OUR MOST MODERN UNIT CAR
"OUR ROAD"

There are 4889 men who do their day's work on the New Haven Railroad for whom the phrase "our road" has acquired a deeper, in fact a double, meaning. For they are now not only its wage-earners as employees, but its creditors as bondholders. They have today a twofold lien—that wage lien which the law is accustomed to rank first, and also the legal lien which lenders hold. Beneath these two material phases is a moral or social one, perhaps in the long run most significant of all,—the new lien of loyalty as well as interest.

For these men, in all branches of the service, have voluntarily diverted from their pay envelopes into the road's treasury the impressive sum of $857,000 in subscriptions to the $23,000,000 15-year 6% bonds which have just refunded the "European Loan" that matured April 1. These employee subscriptions ranged in amount from $100 up; their average is just a shade above $175.

The company itself is highly entitled to say "best of all" when citing this very unusual achievement in the discussion of the refunding operation in its annual report. President Pearson, in his letter of appreciation Monday for what has been wrought in public support of the road, enumerated seven gratifying results of that operation which go beyond the mere figures of finance. Among them he puts "a new interest in the welfare of the New Haven Railroad on the part of those of its customers and its employees who subscribed for the bonds." It is truly a new link between road and public, between management and worker.

The significant thing is that these workers so loyally and liberally participated in what was a novel undertaking in corporate annals. It was truly a community affair, and labor caught and kept step. Vision, courage and faith inspired the project, and in all these the workers shared. Conceived in Connecticut, spreading thence to Massachusetts and Rhode Island, until it was a movement representative of all southern New England served by the New Haven, the undertaking overcame all skepticism and culminated in the sweeping success of a total of $31,574,900 tendered, as against $23,000,000 needed. Here was an oversubscription of $8,574,900 where in the beginning the road had thought it might need to ask another extension on 80% of the debt, paying 20% out of its improving finances.

Most notable of all is the source of these subscriptions of aid and support. The initial impetus came from the shippers,—not so long ago as a class supposed in rate controversies and especially in political discussions to be inherently the critics and antagonists of the railroads. But it was Nutmeg State manufacturers who started to line up southern New England industry behind the project. Beside the directors themselves with their $1,030,000 pledged, banks and insurance companies quickly appreciated the situation. So, one after another, did the manufacturing interests of southern New England. More than 53% of the total subscription is New England money.

If shippers had been mistakenly regarded in the past as natural foes of railroads, still more so did that old fallacy attach to relations between "capital and labor." How effective is this new understanding was revealed the other day by a canvass of the men working on a dining car running to New York. Every employee in the car had subscribed for the new bonds. It is now, as never before, "their road,"—a road with fortified credit, new understanding and co-operation with all its patrons, and consequently greater powers to serve them. To nearly 5000 men that road will now remit interest checks as well as pay checks. They henceforth will as never before work with it as well as on it.

(Boston News Bureau April 8, 1925)
THE morning Cape Express leaving Boston at 7:30 A.M. E.S.T. running from Boston to Yarmouth as 5037 and from Yarmouth to Provincetown as 5557 is one of the oldest trains operated on the New Haven system. Its leaving time from Boston has varied, however, in the many years it has been in service. Also it has not always run between the same initial and terminal stations, as is the case with the Fall River Boat Train. While its initial station (Boston) has always been the same, the terminal station of the morning Cape Express has been, at various times in its career, Wareham, Sandwich, Hyannis, Orleans, Wellfleet, and finally Provincetown.

The story of the “Cape Cod Express” will never be really written until it is done by the master hand of Joseph C. Lincoln—and what a book he could write—of the days when passengers on the morning train connected at Monument (Bourne) with the stage for Falmouth, or at Hyannis Wharf for the Nantucket boat, or of ships' officers leaving their vessels at a Boston wharf and walking down to the Old Colony Depot to take the “yellow cars” home for old Cape Cod, after a long foreign voyage. All we can do is to live in hope that the day will come when Mr. Lincoln, in looking around for a new subject, will take up the “Cape Cod Express,” and when he does, as we hope he will, we predict it will jump into popular favor as one of his “best sellers.”

The morning Cape Express made its first trip from the Old Colony Depot, cor-
ner of South and Kneeland Streets, Boston, at 7.45 A.M., Wednesday, January 26, 1848, which was the day the Cape Cod Branch Railroad was opened between Middleboro and Wareham. To reach Cape Cod in those days was a journey over three railroads. The Old Colony from Boston to South Braintree, the Fall River Railroad from South Braintree to Middleboro, and the Cape Cod Branch Railroad from Middleboro to Wareham.

The story of the morning Cape Express is really the story of the railroad on Cape Cod. The Cape Cod Branch Railroad was chartered April 8, 1846, to build a railroad from Middleboro to Sandwich. It was first opened to Wareham, and the following notice from the old files of the Boston Courier is the first timetable on Cape Cod:

OPENING OF THE CAPE COD BRANCH RAILROAD

As Far As Wareham

Will Leave The Depot Of The Old Colony Railroad

Arrangements for Passenger Trains.

—On and After Wednesday, January 26, 1848, Passenger trains will leave Boston and Wareham daily, Sundays excepted, as follows:

Leave Boston at 7.45 A.M. and 3.45 P.M.

Leave Wareham at 7.17 A.M. and 3.21 P.M.

Intersecting with the trains of the Fall River Railroad at Middleboro—which trains intersect with the Taunton and New Bedford trains at Myricks station.

Stages leave Wareham daily on the arrival of the train from Boston for Agawam, Sandwich, etc.

LUTHER HAVEN, Supt.

On January 31, 1848, the Cape Cod Branch Railroad was opened to Agawam and to Sandwich on May 29, 1848. On the opening to Sandwich the leaving time of the morning train from Boston was changed to 6.45 A.M.

February 22, 1854, the name Cape Cod Branch Railroad was changed to Cape Cod Railroad, and in the same year the Fall River Railroad was consolidated with the Old Colony.

Sandwich was the terminal of the road from May, 1848, until July 8, 1854, when the Cape Cod Railroad was opened to Hyannis. After the opening to Hyannis the morning Cape Express made connection there with the Nantucket boat.

In 1864 the morning Cape Express ran through from Boston to Orleans over the tracks of the Cape Cod Central from Yarmouth. The Cape Cod Central was organized March 28, 1861, to build a road from Yarmouth to Orleans connecting with the Cape Cod Railroad, and this road was opened in 1864 and sold to the Cape Cod Railroad April 21, 1868, who extended the line to Wellfleet, which extension was opened December 29, 1870. The Cape Cod Railroad was consolidated with the Old Colony under the act of March 27, 1872,
On and after MONDAY, October 2, 1848, Passenger Trains will leave Boston and Sandwich daily, Sundays excepted, as follows, viz.:—

**Leave Boston, 7.45 A.M. and 3.45 P.M.**
**Leave Sandwich 6.40 A.M. and 2.45 P.M.**

Intersecting with the trains of the Fall River Railroad at Middleboro'—which trains intersect with Taunton and New Bedford trains at Myrick's station.

A regular Merchandize Train, with a Passenger Car attached, will leave Sandwich daily, except Sundays, at 11.45 A.M. for Middleboro'—returning, will leave Middleboro' at 4.05 P.M., or on the arrival of the P.M. train from Fall River. Passengers from New Bedford and Fall River, by this train, can pass direct to Sandwich, without detention at Middleboro'.

Stages leave Sandwich, on the arrival of the morning and evening trains from Boston, for Barnstable, Yarmouth, Hyannis, Chatham and Orleans.

Stages will leave Monument daily on the arrival of the morning trains from Boston, for Falmouth and intermediate stations—returning in season for the P.M. train for Boston.

Fare between Wareham and New Bedford, when paid at the ticket office, 75 cents.

Fare through from Boston to Sandwich, $1.50.

Local Merchandize Trains between Boston and Sandwich daily, Sundays excepted.

**LUTHER HAVEN, Sup'r.**

Sandwich, Sept. 27, 1848.
and the consolidation was formally completed on September 30, 1872.

