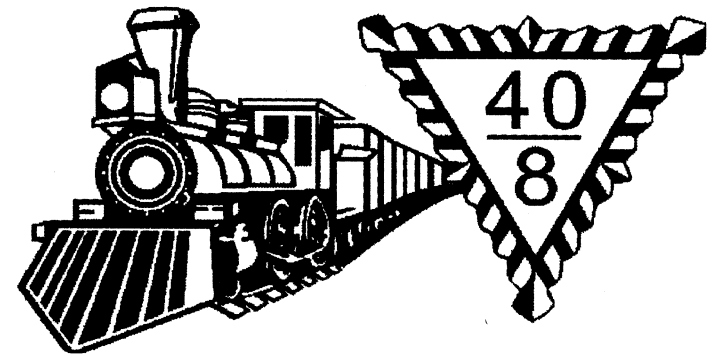


Information Manual

La Societé des
40 Hommes et 8 Chevaux



Fun and Honor
Society of Veterans

PREFACE

This booklet contains a brief history, duties of officers, information on using forms as well as some helpful suggestions and "Forty and Eight" French.

Yours, for a better La Societe,

A handwritten signature in cursive script, reading "Benji Sampson".

Correspondant National

Revised
2/1/09

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Formation of the

Forty and Eight

IT WAS A LAUGH

The ability to laugh when the going is rough is an important American trait which must never be lost, if this country is going to continue to be a major force for good in this world. Sometimes things are so bad that there is nothing to laugh at but yourself. The man who can do this is never far from his intended mark and is on his way out of his troubles.

The Forty and Eight draws its origin from World War I when we had a couple of million young Americans in France to fight a war to end all wars, and about the first thing they ran into was a droll bit of French humor known as a Voiture or box car. The narrow gauge railroads of France had box cars that carried little more than half the capacity of American box cars, and these were used to transport soldiers and horses to and from the fighting fronts.

It was funny to see forty full-sized Americans, padded out with full packs and rifles, riding in one of those pint-sized boxcars; -even the horses laughed. It was so miserable in one of those box cars that the men in them had to laugh to keep from crying, and when they started laughing at their own tough situation, they weren't so miserable any more.

When they returned home, the laugh was still on them because it was funny to see them trying to outfit themselves in civilian clothes with the meager amount of "discharge pay" - \$60.00. Their jobs had been filled by those who stayed at home, and some even had the nerve to try to get their old girls back and to make plans for marriage and setting up a home. What a laugh! No jobs, no clothes, and no girls, and there wasn't much they could do about it except to lean up against a lamp post and laugh at themselves like they had learned to do in the box cars of La Belle France.

You see, there was no American Legion during World War I. Therefore, there was no one to fight for the rights of the men who were away fighting the war. There were no job guarantees, G.I. Bill, no terminal leave pay--there was nothing for the veterans.

The American Legion was quickly organized and began its long fight for fair treatment of veterans and their families. It was rough going and hard work. Needing a place to blow off steam, a place where they could laugh together at their troubles, the young Legionnaires remembered the close brotherhood of the box cars and decided to reproduce it as an inner organization of chosen Legion comrades.

Led by the late Joseph W. Breen, a group of Legionnaires got together in 1920 in Philadelphia and organized "Voiture #1 of La Societe des Quarante

Hommes et Huit Chevaux" or Box Car #1 of the Society of 40 men and 8 horses. They went to the Legion Department Convention that year in Allentown, Pennsylvania where the Society was organized on a national basis. At the National Convention in Cleveland, in 1920, Legionnaires from all over the country were "Wrecked" into the "Box car Brotherhood" and went back home to organize "Voitures" in their own towns.

"Wrecks," as the Forty and Eight calls its initiation ceremonies, have the reputation of being both "Strenuous and entertaining" and their meetings, comedy parades, and stunts gave the Forty and Eight the name of "The playground of the Legion." The spirit of fun has always predominated in the Forty and Eight. There is always a laugh, and often as not, it is on you. When you get the horse-laugh in the Forty and Eight, you have to be able to laugh right back.

Qualifications

In order to get into the Forty and Eight, veterans must have proven themselves. This makes the Forty and Eight a body of picked Veterans, men and women of experience and training, who can and have tackled many tough and perplexing problems and carried out their objective. Their devotion, abilities, and activities have rightfully earned them the title, "Shock troops of the Legion." Membership in the Forty and Eight comes by invitation only. There are no membership drives or campaigns and none are anticipated. Membership in the Forty and Eight is a prize or reward for service to your comrades, community, state, and nation.

Programs Developed

It wasn't long before the Voyageurs Militaire (military travelers), as members of the Forty and Eight are called, discovered that they could not be completely happy just having fun for themselves. They could see that in almost every town there were little children who weren't having much fun: unfortunate youngsters who had lost fathers because of the war; whose Dads were too disabled to provide a normal home for them; or who, for some other reason, were outside looking in on joys and privileges of American childhood. They founded a Child Welfare program for Veterans' children in 1923 and 2 years later turned it over to the American Legion and raised \$50,000 to assure its success.

In the middle 1930's, they launched a program of free inoculation against diphtheria which started the elimination of that disease as a hazard to children. In 1964, the Voyageurs founded the "C.W. Ardery Trust Fund," an irrevocable trust fund, the interest from which is spent to relieve emergency need of children -- any children, without regard to affiliation with any organization, and without regard to race, creed, color or point of national origin.

During World War II, Voyageurs initiated a playing card program and sent thousands of decks of playing cards to our men and women in the armed ser-

vices to make their idle hours more bearable. This program was re-established in 1967 for the veterans of the Vietnam conflict.

In 1946, the acute shortage of nurses came to the attention of the Voyageurs, and a Nurses' Training program was initiated. In 1955, it became a National program. An average of over 500 Registered Nurses graduate each year because of this program.

The "Carville Star," a publication printed and circulated by the patients at the U.S. Public Health Service hospital in Carville, Louisiana, is a magazine which is sent to 109 foreign countries to carry information on the research, treatment, and cure of Hansen's Disease (commonly and erroneously called leprosy). In 1946, the Forty and Eight bought the first printing press at "Carville" because the Federal government saw "no real need," provided another Linotype machine in 1967, and in 1975 purchased a complete offset printing plate for the Star staff. Voyageurs pay for 90% of the total circulation of the "Carville Star."

Ever looking for new ways to serve America and its communities led the Forty and Eight to encompass the AAU Junior Olympics projects into our existing Child Welfare Program during 1982. AAU/JO became a separate major project at La Societe in 1984. In 1994, we changed the name to the Youth Sports program. We provide funds and volunteer manpower for this endeavor.

Always uppermost in the minds of Voyageurs had been the determination that America shall never be found without adequate arms for its defense and that, as Abraham Lincoln states, "A grateful government should and SHALL provide for those who have *borne* the battle."

