An old friend of mine, a carpenter by trade, has often told me that it is impossible to build anything well without the aid of good tools. And he has also impressed me with the fact that tools are only as good as the care that is given them. They must be regularly inspected, kept clean and in perfect repair.

In thinking about our new coaches and our new Diesel locomotives, it has occurred to me that we should heed the advice of my friend, the carpenter. These coaches and locomotives are a part of our tools of trade, just as the chisel, plane and hammer are his. And it is equally imperative that we keep them clean and in perfect repair. Only by this careful maintenance of our tools of trade can we, in turn, produce a satisfactory level of passenger and freight traffic.

Because of our pride in this new equipment, it should be easy for us to do our part. In the case of passengers, however, the job is not always as simple. We don't want them to abuse our equipment ... yet we must direct and guide them in a tactful, courteous manner.

In the years just ahead, competition will be even keener. In order to meet it, our new locomotives and passenger coaches must be kept as attractive and efficient as they are today. Working together, with this end in mind, I am sure that we can keep them that way.

Sincerely,

[Signature]
If you could take a look at a diary kept by one of our Marine personnel at New York Harbor, the chances are you would find a big red circle around October 7, 1947. On that Tuesday history was made.

Shortly after 3 a.m. a heavy fog came rolling in over New York Harbor and halted all shipping operations—with one exception. At Bay Ridge, Brooklyn, The New Haven Railroad’s Transfer 21 went right ahead with plans for its trip to the Greenville, N.J., freight terminal. As Captain Paul Lockman grasped the wheel and prepared to navigate, it seemed foolhardy to attempt to tow two floats loaded with 40 freight cars across the Upper Bay. Foolhardy, except for one fact. Transfer 21 was the only harbor tugboat in the world equipped with Radar. This was to be her first Radar-guided run in the fog.

For the dramatic story of what now happened, we transfer you to the actual log of the trip made by Beckwith A. Brown, Marine Supervisor. Captain Brown had instructed Captain Lockman in the fundamentals of Radar operation and was aboard.

“Very heavy fog set in about 3:35 a.m. as Transfer 21 was leaving Bay Ridge for Greenville. We made entire trip by Radar and encountered only slight delay due to a vessel having tied up to the Greenville entrance buoy. We did not at first realize this vessel was tied up because underway signals were used (1 long and 2 short whistles) and we waited a few moments off the channel. After the Radar plot showed definitely the vessel was not moving we entered the channel and the floats were docked. Picked up more floats and returned to Bay Ridge entirely by Radar plot. Made several other trips by Radar.

“Going light (no floats) to Greenville we heard the tug Altoona whistling and Captain Her-
bert of the Pennsylvania Railroad, who was with us, asked us to guide the Altoona into Greenville as it was apparently uncertain of its position. We went to the Altoona, made fast and took it to Greenville by Radar plot. We returned to Bay Ridge with another pair of floats, using Radar most of the way.

"From 4 a. m. to 9 a. m., Transfer 21 was the lone vessel towing to or from Greenville and was able to do so only because of the Radar aboard." And Captain Lockman, stepping off the tug at the end of his "trick," enthusiastically declared, "This is the first time in the history of The New Haven when we were able to tow freight cars between Bay Ridge and Greenville during a very thick fog."

Since that day when the Radar equipment underwent its first real test, it has been used frequently by our Marine forces and has enabled them to navigate through the thickest fog. At present, it is being used on an experimental basis and tests are being sponsored and conducted jointly by The New Haven and the Pennsylvania Railroads. The equipment has been loaned by its makers, the Sperry Gyroscope Co., Inc.

One of the most successful tests of the new surface-search Radar took place on October 16, when an unusually thick fog settled over the entire New York harbor area. Shipping was at a standstill and the Bayonne-Staten Island ferry was lost in the fog for seven and one-half hours. But New Haven Railroad freight operations continued.

Again referring to Captain Brown's log, we find that:

"The fog was so thick the men on the bow of the tug were not visible but the Radar plot was fine and clear although the targets (other ships) were rather congested along the way. We arrived off Greenville bridges (docks) with little difficulty. When nearby, we requested by megaphone that a light be placed on the corner of the pier so that we could see how near we had come. When this was done our lookout on the bow reported this light was only ten feet off our port bow!"

Usually when fog is severe our Transfers must tie up and the men must remain idle until the fog lifts. In the meantime freight cars are not moved. But with the new Radar set-ups valuable man-hours are saved and our freight never stops moving. On fog-bound October 16, for instance, our Marine forces were able to move 240 freight cars that otherwise must have awaited more favorable weather conditions. With our Bay Ridge-Greenville operations aimed at 24-hour-a-day, seven-day-a-week service, Radar appears to be a solution to the obstacle of weather. With Radar we can navigate the three and one-quarter mile trip to Greenville in one hour and ten minutes, only 15 minutes longer than for operations in favorable weather.

How does the Sperry Marine Radar, as it is called, work?

Below deck, in a transceiver unit, a pulse or electric energy wave is generated. The waves are transmitted to a scanner, a kind of parabolic antenna located on top of the pilot house. This scanner turns at 15 revolutions per minute and sends pulses out at 1,000 a second. The pulses bounce off the first object they encounter above the water line, return to the scanner and then by means of the transceiver unit pass to a viewing console inside the pilot house where they show the location of the object on a 12-inch screen.

On the round screen, or scope, are circles depicting distances a half mile, and a mile, from the tug. The electronic light beam on the scope shows the whereabouts of objects in the adjacent waters and on the shore. The size of the marking on the scope gives the approximate size of the object reached by the pulses.

The spots have the general shape of the objects they represent. A square blot may mean a ferry, an egg-shaped blot another tug. And the Radar eye is so keen it even shows the anchor chain of a ship and the rough water in the wake of a passing vessel.

The screen has a variable range marker with which any object from one-quarter of a mile away to 20 miles away can be located and its distance be read off in tenths of a mile.

Experimentation with Radar, another milestone in the progressive modernization of The New Haven, began after railroad officials had been thoroughly investigating its possibilities for more than a year. Wilbur A. Moore, General Superintendent of Electrical Transmission and Communication, and Richard W. Tuttle, Electronics Engineer, had inspected several kinds of Radar equipment in an attempt to find one well suited for our harbor operations. Mr. Tuttle, whose job as Electronics Engineer was recently created, had been engaged in Radar development work for the General Electric Company for five years before joining The New Haven.

Also instrumental in plans for the installation and operation of Radar on Transfer 21 were Richard J. Duggan, Superintendent of our New York Freight Terminals; J. E. Benson, Superintendent of Marine Maintenance, and A. S. Zugalla, Assistant Marine Superintendent.

The transfer captains, Charles Broadfield, Louis Larsen, Walter Gallagher, John Albans and Paul Lockman, were instructed in the use of Radar by Marine Supervisor Beckwith Brown. Capt. Brown was a lieutenant commander in charge of a mine sweeper during the war.

(Continued on Page 16)
Meet Our General and Staff Officers

In our November issue we published the photographs of the President and members of the Board of Directors for our newly-reorganized Company in order that our employees might become better acquainted with the men who direct the affairs of The New Haven Railroad. This month we are publishing the first group in a series of photographs introducing our General and Staff Officers.

George T. Carmichael
Vice President

E. C. Nickerson
General Traffic Manager

Hermon J. Wells
Vice President and General Counsel

Leo V. Sullivan
Comptroller

Dean F. Willey
Vice President

William H. Rowland
Secretary

E. LeRoy Bartholomew
Treasurer

Charles E. Smith
Vice President

Robert L. Pearson
Vice President

Henry F. McCarthy
Executive Assistant to President
GIVE a boy a coke “for free”... add to that the photograph of a locomotive... then throw in some martial organ music and an attractive membership card in his own club. Follow that by giving him a chance to see, hear and meet his railroad heroes and for a grand finale let him climb into the cab of a giant 1400, plus a shiny new three-unit Diesel.

When you're through, what do you have? Well, as anyone will tell you who was present at Filene's Store and later at South Station, Boston, on the morning of Saturday, November 15, the result is a mighty happy, enthusiastic boy...

An immediate success, the new club generated enthusiasm far beyond original expectations and the sight of 300 happy boys enjoying themselves in such a simple, healthy fashion was inspiring to every railroader who played a part in arranging it.

The business meeting took place in the big restaurant on the eighth floor of Filene's. Sitting at tables with "cokes" in front of them, the boys were greeted by Colonel William S. "Bill" Carr, Superintendent of the Boston Division and master of ceremonies. He gave the members a preview of future activities, including a December trip to the Southampton Street yard and enginehouse.

Colonel Carr introduced, for appropriate remarks, Harold D. Hodgkinson, Vice President and General Manager of Filene's; George T. Carmichael, Vice President of The New Haven; Thomas E. "Tommy" Lyons, Engineer of the Merchants Limited and Honorary President of the club; and Rosario "Bob" Goulet, Conductor on the Yankee Clipper and Honorary Vice President.

By the cheers and applause of the boys, it soon became readily apparent that the club was scoring a bull's eye right from the start. And the "Ohs!" and "Ahs!" that followed announcements of future trips to such points as Readville and Cedar Hill indicated that the Junior Railroaders was turning out to be even more exciting than the youthful members had imagined.

For the big event of the morning the entire membership adjourned to South Station where two of our most impressive locomotives—a freshly painted 1400 and a new triple-unit Diesel—were awaiting inspection. Special entrance stairs and platforms had been built for the occasion and, of course, Super-

(Continued on Page 25)
These boys were named "Conductors", or group leaders, for the meeting.