In 1873 the Old Colony built the extension from Wellfleet to Provincetown, and on Wednesday, July 23, 1873, regular trains began running between Boston and Provincetown for the first time. The morning Cape Express was the first regular train down. The engine that hauled the train on the first trip through was Old Colony No. 25 “Extension,” the engineer was Z. P. Borchardt, and the fireman was Charles R. Sawyer. There is a story about that first trip of the morning train through to Provincetown — the Old Colony had never had as long a run as 120 miles, and it was thought that one fireman might give out before Provincetown was reached, so to make matters sure there were two firemen assigned to No. 25 — Charles R. Sawyer, the regular man, and Warren A. Woodbury as “Assistant.” Woodbury left the road many years ago and it is not known whether he is living or not. Charles R. Sawyer is today No. 39 on the Honor Roll of this Company and No. 1 on the Roster of Engineers of the Old Colony Division. He entered the employ of the Old Colony Railroad as a fireman on May 22, 1872, and had been in the service a little over a year when the extension was opened to Provincetown. He was promoted to engineer on May 5, 1879. For the past twenty years, and until recently, he has been the engineer on the morning Cape Express, the train on which he was the fireman on the first trip to Provincetown. Charles R. Sawyer is a member of a railroad family, his father, George Sawyer, and his uncle, Leonard Sawyer, were two of the early engineers of the Old Colony road, their service dating back to almost the first year of the opening to Plymouth in 1845. His brother was also an engineer for many years. Mr. Sawyer fired for his father and also for John Griffin on the “Neponset,” No. 41, and in his many years’ experience as an engineer, ran the Fall River Boat Train, when that train was running out of the Kneeland Street Station, and has at one time or another ran to Plymouth, Woods Hole, Hyannis, and every point on the Old Colony System.

Myron R. Kimball, engineer on the morning Cape Express opposite Mr. Sawyer, and who has been on this train for years, has been an engineer since July 29, 1885. He is running one side of the train today.

As stated before, the schedule of the morning Cape Express has varied in the many years it has been in service. In the fifties it left Boston at 7.30 A.M. At the time of the Civil War it left at 8.00 A.M. In 1866 the time was changed to 7.50 and on April 5, 1869, it was made 8 o’clock again and ran at this time until 1875, when on the summer schedule it was changed to 8.15. On the winter change of the same year it was made 8.00 again. From 1879 to 1881 it ran at 8.15 and was then changed to 8.00 until June 23, 1884, when it was scheduled to leave at 8.30, and ran express to Brockton, Bridgewater and Middleboro. Up to this time it had only been an express to Quincy, Braintree or South Braintree, according to the various schedules, and also had carried cars for Plymouth, Fall River, New Bedford, and at one time for the Shawmut Branch, and for Granite Branch. The year 1884 was the first year it ran express to Brockton, and it was about this time also that Cape Cod first began to assume importance as a summer resort. In the summer of 1885 it left Boston at 8.45 and on May 31, 1886, it was made 9.00 A.M., and ran on this schedule until after the lease to the New Haven, March 1, 1893. Its last number on the Old Colony was 63. It had other numbers prior to that.

The morning Cape Express was first operated by the New Haven Railroad as train No. 645 in time-table No. 17, in effect June 12, 1893, leaving Boston at 9.00 A.M. and due at Provincetown at 1.08 P.M. Returning left Provincetown at 2.20 P.M. as No. 812 and was due in Boston at 6.45 P.M.

When “Allen’s Quick Time-Table” took effect the time was changed to 7.10 A.M.

The opening of the South Station January 1, 1899, marked the beginning of the present system of high train numbers, and on its first trip out of the new station the morning Cape Express left Boston as No. 5025 at 8.08 A.M. In later years it left at
7.38 A.M. and ran on that schedule for a long time.

It was in 1886 that a local was first run ahead of the morning Cape as far as Buzzards Bay, during the summer, and in 1891 the local was extended to Hyannis.

There was no Sunday morning train to Provincetown until after the lease to the New Haven. The Old Colony operated a Sunday morning train only as far as Chatham.

From the opening to Provincetown down to the middle eighties it was “down one day and back the next,” and the two through baggagemasters then were George M. Harrington and Horace S. Baker, both now retired after fifty years’ service. Among the conductors who have run the morning Cape Express are the following: William H. Chipman, William Osborne, Mel. Ingalls, William A. Card, and George Holbrook. Elmer L. Shurtleff and John Fitzgerald run the train at present between Boston and Yarmouth and Hyannis, and A. F. Thayer between Yarmouth and Provincetown.

THE WIDENING CIRCLE

From Boston to the Pacific Coast is a reasonably long connection to be established. Just that is what has been done, however, through the medium of this publication, and it came about this way.

One of our New York correspondents in the course of his work happened to meet Mr. Frank A. Wentworth recently. Mr. Wentworth is now located at 165 Broadway, New York, as representative of the New York Air Brake Company, but he was at one time an Engineer and Air Brake Inspector on the New Haven.

In mentioning to him the story of the Federal Express which appeared in the February issue of “Along the Line,” written by Warren Jacobs, it developed that Mr. Wentworth was for a time the fireman of Engine 141 on this famous train. Mr. Wentworth also recalled that in his travels west of the Sierras he had unexpectedly found another former fireman on this train, Joe Gill. Mr. Gill is at present a Night Foreman on the Peninsula Rail

road, and located at Shelton, Washington.

A copy of the February number of the magazine has been mailed to these two veterans from the old “New England.”

3-Cylinder Locomotive 3603 at Cedar Hill.

Snapshot of 3603 standing under traveling crane having fire cleaned on one of the Cedar Hill Ash Pits. This is one of the three-cylinder locomotives purchased chased from the American Locomotive Works late last year, the first five, 3600 to 3604, are used in the Hump and transfer service at Cedar Hill.

Solution to Puzzle Printed in March Issue.
A great many manufacturers, or shippers, send out their invoices unaccompanied by the bill of lading. This oversight causes no end of trouble and inconvenience to the receiver of the goods.

If the bill of lading is not sent with the invoice, there is no evidence to show that the shipment has been delivered to the transportation company. When the bill of lading is signed by the agent of the transportation company, the title to the goods passes to the consignee, and the shipper has no right to retain the bill of lading in his possession, as it is not his property.

Also, if the goods are sold on a delivered basis, or freight-allowed basis, and the invoice is unaccompanied by the bill of lading, the purchaser is put to a disadvantage, as there is no way to arrive at the correct amount of freight to be deducted, and if a deduction is made it would have to be estimated and corrected at a later date with considerable trouble and additional clerical work. If the invoice is held until the arrival of the goods for freight charges and then paid and discount deducted, he is held in suspicion by the shipper of the goods, who feels hurt and thinks the consignee has taken unfair advantage of his liberality in taking cash discount that has not been earned.

Under the above circumstances, the bill of lading should always accompany the invoice.

Now, if the goods are sold on a delivered basis and the freight is prepaid, granting that the bill of lading is the property of the shipper, how is the receiver of the goods to know that the freight has actually been prepaid if there is no bill of lading sent with the invoice as evidence?

The whole idea of this letter is to ask for the co-operation of the shippers of goods, so that the invoices rendered may be paid promptly and within the discount period and that all deductions allowed may be made at the time and save the unnecessary correspondence that is caused by their failure to send out the original bill of lading with their bills.

(This article was taken from Manufacturers Record, January 29th, 1925.)

WHO CAN EQUAL THIS RECORD?

Photograph of the train and engine crew employed on the Fairhaven Branch, submitted by Mr. C. W. Stiles, Engine Watchman at Fairhaven, Mass.

We believe this to be the senior crew, regularly working together on the Boston Division, if not on the system, having as they do a total service of 150 years and three months.

From left to right in the picture they are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Entered Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. E. Tripp</td>
<td>Fireman</td>
<td>Dec., 1905</td>
</tr>
<tr>
<td>F. Sherman</td>
<td>Engineer</td>
<td>June, 1871</td>
</tr>
<tr>
<td>F. A. Gault</td>
<td>Baggageman</td>
<td>May, 1892</td>
</tr>
<tr>
<td>E. E. Perry</td>
<td>Conductor</td>
<td>June, 1880</td>
</tr>
</tbody>
</table>
OUR ICE PLANT AT PINE PLAINS, N. Y.

The pond from which the ice at Pine Plains is harvested is located about one and one-quarter miles west of Pine Plains, New York, and is known as a spring water pond. On account of the numerous springs in the pond the ice forms very slowly until the entire pond is frozen over so that good judgment must be used in opening up the pond in that there should be at least nine inches of ice and a cold snap ahead before starting to harvest same and then the work must proceed quickly so as to avoid loosing the ice if the weather should turn warmer and a high wind arise.

The field is plowed off and marked, using horses, the ice being cut by a saw operated by a gasoline engine. The ice is carried from the pond to the cars along the loading platforms by an endless chain operated by a gasoline engine, this chain being divided into equal spaces by a bar called a carrier. In freezing weather same could be operated by three cakes to a bar but during warmer or sticky days this must be reduced to one cake to a bar. There is a loading track either side of the loading platform with a capacity of ten cars each so that twenty cars are set up at one time.

In February, 1924, 13,960 tons of ice were loaded at a cost of approximately fifty-four cents per ton. The thickness of the ice varies from nine to seventeen inches. Taking into consideration the cars available, interruptions due to defects in the machinery, etc., which develop from time to time, an average of fifty cars per day or fourteen hundred tons is considered very good work, although as many as ninety cars or twenty-four hundred tons have been loaded in one day.

