This world is full of decent chaps
You meet them everywhere,
The many times you hardly guess
How kind they are and "Square."

Yet when you too are Friendly Like
And act the part and smile
You'll find you have the countersign
To everything Worthwhile.
What a New Haven Locomotive Thinks About

LOST

4 cents worth of coal each minute safety valve is open

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slice Bars</td>
<td>$1.09</td>
</tr>
<tr>
<td>Rake</td>
<td>.86</td>
</tr>
<tr>
<td>Lantern</td>
<td>1.45</td>
</tr>
<tr>
<td>Torch</td>
<td>.83</td>
</tr>
<tr>
<td>Pick</td>
<td>.52</td>
</tr>
<tr>
<td>Coal, per ton</td>
<td>5.21</td>
</tr>
<tr>
<td>Marker Lamp</td>
<td>$10.63</td>
</tr>
<tr>
<td>Hammer</td>
<td>.46</td>
</tr>
<tr>
<td>Wrench</td>
<td>1.95</td>
</tr>
<tr>
<td>Shovel</td>
<td>1.12</td>
</tr>
<tr>
<td>Oiler</td>
<td>1.24</td>
</tr>
<tr>
<td>Flag</td>
<td>.08</td>
</tr>
</tbody>
</table>

In 1923

Locomotive supplies cost over $ 193,773
Coal cost approximately $11,525,983
ON Monday, August 1st, 1870, the Boston and New York Air Line Railroad was opened between New Haven and Middletown and on August 15, 1873, was opened through to Willimantic. In 1876 the following advertisement appeared in the Boston Advertiser: "New Route to New York via New York and New England Railroad. On and after Monday, June 12, 1876, cars will leave the New York and New England depot, foot of Summer St., Boston, at 9.00 A. M. for New York by the New Air Line road via Middletown and Willimantic, arriving at the Grand Central Depot at 4.22 P. M. Returning, cars will leave Grand Central Depot, New York, at 1.00 P. M., arriving at Boston at 9.10 P. M."

September 30, 1882, the Boston and New York Air Line Railroad was consolidated with the New York, New Haven and Hartford and became the Air Line Division of the New Haven system.

On November 10, 1884, there was put in service the first fast through train over the Air Line route. This train was known as the New England Limited and was succeeded by the White Train, or as it was better known the Ghost Train, on Monday, March 16, 1891. The following account of the train and its first trip are taken from the Boston Herald for Tuesday, March 17, 1891:

"'The White Train.' New and Welcome Departure of the New York and New England Railroad."
"Rolling out of the New York and New England railroad station at 3 o'clock yesterday afternoon, the famous ‘New England Limited’ took on all the glories that could be attached in a complete new train of cars resplendent in white and gold.

"For three months past items have appeared in the daily papers about a new departure in car decoration that the New York and New England Railroad was about to inaugurate and yesterday saw the fulfillment of the announcements.

"The Pullman Palace Car Company has built for the service seven parlor cars, four passenger coaches and two royal buffet smokers. These cars are divided into two trains, owned respectively by the New England and the New York, New Haven and Hartford Railroads. The New England road has provided a dining car of the same general design to run between this city and Willimantic. The cars are all heated by steam-direct from the locomotive and are lighted by the Pintsch system of gas. The parlor cars are furnished with velvet carpets, silk draperies and white silk curtains; the chairs are upholstered in old gold plush, and large plate glass mirrors set off the car handsomely. Three of them have each a state-room and 26 chairs in the main saloon, while the other four have 30 chairs each.

"The royal buffet smokers which will be run in addition to the ordinary smoking cars are decorated in the same manner as the parlor cars and containing 20 handsomely upholstered chairs for the accommodation of parlor car passengers. Two card tables with stationary seats and writing desks with all needed stationery for letters or telegrams are also provided. The regular passenger coaches seat 60 persons each, and are comfortable and easy riding.

"The peculiarity of these trains, however, consists in the fact that they are painted white and delicately ornamented and lettered in gold. There has been considerable talk about this new departure and the wisdom of it has been questioned. But Mr. Adams, the master car builder of the Boston and Albany Railroad, at the February meeting of the New England Railroad Club, most thoroughly indorsed it, declaring that for years he had advocated painting passenger cars white, saying that ‘their durability will be increased, the heat will affect them less and properly put on and taken care of, white paint will last longer than any other.’

"The train that left Boston yesterday had been HERALD-ed Sunday and crowds of people lined the route through the city and suburbs and gazed with mingled curiosity and delight at its handsome appearance.

"Conductor Crowley and the brakemen and porters appeared in new white caps with gold bands, and Engineer E. E. Potter, who has run the limited ever since it was put on some six years ago, honored the event by sporting a white coat and cap.”

The account in the Boston Globe was similar to the Herald as to the description of the train, but contained also the following item:

"A crowd of people had gathered at the depot to see the departure of the Boston ‘Ghost Train.’ Precisely at 3 o’clock, Conductor M. W. Crowley, well known to patrons of the road, lifted his hand, and Engineer Potter, who never ran a late train in his life, pulled the throttle. Away sped the white beauty that never stopped until Willimantic was reached at 5.15, a run of 86 miles in 135 minutes.”

The Ghost Train was well advertised and the following poem in regard to it was widely circulated at the time and will
be remembered by many veteran railroad men:

"Without a jar, or roll or antic,
Without a stop to Willimantic,
The New England Limited takes its way
At three o'clock on every day.
Maids and matrons, daintily dimited,
Ride every day on the New England Limited;
Rain or snow ne'er stops its flight,
It makes New York at nine each night.
One half of the glories have not been told
Of that wonderful train of white and gold
Which leaves every day for New York at three
Over the N. Y. & N. E."

The time of the Ghost Train was reduced to 5 hours and 40 minutes on May 22, 1892, and extended to 6 hours again on November 19, 1893, and the famous train was discontinued on October 20, 1895. It was succeeded on October 21, 1895, by the Air Line Limited Express from Park Square Station via Dedham.

Of the Ghost Train crew, Conductor Crowley is now running trains 45 and 46. Engineer Eugene E. Potter, who made the reputation of the train as being "always on time," is now retired from active service and lives in South Boston; he is one of the best known engineers on the New Haven system. Pat Jordan, the baggage-master, recently retired and is living in Hyde Park.
The dining car on the "Ghost" was run by Mr. Parker, who operated the restaurant in the old New York and New England depot at the foot of Summer St. on the site of the South Station. His brother ran the depot restaurant at Putnam.

In the Boston Herald, in March, 1924, in the column edited by Philip Hale there were published a number of letters from correspondents in regard to this train and the interest displayed was astonishing, especially so as it is now twenty-nine years since the old Ghost Train made its last trip.

MAMMOTH TIMEPIECE

Agent C. H. Bavier at Thomaston recently received for shipment the largest clock in the world. It was built by the Seth Thomas Clock Company and consigned to Colgate & Company, Jersey City, to be set up on the Jersey shore, facing Manhattan.

Two freight cars were required for the shipment: a flat car for the hands, and a box car for the remaining parts, which were packed in 27 boxes and one crate weighing in all 6,970 pounds. The hands weighed 4,620 pounds, the minute hand being 37 feet 3 inches long, while the hour hand measured 27 feet 6 inches. The total weight of the shipment was 11,590 pounds.

When set up as part of the Colgate advertising sign in New York Harbor the dial will be plainly visible for miles. The new clock is a third again as big as the old Colgate clock it replaces, which was shipped from Thomaston April 17, 1908, and which until the completion of the present one was the largest in the world.

The tip of the minute hand of the new clock travels 157 feet in an hour's time, advancing at the rate of 31 inches per minute, about 500 times the distance between two minute marks on an ordinary watch.

The clock works themselves consist of two movements, the master timekeeper and the dialworks movement. The entire driving works mechanism consists of 250 pound weight and ¼ horsepower electric winding motor.
ALERT AND ON THE JOB!

As Extra 079 was passing through Stamford, August 15, on track 1, George E. Dyer, Foreman Car Inspector, observed that a double load of poles had shifted so that he felt concern as to the safety of the load.

Mr. Dyer immediately notified the train dispatcher. Extra 079 was stopped at Greenwich, where an inspection was made of this shipment. Examination showed that the load had shifted to such an extent that it would be perilous to run the car much further, and it was decided to set the car off at East Port Chester.

After the trouble had been corrected the shipment was sent along in another train. Had it not been for Mr. Dyer’s alertness and his prompt action in reporting it, an accident would almost surely have occurred.

Superintendent H. E. Baily wrote Mr. Dyer a letter of commendation and thanks for his vigilance, in which he said:

“This shipment was in such a condition that it would have been absolutely unsafe to attempt to have moved it beyond East Port Chester, and it is certainly fortunate that you were sufficiently alert and observing to detect the condition of the shipment, while passing through Stamford, otherwise the poles might have rolled off on to adjoining tracks and serious accident resulted.

