HERE'S WHAT CAUSED OUR 1946 FREIGHT CLAIMS

- DAMAGE: $1,098,867
- SHORTAGES INCLUDING THEFT: $323,814
- TRAIN & MARINE ACCIDENTS, FIRES: $30,559
- DELAY: $42,750
- ALL OTHER CAUSES: $31,558

TOTAL: $1,527,548
FELLOW EMPLOYEES:

During the war years loss and damage to carload and less carload traffic increased alarmingly, due in part to rough handling, carelessness, haste and theft. Since V-J Day, instead of a substantial improvement, as was anticipated, loss and damage is becoming even more serious.

Loss and damage to freight costs the railroad real money; in 1946 we paid out $1,500,000 in freight claims! The reduction in freight claim payments is one program of economy that hurts nobody and helps everybody.

The shipper wants his products to get through safely; the consignee wants the goods he has ordered. With material shortages everywhere, it is scant consolation to our shippers and consignees to know that a lost or damaged shipment will be "paid for."

If frequent shipments are lost or damaged in transit our customers will lose confidence in us and will look around for new means of transportation. Under the present highly competitive traffic conditions we will lose business, and a steady decrease in business will lead inevitably to but one result . . . fewer jobs.

I am making a special appeal to every employee who has anything to do with the handling of freight to actively assist in reducing loss and damage to freight. Engineers and firemen can insure smooth operation of road and switching movements; yardmasters and freight crews can do their part to see that freight cars are handled properly; and above all, freight handlers and clerks can and should exert every care in handling and storing freight and insuring that shipments are forwarded to correct destinations.

Over these many years we have made a noteworthy record in handling passengers safely and well; let's give the same thought and attention to our freight operations.

Sincerely yours,
New Haven, Conn., September 15, 1947

**Monthly Financial Report to Employees**

For the first seven months of 1947 the system net loss amounted to $1,131,908 as compared with a system net loss of $5,624,805 in 1946, an improvement of $4,492,897, detail of which is shown below:

<table>
<thead>
<tr>
<th>Description</th>
<th>1947</th>
<th>Decrease vs. 1946</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight, passenger and other revenue</td>
<td>$89,167,728</td>
<td>$4,530,810</td>
</tr>
<tr>
<td>Operation and Maintenance expenses and net rents for equipment and joint facilities</td>
<td>79,817,399</td>
<td>1,079,915</td>
</tr>
<tr>
<td>Taxes, including Federal Income Carry-back credit</td>
<td>6,315,000</td>
<td>1,277,500</td>
</tr>
<tr>
<td>Net Railway Operating Income</td>
<td>3,035,329</td>
<td>4,333,225</td>
</tr>
<tr>
<td>Other Income from rents, investments, etc., less miscellaneous deductions</td>
<td>2,701,949</td>
<td>151,156</td>
</tr>
<tr>
<td>Balance available for fixed charges</td>
<td>5,737,278</td>
<td>4,484,381</td>
</tr>
<tr>
<td>Fixed charges on the present capital structure</td>
<td>6,869,186</td>
<td>8,516</td>
</tr>
<tr>
<td><strong>NET LOSS</strong></td>
<td><strong>$1,131,908</strong></td>
<td><strong>$4,492,897</strong></td>
</tr>
</tbody>
</table>

(A) For the first seven months of 1947, it is estimated that the operation of the Old Colony R.R. resulted in a net railway operating deficit of $1,692,000: operation of the Boston and Providence is likewise estimated to have resulted in a deficit of $1,903,000, while the remainder of the New Haven System had a net railway operating income of $6,630,329.

Hearings commenced September 9 before the Interstate Commerce Commission on the country-wide application for higher freight rates, to be followed by hearings on increased less-carload rates. Mr. Palmer was one of the witnesses for the Eastern railroads. These requested increases were to help meet increased costs in effect prior to the latest wage award to the non-operating employees and now that an additional 15½¢ per hour increase in wages has been awarded to the non-operating forces, which alone will result in an estimated annual additional expense of $10,500,000 to The New Haven Railroad, it becomes necessary to seek immediate additional revenue to try to meet this new cost. In this urgent situation the railroads have applied for an emergency increase of approximately 10% which they hope may be made effective by September 15, in an attempt to meet just the added cost of the new wage increase to the non-operating forces. On the New Haven, this increase in freight rates, if granted, will only partially offset the wage increase because such a large proportion of our total revenues is derived from passenger business.
PAYMENTS for Loss and Damage to freight last year cost The New Haven a total of $1,527,548.48, or about $4,200.00 a day. More than half of the total, $768,407.17, was paid out to settle claims involving the loss and damage of less-than-carload freight. At the rate payments are being made thus far during 1947, the payments for this year will substantially exceed the alarming total reported for last year.

We are actually throwing this money "down the drain", and with commodity prices steadily increasing, freight loss and damage waste is now and has been for some time, a matter of major importance.

This however, is not the full story. Although the direct money waste is serious, it is far outweighed by the loss of customer good-will and confidence in the ability of The New Haven to transport property safely and efficiently. This feeling will naturally hurt us in the days of terrific competition that are pending.

Thousands of Claims Filed

The fact that our patrons are filing a weekly average of 4,550 claims emphasizes the magnitude of our loss and damage problem. Last year all elements of Damage were responsible for approximately 79 per cent of the claims and Loss for 21 per cent.

In addition, our more than 12,000 "astray" shipments each month — over 400 a day — won't bring smiles to the faces of those who are waiting delivery of freight shipped over our railroad. Even though many of these "astrays" are "inherited" from connecting lines, a notice that "we are tracing your shipment" is a mighty poor substitute for on time delivery in these days of scarcities. And the fact that most of the "astray" shipments are eventually traced and delivered is small consolation to the customer who wants his freight "now".

L.C.L. Particularly Bad

Our record is particularly bad on "L.C.L.", or less-than-carload freight. In 1946 nearly five dollars out of every one hundred dollars received by The New Haven in revenue from L.C.L. freight was returned to our patrons in the form of claim payments — to the discordant tune of $2,105.00 every day.

That's the "dollars and cents" of it — and it doesn't make much sense, does it?
WHAT IS OUR RAILROAD DOING TO REDUCE

LOSS and DAMAGE?

By G. MARKS
Manager, Stations and Transfers

The mounting costs resulting from lost and damaged freight shipments constitute a grave problem for The New Haven Railroad. Realizing this, we are increasing our efforts to reduce freight claims and we are going "full steam ahead" in carrying out an extensive Freight Claim Prevention program.

There are many "angles" to our program and consequently I can only touch briefly upon the more important points in this article. But I am sure they will serve to give you some indication of the work The New Haven is doing.

Freight Claim Prevention might be termed "an honest effort by all parties concerned in the transportation of freight to eliminate all causes that contribute to Loss and Damage." To achieve this objective The New Haven organized a Freight Claim Prevention Department in 1943 and established a constructive Loss and Damage Prevention Plan. Some of the phases of this plan are outlined below:

By Cooperating with Container and Accessories Manufacturers: When defective shipping containers or packing material are found to be contributing to loss and damage, the situation is brought to the attention of container manufacturers concerned so that the quality or design of the containers may be improved. The results obtained in this field have been most gratifying.

By Test Shipments: The New Haven has always cooperated with its patrons in developing new and more efficient methods of producing and marketing products. In this connection, we assist shippers who wish to try out new methods of packaging and loading. We assemble complete information on the shipment from origin to destination and submit a helpful report to the shipper that will enable him to judge the success of his new methods.

By Contact with the Originating Railroad: If a shipment, which originates on another railroad, is received by us in a damaged condition, we make a detailed study and send a report to the railroad, indicating the probable cause of the damage and making recommendations for future shipments.

By Direct Contact with the Shipper: When damaged shipments originating on The New Haven are brought to our attention, our Container or Carloading Engineer visits the shipper, and discusses the situation so that future shipments may go through safely.

We are making every effort to see that shippers use containers which properly protect their shipments. When they do not, we are refusing to accept the shipments and we are advising the shippers just why we have taken this action and what steps they should take to improve packing and loading. An average of 194 shipments is being refused each month by The New Haven and consequent freight claim payments averted. We are also asking consignees to fill out appropriate forms notifying their shippers when shipments have been damaged because of faulty packing.

Committee to Study Damage to LCL Shipments: Early this year a special committee, consisting of representatives from the Traffic, Freight Claim and Prevention Departments, was appointed to make recommendations as to any necessary actions that should be taken to improve our loss and damage record.

Fork lift trucks for handling freight

Retaining bulkheads to keep freight from shifting
By Other Services to the Shipper: Early in 1944 The New Haven obtained the services of a trained and experienced Container and Packing Engineer, Alfred P. Kivlin, who was one of the pioneers in this field. He assists our patrons with their packing and container problems and, as a Research Engineer, helps them in redesigning products, if necessary, so that they can be packed more efficiently and economically.

All the above phases are concerned with our Freight Claim Prevention Plan as it applies outside The New Haven Railroad. I would also like to outline what we are doing within our railroad to reduce lost and damaged freight.

Educational Programs: These are conducted within the Freight Claim Prevention Department and feature blackboard talks and discussions to acquaint the personnel with the problems involved in reducing loss and damage.

The use of Bulkheads to Protect Freight: (see photo) Bulkheads, a kind of retaining wall constructed in freight cars to keep freight from shifting, have been used for the past four years on The New Haven. At the present time we are using approximately 1,100 bulkheads (Continued on Page 25)

At Hartford

FREIGHT CLAIM PREVENTION MEETINGS

Freight Claim Prevention Meetings: These are being held at frequent intervals by the Superintendent of each Division. Present are Supervisory Agents, Freight Claim Prevention Officers, Representatives of the Freight Claim Department, Trainmasters, Yardmasters and other employees concerned.

At these meetings various subjects in the interest of Freight Claim Prevention are discussed and each agent is advised on problems involved at his particular station. The Superintendent of Freight Claim Prevention has an opportunity to discuss pertinent matters with the Agents and an Open Forum permits the Agents to present their own problems for discussion and solution.

Similar meetings are held at the principal stations along our line and are attended by representatives from the station Supervisory Forces, Platform Foremen and the Freight Handlers. The handling, loading and stowing of freight are discussed and visits are made to inbound and outbound freight platforms so that examples of good and bad loading may be pointed out.

Impact Registers to aid in our campaign to reduce rough handling.

Register being removed from car. 10:15 A.M.
Car being spotted at freight house. 8:28 A.M.
Car rough handled. 8:05 A.M.
Car moving to freight house from terminal yards. 8:49-7:08 A.M.
Train being broken on. 5:45 A.M. Rough handled 5:50 A.M.
Train standing in yard. 5:15-5:42 A.M.
Train arriving at terminal. 5:15 A.M.
Station stop. 4:50 A.M.
Impacts caused by slack in train 4:20-4:30 A.M.

