Along the Line
Published by and for the Employees of the New Haven System

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THE “NAUGATUCK” No. 1
Our Official Locomotive
H. L. Grant, Engineer; Sam L. Tropell, Fireman; John Adls, Flagman
ANY of the railroads have been making special efforts to inspire employees of all grades to deal more courteously with their patrons. Not only is emphasis being placed upon giving good service, but the employees are being inspired to add those little touches in the way of special service and courtesy which will make the traveler feel at home, or will make a special appeal to the shipper or receiver of freight. Travelers on the high class passenger trains appreciate the attention which is being paid to their needs and the efforts which are being made to add to their comfort, and to make their journeys pleasant. Has the same attention, however, been given to travelers on local trains or on branch line trains? These are used not only by the people who live in the cities and villages through which they pass, but by a large number of commercial travelers who cover these smaller towns. These men frequently have to start the day at an unreasonable hour. They may have to make several changes during the day and frequently do not reach their journey's end until late at night. Under these conditions they sometimes get into a frame of mind where they are likely to become quite unreasonable if things do not go right. Railroad employees with a little effort and tact can often change the entire attitude of these men toward the railroad. The difficulty, however, is that many of the employees on the branch lines or lighter traffic lines do not seem to have gained the same impression about dealing courteously with the patrons that is true on the higher class trains or the heavier traffic portions of the system. Is it not just as essential, or even more essential, that these employees be properly educated and inspired in this respect? The commercial traveler with a grievance, or fancied grievance, can do a lot of damage to a railroad as he goes from merchant to merchant and from town to town. The effect of all this is all the greater in that many of the merchants and professional men with whom he deals are intimately acquainted with their representatives in the legislature and Congress and call them by their first names. Ought not special pains to be taken to see that the same degree of courtesy is extended to all of the travelers and patrons of the railroad, even on the smallest branches and at the least important places? (Railway Age.)
FAMOUS NEW HAVEN TRAINS
South Shore Express No. 5029
By Warren Jacobs

South Shore Express at Cohasset Station on the morning of July 21, 1925.

RAIN 5029, leaving Boston for Plymouth at 7.00 A.M., Eastern Standard Time, running express to Hingham, Nantasket Junction, Cohasset and North Scituate, making all stops North Scituate to Plymouth, is as old as the railroad itself, for it dates back to the opening of the South Shore Railroad from Braintree to Cohasset in 1849.

The South Shore Railroad was chartered March 26, 1846, to build a railroad from Braintree to Cohasset and Alfred C. Hersey of Hingham was the first President. The road was opened for traffic on January 1, 1849. There was a grand celebration at Cohasset, a special train leaving Boston at noon with the guests of the company and a dinner was served in the car house at Cohasset, which had been decorated for the occasion, music being furnished by the Weymouth Brass Band and speeches made by Pres. Hersey of the South Shore Railroad and Pres. E. H. Derby of the Old Colony. At 4 o'clock
the special train left for Hingham, where in "one of the most beautiful station buildings in the country" the party were invited to another "light repast." At seven the special left for Boston which was reached at eight.

The initial service was three trains each way, leaving Boston at 9 A.M., 2.30 and 5.45 P.M. and leaving Cohasset for Boston at 7 and 10.30 A.M. and 4 P.M.

The South Shore Railroad was leased to the Old Colony from April 1, 1849, to April 1, 1854. It was then operated as an independent road until April 30, 1877, when it was deeded to the Old Colony Railroad.

As is the case with other of our famous trains, the schedule of what is now 5029 has changed in the course of its many years of service. Leaving Boston at 9.00 A.M. on the opening of the road from Braintree to Cohasset in 1849, it was changed to 8.00 A.M. in 1852, to 8.30 in 1851. At the time of the Civil War to 9.00 A.M. In 1869 it was leaving Boston at 7.45 A.M. and on the schedule of April 10, 1871, it was made 8.00 A.M. From 1849 until 1871 it ran only between Boston and Cohasset.

The Duxbury and Cohasset Railroad was opened between Cohasset and South Scituate (now Greenbush) on June 19, 1871, and the morning train left Boston as follows:

**Boston, leave 7.45 A.M., Savin Hill 7.54, Harrison Square 7.58, Neponset 8.02, Quincy 8.11, Braintree 8.18, East Braintree 8.21, Weymouth 8.25, North Weymouth 8.29, East Weymouth 8.34, West Hingham 8.40, Hingham 8.44, Old Colony...**
House 8.48, Nantasket 8.51, Cohasset 8.57, North Scituate 9.03, Egypt 9.07, Scituate 9.13, South Scituate 9.18, East Marshfield at 8.00 A.M. on its first trip below Cohasset on that day. The Duxbury and Cohasset R. R. was opened to Marshfield on July 31, 1871, and through to Duxbury on August 21, 1871. On the opening to Duxbury the time from Boston was changed to 7.45 A.M. The Duxbury and Cohasset was operated by the Old Colony from the beginning.


In this time table there are a number of stations the names of which have been changed in the course of years. North Weymouth is now Weymouth Heights. Old Colony House is now Nantasket Junction, the name being changed at the time the Nantasket Beach Branch was electrified in 1895. The station took its name originally from the Old Colony House, one of the most famous hotels on the South Shore, which was on Old Colony Hill not far from the railroad. The hotel was burned many years ago. Nantasket was changed to North Cohasset after the opening of the Nantasket Beach Railroad. It was a busy place before the branch was opened as all business for Nantasket Beach was handled there and barges for the beach connected with all trains.

King Street, which came into existence in later years as a flag stop, is now Black Rock. South Scituate was changed to Greenbush in 1876 and Mr. F. W. Litchfield, who has been Agent at Greenbush for many years, has the old station sign “South Scituate” up in the attic of the station. East Marshfield is now Marshfield Hills, and Littleton is now Sea View. Webster Place is now Green Harbor. This station got its name originally from the fact that it is situated not far from the old home of Daniel Webster.

The connection between South Duxbury and the main Plymouth road at Kingston was opened on June 21, 1874, and on its first trip through from Boston to Plymouth
via the South Shore the morning train left Boston at 7.35 A.M. and arrived at Plymouth at 10.10 A.M. The following year the leaving time from Boston was 7.45 A.M. On September 9, 1878, the time was changed to 7.35 A.M. again and from this date, with the exception of the years 1882 and 1891, the morning train for Plymouth via the South Shore left Boston at 7.35 A.M. until after the lease to the New Haven Railroad in 1893.

For many years its cars were hauled out to Braintree as part of another train. In the sixties it ran as the rear cars of a Cape Cod train and also in the seventies. In 1871 it was made a through train and carried cars on the rear for Granite Branch which were cut off at Atlantic. In 1878 it carried cars for the Shawmut Branch which were cut off at Harrison Square. This lasted until 1884, when it carried cars only for the South Shore. From 1849 until May 31, 1886, it was the first train down the South Shore in the morning, but in that year an early train at 5.45 A.M. for Cohasset was put on which corresponds to what is now 5013, except that the latter runs only to Nantasket Junction.

The last time table of the Old Colony Railroad under which the morning train to Plymouth via the South Shore was operated was No. 51 in effect October 17, 1892, leaving Boston at 7.35 A.M. as train No. 33, due Plymouth at 9.44 A.M. November 9, 1924, time changed to 8.00 A.M.

The train was first designated as 5029 on September 28, 1924.

Of the Conductors who have run the train are A. O. Brown, H. C. Mapes, Abner Ellis, Harry Ward, D. B. Clifford, Paul W. Jackson, George E. Robinson and William Gillis. George H. Saunders runs the train at present.

With Conductor Abner Ellis were Billy Ferguson, Baggagemaster, and Jim Frozill, Brakeman. Billy Ferguson was on this train for years; his father drove the stage coach before the railroad was opened below Cohasset.

With Conductor George E. Robinson were Mel. Stevens, Baggage Master, and Clarence H. Gushee, Brakeman; both are now dead. They were veteran railroad men of long service on this train. Among the Engineers on this train have been P. E. Foss, J. H. Barton and J. W. Doherty.

### LOCOMOTIVES AND INDIGESTION

**With a Brief Description of Our Test Department**

Ever been on a trip away from home and found the water disagreed with you? Same way with a locomotive! You'd hardly expect a locomotive would be particular about the kind of water it drinks, but it is, and it has to be babied. If the water contains too much lime, or too much of this element, or too much of that, the locomotive will develop stomach trouble! The insides of the boiler may break out in a rash and become blistered, or even worse consequences may result. So that's one little job for the test department—analyzing samples of water periodically from various points and determining whether it is necessary to "doctor" it by adding some compound to neutralize the possible bad effects, and if so, what.

