

# Two Years of Study Behind Plant Expansion

## New Facilities Costing \$3 Million Approved by Navy for Denville Site

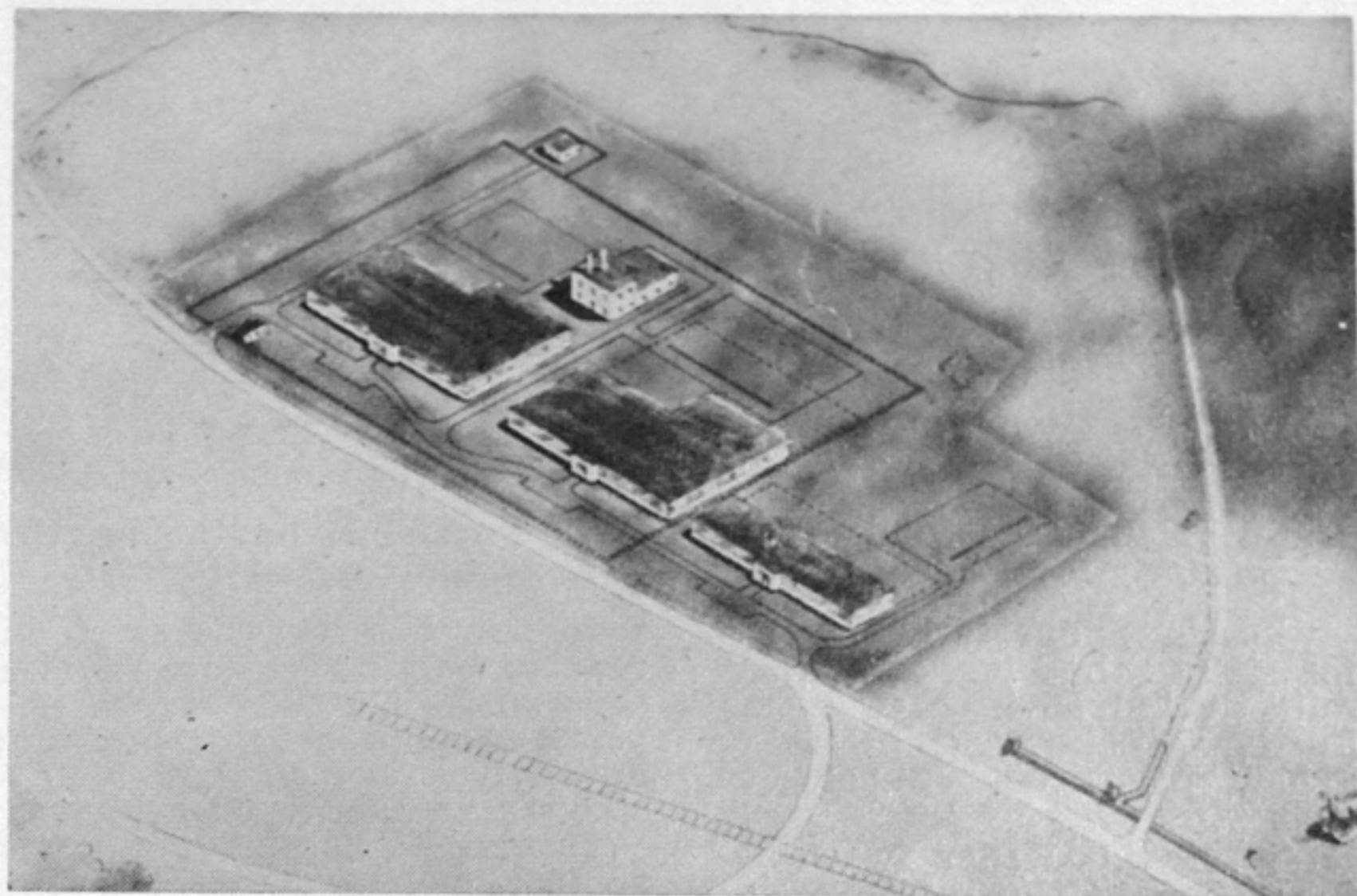
At the annual meeting of employees on December 15, 1952, Mr. C. W. Newhall, Jr., Executive Vice President, announced that a facility program for Reaction Motors, Inc. had been approved by the U. S. Government. Comprising an administration building, an engineering and research building, and experimental shop as well as additional laboratory and service facilities, the new facility is to be located in Denville Township, within walking distance of the present Rockaway plant.

The total cost of the buildings is expected to run in the neighborhood of \$3,000,000, and will be financed in large part by the U. S. Navy with RMI financing the Administration Building.