At New Haven (See Page 16 for names)
Here's how we all can help

There's no doubt about it — the Loss and Damage problem is a tough one and, as you can see by the foregoing article, our railroad is trying to do everything possible to remedy the situation. The success of this campaign depends to a large degree on the cooperation of each and every one of us.

What can we do to help? You may ask. The problem, naturally, does not affect some of us as closely as others, but we can all help. A thorough understanding of what we're up against is the first step, for this will enable us to understand one of the reasons why our railroad is still not "breaking even" financially and why this constitutes a threat to the present level of employment. With this thought as an incentive, many of us may be able to "think up" helpful suggestions for reducing Loss and Damage and these may be submitted through the Suggestion System for thoughtful consideration and adoption wherever beneficial.

Operating employees can help directly by keeping freight trains running on time and smoothly. On time performance is important for freight shipments because some of them are perishable and must reach the market at a specific time in order to find buyers.

One fault we'd like to eliminate is rough handling damage. This can be caused en route by quick stops but occurs principally at Terminals where careful switching is the cure. The Committee on Prevention of Loss and Damage of the Association of American Railroads recently made a list of things that should be done to avoid rough handling of cars at terminals and stressed:

There must be proper supervision on the part of Yardmaster, Conductor and Trainmaster. All members of the crew should know what moves are to be made and hand and lamp signals should be given properly and passed on. Slow, or steady signals should be used before making coupling.

Fast switching movements must be avoided. Coupling speed should not exceed 4 miles an hour. Remember — the striking force increases with the square of the speed. This means, for example, that the force with which a car hits at 8 miles per hour is twice that at 4 miles per hour but four times as great.

In tower operations, hump operators must carefully consider the weight of cars and their potential speed. Skatemen must be used on cars wherever needed and caution must be exerted in stopping cars that contain easily-damaged cargo.

Care should be exercised in closing gaps between cars on classification tracks to avoid excessive impacts.

Car Retarder Operators should:
Keep a keen eye on weights and contents of cars on lists. Set up retarders to position required to control car speed properly before car enters retarder. Release retarders point by point to control speed of car leaving retarder.

In hump operation, where Riders are used, brakes should be tested before cutting cars off on apex of hump so Rider can control car. Rider should assure himself he has car under control at all times.

Clerks should exercise care when listing or carding trains, or cuts, for switching by showing proper information as to lading, weight, and classification and thus avoiding rehandling or rough handling and damage to cars. Yard clerks should check seals of cars at main terminals and any instances of broken or missing seals should be reported to the Police Department. This is particularly important at interchange points.

During emergencies on the road, our Loss and Damage record can be greatly affected by the ability of the entire train crew to get the equipment repaired and the train rolling again. The Engineer has a responsibility in seeing that the train is handled smoothly but the crews must see that signals to the Engineer are correct and adequate. And Train Dispatchers must make sure that local freight trains have an opportunity to do their jobs on time.

During lighterage operations great care must be exerted in loading equipment on lighters. Heavy equipment must be carefully handled, adequate lifting equipment used, the proper hitches made, and the right signals given. Otherwise, valuable freight may be damaged or lost "overboard" in the harbor.
HAPPENED to be in Providence today and I thought I might be able to show you examples of some of the contributions that are made by employees at this station each day in the interest of Freight Claim Prevention. Every employee in this, and every other Freight Station has a responsibility and plays an important role in the prevention of loss and damage.

Naturally, Freight Station employees, like employees in any industry, require supervision so that they will not grow careless in performing their daily tasks. These men require training and are supervised by station forces. The Freight Claim Prevention Department makes periodic visits to check the efficiency of the supervisory forces and to obtain first-hand information on how freight is being received and handled at each Freight Station. That is why I am visiting Providence today.

Over at that doorway you can see a shipment being received on our outbound platform for forwarding (See Photo No. 1). You will note that the truck driver is unloading it from the truck to a four-wheel trailer. This cargo has been well prepared for shipment in substantial wooden boxes. The Receiving Clerk is comparing the addresses on the boxes with those on the bill of lading to make sure they coincide.

You will observe that all packages comprising one shipment are placed on the same four-wheel trailer so that this trailer can be picked up by an electric tractor and moved to a freight car. When freight is moved directly from truck to trailer, several handlings are eliminated and there is less possibility of the cargo being damaged.

Oh, Oh! The Receiving Clerk has found a mistake. He is bringing to the Truck Driver's attention...

ALFRED P. KIVLIN, an expert on packing, container design, and carloading practices, has just been appointed Superintendent, Freight Claim Prevention, for The New Haven in place of William C. McAlister, who has retired after serving in this position for four years, previous to which time he was Freight Claim Agent for seven years, and prior to that Freight Agent at the Boston Terminal, it was announced recently by Herbert E. Bixler, General Merchandise Manager. Mr. Kivlin's headquarters are in Boston. One of his most important duties will be to consult with and advise shippers throughout our territory on all phases of proper packing, loading and shipping by railroad.

Mr. Kivlin joined The New Haven in 1944, marking the first time any individual railroad had employed the services of a "container engineer." Prior to coming to The New Haven, he had for 21 years been associated with the Freight Container Bureau of the Association of American Railroads, first as Research Engineer on packing, container design and carloading practices, and then as Assistant Chief Engineer. He came to our railroad as Supervisor of Freight Claim Prevention and in 1945 was made Assistant Superintendent of Freight Claim Prevention.

During World War II Mr. Kivlin was a Technical Consultant for the Agricultural Marketing Administration and conducted several schools for the Transportation Corps, United States Army, and the Army Air Forces, dealing with the packing, loading and bracing of overseas shipments.

Mr. Kivlin is a member of the Committee of Direction, Freight Loading and Container Section, of the Association of American Railroads, and is Chairman of the Freight Loss and Damage Committee of the Eastern Claims Conference.

Born in North Attleboro, he received his Bachelor's Degree in Mechanical Engineering from Rhode Island State College in 1915, and his Master's Degree from Harvard Graduate School of Business Administration in 1922, majoring in Transportation.
the fact that one of these shipments is marked "Bedford, Pa." while the bill of lading calls for "Bedford, Ia." It is a good thing the Clerk caught the typographical error or this shipment would have gone astray.

Over at the next doorway you will see a large shallow box containing plate glass. This is being carefully moved from the shipper's truck and the Receiving Clerk is calling the Foreman's attention to it so that it may be promptly handled. Observe how carefully the boxed glass is placed on the trailer. Three men are getting on the trailer to hold the awkward container in position so that it will not topple over on its way to a freight car.

In the meantime, let's look at this large milling machine which weighs seven tons. It is well crated and mounted on four substantial skids. Notice how the machine is being jacked up and rollers placed underneath. Now a power tractor is being used to move the large machine down the Freight Station platform and into a double-door box car.

We can watch a smaller machine being loaded and braced in that car over there (Photo No. 2). The machine has been placed in the end of the car against the inside wall. Since it weighs only 900 pounds, it does not need to be loaded along the center line of the car. The only precaution necessary is the side blocking nailed to the floor to prevent the machine from shifting against the fibreboard containers loaded nearby.

Over in this car there is something of interest. Notice the large number of cotton piece goods shipped in bales (Photo 3). Some of these 500-pound bales are not wrapped too well and have to be handled carefully. On The New Haven we insist that they be loaded flat on what we call their "bilge" rather than up on end. If the bales are loaded on end, several bolts of cloth may be soiled by the car floor. When the bales are placed on their "bilges"
only one bolt can come in contact
with the floor and only one or two
thicknesses of this particular bolt
can become soiled.

When these shipments originate
on The New Haven we make every
effort to use clean cars and place
paper on the floor for additional
protection. The importance of
these precautions in handling cloth
is easily understood here in Provi­
dence where we handle a large
amount of cotton piece goods en­
tering or leaving the Blackstone
Valley for dyeing, bleaching or
converting.

As we walk out on the platform
again you can see a shipment of
handling, loading and bracing it.

Here are some pointers on han­
dling furniture:

It must be loaded and stowed in
cars in an upright position, usually
indicated by an arrow or by a
mark: "THIS SIDE UP".

Mirrors must be loaded on edge,
lengthwise in the car, with the
glass adjacent to the side wall of
the car. Dressers and vanities
should be carefully trucked and
stowed in cars with their finished
surfaces against the walls. Bed
rails must be loaded sidewise or
on end in cars to prevent shifting.

ENAMEL ranges should be loaded
lengthwise with the finished front
marking is not visible, electric
ranges, refrigerators and furniture
in general should always be
truck on the back face of their
crates.

Now observe the right and
wrong way of handling refrigera­
tors. Here (Photo 6), one of the
men is tilting the refrigerator crate
forward so that what we call the
"chisel" of the truck — the blade
which keeps the crate from sliding
off the truck — may be slipped
under the crate. The refrigerator
is now eased onto the truck and
wheeled into a freight car. Now,
just for illustration, we'll ask this
trucker to show us the wrong way

chewing gum in fibreboard con­
tainers which have been loaded
on a four-wheel trailer (Photo 4).
This product is susceptible to pil­
ferage. Therefore the loaded
trailer is placed on the station plat­
form where it can be readily ob­
served by the Foreman. The ship­
ment will be loaded immediately
into a freight car, or placed in the
Locker Room for protection.

Over in this car the plate glass
shipment we saw earlier has been
loaded (Photo 5). Note how care­
fully the stevedore has placed this
crate up against the side wall and
how two carloaders are strapping
it to the wall with steel strapping
and anchor plates. Thus supported
and loaded lengthwise, there is
little chance of damage.

What article contributes most to
our Loss and Damage account?,
you'd like to know. Well, furniture
is one of the most troublesome
commodities because some of it is
weakly constructed and often it is
not packed well. For these rea­
sons, extra care must be given to
of the stove adjacent to the side
wall of the car and not near any
freight which might damage the
highly finished surface of the
range. This also applies to wash­
ing machines and refrigerators.

Take a look at that large me­
chanical refrigerator shipped in a
panel plywood box. This box is
correctly marked "truck from this
side" which is the "back face" of
the plywood box. Even if this

(Continued on Page 15)
If four times a day Herbert C. Hewes, Chief Mail Clerk for The New Haven, walks into Room 438, South Station, Boston, and hands large pouches of mail to four Mail Clerks waiting to sort and open them. And—nothing personal in this, Mr. Hewes—there is a group of employees who aren't any too happy about the mail you bring. It means loads of work for everyone in their Department from the "Boss" right down the line. And, in addition, in each packet is some bad news for The New Haven Railroad.