Honorary President Tommy Lyons, Merchants Engineer, and Honorary Vice President "Bob" Goullet, Conductor on the Clipper, were enthusiastically cheered by the boys.

Autograph-collecting was popular. Here Mr. Hodgkinson signs a cut-out of a 1400 while Superintendent William S. Carr, Master of Ceremonies, looks on.

Climax of the meeting was the inspection of a 1400 and a triple-unit Diesel at South Station.

Vice President Carmichael of The New Haven (at the microphone) and Hodgkinson of Filene's welcome the boys.
"Hello, Long Distance! This is Mrs. Henry F. Jones at New Haven 2-4400. I'd like to place a call to my husband, en route to Boston on the Merchants Limited . . ."

"Hello, Honey! Surprise! I'm calling you from the Yankee Clipper near Providence. Can you meet me at Grand Central Terminal at 5:30 p.m.? And you be making up your mind where you'd like to eat dinner . . ."

Messages like those above will be a reality in the near future when mobile telephone service is installed on the Yankee Clipper and the Merchants Limited. Always on the lookout for ways to improve the quality of our passenger service, our management placed an order for the telephone hook-up some time ago and as soon as engineers have finished solving a few technical problems the system will go into effect. We hope this will be within a few months.

The main problem that has confronted Bell System telephone engineers is how to erect an antenna of sufficient size on a train and yet meet all the clearance requirements of tunnels and bridges on our Shore Line. The few railroads (Continued on Page 25)
The other day we watched the Merchants Limited get its daily bath. Of course, there is nothing novel about our washing and cleaning trains until they have that spic and span appearance that passengers admire. But instead of doing it by hand we now have a $150,000 shower bath that really does the job swiftly and efficiently in assembly line fashion.

The new mechanical "bath" is called a car washing machine and it was constructed recently on the loop track at the Dover Street Passenger Yards in Boston. Operating on a 24-hour basis, it can handle an average of 450 cars a day.

The machine consists of four units of vertical, revolving brushes, two on each side of the track. At the first group, a cleaning solution is sprayed on the cars and distributed by the brushes. The second group, located about 125 feet farther on, is a rinsing unit where the cleaning solution, combined with the dirt, is rinsed off with the aid of rotary brushes. Here the windows are washed by a specially-shaped brush and the cars are given a final spray rinse. At the nearby control building, brushes, chemical sprays and rinse water are controlled by push buttons and air valve manipulation.

Another building houses chemical mixing equipment, storage tanks, automatic valves and water pump. Since our cars are finished with two types of enamel, each requiring a different cleaning agent, two solution-preparation vats of 850 gallons capacity each are piped for steam, air and water. After the chemicals are mixed, the solutions are drained into supply tanks where they are forced by air pressure to the spray nozzles at the first group of brushes. A pump supplies water under 90-pound pressure to the rinsing sprays.

When bathing hour arrived for the Merchants Limited, it backed onto the loop track and stopped about 30 feet from the first brushes. Two men prepared the cars for washing by closing all doors and windows, and making sure that everything was in readiness. Then the Control Operator was signalled and the train began to move through the machine at a speed of one mile per hour, or about one car length per minute.

When the cars were about two feet away, the Operator started the brushes rotating and turned the valve to press the brushes against the sides of the cars. When the cars had almost reached the second group of brushes, the rinsing process began. Meanwhile, between the brush groups, two men were using hand brushes and solution pails as they scrubbed the vestibule ends of the passing cars.

Its bath finished, the Merchants Limited was ready for its nightly quota of passengers, and moved into South Station looking like a million dollars.
Passengers are important to us

And Our Passenger Traffic Department Is Organized to Serve Them

By Harold W. Quinlan, Passenger Traffic Manager

Passengers are important to us—much more so than to any other large interstate rail carrier—because their patronage contributes a much greater percentage of our total revenues.

The Passenger Traffic Department, with general offices in Boston, is an organization of more than 495 men and women, headed by a Passenger Traffic Manager. The Department has two fundamental functions which complement and support each other: (1) making sales; (2) maintaining 34 separate services for the benefit of the passenger or the convenience of the company.

Sales Force Has Two-Fold Purpose

There are roughly two fields of potential passenger traffic: people who travel regularly, but not necessarily by train, and those who have a latent urge to take some sort of trip but have not done so.

The Passenger Traffic sales force has a two-fold purpose: first to induce people who travel regularly to use the railroad rather than private automobile, plane, or bus; and, second, to find potential travelers and present them with attractive travel opportunities.

Fundamentally, there are only three kinds of trains—regularly scheduled, special and feature. Our regular train service is sold to individual travelers—businessmen, teachers, convention delegates, students and vacationists. It is also sold to group travelers when we can accommodate them by adding one or more cars to a regular train. Groups ordinarily carried in regular train service include athletic teams and their fans, theatrical troupes and orchestras, social and college reunionsists, educational and art groups, invalids and their attendants, and private car parties.

Special trains, operated only on a guarantee, are usually sold when the party is too large to be accommodated in regular train service; although at times they are operated principally to satisfy the requirements of the party as to time of departure or arrival, or some other particular circumstance. Passengers ordinarily carried in special train service include athletic teams and their fans, theatrical troupes and orchestras, social and college reunionsists, educational and art groups, invalids and their attendants, and private car parties.

Our Feature trains have included camera-cycle trains, skating trains, husking bee trains, fishing enthusiast trains, snow trains, boat race trains, flower show trains, race track trains and Sunday, holiday or special excursions. Feature trains are designed to appeal both to the individual, or unorganized traveler, and to party groups.

All group travel results from personal solicitation. Contact must be made with the persons in the group who can make decisions for all, and—in most cases—the party must be sold not only the idea, but a great many details must be worked out to their satisfaction before they will complete arrangements for the trip. Here, cooperation among the sales solicitor, the service functions of the Passenger Traffic Department, the Transportation Department, and on the other large interstate rail carrier, the Dining Car and the Publicity Departments, as well, pays dividends in helping to complete the sale.

It is becoming increasingly important, from a competitive standpoint, to solicit the individual traveler, too. The businessman, the convention delegate, the student and the teacher are fairly easy to reach. The ordinary vacationist presents a somewhat more difficult problem. Two tools, however, help the passenger solicitor enormously in his efforts to reach this market. The first is advertising, which awakens the potential traveler's interest to the point where he will write for information. From such leads as this he can be solicited personally. The second valuable tool is the all-expense tour, such as our pilgrim tours, which provides the sales solicitor with a well-advertised, packaged article of great variety. These tours offer a wide choice of trips patterned to fit most pocketbooks—and all details, including meals and hotel accommodations, are pre-arranged. Therefore, the all-expense tour reduces the sales solicitor's problem because it reduces the potential traveler's problem—and thus helps the solicitor make larger sales.

The salesman is often required to work out arrangements for special cars or trains, some of which are occupied by famous personalities and their parties. In such cases he works in close cooperation with the Passenger Traffic Department's service organization to provide all information necessary to progress the operation with the Transportation Department and— if Pullman cars are needed—with the Pullman Company. Movements of special cars and trains are governed by rules, regulations, and charges filed with the Interstate Commerce Commission, and the various State Commissions. When all details have been completed, a representative of the Passenger Traffic Department, usually the man who solicited the business, accompanies the party.

Much of the solicited business is sold on the idea of traveling in
UNDER the direction of HAROLD W. QUINLAN, Passenger Traffic Manager, a staff of six men are responsible for the functioning of the various Departments under their jurisdiction.

WALTER P. READ, Assistant to Passenger Traffic Manager, is engaged principally in important studies, and also acts in an advisory capacity in the administration of the Department.

HENRY T. MOORHEAD, Assistant to Passenger Traffic Manager, acts in an administrative capacity, and is also responsible for the operation of the General Offices in Boston.

WALTER A. POTTS, Assistant Passenger Traffic Manager, is in full charge of fares and redemptions. Mr. Potts also represents The New Haven at all territorial and interterritorial passenger association meetings and all hearings before the Interstate Commerce Commission and the various state commissions involving passenger fares.

R. RAY WELKER, Assistant Passenger Traffic Manager, has full authority over all train and special services and sales planning activities, particularly in providing service in cooperation with the Operating Department to meet competitive conditions and in planning programs to sell the services produced. Mr. Welker is also in charge of Tour and Feature train development activities.

CHARLES E. WILLIAMS, Assistant Passenger Traffic Manager, is in charge of the direct sales activities of the Department, and is responsible for the execution of company sales policies and for providing adequate field sales management in executing the sales programs developed by Mr. Welker. He is assisted by James V. Whalen, Richard C. Stanley, and Richard D. Johnson, General Passenger Agents at Boston, New York, and New Haven, respectively. District Passenger Traffic offices at Providence, Hartford, New Haven, and Washington are also under Mr. Williams' jurisdiction.

The sales districts are entities in themselves. The officials in charge are responsible for all sales and other passenger activities therein, including the operation of ticket offices and telephone information and reservation bureaus under the jurisdiction of the Department.

CHARLES A. GOODWIN, Manager, Passenger Station Services, has full responsibility for establishing standards for station appearances and service, developing improved service procedures, and assisting field offices in supervision of station activities. He acts as liaison with other Departments and Terminal Companies on all station services relating to passenger traffic, including baggage, mail and express. He also determines training needs of station and baggage service employees and aids in the execution of the training program.

ALONG THE LINE, for instance, our Rail-Auto plan was described.

MANY SERVICES AVAILABLE

Now we turn to the service forces of the Passenger Traffic Department. Some services provided by the department affect all passengers; others only a few. For a fairly complete picture let's take a hypothetical passenger and see just what services are available to him.