It is hoped that construction can commence in the first half of 1953 and be completed within a year.

Occupation of these structures by RMI will bring about a consolidation of all activities at one site with the exception of the Test Department, which will remain in its present location at Lake Denmark.

In addition to the buildings enumerated above, the facility contract with the Navy provides additional machinery and equipment for Research, Engineering, and Manufacturing Divisions and for certain structures to be erected in the Test Area.



The above photograph is an artist's conception of what our new plant may look like.

## RMI, BuAer Spent Two Years on Plan

The recently awarded contract by the Department of the Navy for the construction of a new facility for RMI was the culmination of nearly two years' investigation and planning by RMI and BuAer.

Initial discussions between RMI and BuAer in the spring and summer of 1951 developed into RMI's proposal of August 1951 covering a facilities program. Further discussions resulted in November 1951 in a revision to the proposal.

At this time it appeared desirable both to the company and to the Navy that the entire problem of a new facility be more thoroughly examined with the help of outside consultants, specialists in the various pertinent fields. Mr. A. L. Keyes, Secretary and General Counsel, was given the responsibility for the execution of this work under the guidance of Mr. C. W. Newhall, Jr., Executive Vice-President.

Among the subjects covered in this survey was a study of proper location for the proposed facility, considering among others the factors of labor availability, site size, distances from test operations, and availability of railroad service. Joseph P. Day, Inc. industrial realtors of New York, helped to investigate a number of sites from these angles and to make appropriate recommendations.

Vreeland and Saltus, architects, of Morristown, New Jersey, studied numerous sites in detail, including analyses of soil conditions, utility availability and costs of site preparation. Involved in the analysis of

soil conditions was the retention of a subcontractor for core boring so as to determine these conditions. For accuracy of site preparation costs, topographic studies of certain sites were required, as well as the development of layouts of the proposed plant. Three dimensional models of some of the plant configurations were constructed for planning purposes. Other factors bearing on site choice were the zoning of possible sites, status of rights of way, power availability, condition of roads and bridges serving the site, ownership, and water rights.

A study of the possible effect of vibration on RMI operations at one site, was accomplished by the Vibration Engineering Company, Hazelton, Pennsylvania.

A study of the noise problems attending RMI testing operations was completed by Bolt, Beranek, and Newman, Cambridge, Mass.

Sanderson and Porter, engineers and constructors, New York, executed a study of the complete program with emphasis on checking feasibility, adequacy, and cost.

In addition to all these activities by outside agencies, many operating divisions of the company participated in planning for future requirements and

(Continued on page 2)

### WORK WEEK REVISED

Mr. R. W. Young, President and General Manager, announced on Monday, January 26, that R.M.I. would return to a 40 hour standard work week effective February 2, 1953.

This action was necessitated due to revisions in the delivery

## Frank Grad & Sons Named Architects

The Board of Contract Awards of the District Public Works Office, Third Naval District, New York City, has approved the recommendation of RMI that the firm of Frank Grad and Sons, Newark, New Jersey, be retained as architect-engineer for the design of the new RMI-Navy Facility to be constructed in Denville Township.

RMI's recommendation of this firm was based on an exhaustive investigation of the merits of a number of firms doing this type of work in northern New Jersey. Personal contacts with representatives of these firms, analyses of their qualifications especially as demonstrated by past experience, conversations with previous clients, and visits to plants designed by the firms, formed the basis for the decision by a committee representing RMI's top management.

Founded in 1906, the firm of Frank Grad and Sons has designed a great variety of structures both in the continental U.S. and overseas. Outstanding among its accomplishments have been the design of the U. S. Naval Air Turbine Test Station, Trenton, New Jersey; the Naval Communication Center, Norfolk, Virginia; the E-1 Test Stand at

requirements under our contracts which means a change in our overall scheduling.

You can be assured that this action together with other economies is being put into effect as part of the Company's overall cost reduction program, which will strengthen the Company's position as well as your jobs.

NARTS, and the Metal Fabrication Plant of the Ross Industries Corporation, Highland Park, New Jersey. In addition to these technical and industrial structures, the firm has designed many public and commercial buildings such as concession, administration, and maintenance buildings for the New Jersey Turnpike, hospitals, schools, theaters, shopping centers, and housing projects. Mr. Frank Grad, senior member of the firm is both a registered architect and registered engineer. One of his sons, Mr. Bernard J. Grad, a registered architect, is in charge of the RMI project.