Nestled away between New Haven shop buildings is the Test Department Laboratory. To reach it you have to walk half a dozen blocks from the office building, cross a wooden bridge with a high board fence on each side which carries you safely over tracks and high-powered electric wires, and thread your way between the various shop buildings. The Laboratory itself is a two-story brick building, with the ground floor filled with various machines for physical tests, and the second floor occupied by the chemical depart-
ment. Through the courtesy of Engineer of Tests F. T. Quinlan we were privileged to make a trip through the laboratory and look around.

Perhaps the most massive of the many machines there is Riehle Testing Machine. This is a device for measuring the tensile strength, elasticity, and the yield point of metal—chiefly iron, steel, and brass,—and it is capable of exerting a pull up to 150,000 pounds. For purposes of testing metal in this machine, a piece of the metal in question is cut to a certain size and shape called a “standard test piece,” which is then inserted in the machine.

Another machine there is for testing rubber and asbestos tape. There is an air hammer for testing chisels, which determines to what depth the chisel will go into metal before the point is worn off. There is a steam rack to which hose can be attached and subjected to steam running through it at certain pressure for certain lengths of time. There is a drill with which to secure drillings of metal to be sent upstairs for chemical analysis. In another place is a small lathe for any machining which may be necessary. A heating oven is there for testing rubber packing and determining the amount of heat it will stand. There is even a still—but only for distilling water! Another device for testing hose is a water pump which can be pumped up by hand to a pressure of 3,000 pounds. There are other machines, large and small, most of them with technical names, such as the Scleroscope, which determines the surface hardness of metal, and the Manometer which is used for the Brinnell Hardness Test—a hydraulic machine to determine the toughness of metal.

Upstairs the chemical department looks just about like anyone would expect a chemical laboratory to look. There are rows of phials and retorts of various sizes, filled with varied colored liquids; there is a stove with things “cooking” on it; and to the uninitiated the whole place has a sort of air about it which makes him feel like watching his step lest he upset or break something which will cause the whole place to blow up!

Among other things here is an electrolytic machine which determines the content of brass drillings. There is a centrifuge, which, the chemist explains, is practically the same as is used in laundries for drying. This one, however, is used to test paint. The paint is inserted in a glass phial, which in turn is placed in the centrifuge. The machine is set in motion and exercises a centrifugal force on the paint with the result that it becomes separated into its component parts, which can then be measured. Another device is the Extractor, which extracts the oil from hemp rope, which, we learned, contains from 10 percent to 14 percent of oil. Then there are the chemical balance scales on which even a speck of dust can be weighed.

And we must not forget that downstairs we saw shelves with row on row of preserve jars, for all the world like the shelf down in the cellar after mother gets through putting up preserves. Only the contents of these jars are black. On inquiry we find they contain powdered coal. It is interesting to know how a carload of coal is tested. First of all all 150 pounds are taken from different sections of the car. This coal is thoroughly mixed up, and then divided into four equal parts. Two diagonal piles are then thrown away, the remaining two being mixed up again, and once more divided into four equal piles. This process is repeated until there is sufficient for a sample, which is about enough to fill a preserve jar. This sample is pulverized and analyzed for moisture, ash content, sulphur, volatility, and B. T. U., which turned out to mean “British Thermal Units,” of which good coal should contain 13,500 to the pound.

This laboratory is really the heart of the Test Department. But the department reaches out and has a hand, very often unknown, in every department of the railroad. Roughly speaking, its chief work is to conduct tests in order to see that materials and equipment come up to our requirements; and if they do not, why? Some idea of the magnitude of this task may be gleaned by picking out at random from the department’s standard specifications, which fill a binder to a thickness of about two inches, some of the items.
We find battery acid, adzes, axles, ballast, bolts, brooms, chain, cloth, creosote, files, forgings, fuses, glass, hose, insulators, kerosene, leather, matting, nails, nine kinds of oil, paint, rail, rubber, soap, ties, wheels, wire, and gravity battery zins and a couple of hundred other items.

The primary object of the tests made by this department may be said to be safety. For instance, as one of our big Pacific type locomotives pulls the train over the road, no thought is usually given to the fact that the wheels, tires, axles, side rods, piston rods, and other forgings; iron, steel and brass castings; boiler and firebox steel; engine bolt and staybolt iron; iron, steel, brass, and copper pipe and tubing; numerous locomotive devices such as valve gears, feed water heaters, stokers, fire doors, have all been investigated and tested to ascertain that they are first of all safe, and secondly practical and economical.

The department has two methods whereby it insures that the materials and equipment meet its requirements. The first is through the use of standard specifications, and the second is by the use of tested products sheets. The standard specification of course describes in written form, the definite physical or chemical properties which the material must contain. The tested product sheets show each of the tested brands of a product, rated according to their merit as determined by tests in actual service.

The organization under Mr. Quinlan has five divisions. First there is the Division of Inspection and Physical Tests, in charge of the Chief Material Inspector. Reporting to him are Resident Material Inspectors located at New Haven, Boston, New York, Philadelphia, and Pittsburgh, whose duty it is to inspect and physically test at the works of the manufacturer or send to the laboratory at New Haven, the materials ordered by the purchasing department.

The second division is the Chemical Division, in charge of the chief chemist, having charge of all tests along chemical lines. It determines the proper grades of paint, enamel, varnish, lubricating oils and greases. Here also are tested the foods which are used on our dining cars.

The third division is that of Mechanical Service Tests, which investigates materials, devices, apparatus, etc., as actually used on equipment. Such tests, for instance, as of wheels, boiler tubes, springs, brake shoes, water gauges, car roofs, rubber belting.

The division of Mechanical Service Tests makes investigations of materials, devices, apparatus, etc., as used in shops, engine houses, and upon the right of way—such as tool steel, chisels, shovels, fire brick, leather belting.

And the fifth division is that of Electrical Tests and Investigations, being engaged in testing materials used in the electrical and signal departments, such as wire, cables, carbon brushes, fuses, batteries, electric headlights, etc.

Another phase of the work of the department has been cooperation with the Freight Claims Department. For instance, a baker charged the railroad with the loss of a large portion of his trade because the bread he sold was made from flour damaged in the railroad's car. Many of his customers became ill. Samples of the flour and bread were obtained and laboratory tests showed that the trouble was caused by conditions and use of other materials in the bakeshop, and the railroad was in no way responsible.

If we could devote an entire issue of ALONG THE LINE to describing the work of the Test Department, even then we couldn't tell more than half the story, but perhaps this little article will give many employees who knew little or nothing of its work a glimmering of the important place in our organization which this department holds.

If they really force those thirty million silver dollars out into circulation it is going to create a brisk market for suspenders.—Columbus Dispatch.
Foreman Hardwick at Fall River is so pleased with the installation of the Brownhoist at this point for coaling engines and handling ashes that he really feels as if he had the most modern facilities compared with his former facilities for doing this work. Previous to the installation of this machine all coaling together with the handling of ashes was done by his men shoveling direct from the car to the tender.

Having an average of eighteen engines daily to coal and hostle five of which were K. I. B.'s, our gang consisting of two fuel handlers, a fire cleaner and ash pit man on each eight-hour trick, made the progress slow, especially during storms and in winter when the men were exposed to the weather, delays threatened our power many times but when the time for the engine to leave the house began to shorten up the gang would certainly dig in and keep her off the tardy sheet. Our Brownhoist is also an expert in the ash pit, doing in about ten minutes what it took our gang an hour to do as all the ashes previously were wheeled out in barrows up on top a pile so steep at times the men would nearly fall over backwards.

Besides the Brownhoist we have installed a new rest car for the engine crews. This car is electrically lighted, has modern washing and toilet facilities, together with a generous supply of lockers in which the crews can keep their clothing dry and warm for ready use, the steam heat being furnished this car from a small stationary boiler which has also been lately installed at this point, which gives them all the comforts of home and more adequate facilities.
UNE 19 was boat race day in New London and as usual New London did itself proud in the matter of “dolling up” for the occasion.

But New London was not one bit ahead of the New Haven Railroad, and every New Haven Railroad man in New London that day had every reason to feel proud of his road.

The New Haven’s observation train, made up of 32 flat cars upon each of which was mounted a miniature grandstand, was spick and span and a joy to look upon. The two engines, Nos. 1302 and 1303, were polished and painted till they looked as neat and trim as any of the millionaire’s yachts which anchored in the Thames.

The observation train was in charge of Conductor H. M. Darling, while the engineers were F. E. Webb and T. A. Robertson. Under Conductor Darling were Trainmen W. J. Ewing, O. N. Harris, W. S. Farrow, and R. G. Hopkins, and 32 ticket collectors—one for each car. The firemen with engineers Webb and Robertson respectively were P. M. Tarbell and A. P. Ruell.