“It certainly gives me great pleasure to commend you for your alertness which undoubtedly prevented what probably would have been a very serious accident, and I want to extend my heartfelt thanks and appreciation for what you did.”

AN EXCELLENT RECORD

“The Montrealer” during the month of August reached Montreal on time every day excepting on the 29th, when they were 15 minutes late, and on the 31st, when they arrived at 8:20 A. M., or 15 minutes late. On the night of the 29th the train made the run from Penn Station to Montreal in 51 minutes better than scheduled running time.

Southward the train was late into Washington on five different dates, the latest being 22 minutes.

We rather feel that this is an excellent record for a train of this character running the distance it does and which is liable to become involved in the dense passenger traffic between New Haven and Philadelphia in the morning and afternoon.

FREIGHT YARD, FRAMINGHAM

This picture was contributed by Mr. John N. Engler, Night Yard Master, Framingham. It shows Farm Pond and the Freight Yard, Yard Master’s Office, first building on the right, next the old carpenter shop, then Freight Office, Freight House and Transfer Shed.

Mr. Engler writes: “We want to make the New Haven Railroad the best road to ship freight through the N. E. States, and make her first class all ways.”
The American Red Cross have assigned their First Aid Instruction Car No. 1, instead of No. 2 as originally planned, for demonstration and instruction classes in 'First Aid to the Injured' to cover the New Haven System on the following schedule for October and November:

<table>
<thead>
<tr>
<th>Location</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harlem River</td>
<td>Oct. 16, 17, 18, 20</td>
</tr>
<tr>
<td>Van Nest</td>
<td>Oct. 21</td>
</tr>
<tr>
<td>New Rochelle</td>
<td>Oct. 22</td>
</tr>
<tr>
<td>Grand Central Term.</td>
<td>Oct. 23, 24, 25</td>
</tr>
<tr>
<td>Stamford</td>
<td>Oct. 27, 28</td>
</tr>
<tr>
<td>Danbury</td>
<td>Oct. 29, 30</td>
</tr>
<tr>
<td>Poughkeepsie</td>
<td>Oct. 31</td>
</tr>
<tr>
<td>Maybrook</td>
<td>Nov. 1, 3, 4</td>
</tr>
<tr>
<td>Pittsfield</td>
<td>Nov. 5</td>
</tr>
<tr>
<td>Bridgeport and</td>
<td>Nov. 6, 7, 8, 10</td>
</tr>
<tr>
<td>East Bridgeport</td>
<td>Nov. 11, 12</td>
</tr>
<tr>
<td>Waterbury</td>
<td>Nov. 13, 14</td>
</tr>
<tr>
<td>Hartford</td>
<td>Nov. 15, 17</td>
</tr>
<tr>
<td>East Hartford</td>
<td>Nov. 18, 19</td>
</tr>
<tr>
<td>Springfield</td>
<td>Nov. 20</td>
</tr>
<tr>
<td>Northampton</td>
<td>Nov. 21, 22, 24</td>
</tr>
<tr>
<td>New Haven</td>
<td>Nov. 25, 26, 28</td>
</tr>
<tr>
<td>Cedar Hill</td>
<td>Nov. 29</td>
</tr>
<tr>
<td>New London</td>
<td></td>
</tr>
</tbody>
</table>
Local notices will indicate location of car and hours of classes which will be held forenoon, afternoon and evening at each location shown.

All employees who can so arrange should avail themselves of this opportunity to obtain free information which may at any time be invaluable in case of injury or to conserve human life.

The cravat may be tied under the chin or knotted quite low. Claims may be prevented by any one, any time, any place and in any way.

DETROIT CONFERENCE

Detroit has been selected for the 2nd Annual Conference of Railroad Y. M. C. A., for apprentices in the Mechanical Department and Clerical employees, which is to be held November 14, 15 and 16. Incidentally, General Manager Henry Shearer, of the Michigan Central Railroad, has generously offered to take boys by special train to Niagara Falls on Monday, November 17. This latter trip will be in the nature of an educational outing, as arrangements are being made to conduct the party through one of the Niagara Falls Hydro-Electric Power Plants and other points of interest.

While the Y. M. C. A. is taking an active part in this work, participation in the conference is not limited to members of the Y. M. C. A.

Committees are being formed to take care of the boys during their stay in Detroit, and it is proposed to house them without expense to the boys in the homes of citizens interested in boys’ work.

HONESTY REWARDED

“Honesty is its own reward” and members of the New Haven Railroad family do not expect any other. It often happens, nevertheless, that passengers are so grateful for the honesty of New Haven employees that they insist on recognizing it by a pecuniary reward.

On August 14, for instance, Ticket Collector F. M. Hoppel was the recipient of a check for $10 signed by Julia M. Emery of 14 Maple Avenue, Glenbrook, Conn. In the course of his duty Mr. Hoppel had been instrumental in restoring a lost pocketbook to the passenger. While it was entirely unnecessary to reward Mr. Hoppel, at the same time we are appreciative of the kindly feelings which prompted the act.

About a week later Ticket Collector J. J. Swinefest found a pocketbook on Train No. 288 between Fairfield and Bridgeport. The owner turned out to be Mrs. E. L. Marr, of 1944 Madison Avenue, New York City. Mrs. Marr also was so glad to retrieve her lost pocketbook that she insisted Mr. Swinefest accept a $5 reward.

Passengers may always feel assured that any property they may leave on the trains of the New Haven Railroad, if picked up by any of the train crew, will be taken proper care of and restored to the owner if possible.

When a bit of sunshine hits ye,
After passing of a cloud,
When a fit of laughter gits ye
An’ ye’r spine is feelin’ proud,
Don’t fergit to up and fling it
At a soul that’s feelin’ blue,
For the minit that ye sling it
It’s a boomerang to you.

—Capt. Jack Crawford.
285 YEARS OF SERVICE

Few families connected with this Company, or any other railroad, can show the service record of the Tower family of the South Shore. Their complete record is as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Years</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>John W. Tower</td>
<td>Conductor</td>
<td>46</td>
<td>Retired</td>
</tr>
<tr>
<td>George A. Tower</td>
<td>Conductor</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>Charles A. Tower</td>
<td>Engineer</td>
<td>23</td>
<td>Deceased</td>
</tr>
<tr>
<td>Frank C. Tower</td>
<td>Conductor</td>
<td>43</td>
<td>Deceased</td>
</tr>
<tr>
<td>Reuben F. Tower</td>
<td>Conductor</td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>Lorenzo W. Bates</td>
<td>Conductor</td>
<td>55</td>
<td>Cousin</td>
</tr>
<tr>
<td>Harry S. Bates</td>
<td>Conductor</td>
<td>37</td>
<td>Cousin (Deceased)</td>
</tr>
<tr>
<td>Warren L. Bates</td>
<td>Fireman</td>
<td>11</td>
<td>Cousin</td>
</tr>
</tbody>
</table>

This one family has furnished this Company six conductors, one engineer and one fireman.

It was a few months after the close of the Civil War when John W. and Frank C. Tower came to work for the old South Shore Railroad as brakemen, and both ran out of Cohasset for many years. After the opening of the road through to Duxbury in 1871 John W. Tower ran to South Duxbury, which was then the terminal, and continued to run there during his entire service, up to 1908 when South Duxbury was abandoned as a terminal, and then ran to Plymouth up to the time of his retirement. He is today living in South Duxbury, and is one of the few surviving members of the Duxbury Grand Army Post. His son, George A. Tower, is with us today and running on the South Shore. Charles A. Tower, his other son, who was an engineer, died a number of years ago.

Frank C. Tower ran out of Cohasset during his entire service; he and his brother John were two of the best known and most popular conductors on the South Shore and had run there so long that they knew everybody. R. F. Tower, son of Frank Tower, started railroading in the Old Colony freight office in Boston in 1892 but entered the train service in 1895 and is with us today on the South Shore.

Lorenzo W. Bates with a service record of 55 years to his credit has always run on the South Shore. He also was with the South Shore Railroad before that company was merged with the Old Colony.

Harry S. Bates, brother of Lorenzo, ran on the South Shore and also on the Cape. He died several years ago. A fine man and universally esteemed.

Warren L. Bates, fireman, is with us today. He is the son of Harry S. Bates.

The record of this family is something that this Company is proud of.

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The American National Red Cross will hold its annual nation-wide Roll Call, to enroll members for 1925, from Armistice Day, November 11th, through Thanksgiving Day, November 27th. Your membership will help maintain Red Cross service. Join in your home community or the community you are going to visit.
WHERE THE JOB IS WELL DONE

The importance of hygienic measures in providing drinking water for our passenger trains should be strongly impressed upon every employee whose duties are related in any way to this service.