The number of men used in harvesting this ice varies from seventy-five to ninety men per day. Cars are spotted and loads taken out by means of a regular work train which is temporarily assigned for this particular work.
In accordance with a resolution adopted at a recent meeting of the Steam Railroad Section of the National Safety Council, a committee is now at work on plans for a suitable memorial to Lorenzo S. Coffin, the pioneer of railroad safety work.

The resolution of the National Safety Council reads as follows:

"WHEREAS, the Steam Railroad Section of the National Safety Council, assembled in thirteenth annual congress, in studying the history of the safety movement on American railroads, is reminded of, and again deeply impressed by, the unceasing efforts, through many years, of the late Lorenzo S. Coffin, affectionately known to railroad men as 'Father' Coffin, who as a private citizen and as Railroad Commissioner of the State of Iowa, battled for improved working conditions for the American railroad man, and through whose efforts sentiment was crystallized and legislation enacted making a notable improvement in the working conditions on American railroads; and

"WHEREAS, it is felt that without some definite action the devoted efforts and achievements of this man of sterling character may not be accorded fitting place in history for the credit due him for bringing about the abolition of the link and pin method of coupling cars and replacing it with the automatic car coupler and the consequent Safety Appliance Acts, as a result of which many lives have been saved and injury and maiming of railroad men have been greatly reduced; therefore, be it

"RESOLVED, that the Steam Railroad Section of the National Safety Council make record of its gratitude and appreciation for the life and work of 'Father' Coffin, who labored as a pioneer in safety work, overcoming seemingly insurmountable obstacles, not for selfish gain, but that his brother man might pursue a necessary vocation with a decreased risk of life and limb; and be it further

"RESOLVED, that it is the sense of this section that some permanent indication of our appreciation should be provided so that future generations may have called to their frequent attention the memory of a man whose life was an inspiration to all who believe that 'I am my brother's keeper.'"

"Father" Coffin lived to see the splendid results of his great safety crusade, dying in January, 1915, at the ripe age of 92 years.

The memorial movement has aroused the liveliest interest among railroad men. W. G. Lee, President of the Brotherhood of Railroad Trainmen; L. E. Sheppard, President of the Order of Railway Conductors; and R. H. Aishton, President of the American Railway Association, have assured the committee of their hearty approval of the movement and their readiness to support it.

This picture was taken in 1897. Mr. W. H. Dorigan was at the time a Trick Dispatcher on the Old Colony; he was later promoted to be Chief Train Dispatcher on the Midland Division, but passed away in the year 1921. Mr. H. C. Scribner, seated near the window, is the present efficient Crew Dispatcher on the Old Colony, and Augustus Clapp, who was then a Trick Dispatcher, is now Assistant Train Master.

ABOUT RAILROADS EVERYWHERE

Chinese railroads are said to be using with great success a lubricant obtained from Castor Oil. Ricinus communis, which is the technical name for the castor oil plant, is coming to be used extensively for technical as well as medicinal purposes, and in China is also used as food.

* * *

German railroad trains, says The New York Times, are being equipped with radio apparatus so that a passenger will be able to receive or make telephone calls while traveling. Also, by dropping a coin in a slot placed in front of their seats, they will be provided with a radio head piece, just as theatre goers now get opera glasses, and will be enabled to hear musical selections broadcasted from the various stations. This apparatus, it is reported, is being installed on the Berlin-Hamburg and Berlin-Hanover expresses.
EXPLOSIVES AND INFLAMMABLES BY FREIGHT

By W. I. Frost, Supervisor of Explosives

For many years the railroads of the country by individual effort struggled to reduce the chances in favor of fires and explosions through the handling in transportation of explosives. These efforts had not prevented serious disasters, and the necessity for concerted action was apparent. In 1908, rules adopted by the American Railway Association for the handling of explosives were accepted by the Interstate Commerce Commission and became federal laws, and in 1911 regulations for handling inflammables and acids were adopted by the Commission and likewise became federal laws.

That there is still great hazard in handling explosives and inflammables in transportation service is evidenced by the fact that for the period of five years, commencing with 1918, there were reported accidents on railroads which resulted in the death of fifty-one persons and injury to three hundred fifty-four, and caused property loss of $6,943,374. The regulations for the handling of explosives and other dangerous articles by rail are made for the protection of human life and property, and if strictly adhered to will greatly lessen the chances of disaster.

High explosives are those which explode by detonation. Dynamite is one of the principal high explosives handled in transportation service, and usually consists of nitroglycerine absorbed in wood pulp. The government regulates the manufacture, packing, and boxing of this commodity, and it gives us but little trouble. When offered to us for shipment, we must see that it is packed in a standard box and stamped "High Explosive." We must brace it in the car in a certain way, and be sure that the car is tight and in general good condition. The doors of the car must be stripped if necessary, and four "Explosive" placards should be affixed to the car, one on each end and one on each side. The Way-bill must be stamped "Explosive." In a train, the car in which shipped must be placed not less than fifteen cars from the engine and ten cars from the caboose, this for protection in case of collision. The car must not be cut off while in motion, and must be handled generally in a careful manner.

Fulminate of mercury is another dangerous explosive that figures in transportation service. It is accepted only when absorbed and packed in water. Nitrocellulose, or gun cotton, must be saturated with water. Liquid nitroglycerine is never accepted.

Low explosives are those which cannot be detonated. Examples of this class are black powder, rifle, cannon, and blasting powder. All of these must be packed according to specifications and the packages plainly marked to indicate the contents. We are required to brace these shipments in a prescribed manner, and must ship them in a car that is tight and in good condition. This car must be placarded "Explosive" and handled accordingly. Should packages of powder become ruptured and the contents spilled on the car floor, there is danger of an explosion from a spark which might be made by a boot heel or a truck wheel striking a nail in the car floor. The spilled powder should be wet down, swept up, and buried.

Inflammables include common fireworks, special fireworks, and smokeless powder, and they travel under the "Inflammable" placard protection.

All railroad men connected in any way with the receiving, handling, or waving of explosives or inflammables should familiarize themselves thoroughly with the regulations in order that accidents may be eliminated and that they may know how to act in case of emergency.

DIDN'T MEAN A THING—She: "You said you were going to give me a present. . . . Last night I dreamed of a pearl necklace."

He: "Then I'll give you a dream book, so you can see what it means."—The Purple Cow.
This rare old photograph, reproduced through the courtesy of Midland Division Ticket Collector George Craig, shows the old yard just beyond the train shed of the old New York & New England depot on the site of the South Station of today. Note the old “Ball-target” at the right of the big chimney. The group around the engine, from left to right, are: Gay, Nutting, Craig, Harris, Tracy, Winslow, McDonald, Burnam, Collins.

UNBEARABLE — The applicant for cook was untidy and insolent in appearance.

"Don't hire her," whispered Jones to his wife. "I don't like her looks."

"But," remonstrated his wife, "just consider the reputation for cooking she bears."

"That doesn't matter," said Jones testily. "We don't want any she bears cooked. We don't like them."

The site of the South Station has been used for railroad purposes since January 1st, 1855, when the Boston and New York Central Railroad opened its road from South Dedham to the foot of Summer Street, Boston. This road was later changed to Boston, Hartford & Erie and became the New York & New England in 1873.

DIVIDED CELEBRATION — George Washington Jones was all dolled up when on the street he met the man who employed his wife and himself.

"You didn't come to work this morning," chided the boss.

"Nossuh," George explained. "Dis am mah silver weddin' jubilee."

"But your wife went to work as usual."

"Yassuh, sho' 'nuff, suh, but dat am nagh third wife. Dis am only her tin weddin', so Ah didn' want her to lose a day." — The American Legion Weekly.
A photograph taken on the day before the trains were transferred to the new South Station. The group was identified by General Yardmaster Lowden. Back Row—left to right: George Richards, dead; Frank Atkinson, now at Hazelwood Tower; Tom Noone, dead; E. J. Lambert, now Yardmaster, Dover Street; George Wood, dead; John Whitehouse, now in passenger service; George Lucas, no longer in service; William Lamb, now at New London; --- Wood, dead; Joe Briscoe, now at Gillette factory, South Boston. Front Row—left to right: J. J. Dooley, now Yardmaster, South Boston; J. M. Lowden, now General Yardmaster, South Boston; Fred. Robertson, no longer in service; Arthur Roberge, dead.

This photograph is reproduced here through the courtesy of Mr. William Nash, South Weymouth, Mass.

This photo which was taken several years ago by Mr. J. Farley Night Yard Clerk at New Rochelle, N. Y. shows the Day Yard Crew at New Rochelle at that time.

Left to right are Fireman J. Marley, Brakeman M. Carrigan, Yard Clerk Thomas Kelley, Brakeman J. Reid, Conductor P. Keegan (now passenger conductor), Car Inspector F. Schweitzer, Brakeman W. Bolan, and Engineer E. Sweeney (recently pensioned).
40th ANNIVERSARY OF LODGE NO. 66
Brotherhood of Railroad Trainmen

The Fortieth Anniversary of Lodge No. 66, Brotherhood of Railroad Trainmen, was celebrated in Trainmen's Hall, Richmond Street, Providence, R. I., Sunday, March 29, 1925.