Voyageurs Militaire

Since 1920, Voyageurs Militaire in their blue chapeaux, bright smocks, or blazers, with their locomotives, box cars and other trick items of rolling stock have spearheaded fun and frivolity at National, state and local promenades. Wherever Voyageurs are found, you will also find fun-making; but the Voyageurs have their serious side, and they spearhead the work that makes the Forty and Eight such a strong force for good in the nation.

The Forty and Eight numbers among its members many of the most distinguished men in American life. Former President Harry S. Truman belonged to Voiture #3, Kansas City, Missouri and President Gerald R. Ford held membership in Voiture #553, Grand Rapids, Michigan. Most Past National Commanders of the American Legion and a majority of Department Commanders and Adjutants belong to this "honor organization." Governors, Senators, Congressmen, Mayors, and other notables in all fields are among the wearers of the Forty and Eight emblem.

The Voyageurs ask for nothing except to serve their fellow human beings, and

by that service to provide our children with a safe, free land of opportunity and to further provide for the adequate defense of the greatest system of government ever devised by the mind of man.

Comradeship

The Forty and Eight is organized on a county basis, there being only one Forty and Eight Voiture Locale to a county, except in a few of the most heavily populated metropolitan counties. This means that the members of the different counties get acquainted in the Forty and Eight. They come to know each other by their first names as they mingle together in the relaxed atmosphere of La Societe and play together. Comradeship reaches across county lines and closer cooperation among Locales is promoted.

Locale comradeship is developed on a wider scale by inter-county, district, state, and interstate activities of the Forty and Eight. Voyageurs are always going to Wrecks and Promenades in neighboring counties and becoming friends with Voyageurs there. Often several counties will get together for joint Wrecks. District Wrecks and Promenades are regular occurrences in many states, and every state has its annual Grande Promenade. Interstate, tri-state, and regional Promenades bring Voyageurs together from wide areas.

Internal Organization

The basic unit of the Forty and Eight organization is the Voiture Locale (local box car) chartered, with few exceptions, for an entire county. All Voyageurs Militaire (members) must have their membership in a Voiture Locale.

The state organization is known as the Grande Voiture. There are Grande Voitures in every state, the District of Columbia and several foreign countries. Grande Promenades (state conventions) are held each year and are the ruling authority of the Grande Voiture.

Voiture Nationale is the national organization, with headquarters at 777 N. Meridian St., Indianapolis, Indiana. The Promenade Nationale is held each year, at a time and place designated by the Time and Place committee of Voiture Nationale, and is the ruling authority of the organization.

Titles of Forty and Eight officers are taken from the titles of French railroad workers and officials. The commander of a Voiture Locale is the Chef de Gare or station master; the state commander is the Grand Chef de Gare, and the national commander is the Chef de Chemin de Fer or president of the railroad. Other officers include the Chef de Train (vice -commander), Correspondant (adjutant), Commissaire Intendant (treasurer), Aumonier (chaplain), Garde de la Porte (doorkeeper, Sergeant at Arms), and so on, with French names for them all. Members of the Forty and Eight are known as Voyageurs Militaire or military travelers.

The Forty and Eight's light blue chapeau, is designed after the caps worn by French railway workers.

Who can Be a Forty and Eighter?

How does a Veteran become a Forty and Eighter? A common misconception is that the Forty and Eight is an overseas organization or that it is an organization of World War I Veterans. This is entirely wrong. Our membership is composed of Veterans. There is no distinction made on the basis of place of service, rank in the service, or branch of service.

The Forty and Eight conducts no membership campaigns. It extends its membership as an honor to selected Veterans in recognition of their services to Community, State, and Nation.

When a Veteran has qualified and has been voted an invitation to come into the Forty and Eight by the Voiture Locale in their county, or the nearest Voiture if their county is without one, they still has a long way to go and a lot to learn before they becomes a full-fledged Voyageur Militaire of La Societe.

They will be summoned to a Wreck, where they will learn that they is a very lowly creature known as a P. G. (Prisonnier de Guerre, which is French for Prisoner of War). They will be taken in hand by the Wrecking Crew, an outfit which lives up to its name and which will test their fitness for membership in the Forty and Eight by various means highly amusing to the onlookers. Forty and Eight initiations have a reputation for being very impressive. They do have their strenuous moments and the candidates, "Poor Goofs," are apt to get their feelings hurt, but they wind up laughing with the rest of their comrades.

During the Wreck, the candidates receive instructions on the serious side of the Forty and Eight, view scenes they never forget and pledge themselves to continued service to their comrades, community, State, and Nation.

Voyageur Militaire

Since its origin, the members of the Forty and Eight in their blue chapeaux, with their locomotives and boxcars and other trick items of rolling stock, have spearheaded the fun at Nationale Promenades. They have also molded the Forty and Eight into a strong force for the good of the veterans and the nation. Duties of Grande Voiture (state) officers are much the same as duties of Voiture Locale officers. The following duties will apply for all offices, both Grande and Locale except Grand Chef de Gare and Grand Correspondant which will be treated separately.

Duties of the Chef de Gare

The Chef de Gare is the commander of the Voiture Locale. He is the leader; he or his appointed representative should be in charge of all Voiture activities

and functions. He should be familiar with the duties of all the Voiture Officers. When Promenades and meetings are scheduled, be sure they start on time as scheduled. Run a dignified Promenade, and do not permit any liquor, vulgarity, or profanity. Promenades should be interesting, and he should make every effort to create an incentive for our members to attend. He should have projects in connection with our established programs and appoint Directeurs and Committee Chairmen who will work and carry out their assignments. See that the members of the Wrecking Crew know their work and make every effort to commit their parts to memory. A well-conducted Wreck is important. We should keep in mind that this is the first contact the prospective members have had with the inside workings of the La Societe; therefore, he must be properly impressed: the first impression is most often the lasting impression. During time of initiation, he shall administer all oaths, pledges or obligation and confer all other work, although he may invite qualified Voyageurs to administer this work. He will instruct the Prisonniers in the signs, summons, grips, and words of La Societe.

Duties of the Chef de Train

The Chef de Train should be the "understudy" of the Chef de Gare, and vitally concerned with the internal operation of the Voiture Locale, and the Grande Voiture. He should memorize the Opening and the Closing Ceremonies, and other parts of the Ritual which he and the Chef de Gare will be called upon to function. He should make himself aware of the proper conduct of the Voiture, and should be actively interested in maintaining and promoting the membership of the Voiture. He should be prepared to take the position of the Chef de Gare, should occasion arise.

Duties of the Commissaire Intendant

The Commissaire Intendant shall be responsible for the collection of initiation fees, dues, and all other monies not delegated to certain committees for collection. All monies should be turned over to the Commissaire Intendant. He should work closely with the Correspondant, as this team can do much to make a smooth running Voiture. He should make a financial report as often as required by his Voiture.

Duties of the Commis Voyageur

The Commis Voyageur shall be responsible for all properties of the Wrecking Crew and shall have all necessary paraphernalia in good repair and at the place of initiation ready for use, and see that it is returned to proper place of keeping after use. He shall be responsible for other property of the Voiture not otherwise delegated to other officers or Committees. In a Voiture Locale, he shall act as Drapeau and shall advance and retire the Colors at Promenades and other functions of the Voiture, and shall see that the Colors are

cared for at all times with the respect due the flag of our Country.