Others who were there to help run everything off smoothly were Superintendent “Bob” Smith, Trainmasters T. M. Rawley and F. H. Webber, Road Foreman of Engines M. J. McNamara and G. F. Reichel, Assistant Foreman Car Inspectors A. T. Fagan and P. W. Skally and Dave Seaman, Inspector of the Dining Car Department. Passenger Traffic Manager F. C. Coley and his assistants, Paul Sullivan and W. A. Potts, were among the Passenger Department representatives.

The special trains for Boston and New York pulled out with very laudable promptness after the return of the observation train to the New London Station, and every man, from the highest to the lowest, who contributed his part to the successful handling of the boat race trains deserves the sincere congratulations of all.

They all did their bit to make New Haven Railroad men at New London that day say proudly to themselves, “That’s my railroad!”

SUPT. H. E. ASTLEY GUEST OF RAILROAD ASSOCIATES

A testimonial dinner was tendered Tuesday evening, July 7, 1925, at the Taunton Inn to Harry E. Astley, former superintendent of the Old Colony division, by his former associates who, during the evening, expressed their appreciation of the uniform courtesy which Mr. Astley had shown to his employees during his term of service on the Old Colony division. Mr. Astley was recently promoted to the position of superintendent of the Midland division with headquarters at Boston.

At the dinner, which was attended by about 40 employees of the division, the new superintendent, Humphrey A. Moynihan, presided as toastmaster. He spoke of the feeling of friendship which the employees of the Old Colony division had for Mr. Astley and of the pleasant relations which Mr. Astley had had with the employees during his term of service in this city.

During the evening brief talks were given by George T. Snow, train master; Robert T. Cronin, train master; Luke W. Nolan, assistant train master; Ruel S. Harvey, chief clerk; Frank E. Wellman, freight agent; John A. Mclnalic, track supervisor; John Pilkington, signal supervisor; Charles F. Sunderland, yard master; Fred G. Bushee, a member of the superintendent’s staff; Morris Goldberg, clerk in the office of the superintendent; Capt. C. McDonald of the railroad police, all of Taunton; John S. Clark, agent at Fall River; Charles C. Gardner, agent at Newport; C. L. Shaw, yard master at New Bedford; John Somers, agent at Mansfield, and J. H. Handy, chief clerk at New Bedford freight house. Ruel S. Harvey was chairman of the committee in charge of arrangements.
OUR FINEST

We are able to present in this issue a group photograph of our "Finest," taken at New London on the day of the Yale-Harvard boat races. On that day Chief McMahon's men wore for the first time the new summer shirts of khaki instead of the usual blouse or tunic. The boys day. The railroad's 'finest' had its annual promenade yesterday and showed up to good advantage. One or two officers were stationed on every car, others were around the station platform, within the building, or mingling with the crowds, in all cases looking out for safety and interest of train patrons.

"Togged out in the spick and span

looked very natty in their new outfits. The shirts have soft collars attached, and each man wore a black bow tie.

Speaking of their fine appearance, The New London Day had this to say the day following the boat races:

"The railway police—that big group of special officers maintained by the New Haven Railroad—looked immense yester-

uniforms and moving with soldierly bearing, the railroad cops made a fine impression. Their presence had been a bane to the successful existence of pickpockets and other light fingered gentry, attracted by race day crowds and their alertness had averted many an accident to overzealous enthusiasts intent upon boarding moving trains. It was the big event of the year for the railway cops and they not only gave good service, but enjoyed it immensely."
WHAT is the job of the police department of the railroad? To prevent theft, to protect railroad property. Right! But that is stating its duties very meagerly. The ramifications of our Police Department's work are wide and varied, and the purpose of this article is to tell of one of those ramifications—how the Police Department is concerned in saving life.

This job of saving life has to do with the children of New England. The child problem has been a very serious problem with railroads in general, and more particularly in New England because of the densely populated territory and the large percentage of foreign-born. To railroad men having to do with safety work it has seemed at times as though the whole juvenile population spent the best part of the day and a considerable portion of the night playing along the railroad tracks. It has been a constant source of worry not merely because of the danger to the children themselves when they play on railroad property, but because of the danger to trains through tampering with switches, the throwing of stones, and even the placing of obstructions in the paths of trains.

Continuous efforts have been made to abate this trespassing evil, and cooperating in this effort has been one of the jobs of the Police Department. Chief J. R. McMahon, turning this problem over in his mind, proceeded to work out an entirely novel plan, but one which is rapidly being recognized as a most effective method both for the safety of the children and the protection of railroad property.

The Juvenile Courts in Boston had been doing splendid work in safeguarding children and guiding them in the right direction, and had always cooperated to the fullest extent with the railroad authorities. But Chief McMahon calculated that if a child could be properly guided after being brought before the Juvenile Court or Probation officials, there should be a way of directing the children's minds in the right direction before it became necessary to call upon the courts. In other words, the Chief's idea was to try to reach the child before he transgressed rather than after.

Following out this idea logically, it was decided that the schools offered the readiest means of reaching the children, and it soon developed that the school authorities were only too willing to lend their cooperation. Some of the police officers were designated as speakers to visit the different schools and talk to the children of the dangers of trespassing on the railroads. Graphic posters showing the sad results of trespassing on the railroad tracks were displayed.

On the Boston and Midland Divisions Captain J. M. Kelley put this work in direct charge of Lieutenant Thomas M. White, who was designated as a "Safety Instructor," with instructions to take hold of this work, follow it up, and develop it so as to bring about the best results. Lieutenant White secured the active cooperation of the school authorities with the result that he was granted permission to speak in the schools of Boston whenever requested by the individual school principals. He was soon busy filling engagements to lecture to pupils of the various schools in the neighborhood of the railroad. Similar cooperation was extended by the Parochial and private schools.

As the plan progressed children were asked to write essays on the subject of "Safety" and finally there were organized in each school "Safety First Clubs." The children joining these "Safety First Clubs" were pledged not only to refrain from playing on railroad tracks themselves, but
also to do all in their power to prevent others from doing so. The members of these clubs are furnished with buttons reading "School Safety Club—We Don’t Trespass." A member of the club is supposed to report any children he sees trespassing on the railroad. If a member is caught trespassing he is disciplined by having his button taken away from him.

The effects of this campaign have been so gratifying that the movement is now an established part of the work of the New Haven’s Police Department. During the vacation period a similar procedure is to be taken at the playgrounds and other gathering places of the children.

REGARDS FROM "DOC" WATER-BURY

In the March issue was printed a photograph taken at the time of the organization of Lodge 693, B. R. T. Included in the group was W. H. Murray, who at that time was a New Haven trainman, but who is now a prominent physician in Waterbury. At the suggestion of Conductor Robert N. Knapp a copy of ALONG THE LINE was sent to Doctor Murray, who forwarded this acknowledgment.

"I surely appreciate your kindness and also the thoughtfulness of Mr. Knapp in thinking enough of me to send your very interesting book (ALONG THE LINE). I surely enjoyed its contents and would add that the photo on page 14, which made me feel 24 years younger, was more than pleasing, and rest assured that the railroad boys always have a warm place in my heart and always will, for I spent many pleasant days with them. And I take this manner of extending an invitation to any of the boys should they be in our city to kindly look me up as I will always be glad to see them again.

"Thanking you and wishing all the best of luck, health and happiness, I remain

Yours very truly,

"W. H. MURRAY, M.D.

"4 Grove Street, "Waterbury, Conn."

The new steel cabooses, one of which is shown above, have been in service about two years, operating between Boston and Pittsburg. They are the only caboose that are equipped with steam heat the same as the Pullman cars. They have sleeping accommodations for eight men, refrigerator, lamp lockers, coal bunks, three clothes lockers, toilet. In the picture, reading from left to right, Conductor H. C. Kelsey, Head Trainman E. S. Cooper, and Flagman W. Marcotte.

Al Shorten and Fireboy Reed, Pilots of Engine 1371 That Pulls Trains 48 and 49, American Railway Express
JULY 1 was children's day in Grand Central Terminal, New York, or so it seemed to any mere grown-ups who passed in or out of the big station that day. From early morning until evening the big concourse was echoing with the shrill voices of happy children, the occasional sounding of a bugle, or the blowing of a whistle, and the patter of thousands of children's feet. At times during the day so many children were grouped about the terminal that the noise reached almost bedlam proportions. The very air was athrob with excitement.

There were grown-ups there too, of course—fathers and mothers, and uncles and aunts, come to see the children safely started on their journeys to the hundreds of summer camps where they will stay nine happy weeks until the school bell calls them back to the city,—but the grown-ups faded into significance in a terminal which for the day belonged to the children.

The rapidly increasing popularity of these summer camps presents a transportation problem of no mean proportions, and the orderly and efficient transportations of the 10,000 campers who left New York via The New York, New Haven and Hartford Railroad this season was a task which required much careful planning. This will be easily understood when one considers that the end of June and the beginning of July, when these camp parties leave the city, is usually the period of heaviest ordinary vacation travel.