The hall was filled to capacity. A particular feature among those present was the number of charter members and veterans, many of whom have long since left railroad service to engage in other occupations.

A banquet was served, following which President Sam Campbell extended a cordial welcome to those present and introduced Toastmaster Col. Thomas H. Hammond, who took command of the occasion with his usual efficiency.

Different ones were called upon for remarks, and later there was an entertainment. At about 6:30 P.M. a man in uniform appeared at the door. Careful inspection developed that he was not a trainman—he was an officer of the law. There was a moment of silence, broken by the voice of the Guardian of the Law, “Whoever of youse owns them cars out front get busy and light the lights or I'll have to tag 'em and you'll have to settle wi' headquarters!” There was immediate action on the part of those most interested, and shortly after the meeting was adjourned.

NEW HAVEN RAILROAD CLUB

The March meeting of the New Haven Railroad Club was held at the New Haven Lawn Club, New Haven, Conn., Thursday, March 26, 1925, with an attendance of 148.

During dinner, community singing, led by Mr. Marshall Burwell, was enjoyed. Solos rendered by Miss Mae McAviney, Mr. Charles Kullman, and eccentric dancing by Messrs. Lawler and O'Connor added to the evening's entertainment.

Mr. Buckland, the selected speaker of the evening, although present, was unable to speak owing to throat trouble, but General Counsel Spock had agreed to “pinch hit” for him.

President Pearson and General Manager Bardo also spoke briefly. President Pearson said in part that the recent bond issue which was so overwhelmingly subscribed was a credit which was due to the confidence the public had in the men of this railroad; such confidence being given, it left us in a position where we are required to bend even greater efforts. That every employee can solicit traffic by talking New Haven Road to all their tradesmen. That we all have a job to perform and cheerfulness will help a long way. He concluded: “Be an optimist, get business, keep smiling, and the New Haven Road smile will be known by all.”

Local Freight, West Medway, March 1895.

Left to right: Smaller of two boys, or one on right, Charles F. Clancy, afterward operator for several years; John Bell, conductor, now yard clerk, Providence; Mike Rogers, foreman, retired from railroad service; Charles W. Fiske, pensioner, died recently; Pat Magee, brakeman, now in business, Rome, N. Y.
The photos above show two stages of the process of applying new frame jaw to Engine 446 at Taunton. Note the portion of the frame in the first picture in two pieces, while the second shows the two pieces neatly and firmly welded into one solid bar.
ALONG THE LINE 17

PASSENGER TRAIN PERFORMANCE, MARCH, 1925.

In March 95.5% of our trains were on time, the best performance since the present basis of record was established in 1920 with the exception of May, 1922, when 95.9% were on time. This March was considerably better than the corresponding months of previous years, 1921 and 1922 with 94.3% each, being the next best.

The figures for recent months and for March, 1924, 1923, 1922, 1921 and 1920 were as follows:

<table>
<thead>
<tr>
<th>Month</th>
<th>Trains Operated</th>
<th>Trains on Time</th>
<th>P. C. on Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>October</td>
<td>38,567</td>
<td>34,837</td>
<td>90.3</td>
</tr>
<tr>
<td>November</td>
<td>36,934</td>
<td>33,715</td>
<td>91.3</td>
</tr>
<tr>
<td>December</td>
<td>39,169</td>
<td>34,679</td>
<td>88.5</td>
</tr>
<tr>
<td>January</td>
<td>38,961</td>
<td>34,323</td>
<td>88.1</td>
</tr>
<tr>
<td>February</td>
<td>34,888</td>
<td>32,042</td>
<td>91.8</td>
</tr>
<tr>
<td>March</td>
<td>38,363</td>
<td>36,621</td>
<td>95.5</td>
</tr>
</tbody>
</table>

March, 1924 through trains were operated in March, of which 93.8% were on time, the best performance since May, 1922.

COURTESY

On page 15 reference is made to President Pearson's hope that "the New Haven smile" will come to be a New Haven asset. Supporting that thought comes the following from Mr. Flynn of the Traffic Department.

Very seldom do we stop to think of the great loss that can result to the Company by discourteous use of the telephone. Many times it is impossible to grant the telephone requests made by our patrons, but in such instances what a source of satisfaction to the inquirer to receive a polite and courteous answer. Being thus treated, he is made to realize that were it at all possible to comply with his request, it would be granted.

While it is true the telephone is a mechanical device, there is no question but what it can be used not only to retain, but to create the friendship and good will of the Company's patrons, as well as prospective customers.

Courtesy is always a valuable asset, and a "smile" in telephone conversation is bound to react favorably to the Company, as well as the individual.

In these days of intense competition all telephone requests for information should be answered in a manner which will indicate to the inquirer that we are extremely anxious to have him use our facilities, and having been courteously treated on the telephone he becomes self-assured that service of a satisfactory character will follow.

Telephone requests in some instances will consume considerable time, but each customer should be treated in a manner that will leave the impression that there is no desire to complete the conversation until he is entirely satisfied. It should always be borne in mind that the party at the other end of the wire may be in position to control a large volume of business, the revenue from which is an important factor to the prosperity of the Railroad, and for this reason no act should be committed that will in any way result in a loss of any portion of his contribution to the Company's revenue, part of which, in the final analysis, goes to insure maintenance of the payroll.

Let us, therefore, realize "The Voice With a Smile" wins.
ATHLETICS

READVILLE'S BIG NIGHT

One grand night for the wind-up of the bowling league season at Readville Shops was held at the Grove Hall Bowling Alleys in Dorchester.

On Thursday evening, April 2nd, the entire alleys were turned over for the Readville Shop use on this occasion and the attendance was very large, much enthusiasm being shown as to the results of the big game between the Locomotive and Car Department Foremen. After a very tight game the result was in favor of the Locomotive Department Foremen, their group being given a handsome silver cup to decorate the General Foreman's Office in the Locomotive Department. The losing Car Department Team were each awarded by the Superintendent a prize of one large lollipop as shown in the sketches.

The line-up of the teams was as follows:

Locomotive Dept.  Car Department

E. D. Wildes...............A. C. Meyer
R. Wilson..................W. Anderson
J. "Miah" Donovan........A. T. Hyland
J. Donovan................J. W. Nestor
W. J. O'Neil..............H. H. Legg

There were many substitutes, or so-called emergency men, called in to play for the last string, as the contestants on both sides thought it advisable to sit down awhile, the following day being a regular working day.

E. D. Wildes, General Foreman, was an outstanding feature of the game, but complained bitterly due to the very short pins which were substituted for the regulation size.

R. Wilson made several good hits and one or two strikes, but was unable to take advantage of his strikes on the following balls, which leads all to believe that the pin boy was working for him.

A. C. Meyer kept the gutters clear and also stood in with the pin boy.

A. P. Hedolin complained about deadwood continually, but this was not unusual as he is a Steel Car Man.

Regulation balls will be eliminated from the next event in favor of H. H. Legg, who claims that the balls were loaded, although Barnett with his fast balls could send them down the alley with ease.

The Clerks of the Locomotive Department gave the strong Car Department team a severe beating, taking four out of five points. It was necessary in the Locomotive Department Team to substitute two "old time" Foremen, Foss and Meyer, account of two of the regular players being on the sick list, which adds a great deal more to the credit of the clerks' team while bowling under this handicap.

The Locomotive Department team split 2 and 2 with the Passenger Car Department Team, but we are under the impression that the Locomotive Department Team was laying off strenuous work for the Providence contest.

The Freight Shop team took four points from the Norwood Shop Team, but this does not add a great deal to their standing.

The biggest attraction of the evening was Superintendent J. C. Reid bowling Assistant General Foreman R. Wilson. Wilson, preparing for this meet, had been practicing both on the alleys and on the soccer field. It was expected by his followers that he would make as good a showing as a man of his age could, and it was thought by all that he would have made a much better showing except for his inability to keep the balls on the alley.

Superintendent Reid boasted of the match being his first in 25 years, but it is doubted by many present, as he showed the boys a very mean ball. Through all stages of the contest Reid had much better of the argument and figured his man just so as to nose him out at the finishing tape by one pin. Reid states that if he had been pushed by a fair opponent he could have rolled up a much higher score than his 96.

Prizes were presented to the winning and losing teams by Superintendent Reid, and the gathering was entertained at length during the presentation by Reid's vaudeville performance in presenting the prizes. This opportunity was also taken by the Superintendent to congratulate the employes on the good fellowship which seems to prevail at all times throughout
REID'S NIGHT AT THE BOWLING ALLEYS

The Donovan's—John and Mike—done some tall bowling for the Loco Foremen.

No. This is not a religious procession. It is the Prizewinning Car Shop Bowling Team (Foremen). They are the Candy Kids.

After Wildes got a couple of balls he started in to "Mow 'em down."