Duties of the Conducteur

The Conducteur shall be the Master of Ceremonies and be the Executive Officer of the "Wrecking Crew," subject, however to the orders of the Chef de Gare, and will be responsible for the proper exemplification of the Ritual. He shall appoint all Captains and assistants for the Wreck. During ritualistic work, he has entire charge of the Voiture and can call Voyageurs to order, give instructions, and receive the password during a Wreck, when necessary. Should he allow improper conduct, or conduct himself improperly, the Chef de Gare must intervene.

Duties of the Garde de la Porte

The Garde de la Porte shall be present at the inner door to examine all membership cards and shall take the password from each Voyageur who enters. If at any time he may be in doubt as to the standing of anyone in the room, he is empowered to demand of him the password and the display of the paid-up membership card. When the Chef de Gare calls the Promenade to order, the Garde de la Porte must make sure that all doors or entrances are closed, and he shall perform such other duties as the Chef de Gare may direct.

Duties of the Lampiste

The Lampiste shall be the Outer Guard and is lawfully entitled to receive the password of the order. He shall also be of assistance to the Garde de la Porte in any manner. He shall perform such other duties as the Chef de Gare may direct.

Duties of the Drapeau

The Drapeau is the color bearer and shall advance, retire, or display the colors whenever occasion dictates or at the order of the Chef de Gare. When required, the Commis Voyageur, the keeper of the properties, shall serve with the Drapeau in any ceremony.

Duties of the Aumonier

The Aumonier shall give invocations, benedictions, and offer all supplications to the Deity. He shall attend to the spiritual needs of his Voiture and its members. He shall conduct memorial services and funerals when the families of deceased Voyageurs request it, and perform such other duties as the Chef de Gare may direct.

Duties of the Medicin

The Medicin shall be a licensed member of the healing arts and shall examine all candidates for initiation. He shall exempt from all strenuous activity any persons who, in his opinion, should not participate.

Duties of the L'Editeur

The L'Editeur shall gather news and pictures, edit them with respect to suitability, and publish a newsletter, in a suitable manner, if the governing body shall so authorize. He shall maintain the best possible relationship with the press, radio, and TV media, and exert his efforts to present the proper image of La Societe and its programs. His real purpose is to enhance the public relations of La Societe. In the absence of an official publication, he would be properly called "Publiciste."

Duties of the Correspondant

The Correspondant Locale shall be the Secretary of the Voiture Locale and shall act in that capacity at all Promenade Locales, Cheminot Meetings, and Wrecks. He shall keep a true and accurate record of all the proceedings; shall conduct the Voiture correspondence, and keep a correct and accurate list of all members of his Voiture Locale and the officers of his Voiture Locale. He shall perform such other duties as may be imposed by the Chef de Gare of his Voiture Locale.

His first duty upon taking office for the year in which he has been appointed or elected, should be to peruse the previous year's records or minutes, so that he might generally familiarize himself with the general workings of his Voiture Locale. He should always have on hand, at every Promenade or Cheminot Meeting, copies of the National Constitution, Grande Constitution, Voiture Locale Constitution, and By-Laws, and at all Wrecks, a copy of the Forty and Eight Ritual.

He should immediately check the names and addresses of his newly elected officers for accuracy. The names and addresses of the newly elected Chef de Gare and Correspondant should be sent immediately to the Correspondant National, 777 North Meridian Street, Indianapolis, Indiana 46204, and a complete list of the officers elected to the Grand Correspondant of his respective Grande Voiture.

He should immediately check his supply of the following forms and if the supply of any of these forms is low, write to the Correspondant National, 777 North Meridian Street, Indianapolis, Indiana 46204, for a new supply.

1. Nomination forms for new members.
2. Reports of Transfers.

3. Emblem Catalog.

In the event of the death of a Voyageur, he should immediately notify Voiture Nationale and the Grand Correspondant of his State, giving full name, address, and title (if the deceased Voyageur was an officer). Report deaths separately from other Voiture business, so that there will be no delay in the listing the Voyageur's name under "Taps." It is the duty of the Correspondant to notify the membership on the death of a Voyageur, and in so doing set forth the name, address, time and place of the Voiture Locale Funeral Service.

When you issue a membership card, you should sign the card where it states "Correspondant Locale" and it would be well to instruct the Voyageur concerned to also sign his name in the place designated on the card.

It is the duty of the Correspondant to notify all members of the Cheminot of the Voiture Locale of all meetings of this body, as called for by the Constitution and By-Laws of the Voiture or as called by the Chef de Gare. He should also notify the entire membership of the Voiture Locale in ample time of all Promenades, Wrecks, or special meetings of his Voiture Locale.

It is a good idea for the Correspondant and the Commissaire Intendant to get together at the start of the year and check names and addresses of the members of their Voiture Locale so that both of their records are the same, in the event separate records are maintained. Both jobs can be made much easier if these two officers cooperate, particularly in the cases of reinstatement, newly deceased Voyageurs, transfers, and changes of address.

When a Voyageur has a change of address, the Correspondant should immediately upon learning of same, notify the Commissaire Intendant, the Correspondant National, the Grand Correspondant, and the printer or editor of his Grande Voiture Bulletin (when they have one) so that they in turn can correct their mailing lists. Postal Zip Codes should always be included with a Voyageur's address.

An accurate membership record on attendance of Officers and Voyageurs should be kept for each Promenade and Cheminot Meeting. In some Voitures where they employ a nominating committee, this record is very helpful in making their decision in nominations of officers.

The Correspondant also has special duties to perform during Wrecks of his Voiture. (See the ritual for these duties. Also see the Ritual for duties in connection with the Annual Memorial Service for Deceased Voyageurs.)

All correspondence should be answered promptly, and a copy of each reply should be made and filed in the Voiture records.

All nominations for new members should be filed in the Voiture records, after the Voyageur concerned has been obligated and wrecked.

If at any time you are doubtful of any procedure and need some help, consult your predecessor, and if he is unable to be of assistance, write your Grand Correspondant or your Correspondant National, both of whom are at your service.

