This beautiful garden, a mass of red and yellow bloom and green leaves against a brick wall background, reflects much credit on those who plan and care for it, and is a most refreshing sight from the train window to the many railroad travelers passing daily.
Take Time For Courtesy

T was not so long ago that little groups of commuters rode daily to and from the growing city in horse cars with a proverbially genial driver and conductor. It was a new service much appreciated and those who rode and those who served had time for friendly salutations and often knew each other's names. There was opportunity for contact then and the old saying that "A smile is the light in the window of the face by which the heart signifies it is at home," was accepted and appreciated.

But those days have slipped away, and city civilization ushered in at that time has brought faster moving traffic and greater crowds. Mass transportation is with us and the contact has become impersonal now as compared with its personal aspect then.

We could not have the old days back if we would, but there is no reason why we cannot appreciate Emerson's remark that "Life is not so short but that there is always time enough for courtesy."

Neither the car operator nor the car rider is justified today in treating the service in such an impersonal way. It is and always has been very much a personal service and while surrounded by modern conditions can still be made a pleasant contact.

We have since 1919 made a very good record in reducing acts of discourtesy on the part of those who serve the public on the platforms of cars and trains.

It is a duty of riders in the interest of the service to advise of errors upon the part of operators in this respect. Good deeds should be reported also, because nothing encourages the right kind of service as much as the knowledge that attention is paid to good service as well as to errors.

Of course all that has been said applies equally to contact along other lines in our every-day modern civilization. Most of the rough spots arise because of veins of selfishness which we are constantly called upon to master.

Imagine for a moment what a very different picture our great transportation system would paint for us if for one single day in the year as an example every conductor and motorman was wreathed in smiles no matter what occurred. Imagine every car rider likewise radiating goodwill and toleration for the men in the service and his fellow passengers. It would seem like a different world. Having for a day such an ideal we might attain it—ultimately.

(By Edward Dana, G. M. Boston El. Ry. Co.)
FAMOUS NEW HAVEN TRAINS
Shore Line Express Nos. 9 and 10—the "Bay State"
By Warren Jacobs

THE ten o'clock Shore Line, Nos. 9 and 10 is the third oldest train on the Shore Line. From New York as No. 10 it has been for years a popular train for the summer resorts of New London and Watch Hill. It makes connection at Providence for Taunton, New Bedford, Fall River, Middleboro, Plymouth and Cape Cod, and its time of arrival in Boston permits of not only making excellent connections with points on our own system radiating from there, but also with the afternoon trains from the North Station for the North Shore, Portsmouth, Portland, Lowell, Lawrence and other points on the Boston and Maine.

From Boston as No. 9 it leaves at a most convenient hour for passengers from Brockton, South Braintree, Quincy, etc., who have ample time to make connection with it without having to get up too early in the morning. Its arrival in New York also is at such an hour that it is possible to take connecting trains for New Jersey or Long Island points ahead of the "commuter rush."

Its old name of "Day Express" has always been appropriate, as the entire trip being made by day-light it affords wonderful views of the Shore Line, and from Apponaug to Greenwich, Conn., for the greater part of the journey the waters of the Sound are in sight. Nothing can excel the views at Stonington, Mystic and West Mystic, New London, East Lyme-Niantic, the Connecticut River, and the Sound shore from Saybrook to New Haven. From that point to Greenwich come the Housatonic River at Devon, and the waters of the sound at Bridgeport, Westport, South Norwalk, Riverside and Cos Cob, the views on this part of the line being many and varied.

The entry into New York by daylight is an added attraction to those who have never seen the big city. Passing tower 20 at South Mount Vernon, No. 9 comes in sight of the Harlem tracks, and at
N. Y. C. tower J O at Woodlawn passes to the Harlem road and on through Williamsbridge, Fordham and Morrisania to the big Mott Haven yards and the junction of the Hudson Division of the N. Y. C. just beyond, then past Mott Haven station at 138th St. and across the Harlem River draw-bridge to the Park Ave. viaduct and on to the "uptown" station at 125th St. From the draw-bridge to 125th St. there is a glimpse on the left of the Hell Gate Bridge. Shortly after passing 125th Street the train enters the Park Ave. tunnel and emerges a few moments later in the Grand Central Terminal.