While the Mail Clerks are at work, two of our employees, Evelyn Powderly and Anne McKeon, are busy in another office operating machines designed for making out drafts, or checks. There used to be just one machine but it couldn't keep up with the drafts and recently we had to purchase a new $2,600 draft-drawing machine. The machines turn out an average of about 500 drafts a day.

"Too bad these drafts aren't going to buy new passenger coaches or diners, or to pay wages to employees," the girls agree.

From the brief description above, we're sure most of you realize that we are writing about the Freight Claim Department of The New Haven Railroad, headquartered in Boston and directed by James J. Marooney, Freight Claim Agent. The mail brought in four times daily is largely made up of claims upon the railroad for payments for loss or damage to freight shipments. And the 500 drafts per day represent payments being made by The New Haven, on behalf of itself and other railroads, to claimants whose claims have been investigated and approved.

The job performed by our Freight Claim Department is a job that has to be done. And although our railroad would be better off if we did not need such a department, we're sure that we couldn't find a harder-working, more conscientious group of employees.

Assisting Mr. Marooney in running the Department are Ralph B. Atwood and Herbert C. Hill, Assistant Freight Claim Agents. There are three District Claim Agents, John Walsh, Leo Higgins and Albert Joly. David F. Drummond is Chief Clerk, Harry L. Hall, Assistant Chief Clerk, and W. B. McCann, Chief Investigator.

The office force consists of 82 other employees, including Investigators and Clerks. Because of the overwhelming number of claims that have been pouring in, the job of entering over 600 new claims a day is quite a task. Phyllis Thompson is the Typist-Clerk.

Our staff of investigators are busily checking freight claims. L. to r., 1st row, Charles Siebert, Mary Riccio; 2nd row, Everett Grant, Frank Palmer and David F. Drummond, Chief Clerk (standing); 3rd row, Blair Lounsberry, John Briggs; 4th row, Leroy H. Hall, Alfred J. MacLeIlan.

Their Mailman Always Brings Bad News
into the Department, 23 new employees were added to the force during the past year.

In discussing the tremendous increase in claims filed during recent years, Mr. Marooney frankly declares that "Many of these claims could have been eliminated by the proper handling, loading and stowing of freight."

Because of continual contact and correspondence with the customers of The New Haven Railroad, Mr. Marooney is in a good position to comment on the effect of lost or damaged freight upon our shippers and consignees. "The whole business of freight claims," he says, "is bound to be a source of great irritation to shippers. Their primary interest is in seeing that their goods arrive safely at their destinations. Both shipper and consignee want delivery in preference to freight claim payments."

nine months after shipment. For this reason, when a claim is received at our Boston office it is first stamped in the Mail Room with the receiving date. Next, an Investigator looks over the new claims and segregates any that are ready for immediate payment. These are immediately passed along to the Voucher Department for issuance of drafts.

Claims requiring further handling and investigation are stamped with a number and an index card is made out. One copy goes to the claimant as an acknowledgment of his claim and the other goes into our alphabetical index.

The claim is then assigned to an Investigator and he proceeds

justed in a satisfactory manner through correspondence, a District Claim Agent calls on the claimant to discuss the question of settlement, and adjusts on a mutually satisfactory basis.

After the claim is paid, the cost is "prorated" with any other railroad involved, in accordance with

The difficult and painstaking work of the Freight Claim Department begins when a claim is filed directly with the Department or is forwarded by one of our local Freight Agents. At 46 of our larger stations Freight Agents are authorized to issue freight claim drafts up to $50 on claims involving damage only. This plan was inaugurated by The New Haven so that Agents upon receipt of a claim could immediately issue drafts after making an "on the spot" investigation, and by their prompt action create good will on the part of our shippers.

All claims must be filed within

with a thorough investigation. Various reports are available to him. From any of the stations concerned he may obtain complete station records about the shipment in question, and from any of the other railroads involved he may obtain "In Transit" records. Claims involving pilferage, losses at stations and the loss of an entire package are immediately referred to our Police Department for investigation.

On completion of the investigation if the Investigator has established that the Carrier is liable, he places the claim in line for payment. When claims cannot be ad-

Freight Claim Division rules. In some cases the prorate is based on mileage while in others it is based on direct responsibility. The Investigator must fill out a "prorate sheet" showing the details of the claim and the roads involved, together with junction points. The claim is passed to a mileage clerk for insertion of the mileage of each road and the comptometer operator then figures each railroad's proportion. The prorate sheet is then typed and a copy furnished to each railroad involved.

The claim is now ready for the Checker who determines whether it is in proper form for payment (Continued on Page 25)
315 have “graduated”
—why don’t you enroll?

NOT to be outdone by the many technical schools throughout educational Southern New England, The New Haven Railroad can proudly point to its own batch of “graduates” — the 315 forward-looking employees who recently completed courses organized under our Technical Training Program.

The program was described in our May, 1947, issue in an article by R. Blake Russell, Director of Training. During the latter part of 1946 and the first six months of 1947, eight maintenance subjects were taught in 21 classes, meeting in Boston, Springfield, New Haven and New York.

The classes were conducted without charge for all employees who wished to attend. Each group met, after completion of the day’s work, for a two-hour period twice a week. Depending upon the subject matter, the courses varied in length from 40 hours for Air Conditioning of Passenger Cars to 126 hours in Signal Maintenance.

Although some who registered were unable to complete the required number of hours for various reasons, 315 employees qualified for certificates of accomplishment which were presented at the end of the courses.

All of those who attended are to be commended for their interest in increasing their knowledge of the equipment with which they work.

A list of the employees who were awarded certificates for 1946-47 appears herewith:

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NEW COURSES PLANNED

With the assistance of the General Chairman of the crafts concerned, Technical Training classes are being organized for the coming season. These classes will be open to all employees interested in increasing their knowledge of the equipment with which they work.

Watch your bulletin board for announcements, or ask your Supervisor for information!
AIR CONDITIONING

New Haven Class
Instructor: EUGENE PHILIE
John H. Andrews Electrician Helper
Gerald J. Bevis Electrician Apprentice
John J. Brennan Electrician Helper
Charles A. Caleffy Electrician
Robert A. Dowd Electrician
Alden S. Johnson Electrician
Francis P. Kennan Electrician Helper
Lester W. O'Hara Electrician
Thomas F. Shanley Electrician
Leo F. Shea Electrician

Dover Street Class
Instructors: L. E. CUSHMAN
S. E. WHITE
Joseph F. Amoditis Electrician Helper
Lawton D. Benedict Electrician
J. Brennan Electrician
Joseph Chiasson Electrician

DIESEL-ELECTRIC LOCOMOTIVE MAINTENANCE, ELECTRICAL

New Haven Class
Instructor: ADDISON L. LEIPOLD
Vebo A. Benedetto Electrician
Stanley Gay Electrician
Daniel Gerone Mechanical Inspector
David E. Glover Mechanical Inspector
Henry T. Godfrey Mechanical Inspector
George M. Keller Electrician
Morley J. Kelsey Electrician
Seigfried Lanz, Jr. Mechanical Inspector
George Lattanzi Electrician
William A. Lichtner Foreman

DIESEL-ELECTRIC LOCOMOTIVE MAINTENANCE, MECHANICAL

New Haven Class
Instructor: W. R. INGRAM
Bertram A. Ashworth, Machinist Apprentice
Edwin Burke Machinist
Harrison J. Clement Machinist
Lester W. Cornwalt Machinist
George A. Higgins, Jr., Machinist Apprentice
J. Kavanaugh Machinist Helper
John H. Key, Jr. Machinist
F. J. Magner Machinist
Joseph H. Moore Machinist
Martin G. Moron Machinist Helper
Melville Moseman Machinist
George J. Pacitto Machinist Apprentice
Edmund S. Pestano Machinist
Ralph Shoe Machinist Apprentice
Thomas Sullivan Machinist Helper
William P. Sullivan Machinist Helper
Frederick Taylor Machinist
George K. Tinker Sheet Metal Worker
Arthur G. Zinggeber Machinist

Dover Street Diesel Shop
Class No. 1
Instructor: W. R. INGRAM
John J. Corley, Jr. Machinist Apprentice
Martin L. Croke Foreman
James Fitzgerald Machinist
Robert V. Francis Machinist Apprentice
William F. Johnston Machinist Helper
John J. McHugh Machinist Helper
Leo L. Mento Machinist
John J. O'Toole Machinist
Francis W. Quinn Machinist
Peter R. Sarkunas Machinist
Harold Studley Machinist Helper
William O. Studley Machinist
Paul G. Wagner Machinist
J. Wiseman Machinist

New Haven Class No. 1
Instructors: CHARLES C. GRAVES CHARLES L. GRAVES THOMAS A. BRIDGES
John H. Benoit Machinist Helper
Thomas J. Bohan Machinist
Robert Capobianco Machinist
Pasquale G. Carofano Machinist Apprentice
Domingo A. Civitello, Jr. Machinist Apprentice
Russell H. Cox Machinist
James M. Cucurello Machinist
John DeAngelo Boilermaker
Allen G. DePew Regular Apprentice
Anthony G. DePoto Machinist
Joseph DiGirolamo Machinist Helper
Fred S. Burbridge Electrician
Edward A. Gilchrist Electrician
Salvatore J. Louisa Electrician
Joseph D. Mornell Electrician
Thomas M. McDonough Electrician Helper
Robert D. Moriarty Electrician Helper
George J. Reilly Electrician Helper
Edward L. Sederquest, Jr. Electrician
Francis X. Seeberger Electrician Helper
Harold J. Smith Electrician
Lawrence A. Smith Electrician
James W. Vickers Electrician

Dover Street Diesel Shop
Class No. 2
Instructor: W. R. INGRAM
John R. Ahi Machinist Helper
Francis D. Alten Machinist
Warren E. Brackett Machinist
James Burke Machinist
John Castaldo Machinist
H. Clarke Machinist Helper

F. Kieseling Electrician
Galliano Lemmi Electrician
Norman G. Marier Electrician
N. McPherson Electrician
Daniel Monahan Electrician
Lloyd Ocrett Electrician
Edgar Peavey Crane Operator
George Peavey Carman Helper
New Haven Class No. 2
Instructor: KENNETH M. DARLING
Richard J. Baker Machinist Helper
Charles F. Brecklin Machinist
John F. Candelli Carman Helper
Nicholas F. Calvano Labor Foreman
Roy E. Connolly Machinist
John E. Cromley Foreman
Joseph DiBiasi Machinist Helper
Charles J. DiElsi Machinist Helper
Jerry V. DiMartino Machinist Helper
Carmina DiPalma Machinist
George C. Foye Material Supervisor
John T. Flagler Machinist
James G. Foster Foreman
Alexander Gallant Machinist
Ervin F. Hansen Machinist
Matthew J. Hoore Foreman
Francis M. Joy Boilermaker
Norman A. King Machinist
Rocco Laucella Machinist
James A. Mongillo Boilermaker Helper