Feature or Special Excursion trains. Obviously a wealth of planning goes into the operation of such trains. The Passenger Traffic Department must determine the type of train, the dates it will run and the estimated sales. We must arrange with the Transportation Department for its operation and the number of cars it should contain — based on expected sales — and we must work out the publicity with the Public Relations Department. Operation of such trains contributes substantially to the gross passenger revenues earned by the company.

The Passenger Traffic Department is constantly devising new special services for passengers to attract new traffic, and thus bring in additional revenues. This program was severely restricted during the war years, but with the easing of train congestion it is being resumed. In a recent issue of
The first thing our passenger will want is information — information about our train schedules and our fares. He may write, telephone, or call in person, and the basic tools for answering his inquiries are the timetable and the tariff.

Most passengers find that the familiar public timetables provide all the train service information they need. These booklets — more than six million of which were distributed last year — are prepared, checked, and issued by our department. Much other information helpful to the public but not suitable for inclusion in a timetable is also prepared in this department and distributed to ticket offices and information bureaus.

Information in the timetable is the outgrowth of studies by the Passenger Traffic Department to determine what trains will be patronized, at what stations these trains should stop, and of what type cars they should consist.

Let us assume that our passenger is going to take an extended trip with several stop-overs en route. For him, the department will provide additional information or even a made-to-order planned itinerary. He does not even have to call in person to obtain it; the department does much of this work by mail.

The next thing our passenger will want to know is the cost of his ticket. Here again, he may obtain this information by mail, by telephone or by personal call, or he may wait until he buys his ticket. He will be traveling to one of thousands of possible destinations but regardless of where it may be, the fare which applies to his destination, for the character of service he wishes to use, is a fixed and definite thing.

The Passenger Traffic Department establishes this fare along with all the others which apply from points on our line to all railroad points on the North American continent. These fares are compiled in various books called Passenger Fare Tariffs, filed with the Interstate Commerce Commission and various State Commissions, and distributed to ticket offices and information bureaus. Naturally, it would be impractical to supply all ticket sellers with fare information covering every possible destination. Therefore, the Department itself quotes the proper fares to destinations less frequently called for.

Our passenger may now want a reservation in a parlor or sleeping car. To make this easier for him, the Department has established uniform reservation procedures in every reservation bureau and ticket office. It also assigns available space in parlor and sleeping cars and divides it up for sale by the offices in various cities along the line. We are responsible for and operate the reservation bureaus in New York, Providence, New London, New Haven, Bridgeport, and Hartford. Our passenger is now ready to purchase his ticket. The Passenger Traffic Department designs it; arranges for its printing; stores it, along with all the thousands of other passenger tickets, baggage and parcel checks, red cap checks, conductors' duplexes, and hat checks; and, finally, along with more than 2,500,000 other tickets per month, invoices it to a ticket office upon receipt of a ticket requisition.

The Department operates nine of the largest ticket offices — those at Grand Central Station; 17 John St., New York City; 67 Franklin St., Boston; and in the railroad stations at Back Bay, Providence, New London, New Haven, Bridgeport, and Hartford. These nine offices accounted, in 1946, for 53 per cent of gross passenger ticket sales.

Having purchased his ticket, our passenger now checks his bag-
Perhaps our passenger was one of approximately 107,629 ticket purchasers last year who either did not make the journey or were unable to complete it. In such a case he is entitled to a refund. He may mail his ticket, or present it at any ticket or Passenger Department office. If the ticket is unused, or used one-way, and he presents it within three months, he can receive his money immediately. Otherwise, our Department will compute his refund and send him a check, or give him cash if he calls in person.

The Passenger Traffic Department also traces the very small percentage of baggage which goes astray and recovers it for the owners. It handles the storage of unclaimed baggage and determines the charges which accrue. It supervises the return of lost articles and adjusts any losses or damages which may occur to checked baggage.

The Passenger Traffic Department provides another very helpful and convenient service for the traveling public in arranging for delivery of a railroad ticket and sums of cash to an individual in any city or town throughout the country where there is a railroad passenger ticket office. Anyone wishing to take advantage of this free service deposits an amount of money with the nearest ticket agent which will cover the cost of the railroad ticket, together with the name and address of the person to whom he wants the ticket delivered. The Department arranges to have the recipient notified and the ticket furnished. Cash up to $25 may be included, provided the amount does not exceed 50 per cent of the value of the ticket.

Usually passengers who have missed connections, become separated from their parties, lost their tickets, or otherwise find themselves in difficulty, are referred to the Passenger Traffic Department, where their troubles are straightened out, or they are referred to the proper agency for further help.

One other function is performed for bulk users of passenger transportation. This is the extension of credit for purchase of tickets by large commercial organizations. This arrangement was made in cooperation with our Accounting and Treasury Departments, and facilitates issuance of tickets to those concerns which use our services frequently and buy tickets in large quantities.

Other responsibilities of our Department, while they do not affect the passenger directly, are vitally important to the public in general and—in some cases—the railroad employee in particular.

The Department works closely with the Engineering Department in developing improved passenger facilities, ranging from the design of improved ticket office equipment, baggage handling facilities and rest room accommodations in stations to the design and interior arrangement of new passenger train equipment. We are assisted in designing the facilities for, and setting up new reservation bureaus, by both the Engineering and the Communications Departments.

Representatives of our Department frequently testify at hearings before the Public Utilities Commissions in connection with train service and passenger rate matters.

(Continued on Page 16)
NO JOB TOO BIG, NO JOB TOO SMALL

The Pneumatic Tie Tamper was in a bitter mood as he aired his complaints to a Rail Grinding Machine down by the tracks one day. “We fellows take care of the tracks night and day in all kinds of weather and we’re always busy doing repairs for someone else. But who takes care of us Maintenance of Way Equipment? Who ‘maintains’ us? I could do with a good repair job myself.”

“Whoa there, Brother!” admonished the Rail Grinder. “You’re full of compressed air! This is The New Haven Railroad! Didn’t you ever hear of our Work Equipment Department down at New Haven? Why don’t you go there for a physical checkup and overhaul?”

Our Engineering Department was a pioneer among the railroads in establishing the above-mentioned Work Equipment Department whose principal job is to overhaul and repair the equipment used by our Maintenance of Way forces. The idea of organizing a separate department for this work was unique but many other railroads have since followed our example.

The present efficient and highly mechanized Work Equipment Shop was built up over a period of years under the direct supervision of Fred F. Zavatkay, then Supervisor of Welding and Work Equipment, and Arthur L. Bartlett, then Engineer, Maintenance of Way.

No job is too big, no job too small for our Work Equipment mechanics. If they received the following message: “We’re sending over something that needs fixing,” and no further explanation, they wouldn’t know whether to be on the lookout for a 12-pound auto generator or a 60,000-pound ditch digging machine. But whether the article to be “fixed” is carried in the palm of someone’s hand, is driven in on rubber tires, or rolls in over one of the two tracks that enter the building, these repair men are ready and able to tackle anything.

Thousands of types of repair work enter the Work Equipment Shop from year to year. Just start to run through the alphabetical index at the Supervisor’s office and you’ll get a good idea of the diversified job these employees perform:

“Acetylene Tank Carrier, Adzing Machine, Air Compressor, Air Dump Car, Arc Welder, Automobile, Ballaster Machine, Ballaster Cleaner, Ballast Plow, Bolt Drill, Bunk Car, Bus, Cement Gun, Cement Mixer, Centrifugal Pump” ... and so on, down the list.

At present, the Department maintains approximately 4,000 units of equipment, but records do not indicate the hundreds of additional jobs done in the course of the year, nor do the records show the amount of time, effort and thought that goes into development work. By this we mean the new machinery and equipment which are being continually developed for railroad use and which have made The New Haven Work Equipment Department well known among the railroads of the country.

For instance, you may recall our recent story about the versatile caterpillar cranes, capable of working on or off the rails. These ingenious cranes were developed by our Work Equipment staff.

The Department is now housed in a new building southwest of the New Haven Station. (Just across the street, near the harbor, our new storehouse is under construction.) With a maximum width of 80 feet and an overall length of 459 feet, the Work Equipment Building is divided into two main sections. The eastern section is in a new brick building known as the Work Equipment end. The western section, an Automotive Repair Shop, is located in a corrugated steel building formerly used as a repair shop in Stamford but recently dismantled and transferred to New Haven.

In charge of the Department is Edward E. Turner, Supervisor of Welding and Work Equipment, assisted by Earl A. Timothy, Assistant Supervisor; William E. Dickinson, Assistant to Supervisor; E. T. Donehew, Scale Supervisor; Edward J. Reiman, Work Equipment Shop Foreman; and Edward G. Inger, Automotive Repair Shop Foreman. The entire force includes 107 men, of whom about one-third are employed in automotive work.

The principal mission of the Department is to take care of Maintenance of Way Equipment but in addition to this vital task the men carry out numerous assignments for other departments, including general repair work on automobiles, trucks, electric baggage trucks used in our stations, electric tractors used at L.C.L. transfer points, office furniture, track motor cars, upholstery and weighing scales.

In the new building are many repair units. There is a Welding Shop for gas and arc welding and a fully equipped Machine Shop, manned by first class machinists who build and rebuild metal parts. In a Carpenter Shop truck bodies are constructed or repaired for all Departments, cabs are built for bulldozers and snow equipment, and furniture is repaired, in addition to many other jobs. Tarpaulin tops for trucks are made, and office furniture reupholstered, in an Upholstery Shop.