The ten o'clock Shore Line made its first trip from Boston on Monday, November 19, 1883, forty-two years ago. Its service record therefore is close to half a century. The notice of the placing of this train in service, taken from the Boston Daily Advertiser was as follows:

**Boston and Providence Railroad**

A New Train

Boston to New York via Shore Line

To commence Monday, November 19, 1883

Leave Boston and Providence Station at 10 A.M.

Due Grand Central Depot, New York, at 4.50 P.M.

Leave Grand Central Depot, New York at 8 A.M.

Due in Boston at 3 P.M.

A. A. Folsom, Supt.

In the same paper on March 26, 1884 there appears also the following announcement:

**The New Train**

Boston to New York via Shore Line

Has New Equipment of Elegant Passenger Coaches built at the New Haven Railroad Shops.

Leave Boston and Providence Station at 10.00 A.M. Due at Grand Central Depot, New York at 4.50 P.M.

A. A. Folsom, Supt.

A. A. Folsom became General Ticket Agent of the Boston and Providence in 1854 and held that position until August 1860, when he became the Agent in Providence for the Boston and Providence. In March, 1864, he was appointed Asst. Superintendent with office in Boston and became Superintendent of the Boston and Providence on March 1, 1867, retaining that position until the consolidation with the Old Colony in 1888.

Mr. Folsom was a prominent member of the Ancient and Honorable Artillery Company of Boston, and the Boston and Providence engine Robert Keayne was named by him in honor of its first commander. Mr. Folsom presented a large framed photograph of this engine to the Artillery Company, which is now hanging on the wall of their armory in Faneuil Hall.

While the ten o'clock Shore Line left Boston at that hour in 1883, the leaving time from New York was 8.00 A.M. until 1888, when it was finally changed to ten o'clock. The first time-table out of New York at 10.00 A.M. taken from the New York Tribune for June 25, 1888, was as follows:

"Shore Line—All Rail Route—For Boston, Newport and the East. Express leaves Grand Central Station at 10.00 A.M. and 10.00 P.M. for Watch Hill, Narragansett Pier, Newport and Providence and Boston.

5.00 P.M. Limited Express for Newport, Providence and Boston—daily.

11.30 P.M. Night Express for Newport, Providence and Boston—daily.

Palace Parlor Cars or Sleeping Cars to destination.

This time table is also interesting for the fact that it shows the first trip out of New York of the 5.00 P.M. limited express (now the Gilt Edge). On June 25, 1888, also, the time of the ten o'clock was reduced to six hours and a half.

From 1883 until October 10, 1889, the ten o'clock Shore Line, as was the case with all other trains, was ferried across the Thames between Groton and New London, but the opening of the bridge, on the latter date, did away with this method which had been in effect since 1859.

On June 26, 1893, the Bay State Limited was put on and the time was changed to 10.03 A.M. the Bay State being scheduled to leave at 10.00.

September 10, 1899, the 10.03 with all
other Providence Division trains was transferred from the Park Square Station to the new South Station; and in the years which have followed this event, a dining-car has been added to the train, the entire equipment has been changed from wood to steel, the schedule has been reduced, first to six hours, and to five hours and thirty minutes, the locomotive equipment changed from an engine of class A1 to class I4 and electric power has replaced steam between New Haven and New York.

Following the discontinuing of the Bay State Limited in 1918 the 10.03 was put back to its old schedule of 10.00 A.M. The Conductors of the train are Elmer Bacon and Charles H. McLoon.

A TRIPLE HEADER

During the period that Mr. Droege was General Superintendent at New Haven, the idea was conceived of running the Maybrook Waterbury-Hartford freight trains via Shelton after the installation of the Shelton loop, making a through double track route. The single track between Waterbury and Hawleyville was very congested, averaging 10 to 12 freights in each direction daily, and there was a stiff grade.

It was found that not much more time was consumed to detour via Shelton Falls and it was a more economic route, as it did away with the Sandy Hook pusher.

The above photo, taken in August, 1913, will show the necessary amount of power required to move a 2100 ton train from Sandy Hook to Towantic, whereas the largest of the three engines would have taken it via Shelton.
ONCE again we had the privilege of transporting the President and Mrs. Coolidge and party over our lines on their return to Washington after summering at Swampscott, Mass., and again it was our pleasure to take extra special precautions to look after his safety and comfort. Everything moved like clockwork and we delivered the President’s special train to the Pennsylvania Railroad four minutes ahead of time.