Many of the old timers needed "Something in the bottle for the (next) morning."

Mr. Reid started his match with Mr. Wilson in a business-like way by using the first two boxes to remind all of the "5 hour system."

Joe Dwyer was most determined his clark's team should win. (They were a bunch of ringers at that.)

"Bob" Wilson tried everything to beat the genial super in their match game.

Among those present at the Reidville—Norwood Bowling Tourney.
the entire shops at Readville and Norwood and also thanked the employees for the splendid spirit of co-operation and loyal support which they are giving to the management in putting the Readville Shop output on a 100 per cent basis.

The Readville Shop Locomotive Department Soccer Team made a wonderful showing for the short period of time it has been engaged in this sport. The team recently played the strong Draper Corporation team and split a game a piece.

The team lost its Charity Cup trial two to one on April 4th, against the Lynn Gas & Electric Company. The winning tally came in the last few minutes of play, made by O'Connor, who, by the way, represented Uncle Sam in the Olympics. When Readville is featured Noble receives the comment of the newspaper men.

The Baseball Team of the Readville Locomotive Department is being put into shape and other teams on the system can expect the same strong opposition which Readville Shops have always furnished. It is hoped that the baseball diamond before the coming season will be second to none and if present plans are carried out Readville Shop will present a first-class baseball diamond.

Efforts are being made by the Freight Car Department to bring out the athletes from their small working crew. Mr. R. Funk, Secretary of the Athletic and Social Club in the Car Department, is determined to have a strong representation at the big athletic event to be held in Yale Athletic Field in New Haven, Conn., and the Readville Freight Shop hopes to assist him in his efforts.

The Car Shop baseball team has already turned out for spring practice and Manager Funk states that he will produce the best team on the system, even though he has the Locomotive Department to contend with. Recruits are coming in fast.

LINES EAST BOWLING LEAGUE STANDING

Readville Locomotive Shop Team No. 2 is leading the league, at the close of the season tied for first place with Providence, both teams winning 63 and losing 23 games. The first game of the roll-off will be held on April 8th at Providence and the second game in Boston on April 14th. The highest total pin falling was the deciding factor.

Norwood Car Shops carry away the honors of being the team in the “cellar,” winning a total of 12 games, with the Readville Freight Shop with a total of 17 games a strong contestant.

* * *

PERSONNEL DEPARTMENT BASKETBALL

The Personnel Department Basketball Team was organized in the early part of December for the purpose of starting an inter-department league in and among the General Offices at New Haven. Since the formation of this league, the Personnel Team has played all comers and has not refused a game to any team. They have played teams from eight different departments and have won all of them. They claim therefore the championship of the local offices at New Haven. The team is composed of Flynn, Lynch, Brooker. Forwards; Sutton (Capt.), Center; Swanson, Cooke (Manager), Guards.

Due to the courtesy of the officials of the R. R. Y. M. C. A. all games were played in their hall. The members of the team wish to thank all those who helped to make the season such a success.

IMMIGRANTS WANTED—Mrs. Reilly: “What makes these sardines so high?”

Grocer: “They’re imported, mum.”

Mrs. Reilly: “I’ll take the domestic ones—them as had the brains to swim to this country.”—Wallace’s Farmer.

POINT PROVEN—“You say you come from Detroit,” said the doctor to his fellow passenger; “that’s where they make automobiles, isn’t it?”

“Sure,” replied the American with some resentment; “we make other things in Detroit, too.”

“Yes, I know,” retorted the doctor; “I’ve ridden in ’em.”—Store Chat.
MOSTLY PERSONAL

OLD COLONY DIVISION

Drawing for the Roxy Radio outfit assigned to the Old Colony Division took place in the Superintendent’s Office on April 8 in the presence of Mr. Astley and several invited guests, representing the various departments. The lucky ticket holder was Mr. Fred C. Bushee, who will be best remembered as having been for many years the genial Agent of the Company at Fall River and who for several recent years has been a member of Mr. Astley’s personal staff.

It was a little difficult for Mr. Bushee to believe that the set really belonged to him, but when he was convinced of the fact he promptly offered it for sale and it was purchased by Mr. R. S. Harvey, Superintendent’s Chief Clerk, and the amount of the purchase price was immediately remitted by Mr. Bushee to Mr. A. S. May, Treasurer, as an additional contribution to the Radio Fund, with Mr. Bushee’s best wishes for increased happiness to the wounded soldiers.

* * *

The Mechanical Department bonus plan has been made effective at the Taunton Engine House and a lot of the mechanics are drawing down from $1.00 to $5.00 extra pay each week, depending on the individual accomplishment. This makes the job more worth while and turns the nower back into service in a shorter time. More strength to the bonus.

* * *

The Old Colony Division teams won several honors at the Bridgenport Meet on Saturday, April 2. The Girls’ Bowling Team came home with second prize. Miss O’Brien of the Division Accountant’s Office bringing down the high string total and thereby winning a special prize which was a very handsome necklace. Miss Alicia Davis, also of the Division Accountant’s Office, had second high single. Each member of the winning team was awarded an attractive barpin.

* * *

In the Pool Tournament the Taunton team, which consisted of Mr. J. E. Galli-
one with his left eye and the following day caught a high ft. with his right eye. Then he retired, after which he took a week off to nurse a pair of shiners.

* * *

Tom Clark says Harold Sheehan looks quite fatherly, pushing the baby carriage around Hyde Park. Harold kept the glad news pretty close but the stove pipe committee got the story in the customary manner. In other words, they got the story as correct as they usually do.

* * *

Jimmie Golden is anxiously waiting for the Nantasket Beach resort to open for the summer. Jim was very popular with the bathing beauties at Pemberton last summer.

* * *

Jimmie Hackett, operator at Southampton Street, is spending a few weeks in New Haven.

* * *

John Foley, Agent at Neponset, made an eloquent appeal recently for additional schools in the Town of Braintree, at the annual town meeting. Johnnie has good reasons (nine of them) for wanting more schools.

* * *

Train Master George Wright has, for some reason, moved his office from Room 455 to Room 479. It is understood by those in the know that the genial George will be a leading candidate for the office of next Exalted Ruler of the Quincy Lodge of Elks. Good luck to you, George.

* * *

One of the Agents on the Boston Division held in high esteem by the public is "Joe" Landers of Braintree and South Braintree. You may well believe "Joe" is as popular with his superiors as he is with those with whom he comes in daily contact.

* * *

Harry Curran has demonstrated that he is not only adept as a train dispatcher, but also has recently qualified as a tailor, his specialty being patching trousers; and it is understood he will soon be competent to take on darning socks as a side line, at so much per sock.

NEW LONDON DIVISION

"Hubby" Ryan, who has been working in the General Office, New Haven, on Cost Study, has returned to New London and is at his old desk in the Division Accountant's Office. We are all glad to see you back, "Hubby."

* * *

After appearing in the chorus of the "Caseys" Minstrels for several seasons, John L. Sullivan enjoys quite a reputation as a chorus man. They do say that John knows most of one song.

* * *

All roads lead to Bridgeport April 4th, where the Bowling and Pool Contests will be held for the System Championships. Supper, entertainment and dancing at Champ's Farms after the Contests. Those who attended last year had such a royal good time that they are sure to be on hand again this year.

* * *

Miss Margaret Stevens, popular stenographer in the Division Accountant's Office, is learning to drive her new Velie.

* * *

"Say it with Flowers" is a favorite slogan of the florists, but they are "Saying it with Fruit" in the Assistant Superintendent's Office. Ask Miss Laura Comi, personal stenographer to the Assistant Superintendent.

* * *

We are not mentioning any names, but one of the officials in the Division Accountant's Office had (or thought he had) two gentlemen rabbits. His little daughter called him on the 'phone the other day and said: "Oh, Daddy! We have ten little rabbits now," and Daddy reached for a Comptometer.

* * *

William A. Johnson, the Popular General Yardmaster at Midway, is enjoying a two weeks' vacation. Bill is going after the elusive trout and no doubt will tell the boys about the "big" one he didn't catch.

* * *

Oscar W. Patch, one of Waterford's best known citizens, and a popular Passenger Conductor, was the recipient of a silver handled whisk broom recently, which was generously donated by his fellow admirers
in memory of a recent "dusting" he received while in Boston lately.

Yard Brakeman O. O. Long and Mrs. Long have left for a two months' trip to California. "Doc," as he is known by his fellow railroaders, claims he is going to visit Hollywood and get into a picture or two before he returns.

John L. Sullivan, one of the popular members of the Division Accountant's Office, was seen in New Haven the other evening looking over furniture displays, which looks suspicious. Such things usually lead to the process known as "stepping off." How about it, John?

Yard Conductor Louis Tooker reports very favorable progress in connection with his recent injury. We all know "Lou" and are rooting for his speedy return.