### Improvement of Test Area Part of Expansion Program

As a part of the construction program authorized by the Facility Contract recently awarded to RMI, there will be some improvement of the Test Area. Office, garage, and storage space is to be provided, as well as a structure for the housing of new altitude testing equipment and modification of one test stand for flow check work. This program including the procurement and installation of equipment to be housed in these structures, is to be completed by the end of 1953.

Mr. Henry W. Vreeland, architect, of Morristown, New Jersey, has been retained by RMI with the approval of the Board of Contract Awards of the District Public Works Office, Third Naval District, to execute the design of the project.

Accomplishment of this work will relieve the present overcrowded conditions in the Test Area as well as provide RMI with facilities for conducting tests of greater scope.

# Finance & Administration Meeting



H. H. Michaels, Jr., Vice-President & Treasurer, addressing the quarterly meeting of the Finance & Administration Division.

The first quarterly meeting for 1953 of the Finance and Administration Division, was held in the Rockaway cafeteria on Friday afternoon, January 16, 1953.

Mr. David Keller welcomed the group to the meeting, and introduced Mr. Hugh Light who led the divisional members in song. "Spirit of RMI" was sung to the tune of "Battle Hymn of the Republic", but that was where the similarity ended. The words, composed by Hugh, are as follows:

## "Spirit of R.M.I."

I

Four men banded together back in 1941  
To build a rocket engine that would  
really, really run  
And from this start a new and thriving  
industry was born

Our Company's moving on.

Chorus:

Higher, higher soar her engines,  
Faster, faster roar her engines,  
Strong, stronger grow her engines,  
REACTION'S moving on.

II

We've had our ups and downs as any  
normal company will

By pulling all together our trend has  
been up hill.

So with "TEAMWORK" as our motto,  
and a stronger stronger will

Our Company's moving on.

Chorus as above

Mr. Keller then presented Guard Richard Eva with his one year service pin. This established a new precedent, since in the past the pins have been mailed. The F & A Division plans to award both the one and five year pins to members of the division at these meetings in the future.

The technicolor movie of Reaction Motors, "Progress in Rocketry," followed. This was of interest to everyone as it concerned Reaction Motors directly, and its development through the last 11 years.

Mr. Henry Michaels, Jr., Vice-President and Treasurer of the Company, then addressed the division. He stated quite bluntly that RMI must curtail its overall costs before it can play a major roll in the competitive rocket industry. He continued by describing a company program to cut expenses, which included

reduction in paperwork such as reports, memos & local travel reports. He emphasized the importance of a general buckling down, to effect a more appreciable reduction in overall costs.

Turning to a more optimistic subject, he declared that the business outlook for 1953 is good. Our engines are now being used in fully equipped fighter planes, and we have additional orders for Viking engines. More contracts will be coming through as we cut our costs and meet competition.

The new plant is another optimistic note for '53. Now that the contract has been approved, things should be moving fast.

The Company's venture, with L. S. Rockefeller, into the Flight Refueling Company of Danbury, Conn., is considered very advantageous, as their system for refueling planes in flight is considered superior to the Boeing system which is now being used.

All in all, 1953 looks good for RMI, especially if we are able to gear ourselves to the increasing competition of industry today, Mr. Michaels declared in closing.

Mr. Keller ended the meeting.



D. G. Keller, Manager of Personnel & Administration, presenting one-year pin to guard Richard Eva.

As there was not time for a question and answer session, he suggested that any questions be directed to the Personnel Dept. and they would be answered in a memo to all members of the Division.

## The Question Box

Responses to the "Question Box" in previous issues of the ROCKET resulted in the following interesting questions.

**Where is the new plant site going to be, and when will it be finished?**

As announced at the Annual Company Meeting on December 15, 1952, the new plant will be located in the Rockaway area. Tentative plans indicate that construction will be completed sometime in 1954.

**Does RMI have a policy of not allowing women to enter exempt classification (labor grade 13)? If so, why?**

Reaction Motors has no such policy. Qualified female employees may be placed in any job occupied by a male employee.

**Why are professionally trained engineers required to punch clocks whereas in other similar industries they are exempt?**

Because of the type of work we are engaged in, payment of wages and salaries is dependent upon properly substantiated time records. Many companies handle these records differently. Reaction Motors decided to gather this information by use of the time card as being the most expeditious, as is done by many other companies.

**What is being done, or has any thought been given to a "Pension Plan"?**

Approximately 20 proposals have been submitted during the past year and are now being studied, as to the type best suited to our requirements. Due to the enormous expense, the

Company cannot at the present time consider such a plan. It is hoped that we will be able to come closer to a decision late in 1953.