Pasquale Nuzzo Machinist Helper
Donald E. Parker Assistant to Engineer of Tests
Joseph N. Petriccione Boilermaker Helper
Domenick P. Pulio Machinist
Joseph J. Retanrho Machinist Regular Apprentice
James Ryzewski Boilermaker
William R. Spencer Machinist
Carl A. Sylvester Machinist Helper
Robert C. Taylor Machinist
Charles L. Timothy Machinist Helper
Frederick J. Veideman Machinist
Thomas Venturella Machinist
Dominic C. Voliero Machinist
Edwin W. Westonbohm Foreman
Reginaled Whitbread Mechanical Inspector
Edward P. White General Foreman Mechanical Inspector
Wesley T. White Foreman

New Haven Class No. 3
Instructors: CHARLES C. GRAVES
THOMAS A. BRIDGES

Van Nest Class
Instructor: A. W. PLONSKY
J. Aasmussen Armature Winder
A. S. Baxter Electrician
W. Biedenbach Armature Winder
H. Finney Electrician
W. Grossjung Electrical Inspector
G. Hannaford, Electrical Helper Apprentice

Readville Shops Class No. 1
Louis Brait Electrician
John Hannigan Electrician
Michael Kozis Electrician
Bradford Law Electrician
Frank McDermott Electrician
Dennis O'Keefe Electrician
Lawrence Rowell Electrician
William Scully Electrician
Francis Spillane Electrician

Readville Shops Class No. 2
Willy Frank Electrician
A. Gomes Electrician Apprentice
George A. Harris Electrician Helper
Joseph Herlihy Electrician Helper
Herbert Jennings Electrician Helper
F. Kiessling Electrician
Galliano Lemmi Electrician
Normand G. Marier Electrician
Daniel Monahan Electrician

Boston Class
Instructor: J. D. FITZGERALD
Robert E. Albert Boilermaker Helper

Carl Dahl Boilermaker
Henry Dembrowski Sheet Metal Worker Helper Apprentice
John Diamond Electrician
James J. Fleming Electrician Helper
John Jordanides Electrician Helper
Bernard J. Klicka Electrician Helper

New Haven Class No. 1
Instructor: THADDEUS MEAD
Otto F. Albert Signalman
Charles E. Auger Draftsman
Arthur C. Blackadar Signalman
Thomas S. Bray Cost Engineer
Harold C. Carlson Signalman
William J. Gallagher Maintainer
Marshall B. Geer Maintainer
William T. Hackett Draftsman
William J. Henry Signal Helper
James J. Hill Draftsman
Richard C. Innis Assistant Signalman

Harry M. Kenyon Assistant Maintainer
Leon S. Mandrow Signalman
James P. Poison Assistant to Signal Supervisor
Justin Pratt Draftsman
George W. Prentice Signalman
Alfred Wood Assistant Signalman

New Haven Class No. 2
Instructor: THOMAS P. FLAWEV
William J. Boyllas Assistant Maintainer
William R. Bottomly Draftsman
Thomas G. Bourke Maintainer

Charles R. Burns Pipefitter
John J. Costalno Machinist
John A. DeFelice Machinist Helper
Clarence Detrick Machinist
Frank H. R. Dorman Mechanical Inspector
Joseph L. Dorsi Boilermaker Helper
Philip J. Finger Machinist Helper
Joseph W. Flagg Machinef
Harold Grundy Mechanical Inspector
David H. Herrmann Clerk
Frank J. Hogan Mechanical Inspector
Louis Iovino Machinist
Stephen J. Juba Boilermaker
Thomas F. O'Connell Clerk
Edward R. Parshley Foreman
Alexander Price Foreman
Charles Ragna Mechanical Inspector
Carl F. Reiber Machinist
Salvatore Savino Machinist Helper
Franklin E. Stevens Foreman
Charles H. Woliver Foreman
George H. Woliver Machinist

ELECTRIC AND DIESEL ELECTRIC LOCOMOTIVE MAINTENANCE, ELECTRICAL

Instructor: HACKETT

KENNETH M. DARLING

ELECTRIC EQUIPMENT AND MAINTENANCE, PASSENGER CARS

Instructor: ALFRED WOOD

Lloyd Orcutt Electrician
Edgar Peavey Crane Operator
George Peavey Carman Helper

Instructor: CHARLES C. GRAVES

James J. Fleming Electrician Helper
John Jordanides Electrician Helper
Bernard J. Klicka Electrician Helper

Instructor: L. E. CUSHMAN

James J. Fleming Electrician Helper
John Jordanides Electrician Helper
Bernard J. Klicka Electrician Helper

Dover Street Class
Instructor: L. E. CUSHMAN

Joseph C. Adomatis Electrician Helper
Lawton D. Benedict Electrician
Joseph Chiaro Electrician
Denis Coffey Electrician
James Conroy Electrician
Charles Dewar Electrician
John Diamond Electrician
John Doherty Electrician
Arthur J. Elliott Electrician
William A. Hardy Electrician
John Greene Electrician
S. Mark Electrician
Dennis McHugh Electrician
A. Williams Electrician

ELECTRIC WELDING AND RELATED WORK

Instructor: WALLACE G. EGAN

William J. Connor Electrician Helper
Antonio P. Fallavolita Electrician
William S. Olson Apprentice Instructor
Stanley Sobola Electrician

SIGNAL MAINTENANCE

Instructor: THOMAS P. FLAVELL

Howard R. Brainard Maintenance Signal Foreman
John A. Brough Maintainer
James H. Cassady Maintainer
Warren F. Day Maintainer
George A. Ford Signal Helper
Herman R. Lever Signalman
William W. Learow Signalman
Theodore J. Mandro Signal Helper
Joseph J. Maxino Signalman
John G. Neibel Assistant Signalman
Robert W. Pratt Circuit Designer
Why An Issue Like This? . . .

This is the first time in the history of ALONG THE LINE that we have devoted a single issue largely to the problem of Lost and Damaged Freight. But after reading the magazine, we doubt that any of our employees will wonder why this issue was prepared.

The truth is that never in the history of our railroad has the problem of Lost and Damaged Freight been so serious. Never have Freight Claim Payments exacted such a toll on our revenues or caused more trouble to our shippers and consignees.

Let's handle, load and stow freight safely! We can, and must, reduce the number of claims that are being made upon our railroad because of lost and damaged shipments.

Travel on Credit . . .

As a feature of a continuing program to improve our service to meet present-day competition, our Passenger Traffic Department during the early part of September put into effect a new railroad travel installment plan.

Under the new arrangement our patrons may travel "New Haven" and enjoy all-expense Pilgrim tours on a credit basis, paying for their trips in convenient monthly payments after they return.

The New Haven is one of 50 major railroads throughout the country to offer the travel credit plan, in cooperation with local banks, for purchasing transportation, Pullman accommodations, all-expense trips (which usually include hotels and meals) and any service regularly sold through the railroad ticket office. Although the plan will cover any form of railway travel, it is believed its greatest use will be for vacation and recreational trips and tours.

Travelers wishing to use the new service can go to one of our ticket offices and fill out an application form for credit for the cost of the proposed trip or tour. Applications are passed upon within 24 hours. If a routine credit inquiry shows that the traveler can meet the monthly payments, he is notified that his ticket is ready for him. No collateral or down payment is needed, and interest is charged by local banks at the usual rate for customer credit loans. Payment must be made in full within 12 months.

ON OUR COVER

This month's cover graphically illustrates our Freight Claim problem, the theme of this issue. The various major causes contributing to our Loss and Damage Bill are charted above and at the bottom we are reproducing a check indicating the magnitude of the payment that would have been required if all the claims expense for 1946 could have been paid in one lump sum by means of a standard freight claim draft.

Freight revenues of The New Haven for July were 3 per cent below July, 1946. During the first period of August, revenues were also 3 per cent below the corresponding period last year; and revenues for September are expected to follow the same trend.
BY appointment or election, five of our furloughed employees have been advanced to important posts in various Railroad Brotherhods representing New Haven workers, it was announced recently.

CLIFFORD W. KEALEY has been elected Assistant Grand Chief Engineer of the Brotherhood of Locomotive Engineers. He had been General Chairman for The New Haven system and his recent advancement became effective as of May 16, 1947. Mr. Kealey entered service with The New Haven in April, 1911, as a Station Employee at Fairfield, Conn. He became Fireman on the Shore Line Roster and was promoted to Engineer Sept. 23, 1919. His home is in New Haven and his new headquarters are at Cleveland.

JOHN J. O'CONNELL, of West Haven, has been appointed New England Representative of the Grand President of the Brotherhood of Railway and Steamship Clerks. The appointment was made by George M. Harrison, Grand President, whom Mr. O'Connell will represent. Mr. O'Connell's territory includes New England and the sections of New York State where New Haven lines are operated. He joined The New Haven June 17, 1911, as Record Clerk in the Operating Department, New Haven Division, and on June 1, 1934, became Assistant Stationmaster at New Haven. He was elected General Chairman of the Brotherhood on Feb. 12, 1942, and served in that capacity until his appointment on July 1, 1947. His headquarters are in New Haven.

ROBERT D. FARQUHARSON, from the Auditor of Revenue Department, has been elected General Chairman of the Brotherhood of Railway and Steamship Clerks, succeeding Mr. O'Connell. Mr. Farquharson entered the service of The New Haven on April 5, 1913, and was elected to his new post on July 1, 1947. He resides at 104 Wood Street, West Haven.

JAMES J. HAMMILL was recently elected General Chairman of the Brotherhood of Trainmen and he assumed his new duties in April, with headquarters at New Haven. Mr. Hammill joined The New Haven on June 27, 1927, on the Boston Division and was transferred to the New Haven Division as a Yard Brakeman in 1939. He was promoted to Passenger Conductor on Jan. 12, 1944. His home is in Branford.

JAMES A. CALLAHAN has been elected General Chairman of the Brotherhood of Locomotive Engineers. Mr. Callahan began railroading with The New Haven on April 5, 1913, as a Fireman and was promoted to Fireman. He entered the service of The New Haven on March 17, 1899, as a Fireman and was promoted to Engineer on Dec. 11, 1902. His new advancement became effective June 12, 1947. Mr. Callahan lives in Waterbury.