"Jim" Finnegan, our genial Yardmaster at New London, has a new one which goes like this: If 2 in 1 is Shoe Polish and 3 in 1 is Stove Polish, what is 4 in 1? "Jim" will gladly furnish the answer on request.

Have you noticed the display of neckties worn by Stationmaster T. S. V. Collins lately? Every day, "Tim" appears on the job with a different tie, but the same old smile. And I nearly forgot, the same "iron hat."

We are all glad to see Conductor "Jim" Vickery back on the job after several weeks' illness.

NEW YORK DIVISION

The new automatic telephone board is now in operation at Harlem River.

Accounting Department

Harry Hotter recently moved from the "wilds" of Van Nest, U. S. A., to the "wilds" of Westchester, country unknown. It is said that this move is part and parcel of a scientific study Mr. Hotter is making to determine which place is the wildest before he settles down. The new location is thought to suit Harry perfectly as he believes that in order to have wild times one must also have comfort, so he selected a place between a church and an undertaking establishment!

Owing to numerous requests concerning a certain couple in the Division Accountant's Office, ye correspondent took the initiative and interviewed them. As a result he is able to announce with assurance that it won't be long before wedding bells will be ringing for them.

With the baseball season started on the first lap, the various dopesters are drawing charts and figuring the chances of their favorite major league clubs. Some are reported to be already negotiating for accommodations for the 1925 World Series at the Yankee Stadium.

G. R. ("Doc") White is back on the job after his March attack of grippe. The "Doc" and Babe Ruth must be similarly constituted, neither seeming to be able to get through the Spring training season without being laid low. We hope "Doc" has managed to work it out of his system for good this year.

C. E. Harvey recently received a three months' leave of absence, and is now basking in that famous California sunshine.

Harlem River Athletic Assn.

On Tuesday evening, March 31, the H. R. A. A. held a banquet at the Hofbrau House, Broadway and 30th Street. Attended by ninety members and their guests, this dinner was considered the last word in "Up-to-the-minute Get-togethers."

The music was furnished by the Police Department of the Pennsylvania Railroad, who not only pleased with the finest music but also obliged with many novelties which would make Paul Whiteman himself turn green with envy!

Superintendent H. E. Baily made an appropriate speech of welcome which was
heartily applauded. A rousing reception was also given to Howard Fairfield, former Division Accountant at Harlem River, who is now assistant to Mr. Slater at New Haven.

The Get-Together spirit shown by both the officers and members of the Association proves conclusively that this form of entertainment is thoroughly enjoyed, and all are hoping that it won't be long before another affair of this kind is arranged.

Marine Department

Superintendent F. W. Jones resigned on April 1, and Mr. J. H. Lofland, who was Assistant to Mechanical Manager, was appointed Marine Superintendent.

The Associated Marine Department, which is composed of the railroads in the New York Harbor district, on learning of Mr. Jones’s resignation, passed a resolution in which they said: "He has earned the love and respect of his fellow members by his fair and impartial dealings" and then went on to say that the Department "deeply regretted the necessity of losing his helpful and friendly presence, and most fervently wish for him a future of active usefulness, happiness, and continued success in any new enterprise which he may undertake."

Grand Central Terminal

Chief Clerk Ralph Boyle of the President's Office, is now installed in a separate office across the hall, Room 3043.

With him in his new quarters are B. T. Harder, of Peekskill, N. Y., and Louis J. Rafter, of Newark, N. J.

Another change occurred in the President's Office when (The Hon.) George William Warren resigned to accept a position with Assistant Engineer Mullen. George has subsequently been conducting an active investigation into the merits of the various systems of stenography.

The young man who has taken the place made vacant by this change is Oakley Martin, of Greenwich, Conn.

Assistant Treasurer Frank Hall paid a visit to Virginia, where he did some hunting. On his return he did all his work standing up for several days. It finally developed that while in Virginia he had also been horseback riding!

When the circus came to town, so did Jim Spaulding, pensioned conductor. Jim used to handle all the circus trains back in the old days, and that he handled them well is evidenced by the bundle of circus annuals he still receives each year from his friends in the various outfits.

Bridgeport

Station Master "Pete" Hunt spent his vacation in Miami.

While he was away Charlie Rockhill, Assistant Station Master, did a good job as pinch hitter.

Miss Mildred Bristol, information clerk, found it necessary to extend her vacation in Augusta, Ga., because of a fall off a horse. While some of the wise ones claimed she had read too much about the Prince of Wales, others thought she would do well to get some pointers from President Coolidge!

Bridgeport Lodge No. 81 of the Railway and Steamship Clerks and Freight Handler Station Employees gave a dance at the Ritz on Thursday evening, April 16. Everything went off in splendid fashion and the affair was voted a grand success. The committee in charge was composed of Frank A. Serzel, cashier's office; A. W. Wolfinger, billing clerk; P. F. O'Brien, chief delivery clerk; F. E. Lewis, claim agent; George Wohlmaker, yard clerk; Morton Lessner, adjuster; Charles Morrison, chief baggage-master; George Frickie, chief clerk, East Bridgeport; William Karchr, and N. A. Parker, cashier's office.

While some of the expert firemen endeavor to dodge the "Pier Train" from South Norwalk to Pittsfield (whenever the
job is open), our famous and aspiring young fireman, Mandor Drenyoczky, has made independent attempts to secure the job in order to add obesity to his slender form. He has remarked that every time he was ordered for the job he gained weight by the time he returned!

* * *

Al Johnson is amusing himself evenings bowling with Stamford's leading bowling teams, and has met with great success. He begins at a low mark and winds up with high points, overestimating himself tremendously. In the last few months the team he captains has defeated such top-notchers as Union Lodge, Church League, etc., scoring decisive victories. Lately, however, he has fallen into the "Radio" rank, and sits hours at night with his 'steen-tube set trying to get the coast. Several times he actually got the coast, but questioning developed that it was the Atlantic Coast. And now comes golf! Al is nothing if not versatile.

* * *

Joseph A. Hannan, agent at Rye, N. Y., has resigned from the New Haven family after thirty-one years of service, during twenty-three of which he has been stationed at Rye. Mr. Hannan is also Village Treasurer of Rye, and he has found it necessary to devote all his time to the discharge of his duties in that office.

* * *

C. E. Brown, formerly agent at Stratford, has been appointed agent at Rye to take the place made vacant by Mr. Hannan's resignation.

* * *

Jay W. Mallory, recently retired as crossing flagman after thirty-three years' continuous service, was married last December, it has just been announced, to Mrs. Annie Dykes, of Jay, Fla. The ceremony took place in Florida, where Mr. Mallory has spent his winter vacation for a number of years. The couple have taken up their residence at 10 Wilton Avenue, Norwalk.

* * *

Another New York Division man was added to the honor roll of Half-Century Men this month. Passenger Conductor John Hendrix Snagg entered the service as Passenger Trainman in March, 1875. For the last fifteen years he has been in charge of the Knickerbocker Limited, and for several years previous handled a part of our important Boston and Washington service.

* * *

Among the applications for new bus franchises which have been made recently in New York City, it was reported that there was great competition for one running between Grand Central Terminal and the Presbyterian Hospital. It seems that there was a constant stream of railroad men of all ranks traveling between those points. However, when it was happily announced that General Assistant W. S. Rathbun was out of the hospital and back on the job, these applications were suddenly withdrawn.

**WATCHFUL EYES!**

If a train has anything visibly wrong with it, Stamford seems to be one place it can't pass without the trouble being detected. If Foreman Car Inspector George E. Dyer doesn't see it himself, one of his able assistants will.

The latest proof of this was when Gasper Seelly, car inspector at that point, detected a hot box as Train No. 26 was passing Stamford on February 18. He noticed fire coming from a journal box and ran and notified Mr. Dyer. Mr. Dyer immediately called Signal Station SS 38 and the train was stopped at Darien in time to prevent the journal being burned off.

**READVILLE SHOPS**

The Readville Shop Second Annual Charity Ball will be held on May 15 at the State Ball Room, Boston. Plans are progressing rapidly and it is expected that this affair will be the biggest of any similar event thus far held.

"Bill" Lyon, ARA Clerk of the Freight Department, is now doing some heavy
thinking as to just where he will spend his vacation this summer. There are many of his co-workers who would like to have been able to visit the number of distant places he has been since his connections with the New Haven System. The stories and scenes that he has related in his conversations are most interesting.

Mr. Walter Mayo of the Freight Department, having spent a few days in Bradbury, Vermont, reports that the farmers were just sugaring and that there will be plenty of maple sugar and syrup this year.

There is a possibility that those who are fortunate enough to obtain a copy of the Souvenir Program of the coming Charity Ball will possess a means to individually identify all the players representing the Loco Shops in the various sports.

President O. F. Anderson, of the Athletic and Social Club, Locomotive Department, deserves honorable mention for the manner in which the difficulties of pleasing everyone are dealt with. The one feature outstanding is his sincerity, which is never questioned, notwithstanding the numerous difficulties that occur naturally in an organization consisting of so many men with their various favored sports. Hats off to "Andy".