**Why not pay an employee at the end of the year for any unused "Sick Leave"? An unscheduled day off during the year hurts the Company more than the day of pay given to the employees at the end of the year.**

Sick leave pay is not intended as a lump sum grant of money. It is rather, a provision for payment of wages for the employee in case of illness.

**Are engineers going to get travel pay for using their own cars between areas?**

All employees who are required to use their private automobiles between Rockaway and Lake Denmark for company business receive a flat payment of \$.75 per round trip. It is not the company's intention to reimburse for intra-area travel since arrangements can be made for transportation provided by the company bus. For further information see COM D-4.

**Does this excerpt taken from NAM article on page 3 apply to RMI? If so, what are we doing about it? "This control over the money has another value to socialism: it gives the Government a bottomless purse from which it can subsidize special groups and, in effect, buy the people's votes. If you can say, "That's all right with me," you have gone a long way toward becoming a Socialist".**

The NAM has intended in this article to acquaint the public with various factors which lead to Socialism. They attempted, by a check list type test, to have the public determine in its own mind whether Socialism is gradually taking hold.

## RMI, BuAer Spent 2 Years on Plant Expansion Studies

(Continued from page 1)

making tentative building layouts. In the course of this work many field trips to other companies engaged in the rocket industry and to government rocket facilities were made.

A report on all these investigations was submitted to the Department of the Navy in March 1952. In the meantime, however, a change in scope of the RMI Facility had been made by the Department of the Navy. Therefore, a supplementary investigation was entered into by RMI and the Navy. This study mainly employed the services of Vreeland and Saltus as outside consultants for the purpose of intensively examining the plant site recommended in view of the changed scope of the program. This work again included investigations of topography, subsoil and drainage conditions, rights of way, water supply, plant layouts, and cost estimates related to them. The supplementary report was submitted to the Department of the Navy on September 30, 1952. This report defined the new facility in essentially the same terms as does the contract which has now been received authorizing the actual construction of the plant.

# Another Supersonic First for RMI



The Air Force (Republic) XF-91 has become the first combat-ready interceptor-type airplane to fly at supersonic speeds in level flight.

The XF-91 is the first not purely research plane to be rocket powered by RMI. Powered by an engine in our famous work-horse series of 6000C4 rocket engines, it is reported by *Aviation Week* that "reliable industry sources have stated that the XF-91 is capable of speeds in the neighborhood of 1,000 mph using its rocket power."

The XF-91 is powered in subsonic flight by a General Electric J47 turbojet engine with afterburner and made its first flight using this engine in May 1949. No flight details have been revealed other than that the XF-91 made its supersonic rocket powered flight in late 1952.

As can be seen by the photograph, the XF-91 is a large aircraft with a dramatic configuration. The wings sweep back at a

35 degree angle and are of the variable incidence type to provide the best angles of attack for take-off, high speed flight, and landing. Another feature of the plane is that the wings have an inverse taper and are wider at their tips than at the fuselage.

Edwards Air Force Base in California has been host to two other supersonic piloted aircraft powered by rocket engines in RMI's 6000C4 work-horse series. On October 14, 1947, the Air Force (Bell) X-1 sped across the salt lake at EAFB—the first piloted aircraft to fly faster than the speed of sound in level flight. In the late summer of 1951 the Navy (Douglas) D-558-II SKYROCKET broke all world speed and altitude records by attaining a speed of 1,238 miles an hour and an altitude of 79,494 feet.

The XF-91 has added another notable flight to the RMI rocket powered list of firsts.

H. W.

## Black Betsy and Wyld Viewed by Smithsonian

Last week BLACK BETSY and the Wyld engine were sent to the Smithsonian Institution in Washington to be viewed by the Board of Regents, governing body of the Institution, at their annual meeting. According to a spokesman of the Smithsonian, BLACK BETSY and the Wyld engines, mounted in a polished mahogany and plastic exhibition case, caused quite a sensation.

BLACK BETSY is the prototype rocket engine in RMI's famous workhorse series of 6000 pound thrust rocket engines. As you know, engines in this RMI series power the Air Force X-1, first supersonic airplane; the Navy SKYROCKET, present speed and altitude record holder; and the Air Force XF-91, first combat-ready interceptor-type piloted airplane to fly at supersonic speeds in level flight.

BLACK BETSY was named after its original coating of black paint and the daughter of RMI's first president. She is really the

grand old lady of rocket engines, having proven herself over and over again and her progeny still going.