Cleanliness is no more important in the foreground than it is in the background of the effort. Clean buildings and clean grounds are some of the effects for which Mr. T. L. Gannon, Car Foreman at New Haven Passenger Yards, is constantly striving.

The above photograph shows the interior of the house where the ice is prepared for the water coolers and where the coolers are steam cleaned and sterilized at regular intervals and in accordance with the requirements of good sanitation.

The work of installing coolers, with a separate section for the ice so that it does not come in contact with the water, has now progressed to the point where only a relatively small number of cars are without this feature.

A strange feature of the grade-crossing situation is that the railroad companies seem bent upon keeping us all from being killed, while we all don't seem to mind whether we are or not.—Columbus Ohio State Journal.

THE PITTSFIELD EXPRESS

Mr. Manly Ritch of Greenwich, Conn., is quite evidently a good natured individual with a plentitude of that saving grace, a sense of humor. So when he recently went to the Cornwall station on a Sunday evening to catch the Pittsfield Express, only to find that the train was not scheduled to stop there, he wrote this warning lyric which was printed in The Greenwich News & Graphic and The Greenwich Press:

If you'd like to know the swiftest speed
A railway train can run,
(I've seen the train, believe me, it can fly!)
Pay a visit to West Cornwall
And at setting of the sun
On a Sunday evening see that train go by.

To appreciate speed fully
Keep this thought within your head:
The Pittsfield train at Cornwall "stops to take"—
It used to in the olden days,
But now, behold instead:
A roaring streak!—with cinders in its wake.

If you have important work to do
One hundred miles below
And not another train will stop that night;
If you realize you might get "sacked"
For absence, you'll know
And not forget the Pittsfield train's fast flight.

O the Berkshire Hills are glorious!
It's magnificent to see
The mountains, brooks, majestic trees and lake!
But if you journey there by train,
Take this little tip from me:
When you'd return make sure it "stops to take."

—Manly Ritch.
HAIL, HAIL, THE GANG'S ALL HERE

It is expected every member of Company “E,” 14th Engineers, will be present at the second annual reunion of the Company, to be held at New Haven, Conn., on Saturday, November 1st. Buddies of Company “E,” it will be worth your while to plan to come to New Haven for this reunion, as a gala day lies in store for you. The headquarters will be at the Railroad Y. M. C. A., opposite the General Offices, where members attending will register and receive full particulars covering the reunion activities.

The Committee in charge is sparing no effort to make this one of the best times possible. There will be a business session and election of officers, to be followed by a banquet in one of the handsomely decorated private dining rooms of the Cafe Mellone, 35-37 Center Street, with orchestra music, a unique entertainment and two good speakers. As the reunion is to be held on the day of the Yale-Army football game, and a good many members may undoubtedly be planning to take in this interesting spectacle, it should be an added incentive for attending the reunion.

The first reunion of Company “E” was consummated last year with the election of the following officers: George F. Sullivan, President; T. S. O'Leary, Vice-President; L. H. Hale, Secretary and Treasurer, and a committee composed of J. E. Damon, Springfield, W. G. Helms, New Haven, M. J. McCue, Hartford, F. J. Rice, Danbury, F. J. Killian, Pawtucket, T. S. O'Leary, New London, and J. L. Haggarty, New Rochelle, appointed in charge of reunion arrangements for this year. Last year there was a very good attendance of members of the company, but a good many were unable to make it. However, it is hoped those who missed the time last year will make it a point to be present this year, together with those who attended the first reunion.

Company “E,” New Haven’s “Own,” was recruited in the General Office building during May and June, 1917, from employees of the New Haven on the western end of the system. The Company was called into active service on June 28, 1917 at Camp Rockingham, Salem, Mass. A few weeks of preparatory training was gone through there, and then the Company embarked for France on July 25, 1917. The Company served with the British Army in Flanders for a year, later joining the American Expeditionary Forces, serving in the Aisne-Marne-Argonne offensives. After the Armistice, Company “E” returned to the States, landing at Boston on April 27, 1919, and were mustered out of service on May 3rd, the same year.

INCREASED R. R. EFFICIENCY

The National Industrial Conference Board has just completed and made public a report on its study of the efficiency of the railroads. It finds “a steady improvement in the performance of Class I railroads as measured by the volume of traffic moved each year since 1915.”

From 1915 to 1923, the report shows, there was a 23% increase in the number of ton miles produced, with an increase of only 13% in the number of freight cars used.

In the same period passenger traffic increased 13% and the total traffic units increase was 20% greater in 1923 than in 1915, the greatest for any year in the period studied.
A PARABLE

(From NEW YORK COMMERCIAL)

Once there was a man who bought a block in a city and paid for it $20,000. As it increased in value he advanced his rents. At last he was getting returns from the property based on a valuation of $200,000 and his neighbors called him a good citizen and nobody proposed to take from him either his property or his returns from the same, neither did any man say that a law should be passed to give the control of his block to a group of politicians. He stood high in the esteem of his community. His fellow men paid him homage.

Now, it so happened that the same man built a railroad that ran from his home town to another city in an adjoining state. The property cost him a million dollars and yielded no return in net earnings for a period of years, although it greatly helped both cities and all their inhabitants.

At last it began to pay modestly. At once the inhabitants of the cities connected by the railroad petitioned the Government to pass a law giving the politicians the right to arbitrarily control the management of the railroad. At the same time they began to berate the owner and called him an enemy of society.

The result was that the Government did take over the man’s railroad and did manage the property after a manner to make it more expensive to those who used it and of less value to the communities it served than it had been when it was controlled absolutely by its owner. As a consequence of this both the owner of the road and the communities served by it suffered.

Finally it came about that a queer and eccentric man who lived in one of the cities asked if anybody could explain to him why the owner of the railroad was berated for building, owning and operating that piece of property and praised for getting rich from the business block that cost him but $20,000.

And after he had asked the question no man answered, but publicly he was branded as a fool and one without sense. Furthermore, it was pointed out that when in his presence somebody had been heard to refer to the “intelligent public” the man had laughed derisively and after the manner of one who had heard somebody say something that was excruciatingly funny.

“No Trespassing”

On a farm in South Georgia is posted this sign:

“Trespassers will be persecuted to the full extent of 2 mean mongral dogs which ain’t never been ovary soshibil with strangers and 1 dubbel barelt shot-gun which ain’t loaded with no sofy pillers. Dam if I ain’t tired of this hel raisin on my proputy.—Everybody’s.

SERVICE

Service is something more than attention, something more than earnestness, something more than salesmanship. It is likewise much more than the sum total of the three. It is thoughtful, kindly, human, and not a mere impulse to automatic action. It depends not alone on courtesy and consideration of individual requirements, but rather on a pleasant anticipation of personal wants and desires. It means feeling, sincerity, initiative—the giving of something which cannot be purchased. This, alone, is SERVICE.—Arthur W. Ingalls.
MOELLER BUILDING ATHLETIC ASSOCIATION

Composed of Employees of the Auditor of Freight Receipts and Auditor of Revenue Departments

ANOTHER OUTING

On Saturday, August 9th, the employees of the office of the Auditor of Steamship Accounts enjoyed their first annual outing at Double Beach.

A special trolley was chartered for the use of those who did not have machines, and a basket lunch was partaken of between 1 and 1.30 P. M. This was supplemented by ice cream, watermelon, cigars and candy.

A severe thunderstorm necessitated postponement of the sports but gave those who desired a good opportunity on the dance floor.

Athletic events were run off between showers, provoking a considerable amount of laughter. The winners:

50-Yard Dash for Men—Won by E. A. Beckwith.

3-Legged Race for Men—Won by J. A. Edell and B. M. Bonham.

Sack Race for Men—Won by E. A. Beckwith.

Swimming Race—Won by W. H. Everest.

50-Yard Dash for Girls—Won by Miss H. McKeon.

3-Legged Race for Girls—Won by Misses J. Williams and K. Courtney.

Sack Race—Won by Miss K. Courtney.

Potato Race—Won by Miss R. Onofrio.

Two Irish women were discussing a railroad accident. One asked the other if any were killed in the terrible crash. She replied: "Sure, twenty-sivin Oitalians and wan Irishman," whereupon Mrs. Dooley, with a long sigh, came back with, "Oh, the pore feller."

_New York Central Magazine._
The baseball club representing the Boston Athletic Association (Boston and Midland Divisions) won the System Championship by defeating the New Haven team in two of the four games played for the decision, the first game played on Yale field on September 6 having resulted in a tie at 5 to 5 in 12 innings.

The second game played at Boston, September 16, was won by Boston 3 to 1. The third game played at New Haven was won by New Haven by a score of 12 to 4. The deciding game played at Mystic was won by Boston 4 to 3.

When the accompanying picture was taken, three of the Boston players were missing—Catcher Bob Russell, Third Baseman Eddie Hartrey and Outfielder Dewey Davis.