CARPENTER'S SON WINS PEARSON SCHOLARSHIP

THE winner of the Edward J. Pearson Scholarship for the year 1947-1948 is Ronald W. Grimes, of 94 Atwater Street, West Haven, it was announced recently by Stuart H. Clement, Secretary of the Freshman Scholarship Committee at Yale University.

Eighteen-year-old Grimes is the son of William Thomas Grimes, a Carpenter in the Car Department at New Haven. The scholarship was established by New Haven employees in 1929 as a memorial to the late Edward Jones Pearson, President of The New Haven between May, 1917 and December, 1928. It was conceived by the New Haven Railroad Club and created by a fund of $12,456 collected in small amounts from employees throughout the system.

Each year the scholarship is awarded to a son of a New Haven employee, either still employed, or who may have become incapacitated or who may have died in the service of the company. The actual awards are made by the Scholarship Committee of the University.

Young Grimes will enter Yale this Fall as a Freshman. He was graduated from West Haven High School where he stood high in his class scholastically and was active in numerous extra-curricular activities, including the French, Latin and Clef Clubs and the Traffic Squad of the New Haven Safety Council.
PART of our nation’s history could be written in terms of depots in small villages. There is nothing pretentious about them. The small gray or barn-red buildings sit beside the tracks they serve. The windows are sooty and streaked; the big, vase-shaped cast-iron stove provides welcome warmth in winter. Big posters describing excursions are tacked on the walls. The agent’s office is a small section in one corner. Through the generations small boys have stood in the door watching the telegraph key tick-tacking its messages. The friendly man in his official cap answers lads’ questions as they watch the mysterious contraption.

Many a man sitting behind a desk or working amidst the cacophony of whirring machines remembers the days when farmers and villagers gathered at the depot to wait for the 5:45 from the city. There was good man talk about weather, livestock, crops, politics and the price of butterfat as they waited for the train. By and by there would come a whistle at Johnson’s Corner, a mile down the line. “She’s right on time,” someone would observe. Old 68 pulled in with a rattle and a clanking and a hissing of steam. Greetings were shouted back and forth. Crates of chickens and boxes and barrels were loaded on. Big gray-metal cream jugs were thumped onto the express wagon.

For a minute or two there was bustle and noise. Then the conductor waved his arm and 68 pulled out with staccato, powerful blasts of steam that increased in tempo. In another few minutes one heard the long, familiar “whooo-whooo-whoo-hoo” as the engineer blew for another crossing. The mailman loaded his bags onto his buckboard. Farmers and their boys piled the cream jugs into the democrats. Villagers walked along the street to the General Store to wait until the mail was sorted. Little village depots across a great nation have played their role well in the drama of a growing nation.

FREIGHT STATION VISIT
(Continued from Page 7)

a fibreboard box which had to be repacked because the excessive weight of its contents caused it to burst (Photo 8). We have reinforced this box with steel strapping and have protected the shipper who neglected to use a container of sufficient strength to protect his shipment. At the same time we have prevented damage and a resulting claim against our railroad.

You will note over there a shipment of heavy steel stampings which have spilled out of their wooden box (Photo 9). This box will be reassembled and reinforced with steel straps by our cooper. If the shipper had used steel strapping, there would have been no necessity for recoopering. However, that is just one little extra service we are daily giving to shippers who do not, but should, appreciate the necessity for using suitable containers.

Over at the other end of the Cooper Shop you will see Patrolman Emmet L. Brown, of our Railroad Police, checking the contents of a container which is to be recoopered. This procedure protects the shipper and the carrier from pilferage. This is the same patrolman who stopped you as you entered the Freight Station and asked you to identify yourself. It is his duty to see that unauthorized persons are not permitted on our Freight Station platforms.

Let’s walk into this car and see the type of freight that is being loaded. It so happens that most of the containers here contain commodities which must be loaded in a certain position and this position is indicated by an arrow pointing up. This shipment, you can see, has been loaded correctly (Photo 10).

Now let’s drop into the Locker Room and see the valuable, pilferable freight locked up here while we wait for the consignee to pick up the shipment (Photo 11). See those imported cigars, cigarettes, chewing gum, candy, bottled goods, and other articles susceptible to theft and pilferage? They are well protected here.

Over here at inbound freight house, Delivery Clerk Francis Carley is checking out a delivery being placed in an outgoing truck by Truck Driver Charles Murphy (Photo 12). Each of these shipments has been checked by our Delivery Clerk and delivered in good condition. The receipt has been signed by Truck Driver Murphy.

We have watched shipments entering the Freight Station, being loaded in cars, handled, stowed, and checked out to the consignee, and our inspection trip is over. I am sure you can all now readily appreciate the many problems involved in handling shipments so that the interests of all parties concerned are protected and shipments are delivered to our consignees in an undamaged condition.

An undamaged shipment is one of our best sales arguments in pleasing a customer and convincing him that it pays to ship ‘New Haven’.

(answer to “where is this?”) The mystery photograph whose location you were asked on Page 3 of the August issue of ALONG THE LINE was taken on the curve east of Beacon Falls, Conn., on our Naugatuck Valley Line. The Cedar Hill-Waterbury Local was rounding the curve when Thomas J. Donahue, of 6 Pine Street, Waterbury, took this excellent shot on June 5, 1947.
NEW YORK FREIGHT TERMINALS

July 27 was a happy day for those of us who attended the Pioneer Lodge Clambake, at Riverside Park, Springfield, Mass. It was an excellent bake. There were plenty of games, even a gypsy in disguise who told several of the ladies their fortunes; the younger fry enjoyed themselves on the "rides"; interesting prizes were awarded; and Dan Cupid was seen indulging himself in his usual game of darts.

Anne Riordan, File Clerk, put away her last file before her vacation departure on August 2.

Happy vacation, Anne!

For the coolness of the Pocono Mts., Pa., we voted a vote of thanks.

Fortunes; the younger fry enjoyed themselves on the "rides"; interesting prizes were awarded; and Dan Cupid was seen indulging himself in his usual game of darts.

The 11-7 Shift Boys held their annual outing for memnber families and friends at Indian Wells on the Housatonic, Stonington, Conn., on Sunday, August 19. Charlie Willever and Bill Manning, who were in charge of the affair, report "a wonderful time was had by all.

Barney Kelley and Jim Hackett say they celebrated their 75th birthdays by visiting relatives in New Jersey and Canada respectively.

Our sincere sympathy to Jackie Cusano on the death of his father.

George Keller posts cards from Montclair, N. J., while on his vacation with his family.

It finally happened! "Renzi" Pierpaoli is the proud father of a 2-pound boy, Mother and son doing swell and "Renzi" reports, after quite a consultation, they named him Ronald Joseph.

Harold Manning, Mayor and Justice of the Peace of the town of Bridgeport, is visiting with his brother Bill in Bridgeport. Harold Manning, Mayor and Justice of the Peace of the town of Bridgeport, is visiting with his brother Bill in Bridgeport.

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THEY ARE PICTURED ON PAGE THREE

The following employees appear in the photographs of Freight Claim Prevention Meetings on Page 3:

At New Haven: L. to r., sitting, Mary E. Flood, Secretary; Otto A. Weber, Freight Agent; Margaret M. Carr, Assistant; C. E. O. T. Johnson, Supervisor of Training; Philip F. McElroy, Assistant Superintendent; Jane Berger, Claim Clerk. Standing: Dan Luciano, Foreman, Car Cleaners; Edward Jones, Freight Handler; Barney Kelley, Freight Handler; Charles Gallo, Tally Clerk; Johnnie Turbert, Claim Clerk; Frederick W. Alliston, Freight Handler; Charles W. Lautenbach, Chief Car Service Clerk; Edward L. O'Neill, General Foreman; James J. Reilly, Bulk Delivery Clerk; Frank P. McGreevy, Foreman, Freight Handler.

At Hartford: front row, J. J. McCarthy, General Freight Foreman; William Mack, District Claim Agent; H. Smith, Assistant Freight Agent; Mr. N. Sample, Freight Agent, and E. Taylor, Supervisor of the Railroad Express Agency. Back row, J. Lupascino, O & D Clerk; J. Mulcahy, Tallman; J. C. Ordway, Chief Clerk; Leo Flaherty, Chief Claim Clerk; A. Massa, General Foreman; T. A. Shiomberg, Chief Waybill Clerk; Edward Fulton and Charles Gordon, Freight Handlers.
TRANSPORTATION DEPARTMENT
NEW HAVEN

We welcome into our Department Martin A. Mack as Supervisor of Technical Training.

Our loss is Harlem River's gain as Tom Robinson leaves. He takes up his duties as Assistant Master Mechanic. Our best wishes to him.

Three of our girls—Marguerite McGuire, Dolores Anderson, and Audrey Sydney—have decided to devote all of their time to dusting and cooking.

We welcome Charles Hobro into our Department. Charlie formerly worked over at the Railroad Station.

Lois Liotard is going West this year for her vacation. Ask her about Yellow-stone Park and "Old Faithful".

Our former WAINE, Bernice A. Doherty, is taking a leave of absence, effective September 8, to pursue a course of studies at Teachers' College. Our best wishes for your success in your new venture.

WILLIAM JASPERS

NEW HAVEN DIVISION

Daniel J. Mahoney, retired Canal Line Trainman, stopped in to show the boys an old program of Woronoco Lodge No. 355, Brotherhood of Railroad Trainmen, Westfield, Mass., published in October, 1904, which has some interesting old pictures including one of the Westfield switcher and one of the Lodge Officers for that year.

Mahoney's father was Yardmaster at Westfield in the old days.

BREWERY ST. FREIGHT STATION

Helen Graser, who reports an enjoyable stay in Atlantic City; Mary Kahrmann, who also spent her time at that resort; Helen Doolan, who has taken a cottage with Mary Lilis at Point Beach; Mary Flood, who is still raving about Lake Winnebago; Frank O'Neill, Harold Decker, Jimmie Randazze and Charlie Rubino, who just plain took it easy and had a grand time.

Lots of people in town are humming "I Want to be a Gyspy", the reason for which is that Josephine Vitale told fortunes recently at St. Michael's Church Bazaar. Had quite a few male customers, too. Nice going, Joe—that's one way to hold hands.

Best wishes to Carmen Jovan, Freight Handler, who has been retired.

Leon Jonas, our Cashier, recently brought in pictures of granddaughter Judy. She's a darling, and looks just like her grandmother, Mrs. Rodwan.

CEDAR HILL TERMINAL

William O'Neill, Train Clerk, Terminal Headquarters, back from vacation. "Bill" looked in A-1 shape; presumably he was holding hands.

William Zang, associated with Mr. Marks' office, was a visitor recently at the Terminal. The Beau Brummell from Harlem is on top of his work at all times, and really gets the desired results.