In an Electric Tool Shop, generators, magnetos, electric saws and similar equipment are tested and repaired. There is also an Electric Vehicle Department for repairing baggage trucks and similar vehicles, and a Scale Department where weighing scales used by the railroad are repaired.

In the Automotive Repair Shop all types of company autos and trucks are overhauled, repaired, greased, oiled, painted, and given mechanical care.

There is scarcely a grease spot on the floor of the Work Equipment building. The men are proud of their new building and they intend to keep it spic and span. But they are even prouder of the fact that they keep the Maintenance of Way Equipment in good operating condition, because it is this equipment that plays such an important part in keeping The New Haven Railroad operating in A-1 condition.

3. No job too big: Vincent MacNaughton, Charles MacNaughton and George Bokitis working on a ditching machine. 4. No job too small: John Baum, Head Electrician, is repairing a 12-pound auto generator. 5. In the machine shop, L. to r., at the Bored Borer, Bernard Gillies; at the Drill Press Dan Horner; at the "Do-All", Robert A. DeCesare and at the Milling Machine, Earl G. Timothy. 6. George Hoard, Upholsterer, is making ballast-carrying bags. 7. In the Carpenter Shop, L. to r., Marcel Maigret, Martin Norup and Harry Gibbons. 8. In the Automotive Shop, L. to r., Bob Ely, John Knapp and John A. Zabolowski are working on a truck. 9. Overhauling the differential on a Communications Truck, L. to r., Jerry Campone, Frank Proto and Daniel Gorman. 10. Doing automotive work are, L. to r., John Knapp, Joseph Inger, and William Hollissey.
Ever Wonder Where It Goes?...

When the continual drain of taxes upon your income starts to get you down, do you ever pause to wonder, where does it all go?, who gets it?, and for what?

We don't propose to explain this subject to our fellow employees — it would take a couple of textbooks and some financial detectives — but we have run across a few items recently concerning Federal spending for other forms of transportation that are very significant from a railroader's point of view.

For instance, did you know that since 1822 the Government has spent $3,036,670,886 (billions, that is) on improvements to rivers and harbors? At the same time, a revised 1947-48 Federal Aid Airport Program has been announced calling for construction or improvement of 908 airports at an estimated cost to the Federal Government (that's we, the people) of $66,569,590, with local or state sponsors providing an additional $70,235,095.

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Match the above spending with the amount the Federal Government is spending to help the railroads—a great big, round zero. Then try to figure out what percentage of these subsidies you, as a Federal taxpayer, are contributing.

On Carving Roast Beef...

Recently we interviewed Chef Richard B. Lawrence, talented culinary artist for the Merchants Limited Buffet Car. In the course of the conversation we happened to ask, "What do you like best about your job?"

"R.B.," as his friends call him, smiled and replied, "Oh, there's a lot of things. Some of them are little things you wouldn't ordinarily think about. For instance, I get a big kick out of carving roast beef to order. It always tickles me to think that there can be so many different ways to do such a simple thing as serve roast beef.

"Four people at a table may order roast beef and every one will want it served differently. One wants it thin, one thick. One wants it rare, another medium rare, a third medium and the fourth well done. I get a real kick out of carving roast beef."

Yes, it isn't always the biggest and most important aspects of our jobs that give us the biggest thrill. At the end of a busy day, the Engineer remembers the little boy who waved at the crossing, and the Ticket Seller recalls the girl who smiled and said "Thank You."

Whether it's carving roast beef to order or greeting a commuter with a friendly "Hello!", we can all find little things in our daily routine that go far toward making railroading a thoroughly satisfying occupation.
GRAND CENTRAL TERMINAL
Passenger Trainman Howard W. Slagle was recently married and is now residing in New Rochelle. Congratulations and much happiness, Howard.

Ticket Collector Timothy Avey recently paid us a visit. Tim has been on sick furlough since April, and we are glad to report his health is improving.

The engagement of Miss O'Connor in a New York Hospital and has our best wishes in this Office a number of years, is now in an auto accident.

Miss Eleanor O'Connor is in the Freight Traffic Department, GCT, and has been promoted.

Our best wishes for a speedy recovery.

Lester C. Morse returned from military service just in time to get one of the new Carman jobs.

Our best wishes to D. J. Terwilliger, M. S. Fetter, Earl Van Scoyk, David Hallahan and B. J. Nicholas who are ill.


Congratulations to Carman Arthur Teed on his recent marriage to Edith Antalek.

Congratulations to Carman Kenneth A. Roth who is the proud father of Shainen Jean, born Sept. 10 at Kingston City Hospital. Congratulations! Warren W. Penney, Jr., son of Inspector Warren U. Penney, is serving aboard the USS Leyte, giant aircraft carrier which was built last July at Quonset Point, R. I. The ship is now on an extensive Mediterranean cruise.

Our sympathy to James Loggie, whose father died November 5; to Charles Rayo whose mother died November 5, to Frank Dibardino whose father died November 5, to Margaret L. Cooney whose mother died November 5, to Frank Dibardino whose father died November 5, to Kenneth Logan whose mother died November 5, to Robert Green and Irvin Goldbaum.

Melvin E. Gardner, furloughed Machinist Helper, and now working at the McBridge Trucking Co. of Goshen, N. Y., called at the office recently. Mel says he likes the job but it is hard work, not working down all the time.

Vincent Hayes, Pipefitter, who has been unable to work since last July, has applied for retirement. We wish him a long future.

Angel A. Fucca has resumed duty after undergoing an operation which kept him from work for the past month. He appears well and strong.

Enjoying their vacation were four additional: Arthur A. Conley, Bollermaker, John T. Forster, Sr., Machinist, Russell A. Comfort, Machinist Helper, Ruben H. Vane, Oil Line Preparer, and Agnes M. O'Brien, Clerk.

Jimmy Crist, our inquiring photographer, says "Money doesn't grow on trees." We wonder where Jim has been since his trip to New York City are not so frequent as they used to be although nearly every weekend.

Deer hunting season is surely here as we have received reports that several of our fellows have just returned from a trip and all we have heard of their experiences proved to be no more than Buck tales. Better luck next time George Mance, Fred McGill, Fred King, Fred Mazzotta, and George Lupino.

ANTWERP, HOLLAND—HARRY DAWSON
Since our last report we have had the pleasure of putting the following Laborers on our roster: J. D. Enright, Edward R. Shaw, William Potts, Mrs. Z. Zugalla, and Mrs. R. jiglana.


Next month we promise you a more difficult picture. In the meantime, if you would like this to be a monthly feature of ALONG THE LINE, how about sending in some photographs for use in "Where Is This?"

ANSWER TO "WHERE IS THIS?"
Apparently we didn't fool very many with our mystery photograph in last month's issue. As many of you guessed, it was taken at New Hartford, Conn., in the birth of a daughter "Jackie" to Ralph Brander October 24.

Robert C. Byrne, who are ill.

Congratulations to Carman Arthur Teed recently called at the office after undergoing a serious operation. We all wish him a speedy recovery.

MAYBROOK DEPARTMENT
Congratulations to Carman Helper and Mrs. M. B. Fetter, Earl Van Scoyk, David Halahan and B. J. Nicholas who are ill.


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SEEING-EYE TUG
(Continued from Page 2)
and has had wide experience in the use of marine Radar.
After meeting with the Pennsylva­nia Railroad, with W. R. Triem, General Superintendent of Tele­graph, representing the latter railroad, officials of the two rail­roads decided to sponsor tugboat Radar tests jointly. Since any equipment which emits radio waves must be licensed by the Federal Communications Commission, we applied for and received a Class 2 experimental license—W10XRH.

Our experienced Marine Cap­tains were naturally a trifle skeptical when they heard that the “new fangled” Radar device was to be tested out on Transfer 21, but after one demonstration they all became enthusiastic about the way it came to their aid when naviga­tion was difficult. Now they all swear by it.

“It’s almost as if we had a see­ing-eye dog to lead us across the harbor when we’re blinded by foggy days,” remarked Marine Supervisor Brown.

PASSengers are Important
(Continued from Page 11)
They often appear at similar hear­ings to oppose applications of compet­ing lines to operate routes which would duplicate our serv­ices and be contrary to the public interest. By presenting sound arg­uments, they help make sure the jobs of all railroad workers.

Movement of the United States Mail, Railway Express and new­spapers in transit is supervised by the Baggage, Mail and Express Bureau, as is the expediting of milk and cream shipments in tank and refrigerator cars. It is our job, in cooperation with the Transportation Department, to see that they arrive at their destination, and on schedule!

It is obvious that the operations of the Passenger Traffic Depart­ment are varied. Superficially, they appear diverse as well. And yet, a little study soon shows that they all lie within a pattern they all serve the passenger or the gen­eral public, directly or indirectly.

HARLEM RIVER (Cont.)
J. Everett Benson, Superintendent, Ma­rine Maintenance, and Mrs. Benson spent a few days in Newport, R. I., and reported a fine time.

PAT ROCHE
BAY RIDGE ENGINEHOUSE
Vincent Laine, Oak Point, had his recent

cation ended abruptly, when he tried playing Rip Van Winkle. His family had other ideas.

Mr. and Mrs. H. Young, Engineer Bel­ief GB-8 train, will celebrate their 25th wedding anniversary, April 24. Being Young means he will never grow old.

Superintendent H. W. Stem­bel, Laborer, says his new acquaintance with Radar is very interesting but he doesn’t even know her name.


Electric time.

The recently promoted employees as File Clerks . . .