The Championship trophy, presented by General Manager C. L. Bardo in 1920, therefore remains in Boston since the Boston boys were returned the winners in 1922, defeating New Haven, in 1923 by defeating New York, and this year again winning over New Haven. It was won by Providence in 1920, and there was no contest in 1921.

Capt. Hall and the Boston boys are to be congratulated not only upon their success, but for their perseverance in keeping the Club together for the past five years. The difficulties encountered in so doing, in such a business as ours, are well appreciated when players are from all departments with varying hours of employment. It is expected a dinner will be given the Boston team with representatives of other Clubs participating, such as was enjoyed in the Fall of 1922, when Boston first won the trophy.
The System Track and Field Championships this year were held at New Haven, Conn., on Saturday, September 6th. Through the courtesy of Yale University we had at our disposal the finest track facilities in New England, as well as the use of the Varsity baseball diamond and tennis courts.

The program was quite extensive, embracing baseball and tennis championships as well as the track and field events.

Runners-up and winners of the System Tennis Championships, Doubles, at New Haven, September 6th, 1924

Left to right: W. T. Dorrance and S. E. White, General Offices, Athletic Association, Runners-up.


The day was all that could be desired and a very good crowd of railroad workers, officials and friends saw the track meet, which attracted the cream of the athletes on the System, and the keen competition held the interest of the spectators to the end. The performance of the Readville Shop Track Team is a noteworthy achievement as it is the first time in the history of the New Haven that a shop team has won a System Track Meet.

Miss Augusta Moessner, New Haven Division Athletic Association.

The total point score:
1. Readville Shops, Loco Div. ........ 24
2. Gen. Offices Ath. Assoc. N. Haven. 21
4. Moeller Bldg., New Haven .......... 10
5. Hartford Engine House ............ 10
6. New Haven Shops ................ 4
7. Dover St. Engine House ............ 3
8. Charles St. Engine House, Prov. ... 2
9. Stamford Engine House ............ 2
11. Danbury Athletic Assoc. ........... 2
12. Van Nest Athletic Assoc. .......... 1
13. Waterbury ..................... 1

The two Railroad Bands, one from the Readville Shops and one from Headquarters at New Haven, added materially to the general enjoyment of the occasion.

The program was concluded with a dance at Music Hall in the evening, attended by upwards of 600 employes. During an intermission in the dance, 50 beautiful silver cups and other prizes were awarded the winning athletes.

President E. J. Pearson, Vice-President E. G. Buckland, and Comptroller H. S. Palmer became interested in a basketball throwing contest with the result that Mr. Buckland won this informal event with a throw of 47 feet.

Top Row, Left to Right: Cerbo, Manager; Hansen, Umpire; Mandello, Beck, Bentz, Jarmle, Labano.
Bottom Row, Left to Right: DeLally, Trumbull, Captain; Wilkins, Kendicks, Nowell, Rich, Norton.

Cedar Hill clinched the System Baseball Championship of the Mechanical Department by defeating the Southampton Street Shop team in a final game by the decisive score of 15-2. Following the Cedar Hill-Southampton Street game, the Boston and New Haven Division baseball teams met in the first game for the Divisional System Championship.

The tennis results were:

Women's Singles:

Men's Singles:

Men's Doubles:
S. E. White, General Offices Ath. Assoc.

An unexpected number was contributed to the program of the afternoon by Charles D'Amico of Cedar Hill Engine House, otherwise known as "Daredevil Carson," in his thrilling act of extricating himself from a straightjacket in two minutes while hanging suspended in mid-air by his feet.

The winner and runner-up of the System Tennis Championships, Singles

The Safety Committee of Dover Street Engine House

They are making their presence felt in the reduction of accidents at Dover Street.

SELL THE “NEW HAVEN” TO YOUR COMMUNITY!
By C. M. Winters, Agt., Framingham.

The local Agent is but one of the connections between the N. Y., N. H. & H. R. R. and the public. How important, it is not essential to argue.

Each Agent should know the history of transportation, of all railroads in general, and his own “New Haven” in particular. He should arm himself with facts and figures to counter any arguments, detrimental to his road, and be in a position at all times to prove that the “New Haven” is not only doing a good job, but better than the average business.

He should not only devote some of his working hours to create a right attitude toward his road, as opportunity offers, but he should become a member of the Community in which he lives and interest himself in Community affairs and the other fellow’s “shop.” It is the duty, and should be the pleasure, of every Agent to sell his road to the Community and attain and maintain the proper spirit of the public toward the “New Haven.”

If this was only accomplished, and it can be, it would only be necessary to multiply by the number of stations and you would have the entire district, through which the road runs, and yes, beyond, solid for their own transportation machine, “The New Haven.” There is romance in our job, and we will take more pleasure in our work and do better work, if we find it.

The Production Department Dover Street Engine House

Front Row, Left to Right: Michael Beatty, time checker; Francis Crosby, time checker; John E. Finnegan, time checker; D. J. Moriarty, chief time checker.

Back Row, Left to Right: Wm. Courtney, time checker; Francis P. Griffin, time checker; Edwin Burke, time checker; Jerome G. Donovan, time checker; John W. Curran, time checker; Ralston G. Seavey, time checker.

The rest of the production force at the Dover Street Engine House who were not around at the time this picture was taken are: William Barry, time checker; James P. Moriarty, time checker; J. V. Coleman, time checker; J. C. Coveney, time checker; Gene Wohlstedt, production demonstrator.
**FUEL ECONOMY**

The figures for the system continue to show a commendable improvement over last year as evidenced by the following:

### FREIGHT SERVICE

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### PASSENGER SERVICE

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### SWITCH SERVICE

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<td>July</td>
<td>111</td>
<td>128</td>
</tr>
<tr>
<td>August</td>
<td>111</td>
<td>125</td>
</tr>
</tbody>
</table>

**CAN YOU RELATE A BETTER ONE?**

A dispatch from Prairie Du Chien, Wisconsin, recently told of a bargain train ride.

"Railroad rules are made to keep," says the news item, "so when Mrs. Frank Scott of Jewell, Iowa, presented one ticket to a Chicago, Burlington & Quincy train conductor for herself and thirteen children, all under 5 years of age, the conductor gasped, but he took the ticket.

"Mrs. Scott carried the family Bible to prove that all the children are her own. She is the mother of nineteen children. There are five sets of triplets and two sets of twins.

"The children occupied five double seats in the train. They were on their way to Regina, Canada."

Let's hear from some New Haven conductors.

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**Ungrammatical But Exact**

The Lady Remarketh—"Hobo, did you notice that pile of wood in the yard?"

"Yes'm, I seen it."

"You should mind your grammar. You mean you saw it."

"No'm. You saw me see it, but you ain't see me saw it."—The Christian Evangelist (St. Louis).

**CO-OPERATION**

Above group represents the M. D. A., the Company, and the Personnel Department in the order named at Dover Street. Left to Right: L. B. Linsenmeyer; Dean Willey, General Foreman; H. B. Wylie.

This publication needs photographs.

Pictures of people who have done something. Pictures of the things they have done.

Take your camera with you and send in the picture with an outline of what it is all about.
ALONG THE LINE

MOSTLY PERSONAL

OFFICE OF AUDITOR OF DISBURSEMENTS

On September 10th, "Steve" O'Brien, a member of the New Haven G. O. A. A. Baseball Nine, whose picture appeared in the September issue of "Along the Line," was married to Cathleen O'Brien, employed in Freight Agent's office, New Haven.

Frank Cremin, New Haven's popular tenor, who is employed in the Auditor of Disbursements' Office, has recently been broadcasting from Station WJZ. The New York papers commenting on same, stated that it was one of the finest and clearest concerts given in some time. Since the last concert Frank has been in receipt of a number of attractive offers to appear in musical comedy, all of which he has turned a deaf ear to, claiming that in railroading he is certain of his three "squares" a day.

Vacations for the season of 1924 in the Disbursements' Department are now nothing but a sweet memory which will be treasured until another season.

Some of the girls are very reticent when questioned how their vacations were spent, and Ye Scribe can only surmise a reason. In one instance, judging from the many letters one party is receiving from a far-away city, it would appear that a new ring will blossom forth and the fair one will take her place in the honor class of engaged girls of the office which now consists of Anna Apuzo, Lottie Gress and Alice Hughson.

OFFICE OF THE AUDITOR OF REVENUE

Frank Kelly is planning for his annual vacation of two weeks at Miami, Fla., in November. We caught him making out requisition for transportation, so the news is authentic. Hope we'll have good news in the next issue of "Along the Line" about his trip. He is so observing.

Mr. and Mrs. W. J. Babcock, together with Mr. and Mrs. W. Goodwin returned home at 4 A. M. from their vacation, thus beating that old one about "three o'clock in the morning". Martha's Vineyard was the place.