The Athletic Association wishes to extend sincere thanks to the M. D. A. Local for the contribution of baseballs and other equipment.

Mr. Frank Landers, our long time fellow worker, employed at Readville as a glazier, has been absent for several months due to severe illness. The employees at Readville Shop extend their sympathy to Mr. Landers and hope that he will be back in active service at an early date.

Mention made last month in this column anent the boiler shop quartette, "Bud" Bonahue, in charge of flue reclamation, insists his department is as important as any in the boiler shop, and, as we gladly agree with him, we shall henceforth speak of the boiler shop quintette. Which reminds us that Henry Musick is Foreman of Readville's renowned pipers, and maybe they don't make the welkin ring if anybody gets in their way on the "Firing Line."

Mr. Frank Shea, Assistant Foreman, Loco Department, has accepted a berth as inspector with the I. C. C.

CENTRAL NEW ENGLAND

Mr. E. P. Cookingham, Assistant Secretary, Y. M. C. A., Maybrook, N. Y., assumed the secretarship of the Mechanicsville R. R. Y. M. C. A. on April 1, after having been at Maybrook for four years. He was presented with a purse of gold by the men running into Maybrook and by those employed there.

George W. Quick, of Schrieber, Canada, who has been engaged in Y. M. C. A. work, has been appointed to fill the vacancy caused by Mr. Cookingham's change.

John G. Palmer, of 27 Balding Avenue, Poughkeepsie, who is the watchman at the Poughkeepsie station and offices, and Mrs. Palmer, celebrated their golden anniversary recently at Saugerties, N. Y. A splendid program of music, banquet, dancing and games was arranged by relatives and friends who gathered to congratulate them on their fifty years of wedded bliss. The couple were the recipients of many beautiful gifts. They have three children, two daughters and one son, the latter being Frank Palmer, Signal Supervisor.

The C. N. E. System is becoming quite famous in the cross-word puzzle line. In the New York Herald-Tribune a short time ago there were two puzzles submitted by Mr. and Mrs. Paul Van Wyck. Mr. Van Wyck is the Accident Clerk at Danbury, Conn.
Robert M. Russell, of 164 Lombard Street, employed as chief conductor at the New Haven road, died at his home March 14, 1925.

He was born in Brooklyn, N. Y., and spent the most of his life here, coming to this city when a small boy. He was, for more than 33 years, employed by the New Haven Railroad. For more than 25 years he was employed as conductor and then later promoted to the position of chief conductor, which he held up to the time of his death. He was very popular among the workers of the railroad and was well known in this city.

George A. Lancaster, Station Agent at Cedar Hill, died at his home, 176 Chatham Street, New Haven, Conn., March 11, 1925, after an illness of about five weeks’ duration.

Mr. Lancaster entered the service as telegraph operator on October 2, 1891, and for the past eleven years held position as Agent at Cedar Hill Station.

He was a faithful employee of the company for more than 33 years and was highly esteemed by all who knew him. Mr. Lancaster is survived by his widow, and one daughter.

Peter J. Hopkins, Signalman and Operator at Signal Station No. 79, New Haven, died February 28, 1925, at West Haven Surgical Hospital after an operation for removal of tonsils.

“Pete,” as he was familiarly known, entered the service of the company as a telegraph operator on April 14, 1903, and was in active service continuously up to a day or two before his death. Of his 21 years with the company, he was employed for eight years as Train Dispatcher on the New Haven Division and in 1919 reverted to position as Signalman and Operator on account of reduction in dispatching force.

Mr. Hopkins was buried from his home at 189 Atwater Street, West Haven, Conn., and is survived by his widow, three sons and one daughter.

James Lewis Waterbury, of New Rochelle, N. Y., died suddenly at his home, 20 Le Count Place, that city, on Thursday evening, April 2, at the age of seventy years.

One of our Half-Century men, “Jim” Waterbury had “ounded the brass” for the New Haven Railroad for more than fifty-three years, and for fifty-two of those years he responded to the call “NR”—New Rochelle.

How well “Jim” Waterbury was thought of in his community may be gleaned from a portion the editorial which appeared in the New Rochelle Standard-Star.

“New Rochelle has lost a fine citizen in the death of James Lewis Waterbury.

“Always courteous, ever affable, although his work was in unpretentious lines, we pause to pay tribute to his fine character and good purposes. As the maxim goes, ‘he profits most, who serves best’—so he won and held the esteem of all he met, and this was a profit to his fellow citizens, and serving best, his memory will be ever held dear. His was indeed, a well constituted life!”

James Reilly, of Columbus Avenue, Mount Vernon, died last month after an illness of four months, culminating with an operation. Mr. Reilly was a helper in the Signal Department at Tower 12, Westchester, on the New York Division. He is survived by a brother, Harry Reilly, signal man at Tower 2, New York Central Railroad, and a nephew, James McHale, signal maintainer at Signal Station 8, West Farms.

John Tripp, through baggage-master between Boston and New York, died at the R. R. Y. M. C. A. in New York, Friday morning, March 13. Mr. Tripp was born in Boston in 1860, son of Col. Porter D. Tripp. He entered the employ of the New Haven in October, 1886. At the time of the Bussey Bridge accident, on March 14, 1887, Mr. Tripp was serving in the capacity of a brakeman. He was the last survivor of the crew operating the train involved in that disaster.
<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION</th>
<th>EMPLOYED</th>
</tr>
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<tbody>
<tr>
<td>Riley Ellsworth Phillips</td>
<td>Foreman’s Assistant</td>
<td>Old Colony</td>
<td>June 18, 1867</td>
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<tr>
<td>James F. Gardner</td>
<td>Passenger Conductor</td>
<td>New York</td>
<td>April 1868</td>
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<tr>
<td>George Henry Saunders</td>
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<td>April 1, 1868</td>
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<tr>
<td>James William Gillerin</td>
<td>Train Tickettler</td>
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<td>Nov. 28, 1868</td>
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<tr>
<td>Lester M. Phillips</td>
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<td>April 1869</td>
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<tr>
<td>John Charles Kane</td>
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<td>May 1, 1869</td>
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<tr>
<td>John Edw. Killoy</td>
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<td>June 1, 1869</td>
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<tr>
<td>William Stephen Lucey</td>
<td>Record Clerk</td>
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<td>June 8, 1869</td>
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<tr>
<td>Stephen S. Thayer</td>
<td>Car Inspector</td>
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<td>July 5, 1869</td>
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<td>Clarence A. Simmonds</td>
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<td>New York</td>
<td>Oct. 1869</td>
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<td>Lorenzo B. Nickerson</td>
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<td>Old York</td>
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<td>T. W. Hodge</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>
<td>Gateman</td>
<td>Providence</td>
<td>Aug. 16, 1870</td>
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<td>Duncan J. McPherson</td>
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<td>Dec. 26, 1870</td>
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<td>Charles O. Marchant</td>
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<td>1871</td>
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<tr>
<td>Septimius C. Fleetwood</td>
<td>Engineman</td>
<td>C. N. E. Rv.</td>
<td>Jan. 1871</td>
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<td>Nelson M. Pilin</td>
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<td>Jan. 1871</td>
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<tr>
<td>Isaac Latimer Germond</td>
<td>Carpenter</td>
<td>Midland</td>
<td>Mar. 2, 1871</td>
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<tr>
<td>Asa Herbert Porter</td>
<td>Outside Joiner</td>
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<td>April 1871</td>
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<td>Walter Spratt</td>
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<td>New Haven</td>
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<td>Theodore E. Robinson</td>
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<td>June 1871</td>
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<tr>
<td>Timothy J. Maloney</td>
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<tr>
<td>Franklin Sherman</td>
<td>Section Foreman</td>
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<tr>
<td>Hugh Augustus Gillerin</td>
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<td>Dec. 1872</td>
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<td>James F. Sney</td>
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<td>William F. Fox</td>
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<td>Charles Henry McLoon</td>
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<tr>
<td>Francis Leroy Ashley</td>
<td>Mgr. Sta. Restaurant</td>
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<td>Albert Erwin Spencer</td>
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<td>Waterbury</td>
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<td>Miss Mary McCarty</td>
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<td>Frederick Harvey Gregory</td>
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<td>Thomas Slipher</td>
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<td>Charles Ruggles Sawyer</td>
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<td>James L. Bally</td>
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<tr>
<td>John W. Wilmot</td>
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<td>Nov. 1873</td>
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<td>John Fitzgerald</td>
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<td>New York</td>
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<tr>
<td>William Henry Cone</td>
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<td>New York</td>
<td>1873</td>
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<tr>
<td>Albert Wescott Brickley</td>
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<td>1873</td>
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<tr>
<td>Z. B. Smith</td>
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<tr>
<td>George E. Warren</td>
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<tr>
<td>H. H. Foster</td>
<td>Assistant Foreman</td>
<td>Providence</td>
<td>January 1873</td>
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<tr>
<td>James Edward McLoon</td>
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<td>Lucius Franklin Slocum</td>
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<tr>
<td>William Henry Cone</td>
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<td>April 1873</td>
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<tr>
<td>Augustus S. May</td>
<td>Engineer</td>
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<tr>
<td>Michael J. Cunningham</td>
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<tr>
<td>Eugene Byers Chase</td>
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<td>Maurice August Colbert</td>
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<td>William Henry Cone</td>
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<td>Michael William Crowley</td>
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<td>A. F. Currier</td>
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<td>Henry Percival Godard</td>
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<td>John Henry Barton</td>
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<td>George Louis Duckworth</td>
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<td>Charles Edgar Wilbur</td>
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<td>Fred Balcom</td>
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<td>Bradford Durfee Bosworth</td>
<td>Car Cleaner</td>
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<td>Albert Austin Burnham</td>
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<td>April 1874</td>
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<tr>
<td>Frank Pierce Hawley</td>
<td>Agent and Operator</td>
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<td>John T. Reilly</td>
<td>Yard Brakeman</td>
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<tr>
<td>Charles Asa Grant</td>
<td>Track Supervisor</td>
<td>Providence</td>
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<td>Albert Austin Burnham</td>
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<td>Thomas F. Mulcahy</td>
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<td>Chas. R. Densmore</td>
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<td>Frank Kaeppl</td>
<td>Outside Office</td>
<td>Providence</td>
<td>April 1874</td>
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<tr>
<td>John H. Snagg</td>
<td>General Agent</td>
<td>Providence</td>
<td>April 1874</td>
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<tr>
<td>Ebert A. Cowles</td>
<td>Passenger Conductor</td>
<td>Providence</td>
<td>April 1874</td>
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<tr>
<td>James Lewis Waterbury, 53 years service, who died April 2, 1925.</td>
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</table>
Lorenzo Warren Bates, born March 1854, Cohasset, Mass. First entered railroad service in April, 1869, at Cohasset as a cleaner, helper and spare brakeman for the South Shore Railroad, which was a single track line between Braintree and Cohasset. The equipment for passenger service consisted of two locomotives, nine coaches, two smokers, one combine and two baggage cars.