The planning for all the special cars and special trains which are required to take care of the 171 camps served by the New Haven falls upon the Assistant General Passenger Agent in New York, Mr. N. A. Shaw. His Passenger Assistant, George Fitch, spends practically all of his time for something like six weeks prior to the beginning of the movement, taking care of the tremendous amount of detail work attendant upon making arrangements satisfactory to the various camps.

Actual preparations begin long before that. In fact some camps used to attempt to make reservations three and four years in advance. This was so impracticable that the company adopted a rule that applications for accommodations would not be received prior to September 1 of the year previous to the season the trip is to be made. Promptly on September 1 applications begin to arrive and are acknowledged. Of course there are always choice dates on which so many camps want to depart that it would be impossible to take care of them all, and it becomes necessary to ask some camps to shift their dates in order to spread out the travel peak as far as possible. By about March 1 dates and trains are pretty well decided upon, and about June 1 schedules giving itineraries, fares, times of trains, etc., are made up and distributed. There then remains the arranging, through the cooperation of Station-master Cramer, of meeting places for the various camps.

So far as possible these meeting places are made the same from year to year for camps which like to have their "regular" spot. Favorite places are up on the balcony which bounds the big concourse on three sides. Taking up their stations on this balcony the counselors of the various camps unfurl the large banners announcing the names of the camps, and drape them over the balcony rail so that they are plainly visible from below.

It is a treat to stand near one of these camp banners and watch the children gather, to see the joy with which they greet familiar faces, and their happy eagerness to be started on their journeys. After a hearty greeting the camp director will assign to them the particular space they are to occupy in the train. Finally all are gathered and there are so many children and parents and friends about that things begin to seem chaotic. Just then one of the Station-master's men arrives and speaks a word to the camp director. He gives an order and a bugle sounds, and as if by magic the children separate from the adults, form in line, and in a few minutes are marching in good order to their train.

If it is a night train, they arrive at their particular cars to find the berths already made up, and each is expected to go and
sit in the berth assigned. The conductor calls his usual "All aboard!" He gives his signal, and children are started on their journey to wake up in the morning in Maine or some other place far removed from copybooks and "jographies."

The vanguard of the campers this year left New York June 24 on the 7.40 A.M. train for Vermont—two camps, one of 50 girls and the other of 40 boys. Later the same day a girls' camp left for New Hampshire and a boys' camp for Maine on the State of Maine Express. June 25 saw the departure of three girls' and one boys' camp on the White Mountains and Bar Harbor Expresses. On Friday, June 26, five girls' camps, four boys' and one adults' camp left for points in Vermont, Maine, and Massachusetts. On the 27th there were two boys' camps for New Hampshire and a girls' camp for Maine. Sunday saw five girls' camps and four boys' off for Maine points. On the 29th the real rush started, with ten girls' and nine boys' camps leaving Grand Central for Maine and New Hampshire, as well as another girls' camp from Pennsylvania Station, via the Hell Gate Bridge route to Vermont. On June 30 the boys' camps outnumbered the girls', there being 19 of the former and 15 of the latter leaving Grand Central Terminal, for points in five of the six New England States, with the addition of another three boys' camps leaving Pennsylvania Station for Vermont points.

Then came the peak day, July 1, when 42 camps departed from Grand Central, and three from the Pennsylvania Terminal. There were 19 boys', 23 girls', two boys' and girls', and one adult camp. July 2 saw a slackening off, 26 camps in all departing on that day. July 3 there were seven, July 5 two, July 6 one, and July 14 one.

In order to care for all this extra travel it was necessary to run extra sections of regular trains on many occasions as well as special trains. June 26 the Bar Harbor had an extra section. Sunday, June 28, a special train ran on the time of the Bar Harbor Express, which does not run Sundays. June 29 there was an extra section of the Bar Harbor as well as a special train leaving at 5:25 P.M. On June 30 the Bar Harbor, State of Maine, and White Mountains all had extra camp sections. On July 1 the Bar Harbor had two extra sections, No. 252 for Pittsfield one extra section, and there were six special camp trains leaving during the day. Again on the 2nd the Bar Harbor had two extra sections, and there was also an extra of the State of Maine.

The beginning of September will see a similar rush to get back to the City, and it is safe to say that arrangements and reservations have already been made by the camps with the various railroads for the return movement.

**ANOTHER PROMOTION**

Mr. I. D. Waterman was appointed Assistant Chief Engineer of the New Haven and Central New England Companies, effective July 1.

He has been employed by the New Haven since 1904, beginning as transitman and working up through the various engineering grades.

During the last 15 years he has been in direct charge of important construction work. He received his engineering education at Lowell Institute and Massachusetts Institute of Technology.

**MORE FREIGHT NICKNAMES**

Superintendent of Freight Transportation G. G. Butler informs us of two additional nicknames of our freight trains other than those mentioned in the June issue.

Trains PW-6 and PW-1, operating between Providence and Worcester during the night, are commonly referred to as the "Owls," and a wayfreight operating between Providence and Washington, R. I., is known as the "Hinky-Dink."
Along The Line
Published by and for the Employees of the New Haven System

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Vol. 1 July, 1925 No. 12

60 YEARS OF SERVICE

One hundred and fifty employees and officials of the New Haven Road assembled at the Lawn Club Saturday Evening, July 18, where a testimonial dinner was given to Riley Ellsworth Phillips who rounded out 60 years of service with the New Haven Road on that day.

Many tributes were paid to Mr. Riley. The occasion was the honoring of a man who has worked with efficiency and loyalty for the railroad, of which he has always considered himself an integral part.

President Pearson presented Mr. Phillips with a 22 carat gold medal in recognition of his long period of service. The gold medal awarded to Mr. Phillips is a superb token of the esteem with which the veteran engineer is held by officers and employes with whom he has been associated for 60 years. The inscription upon it reads: "To Riley Ellsworth Phillips. In recognition of 60 years' continuous service with a clean record—1865-1925." The reverse side of the medal bears the corporate monogram of the New Haven Road.

One of the best features of the evening was the talk by Vice-President E. G. Buckland who told what "the life of Riley" was from the beginning on the road up to the present time.

He sketched the work of the veteran engineer from the time of the broad funneled old wood burner to the electrically powered motor of the present day. Mr. Buckland's talk was of great interest and was closely followed by the interested audience.

He related in detail the period of Phillips' life from the time he was a soldier in the Civil War at 17 taken prisoner by the Confederates and thrown into Libby prison for a year or more to the time he returned to work for the New Haven Road in 1865. Lantern slides showed the development of the railroad during Mr. Phillips' long and eventful period of service.

The length of service of the Phillips family upon the "New Haven" spans about 180 years, and is shared with Mr. Phillips by his father, two brothers and three sons. Only two beside "Riley" are now living. These are Lester M. Phillips, brother, a train caller at New Haven station, in service since Nov. 28, 1868, and Eugene J. Phillips, son, attorney at Providence, R. I. and recently appointed Vice-President of "The New England Transportation Co." with offices at South Station, Boston, Mass.

Mr. Phillips holds second place on the New Haven's Honor Roll of Service. The September, 1924 issue of "Along The Line" featured his most interesting railroad career,—the story of a man who has given three-score years of splendid, courageous, loyal service to The New Haven, and is still alert and active, and "on the job" every day. A wonderful record, indeed!
EDUCATIONAL EXCURSION

Boston to New York via the Fall River Line Saturday, July 11, 1925

The above photograph was taken at the end of the train shed South Station, Boston, and shows two eight-car special trains as they were leaving for Fall River Wharf, Saturday, July 11 at 2:00 P. M. This photo was furnished through courtesy of Mr. Carleton Parker of Newton Centre, Mass.

This was the first of the $5.00 excursions to New York planned by the N. Y., N. H. & H. R. R. and the N. E. S. S. Co. and without question, the finest trip for the money ever offered to the public. They showed their appreciation by buying about 1400 tickets.

Not only was the fare extremely low, but staterooms and meals were also sold at a reduced rate for this trip. Round-trip staterooms $3.00 and $4.00. Table d’hote dinner was served for $1.00 and Club breakfasts at very low rates. A lunch counter was erected on the main deck where sandwiches and coffee and other light refreshments could be purchased, also at a small cost.

To make the trip more attractive and give the party a daylight sail on the Steamer, an early departure was planned, leaving Boston at 2:00 P. M. and reaching Fall River Wharf at 3:30 P. M. The Steamer left at 4:00 P. M. which gave a delightful daylight sail of about four hours through Mt. Hope Bay and Narraganset Bay, also a fine view of the Shore Line scenery of Rhode Island.