Tom Flaherty just returned from his vacation in Canada. Tom must have covered some mileage, for here is the itinerary: New Haven to New York, Buffalo, Niagara Falls, Toronto, Montreal, St. Ann and Quebec. While in Quebec he attended the Quebec City Fair; in Toronto he attended the Annual Fair—by the way, Toronto's Fair will not be a success without Flaherty's attendance. He doesn't miss this Annual affair. On this trip he was awarded an electric lamp—some luck, we'll say! His trip covered the following roads: New Haven, New York Central, Delaware & Hudson, Canadian Pacific, Canadian National and Canadian Pacific S. S. Lines.

Hearken to this: J. J. Singleton, M. J. Lynch, T. A. Fogarty and J. F. Mullally had their vacation in or on quaint Lake Maranacook, Me., and one of the boys came home and fell heir to a large fortune—and thereby hangs a tale.

Speaking of Radio—C. J. O'Brien bid 350 in pinochle, melded 160 with heart trumps. Everything was O. K. until the ten of diamonds was discovered. For this he received the "Brown Derby."

TAKES CHICKS ON VACATION

(From the Greenwich Press)

Charles Tucker, of Long Meadow, Mass., a brakeman on the N. Y., N. H. & H. R. R. Company's lines, has solved the problem of how to keep chickens and still go on a vacation. Mr. Tucker is now visiting friends in Essex, Conn. Before he arrived a van deposited a crate of live chickens. Mr. Tucker came later and announced that the only way he could get away on a vacation was to take his chickens.

Mr. Tucker is fond of pets. He brought two cats with him also.
STAMFORD ENGINE HOUSE

Man may come and man may go, but inspections go on forever.

The new “Pennsylvania” air compressor recently installed in the Inspection Shop will be ready for service as soon as the extension of the 550 volt D.C. line is completed. This pump will undoubtedly prove a great improvement over the smaller compressors, particularly now that the large M. U. inspection shed is in use.

Winnie Winnewisser, secretary of the local M. D. A., announces that he is the fond papa, as he puts it, of a “bouncing baby boy.” We who know Winnie well were inclined to be skeptical, but the box of cigars distributed by him dispelled our doubts. This event is noteworthy in view of considerable boasting by Repairman Barber and Batt of their female offsprings.

It was with regret that we lost the services of Electrical Inspector Philip H. Hatch, who was transferred to the Cos Cob Power House. We wish him well in his new field of endeavor as Engineering Assistant.

No one yet has been able to help Engine Dispatcher Theall solve his most difficult problem, i.e., how to assign power when he has none.

READVILLE SHOP NEWS

One of our employes, Mr. Wm. S. Peek, Time Clerk, has offered the following title for the magazine, “Service.”

The Locomotive Department M. D. A. local have announced that they will hold socials after each of their monthly meetings in the future.

This is a very good idea as it, of course, will go a long way toward keeping up 100 percent attendance at local meetings which means 100 percent membership in our railroad association.

The Readville Shop track team has made application to enter the Industrial League at Boston.

After taking over first prize at our recent field day, no doubt, they will be considered good stock for the Industrial League and bring about keener competition.

Arrangements are being made to have Readville Shop soccer team enter the Boston District of Massachusetts State League, and judging from the past performance of our soccer team, they should have little difficulty in entering and making a satisfactory showing.

Mr. Jos. Beston deserves the highest praise and commendation for the splendid work he has done with Readville Shop track team as manager. Beston is an ex-lightweight champion of England.

CEDAR HILL

You know Dave? Dave who? Why Dave O’Connor. Who doesn’t know Dave? Dave not only held down the chief clerk of Chief Clerk “Moe” Freedman’s chair when “Moe” took his vacation, but Dave is considered one of the most influential politicians in the city of New Haven, one whose wisdom is sought not only by the leading citizens of his own fair city, but by the leading politicians of the State as well. Dave O’Connor is not only a valuable asset to the New Haven Road, but a most worthy friend to many.

G. A. Palmer who had been working at Cedar Hill for sometime as machinist and foreman, was recently transferred to the Bonus Department, going to Readville as a demonstrator. Mr. Palmer has a most genial disposition, mature in his understanding of men and things, a gentleman through and through, in fact a man that gives weight to any corporation. Mr. and Mrs. Palmer are now pleasantly located at Forest Hills, and here’s wishing them both the very best of success.
E. C. Jewett recently promoted to the position of Foreman Mechanical Inspector 1st trick at the inspection pits.

P. Collins has been appointed drop pit foreman in place of George Milne, transferred.

George Milne has been given the position of bonus demonstrator, covering Cedar Hill, Hartford and Springfield. Demonstrator John Croumey is transferred to Providence.

Chief Engineer Ostrander after spending vacation in the Northern States near the border is on the job again.

Walter Burns, the Time Clerk that keeps smiling, that knows everyone of his 500 subjects by number, as well as by name, spent his vacation baking in the sun at Hamptonasett (Only 4 double) Beach. While no doubt Walter missed the boys, it is a safe bet he was not altogether lonely. How about it, Walter?

"Johnnie" Wynne, Coal Pocket Foreman, has completed his vacation taking a motor trip with his family. "Johnnie" can now be found back on the job hustling as usual.

"Moe" Freedman, known as "The Chief Clerk of Chief Clerks" has returned to the office once more after spending his so-called vacation at the shore. All are mighty glad to see him back, but sorry indeed to learn he has not been feeling 100 percent for some time, being under the care of a specialist. It is safe to say, however, that if kind wishes and thoughts help a little bit, "Moe" will soon be a well man.

It is a pretty well known fact that all well governed shops and roundhouses have one or more goats. Cedar Hill did boast of two, but now alas! we only have one, for one old faithful registered as number "2819" who had been turned loose on the farm all summer has now disappeared entirely. Reports state she was last seen near Readville.

Men, like trains, are at their best when they are on the level.

VAN NEST SHOP GOSSIP

Mr. Samuel Bray, Machinist, has just returned after spending his vacation on the continent.

Now, Sam is not rich, but his slogan is "BE ON TIME, BE PRESENT AND SAVE YOUR MONEY." He has never been late and only absent one day (the day he had his passport vised) since being employed by our road.

He was born in Chasewater, England, and came to America at the age of three years, with his parents, his father being interested in the gold fields in California. Sam became an American, but has longed to see the place where he was born, his relatives who reside in England, and also the sights. So as a direct result of his slogan, he sailed July 3rd on the "Lancastria" bound for London, England, and after being absent ten weeks, returned on the "Franconia," with many a tale to tell of his visits to historic places and of seeing sights worth while in England and France.

To quote him: "The country is magnificent, wonderful and glorious. London is intolerable owing to its scarcity of work, the H. C. L., the Dole System, the loose morals, and the disgraceful way in which the female sex smoke on the streets. Carpenters who are getting top notch wages of £3.30 ($15.75) per week for 44 hours struck for a halfpenny (1 cent) per hour increase. They lost."

People with whom Mr. Bray conversed admitted the Dole System was making loafers out of them. "For why work when the man who works gives two shillings (50c) for every pound ($5.00) he earns to the system which goes to the unemployed."

"The English Channel was exceptionally rough, but I never fed the fish. Paris, that's the place. Life is just one pleasure and amusement after another and, oh, boy, the Follies Bergere is some show. Mind you, living ART. The beautiful parks, wonderful promenades, the winding Seine with its picturesque bridges all make a pleasant picture long to be remembered. The view from Eiffel Tower was by far the grandest that one could wish."
“Back to England and to talk about their railroads. They travel fast, but the soot—the partitioned coaches—ten persons to a compartment—first and third class coaches, the chief difference being in the fare and the upholstery. They have no station masters and what they need most is system. People rush to the trains and crowd the platforms, so that it becomes almost impossible to get off. This happens at the terminals where the incoming trains are outbound again. The gates close two minutes before the train leaves.”

Sam declares, “I have heard so much about England this and England that, but the whole is summed up this way, 'Like the old gray mare, she ain't what she used to be.' The gardens, scenes, Wembley Park, the exposition, historic places, old and beautiful architecture, all with their traditions and historic value, and the most impressive St. John’s Cathedral on the interior, it’s all beautiful but after all is said and done, I'm glad I’m an American and will die one.”

He is also thankful that he is a machinist of the New York, New Haven and Hartford Railroad, instead of the Great Western or the Great Northern, “and many there be who (if they never knew before about our railroad) know now that it is the greatest electrified railroad in the world.”

The Van Nest Outing held at Pleasure Beach, Bridgeport, Conn., was an enjoyable success and well attended, given by the Van Nest Local of the Mechanical Department Association.

We have an efficient fire department. In one week, three minor fires were out before the alarm was through ringing. One was put out by one of our firemen, Briggs, before he rang the alarm, but there was lots of smoke and the Chief says, "Where there's smoke, there is fire."