The special was preceded by a pilot train, consisting of steam locomotive No. 1390 and steel coach, running ten minutes in advance, making the entire run from Worcester to Harold Avenue. Engineer B. H. Cornell was in charge of 1390 with J. Linahan handling the shovel. Conductor G. E. Blake had charge of the train, his flagman being C. E. Noren.

Engine 1391 had the honor of drawing the special from Worcester to New Haven, with Engineer H. L. Grant at the throttle and S. E. Croxell firing. At New Haven Engine 1391 was replaced by Motor 0311 for the run to Harold Avenue. Frank Doble being at the controller and Minott Drynoski in the fireman’s seat. The official train crew had charge of the train right through from Worcester—Conductor T. K. Sears, Flagman John E. Edes, and Trainman W. C. Murphy.

Superintendent Smith rode the special from Worcester to New Haven and Superintendent Baily from New Haven to Pennsylvania Station, in order to personally supervise operation. Trainmaster T. M. Rawley and Road Foreman Reichel rode the pilot train from Worcester to New Haven and Assistant Superintendent Reynolds and Foreman Car Inspector Stulley from New Haven to Harold Avenue.

Road Foreman of Engines Henry Kramer and Charles Hess rode on the locomotives of the pilot and special respectively.

Arrangements were made to insure of a clear track throughout the run and inspection of all trains that the special was to meet or pass so as to insure absolutely against any mishap because of loose parts, car doors, etc. Car inspectors with extra air hose and tools necessary to make minor repairs, and materials for treatment of hot boxes, were stationed at principal points en route to be ready in case of emergency.

Chief McMahon also had two men aboard the pilot train, and Paul Sullivan of the Passenger Department accompanied the party on the special in order to see that everything was done for their comfort. Arrangements were made to slow down the train during meals in order that the Presidential party might eat in comfort.

We congratulate all concerned on the precision and care with which the movement of the Presidential train was again accomplished.

ON TO MONTREAL

Above photo shows some of the Yellow Building “gang” who spent the recent holidays in Montreal. Reading from left to right, J. Lines, Ray Farrell, Joe Devlin, John Cooke, Tony Carlo, Ed. Sutton and Nate Horn.
SEPTEMBER, in one respect at least, was our unlucky month, for it saw the departure from the service of two “good men and true,” enticed away by greater allurements in other fields. We refer to J. W. Carpenter, Counsel, and John Elliot Slater, Assistant to General Manager, both of New Haven, and in whose honor farewell dinners were held on September 3 and 8 respectively.

The dinner to Mr. Carpenter was held at the Lawn Club, New Haven, and was attended by more than fifty of his associates and friends. Dr. J. M. Gibbons, General Attorney, acted as toastmaster, than whom none could have done a better job, for he has a scintillating wit and can turn almost as neat a compliment as Mr. Buckland. The latter, whose little speeches are usually gems of eloquence made no exception in this instance, and altogether Mr. Carpenter was simply lauded to the skies—which was not one whit more than he deserved.

Others took up the refrain, including Sidney Withington, who recited an original poem written for the occasion, and Mr. Carpenter heard in what friendly and high esteem he is held by those with whom he has been associated for the past eleven years, during which time he has made a great impression upon the Connecticut bar. Mr. Carpenter came to the New Haven Railroad in April, 1914, previous to that having been one of the star trial attorneys of the Brooklyn Rapid Transit Company. He entered the railroad service as Assistant Attorney, was later promoted to be Assistant Counsel at New York, and subsequently became Attorney for the State of Connecticut, succeeding Mr. M. G. Gonterman, who is now the company’s attorney at Boston. In 1923 he added the position of Counsel for the State of Connecticut to his former one of Attorney, and at the time of his resignation held both titles.

As a climax to the delightful evening, Vice-President Buckland presented him with a beautiful French traveling clock, suitably inscribed.