In the morning, those passengers who were on deck early, had a good view of the five big bridges as the Steamer passed under them; first, the greatest of all bridges, Hell Gate, then Queensboro, Williamsburg, Manhattan, and the famous Brooklyn Bridge. As the Steamer swung around the Battery from the East into the North River a close-up view was afforded of Battery Park, and Castle Garden.

The Steamer docked at 5:00 A. M. The excursionists then had the entire day to do as they pleased, some to go sightseeing, some to visit friends and relatives, and others went to that famous seashore resort "Coney Island."

On the return trip Sunday night the Steamer left New York at 5:00 P. M. and the party arrived in Boston in the special trains at 6:30 A. M.

This was without doubt the most popular excursion ever operated from New England. It appealed to many persons who always wanted to visit New York but felt that they could not really afford to take the trip at the regular fares.

There will be three more of these excursions—July 25, August 8 and August 22.
A NEW R. R. ASSOCIATION

A newly formed organization within the New Haven “Family” is the Bridge and Building Foremen’s Co-operative Association, which was organized during the past year.

Mr. Joseph Boulden, bridge foreman of Waterbury, started the ball rolling early in 1924 and, like the proverbial snowball it has increased in size until at the present time the organization has a membership of seventy-eight.

This Foremen’s Association has as its objective a better co-operation with the Management; a higher standard of Foremanship in the B. & B. Dept.; a wide acquaintance and warm friendship among its members and also serves as a medium through which the foreman may adjust any disputes with the Company which may arise from time to time, though it is hoped that as all hands become better acquainted disputes will be eliminated.

Though the past year has been mostly one of organizing, yet there is every evidence that the Foremen’s Association will be a decided success, and both Company and Foremen have shown their willingness to meet half way.

Meetings are held monthly at different points on the New Haven System and have been well attended. So far meetings have been held at Bridgeport, New Haven, Hartford, New London, Providence and Boston.

SIR OLIVER LODGE describes the human eye as a radio receiver. Some of the ladies manage to do a good deal of broadcasting with it, too.—New York Herald Tribune.
RECORD DAY AT HARLEM RIVER

The Fourth of July may be a holiday for lots of people, but it was hardly that at our Harlem River Terminal. In fact, Terminal Trainmaster E. J. Cotter reports that July 4 was the "largest day ever."

During the twenty-four hours a total of 31 trains were received from the east, with 1,700 cars, which is the largest movement on record. At the same time, the cars forwarded east during the same period were almost as many, totaling 1,680.

Thirty switching crews were used during the 24-hour period to accomplish that record, and the total number of trains in and out of the yard, including Bay Ridge trains, was 96. This, also, creates a new record.

During the day the total number of cars received at the Terminal, from the east and from all connections, was 2,858. The total forwarded was 2,741. Thus the total number of cars handled was 5,599.

Everyone in the Terminal, including the clerks, was right on tip-toes all day, and all are entitled to hearty congratulations on such a splendid achievement.

In response to our pleas for "Pictures of People who have done something—Pictures of things they have done," an employee sent in the cut below, taken from the Saturday Evening Post. It holds out a lesson as well as a laugh.

"Gee Whiz, Liza, That Was Close!"
BACK TO THE WAR DAYS

On Saturday, July 11, the Harlem River Yards gave every appearance of a country at war, when three military trains started from there to Fort Ethan Allen, Vermont. One of the three trains was made up at Harlem River, while the other two came from Vandeveer Park and Huntington, L. I. The trains carried the 51st Machine Gun Squadron, with 35 officers, 360 men, and 250 horses.

The train loaded at Harlem River was made up as follows: 2 box cars, 10 stock cars, 2 flat cars, 1 armed palace horse car, 3 baggage cars, 9 sleepers and 2 diners.

The Vandeveer Park train had 3 flat cars, 3 stock cars, 2 baggage cars, 4 box cars, 9 sleepers and 1 diner.

The Huntington train was composed of 2 stock cars, 1 box car, 11 baggage cars, 3 sleepers and 1 diner.

Some of you boys who rode in the "side-door Pullmans" in France, will probably laugh yourselves to death when you read the make-up of the above trains.

RAILROAD MEN HAVE NEW CHAIRMAN

New Haven members of the Brotherhood of Locomotive Firemen and Enginemen have expressed their pleasure at the election of J. T. Farrell of Hartford as chairman of the Board of Directors at the Detroit convention July 6, 1925.

Mr. Farrell has been an acceptable head of the locomotive firemen on the New Haven Road for the past 15 years, and it is because of this record that both his associates and his employers speak highly of him today.

The Brotherhood is to build a general office building in Cleveland and the next triennial meeting will be held in San Francisco in 1928.

MEN AND DOGS

A friend may smile and bid you hail,
Yet wish you with the devil;
But when a good dog wags his tail
You know he's on the level.

(Cortright Coal Co. Magazine.)

THE PASSENGER CONDUCTOR

By Tug-boat Engineer—Charles E. Calkins.

Have you ever in your travels as you ride "Along The Line,"
Met a passenger conductor whom you thought was mighty fine?
He's a genial sort of fellow, whom you think of as a friend;
One who leaves a pleasant mem'ry when you reach your journey's end.
And even though you've never met before this present trip,
You feel as though you'd like to give his hand a friendly grip,
For when you asked him how to reach the place you wished to go,
He told you in a friendly way just what you wished to know.

He wears his splendid uniform, all trimmed with shining gold,
With a poise and simple dignity that's pleasant to behold,
Nor does he act as though he thought the uniform he wears
Were made for him to put on with a lot of put on airs.
I've known conductors just like that; perhaps you've met them too,
Important guys in uniform; great I, and little U.
The man I mean's a different sort; he's a friend of yours and mine,
And you'll meet him almost any day you ride "Along The Line."

And you'll notice how the passengers, clear down along the aisle,
Whenever he comes through the car, will greet him with a smile.
And when he takes their tickets up before they leave the train,
You feel as though they'd like to come and ride with him again.
And though his manner's Chesterfieldian, you feel quite sure that he
Just knows the railroad business all the way from A to Z.
I shall not tell you who he is; perhaps you may divine,
He's 'most any old conductor on the old New Haven Line!
MOSTLY PERSONAL

WATERBURY DIVISION

Third trick Dispatcher Del Peckham has been granted a leave of absence and is devoting his time to his flower garden over in Middlefield. Relief Dispatcher Brink is covering 3rd.

Bill Reinhold is busy these days mapping out summer tours and filling out E-99's to accommodate the tourists on the Waterbury Division.

Bill Gordon claims he has the best baseball team on the system and if any doubt it just ask Bill how many he has won this season.

Luke Andrews, our faithful Crew Dispatcher, has a few more German police dogs left and one cellar hound for $25 a piece.

Helen Fitzgerald, Mary McMahon and Jennie Lowney were recent visitors at Niagara Falls.

Jerry Connor, one of the old time Conductors on the Waterbury Division, has been pensioned off, and Jerry will be missed along the line on the way freight.

Miss Comeau has just bought a new Essex coach. Maybe the Division Accountant office girls won't ride now.

Ed Mulhall is still leading in the tennis tournament. Keep it up, Ed.

NEW YORK DIVISION

The sympathy of officers and employees is extended to Mr. J. T. Sanford, Freight and Literage Agent at Pier 37, East River, over the death of his mother on July 8.

Theresa G. Siegel, File Clerk in the General Superintendent's office, resigned, effective July 17. Mrs. Siegel has "gone to housekeeping," and her cheerful presence will be missed by her associates, after a service of almost seven years.

It's an ill wind that blows no one any good, however, and so we are able to announce that "Jerry" Reddington has been promoted to the position of File Clerk, and he has our congrats! Jerry started as messenger in the mail service.

A new face will also be seen in 3633 in consequence of the appointment of Eleanore Nilson as clerk. Mrs. Nilson is the daughter of the late "Hank" Timmins, a freight conductor who was killed in the service after thirty-four years with the New Haven family.

Miss Carley Jensen of General Solicitor Sheafe's office was vacationing the first two weeks in July, but did not divulge where. It is stated in reliable authority that Assistant Engineer Mullen's entire office force got more work done those two weeks than any other two years laid end to end!

Charlie Coghlan of the General Attorney's office will be disporting at Beach Lake, Pennsylvania, during the first two weeks in August. Beach Lake is just below the Poconos.

Mrs. Betty Ryan of the Freight Department, it turns out, is bound for the same locality at the same time. But she assured us that it was merely a coincidence which surprised them both.

Adolph Antelmann of Claim Agent Darcy's office, is doing his vacationing this year on Long Island, the last two weeks of July.

George Nivison of the same office headed for Caywood, N. Y.

Mr. F. J. Unser, formerly employed as Locomotive Engineer, has recently taken the position of Personal Record Clerk in the Superintendent's Office, Harlem River.
J. E. Rohlman of the Division Accountant's Office, appeared recently minus all the buttons on his vest. Reason: Mrs. Rohlman (formerly Miss Rosalie Sterman of the same office) presented him with a son and heir. The little fellow surely ought to make a great railroader!