ON THE BOSTON END

Jack Regan of the Dispatchers Office, owner of the well known "Blue Streak" took Lester Payne and Tom Clark to Marshfield Hills in a hair raising trip of 35 minutes from Quincy Square, but it took Jack three days to get the “Blue Streak” back to the home terminal.

Bobbie Taylor, Telegraph operator, South Braintree station, and the Babe Ruth of the Alpha A. A. baseball team of that town, are planning on another trip to the Maine woods during the open season on big game. Everybody get set for a feed of deer meat.

John Higgins, Chief Clerk to Master Mechanic Maxwell, spent his vacation at his camp at North River, Marshfield Hills, during September.

Howard Jones, Train Dispatcher, Boston Division, has been summering at Boxford, Mass., commuting via the Newburyport Turnpike in his 1904 Stone Crusher.

Miss Cora Hamilton of the Division Accountant’s Office is entertaining her friends with an interesting account of her recent tour which took in such points of interest as Quebec, Montreal and Niagara Falls.

Miss Mollie Twiss of the Division Accountant’s Office spent her vacation with a party of friends viewing the wonders of Niagara Falls.

Lester Wright, Fuel Clerk, Boston Division, accompanied by his family, motored to Wolfeboro, N. H., where they all enjoyed the Simple Life for two weeks without a thought as to how many scoops full of coal the firemen used per mile.

When Cohasset station was abandoned as a terminal on Sept. 29th the Ticket Agent and Telegraph Operators' position held by Miss Annie Nichols was abolished and Miss Nichols retired from the service after a service of forty-four years as a Telegraph Operator, having entered the employ of the Old Colony Railroad in May, 1880.

At the approach of the Bowling Season, Veteran Bowler Tommy Clark of the Train Dispatchers Office went into active training and expects a good season and hopes to equal his last years record when he finished second in the women’s section.
Nathan E. Ewell, Telegraph Operator at South Braintree station, has made quite a reputation as a florist. He has put in years of study and a lot of work in developing his prize winning dahlias and gladioli. His gardens located near the Braintree Highlands station attract considerable attention every season when the flowers are in bloom and his exhibits at the Fall fairs and flower shows have always won honors. Mr. Ewell donates a large portion of his flowers to the hospitals.

Harry Curran, extra Dispatcher, spent a week at Atlantic City during September and remembered the Kids with Postal Cards. Bennie Gordon says Harry must have got the cards in an antique shop or a museum as there was not a Bobbed Hair Beauty in the lot, but Feddie O'Neil, Custodian of the Album, accepted the cards for the Old Timers' Book.

Martin Welsh, Signalman, Harrison Square Tower, has returned from a sightseeing trip to the Pacific coast.

Operator George Broderick of the General Office has gone to Plymouth as Ticket Agent, and Joe Laberge says the place ain't the same without "Jorge."

NEW LONDON DIVISION ITEMS

Mr. and Mrs. Harry O'Brien have issued invitations to the wedding of their daughter, Nina Teresa, to Mr. Lawrence Edmund Riley, at Saint Mary's Star of the Sea Church, New London, 9.00 a.m., Wednesday, October 15th. Miss O'Brien is a very popular ticket clerk in the Union Station, New London. Their many friends wish the young couple many years of wedded bliss.

Mrs. Florence Hermanns, for the past four years a stenographer in the office of Mr. R. M. Smith, Asst. Superintendent, tendered her resignation on September 27th. Her associates presented her with a farewell gift as a testimonial of their esteem.

Mrs. Helen McIntosh has announced the engagement of her daughter, Geraldine Helen, to Mr. David Keatly, of No. 6 Arcadia Park, Somerville, Mass. "Jerry" is the petite comptometer operator in the Division Accountant's Office. "Lucky man," we say. How the Time Clerks will miss you, "Jerry"!

Mr. George F. Reichel, road foreman of engines, accompanied by Mrs. Reichel, and Miss Lillian Delano, employed as clerk in Assistant Superintendent Smith's office, have returned from the Traveling Engineers' Convention in Chicago. George reports that the convention was a great success, the lectures and exhibits being extremely interesting.

Mr. W. J. Smith, trainmaster, and Mrs. Smith, accompanied by Mr. H. M. Dunn, yardmaster at Norwich, Conn., and Mrs. Dunn, have returned from a two weeks' auto trip through the Catskills, including Niagara Falls and a visit to Mr. Smith's birthplace, Wallace, N. Y. "Bill" fell hard for "The Falls."

The Bowling League of the Athletic Association, New London Division, will begin their schedule shortly. The following committee has been appointed to make all arrangements:

John L. Sullivan, Accounting Department.
T. S. O'Leary, Trainmen.
A. G. McKay, Division Engineers.
George Richardson, Signal Department.
William Nordenhold, Bridge and Building Department.
Joseph Gomes, Chief Dispatchers.
W. J. Smith, Superintendents.

The Misses Laura Comi, Geraldine McIntosh and Ethel Saunders will make arrangements for the Ladies' Bowling League.

Stationmaster "Tim" Collins takes his vacation the first two weeks in October and is planning a trip to the Series. Tim wouldn't sign up with the "Royal Rooters," and evidently he must be going to root for Walter Johnson.
Dan Shea, yard brakeman at Fort Yard, New London, is forming a "Giant Royal Rooters’ Club" to attend the World Series in a body. The following have already signed up: Fred Finnegan, Wallace Bailey, John Gibson, James Finnegar, William Donegan, Frank Keenan, Mike Gilligan, Charles Welch, and Harold May who has been appointed the cheer leader.

Passenger Conductor Henry Harmon on the Worcester Boat Train is spending a couple of weeks in Montreal and Toronto.

"Nate" Shea, one of our most popular ticket collectors, was in town the other day sporting a new Paige roadster.

It is rumored on good authority that Trainman "Bo" Edwards is publicity agent for the Fourth Party: "Andy Gump for President."

Everyone was glad to welcome back Assistant Superintendent Robert M. Smith, who resumed his duties August 22 after being confined to his home for several months.

If you don’t think co-operation is necessary, observe what happens to a wagon when one wheel comes off.

ON THE NEW YORK END

Whenever the fire engines pass by Mr. Rathbun pricks up his ears like an old fire horse. He is a great "buff" and popular with the regulars in many of the fire houses. He wouldn’t give you two cents for a modern novel, but hand him an account of a five-alarm fire and he’ll eat it up!

Ralph Boyle made rather a unique trip on his vacation. He took the boat to Jacksonville, and from there made an inland boat trip of about 400 miles, passing through much of the wild Florida country.

Miss Carley Jensen of Mr. Barnett’s office suffered a severe illness which kept her away for six months, and everyone is glad she is now able to be back on the job.

Chief Clerk Gilbert A. Reed of the same office was also under the weather for about six weeks. "Wallie" Reed, the 2nd, as his associates call him, is the son of our Mechanical Manager, L. N. Reed. He contracted septic poisoning at his home in New Rochelle. His father had him removed to Boston, where four physicians attended him, and happily he is now quite well again.

"Ace" Mullen isn’t the only one who can give up smoking. John Calhoun, who shares the same office, has gone and done likewise. Says that allows him 15¢ more a day for lunch. Look out for the waist-line!

Jerry Reddington and Charlie Grimm recently tried out The Montrealer and the Washingtonian on a flying trip to the Canadian metropolis, and hereafter will always make their visits by that route.

Mrs. Betty Ryan of the Freight Department, chose Long Island for her vacation. She refused to affirm or deny that the presence of H. R. H. in the same general neighborhood had anything to do with her choice.

Ed. Moore decided on Nantucket for his vacation. Ed. believes in visiting and getting to know the places along our own lines. And that’s a good idea!

When the presence of William A. Anderson, Cashier in the Bridgeport freight office, and his bride of two weeks, was discovered at the dinner in honor of General Agent Nickerson, someone tipped off the musicians, who promptly played the Wedding March. Thereupon the diners clapped until the blushing couple stood up to acknowledge the salute—and they they clapped twice as hard.

The young lady who is now Mrs. Billy Anderson, was before she said "I do," Miss Francis Kelly.
General Yardmaster Bristol says when people write letters to be read at banquets, they have no business to include tongue-twisters. And then, too, they should print their names.

Someone suggested that we ask General Agent W. C. Skidmore if he knows anything about the speed laws of Red Bank, N. J.—but so far we've dodged the issue.

Road Foreman of Electric Locomotives W. J. O'Meara, we are afraid, is headed for Hollywood. At any rate, not long since we saw him in the act of turning the crank of a motion picture camera. He was helping out a Kinogram man.

If you go to the movies keep your eye on the Kinogram weekly, and maybe you'll see some of the results. Some others who had their hands in it were Yardmaster John Dunford at Oak Point, Engineers William F. Mornhinweg and Franklin J. Phelps and Firemen George Wilson and George Henry Wands.