MARGARET OSBORNE
COS COB POWER PLANT
We all hope for the speedy recovery of Harold O. Clapp, electrical foreman, who is in the Greenwich Hospital. Congratulations to Roland Tiso, Power Plant Attendant. The proud father of a baby boy born November 10. This is Mr. and Mrs. Tiso’s first child. Mother, Baby, and Father are all doing nicely.

Our congratulations to Mr. and Mrs. Albert J. Michaels, who were married on November 1, 1947, in the Presbyterian Church, Harri­son, N. Y. The reception was held in the Italian-American Club of Harrison. The newlyweds enjoyed a week in the sights of New York City. Mrs. Michaels is the former Evelyn Lichtenstein, daughter of Harold I. Siausox, Electrician Watch Foreman.

Another indication of “Dan Cupid’s” work is the marriage of Mr. and Mrs. Sam Marutlc, who were married in Saint­tatherine’s Church, Riverside, Conn. A well attended reception followed at the Convention School, Riverside. The newly­weds spent their honeymoon in Miami, Florida.

HENRY EASTWOOD
OPERATING VICE PRESIDENT’S DEPARTMENT
We mourn the loss of one of our fellow­employees and friends, Gertrude E. Fair­field, who passed away on October 19 after an extended illness. We shall all miss her.

Old Man Stork was busy during the months of October and Novem­ber. Herve Mailloux, employed in our Boston Office, has been married in a ceremony of smoke and cigar in honor of his son, born September 15. May he grow up to be President!

Margaret Shuman and Virginia Feer Bissell, our own former “gals”, aredidners of some born; John October 15 and November 5, respectively. We welcome back John Gherke and James Lindsay, recently em­ployed as File Clerks.

WILLIAM JASPER
AUDITOR OF FREIGHT RECEIPTS OFFICE
Congratulations, and Mrs. W. Cock­ing, the former Katherine Rieger, on the birth of a baby girl.

Muriel Foran was married to Orerd And­erson of Clio, Illinois, in St. Lawrence’s Church. Marion Oliver and Richard Read were members of the bridal party.

Margaret Bonito and Millie McLaughlin were bridesmaids of Miss Bonito’s sister, Vinnie.

Mr. and Mrs. W. Bicknell announce the birth of twin boys. Mrs. Bicknell was at the hospital.

Ida Tripp became the bride of James O’Connor at a pretty wedding in Our Lady of Victory Church.

Mary Cusack was married to Andrew Bredt, and had their wedding in St. Mary’s Church.

Mr. and Mrs. Martin Taylor announce the birth of a son, Martin Joseph. Mrs. Taylor was an in­fant.

Best wishes to Peggy O’Brien, who recently became the bride of Frank Smith. Anna O’Brien, Maid of Honor, and Anne Bagley, Bridesmaid.

Congratulations to Mr. and Mrs. Ted Cunliffe, the happy couple, on their recent wedding. Their reception was held at the Cos Cob Power Plant.

UTC ROCHE
A very pretty wedding took place when Elinor McNeill was married to Alfred An­derson.

AUDITOR OF PASSENGER RECEIPTS
Congratulations to Constance Hayes and Josephine Macalino on their recent marriages, Betty Smullen on her recent engagement.

Betty Malarky has resigned and Eleanor Lichtenstein is the new Telephone Operators.

Our sympathy to Robert Hyde on the death of his father and to Dorothy Cusano on the death of her father.

A very pretty wedding took place when Elsie Niccico was married to Alfred An­derson.

HARRY D. KIERNAN
ELEC. TRANS. & COMM. DEPT.
The “Wedding Bells” were plenty busy in our department this month with two of our girls getting married. Peter Botere, Helper, is to tie the knot on his future with Dorothy O’Brien on November 15. W. F. Stenzel, Laborer, says his new suit with the label, “Do not wear on the Rain­ess." The enginehouse new additions: G. W. John­son, V. W. Hammond, Laborers. Car Shop new additions, recently promoted from Laborers to Engineers Helpers, H. C. Mansfield and E. J. Szydlowski.

Electric time.

The newlyweds saw life in the Hudson Tunnel will long be remembered.

Our local theater is holding a “Handsome Man Contest” and the boys I would like to enter are: W. M. Botelzer, File Clerk; W. F. McVey, Fireman; W. F. McVey, File Clerk; W. F. McVey, Engineer.

Norman McLeod, Engineers, and J. Eurick, Engineers.

With Christmas just around the corner, the boys are ardently invited to the Christ­mas Package Party and so am I. To all my friends ALONG THE LINE a very Merry Christmas.

Congratulations to Con­stance Hayes and Josephine Macalino on their recent marriages, Betty Smullen on her recent engagement.

Eugene McDermott and Joseph Scarpel­line are on leaves of absence attending school and returning to the office.

Our sympathy to Bernard Houde on the death of his mother and to the family of Margaret Quinn, who recently passed away.

Congratulations to Florence Freed and Muriel Kenney on their recent marriages.

Congratulations to John Tur­beville and George Breuler, who have just become grandfathers.

ENRICO L. RODRIGUEZ
D.S. CAMPAGNA
NEW HAVEN DIVISION ACCOUNTANT
Shirley Sayers was feted at the Hotel Gilman after announcing her engagement to Raymond Bushnell.

Margaret Sturgis spent two enjoyable weeks in Florida.

Virginia Domkee traveled from New York to Chicago and then to Los Angeles, Calif. They all came back to the East and QE guess they thought didn’t appeal to them.

KEN SMITH
1. Pitched the only outside game, played by Railroad, made up the pitching staff. Wins and 1 defeat, and with 9 wins and 3 losses, player-coach season, being taken care of by Osborn, George Mccartin, Gorman, Walt Dickinson, Billy Hildebrand, and Safety Car. 6-0. Sperry-Barnes upset and Wire Co. nine in the playoff game for Chella, Walt Erhler, Huck Finn and Harry Stretch, Mrs. J. Crimmins, Madeline O’Connell, Alice O’Connell.

2. Craig Sheridan, son of Alan Sheridan, Engine Dispatcher, Cedar Hill.

3. One of the tables at the recent testimonial dinner to retiring District Passenger Agent J. F. Thorndike. Clockwise around the table: Frank Lanning, PROVIDENCE JOURNAL sports cartoonist, Mrs. Lanning, Mrs. W. M. Pearson, Mrs. W. E. Boyle, Mrs. John Mann, Mr. Mann (Manager Telephone Information - Reservation Bureau), Mrs. John S. Ettos, Mr. Ettos (Instructor of Industrial Training), Mrs. G. Stuart Douglas, Mr. Douglas, District Passenger Agent, Boston.

4. Family group at the testimonial dinner to retiring District Passenger Agent J. P. Thorndike, J. Jr., on: Richard Thorndike, and Mrs. Richard Thorndike; Mrs. Don Thorndike; Don Thorndike, son; Mike Topper, Car Inspector, Bay Ridge, back at work after a long illness. (Margaret Osborn photo)

5. Father and son, Charlie and Robert Woliver, stopped at outing at Indian Wells.

6. Mechanical Inspector Tommie Bohan and his wife (Cedar Hill Enginehouse) at Indian Wells outing.


N.F.L.A.A. BASEBALL TEAM RECALLS GOOD SEASON

On Tuesday, Sept. 16, The New Haven Railroad Athletic Association closed its 1947 season, losing to the American Steel and Wire Co. nine in the playoff game for the New Haven Dusty League Championship by the score of 7-2.

Off to a great start, the club won 9 in a row, defeating American Steel and Wire 5-4, Telephone Co. 11-2 and 5-3, Whitney Blake 6-1, National Folding Box 14-4, Connecticut Co. 7-5 and 7-1, Berger Bros. 9-2 and Safety Car 6-0. Then came the first loss at the hands of Sargent Co., 6-3; next the American Steel and Wire club 6-1 at the Annual Tuberculosis Benefit Games. The team then jumped back into the win column defeating Sargent Co. 6-3 and Safety Car 6-0. Sperry-Barnes upset the apple cart, pinning a defeat on Railroad 3-1, throwing the first round into a tie between Railroad and Sargent Co., the playoff game being won by Railroad, setting the stage for the final game with American Steel and Wire Co., winner of the second round championship.

Joe Scarpellino, Joe Naimo, Tom Formichella, Walt Erhler, Huck Finn and Harry Hunt handled the outfield with the infield having all sorts of changes during the season, being taken care of by Rand Depew, George Mccartin, Gorman, Walt Gancarz, Steve Klimeczak, Bob Ely, Jimmy Dickinson, Billy Hildebrand and Bobby Brooks. The catching was in the hands of player-coach Gene Brooks, Allan Depew with 9 wins and 1 losses, John McHugh 2 wins and 1 defeat, and Brian Quinn, who pitched the only outside game, played by Railroad, made up the pitching staff.

Joey Scarpellino, who led the team in batting for the second straight year, did not participate in the final game, as he is now a student at the University of Connecticut, and Brian Quinn, who filled in as relief pitcher and outfielder, is at Purdue University, with Walter Erhler also attending college.

HARRY E. HUNT, Manager
Passenger Conductor Frank S. Pearson of North Easton, Mass., was presented with his Half Century Service Emblem by Superintendent Frank S. Carr. He went to work for The New Haven in 1897 as a Yard Brakeman in Lowell. Three years later he was transferred to passenger service as a Brakeman, and in January, 1903, was promoted to Trainman in the passenger service. In 1906 he was advanced to Train Baggage master, and was made a Passenger Conductor on March 30, 1914. For the past ten years he has been running between Portland and Hampton Junction. On November 24, Mr. Pearson also celebrated his Golden Wedding anniversary.