The Wyld engine, exhibited in the same case with BLACK BETSY, was the first regeneratively cooled rocket engine. Designed and built by James H. Wyld, one of the founders of RMI and presently research consultant to the Company, this engine was first tested in 1938. It produced 100 pounds thrust on a propellant combination of alcohol and liquid oxygen.

The Wyld rocket engine became the basis of much of Reaction Motors' rocket development work including the 6000C4 series of which BLACK BETSY is the prototype.

BLACK BETSY and the Wyld engines are now being put under wraps in the Smithsonian awaiting that time in the near future when an official presentation to the Smithsonian's National Air Museum can be scheduled. This new exhibit will become a permanent part of the Museum's collection and proudly stand in the same room with other famous firsts in aviation.

## Over the Coffee-Cups

By Edith Crandall

### Jottings

The customary Annual Year-End Meeting of all employees was held on Monday, December 15, 1952 at which time Mr. Newhall discussed the past years accomplishments and future objectives of the Company. Mr. Michaels discussed the Company's financial picture and Mr. Shesta and Mr. Wyld gave us some very interesting stories about RMI's early activities. The meeting was held in the Manufacturing Building with all employees attending.

RMI received some nice publicity in the New York Times last month with the article on the Rocket-powered Fighter breaking the Sound Barrier. The engine was built by Reaction Motors, Inc.

Christmas visits from: Sgt. Gordon Tasker, RMI employee now on Military Leave at James Connally Air Force Base, Waco, Texas. Also from, Gladys Mabey formerly with Budgets and Estimates Section, now at Edwards Air Force Base. From, Jenny Mahoney, also a former Budgets and Estimates employee, now in New Mexico with her husband. **Contract Administration and Service Division**

Wedding Bells! Cassie Emerick became the bride of William Deskovick. Cassie's reception was held at the Robin Hood Inn, Caldwell with many of the RMI personnel attending. . . . Betty Folkvard noted for her knitting ability. Latest project, a Norwegian sweater! . . . Engagements Galore! Betty Di Renzo to William J. Hughson. Carole Hopping to Stan Setters. . . . Congratulations gals! . . . Marion Bawkin joins the Sunshine Crowd down in Florida. Marion plans to explore the blossom-scented orange groves in Clearwater, Fla. for three weeks. Lucky gal! . . . News from our Service Division: Max Guzoko, Chuck Dimmick and John Cray home for Christmas.

### Engineering Division

Walt Oberti has gotten the name tag of "Big Game Hunter" due to his prowess in that field this season. . . . Little Jean Williams minus her appendix. . . . Don Applequist of the Design Engineering Group bought a new home in Boonton. . . . Weddings: Miss Patricia Dunning, mail-girl at Lake Denmark changed her name to Mrs. Robert MacDonald. Viola Smith became Mrs. Edward McKenna. Valentine's day will bring two more lovely brides from Lake Denmark. Barbara Phillips and Elaine Ricer plan weddings on February 14th. . . . Ed Ryan received a mysterious singing telegram via the phone on his birthday. It was signed "Your Secret Admirers". . . . Attention RMI personnel! That black flash zooming down Mt. Hope Avenue is not a meteorite its Project Engineer Ed Neu in his high speed Mark 7 Jaguar. . . . Doris Counterman spending a Sunvacation in fabulous Florida. . . . Ann Farrell

(Continued on page 4)

## Inquiring Fotog

Our inquiring photographer asked the following question this month:

"What would you think of a woman as President of the United States?"