Duties of the Grand Chef de Gare

It cannot be stated too often--always start your Promenades and meetings at the scheduled time. Run a dignified Promenade and do not permit any liquor, vulgarity, or profanity. Appoint Grand Directeurs and Committee Chairmen who will work and carry out their assignments. Appointments should be made on this basis and not as an award for past efforts or accomplishments alone and certainly not on a popularity basis. If political cliques exist, make every effort to break them up. A Grande Voiture should be a united body for the good of La Societe, with the minority yielding to the majority. Remember, a mule cannot pull when he is kicking, nor can he kick when he is pulling. Appoint a Grand Organizer, if deemed advisable, as more Voitures Locales are desirable, where possible. Clean up the Second Degree of our Wrecks, and eliminate the undesirable parts, and eliminate street work for the candidates in connection with our Wrecks. Street work creates bad public relations and does nothing to improve our image. We all know that there are many very prominent men in our communities, men whom we need, who would like to become members of La Societe and who would lend their influence to the further process of our very excellent programs, but they just will not subject themselves to public embarrassment. Maybe it would be a good idea for us to ask ourselves, how many ministers, doctors, lawyers, and other professional men do we have in our Voitures Locales? It would seem that we need these people more than they need us. Make the Third Degree as impressive as possible. If there is a bar being operated in the building where the Wreck is being held, close it down during the Third Degree. Members of the Wrecking Crew should know their work and make every effort to commit their parts to memory. We should conduct "dry runs" to perfect the conduct of the Wreck and to avoid having members of the Wrecking Crew unfamiliar with the part they are to take, and to avoid stumbling around, thereby, delaying the Wreck, dragging it out and causing the Voyageurs to become disgusted and impatient. A well-conducted Wreck is important. We should ever keep in mind that this is the first contact the prospective members have had with the inside working of La Societe; therefore, he must be properly impressed. The first impression is most often the lasting impression.

One of our weaker points is the lack of proper protocol when we have distinguished guests and national officers visiting our Grandes Voitures or Voitures Locales. Many times a National Officer, upon the Grande Voiture's invitation, travels thousands of miles to be your guest and to help improve our organization wherever possible, yet his official visit is handled as though those concerned did not care whether or not he was present. At all times, we should avoid any distraction to the luster that the Chef de Chemin de Fer or his repre-

sentative may bring to our functions. Schedule his speech so that the greatest number of people may hear his message. Some time should be spent in planning introductions of guests and national officers. Learn all you can about the person you will introduce: build him up, break the ice for him, so to speak. If uncertain, consult someone familiar with proper procedure, and they will be glad to help you. Poor introductions reflect on you, your Grande Voiture, and the whole 40 et 8 organization. Appoint a distinguished guest chairman, one who knows how to handle an assignment of this nature and who will function properly when needed.

Learn to pronounce 40 et 8 titles correctly. The definitions and phonetic pronunciations are given in the back several pages. You will command much more respect in the Chair and elsewhere if you spend some time to study these pages.

Each Grand Chef de Gare should make a written report on his administration at the Grande Promenade, setting forth his accomplishments and those of his administration. He should not resort to making a speech or reading minutes nor confining his report to such things as, "I attended all of my Voitures Promenades and Grandes Cheminots Meetings." This is part of the duties of the office and not necessarily an accomplishment.

Appointments for the ensuring year should be made by the new Grand Chef de Gare not by the incumbent Grand Chef de Gare. The incumbent Grand Chef de Gare should be willing, at all times, to assist his successor, but do not try to keep a hand on the gavel.

The Grand Chef de Gare and/or the delegation leader should be in control of those designated or elected as delegates and alternates to represent their Grande Voiture at the Promenade Nationale insofar as behavior and conduct is concerned, keeping in mind the good image we want to create in public or otherwise.

In making speeches, avoid off-color jokes, especially in mixed groups and where guests are present.

When the Chef de Chemin de Fer or other national officers officially visit your Grande Voiture, do not, under any circumstances, assign or subject them to a poor driver or one who might be ill, when transporting the dignitaries to and from airports or around the state to other affairs of Voitures Locales.

As Grand Chef de Gare - BE Grand Chef de Gare. (The leader of your Grande Voiture.) Really take charge!

Duties of the Grand Chef de Train

The Chefs de Train, both Grande and Locale, should head up the membership efforts. This should not be solely a project of the Grand and Locale Corre-

spondant, nor should it be his responsibility. A Chef de Train should offer to help his Chef de Gare, both Grand and Locale, and counsel him, with a view to improving every operation. In some Grandes Voitures, the Senior Grand Chef de Train is elevated to the office of Grand Chef de Gare; he has learned more about the policy of the Grande Voiture and how it is being operated. Therefore, he is not going into the office cold - he will have feet on the ground, so to speak.

Endeavor to create a competitive spirit on membership efforts by possibly establishing awards of some kind in the Voitures Locales, such as plaques, etc.

QUOTAS versus "OVER THE TOP." "Over the Top" creates more of an incentive to build membership than the phrase "Making Quota." Getting our Voitures Locales and Grandes Voitures "Over the Top" means getting at least one more member than the previous year. If we do this, we have constant growth, even though it may be slow. Setting quotas is usually done by those other than the ones who are expected to make the quotas. It is just human nature to feel that whatever quota is, it is too high. Hence, those who are expected to make the quotas and who had nothing to do in setting them become discouraged. We have never had to resort to membership drives in La Societe, per se. Regardless, a Grande Voiture or Voiture Locale should use the method best suited to them and the one that will produce best results.

Duties of the Grand Correspondant

The Grand Correspondant shall be Secretary of the Grande Voiture and shall act in this capacity at all Grandes Promenades and all Grande Cheminot Meetings, together with any special Promenades or meetings called by the Grand Chef de Gare. He shall keep a true and accurate record of all proceedings; shall conduct the Grande Voiture correspondence and keep a correct list of all Grand Voiture Officers and Voitures Locales and their officers. He shall co-sign all checks of the Grande Voiture, if required by the Grande Voiture Constitution, with the Grand Commissaire Intendant, and shall check all statements received from Voiture Nationale in regard to merchandise purchased, state per capita tax and muster fees, and shall perform such other duties as may be imposed by the Grand Chef de Gare.

Each Grande Voiture is operated under a Constitution, which sets forth or should set forth the duties of the various Grande Voiture Officers. In view of the fact that the Constitutions are not all uniform, it is practically impossible to set forth here the provisions of the various constitutions. Each Grande Voiture Officer should familiarize himself with his duties as set forth in the Constitution and govern himself accordingly.

Answer all mail promptly. This shows efficiency in your operation. It is suggested that you check the proposed dates of your events with other organizations, if possible, in order to avoid conflict.

Report new Grande Voiture Officers and Grand Directeurs to Voiture Nationale PROMPTLY. Report the new Chefs de Gare Locaux and Correspondants Locaux to Voiture Nationale as soon as possible. In each case report the full name, complete address, including zip code. Do not use nicknames. It is so important to type or print the information on these reports.

Suggestions for the Grande Voiture

GRANDE PROMENADE. It is important, always, to start on the scheduled time. All Grande officers should fully understand the duties of their respective offices, and carry them out to the very best of their abilities.

CREDENTIALS COMMITTEE. A Credentials Committee is a must and those responsible for arranging the agenda should schedule this committee to meet and be one of the first to report. We should know who is eligible to vote and the voting strength. It is not fair to the duly elected delegates to do otherwise.

STATUTORY COMMITTEES. Those who arrange the agendas should make sure that other meetings are not scheduled at the time of the Statutory Committee meetings. We must avoid a conflict in meeting times so that we have good attendance at all committee meetings, caucuses, etc.