The Harlem River accounting force understands that former Division Accountant A. H. Fairfield has acquired a new Studebaker since going to Mr. Slater's force at New Haven. They inquire: "Did the Budget have anything to do with it, Howard?"

If we don't get plenty of statistics from the Accounting Department, then where would we expect to get them? The latest from that department at Harlem River is the announcement that since January 1921, the date of the organization of the Division Accountant's Office, twelve of its members have been married. There have been ten births, including a pair of twins. And there are also six marriages pending. The moral seems to be that if you want to stay single don't get transferred to the Accounting Department!

The Marine Department reports recent great excitement among Harlem River shipping! It seems tug boat captains were much mystified by an unknown light, which appeared to be a new lighthouse until investigation proved that it was nothing more than the sunburned bald spot of Emile Pierre Regniault, who spent a glorious Fourth at his old stamping ground at Niantic. After many inquiries, Chief Clerk F. H. Riker solved the difficulty by moving Chubby's desk from the window so that it would not disturb navigation.

Albert Owen Zugalla, who controls the Damage Department with the able assistance of Miss Honore C. O'Brien, left for a week's vacation at Springfield, Mass., and Philadelphia, Pa.

The Marine Department at Harlem River welcomes with pleasure Mr. J. E. Symons as Chief Marine Inspector. And it was with mingled feelings of deep regret over parting and pleasure over his promotion that they saw their friend and fellow worker, Wesley T. Jones, leave Harlem River to accept a position as Chief Mechanical Inspector, Lines West.

July 3 was a mighty busy day for all connected with passenger operation in any way. One of the outward and visible signs of the inward hustle and bustle was the picture on that day of Ticket Agent C. F. Doran pushing tickets and making change across the counter at one of the emergency windows at Grand Central Station.

Terminal Trainmaster, E. J. Cotter, at Oak Point reports that on June 22nd, 313 cars of high-class perishables were forwarded from Oak Point, the greatest number this year up to that date. In addition they had 25 carloads of autos and 165 cars of merchandise.

Crew Dispatcher, Theodore G. Phurse of Oak Point Yards recently returned from a fishing trip in Vermont. He refused to state whether he bought them in a Vermont fish store or right here in the Bronx.

General Yardmaster, J. C. Malloy, who has been in the service almost thirty years has purchased an automobile. Mr. Malloy has never had any trouble controlling freight cars but at last accounts he was having a pretty hard time trying to control his new car sufficiently to secure a license! As one of the boys remarked, he is going strong as a yardmaster but as an automobile driver he is pretty dizzy.

William Dowling of Assistant Treasurer Hall's Office has been commuting between New York and Herkimer recently. It seems he was one of the "star" witnesses in an arson case being tried in that city.
NEW HAVEN DIVISION

Another Hump Record

One June 18th, 1925, the first shift humping crew on the Eastbound Hump at Cedar Hill humped 1001 cars, 775 cuts, 18 riders, the first time that we have had to put this number of cars over the hump and that the 1000 mark has been reached.


Motorcycle Champion

On May 30th at Torrington, Conn., Brakeman Albert A. Pechar of the Cedar Hill Hump won the Three Mile National Race on an Indian motorcycle against a large field of competitors. On the same date he won the Five Mile Professional Race at Torrington.

In 1923 Pechar came in second against some of the best riders in the country at Orangeburg, N.Y., in a ten-mile race, and in 1921 won the New England Championship Hill Climb. He has entered in a race to be run in Toronto, Canada, on June 26th, to compete with the best in Canada and America and has also entered his name for the One Hundred Mile National Championship at Altoona, Pa., on July 4th.

A Good Start

On Saturday, June 20th, the New Haven Division Baseball Team started the 1925 season off with a win over General Office by a score of 7-6 in 10 innings. At the end of the ninth the score was deadlocked and in their half of the tenth the New Haven Division started off with five successive singles, which broke the tie and won the game.

Oscar Olsen on the mound for G. O. B. was touched up for 11 hits while Schauder for New Haven pitched splendid ball, allowing but six scattered hits, one of which, however, was a homer by Brown. The batting of Lawlor for the victors was a feature, he garnering three safeties.

MIDLAND DIVISION

Business was getting so brisk between Boston and Hartford on BO-1 that veteran Conductor Al McKenzie decided to take a run to cool off on so he bid in the Ironstone Ice Extra.

The new automatic train control is giving the Midland engineers something new to study. Engineer Barnes and Fireman Cornish on train 116 are becoming expert in the handling of same.

Operator Clark took advantage of his "day off" July 4th to visit scenes of his boyhood around Hartford. But for insufficient time he would doubtless have gone to Northampton, where, it is reported, Tom as a young man was employed in the local drug store and spent his spare moments between filling prescriptions and soda orders, taking Mr. Scully, now of the Public Utilities Commission, then a baby, out for an airing in his baby carriage.

The boys are glad to see Operator Greene back on the job at Norwood Jct. after an extended illness.

Assistant Trainmaster Steele has just returned from his annual vacation spent in the vicinity of Cape Cod.

Anyone in the vicinity of Franklin desiring a first class ride should call up Road Foreman of Engines Sheldon, who no doubt will respond with his new Buick.

Mr. Hobbs, prior to his leaving the Midland, arranged for a very interesting instruction on the new automatic control given by Regional Air Brake Inspector Rand. Mr. Rand was more than anxious
ALONG THE LINE

to give the boys a general idea of its working. After the lecture he took the boys out to the enginehouse and explained the practical side.

Agent Gilbert at Pomfret expects to return to work soon, having been advised by his physician to take a much needed rest.

General Superintendent Regan while in Boston on business recently called on the Midland Division boys for a few minutes.

BOSTON

On Thursday evening, June 11th, about sixty members of South Union Lodge, Brotherhood of Railroad Clerks, made their annual visit to South Weymouth as guests of Mr. George A. Round at the residence of H. J. Lionett, where Mr. Round resides.

A program, including songs, character sketches and dances, was presented by the Pansey Club and “Mike and his Gang.”

The address of welcome was given by Miss Marie Lionett. A pantomimic drama given by well known artists of the Pansey Club, Messrs. Dixon and Galbraith of the Overcharge Claims Dept., and Mr. H. L. Hall and Miss Elma Croffut of the Loss and Damage Dept., was said to be the best ever and Mr. Round, the author, was roundly applauded for his efforts. “Mike and his Gang” were superb and gave an hour’s entertainment which would have done “Roxy and his Gang” credit.

Refreshments were served after which dancing was enjoyed by all.

Jimmie Fraser, the Barn Yard Golf Champion of South Braintree, spent a two weeks’ vacation at Spring Lake Beach and Lake Como, N. J. * * *

Joe Laberge of the General Telegraph Office, claims to be the Champion Blue Berry Picker of Massachusetts and has challenged Ratcliffe and Boardman to a Berry Picking contest to be held on Sharon Hill. Joe uses a step ladder to reach the high bush berries.

Tom Clarke received two complimentary tickets from Ed Hall, and understood they were for a box fight and was much disappointed when it turned out to be a Salvation Army entertainment.

Jim Golden of Braintree Tower is missing the Gay Life at Pemberton this summer but is finding some excitement in driving a new Buick Sedan along the South Shore.

Dispatcher Gordon has made up his itinerary for a two weeks’ trips taking in Montreal but will omit the usual down home visit to Nova Scotia.

Dispatcher Lester Payne is enjoying a motor trip to New Jersey.

Now that George Ratcliffe has joined the Gasoline Club, the Boston Division Dispatchers office is now 50 percent motorized.

Miss Esther Blomberg visited New York early in July upon the occasion of her sisters sailing from that port for Sweden to spend the summer.

Everything is very quiet in the Division Accountant’s office at Boston—Except that Jennie Holmes, Marion Shaughnessy and Charlie Kerwin have gone and got married and Mary Twiss is about to do likewise. K. Cole has a brand new baby boy and Sheik McDermott a brand new Ford runabout, and W. M. Ransom is spending dollars and dollars on toll calls. Willie Smithers is doing a tour of duty at Camp Devens.

MAYBROOK

Patrolman Hedgecock, who for some time has been a graduate of the United States School of Finger Prints, intends to spend some time in the New York Identification Bureau. He wishes to become an expert in the entire finger print profession.
Patrolman Fuller, also of the C. N. E. Police Dept., who has proved himself worthy of his title as a fingerprint expert, also will visit the Identification Bureau of the New York City Police Dept. some time this summer.