It was Mr. Bates' duty when he first entered the service to keep clean the wheels and trucks of the passenger equipment except on two cars which lay over at Boston at night. The cars Mr. Bates was responsible for had to be wiped clean at Cohasset. He also had to come to Boston on one of the trains and wipe them again during the lay-over at Boston. He then returned to Cohasset on an evening train and his day's work was done on arrival at Cohasset. The cleaning of the bodies of the passenger cars was taken care of by the brakemen.

In October, 1869, the regular brakeman with Geo. Beal, the Superintendent of the Railroad and also the Conductor of the 8:00 A.M. train out of Cohasset, was taken ill and Mr. Bates was put on as a substitute for five or six weeks until the regular man returned. He then went back as a cleaner.

In January, 1870, or about that time, when the Old Colony Railroad took over the South Shore Railroad, Mr. Bates was laid off on account of the general change resulting from the consolidation. He was out of railroad service until April, 1870, when J. C. Sanborn, then Trainmaster, sent for him and gave him position as brakeman. He worked as a brakeman out of Cohasset for about four years, then was promoted to baggage-master, his run consisting of a trip from Cohasset to Boston, then from Boston to Plymouth via Whitman and return, thence to Cohasset. He was promoted to Conductor in 1890.

Duncan J. McPherson, Storekeeper at Water Street, New Haven, after having been in New Haven service for fifty-five years, is still actively employed.

Mr. McPherson came to work on Belle Dock, under Mr. R. S. Dowd, then agent for the old Hartford Road, which was prior to the consolidation with the New York and New Haven Railroad. From that time until 1881 he was employed in a clerical capacity. In 1881 he accepted a position as Yard Clerk, coming over to Water Street Yard under the New York, New Haven & Hartford Railroad Company. He worked in that position up to 1887.

From 1887 up to the present time he has been in charge of signal lights and he acts as Local Storekeeper in supplying crews with necessary material and equipment. Practically his entire time, since he began his railroad career, has been spent working nights.

Mr. McPherson is a member of the Admiral Foote Post. He served under General Daniel Sickles in the Civil War, and actually participated in the Battles of the Wilderness and Gettysburg. He was one of the few who personally witnessed the surrender of General Robert Lee to General Grant at the McLane's old farmhouse at Appomattox Court House, Va.

There is a wide circle of New Haven employees who claim Mr. McPherson as a friend, and scarcely a day passes that one or more does not find time to visit with him for a few minutes in the hope that he will reminisce of the “old days” for them. Many are the wonderful tales he can tell of Civil War days—and wonderful, too, are the stories of the changes in railroading which he has witnessed.

Mr. McPherson is at present enjoying good health, and we hope he will continue in our service for some time to come.
George H. J. Walsh, President of the New England Association of Railroad Veterans, died at the Massachusetts General Hospital on March 30. He was taken suddenly ill while at work in the baggage room at the South Station, Boston. The funeral services were held at the Sacred Heart Church, Weymouth Landing, at 10 o'clock on April 2, and were attended by a large delegation of railroad veterans.

Mr. Walsh entered the employ of the Old Colony Railroad as a messenger in the Freight Department, but for many years had been connected with the baggage room at the South Station as a Foreman. He was a man of great executive ability and in addition to his labors as President of the Railroad Veterans was very active in the affairs of the proposed pension plan.

He was a fine public speaker, as those who have attended the meetings of the Railroad Veterans can testify.

He leaves a host of friends connected with this Company and it can be well said of him that his greatest aim and ambition in life was to do for others.

He was the son of John Walsh of the Boston Police, who was stationed for years in the Kneeland Street Station of the Old Colony Railroad and whom every man on the road liked, honored and respected.

THE DADDY OF US ALL

Your Tom and my Tom,
The daddy of us all,
You found him always ready,
Until God sent out His call.

Day in and day out,
He was always on the job,
You would find him at the pay car,
Amongst the railroad mob.

He started as a water-boy,
Away back in years gone by,
But like all men that's hard as steel,
To railroad was his cry.

He ran the freights on the Old Canal,
Whether he was sick or well,
And any man that stood the pace,
He sure did have his hell.

He is gone, but not forgotten,
Gone to the distant shores,
Such men as our Tom Deskin,
They don't make them any more.

(Submitted by John Simpson, Jr., Belle Dock)

<table>
<thead>
<tr>
<th>Speed of the Country's Famous Fast Trains</th>
<th>Miles per hour</th>
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<tbody>
<tr>
<td>Twentieth Century</td>
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<tr>
<td>Broadway Limited</td>
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<tr>
<td>Merchants Limited</td>
<td>60</td>
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<td>Detroiter</td>
<td>55</td>
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<tr>
<td>Wolverine</td>
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<tr>
<td>East Coast Limited</td>
<td>35</td>
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<tr>
<td>The Lark</td>
<td>55</td>
</tr>
<tr>
<td>California Limited</td>
<td>40</td>
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<tr>
<td>Olympian</td>
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<tr>
<td>Overland Limited</td>
<td>50</td>
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<tr>
<td>Golden State Limited</td>
<td>50</td>
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</table>

(Submitted through F. T. Hooker)
CROSSWORD PUZZLE
By R. H. Masten and B. Cronin

HORIZONTAL
1—For transporting freight and passengers.
2—A preposition.
6—The smallest state in the Union.
7—A prefix meaning in.
8—A preposition.
10—A prefix meaning into.
11—A note of diatonical scale.
12—Work hard and you'll get one.
13—Steamship (abbreviation).
14—Suffix meaning pertaining to.
15—Abbreviation—Eastern Standard.
16—A town in Connecticut.
21—A preposition.
22—East River (abbreviation).
23—Pleasant Valley (abbreviated).
25—Veteran Engineers.
26—Mixed type.
27—A negative.
29—Abbreviation for each.
30—Young leaguer abbreviated.
31—A printer's measure.
32—The best car to transport.
33—A place we pride.
37—The greatest country on earth.
38—Royal Navy (abbreviated).
39—Right side (abbreviated).
40—The big boss.
41—Political Union (abbreviation).
43—Road Engineer's Club.
44—His Majesty.
45—It often causes a fire.
46—Form of you.
47—Steamship (abbreviated).

VERTICAL
1—Trains roll on them.
2—A volume of maps.
3—What to do early in A.M.
4—Save them and they will make dollars.
8—A set of rules for interchance of cars.
9—A sailor.
10—We should always be this way.
17—The blacksmith uses it.
18—Fort (abbreviated).
19—Festivities.
20—Don't connect this with your work.
24—A well known railroad.
25—Not off.
30—Head of our car service.
34—to put on.
35—Always obey them.
36—Don't hand any of these out.
41—Railroad Association.