl. Everett L. Montgomery, Car Cleaner, Boston, was wounded in action in January last March. He is now in service on limited duty and is stationed in France. He had been with the 26th ("Yankee") Division.

In Eight Invasions...

Ernest T. Blinkhorn, Yard Brakeman, Providence, is certainly a "leadman" in this business of war, having been in eight invasions by our forces in the Mediterranean and Asiatic, as well as in the Pacific. He has been in on invasions in Af-
rica, Sicily, Italy, Guam, Leyte, Luzon, Okinawa and the Philippines, and has been promoted to Chief Signalman.

"Missing" Carline Returns to Duty...

Lieu. Armando Carline, Mainte-
nance Helper, Providence, Bom-
bader-Navigator, who had been re-
ported missing in action or of Czechoslo-
vakia, on a bombing mission on April 16, 1945, has reappeared. After returning to duty, his father has been informed. In the war depart-
ment, previously his name had been con-
elved word that he was missing. On June 5, a tele-
graphe announced his return to military control, was received by them. He trained with the Army Air Corps and graduated at San Angelo, Tex., receiving his commis-
sion as lieutenant.
SEVERING THEIR COUNTRY

THESE MEN GAVE THEIR LIVES

MANCI尼 CASSIDY

Pvt. Willett R. Bissett, son of Carman Willett Bissett, "A" Street, Boston, was killed in action December 25, 1944, while crossing the English Channel on a transport. His body was recovered and is buried in N.andy, France. He was 25 years of age. He has three brothers in military service: Charles F., with a tank battalion in Germany; Alvin E., with the Army in Maryland; and Kenneth P., who was attached to Marine V. He was born May 24, 1919, in Brookline, Mass., and trained at Camp McClellan, Ala., until he went overseas, September 24, 1944.

KELLER

Pvt. George Henry Keller, son of George Keller, Electrician, Cedar Hill Engine­house, was killed in action with the First Army in Germany. He was born November 25, 1915, in New Haven, and went into the Army on August 31, 1942.

KULIK


BISSETT

PFC Raymond L. Cassidy, received Presidential Unit Citation; (C) with Marines in Pacific; (D) in the Armed Forces: (A) in the Army, and is a member of the 8th Air Force. He was born November 28, 1920, in Taunton, Mass. In the picture, L. Cassidy is now in Burma.

Mancini Cassidy

E. Biv., wounded in Germany, has returned to this company as a Trainman. On April 5, 1945, he was promoted to Flagman. He entered the Navy January 20, 1944, and trained at Camp McClellan, Ala., where he was wounded and his battalion arrived in the Philippines in July issue of ALONG THE LINE.

Keller

He was with the Fourth Armored Division, and went overseas December 26, 1944. He had been wounded December 7, 1944, while being evacuated. He is now in Europe.

Kulik

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