ELECTIONS - ENDORSEMENTS - NOMINATIONS. A candidate for a Grande Voiture office must be endorsed by their Voiture Locale, and for a Voiture Nationale office, by their Voiture Locale and Grande Voiture at Grande Promenade. It would seem that nomination speeches are not necessary, if a proper endorsement is read. If nomination speeches are made, they should be made on the Promenade floor and not in a closed meeting of the Nominations Committee. Elections should be held at the scheduled time of the year, as prescribed by your Constitution and By-Laws. They should be held in a democratic manner.

CAMPAIGN SPEECHES. Candidates running for office should not be permitted to make campaign speeches during a Grande Promenade. Introductions are all right and should suffice. 40 et 8 politics should remain within our own organization, and the same should apply for other organizations.

GRANDE OFFICERS REPORTS. Each Grande Voiture Officer should make a written report at his Grande Promenade and not resort to the minutes of some previous session.

PARADES. Wherever possible, it is a good thing to hold a Grande Promenade Parade. A good clean parade will help our public relations and improve our public image. Remember, thousands of children view our parades, and we must impress them and their parents with the high caliber of our organization by the type of parades we present. Fun, yes, but good clean fun.

PRAYERS - INVOCATION - GRACE - BENEDICTION. It is important that we have an Aumonier or other Voyageur who is capable of giving these offerings well, one who will not stumble around and, if need be, one who can read well.

Make sure that Memorial and Funeral Services are well organized and conducted with dignity. Refer to our Ritual on this and do not deviate too far from it. Never use unrelated material for these services. There is nothing more embarrassing than a poorly conducted Memorial or Funeral Service.

WIDOWS AND ORPHANS. We hear a lot of talk about caring for our widows and orphans. Do we actually do anything? Do we ever make a phone call to see how they are getting along? Try it!!

CONTRACT. It is well for the Grande Voiture to have a contract with the Voiture Locale that is hosting the Grande Promenades. This contract should say what the Voiture Locale is expected to do, what the Grande Voiture will do, what the registration fee will be, if a Grande Promenade Banquet is held, the price of the banquet, amount of the required budget, if the Host Voiture Locale provides it, who gets the registration fee and other profits that may accrue. A contract avoids a lot of misunderstanding throughout and at the conclusion of the Grande Promenade.

INSURANCE. We should always carry adequate public liability and property damage insurance. A blanket policy covering all of your Grandes Promenades and Grands Cheminots meetings may be better and cheaper. Some of our Grandes Voitures have had some sad experiences; therefore, we should not take the matter of insurance too lightly.

The Constitution of La Societe requires that all Officers handling funds be bonded. A bond can be secured locally from some Voyageur in the insurance business.

Duties of Cheminots Nationaux

The Cheminot National is the highest elective office in the Grande Voiture and is usually the immediate past Grand Chef de Gare. Having completed this year in the office, they know most of the problems to be encountered, and they should be the chief advisor, confidant, and troubleshooter of the Grand Chef de Gare. All past Grand Chefs de Gare should pledge their talents and experience to the present Grand Chef de Gare, most particularly, the Cheminot National, and perpetuate the true American spirit of making the way easier for those who follow. DO NOT offer unsolicited advice. DO NOT try to hang onto the gavel.

A Cheminot National should be the liaison between Voiture Nationale and the Grande Voiture. He should work directly with the Sous Chef de Chemin de Fer in whose area his Grande Voiture is located, and he should be a constant stimulant to those in charge of membership and to the Directeurs of the sev-

eral programs.

Constant contact with Voiture Nationale Headquarters is usually maintained by the Grand Correspondant, but the Cheminot National can apply his talents by maintaining a close contact; also by using the influence of his office, he can aid the Grand Chef de Gare to stimulate the Grande Voiture Staff. The election and elevation to the high office of Cheminot National is looked upon and regarded as a reward for having served as Grand Chef de Gare and being granted the privilege of wearing a gold-lettered chapeau. Cheminots Nationaux should be top-quality Voyageurs, and they should carry themselves as such, to the end that their talents must be neither wasted nor ignored. They are very important members of the "Team".

Miscellaneous Hints

INSTALLATION. See that they are conducted properly and with dignity. Make sure that respect is shown to the new officers and the installing officers, and you will find that you will have better, more serious minded and dedicated officers.

RITUAL. Our Ritual is our guide for all ceremonies. Read it, study it and learn to use it properly. It is recommended that each Grande Voiture and Voiture Locale have a Ritual Committee. Their duties should be to study thoroughly the Ritual and offer suggestions to improve it to the Permanent Ritual Committee for its consideration and recommendation to the Promenade Nationale. We believe this committee could and should encourage a more proficient use of our Ritual. The Committee should encourage all those using the Ritual to commit their parts to memory. It might be well for this committee to conduct classes for this purpose.

YOUTH SPORTS. In 1994, during the Promenade Nationale at Orlando, Florida, the Youth Sports Program was established as part of our Child Welfare Program. The purpose of this program is to provide financial assistance to needy athletes (or teams), ages 7 thru 19, to enable them to participate in amateur sporting events. Youth Sports motto is: "No athlete shall stay at home for lack of funds."

ACTIVITIES. Each Grande Voiture and Voiture Locale should have an Activities Directeur. They should associate themselves with all activities to promote established programs and create new programs, where advisable, which would bring about more activity and keep our membership interested. An active Grande or Locale Voiture is a good Grande or Locale Voiture. We must have an incentive for the Voyageurs to attend the Promenades and various functions. Fund-raising functions or projects should be under his supervision. Activities Directeurs should foster and encourage such activities as are suitable and desirable for his respective Grande and Locale Voitures.

AMERICANISM. Each Grande Voiture and Voiture Locale should have an

Americanism Directeur. There is so much that can be done in connection with a program of Americanism. You may make flag presentations to schools, Boy and Girl Scout Troops and others. You may want to offer to participate in Flag Day ceremonies with other organizations having established programs on this day, or you may want to conduct a program of this type where there is no established program. A program of proper flag disposal may be desirable in your community.

CHILD WELFARE. Each Grande Voiture and Voiture Locale should have a Child Welfare Directeur. There is no limit to what we do in behalf of the children in our various communities. Each community has its individual cases, many of which are like those in other communities. The important thing is to seek out those children needing our help and then see that they get it, of course within our capabilities. We all know how long it takes the agencies to function. A child can get pretty cold and hungry before the agencies begin to function.

It is most important for all concerned to become thoroughly acquainted with the Charles W. Arbery Memorial Child Welfare Trust Fund. The income from this trust provides adequate funds to reimburse a Voiture Locale or Grande Voiture for any money they advance in an *emergency* in behalf of children. The key word to remember is *emergency*. We have seen, over the country, many instances where disaster has affected children, yet the Voiture Locales concerned, were not concerned, it would seem, and did nothing. We must be alert and step in at once when an emergency arises to see what can be done. In addition to helping a needy child or children, we will be improving our public image. Applications for reimbursement from the Charles W. Arbery Memorial Child Welfare Trust Fund are available at Voiture Nationale, as are Rules for Disbursement and "Suggestions About Applications for Grant of Funds."