SOUTHAMPTON STREET
S For Service, our ultimate goal.
O For Opportunity, open to us, one and all.
U For Unity, our secret to success.
T For Thoroughness, another asset we boast.
H For Harmony, forever present among us.
A For Aid, first to our injured.
M For Midland, the leading division.
P For Personnel, our roster composed of the best.
T For Theories, we welcome them all.
O For Overtime, no such thing.
N For None, like our delay sheet report.
S For Safety, our everyday motto.
T For Time, none lost by our engines.
R For Repairs, note our success.
E For Efficiency, maximum pays bonus.
E For Endeavors, to accomplish our mission.
T For Top, our usual position.

The neat appearance of the Southampton St. Engine House and the yard in front is drawing many favorable comments for passengers and other people who have occasion to pass the property, especially since the shrubs have been set out in front of the house.

Eighty days without an I. C. C. accident and all concerned lined up to make it 100 days shows the interest the Foremen and men themselves are taking in this most important subject "SAFETY FIRST."

The Baseball Team has found its weak spots and has added new material where needed and from now on watch their smoke.

Albert Derby, the genial fireman on No. 7901 is looking for a flat in Norwood. He says he thinks the air there would be better for his mother as the sea air does not agree with her. How about it Al?

READVILLE SHOPS
At the July meeting of the Readville Passenger car M. D. A. Local the installation of newly elected officers was conducted by Grand President, H. A. Lockery, assisted by Vice President E. Long. A number of visitors were present and at the conclusion of the meeting members were addressed by the above officers.

Readville Shops had the pleasure of a visit from General President H. A. Lockery and General Vice President E. Long on July 2nd. It is hoped that these gentlemen enjoyed their stay and that they will again find it convenient for them in the near future to visit Readville.

Mr. Obediah P. Margeson, Assistant Foreman of the freight car department, Readville Shops, was pensioned from active service by the management on July 6th. Mr. Margeson's railroad career started in May 1886 as a carpenter on the Old Colony Railroad at Dover Street, Boston, Mass., and he has served continuously as a Supervisor since 1893. Mr. Margeson was at all times held in high esteem by his fellow workers and it is with regret that they learned of the loss of his good fellowship among them. All employees join in wishing him continued good health and enjoyment of his reward for faithful service.

Fred Dorney, Clerk in the Freight Car Department, is enjoying a well earned rest with his family at Tenean Beach, Boston.

Many of the Stores Department Office employees enjoyed a week end over the Fourth of July at Oak Bluffs. Although the most part of the time was spent in the salt water by Misses Campbell, Finn,
Henahan, Lynen, Pollard and O'Leary, Messrs. Curran, Hartnett, Smith, Scully and Taylor, only Miss Campbell and Miss Henahan returned with a real sunburn souvenir.

It is rumored about the shop that “Jake” McDonough, the sparring partner of “Ham-bone” Kelley, has taken up golf. If Jake can sock the ball like he can install dry pipes Gene Sarazen had better look out for his laurels.

Clif May, Leader of the Brass Room, Locomotive Department, has recently spent his vacation with his family in the Blue Hills of Milton. He reports that he had a very enjoyable time.

The Readville Car Department and the Norwood Shop baseball teams recently played their first game of the season. Galligan on the mount struck out 21, which is the strikeout record for the season.

The Readville Car Department baseball team defeated the Providence team at Readville on Saturday, July 11th, with a score of 7 to 4. The hard hitting of the Passenger Car Department team featured the game together with the splendid control of Funk in the box. From the showing made at this game it is apparent that the Readville passenger team is ready to whip all comers.

A benefit baseball game was played between the Foremen of the Car Department and the Foremen of the Locomotive Department on the Readville Shop grounds, Saturday, July 11th. Due to tightening up on both sides the game went through to 13 innings and it was called off for various reasons agreeable to both sides when the score was 18 to 18. Umpire Gorell is to be commended on his prompt and accurate decisions in the many emergencies while Cooper strongly supported him. The second match will be played in the near future and announcements will be made later.

As guests of the New York Railroad Club, Messrs. Carr, Parquette (captain), Pease, Lee, Hilchey and Haines attended the New York Railroad Club Outing on July 9th and these athletes participated in the sports and made a creditable showing even though they had but a few days in advance for training.

PROVIDENCE DIVISION

Northup Avenue Shop at last breaks into print. Just grasp this news.

Joseph Connis our genial Clerk has just returned from spending his honey-moon at Oakland Beach. Joe certainly was the big man at the wedding, some of the fellows are mean enough to remark that a tall hat makes some difference, but never mind Joe you could not do it younger.

Joseph Boron our Tool Checker has also gone and done it, which goes to show that even the wise apples fall for it.

Manuel Goulart the “Caruso” of our Wrecking Force is at present enjoying his honeymoon at Lake Placid, N. Y. The boys say he has not a worry in the world except what the price of coal will be this fall.

Dame rumor has it that Cliff Walters the blond Inspector of the East bound trains will also take on a new boss. And all the while the wise old owls are smiling up their sleeves.

According to a Boston newspaper, the cross-word puzzle had its origin in ancient Egypt. This explains why the Israelites were so anxious to flee into the wilderness.—The Humorist.
In Loving Memory

John F. Fitzgerald, Foreman Car Inspector at South Boston Freight Terminal Engine House, died while at work on March 28, 1925.

Mr. Fitzgerald was born at Winchester, Mass., July 3, 1871. He entered the employ of the New Haven October 10, 1891. He successively filled the positions of Steam Fitter, Car Repairer, Air Brake Repairer, until January 6, 1905 when he was made Assistant Foreman at the South Boston Freight Terminal. In August of the same year he was promoted to Foreman Car Inspector.

Mr. Fitzgerald was a recognized authority on A.R.A. Rules and a very competent Foreman. He held the confidence and respect of his workmen, and his passing was a source of great sorrow.

Rasmus K. Clausen, Clerk at Cedar Hill Shops, died at his home at West Haven, Conn., Saturday morning, May 6, 1925. Mr. Clausen had been in our service for many years and was a splendid example of a fine, loyal, able employee. He was held in high esteem by his associates.

Mr. Clausen is survived by his widow and one sister in Denmark.

William R. M. Curran, Car Record Clerk at Oak Point, who had served the company faithfully for more than thirty years, was instantly killed Saturday morning, June 6, as a result of a fall from a window of his home, 699 East 137th Street, New York City. He had been sitting on the window sill of his apartment, in order to get a breath of air during the very severe hot spell, when in some manner he lost his balance and fell six stories to the ground.

"Bill" Curran had a host of friends in the company, both at Harlem River and Oak Point. Born November 16, 1877, in New York City, he entered the service in October, 1894, as messenger at Harlem River Terminal. The following March he became telephone operator, and in October, 1895, became clerk in the Freight Department. He was promoted in February, 1913, to be tabulating clerk, and in January, 1915, to Record Clerk, which position he held at the time of his death.

Many of his fellow workers attended the funeral services held at his home Sunday evening. The burial took place on Monday at Greenwood Cemetery. He is survived by a widow and one son. An especially sad feature about Mr. Curran's untimely death is the fact that his boy had graduated only two days previously from the Webb Institute of Naval Architecture, where he won the highest honors, making the best showing of any student in many years.

Thomas Lawrence Donnellan, age 54, employed as yardmaster at Cedar Hill Shore Line Departure Yard, died July 6, 1925.

Mr. Donnellan entered service on Nov. 8th, 1903, as a yard brakeman at New Haven terminal, was made yard conductor on March 15th, 1907, promoted to yardmaster at New Haven Passenger Yard nights and held this position until about two years ago when he transferred to the day shift at Cedar Hill Shore Line Departure Yard, which job he held until his death.

During his service at New Haven Terminal he had a clear record and was considered one of the best men in the terminal. His untimely death was a severe shock to all of his friends. He leaves a wife and three grown children.

Henry J. Lamont, Freight Conductor, of 51 Porter Street, Taunton, Mass., was instantly killed on the morning of July 8, 1925, when he stumbled and fell between two freight cars at Portsmouth, R. I.

Mr. Lamont was first employed by the railroad February 27, 1903. He was raised to the position of flagman in 1907 and also to the position of freight conductor in the same year. He also held the rating of passenger conductor and throughout his 23 years of service with the road he had maintained a splendid record.
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<td>William Stephen Lucey</td>
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<td>Francis Lero Ashley</td>
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<tr>
<td>Michael J. Cunningham</td>
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<td>Eugene Byron Chase</td>
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<tr>
<td>Michael William Crowley</td>
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<td>Henry Percival Goddard</td>
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<td>John Henry Barton</td>
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<td>Fred Balcom</td>
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<td>Albert Austin Burnham</td>
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<td>John T. Relly</td>
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<td>Charles A. Grant</td>
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<td>John H. Snagg</td>
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<td>Elbert A. Cowles</td>
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<td>Daniel C. Lovelace</td>
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<td>Waterbury</td>
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<td>Passenger Conductor</td>
<td>New York</td>
<td>May 14, 1875</td>
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It is our desire to make this honor roll complete. If you know of an omission of anyone of fifty years' service, please let us know.
Isaac L. Germond, Engineer, Poughkeepsie Yard, C. N. E. Ry., completed 56 years of service on Jan. 9, 1925.