Captain of Police W. L. Henderson recently acted as host at an Old Fashioned Rhode Island Clambake. However, it was held in New Rochelle at City Park. But from the accounts we have heard, no Rhode Island Clambake held in Rhode Island ever came up to the Rhode Island Clambake held in New Rochelle. Certain Waterbury folks are now clamoring for more bowling matches since they have discovered how Captain Henderson pays his debts.

Conductor Harry Barber of Greenwich is back on the job again after an attack of grippe.

We regret to report the recent death of Conductor George W. Warner, of Bridgeport, who entered the service 32 years ago as brakeman. A few years later he was promoted to baggagemaster on the Berkshire division. Later he was made freight conductor, and subsequently passenger conductor, having charge of the "New Milford Special" between Bridgeport and New Milford. A conscientious and loyal employee, he was held in high esteem by all his associates.

Chief Clerk Jim Chisholm of the General Superintendent's office is an ardent bike race fan. We bet Jim couldn't ride a bike himself—he's so long his knees would catch on his chin as the pedals revolved.

News leaked out what was the date of Bob Townley's birthday, and the boys in the Telegraph Office presented him with a beautiful bouquet of sun flowers and dandelions!

Mike Donovan also received a bouquet from his friends and admirers. In fact, he received two—both golden rod. In spite of which he has escaped his usual dose of asthma.

Agent Mike Carroll of Cannondale is often observed out on the road flagging autos at the crossing alongside his station as trains go by. Good work.

Conductor John Swinefest has attained a reputation as champion clam digger.

Conductor Larry Benz recently suffered the sad loss of his boy, who was killed by an automobile from Providence, R. I. All his fellow employees extend their sympathy to Mr. and Mrs. Benz.

Conductor Pat Keegan is a charter member of the Boosters' Club. He always carries a supply of pamphlets and literature about the road, ready to produce them the minute a passenger shows an interest in some particular subject.

It would be hard to find a more genial soul than "Pete" Hunt, Stationmaster at Bridgeport. He is the essence of courtesy and cheerfulness, and is a real asset to the road.

Eddie Flannigan, Signal Maintainer at New Rochelle, recently purchased a new Maxwell. We have a lot of brave boys at New Rochelle; they let Eddie take them out driving while he was learning how to step on the gas.
While turning in his cash fares at Assistant Treasurer Hall's office, Conductor Shutes got such a glowing account from Walter of the lures of Bridgton, Me., that after the dentist got through monkeying with his jaw, he went up there to convalesce. Oh, yes! He said one of the fish was so big he had to cut it in half to fit it into the boat, letting one-half slip back into the water.

Oscar Carlson, carpenter in the Marine Department at Harlem River, has deserted the ranks of the single men and entered into the sea of matrimony. Luck to them!

About the most popular man at present in the Marine Maintenance Shop is Foreman Carpenter John Carlson. Somebody must have broadcasted that he was in the market for an automobile, as he is besieged by salesmen from all leading makes of cars. It is no unusual sight to see him in the evenings riding around in Studebakers, Buicks, Willys-Knight, Dodge, Maxwells; but so far all he has are good intentions.

Carl W. Johnson, Blacksmith, is on a three months' leave of absence, which he is spending at Corona, California.

Everyone at Harlem River was glad to know that Superintendent Baily was well and back on the job again after his recent illness.

Miss Viola Demarest, relief operator on the New York Division, certainly gives us the "voice with the smile." Almost, in fact, to the point of endearment. We print this so that some of the fellows won't think they're the sole hearers of said smile!

We had a sample of Leo Gallagher's splendid courtesy and affability when we called at the Superintendent's office to get acquainted. Many thanks.

Conductor Sam Foster remarked: "Many of our conductors are studying the road maps and signals to Worcester and Boston. Some one must have given them a tip on next year's business."

CENTRAL NEW ENGLAND NOTES

Oakley Wigg, lieutenant in our Police Department, has been taking a course in finger printing. He spent the greater part of his vacation in the Bureau of Identification, New York Police Department, going further into his course. He expects to become expert in this particular line.

Patrolman Harry Fuller of the same department is also taking up the finger printing game, and it looks as though Captain Rozelle is going to have quite some finger printing experts in his department.

Charlie Colgan, Round House Foreman at Hopewell Junction, recently married Miss Mary Derling of Poughkeepsie, and they have gone to housekeeping in a nice little six-room cottage. Charlie, however, says this doesn't mean he's given up fishing—not by a long shot! In fact, that's how he spent most of his vacation.

Charles Ferguson, Paymaster at Poughkeepsie, and Mrs. Ferguson, spent their vacation at Atlantic City and Washington, D. C.

Walking in the neighborhood of the Poughkeepsie station with our popular claim agent, Joe Deegan, is just about like walking along with the Prince of Wales—everybody knows him. "Hello, Joe!" came popping at him from all sides when he was showing us around recently. And down in the town it's not much different.

When the boys want to kid along Charlie Colgan nowadays they ask him if he's found any automobile tires along the roadway lately! But only those with long legs ask the question. You see, it has a string to it!

Miss Mary Senkier, Mr. Deegan's efficient stenographer, is like a ray of sunshine. All of which makes Joe's office a pretty attractive spot, for Joe himself is no thundercloud.
**THIRTY-SIX CENTURIES OF SERVICE**

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION</th>
<th>EMPLOYED</th>
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<tbody>
<tr>
<td>Thomas Deskin</td>
<td>Freight Conductor</td>
<td>New Haven</td>
<td>Mar. 1860</td>
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<tr>
<td>Riley Ellsworth Phillips</td>
<td>Engineman</td>
<td>New Haven</td>
<td>July 1865</td>
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<tr>
<td>James F. Gardner</td>
<td>Foreman's Assistant</td>
<td>Old Colony</td>
<td>Apr. 1868</td>
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<tr>
<td>George Henry Saunders</td>
<td>Passenger Conductor</td>
<td>New London</td>
<td>Apr. 1868</td>
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<tr>
<td>James William Gillerin</td>
<td>Train Baggageeman</td>
<td>New Haven</td>
<td>May 1868</td>
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<tr>
<td>Lester M. Phillips</td>
<td>Train Caller</td>
<td>New Haven</td>
<td>June 1868</td>
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<tr>
<td>John Charles Kane</td>
<td>Station Agent</td>
<td>New Haven</td>
<td>July 1868</td>
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<tr>
<td>John Edw. Killoy</td>
<td>Train Baggageeman</td>
<td>New Haven</td>
<td>May 1869</td>
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<tr>
<td>William Stephen Lucey</td>
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<td>New Haven</td>
<td>June 1869</td>
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<td>Stephen S. Thayer</td>
<td>Recorder Clerk</td>
<td>New Haven</td>
<td>July 1869</td>
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<tr>
<td>William Nash</td>
<td>Car Inspector</td>
<td>Midland</td>
<td>Aug. 1869</td>
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<tr>
<td>Clarence A. Simmons</td>
<td>Leader Rdv. Shops</td>
<td>New York</td>
<td>Oct. 1869</td>
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<td>Lorenzo B. Nickerson</td>
<td>General Agent</td>
<td>New York</td>
<td>Dec. 1869</td>
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<td>T. W. Hoogs</td>
<td>Office of Vice-Pres., Station Agent</td>
<td>Old Colony</td>
<td>Apr. 1870</td>
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<td>John Somers</td>
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<td>June 21, 1870</td>
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<td>Lorenzo Warren Bates</td>
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<td>Providence</td>
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<td>Duncan J. McPherson</td>
<td>Gatemeter</td>
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<td>Charles Marchant</td>
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<td>Charles Waldo Ralph</td>
<td>Comptroller's Office</td>
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<td>Septimus H. Wetwood</td>
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<td>Nelson Peloquin</td>
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<td>Isaac Latimer Germond</td>
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<td>Asa Herbert Porter</td>
<td>Carpenter</td>
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<td>Walter Spratt</td>
<td>Outside Joiner</td>
<td>Providence</td>
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<td>Theodore E. Robinson</td>
<td>Yard Brakeman</td>
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<td>Timothy J. Maloney</td>
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<td>Hugh Augustus Gillerin</td>
<td>Section Foreman</td>
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<td>James F. Tierney</td>
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<td>Charles Henry McLoon</td>
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<tr>
<td>Francis Leroy Ashley</td>
<td>Telegraph Operator</td>
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<td>James Lewis Waterbury</td>
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<td>Albert Erwin Spencer</td>
<td>Mgr. Sta. Restaurant</td>
<td>Providence</td>
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<td>Miss Mary McCarty</td>
<td>Passenger Conductor</td>
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<tr>
<td>Frederick Harvey Gregory</td>
<td>Rec. &amp; Loading Clerk</td>
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<td>Thomas Burns</td>
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<td>Charles Leonard</td>
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<td>Charles Ruggles Sawyer</td>
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<td>John Fitzgerald</td>
<td>Treasurer</td>
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<td>Augustus S. May</td>
<td>Bridgemaster</td>
<td>Providence</td>
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<tr>
<td>Michael J. Cunningham</td>
<td>Crossing Watchman</td>
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<td>Eugene Byron Chase</td>
<td>Signalman</td>
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<td>Maurice August Colbert</td>
<td>Asst. House Foreman</td>
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<td>Lucius Franklin Slocum</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>Bradford Dorrlee Bosworth</td>
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<td>Chas. R. Densmore</td>
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<td>Frank Kaeppel</td>
<td>Engineer</td>
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**WE REGRET TO ANNOUNCE THE LOSS FROM OUR HONOR ROLL OF WILLIAM HENRY HYNES, 51 YEARS SERVICE, WHO DIED SEPTEMBER 10, 1924.**
George Henry Saunders was born at South Braintree, Mass., on August 1, 1850, and still resides there with his wife.