On the occasion of presentation of the Diamond Emblem those present were, 1. to r. (front row) Two daughters of Mr. Pearson, William S. Carr, Mrs. Frank S. Pearson, Mr. Pearson, Stanley F. Mackay, daughter of Mr. Pearson, son-In-law of Mr. Pearson, Edward R. Fox, Kenneth R. Faulkner, (rear) Eleanor Starr, Ruth Casey, Edward H. Thompson, George Sylva, Eleanor Reddy, George Sylva, David C. Haskins, Ruth Dunn, John Wilczewski, William A. Forster, Emile Polier, Raymond V. S. Jennings, Jerome J. McAvoy, Eleanor Reddy, George Elliott, Mr. Pearson, Stanley F. Mackay, Mr. Pearson, Edward A. Twiss, Nelson Bishop, Joseph D. Flaherty, John L. Simmons, John T. Murphy, Joseph F. Kenyon, Jack Gallagher, Walter A. Nelson.

AUDITOR OF DISBURSEMENTS
Pennsylvania
John T. Kiernan

Our sincere sympathy to Mrs. Josephine Condon in the recent death of her mother. Our congratulations and best wishes to Mr. and Mrs. Vincent Curran who were married November 8. Mrs. Curran, the former Eleanor Gavigan, was entertained at a shower and dinner at the Colonial Hotel on the occasion of presentation of the Diamond Emblem those present were, 1. to r. (front row) Two daughters of Mr. Pearson, William S. Carr, Mrs. Frank S. Pearson, Mr. Pearson, Stanley F. Mackay, daughter of Mr. Pearson, son-in-law of Mr. Pearson, Edward R. Fox, Kenneth R. Faulkner, (rear) Eleanor Starr, Ruth Casey, Edward H. Thompson, George Sylva, Eleanor Reddy, George Sylva, David C. Haskins, Ruth Dunn, John Wilczewski, William A. Forster, Emile Polier, Raymond V. S. Jennings, Jerome J. McAvoy, Eleanor Reddy, George Elliott, Mr. Pearson, Stanley F. Mackay, Mr. Pearson, Edward A. Twiss, Nelson Bishop, Joseph D. Flaherty, John L. Simmons, John T. Murphy, Joseph F. Kenyon, Jack Gallagher, Walter A. Nelson.

SIGNAL ENGINEER
New Haven
Sylvester White, popular Foreman in the Inspection Gang, resigned November 3 and is opening a Florist shop in Guilford, on the Boston Post Road, to be called "The White House." We wish him success.

Our congratulations to Mr. and Mrs. James Barrows, and Charles Condon. Our former Chief Car Service Clerk. Our congratulations to Mr. and Mrs. Robert Sendling announce the birth of Robert William Sendling, Jr., on August 15 at Providence Lying-In Hospital. Mr. Sendling is a freight handler in Freight House 3 in Providence. He is a veteran who spent 5½ years in the Army, 1½ overseas with the 42nd Infantry Division and the Quartermaster's Corps. Junior, a bouncing 8-pounder, resembles Bob.

Brewery St. Freight Station
Harriet Olson is lighting up the office with her happy smile and beautiful diamond engagement ring. We all join in wishing Harriet and fiancé, Sven Ljunggren, every happiness.

A late summer picnic was held at the Lake Phipps estate of Charlie Lautenbach, our Chief Car Service Clerk. A grand time was enjoyed and it was voted unanimously to make it an annual affair.

Sister Mary is extended Window Clerk Tony Abate on the recent death of his father.

New members of our night billing force are: Helen Ramelli, Andrew Lucibello, James Barrows, and Charles Condon. Our new messenger is Stuart Allen, son of General Clerk Frances Allen.

Joseph Lonardo, Delivery Clerk, and Ray DeMetrio, Car Service Clerk, were recent grooms. Here's wishing the newly-weds long and happy married lives.

PEGGY CARR
GEN. MECH. SUPT.
Miss Marie Reiter, Stenographer, Pittsburgh Inspection Department, visited the various offices in the Mechanical Department recently and feels she is now a real member of The New Haven family.

William C. Shove, General Road Foreman of Engineers, spent a delightful vacation in St. Petersburg, Florida.

TRANSPORTATION DEPARTMENT
Fred J. Orner, General Superintendent of Transportation, has decided he would rather pay taxes than rent, and recently purchased his own home on Center St., West Haven. Lots of happiness, Fred.

We are glad to welcome "Bill" Griffin, our new Passenger Movement Director. "Bill" has been with the Railway Express Company a good many years and is well equipped to handle his new duties.

Other newsmen to this Department are Miss Catherine Chatfield, Stenographer, and Norman C. Colberg, Assistant Transportation Inspector.

Among our recent brides are Miss "Lee" Simons, Secretary to Superintendent Passenger Transportation, who became Mrs. Frank E. Moran, Jr. Frank, Jr., is Fireman on the New Haven-Boston run, and is the son of our Assistant Superintendent Passenger Transportation. Bride and groom have taken up residence in their new home in Guilford.

Miss Vincenzo Bonito, Clerk, recently became Mrs. V. B. Monaco, and has taken up residence in Derby.

"Doc" Beebe, retired Fuel Distributor, dropped in recently to see his old friends in the G. O. R. "Doc" looks fine after a season of fishing, boating, etc.

Larry Skelly, Car Service Assistant, has had quite a siege of sickness but understand he is fast rounding into shape and should be back on duty shortly.

Hereman Stevenson's new supersonic Dodge is some improvement over its predecessor. Steve boasts he gets 30 miles per gallon due to a new secret invention of his. How about a ride and a look-around, Steve?

Miss Christine Duffany, Clerk, has been noted making quite a number of week-end trips to Boston lately. What do the Boston trips foreshadow, Chris?

Johnny Vermerien, Passenger Movement Director, is taking his wife and family back to France during his vacation this December. John plans to do quite a bit of visiting and checking up on familiar locations in the areas where he had charge of running Uncle Sam's trains several short years ago.

Ed Mather, Chief, Movement Bureau, had a grand time on his recent vacation... getting the house in readiness for the approaching winter season.

Lute Nolan, Transportation Assistant, has returned from his vacation looking in the pink of condition. Mrs. Nolan and he
The passenger yard bowling team in the railroading league is in full force. The team consists of James D'Elia, the newly married man; Larry Hickey, Don Vincenzo, Joe Siniscalchi and Louis Arcari. The bowling team in the Commercial league is not doing so well. They are in fifth place. The Cowies, Ken Hazen, James D'Elia, Nick Falcone and Bob West have the USO. An informal gathering was held at the Enginehouse, the Delta House. The bowling team in the Commercial league is not doing so well. They are in fifth place. The Cowies, Ken Hazen, James D'Elia, Nick Falcone and Bob West were there. A bowling game was held at the Enginehouse, the Delta House. The bowling team in the Commercial league is not doing so well. They are in fifth place. The Cowies, Ken Hazen, James D'Elia, Nick Falcone and Bob West were there. A bowling game was held at the Enginehouse, the Delta House. The bowling team in the Commercial league is not doing so well. They are in fifth place. The Cowies, Ken Hazen, James D'Elia, Nick Falcone and Bob West were there. A bowling game was held at the Enginehouse, the Delta House. The bowling team in the Commercial league is not doing so well. They are in fifth place. The Cowies, Ken Hazen, James D'Elia, Nick Falcone and Bob West were there. A bowling game was held at the Enginehouse, the Delta House. The bowling team in the Commercial league is not doing so well. They are in fifth place. The Cowies, Ken Hazen, James D'Elia, Nick Falcone and Bob West were there. A bowling game was held at the Enginehouse, the Delta House.
of New York; Joe Siler from the B. & O.; Jim Hurley and Jack Seiby of the PRR and Val Karlawish and Jack Mark. A few boys, not the bright stars of the evening was John Coffey, The "singing nut."  

Marjorie Schultz keeps on the go constantly. She just returned from the annual meeting of the Railroad Women's Association of Railroad Women, at Asheville, N. C. Our New Englander is the proud owner of a 47 Ford Sedan. This, to help him around the Berkshires.

Peg Harkin has returned after a month's leave of absence. 

Fred Johnson is back in our department in the position of Rate Clerk. This is as a result of "Chill" Collins accepting the position of Chief Clerk to Phil Jones, District Passenger Agent. 

Furr Richards, District Passenger Agent in Washington, D. C., has made a few brief visits. Tells us he has finally been able to find a home for his family in Silver Springs, Maryland.

Ticket Office  

Mr. Ford attended the Traffic Supervisors' Conference in Boston, and came back pleased. He found it interesting and constructive. 

Frank Morgan is home recuperating after an accident. 

Ray Killoy has been back at work about a month after being laid up with a strained ligament in his leg. 

Is it true what they say about Lil Gray? 

Mrs. July Ford, who has been on the Hunting Ski Train but made up for it by going on a couple of railroad trips, got the team and wagon from Denver to Windham, Maine, in 13 hours of riding around in the moonlight they all went to Somer's for a feast.

Information Reservation Bureau  

Dick Jaspers has returned after many months of illness. It's good to have him back and ready to do the job we all know he can do well. 

June Wheeler was guest of honor at a surprise shower.

Alice Roberts and her husband vacated in California. The Providence Reservation Bureau and Ticket Office joined forces to make merry on Hal­lowe'en. Everyone claims it was one of the best parties. Costumes were in order and special mention goes to Mike Higgins for his wonderful cowboy get-up and Rita and Tommy O'Dea. There was a husband and wife team, only Elta wore the trousers. 