Ellen Kelly

Personnel Department

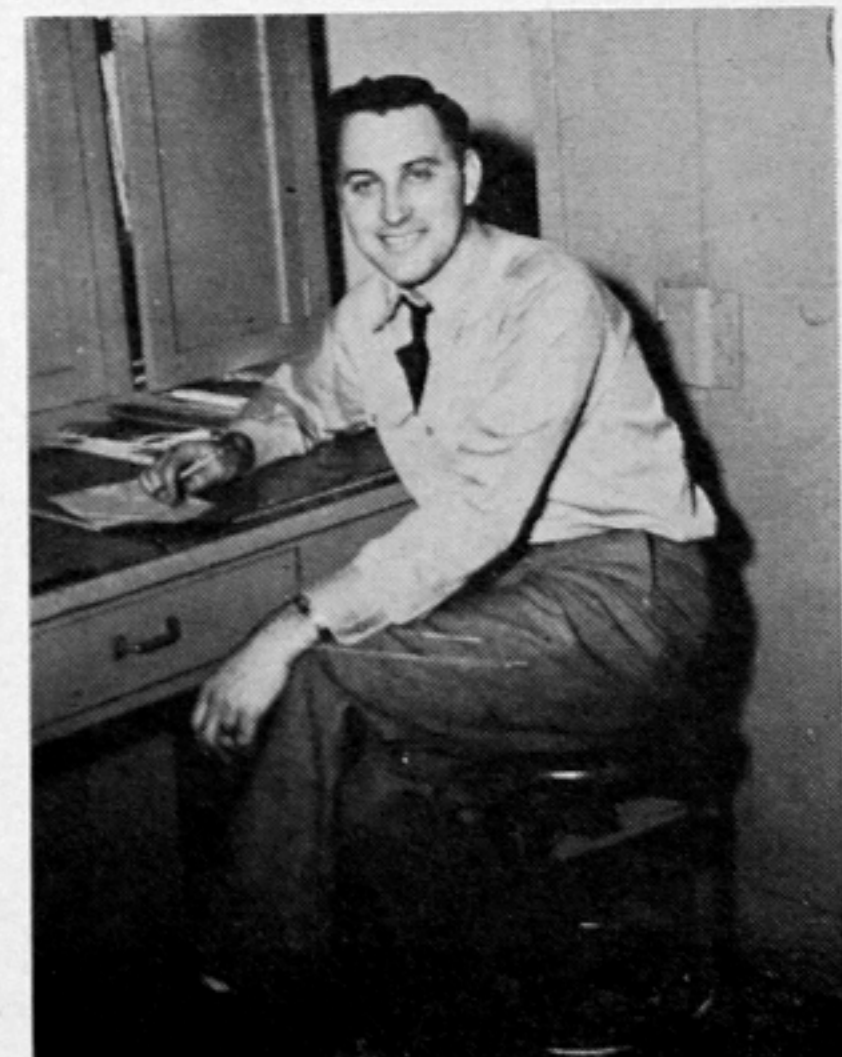
"Never thought very much about it, but I don't think a woman would be capable of the job."



Kay Kimble

Rockaway cafeteria

"Keep the women in their homes and let a man be president."



Emil Saloky

Manufacturing

"Precedent has proven that men have been doing a very capable job."

## RMI in Uniform



A letter was received from Mrs. Crockett, who tells us her son Bob, pictured above, is awaiting reassignment to another camp. Bob has been stationed at Camp Kilmer since his induction in service.

Bob Bosworth sends us a letter which we know you will all be interested in reading.

"I was both surprised and pleased to receive my Christmas bonus check. Many thanks. A number of my fellow officers were very much amazed to learn of this. The general conclusion was that Reaction must be a good Company to work for.

"Congratulations on: 1. Viking No. 9 flight, 2. Flight of XF-91, 3. Obtaining facilities contract for new plant.

"With best personal regards,  
"Bob Bosworth"

From the sounds of this letter, it seems as if RMI receives a good deal of publicity from our boys in service.

★  
Alan Holmquist tells us he spent a three day pass in Bordeaux where he toured the city and took in the sights. Alan has seen quite a bit of France while being stationed there. He seems to be quite busy now since many of the G.I.'s are leaving for the States and there are no replacements for them. Alan expects to be leaving France the latter part of March for discharge and to rejoin our ranks as a civilian at RMI, the end of May.

★  
We received quite an interesting letter from Joe Janusz, who, as we mentioned in our last issue, is with the Marines in Korea. The letter is too long to print in its entirety, but here are a few of the parts we thought you might enjoy hearing:

"I mentioned earlier I've never forgotten RMI and I meant just that. We have three favorite topics to discuss out here, going home, planes and jets, and into rockets. Whenever planes are mentioned, I always put in a plug for the Company.

"Your Thanksgiving greeting caught up to me yesterday and thanks. It was one I'll not forget for a long time. Our outfit forfeited our dinner for as many of the Korean kids as we could fit

into our mess hall. We waited on them and just babied them somewhat, and we've been going all out for Xmas.

"Most of us are married and having kids of our own, we just felt it'll do us more good than harm to spend the holidays this way. We've been buying toys and candies and clothes, whenever possible in Japan, and by gosh, if some of these kids decide to try to leave for the states with us, I'll not blame them. Not being able to play Santa Claus at home, we'll at least play the game here."

Joe extends his best regards to the boys in the Test Area and to everyone else in the Company. He hopes to be able to pay us a visit in about six months and we'll all be looking forward to seeing him again. Good luck, Joe. We're all rooting for you here at RMI.