CARVILLE STAR. All Grandes Voitures and Voitures Locales should have a Directeur for this program. The Carville Star is a newsletter published by the patients of the United States Public Health Service Hospital located at Carville, Louisiana. It is designed to publish the truth about Hansen's disease. The 40 et 8 assists these good people in a number of ways. Our most important and active program is securing subscriptions for The Star and all Voyageurs should subscribe. We suggest too, that these publications be provided and placed in hospitals, schools, libraries, doctor's offices, dentist offices, etc. The renewal notice should be sent to the donor of the subscription, and it can be arranged with The Star. It is suggested, too, that we pass our copies to a neighbor or friend after we have finished with them.

NURSES TRAINING. All Grandes Voitures and Voitures Locales should have a Nurses Training Directeur. All Voiture Locales could and should participate in this great program, and the Directeur National will be pleased to help any Voiture Locale with its planning. We might suggest, however, that where a Voiture Locale is small and funds are limited, partial help should be given. There is any number of cases where a few dollars would mean the difference

between discontinuing training and continuing on and graduating as a Registered Nurse. It is suggested, too, that checks be issued to the institution of learning rather than the student. This could eliminate any misunderstanding and disappointment at a later date.

GEORGE B. BOLAND NURSES TRAINING SCHOLARSHIP TRUST FUND was founded to provide additional scholarship support to those Voitures Locale who participate in the Nurses Training Program and have exhausted their available scholarship funds helping other qualified applicants. In such situations, the Voiture Locale may refer at least one (1) other applicant to Boland Nurses Training Trust committee for consideration.

The trust is administered by Voiture Nationale, and all determinations regarding the awarding of scholarship grants are made by the Boland Trust Committee consisting of three (3) members of La Societe. Only those Voitures Locale who participate in the Nurses Training Program may apply to the Boland Trust for further assistance, as the Trust Fund is intended as a supplement to, and not a replacement for, a local nurses training program.

POW/MIA Survivors Scholarship Fund

This scholarship is named in memory of Lance Corporal John Dewey Killen, III, USMC. Lance Corporal Killen was declared Missing In Action while serving with the Third Reconnaissance Battalion in South Vietnam. The Scholarship is available to any Spouse, Child, Grandchild, Widow, or Widower of any known and verified POW or MIA, who served in the U.S. Military after December 7, 1941. The veteran POW or MIA need not have been a member of the 40&8.

In 1995 at the 76th Promenade Nationale of La Societe des Quarante Hommes et Huit Chevaux, held in Niagara Falls, New York, the delegates voted to establish a POW/MIA Committee.

At the 77th Promenade Nationale in Omaha, Nebraska, the POW/MIA Committee was taken out from under the umbrella of Americanism. It became a free standing program with a Directeur, Secretary/Treasurer, Two Sous Directeurs and Four Committeemen. The POW/MIA Program of La Societe is a Survivors Scholarship Program and should not be confused with the POW/MIA programs of other veteran service organizations.

At the 78th Promenade in Rochester, Minnesota, our Scholarship was named in honor of Lance Corporal John Dewey Killen, III, USMC. He was reported MIA June 30, 1967 while serving with the Third Reconnaissance Battalion in South Vietnam.

At the 79th Promenade in Louisville, Kentucky, the Committee wrapped up the last few details of our program with the naming of our annual awards. Based upon contributions to the Scholarship Fund the privilege of naming the awards

was entered by the Grand du California and the Grand du Georgia, and Voiture #365 of California and Voiture #280 of Georgia.

The official names are as follows: Large Grand, Adm. James B. Stockdale Award; Small Grand, H. Okay Parker Award; -Large Locale, Michael J Salome Award; Small Locale, Richard "Rick" Brewer Award.

Eligibility for POW/MIA Scholarship

Those eligible to apply for scholarship funds shall be limited to the Veteran's Spouse, Sons, Daughters, Grandsons and Granddaughters. Further consideration for scholarship funding by the Committee will be based upon, but not limited to, the following eligibility requirements:

- Verifiable documentation of relationship to the veteran through which the application is being made
- Certified transcripts of the previous academic achievements
- Financial need
- Written acceptance of enrollment by an accredited college or university.
- The continuance of scholarship funding shall be determined by a Committee review of the recipient's semester grades which under no condition can be less than a "C" average.
- All scholarship funds will be paid directly to the college or university.

A perpetual trust has been established to fund said scholarships, utilizing only the interest earned from the trust and any cash reserves not required for operational expenses and/or the reimbursement of National General Funds.

PUBLIC RELATIONS. We urge each Grande Voiture and Voiture Locale to appoint a Public Relations Directeur. The appointee, obviously, should be a Voyageur with some knowledge of public relations. Public Relations can and does cover such a vast field that it would be difficult for a layman to discuss it fully. Therefore, we will try to suggest some of the points which we feel should concern our organization. Official visits of National Officers should be handled by a Voyageur who understands protocol. This same thing should hold true when we have mayors, other city officials, representatives of the Chamber of Commerce, and professional people. We should spend a little time in preparing our introductions. This is described in the section of this booklet devoted to the Grand Chef de Gare. Be sure that the Public Relations Directeur is informed of all official visits.

VETERANS AFFAIRS VOLUNTARY SERVICE (VAVS). The Forty & Eight, as are most Veterans Organizations, is an active member and participant in the VAVS program. As part of this program, Voyageurs (called Deputy Representatives) visit the Veteran Administration Medical Centers on a regular basis where they give comfort and assistance to, or just visit with, the hospitalized veterans. The Forty & Eight has adopted an additional program for these veterans called "Keep Those Wheelchairs Rolling." Under this program, the VAVS Representative writes a brief letter outlining a "need" of the patients.

These "needs" may cover a project, equipment, or comfort and convenience items needed by the hospitalized veterans. The entries are then judged on the need and benefit to the patients, and those selected receive the item(s) requested, courtesy of the National Box Car Association.

Public installations of officers is left to the discretion of the Voiture Locale and Grande Voiture as many do have installation dinners with guests present. A public installation form has been adopted in the Manual of Ceremonies. This gives everyone a greater opportunity to become more enthusiastic about the work and accomplishments of La Societe.

Parade units and rolling stock must be in good taste as our public image must be continually improved. Street work during our initiations has been eliminated to prevent embarrassment associated with such maneuvers.

How many times have we attended a Grande Promenade, yes, even a Promenade Nationale, and did not see any American Flags displayed or bunting as street decorations? In any city where such an event is to be held, we should insist on such street decoration. This could tie in with our Americanism Program. There should be "Welcome 40 et 8" or a "Welcome Voyageurs Militaire" on the official hotel or motel and in business places. There should be decorated storefronts. Stores could be encouraged to put displays in their windows depicting one or more of our programs. Certificates could be awarded to those stores having the best displays and should be the responsibility of the Public Relations Directeur. The Public Relations Directeur should work closely with the Publicity Chairman and be responsible for contacting all news media to set up press, radio, and television interviews. We suggest that you do not try to write your own material unless asked to do so by the news media. Never argue with news people!! They do not need us; we need them!! Always remember, the best publicity comes before an event. A thank you note to the editor after the coverage is always appreciated and will surely pay in future publicity.