Catherine Dodd, Alice Quirk and Joe Hogan spent a day at Block Island a while back and had their usual good time. 

We welcome Eleanor Panteleon, who has joined the girls of the Reservation Bureau.

E. R. TRAVIS  

PROVIDENCE RESERVATION BUREAU  

The middle of last month finished up the vacation season for 1947. The last few days were taken by Gertrude Bacon, who spent her time in her second vacation. 

Olave Eagleson and Ruth Lyons had an enjoyable trip in New England last month. Russell Prime was disappointed in his November vacation. He looked forward to a vacation in the Winter woods in the Maine woods, but with the woods closed he worked around the house. 

Last month Frances McNamah again took a trip to the Big City. What is the strong attraction that New York has for her? 

PROVIDENCE TICKET OFFICE  

We would like to introduce the new ticket seller in Jack Cummings's office. His name is James Donahue.

HARTFORD CIVIC THEATRE—HARTFORD DIVISION  

Mr.市区's wife is now enjoying a long awaited vacation. 

Miss Kathleen Turley has been granted a leave of absence until January and is recuperating from an operation. 

Miss Rosemary Matuci won the lucky winner of a 1947 Chevrolet car given by the Italian-American Home. We hope she enjoys it. 

OFFICE OF THE DISTRICT PASSENGER AGENT  

Mrs. Mary M. Casassa of the Office of the DPA has a leave of absence to await a blessed event.

HARTFORD TICKET OFFICE  

William Goff and Kennedy Neil, Ticket Sellers, have returned from enjoyable vacations.

GENERAL  

The Hartford Railroad's Women's Association held its second annual Halloween Dance October 31 at the Salesman's Club. The success of the party proved how much fun Harper Girls can have and this kind of dance and entertainment. Therefore, another dance will be held soon.

BOSTON DISTRICT OFFICE  

"Tony" Deny enjoyed a lovely week of vacation with his family and their automobile trips and showing his young son about. 

Miss Evelyn Sales Representative, represented The New Haven at the National Women's convention, in Asheville, North Carolina, in October.

R. K. ALLEN  

PASSENGER TRAFFIC DEPARTMENT  

Miss Hanbury resigned November 11 to depart for duties with the Civilian Administra­tion in Tokyo, Japan. Good luck! 

H. Carleman asked to resign November 12 to become Secretary to the President of the从来没 newborn. 

We welcome the following new members to our department and hope that their stay is enjoyable: Miss Anne Szewczyk, Stenographer; Miss Hall, Stenographer; Miss Dowling, Stenographer; Philip Powers, Station Elder; Fred, Frank Zator, Lawrence Barry, Mail Room.

Best wishes to Gordon Wallace, Chief Clerk, Baggage, Express Department, who is transferring to the Research and Development Department. 

Richard Devlin of our New York Office will assume duties in our capacity as a District Secretary. Many of our branch office supervisors visited him and Mrs. Devlin at the Parker House. Our Bowling League is still going strong with one of our boys—Ken Studley, leading man in averages.

We wondered what that delightful aroma was. It was Hillsgrove's Bob Wise viewing his old house and inquiring after his old neighborhood. 

STANLEY HOOPER  

FREIGHT SALES AND SERVICE DEPARTMENT  

We welcome D. A. Caron, newly appointed Stenographer. 

Allina C. Giarrusso was married to Bernard MacNamara of Springfield, Mass., Saturday, November 8, at a Nuptial Mass, at 11 o'clock in St. Ann's Church, Wollaston, Mass. She was given in marriage by her father. Her attendants were her two sisters and the bridegroom's sister. A lovely reception was enjoyed by 250 relatives and friends at the Neighborhood Club, Quincy, Mass. Our heartiest good wishes to both of them.

H. G. KELLEY  

OFFICE OF GENERAL FREIGHT AGENT  

Ernest Farnum, Commercial Agent, has just returned from his yearly trip to New Orleans to visit his mother, who is 90 years old.

C. J. MISKILL  

FREIGHT TRAFFIC DEPARTMENT  

The Freight Traffic Department extends a hearty welcome to Richard E. Halloran, who transferred from the General Traffic Manager's Office to become Secretary to Assistant Freight Traffic Manager, A. G. Gress.

C. R. GOLDMICK  

WOORCESTER CAR DEPARTMENT  

Inspector "Sunny" Edwards is dropping himself off in a 1947 Chevrolet these days. 


H. E. O'MALLEY  

PROVIDENCE RESERVATION BUREAU  

At the O'Connell dinner, 1.

3. Also at the head table at the 6th Annual Men's Convention, in Asheville, N. C. 

Edward A. MacNamara is the oldest laborer in the office. He is 77 years old, a restaurant manager, a quarter century on November 9.

This little darling is Jane Dale, the first born of our Girls' Supervisor, and a quarter century on November 9.


11. Lewis L. Barber, Third Trick Operator at Hilltop, is home recuperating after "busman's holiday." In 1940 and 1941 he completed a trip around the United States, covering 11,580 miles in his trips.

12. Retired General Foreman Peter F. Sher­dons, snapped during summer at South Lyon.


14. Harold F. Hartley, Ticket Seller, Grand Central, believes "Patience" is the principal requirement for a good Ticket Seller.

15. Snappeper James Dashiell at Ted Hilton's in Moodus are 1. to: Mildred Michaelson, Dore­thy All, Mary Moran, Florence McNulty, and Ann Tierney.

16. Dispatcher Harry Curtis and Mrs. Curtis visiting with his sister, Mrs. Ceneno (second left) and her daughter Dorothy (seated). 


20. A group of New Haven Railroaders visiting the Edaville (Cranberry) Railroad, 1. to r. Owner Ellis D. Atwood, Clerk Anna M. Corey (Boston Freight Terminal Conductor Bill Lynch (a retired New Haven Railroad). 

21. Mr. Augs, worked as a Christian, wife of our Marybrook Correspondent.

22. This Van Nest group enjoying a picnic in­cluding, Bob Devin, Pete Wiensenfski, Connie McCue, First Base Coach Stewy Mack, John Yellini, Phil McEllefs, Pete Morgenoski, Bill Passaler, Tony Tento and Nick "Mister" Nulit. (Not in photograph). Harold Purdy on Jerry Dineelli.

23. The George Wolavers (Cedar Hill Engine­house) er. 

24. In this Van Nest family group, 1. to r.: A. Rinaldi and son, Joseph Hellaron, Joe Monte­nega and son, Betty Montenegro, and Larry Beck and son.

25. Counterman Marty Simpson, Cedar Hill Station, showing off the colors of The Engage, daily. He is a World War I vet. (Chas. Wobley photo)

26. Orrington Boody, retired Engineer, now 82 years old, in front of his cottage at Oak Bluff, Mass., at 8 Central Avenue.


FRANCIS XAVIER LAPOINTE, of Fall River, Mass., retired Freight Flagman, Boston Division, Born October 23, 1857, at St. Epiphane, Quebec, Canada. Entered service June 27, 1873. Retired September 14, 1938. Died October 12.


ELI LEMAY, of West Warwick, R. I., retired Crossing Watchman, Providence Division, Born October 25, 1869, at Fall River, Mass. Entered service February 17, 1894. Retired September 1, 1935. Died November 20, 1936.


WILBUR CLARK PALMATIER, of Carman, Maybrook, N. Y. Born April 8, 1876, at Highland, N. Y. Entered service December 14, 1918. Died September 18, 1935.

ADELAIDE GARIA, of Monticello, N. Y., retired, of South Fallsburg, N. Y. Entered service August 19, 1922. Retired March 29, 1941. Died June 23, 1941.


PETER VINCENT MILLER, of South Fallsburg, N. Y., retired Freight Clerk, Operating Department, Providence Division. Born February 15, 1883, at Roslin­ville, Mass., retired Freight Flagman, Providence Division. Born February 14, 1883, at Central Falls, R. I. Entered service November 2, 1925. Died September 30, 1943.


(Continued from Page 20)

BOSTON FREIGHT TERMINAL GENERAL YARD MASTER'S OFFICE

We are sorry to report that Ed Hartry's mother-in-law passed away last night. Mrs. Harris was one of the older neighbors in the South Boston District and was well known to many of his fellow railroad employees.

Well, the Bowling league of the mixed teams of the Brakemen and Clerks at First Street is going full swing every Monday night at the South Boston Yacht Club and by the look of things many records are going to be broken. If the writer shows up and teaches them a few things...'

As we write this column, many of the boys in the yard are getting ready to attend the Annual Ball of the Brotherhood of RR Clerks at the Hotel Bradford. The General Yardmaster's Office is well known for the Committee with Leo Pistorino, Frank DeCosta, and many others to have important assignments.

Congratulations to our General Yardmaster, Tom Ingraham, on his becoming a grandfather this month. His daughter, Edith, was the recipient of an 8 pound baby boy and both are doing very nicely. No wonder Tom is wearing such a big smile.

There's no more important car at the Boston Freight Terminal than the switch car that comes out of No. 3 Yard each night. If you're lucky, you can overhear the conversation on that car about 6:15 P.M. each night. It's really hot. I mean the car.

P. BLAKE
BOSTON DIVISION

Agent George Robinson, 38, of Cranston, R.I., recently married. His bride is Miss Mary A. Smith of Providence. They will spend their honeymoon in California. Both are employees of the Boston Division.

John and Rosemary Mercy and Martha Carter, recently married. They will spend the Christmas Holiday with her mother in California. "Dotty" Kennedy, Clerk and Rita Smith, have been granted an extended leave of absence for Christmas. They are native of Chicago.