★  
A bit of news from Harlow Osgood informs us that after Boot Camp, he was sent to Electrician Mates School in Washington, D. C. where he spent fourteen weeks of high speed learning. He is now assigned to the LST 988 which is presently on a cruise off the coast of Southern Europe and Northern Africa.

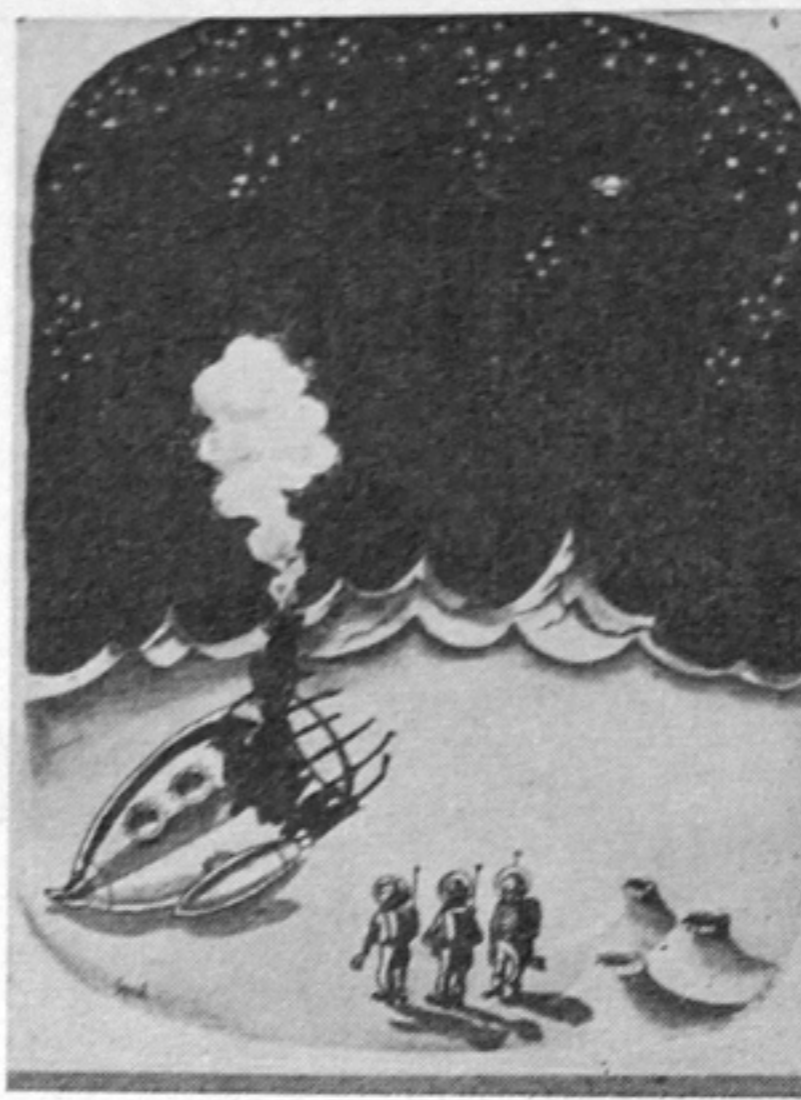
★  
It was good hearing from Floyd Kimble who man<sup>v</sup> of us here at RMI remember well. Floyd is stationed with the Engineers in Northern France. His duties are not definite as yet, but perhaps he will get to tour France during his stay.

A card was received from Bob Karpeles who we haven't heard from in quite some time. Since leaving RMI, Bob has married the former Miss Ruth Conlin and now has a daughter, Carol Ann. Congratulations, Bob. He is now serving with the 2nd Division in Korea and has been there since last October. Bob expects to be "stateside" by next June. Let's hope it's sooner.

★  
Alwyn Wiebe tells us the weather in Mannheim is very poor, however, the Bavarian Alps have had their share of snow and the skiing is at its peak right now. He expects to take a two-week leave this month which he will spend in Switzerland and the Riviera. Comes Spring, he is going to Paris and then to Sweden to visit some relatives. Man<sup>v</sup> of our ski enthusiasts, we are quite sure, would enjoy trading vacations with Alwyn.

★  
Since July of 1950, Elmer Jerry has been stationed at Fort Belvoir, Virginia with the Personnel Section of Regimental Headquarters. His duties consist mainly of interviewing enlisted men for completion of records. Elmer expects to resume his duties here at RMI on or about February 2nd.