“Ike,” as he is best known by the men with whom he has worked, was born at Hyde Park, N. Y., Oct. 28, 1851. In January 1869 he started to work as fireman on what was then known as the Poughkeepsie & Eastern R.R., running between Poughkeepsie and Stissing Junction, N. Y., a distance of 22 miles. This line was later extended to Boston Corners, N. Y., a distance of 38 miles. It was the intention to run this line through to Boston, Mass., and the name was changed to Poughkeepsie, Hartford and Boston R.R. and then to the New York and Massachusetts R.R. The extension beyond Boston Corners was never completed and the road finally was taken over by the late Russell Sage and operated by him until July 1, 1907, when it was taken over by the C. N. E. Ry.

On July 10, 1871, Ike was promoted to Engineer, his first engine being No. 2. His first run consisted of two round trips to Boston Corners and switching in Poughkeepsie yard, his hours being from 7.00 A.M. to 6.0 P.M. and no pay for overtime.

Ike recalls the first engine No. 1 owned by the P. & E. R.R. which arrived at Poughkeepsie on the N. Y. C. R.R., a distance of two miles from the P. & E. yard. At that time there was no track connection with the N. Y. C. R.R. and in order to get the engine to the P. & E. yard, slabs of lumber were laid on the street car tracks and Engine No. 1 hauled through the city to the P. & E. yard.

In 1907 when the C. N. E. R.R. absorbed the P. & E. R.R. Ike was employed as Engineer on the Hospital Branch which runs from Parker Avenue to the Hudson River State Hospital. He remained on this run for about a year and then went on one of the switch engines in the Poughkeepsie yard, where he remained up to Jan. 9, 1925.

Asa H. Porter, Ticket Agent at the Back Bay Station, Boston, has seen 54 years of continuous service in the railroad business.

He began his railroad career on Jan. 1st, 1871, when 15 years of age — as messenger boy at the Kneeland Street Station of the Old Colony Railroad under Superintendent W. H. Bullock and was rapidly promoted to Clerk and Operator.

During the intervening years Mr. Porter has been successively appointed to the following positions:

Sept., 1873, Operator at Putnam, Conn., on the Boston, Hartford and Erie R.R.; Jan., 1874, Ticket Clerk at Willimantic, Conn., Hartford, Prov. & Fishkill R.R.; Oct., 1874, Purser of the Norwich and New York Transportation Co., now N. E. S.S. Co.; Jan., 1881, Cashier at the Freight Terminal, Boston; Mar., 1888, Freight Agent, Freight Terminal, Boston, N. Y. & N. E. R.R.; Nov., 1888, Comptroller’s Dept. of the N. Y., N. H. & H. R.R. Co. at New Haven; April, 1889, Ticket Agent at the Grand Central, New York City; July, 1892, General Agent of the New Haven with offices in the Sears Building, Boston (office abolished 1899); Sept., 1893, Freight Agent, Columbus Avenue Freight Station, Boston (office abolished 1899); Jan., 1899, Station Master, South Terminal, Boston (office abolished 1907), then as Parcel Agent till appointed; June, 1909, Ticket Agent, Back Bay Station, where he is still going strong.

Mr. Porter belongs to the Washington Lodge, A. F. & A. Masons of Roxbury, is a member of the Association of Railroad and Steamboat Agents of Boston and was its President in 1904.

The Local Freight Agents’ Association of Boston was organized by him in April, 1898, and he was the first President.

Uniformly kind and courteous to all, he has the respect and esteem alike of the railroad officials and of the employees under his charge.
Mr. R. D. Fitzmaurice, Gen. Supt.,
N. Y., N. H. & H. R.R. Co.,
South Station, Boston, Mass.

My dear Mr. Fitzmaurice:

"For when the One Great Scorer comes to write against your name He writes—Not what you won or lost—but how you played the game."

It was my good fortune to take your No. 7 out of Boston for Providence last Monday. The reason I say, it was my good fortune, because I had the opportunity of observing a real kindly act shown to an elderly lady, who, unfortunately, boarded the train late. One of your trainmen very tenderly escorted this lady through the smoking car, over the two platforms, and seated her in the next car. While he was doing this, this magnanimous trainman was carrying the lady’s suitcase.

I ascertained from him his name, which was A. E. Whitney. I was delighted to see this act of kindness because it was another proof to me that the trainmen, in fact, everybody on your Line are helping the President with co-operation.

I am sending a package to you, under separate cover, and I am wondering if I may trespass on your good nature by asking you to convey this package to Mr. A. E. Whitney as a token of my personal appreciation, and that it will ever be my fond hope that he may continue the good work.

With kindest regards to you, I beg to remain, Yours most respectfully,

W. C. Kidd.

Metropolitan Track Supervisors’ Club.

Our Railroad Headquarters Band of 33 pieces gave a concert at Laurel Heights Shelton State Tuberculosis Sanitorium for the benefit of the patients on Sunday afternoon, June 21st. Mr. Lynch, the Superintendent, writes as follows:

"In behalf of the patients of Laurel Heights Sanatorium, I want to express to you and the members of the N. Y., N. H. & H. R.R. Headquarters Band their sincere thanks for the concert given for their benefit Sunday afternoon, June 21st.

"These few hours of enjoyment which was so generously given will mean many happier hours of thoughts of better days to come. So, I can assure you that an entertainment of this kind means more to patients than I can express.

"I want you to know also that I personally appreciate deeply your co-operation.

"With many thanks and kindest regards from all, believe me

"Sincerely yours, “EDWARD J. LYNCH.”

New York, New Haven & Hartford Railroad,
Grand Central Terminal,
New York City, N. Y.

Gentlemen:—On Friday, July 3rd, I had occasion to take the 3.06 train from Mt. Vernon to New York and in buying the ticket I presented a $5.00 bill to the ticket agent on duty at that time and received 41 cents in change.

Whether the agent was slow in handing out the four dollars in bills or I may have been in a hurry to catch the train, I cannot just say, but I discovered the shortage when I arrived at the Grand Central Terminal and I immediately telephoned to the agent, who happened to be at the office at that time. I recalled the circumstances in connection with the purchase of my ticket and without any hesitation on his part he admitted that he checked out four dollars over and that he would be pleased to hand this money over to me, the first time I had occasion to be in Mt. Vernon.

I made the trip on Saturday last and received the four dollars which was coming to me.

I am making this statement in justice to your agent, as he could just as well have told me I gave him a one dollar bill, as a five dollar bill. In short, I think a letter from your Department, in appreciation of his honesty in the matter should be sent to him. Yours very truly,

J. E. WALSH.
FINNEGAN TO FLANNIGAN
By S. W. Gillinan

The Superintendant waz Flannigan,
   The boss av the section waz Finnegan,
   Whiniver the cyars got offen the track,
   An muddled things up t' the divil an back,
Finnegan writ it t' Flannigan—
   After the wrick bad gone on agin—
That is, this Finnegan,
   Reported to Flannigan.

Whin Finnegan first writ to Flannigan,
   He writed tin pages, did Finnegan,
   And he told all about how the smash occurred.
   Full many a blunderin tedious word
Did Finnegan write to Flannigan—
   After the wrick had gone on agin—
That's how Finnegan
   Reported to Flannigan.

Now Flannigan knowed more than Finnegan—
   Had a better edication, did Flannigan—
   An it wore him clain and complately out
To tell what Finnegan writ about,
In his writing to Misther Flannigan.
   So he writes this to Finnegan—
   "Don't do sich a sin agin,
   Make 'em brief, Finnegan."

When Finnegan got that from Flannigan
   He blushed rosey red, did Finnegan,
   An he sid, "I'll bet a whole month's pay
   It'll be mony an mony a day
Before the Superintindint—that's Flannigan.
   Get's a whack at this very same sin agin—
From Finnegan to Flannigan
   Reports wont be long agin."

Wan day on the s1ct10n
   Of Finnegan,
On the raylroad Superintinded by Flannigan,
   A rayl guv way at a bit av a curve
An the cyars went off as they made the swerve—
   "There's nobody hurted," says Finnegan:
But reports must be made to Flannigan.
   (An he winked at a McGorrigan
   Who had married a Finnegan.)

He waz hustlin that night, waz Finnegan—
   As many a raylroader's bin agin—
   An the shmoky ol' lamp was burnin bright
   In Finnegan's shanty all that night.
Bilin down his repoort waz Finnegan.
   So he writes this: "Mister Flannigan,
Off agin, on agin,
   Gone agin, Finnegan."