More effort should be made to encourage our members to place 40 et 8 decals on our cars.

To encourage greater participation in our Annual Grande Promenade Parades, some Grandes Voitures issue a certificate of award to the organization (non-members) having the most spectacular unit in the parade, such as floats, scooter patrols, etc.

Dirty Colors should never be used, especially in public. We have seen some very dirty colors even at memorial and funeral services. Some of the eagles were so dirty, it would be difficult to tell if they were eagles or crows. Many cleaning establishments clean U.S. Colors free of charge.

Stealing from hotels and motels: Some of our people seem to feel they must have a souvenir. This sort of thing creates a very bad image of our organiza-

tion. Let us remind you, too, that stealing violates not only the law but one of The Commandments, as well.

We believe that we should always remember that our organization is composed of veterans of several wars. At our functions, other than a Memorial Service, where music is used, we should use a varied type of music associated with all of the wars, not just any one war in particular.

As stated at the beginning of this section, public relations covers such a vast field; however, we believe that we should remember that it includes almost everything we do, what we say, and how we act. Let us face the facts. We have to sell our organization and its importance in the field of our endeavors. How many times have we been asked, "What does 40 et 8 do?" We must become better informed, and to do this we must attend our Promenades and other 40 et 8 functions. We must read our communications and transmit the information to our membership. We must read our Forty and Eighter magazine. A well-informed membership means a better organization from Voiture Nationale down to the Voiture Locale level.

Instructions for Pre-Printed Membership Cards

All possible effort has been made to make the processing of the new pre-printed cards as effortless as possible. Therefore, by following the simple instructions below, you should be able to avoid any great amount of confusion.

The card consists of two (2) parts. The part on your right contains the member's card, which will be given to him, intact, after you have inserted his years of continuous membership, and signed the card on the appropriate line. In the case of new & reinstated members, you must first enter their name and continuous service on the face of the card.

On the remaining half of the card, place an "X" in the appropriate box, date and sign the card.

If the card is for a new or reinstated member, remember to put his name and address on the card. Also, be sure to add him to the membership roster.

Report of Transfers

Only a member in good standing may transfer from one Voiture to another. A Voyageur, who resides within the jurisdiction of a Voiture in which he does not hold membership, may transfer his membership to that Voiture under the terms of Article V, Section 9, of the National Constitution? A current membership card should be sent to Voiture Nationale. A membership card will be returned, together with a duplicate card which will bear the new Voiture number. Membership will be counted in the Voiture where his dues are paid. Copies of this form are available at no charge on the website, in the Correspondant's Manual, or from the Voiture Nationale office.

Application for Charters

If you are interested in organizing a Voiture Locale in your County or in an adjoining County, or wish to assist in reactivating a Charter in a County where there previously was a Voiture Locale, all you have to do is write your Grand Correspondant or the Correspondant National, 777 North Meridian Street, Indianapolis, Indiana 46204, and he will be only too happy to cooperate with you and give you all the necessary information to the parties concerned. In cases where a Voiture was previously chartered, it will be necessary again to pay a Charter Fee of \$15.00 and the Old Number of the Voiture will again be assigned, and a Charter issued.

IN CONCLUSION - We want to leave you with this thought. Our Organization is a fraternal society, and as such, we should conduct ourselves in such a manner as to reflect credit upon, not only ourselves, but upon La Societe. We should practice fraternalism. Overlook the shortcomings, not only of our fellow voyageurs, but of those with whom we come in contact every day of our lives, then, at the same time, try to correct our own shortcomings.

FORTY AND EIGHT FRENCH By JOSEPH PETRON, Voiture 518

Voyageurs of La Societe make no claim to speaking or writing French as it is done in La Belle France. In fact, their version of the French language would probably surprise and amaze any Frenchman, if he could understand it at all. It is really remarkable how much the French language has been improved and simplified by Voyageurs who never have taken a French lesson in their lives.

But some of the new Voyageurs, not to mention many of the older ones, may be a bit confused by the

French

La Societe de Quarante
Hommes et Huit Chevaux

Attention
Aidez-moi
(Le) Aumonier
(Le) Avocat
(Le) Camp
(Le) Chapeau
(Les) Chapeaux

various French terms used in the activities and ceremonies of La Societe. Therefore, we are grateful to Voyageur Joseph Petron for the following compilation of Forty and Eight French.

Voyageur Petron is well qualified as an authority, not only by his French name but by the fact that he is an original and charter member of Voiture 1 Philadelphia, and served as Grade-Frein de Etat Unis in 1920.

Definition and Equivalent

The Society of the Forty Men
and Eight Horses

Be Careful
Aid me, Assist me, Help me
Chaplain
Lawyer, Legal Aid Officer
Camp, field
Hat, Cap
Hats, Caps

Phonetic Pronunciation

La So-see-i-tay day Care-aunt
ohm za weet Shev-oh

At-ten-see-on
Ay-dah mwah
Oh-mohn-yea
Ah-voh-kah
Cam
Shah-poh or Sha-po

<i>French</i>	<i>Definition and Equivalent</i>	<i>Phonetic Pronunciation</i>
(Le) Chateau	Castle	Shah-too or shah-toh
(Les) Chevaux	Horses	Sher-voh or Shev-oh
(Le) Chef	Chief, Leader; Equiv. to Commander	Shef
(Le) Chef de Gare	Chief of Station or Depot Station	Shef deh gar (or Shef der gahr)
(Le) Chef de Chemin de Fer	Master-President Equiv. to Post Commander	Shef de Shur-man deh fare
(Le) Chef de Train	Railroad President National Commander	Shef deh Train (to rhyme with bran but with shorten "n")
(Le) Chemin de Fer	Train Master, Vice President Equiv. to Post Vice Commander	Shuh-man deh fare or She-man de ferr
(Le) Cheminot	Road of Iron, Railroad, Railway	Shem-ee-no
(Le) Cheminot Local (Sing.)	Railway or Railroad Worker Member of Exec. Committee	Shem-ee-no Lo-kal
(Les) Cheminots Locaux (Plural)	Equiv. to Post Exec. Comm.	Shem-ee-no Lo-kol
(Les) Cheminots Nationaux	Local Voiture-Exec. Comm.	Shem-ee-no Na-sion-oh
Comment -Allezvous	National Voiture-Exec. Comm. How are you (Literally How go you)	Kimm-ahng-tal-lay voo