★  
The Christmas Holidays saw quite a few of the boys in uniform touring the plant and visiting with old friends. Such familiar faces were Jack Cullen, Gordon Tasker, Charlie Fletcher, Bill Weissback, Dick Collins and Leland Williams. Many more of our personnel in uniform took time out during the



"Ah well, thank goodness we still have our sense of humor."

Christmas Rush to drop us a line and to wish us all here at RMI, a Merry Christmas and Prosperous New Year. We certainly appreciate the boys' cooperation in answering our letters and the fact that they take time out from their busy, daily routines to drop us a line and keep us informed of their activities. We would like to print the letters we receive from them in their entirety, however, lack of space will not permit. We know you would enjoy reading them just as much as we do. For those of you who have been in service, you can well realize how much the boys enjoy hearing from their friends at RMI, so take a few minutes of your time and drop them a line or two to let them know we are rooting for them and looking forward to their return to RMI as civilians. Current addresses may be obtained from the Personnel Dept. So dust off your trustworthy pens and boost the fellows' morale by sending them news from home. As one of the boys stated in his letter, "Your news brings a touch of home over the miles and gives you a feeling of being remembered." —D.M.

**HEY CURLY!** Hair is only a useless ornament now, says a New York City skin specialist, who predicts that baldness may be fashionable among both men and women in about 200 years.

## The Trading Post

For listings in *The Trading Post*, call Helen Loughlin in the Personnel Dept.

### For Sale

Take advantage of N. J. weather. Start a grove of palm trees in your back yard. Also best quality Florida orange trees. CHEAP! Call Wynn Winslow, CA & SD, winter playland prognosticator.

## The Rocket

A MONTHLY PAPER  
BY AND FOR THE EMPLOYEES  
OF REACTION MOTORS

### Editor

H. Loughlin

### Associate Editors

T. Harry	F. Ordway
D. Howard	E. Crandall
A. Klepp	H. Winslow
Tom Dalmon	W. Wright
Holbrook Smith	

## Over the Coffee-Cups

(Continued from page 3)

was given a stork shower by the gals in the Engineering Division . . . Another lucky member of the Ideal Vacation Department: Walt Borchardt—two weeks in Florida . . . There was a merger of the Engineering Division and the Finance and Administration Division when Connie Bentravato of Personnel became the bride of Hank Sossong of Design Engineering. The date: January 18th! Congratulations are in order! . . . Marjorie Ann Becker back with RMI (Marge was recently engaged!) . . . Ray Kopituk sporting a new Mercury Monterey.

### Manufacturing Division

Vivian Vrabel became the bride of Robert Deeds, January 3rd at St. Marv's Church, Den-ville . . . Anyone looking for recipes in the poultry line, contact "Pop" Wein<sup>v</sup> Stockroom, for his favorite turkey recipe . . . A belated welcome to Carl Dickison, electrician at Lake Denmark. Understand Carl recently bagged a four point buck up at Culvers Lake.

### Research Division

The Rockettes, RMI women's basketball league, have taken to calling Joan Reese "Dead-eye Dick". Understand she sure nets those baskets . . . Stan Schmidt's daughter Carole celebrated her first birthday last month . . . The Fairleigh Dickinson Rocket Society had as speaker, Mr. Robert L. Wehrli, Assistant Director of Research, January 9th. Mr. Wehrli chose as his topic "Careers in Rocket Engineering" . . . Marilyn Smith transferred from Engineering to the Research Division, as Research Administration's stenographer.

### Finance and Administration Division

Ann Ostensen of the Payroll Department became the bride of George Stefanie January 24th. The new couple will reside in Lake Telemark . . . Ann Marsh also married. The new Mrs. Zeek resigned to "Live a Life of Leisure"! . . . Peggy Stiles of the Accounting Department became engaged. Her fiancé is William Barnes of the U.S. Navy . . . Millie Magill spent the Christmas holidays in Connecticut visiting former employee Alice Praed . . . Congratulations to Joe Porter and Bob Lawrence. Both received their ten year pins recently! . . . A Parakeet Owners Club has been proposed . . . Welcome to new employee Terry Rowland, R. Lawrence's Secretary . . . Mary Lou Hilbert, our Mail-girl became engaged. Her fiancé's name, Bill Bowlby . . . John (Casey-Jones) Blume is in the market for a railroad man's cap!

### THE STORK CLUB

Finance and Administration Division — John Mayenzet — a son—John Andrew.

Research Division — Stan Schmidt—a son—Robert Allen.

That's about all folks, except for this one little thought!

### Noah Use Complaining

When Noah sailed the waters blue

He had his troubles same as you.  
For 40 days he drove his ark  
Before he found a place to park!