Dave Belots, associated with Mr. Steuck's office, was a recent visitor at the Terminal. The rotund young man possessed his usual broad smile and winning way.

Edward Ryan, top man in Mr. Elliot's office at Cedar Hill, back from vacation. Looks in the proverbial pink and ready to go.

Joseph Golen, Train Clerk, Terminal Headquarters, back from vacation. The bustling miss sojourned at Gard, Md., and indulged in considerable swimming and tennis, taking top honors in the latter.

THOMAS J. WHALEN

WHO HAS A TABLE LIKE THIS?

Somewhere on The New Haven Railroad, in some office, or perhaps in some storeroom, there may be a counterpart of the table pictured here. Have you seen it? Can you tell us where it is?

Originally part of the furnishings of the board room in the old Grand Central Terminal at New York, the table shown here was one of three. William H. Rowland, Secretary of the Company, is anxious to find the missing middle section. He believes it may be slightly smaller than the one pictured here.

Maybe the missing table is in some small ticket office or freight house. Or perhaps it's right under our noses in some office right at New Haven.

In any event, Mr. Rowland is confident that if it is on the New Haven property at all, printing this item in ALONG THE LINE will bring it to light.

Mr. Rowland's telephone extension at New Haven is 341.

2. When retired Passenger Conductor Daniel J. Egan was given testimonial dinner recently, Local Chairman James J. Simpson presented him with gift on behalf of friends. L. to R.: Mr. Simpson, Asst. to Trustees J. Frank Doolan; Wm. Egan (for Mr. and Mrs. O'Connell announce the birth of a son. Mrs. O'Connell was Callista Ford.

Mr. and Mrs. H. Brown announce the birth of a son. Mrs. Brown was the former Julia Partridge.

June Carignan is wearing a lovely diamond, which she received from Bob Moore.

We all hope to see Rheta Flanigan back with us soon.

Auditor of Passenger Receipts Office

Congratulations to Helen E. Dolan and Eugene McDermott on their recent marriages.

Marie S. Cahill and Virginia T. Petrucci have resigned from the office, and Betty L. Caso has taken an indefinite leave of absence, as has also Ruth B. Connor.

Barbara Jerome and Corine DaVia have returned from a vacation in Atlantic City.

Our sympathy to Thomas P. Preble on the recent death of his brother.

Congratulations to Janet Bennick, Edith Brockett and Eleanor Keleher on their recent engagements.

Our sympathy to Mrs. Johnson on the death of her husband, William Johnson.

We are sorry to hear Helen Reilly, Christine Fagan and John Maloney are on the sick list.

Congratulations to Russell Kneihl on the arrival of a son.

HARRY D. KIERNAN

WATERBURY, CONN.

Mrs. Marion Peterson, Chief Clerk, Torrington, spent her vacation at a cottage at Indian Neck, Branford, with her mother, Mrs. B. A. Sears, and her brother and his wife and children.

Engineer Phil Blakeslee spent his vacation at North Carver, Mass.
Engineer John Morrissey returned to work after being sick for a month. All were glad to see him back.

Welcome to the staff are Margaret Hussey, employed as Clerk, Waterbury Engine Terminal, who has accepted a position in the Car Department Office at the Freight House.

Engineers have bid in runs as follows: Ed Curley, Naugatuck Road Switcher; Walter Barry, Quabbin Yard Switcher; H. A. B. Fisk, 7:06 A.M. Yard Switcher; Wayne Burns, 4:30, and 6:00, Naugatuck.

More vacations were enjoyed by the following: Fred Ryan, Yard Switcher; John Arminas, Freight Handler; William Galvano, Freight Handler; John Grek, Yard Switcher; John Bedell, Southington; Edward Brandt, Chief O&O Clerk; Charles Carey, Agent—Conductor; Frank McQuaid, Yard Clerk; John Arminas, Freight Handler; William Galvano, Freight Handler; Arthur Dow, Fireman; George Ellims, Track Supervisor; Frank Fenn, Car Cleaner; George Fenn, Freight Handler; Daniel Flahive, Engineer; Samuel Ford, Agent—Planters and National Bank; John Honan, Yard Clerk; John Arminas, Freight Handler; Marjorie Noble, Clerk—Talbot; Marie Parkinson, Account Clerk; George Norris, Switch Maker; Ruben Proper, Fireman; Albareau Rowe, Freight Handler; John Rubenwolf, Engineer. Fireman; Joseph Sullivan, Engineer; Paul Vary, Fireman; Joseph Sullivan, Engineer; John F. TIDGEWELL

SPRINGFIELD, MASS.

Pioneers of the Brotherhood of Railway Clerks, held its Annual Clambake on July 27, at Riverside Park. The festivities went on for the day to 150 employees and friends representing the Harlem Railway Station and the Flat Rock Railroad. A delegation of the Brotherhood of Railway and Steam Enginemen of the Springfield Chapter. Excellent food combined with ideal weather for the outdoor events make the affair one of "The Best", with a high spirit of congeniality the keynote of the day.

Special guests for the day included John J. O'Neill, former General Chairman, and now Northeastern Representative of the Grand Lodge, and Robert D. Parqunson of the Central Chairman, and Leo T. Hinckley, Grand Lodge Auditor.

Committees in charge consisted of Edward B. Colvin, Edward R. Holton, William Houlahan, Lee Burke, Edward Furtens, Louis B. Brodeur, Clark Parsons, and Al Stackowetz.

Tommy Neary, Beau Brummell of Springfield, is enjoying a well-deserved vacation at Hampton Beach.

Other members of the Brotherhood of Railway Clerks who have recently enjoyed vacations are: Orphy Currier—Virginia, Connecticut, bedehed; Marion Wilson—won't tell where, but she's sporting a grand tan; Henry Flaherty of the Freight House—Pittfield and points north.

John Hamband, former Biller Clerk at the Freight House, resigned recently and is now working for the Massachusetts Mutual Life Insurance Co. Good luck, John, in your new position.

Gerry Sheehan of the Freight Office, is the proud owner of a new Hudson. How do you like it, Gerry?

Elmer E. Myers, Trainmaster, has returned from a well-earned two-week vacation at Lake Sunapee, N.H. Full of pep, vim, vigor and sporting a grand "coffee tan", he has many interesting stories about those "fish". How big were the ones that got away? We have a doubt that you doubt your word, but you know how you can keep secrets.

Deepest sympathy is extended to Lee Burke, on the recent death of her father.

Ann Jacques, another one of our Switchboard Operators, was granted leave of absence.

Beat all good wishes for a long and happy married life to Dee Corriveau, of the Car Department Office at the Freight House, who married September 3 on which to take the "big step".

And now for Western news:

Herman Wolf, Engineer on Westfield switcher, resumed work after a three-week vacation. He is a very close prospect. Lennie has a deadly arm, is a strong sticker, and there are very few balls that pass between us. He is assisted by Coach "Huck" Keaney, a star backfield man. The team shows its heels to all opposition to date. It is winning the Suffolk County championship, and it is showing its heels to all opposition to date. It is winning the Suffolk County championship. Good luck, those of you who have advised Lennie not to worry about it, as the Mrs. will decide where the vacation will be spent.

MIRICK PERKINS

V. F. W. BASE BALL TEAM

New Haven Railroad, No. 3340, V. F. W., is represented by one of the fastest teams in New England. Recruited from the thousands of employees on the New Haven, its success seems to be due to a most superior and efficient team. It is showing its heels to all opposition to date. It is winning the Suffolk County championship. Good luck, those of you who have advised Lennie not to worry about it, as the Mrs. will decide where the vacation will be spent.

MIRICK PERKINS

PROVIDENCE DIVISION

The following Agents and Operators have recently enjoyed vacations:


The following Train Dispatchers recently returned from vacation:

J. Lesage and H. F. Sawyer.

Examiners spent a few days of his vacation visiting with his son in Danbury.

Examiner M. D. Melly spent his recent vacation with F. J. Sullivan, Engineer. Operating, Mechanical and Communications Departments enjoyed a clambake at No. Stonington on August 17.

Sympathy to the families of Crossing Watchman Ovilia J. Chabot and Frank A. Murphy, who passed a way recently.

Sympathy to the family of Eddy M. Wood, former Switch Dispatcher, who recently passed away.

Engineman A. Gates, on No. 9 and 24, made a long trip after being reclaimed after 48 years of faithful and efficient service. R.F.E. Engineman is a star backfield man, turned his last trip.

Engineer and Diesel Instructor H. F. Doherty, after over 48 years of faithful and efficient service, retired recently to accept an annuity.

Engineman T. A. Hannaway, after over 45 years of service, recently retired to accept an annuity. May they rest in peace in the sweet abode of their years in retirement.

Freight Agent L. R. Lamb, after over 26 years of faithful and efficient service, was recently granted an annuity. May he enjoy many happy and healthy years in retirement.

FRANK RUSSELL

WORCESTER

We extend our sympathy to Bolliermaker Edward LeBlanc, whose brother passed away recently.

Several of our members, while on vacation attended baseball games in Boston, and have come to the conclusion that the Red Sox would do much better if one of the Worcester fans were managing that team.

Daniel Silver and Joseph MacNamara, former Airline Steward of the B.F. W. Legion with the Legion, are top-heavy favorite to carry off the championship and represent their county in the National Legion tournament.

Recently married Machinist Helper Daniel Cole is in a quandary over where he and Mrs. Cole shall spend their vacation. Those of you who have advised him to spend a few years, have advised with poor results. Mr. Cole will decide where the vacation will be spent.

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standouts on their respective division teams while in the service.

The outfield ranks second to none, and is headed by: Constantino, Big Al Bryan, Harold Christianson, and Johnny Clancy. The center field is probably the best in the league, as稳定的 batting average. Al Bryan is a for- mer ballplayer. The team is being manned by Constantino and Al Bryan, who were picked on the Army teams while in the service.

While in the service, and is probably enjoying it. He is a semi-pro star from Quincy, and Casey and his followers who are thousands of his fans.

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Michael F. Lee enjoyed his vacation in the Catskill Mountains with his family. Congratulations are extended to Jack F. Davis, Jr., former Special Service Clerk, who has recently been promoted to Passenger Sales Representative.

FRANK R. PASSANT

Travel Bureau

Our best wishes are extended to Helen Belak, who is getting married on August 9. Welcome is extended to George N. Miller, newly employed Clerk, and also to L. P. McVinney, Clerk, who was formerly with the New Haven Dining Car Department.

RUTH MILLER

Grand Central Terminal Ticket Office

Samuel Mullins, Assistant to Ticket Agent, has just returned from his vacation, spending it at Peach Lake, N. Y., with his family.