Engineman Arthur Chambers has been granted a leave of absence for the Christmas Holiday. He will spend it with his family in his native New York.

BOSTON OFFICE

Retired Master Mechanic Harry W. Maxwell visits this office once or twice a month. He never fails to be present at the christening of all of the new electric cars. It is always a thrill to know that he is looking fine. He reports that he and his wife are feeling as well as they have for a long time. They are taking advantage of all the winter activities and are doing just as much as ever. Our office is privileged to have him as one of its regular visitors.

We are happy to announce that the "Mammoth, Giganteum, Gargantuan" of the Coney Island crowd, Mr. and Mrs. Haywood, have sold their home at Northampton, Mass., and a Very Happy New Year.

November weddings included Hostess Anna La Bombard, who was married to Mr. and Mrs. J. E. Smith of New Castle, Del., on November 23; Grill Car Attendant Blanche Lattie who became Mrs. and Mrs. W. J. Shiefield on November 23; and Cadet Edward E. Crowell who became Mrs. W. J. Shiefield on November 23.

The death of retired Agent Henry F. Rogers, 72, of 804 Orange St., Providence, recently occurred. His death was unexpected.

Engineer John Sullivan, who has been commuting to Boston for 37 years, has been granted an extended leave of absence for the Christmas Holiday. He is looking forward to spending the holiday with his family in his native New York.

A very happy new year to all of us.

ESTHER PHILLIPS

WAGER'S MECHANIC'S OFFICE

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ESTHER PHILLIPS

DIVISION ACCOUNTANT'S OFFICE

BOSTON

E. Byron Smith recently joined the Home Office. Congratulations. E. B. Don't forget you were once a tenant.

Mr. and Mrs. Rogers, whose marriage to Daniel Rogers, Jr., was celebrated at the Freight Office on November 15. After close of business Saturday, November 23, he was in the hospital for an operation. He is now recovering.

It has been quite some time now since we had a visit from Ward Mosher. Our No. 1 retired employee. We sincerely hope that it won't be long before the Grand Old Guy puts in an appearance.

Glad to report that Dapper Phil Hall, the Sage of Taunton, who underwent a serious operation recently, has fully regained his health and is back on his feet. He is now in the Hospital for a brief stop and will be back on his feet again in no time. And he will be just as dapper as ever.

Also present at this gathering was Mr. and Mrs. Edward L. (Jutiea) McCallour (formerly of Westfield), who returned recently. They are also progressing for a testimonial dinner on November 22, at the Puritan Restaurant. It is expected to be quite a large affair and it is not confined to Railroad employees. "Mac" has been quite active in the political field in Yard 1 and the Democrats are planning on attending in full strength. Entertainment will be furnished by Dave Bresnahan—volunteer; and Spin Mahoney, who will give out! with one of his famous monologues. There is no doubt but that it will be a huge success.

BOSTON OFFICE

Greetings to Mr. and Mrs. Charlie Charley, who are visiting their son, Richard, in the Hospital. We wish to wish them all the best of luck and presented him with a can of cigarettes to last him at least 40 years.

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which have already installed telephones are hooked up with urban radio telephone service networks already functioning in the larger cities along their lines. This urban service functions at a high frequency (about 160 megacycles) and requires a very small antenna. However, with this system there are dead spots in the service and telephone calls cannot be placed when no large city is nearby.

Under the system being arranged for our trains, we expect virtually 100 per cent coverage and no appreciable dead spots. The reason for this improvement is that our trains will not be hooked up to urban radio telephone service but to the highway telephone service now being offered by the Bell System along U. S. Highway Route 1 from New York to Boston.

Since our Shore Line closely parallels Route 1, we are in a good position to link up with the mobile highway service now available to motorists.

However, mobile highway service operates at a much lower frequency (30-40 megacycle band) and requires much larger antennas. When present tests are concluded and we have worked out the clearance requirements for such antennas our installation can be completed.

Another problem, although not so serious, is electrical interference from railroad power lines.

When these "bugs" have been worked out, telephone calls may be placed by passengers on the Merchants Limited and Yankee Clipper to any of more than 52,000 positions. In the Terminal Bowling League, Bill Cavanagh is leading the individual three string. George Magee is leading in the high individual single string. The League is going right along with much friendly rivalry.

John J. Murphy is now holding down position as Delivery Clerk, 3 House. William R. Blankhorn is now Claim Inspector of carloads, 5 yard. John J. Donavan is now a Checking Clerk, 3 house. Jim Farley was awarded job as Delivery Clerk, 4 House. James J. Cahill is now Foreman, Castle Island. James Nicholson is Checking Clerk, 4 House and Charles Grey, General Clerk, 5 House. John Gibbons has returned to his old position of P&T Clerk, 3 House.

Of one fact our Communications Department is sure: Whatever problems and difficulties are being overcome to place the new system in operation are more than compensated for by the additional service we shall be able to place at the disposal of our travelling public.

**HELLO, LONG DISTANCE!**

(Continued from Page 6)

intendent Carr, Engineer Lyons and Conductor Goulet were on hand to explain, demonstrate and answer questions. The latter two, incidentally, were in uniform and attracted as much attention as a pair of movie stars. Delighted with the opportunity to talk to a railroad Engineer and Conductor "in the flesh," the boys besieged the veteran employees with requests for autographs and questions about trains.

The enthusiasm of the Junior Railroaders was contagious. There was no doubt in the minds of the group of adult railroaders present that here was a long-range Public Relations program that would prove extremely productive. Designed to attract and increase the goodwill of the boys of Greater Boston and their parents, this interesting program of monthly meetings seems to be already proving itself. It is a stimulating project - one that is as much fun for the adults taking part as for the youngsters in the 12 to 17 age group, themselves.

The Junior Railroaders have the green light and there is clear track ahead!

**BOSTON FREIGHT TERMINAL**

The sincere sympathy of all is extended to Mr. and Mrs. Pat Campbell on the recent death of their daughter.

The annual ball of Old Colony Lodge 143, Brotherhood of Railway Clerks, at Hotel Bradford, was a distinct success. Chairman Jim Ryan, Secretary Eddie Stutz and the Ball Committee were highly commended for their efforts. Many railroad and brotherhood officials were present. We note that Eddie Pascucci is still out sick and hopes he will be back before the next issue.

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**JUNIOR RAILROADERS**

(Continued from Page 4)

**THEY WILL ADVISE**

The following prominent men have consented to act as members of the Advisory Committee of the club:

ELLIS D. ATWOOD, Owner of the narrow gauge Edaville Railroad at his cranberry bogs in Carver, Mass.

WIN BROOKS, Managing Editor, Boston Sunday Advertiser

BILL CUNNINGHAM, Boston Herald columnist

WALTER CUNNINGHAM, Feature Editor, Christian Science Monitor

HENRY GILLLEN, Trustee and member of the editorial staff, Boston Post

ARTHUR L. GOULD, Superintendent of Boston Schools

LURELLE GUILD, Industrial Designer

FRANCIS W. HATCH, Vice President, Boston & Conant, Durstine & Osborne, Inc.

CYRUS HOSMER, JR., Railroad Enthusiasts, Inc.

REV. JOHN S. SEXTON, Editor of The Pilot

LEE L. STACK, Vice President, John Hancock Mutual Life Insurance Company


**READVILLE**

Antonio Sperdiguizi is in Norwood Hospital recuperating from an operation. We welcome back "Bill" Vittorini after an operation.

Tom Puorro found his overcoat after it was missing for two years. We are wondering how the wine made by Frank Aquilante has come out. Brace the roof, Frank.

Capt. Mario Campanelli has returned after three months with the Army Reserve in Texas.

We are sorry to hear that Arthur Beake froze his hand riding home from work on his bicycle in the snow storm.

We are wondering why Joseph Sarco, President of Brotherhood of Railway Clerks, No. 623, is spending so many evenings in Corriganville Section of Hyde Park?

**READVILLE SHOPS**

Joseph D. Gilfillan, Electrician, and Miss Patricia Smyth became Mr. and Mrs. Their honeymoon was cut short due to difficulties in obtaining an apartment.

William Robertson, Carman, and William Rennie, Machinist, are on the sick list.

James E. O'Donnell, Carman Helper, was the winner of a new Ford in one of those auto raffles.

Harry E. Keegan, Trimmer, and Mrs. Keegan have been quite fortunate at penny sales. Harry's latest good fortune was the winning of a washing machine at Hyde Park in October.

Glad to see Frank Hoar, Machinist, back after a siege of illness.

Saverio F. Russo, Upholsterer Helper, was the victim of an automobile accident during a recent storm in Boston. His leg was injured.

P. W. KELLEY
"FAITH IN THE FUTURE"

Without faith in the future, progress cannot take place.

For over a century the New Haven Railroad has served the transportation needs of southern New England. We have faith in its industry, its free institutions, and its people—whose roots go back to the first landings on our shores.

Our faith in the future of New England has never waned. Today it is symbolized by the investment of millions of dollars in a huge new equipment program. Already one of the best equipped railroads in America, we have invested in new Diesel locomotives, and in a fleet of modern stainless steel coaches which are already beginning to roll on our lines. These are to be followed by new diners, grill cars, sleeping cars, and a revolutionary type of parlor car.

This investment is not unique. It is typical of investments being made by many forward looking railroads and industries all over the country today. Out of these investments the future itself is being built.

Let us place our faith in the future, and in one another, so that we may prosper as individuals, as a business, as a community and as a nation.

THE NEW HAVEN R.R.

Key to New England