He first entered the service of the Old Colony Railroad in April, 1868, as section man between Quincy Adams and South Braintree under J. W. Baker, roadmaster. He worked on section during the summer, and in the fall was employed in the shop at South Braintree repairing iron rails which were used in the main tracks at that time, the change from iron to steel rails being under way.

He continued in the service of the shop for six years, and in 1874 returned to the section where he was employed about two years, after which time he entered the train service and was promoted to conductor in June, 1877, and has continued in this service since that time.

For the past sixteen years he has run the so-called “Market” train running between South Braintree and Boston, which train is patronized by men employed in the wholesale market trade. This is train 5000, due to leave South Braintree 5.05 A.M. and arrive Boston 5.41 A.M.

Mr. Saunders recalls that when he first went to work it was necessary to report about 4 A.M. in order to sweep out and clean the cars and build fires. At that time wood stoves were in use.

Mr. Saunders is now enjoying good health and hopes to give many more years of service.

James William Gillerin, sixth on the list of those still in active service who have been employed fifty years or more, was born November 21, 1857, at Providence, R. I.

On April 1, 1868, he started his railroad career as Crossing Flagman. December 6, 1881, he entered train service as a Freight Brake-man. Nine years later he was promoted to Passenger Trainman, and the following year to Train Bagagemaster. Since January 10, 1891, he has been employed in this capacity, running regularly in the service of the New London Division.

Mr. Gillerin has given 56 years of continuous service to the “New Haven” and is still “on the job.” He has an enviable record, and is still performing his duties with the same efficiency and loyalty that has characterized his long term of railroading.

It is a most interesting coincidence that Mr. Gillerin’s brother, Hugh Augustus Gillerin, entered the service of the New York, Providence and Boston Railroad in 1871, three years later than the subject of this sketch, and he, too, is still in active service, appearing as the twenty-sixth oldest employee. It is also worthy of mention that Mr. Hugh Gillerin’s record is equally enviable to that of his brother. His name will be reached in due course as the records of these veterans are noted in turn. However, it seems a proper thing to make reference at this time to this most unusual record of family service.
WILLIAM HENRY HYNES, Agent at Woodside, N. Y., on the Harlem River Branch, suddenly passed away on the morning of September 10. At the time of his death he was 67 years of age, and in May last he had completed 51 years of continuous service for The New York, New Haven and Hartford Railroad Company.

It was on May 28, 1873, that he came to the New Haven Railroad, as telegraph operator and chief clerk in the Superintendent's office in New York, when John P. Moody was in charge. In June, 1910, he was transferred to Yonkers, N. Y., where he became towerman. In September, 1911, he moved to Rye, N. Y., as night clerk and telegraph operator; two weeks later was promoted to Operator; and in August, 1917, was again promoted to be agent at Woodside, which post he held up to the time of his death.

Assistant Superintendent H. J. Reynolds was among those who attended the funeral service for Mr. Hynes. "He taught me the business," said Mr. Reynolds. "He was a splendid railroad man and had a very lovable character. I feel very sad at his passing."

CHARLES AUGUSTUS CALL, Assistant General Passenger Agent of the New Haven Railroad at New York, died October 17. Mr. Call was born in Boston, July 5, 1866, and entered the service of the Railroad on the New York and New England Railroad as a clerk in the Passenger Department in 1883. When that railroad was made part of the New Haven System in 1898 Mr. Call continued with the New Haven Company in a similar capacity. In 1905 he was promoted to General Agent of the Passenger Department at New York. In 1908 he was transferred to Boston in the same capacity and in 1910 he was promoted to Assistant General Passenger Agent.

Mr. Call resigned in 1912 to become General Passenger Agent and General Freight Agent of the New York, Westchester and Boston Railroad, a subsidiary of the New Haven. In 1915 he resigned to return to the New Haven Company as Manager of the Industrial Bureau at Boston. In 1918 he was appointed Assistant General Passenger Agent of the New Haven with offices in the Grand Central Terminal, New York City, which position he retained up to the present time.

For the past several years he had made his home at Cos Cob, Connecticut. Mr. Call is survived by his widow, who was Mary E. Morgan, a ten-year-old son and a sister, Miss Ann Call, of Brighton.

JAMES A. DOLAN, for 36 years an employee of The New York, New Haven and Hartford Railroad Company, as a telegrapher and towerman, died August 8, 1924.

Upon entering the service of the New Haven, "Jimmy" Dolan, as he was known, was stationed at Willimantic as telegraph operator. It was there he met his partner in life, Sarah Anderson, whom he married in St. Joseph's Church West Haven. Shortly after their marriage Mr. and Mrs. Dolan moved to Stratford, Conn., where most of their lives were spent.

"Jimmy" worked the larger towers in and about Bridgeport, and when "River Road Tower" was built at the west end of the Devon Drawbridge, he was the successful applicant for this position, which he held for years.

Mr. Dolan is survived by his wife, Sarah Anderson Dolan.

THOMAS CARROW, 59, a veteran conductor on the Midland Division, was instantly killed at Woonsocket about 7 P. M., October 22nd.

En route from Woonsocket to Blackstone Conductor Carrow was in the habit of tossing his register slip from the train to Towerman Herbert A. Steere, and although there were no witnesses to the accident, it is believed that, while in the act of doing so, he leaned too far from his train, striking the abutment of the bridge, causing him to be thrown to the ground.

Thomas Carrow was born at Haniford, Canada, on November 1, 1865. He entered the railroad service on September 30, 1893, and was promoted to Passenger Conductor April 13, 1911. Mr. Carrow was a highly-respected citizen. He was popular not only among his associates and with the management, but particularly with the public. Never failing in his courteous and obliging treatment of the traveling public with whom, by virtue of his genial disposition, he came in close contact, he was, as well, a most capable and efficient conductor.

It is truthfully said of Tom Carrow that he never accepted an assignment that he did not discharge with efficiency, to his credit and to the entire satisfaction of his superiors.

Mr. Carrow was a 32nd Degree Mason, a member of Montgomery Lodge of Milford, Mass. He was also a Knight Templar and a member of Aleppo Temple, Mystic Shrine.

MRS. WINIFRED M. McMAHON, wife of Mr. James R. McMahon, Chief of Police of the New York, New Haven & Hartford R. R. Co., died Oct. 3, 1924, at her late residence, 14 East Brown Street, West Haven, Conn. Mrs. McMahon was active in all charitable and uplift movements in her community, and she will be greatly missed by the wide circle of people who claimed her as a friend.

Surviving her are her husband, Chief James R. McMahon, three children, Francis, Mary Louise and Winifred, her father, Matthew Butler of West Haven, three brothers, Edward, James and William Butler, and two sisters, Mrs. A. E. Harris of Denver, Colo., and Mrs. McLennon of Chicago, Ill.
A GOOD COVENANT

I will start anew this morning, with a lighter, fairer creed;
I will cease to stand complaining at my ruthless neighbor’s greed;
I will cease to sit repining when my duty’s call is clear;
I will waste no moment whining, and my heart will know no fear.

I will look sometimes about me for the things that merit praise;
I will search for hidden beauties that elude the grumbler’s gaze.
I will try to find contentment in the paths I have to tread;
I will cease to have resentment when another moves ahead.

I will not be swayed by envy when my rival’s strength is shown;
I will not deny his merits, but will strive to prove my own.
I will try to see the beauties spread before me, rain or shine.
I will cease to preach your duty, and be more concerned with mine.

—S. E. Kiser.
It is Cheaper to Prevent it!

Fire Wastes Life, Health & Wealth. Be careful with lighted matches and cigarettes; clean up rubbish, repair chimneys and correct other hazards. Don’t wait until fire occurs.

International Photo, National Board Fire Underwriters, New York