William V. Eaton, Ticket Seller, has just returned from his vacation, spending it at Madison, Conn., with his family.

Harold Hartley and wife have just returned from vacation, spending it at Olney, N. Y., he getting out every day for his golf game.

Albert Wood, Clerk, and wife have just returned from vacation, touring the White Mountains by auto.

John Wixted, Ticket Seller, and his family are enjoying their vacation at Washington, D. C.

Howard Mason, Clerk and Ticket Seller, and his family are spending their vacation in Boston, and then perhaps to the Cape.

S. Luther Gurneyard, 3rd Cook, Merchants Ltd. Diner, was star quarterback in high school days at Douglas, Ariz., scoring three touchdowns in one game. Tennis is his hobby now. Newly married, lives in N. Y. City.


Mr. Callahan, John J. Morrissey, and Edward Carley.

J. Ruth Bowers shows cutting cake at recent shower given in her honor by girls of Aud. Diaburs office, New Haven.

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PROVIDENCE PASSENGER TRAFFIC

John Mann, Manager of the Bureau, spent his vacation in August taking day trips. He came back with a nice tan.

Jim O'Connor had the first two weeks in August for his vacation. He spent his time showing off little Rhody to a special out-of-town gal.

Esther Thompson divided her first week's vacation between a camp in Connecticut and another in Massachusetts.

Last month Eimer Paulhus spent his second week's vacation at his beach house at Matunuck.

Lester Asher, Supervisor, took his wife and daughter out to Denver, Colo., on his vacation last month. They really did the trip up in grand style.

Providing Ticket Office

John Cummings, Ticket Agent, spent his August vacation in Chappaquiddick Island, Mass.

The big news in the ticket office is the pretty diamond on Alice Short's finger. She became engaged on her vacation last month and plans to become Mrs. Fox shortly after the new year. Mr. Fox is a resident of Waterbury, Conn., and they will make their home in that city.

Ray Fanning, Ticket Seller, became a papa on July 30. His daughter has been named Betty Rae Fanning.

We also welcome two new Sellers to the force at Grand Central, Thomas Francis and Joseph Danella.

John, of the Bureau, spent his vacation in August taking day trips. He came back with a nice tan.

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General Office

Eddie Stewart, in the D.P.A. office, spent his two free weeks at home, taking day trips.

Harry Watterson, Passenger Sales Representative, vacationed last month with his wife and daughter at St. Johnsbury, Vt.

BEATRICE GARSIDE

FREIGHT TRAFFIC DEPARTMENT

Boston

The Freight Traffic Department extends a hearty welcome to Francis Tivnan, Tariff Clerk, NHRR, and to Robert J. McNeill, Stenographer, NET Co., both new employees.

CHARLES R. GOLDBECH

FREIGHT SALES AND SERVICE DEPT.

General Office, Boston

We welcome Robert Root, newly appointed Stenographer in this department. It is with deep regret that we announce the death of Frank J. McGuire, retired Clerk in this office, on July 19, at Newburgh, N. Y.

The many friends of Mrs. Marian R. McGregor will be delighted to hear that a baby girl, Sandra, was born to Mr. and Mrs. McGregor on July 29.

H. L. GREEN

General Traffic Agent's Office, Chicago

We extend a hearty welcome to Gil Rosenkoetter, Traffic Representative, recently transferred to this office from our St. Louis Office.

Best wishes are extended to our Win Pierce, recently promoted to be District Traffic Agent at Hartford, Conn.

V. A. GUST

District Traffic Agent's Office, St. Louis

Our Chief Clerk, Gilbert Rosenkoetter, was recently transferred to Chicago Office, promoted to Traffic Representative. We
regret the departure of GIl from St. Louis, but extend our heartiest congratulations and best wishes for continued success.

A. J. CANNON

Traffic Training

R. F. Ehler is looking ahead with pleasure at his vacation, after spending the last three months touring the New Haven system in line with his duties as Traffic Instructor in this department. Mr. Ehler's schedule has kept him on the road 75 per cent of his working time.

Mary Tirrell, Clerk-Stenographer, is back at work after a one week's losing battle with poison ivy.

Many outside railroads have manifested interest in the work being done by the Traffic Training Department. Numerous requests are being received for the material prepared in conjunction with the Training Program.

HARTFORD PASSENGER TRAFFIC

Information and Reservation Bureau

Mrs. Doris Coe is now a proud grandmother. Her daughter, Mrs. Robert Dyer, the former Olive Stantial, who previously worked in the Hartford Reservation Bureau, gave birth to an 8-lb, baby girl.

Sue Metropolis resigned August 2 to marry Robert L. Bratton of Burbank, Cal. She left Hartford August 22 to make her home in the San Fernando Valley. A farewell dinner was given her by her many friends in the Hartford Station. We all wish her happiness in her new home.

Ticket Office

James Gaffey, Cashier, and his family have just returned from a pleasant vacation at Plymouth, Mass.

James Quigley, Ticket Seller, and family have left for their vacation at Miami, Fla.

James Caldwell, Ticket Seller, has just returned from his vacation after taking in all the boat races and ball games on the East Coast.

Edith L. Raymond, Accountant, and family have returned from their vacation at Battle Creek, Mich.

Elymore Sigmund, very popular Ticket Seller, is spending her evenings at the pleasant Elbee's Stuart. She is studying the classics at the Hartford School of Music.

Eunice Audef, Clerk, Comptometer Operator is entertaining her sister and niece of Panama, C.

F. C. Perkins, Manager of the Station Restaurant, has returned after spending his summer in Portland, Me. Knowing Mr. Perkins' fondness for New England Sea-Food it is supposed that he spent most of his time eating fried clams, lobsters, etc.

MABEL VIOLETTE

RETIREMENTS

Word recently has been received of appointments to the New Haven Railroad management.

Grover Cleveland Adkins, of Dannemora, N. Y., Emergency Foreman, E.T.&C. Department, New Haven. Born November 5, 1884, at Morrilltown, O., he entered the service September 16, 1911, and retired August 30, 1946.

Joseph Frank Alves, of Onset, Mass., Laborer, Boston Division. Born April 16, 1882, in Cape De Verde Islands, he entered the service June 1, 1924, and retired April 30, 1947.

Michael Andreucci, of New Haven, Conn., Mill Porter, New Haven Division. Born in Italy May 3, 1890, he entered the service September 7, 1920, and retired May 27, 1941.

Joseph Orri Barker, of Newport, R. I., Clerk, Transportation Department, Boston Division. Born July 28, 1872, at Newport, R. I., he entered the service October 1, 1901, and retired May 19, 1947.

William Lockwood Barnett, of Amagansett, N. Y., Counsel, Legal Department, New Haven, Conn. Born September 28, 1876, at New Rochelle, N. Y., he entered the service November 27, 1905, and retired July 1, 1947.

Jean Leon Beaulieu, of Taunton, Mass., Crossingman, Boston Division. Born January 24, 1880, at Fall River, Mass., he entered the service May 14, 1913, and retired May 16, 1947.

William Bocco, of West Haven, Conn., Stevedore, New Haven Division. Born in Poland January 19, 1885, he entered the service January 19, 1919, and retired September 29, 1941.

Edward Leon Bostwick, of West Haven, Conn., Yard-Brakeman-Switchman, New Haven Division. Born March 17, 1892, at Fulton, N. Y., he entered the service October 20, 1919, and retired April 29, 1947.

Serafino Bozzi, of Stamford, Conn., Mason, New Haven Division. Born in Italy August 29, 1876, he entered the service April 30, 1919, and retired December 31, 1946.

Lawrence Harrison Brennan, of Bridgeport, Conn., Train Baggagemaster, Hartford Division. Born at South Norwalk, Conn. August 16, 1883, he entered the service November 27, 1901, and retired October 4, 1946.


Nicholas Capoziello, of Bridgeport, Conn., Boilermaker, New Haven Division. Born in Italy January 19, 1899, he entered the service July 6, 1922, and last worked September 8, 1942.


Ernest Anthony Civitello, of New Haven, Conn., Track Laborer, New Haven Division. Born in Italy March 26, 1885, he entered the service December 19, 1911, and retired April 5, 1947.

Matthew Spencer Cobb, of Ansonia, Conn., Yard Conductor, New Haven Division. Born March 27, 1875, at West Stockbridge, Mass., he entered the service December 1, 1899, and retired June 21, 1947.

John Francis Condon, of Hartford, Conn., Clerk, Division Accountant's Office, New Haven. Born June 18, 1884, at Cortland, N. Y., he entered the service June 1, 1901, and retired June 22, 1946.


Patrick Joseph Delaney, of Poughkeepsie, N. Y., Locomotive Engineer, New Haven Division. Born June 23, 1872, at Galatineville, N. Y., he entered the service August 20, 1902, and retired April 15, 1947.

James Francis Earley, of Rosslindale, Mass., Janitor, Providence Division, Born November 26, 1876, at Roxbury, Mass., he entered the service in September, 1893, and retired May 7, 1947. On December 15, 1933, he was awarded the company's Fifty Year Service Emblem.

Thomas Clifford Eberhardt, of Rocky Hill, Conn., Lampman, New Haven Division. Born June 16, 1891, at Stamford, Conn., he entered the service April 13, 1917, and retired September 23, 1946.


Charles Frederick Engler, of Wallingford, Conn., Crossing Assistant, Mechanical Department, Hartford Division. Born April 19, 1892, at Norwich, Conn., he e-
the service July 27, 1922, and retired May 1, 1947.

John James Hayes, of Whitman, Mass., Gang Foreman, Boston Division. Born in Ireland August 24, 1866, he entered the service May 1, 1882, and retired April 11, 1947. On May 6, 1933, he was presented with the company's Half Century Emblem.

Antonio Sebastiano Ialenti, of South Providence, Mass., Laborer, Boston Division. Born in Italy February 19, 1877, he entered the service May 5, 1937, and retired March 19, 1947.

Gustaf Herman Johnson, of Providence, R. I., Machinist, Providence Division. Born in Sweden July 12, 1876, he entered the service July 27, 1922, and retired February 2, 1947.


Nellie Ryan Kelly, of Hyde Park, Mass., Laborer, Readville Stores Department. Born November 11, 1886, at South Framingham, Mass., she entered the service October 25, 1911, and retired September 30, 1944.

Joseph Henry Kitchen, of Fall River, Mass., Yard Brakeman, Boston Division. Born March 11, 1885, at Fall River, he entered the service July 6, 1907, and retired January 24, 1947.


Leroy Robert Lamb, of New Haven, Conn., Freight Conductor, Providence Division. Born August 19, 1886, at Woodsville, N. H., he entered the service October 12, 1903, and retired October 26, 1946.