<i>French</i>	<i>Definition and Equivalent</i>	<i>Phonetic Pronunciation</i>
(Le) Commis	Clerk-Shipman	Kom-me
(Le) Commissaire Intendant	Treasurer or Finance Officer	Claim-ee-sair-ahn-tahn-dahnt or kom-mee-sair-ahn-tahn-dahnt
(Le) Commis Voyageur	Property Man, Commercial Traveler	Kom-mee Vwa-yahj-ur
(Le) Conducteur	Master of Ceremonies	Kon-duc-tur or Kon-duyc-terr
(Le) Correspondant	Secretary of Adjutant	Ker-ee-spahn-dahnt
(Le) Department	Depart, State	Day-part-mahng
(La) Drapeau	Flag	Drah-po or prah-poh
De (used in the singular)	of	Deh or Der
Des (used in the plural)	(of) the	Day
Des Etats-Unis d'Amerique	(of) The United States of America	Day zah-tah-zou-nee day-meh-reek
Et	and	eh
Excuse Moi	Excuse me	Ex-huz-ay-mwah
Fer	Iron	Ferr, fair, fare
(Le) Fourragere	Cord, Decoration	Foo-ra-zhar
Grande-Frein	Brakeman	Garrd-fran
Gard a vous	On Guard, Attention	Guard-ah-voo or Garrd-ah-voo
(La) Garde	Guard	Garrd or Guard
(Les) Gardes les Chevaux	Guards of Horses	Guard day shev-oh or Garr-day Sher-voh

<i>French</i>	<i>Definition and Equivalent</i>	<i>Phonetic Pronunciation</i>
(La) Garde de la Porte	Door Guard (Sergeant at Arms) (Inside Guard)	Guard deh lah Porte (or der)
(La) Garde des Prisonniers (m)	Prisoners Guard	Guard or Garrd day-pree-zon-yair
(La) Gare	Station (R. R. Depot)	Gahr or Gar
(Le) Gendarme	Policeman or Patrolman	Hjuan-derm
Grand (with masculine noun)	Large, tall, great, big	Grahnd
Grande (with feminine noun)		
Grands (with mas. Plural)		
Grandes (with fem. Plural)		
(Le) Grand Chef de Gare	Chief-Station Master Preident or (Equiv. to Dept. or State Commander)	Grahnd-Shef de gar (or gahr) (gar to rhyme with tar)
(Le) Grands Cheminot (singular)	State R.R. Worker (Dist. Commander) dept. or State Committeeman	Grahnd-Shem-ee-no
(Les) Grands Cheminots (Plural)	Depts. of State Committeemen	
(Le) Grand Drapeau	Color Bearer - Big Flag	Grahnd-Drah-po
(La) Guerre	War	Gerr
(La) Grande Voiture (Sing.)	Dept. or State Organization	Grahnd-Vwa-ture
(Les) Grandes Voitures (Plural)	(Big Car)	

<i>French</i>	<i>Definition and Equivalent</i>	<i>Phonetic Pronunciation</i> ("H" is not pronounced on words beginning with the letter "H")
Huit	Eight	weet, wit, wheet
(Le) Historien	Historian	is-to-ri-en
(Le) Homme	man	ohn or omn
(Les) Hommes	men	
La (before a Feminine Sing. Noun)	The	Lah (ah pronounced very short)
Le (before a Masculine Sing. Noun)	The	Ler or Luh
(Le) Lampiste	Lampman or Lamp Tender (Outside Guard)	Lom-peest
Les (before a plural noun)	The	Lay
Local (M. Sing.) Locaux (m. Plural)	Local or Locals	Lo-kal Lo-koh
Locale (F. Sing.) Locales (F. Plural)	Local or Locals	Lo-kal
Je ne peux pas	I can not	Jzuh-nuh-puh-pah
(Le) Medicin	Doctor or Physician	May-de-san or Med-ee-san (to rhyme with tan)
(Le) Militaire	Military	Mil-ee-tair

<i>French</i>	<i>Definition and Equivalent</i>	<i>Phonetic Pronunciation</i>
(Le) Monsieur	Mister. Sir, Gentleman	Mus-year or Mer-se-er
National (m) (Singular)	National	Na-sion-al (al as in Al Smith)
Nationale (f) (Singular)	National	
Nationales (f) (Plural)	National	Na-sion-oh
Nationaux (m) (Plural)	National	Na-sion-oh
Non	No, Non	Nong, Naung, or Non
Oui	Yes, Yea	we, wee wui, or oo'e
Pas	No, Not, Not Any	Pah
Passe	Past, Last	Pas-say, Pa-sey, Pah-say
(Le) Publiciste	Publisher, Editor, Journalist, Writer	Pub-li-sist
(La) Porte	Door, Gate	Port
(Le) Premier	First	Prer-me-eh
(Le) Prisonnier	Prisoner	Pree-son-nee-ay or Pree-zon-yair
(Le) Prisonnier de Gare (P.G. - Poor Goof)	Prisoner of War	Pree-zon-yair deh are (to rhyme with dare)
(Les) Prisonniers de Guerre	Prisoners of War	
(La) Promenade	Meeting	Prom-nod
Promenade Nationale	National Meeting	Prom-nod Na-sion-al
Quarante	Forty	Care-aunt, Carr-rant or Kah-rahngt

<i>French</i>	<i>Definition and Equivalent</i>	<i>Phonetic Pronunciation</i>
Reste	Rest, At Ease	Rest
(Le) Train	Train	Tran or Train
(Le) Train Militaire	Military Train - Troop Train	Tran-Mil-ee-taire
(Le) Train des Voyageurs	Travellers' Train	Tran-day Vwa-yahs-ur
(La) Societe	Society	(Lah) So-see-i-tay
Salute	Salute, greeting	Salute (Sa-luy)
Sous	Vice, Assistant, Under, Below, Beneath	Soo
(Le) Sous Chef de Chemin de Fer	National Vice Commander	Soo Shef deh Shum-man deh fare
(Le) Sous Chef de Gare	Asst. Station Master (Equiv. to Vice Commander)	Soo-Shef deh-gar
(Le) Sous Grand Cheminot	Asst. Dept. or State Exec. Committeeman-Deputy Dist. Comm.	Soo-Grahnd-Shem-ee-no
(La) Voiture (f) (Singular)	Car, Cart, Coach, Carriage Equiv. to Post	Vwa-ture (non Voy-ture)
(Les) Voitures (Plural)	Car, Cart, Coach, Carriage Equiv. to Posts	Vwa-Teur or Vuah-teer (Lay) Vwa-ture
(La Grande) voiture (Sing.) (Les Grandes) Voitures (Plural)	Dept. or State Organization (Big Car)	Gra-hnd Vwa-ture

<i>French</i>	<i>Definition and Equivalent</i>	<i>Phonetic Pronunciation</i>
(La) Voiture Locale (Sing.)	Local Organizations	Vwa-ture Lo-kal
(Les) Voitures Locales (Plural)	Equiv. to Post	
(La) Voiture Nationale	Equiv. to Posts	
	National Organization	
	(National Car)	
(Le) Voyageur	Traveler or Passenger	Vwa-yahj-ur
(Le) Voyageur Militaire	Military Traveller or Military Passenger	Vwa-yahj-ur or Mil-ee-tair

All Titles accented on final syllable.