Peter Louis Lamb, of Providence, R. I., Stevedore, Providence Division. Born April 20, 1873, at Elizabeth, N. J., he entered the service October 30, 1917, and retired May 16, 1947.


Alexander MacNeal, of Hartford, Conn., Locomotive Engineer, Providence Division. Born in Canada March 2, 1866, he entered the service November 2, 1912, and retired August 26, 1941.

Frank Madula, of Fall River, Mass., Engine, Boston Division. Born in Poland March 2, 1888, he entered the service April 23, 1917, and retired November 24, 1944.

Hyman Mancovsky, of New Haven, Conn., Tower Operator, New Haven Division. Born in Russia August 1, 1879, he entered the service May 15, 1921, and retired April 10, 1947.

William Francis Marrinan, of New Haven, Conn., O.S.D. Clerk, New Haven Division. Born July 31, 1883 at New Haven, he entered the service in 1943, and retired February 17, 1947.

William Robert Martin, of Saybrook, Conn., Crossingman, Providence Division. Born March 26, 1875, in Hartford, he entered the service April 1, 1920, and retired May 15, 1947.

Amato Marzilli, of North Providence, R. I., Laborer, Providence Division. Born in Italy February 22, 1875, he entered the service July 12, 1929, and retired May 3, 1947.


Thomas Calvin McCall, of Providence, R. I., Locomotive Engineer, Providence Division. Born April 17, 1881, in Scotland, he entered the service November 12, 1915, and retired December 31, 1946.

John Lawrence McDonald, of East Braintree, Mass., Agent, Operating Department, Boston Division. Born November 3, 1890, in Braintree, he entered the service January 24, 1910, and retired May 14, 1947.

John McCarrity, of New York City, Track Laborer, New Haven Division. Born in Ireland, October 19, 1885, he entered the service December 28, 1916, and retired January 20, 1946.

John Francis McGrath, of New Haven, Conn., Information Clerk, New Haven Passenger Station. Born February 27, 1880, at New Haven, he entered the service December 3, 1918, and retired September 5, 1945.

Thomas Joseph McKenna, of Hyde Park, Mass., Storehouse Helper, Readville, Born (Please turn to Page 25)


EDWARD JAMES CLARK, of Brunswick, N. J., retired Clerk, Operating Department, Providence, R. I. Born January 10, 1891. Died January 10, 1925. Died July 26.


JOSPEH PASSFO, of Eastman, Oak Point, N. Y. Born March 22, 1895, at Port Chester, N. Y. Entered service January 5, 1942. Died June 24.


<table>
<thead>
<tr>
<th>Name</th>
<th>Date of Birth</th>
<th>Place of Birth</th>
<th>Division</th>
<th>Title</th>
<th>Date of Entry</th>
<th>Date of Retirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Reilly</td>
<td>July 11, 1856</td>
<td>Jersey City, N. J.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>February 10, 1872</td>
<td>1922</td>
</tr>
<tr>
<td>John McPhee</td>
<td>December 10, 1880</td>
<td>East Dendah, Mass.</td>
<td>Hartford</td>
<td>Engineer</td>
<td>February 27, 1904</td>
<td>1947</td>
</tr>
<tr>
<td>Joseph Memoli</td>
<td>November 19, 1880</td>
<td>New York City</td>
<td>New Haven</td>
<td>Engineer</td>
<td>February 17, 1876</td>
<td>1944</td>
</tr>
<tr>
<td>Simeon Mickiewicz</td>
<td>December 29, 1880</td>
<td>New York, N. Y.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>November 20, 1884</td>
<td>1937</td>
</tr>
<tr>
<td>Fred Ambler Miller</td>
<td>April 14, 1880</td>
<td>South Norwalk, Conn.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>February 25, 1904</td>
<td>1945</td>
</tr>
<tr>
<td>Joseph William Metthe</td>
<td>January 22, 1875</td>
<td>Wethersfield, Conn.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>August 22, 1878</td>
<td>1936</td>
</tr>
<tr>
<td>Elmer Joseph Nelson</td>
<td>March 17, 1879</td>
<td>South Braintree, Mass.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>August 23, 1887</td>
<td>1945</td>
</tr>
<tr>
<td>John Herbert Oatley</td>
<td>February 17, 1889</td>
<td>New York, N. Y.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>December 25, 1898</td>
<td>1935</td>
</tr>
<tr>
<td>Willoughby Newel Palmer</td>
<td>December 26, 1891</td>
<td>Yonkers, N. Y.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>August 23, 1897</td>
<td>1945</td>
</tr>
<tr>
<td>Robert Young</td>
<td>January 22, 1875</td>
<td>New York, N. Y.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>August 23, 1897</td>
<td>1945</td>
</tr>
<tr>
<td>Charles Vincent Schwartz</td>
<td>October 16, 1889</td>
<td>Bronx, New York, La -</td>
<td>New Haven</td>
<td>Engineer</td>
<td>October 4, 1885</td>
<td>1947</td>
</tr>
<tr>
<td>John Zwarych</td>
<td>May 2, 1880</td>
<td>South Norwalk, Conn.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>October 16, 1889</td>
<td>1935</td>
</tr>
<tr>
<td>John Louis Roy</td>
<td>August 28, 1887</td>
<td>New York, N. Y.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>May 2, 1880</td>
<td>1947</td>
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<td>Charles Edward Van Buskirk</td>
<td>August 28, 1887</td>
<td>New York, N. Y.</td>
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<td>Engineer</td>
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<td>Florence Stiles Muir Sherwin</td>
<td>September 16, 1889</td>
<td>New London, Conn.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>December 29, 1890</td>
<td>1937</td>
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<td>Henry Emil Simon</td>
<td>February 28, 1890</td>
<td>New York, N. Y.</td>
<td>New Haven</td>
<td>Engineer</td>
<td>December 29, 1890</td>
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<td>September 16, 1890</td>
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<td>New Haven</td>
<td>Engineer</td>
<td>December 29, 1890</td>
<td>1937</td>
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<td>James Lester Smith</td>
<td>April 15, 1890</td>
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<td>New Haven</td>
<td>Engineer</td>
<td>February 28, 1890</td>
<td>1937</td>
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<td>Louis Joseph Smith</td>
<td>April 15, 1890</td>
<td>New York, N. Y.</td>
<td>New Haven</td>
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<td>February 28, 1890</td>
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<td>Michael Trombetta</td>
<td>June 15, 1890</td>
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<td>1943</td>
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<td>James Michie</td>
<td>February 27, 1890</td>
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<td>New Haven</td>
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<td>1943</td>
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<td>Barnard Alexander O'Connor</td>
<td>December 2, 1890</td>
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<td>New Haven</td>
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<td>May 2, 1890</td>
<td>1943</td>
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<td>George Gordon Vincent</td>
<td>March 17, 1890</td>
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<td>Robert Young</td>
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<td>New Haven</td>
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<td>George Southwick Walker</td>
<td>May 2, 1890</td>
<td>New York, N. Y.</td>
<td>New Haven</td>
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<td>May 2, 1890</td>
<td>1943</td>
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</table>

**Impact Registers**: These devices are placed in freight cars to record the severity of handling to which the car is subjected en route and the exact time the rough handling occurred. These registers are used, not as a punitive measure against train crews, but so that the Freight Claim Prevention Department can make a study of our service and see where it can be improved in the interest of Loss and Damage Prevention.

**Circles**: To acquaint our Agents with new developments, the Freight Claim Prevention Department periodically issues Circulares to the Agents, through the Division Superintendent's office. These Circulares emphasize practices that must be followed to reduce Loss and Damage and to improve the quality of our service to our patrons.

I think the above will serve to give you some idea of the magnitude of the Lost and Damaged Freight Problem: a problem we must all help to solve.

**BAD NEWS**

(Continued from Page 9) and has been correctly distributed among the carriers. The papers are then passed to the Voucher Room where the draft is issued and mailed.

The claims paid each month are assembled and on the 10th day of the following month a bill is sent to each railroad for the amount owed The New Haven. The bill is accompanied by the proofs sheets to show the details of the claims. Under Freight Claim rules, the Carrier so charged must accept and pay the bill, subject to subsequent "chargeback" upon the originating road if a mistake is noted. Therefore the bills received by The New Haven from other Carriers monthly must be carefully checked for any error in the distribution, mileage, or other factors.

The Freight Claim Department is unique among the Departments of our railroad. Like many other Departments, it is doing a hard job well, but unlike the others it has been assigned the sad task of paying out money at the rate of a million and one half dollars a year, in return for which The New Haven Railroad receives no benefit.
THEY DON'T GO UP A TREE

In the parlance of our Dining Service employees, "going up a tree" means becoming flustered, confused, and, in general, losing control of the situation. For our cover this month we are sketching eight men who never "go up a tree." They are all members of the Merchants Limited Dining Car Crews.

**Prince E. Gray, No. 1 Waiter.**
One of the best known men on the New Haven, has made waiting an art. Has put his son and daughter through college. His hobbies are saltwater fishing, baseball and horse-racing.

**Steward C. Francis Mitchell.**
"The Silent One," a red-haired Yankee with a gift of gab. He has studied public speaking and politics is his hobby. His present job, he says, is "meeting, greeting and seating."

**Chef Richard B. Lawrence.**
(Buffet Car)
He has enough hobbies for a dozen men—takes movies to show at church and club—loves classical music, plays violin and piano. Loves opera. Is an excellent cook but doesn't care much about eating! You figure him out.

**Chef Arthur B. Stephens.**
Steve's specialty is preparing and carving delicious roasts but he doesn't eat meat himself. He's on a diet, why? He's 5 ft. 2 in. and weighs 180, 44 years old. Loves spinach! (Page pop eye) Reads a lot of newspapers and loves movies.

**Addison Greviaux, Waiter No. 5.**
His hobbies—swimming at Rockaway, seeing ball games and—having his wife wait on him when he eats—just for a change, plays cards, principally Whist and Bridge. 53 years old, stands 5'7".

**Lee A. Mitchell.**
No. 4 Waiter. Easy going and quiet. "My hobbies?"
"I like to rest! Lives near the Ford grounds and—you guessed it—roots for the Dodgers! He's dignified on the job and yet is a Brooklyn rooter! 61 years old, 5'6½, 160 pounds.

**Hillard Motley, No. 4 Waiter.**
(Buffet Car) Has worked for the New Haven since 1905. "Cowboy" loves to ride horses in Central Park and play golf.

**2nd. Cook David M. Wharton.**
45 years old and looks like a kid. In his teens is one of a pair of twins. Says he looks young because of a lack of worries. He's happy. So lucky, his hobby? Hold your hat—cabinet making.