Mr. Buckland, in his remarks, quoted the oath of a Connecticut attorney-at-law:

“You solemnly swear that you will do no falsehood, nor consent to any to be done in court, and if you know of any to be done, you will give information thereof to the judges, or one of them, that it may be reformed; you will not wittingly or willingly promote, sue or cause to be sued, any false or unlawful suit, or give aid, or consent, to the same; you will delay no man for lucre or malice- you will exercise the office of attorney within the court wherein you may practise, according to the best of your learning and discretion, and with fidelity, as well to the court as to your client; so help you God.”

And, he added, no one more faithfully measures up to those requirements than J. W. Carpenter.

Mr. Carpenter has resigned to go with the law firm of Day, Berry & Reynolds, of Hartford. Mr. Berry of that firm, by the way, was also formerly with the New Haven Railroad.

The scene of the farewell to John Elliot Slater was at Wilcox’s, Savin Rock, and 137 friends and associates took part in telling him that he’s a jolly good fellow.

Acting General Superintendent E. E. Regan acted as toastmaster and others at the speakers’ table included Mr. C. L. Bardo, Mr. J. W. Carpenter, General Manager J. A. Droege, and Mr. J. A. Kay. John Slater heard so many good things about himself on the evening of September 8 that if he didn’t happen to be the kind of chap he does happen to be, why, his new Fall hat would have had to be at least three sizes larger.

Mr. Slater left the company to accept the Professorship of Transportation in the University of Illinois. Included in the general festivities of the evening was a humorous song “A Course in Transportation at Good Old ‘Illinois’” written by Charles H. Farrell and adapted to the music of “The Son of a Gambolier” by William W. Meyer.

The menu card for the event had a cartoon on the front showing the Slater
train taking the crossover from a track labeled "Railroading" to one marked "Teaching" and on the rear of the card there were several "Markers" such as: "The University of Illinois starts its Transportation Department with a clean Slater."

One of the prize tidbits of the evening was furnished by our poet of the Carpenter dinner, Sidney Withington. This time his effort was in prose, but it tells the story of John Elliot Slater so splendidly that we reproduce it here:

"John Elliot Slater was born at an early age in the latter part of the last century in a little cottage in the town of Somerville, Massachusetts, on what was then the frontier of civilization.

"After a brief but strenuous period of preliminary training, he entered Harvard University, a struggling institution of learning in Cambridge, Massachusetts, not far from Boston, then the capital of the State. The period of his career passed at Harvard does not appear to have caused any lasting harm to Mr. Slater's mental capacity, though there are some among his friends who cannot escape the thought that he might have reached even dizzier heights in his profession than he now has, if he had not yielded to the temptation of a so-called higher education.

"Having heard more or less indefinite mention of railroads from Prof. Cunningham during his course at the Harvard School of Business Administration, Mr. Slater's curiosity was aroused, and he decided to enter railroading as a profession. Educated at the leading institution of learning in the country, he naturally chose the leading railroad, as the scene of his future success, and entered the service of The New York, New Haven and Hartford Railroad in 1914.

"Mr. Slater started at or near the lower end of the ladder in accordance with the spirit of democracy which was rampant at that period, the Democrats being then in the ascendancy. He quickly worked his way up, however, rung by rung, sometimes two or three rungs at a time, to a position of influence and prestige in railroad circles.

"During the World War, Mr. Slater patriotically answered the call of his country, and served with the A. E. F. in France with conspicuous success. Nevertheless, he is one of the few men in the service who does not claim that it was he who was primarily responsible for the successful outcome (if so it may still be called) of the war. It is also a fact that he presented a striking appearance in uniform. Captain Slater returned to his duties with the railroad, which awaited him with open arms, in the spring of 1919.

"It could not be expected that a man of Mr. Slater's ability could long keep his light hidden under a bushel basket full of statistics, and much of Mr. Slater's time was taken up in repelling the numerous flattering offers which constantly poured in upon him from all points of the compass tempting him away from his chosen profession, railroading. Nevertheless, he did resolutely and sternly turn his back on all such temptations for several years, much to the gratification of his associates. At last, however, the pressure became terrific, and in the summer of 1925 his powers of resistance were so reduced that he yielded to temptation, and accepted a particularly attractive offer to enter the field of teaching in Urbana, Illinois, the cultural center of the Middle West. It may be pointed out as an extenuating circumstance that he had acquired a taste for teaching by experience in the administration of Northeastern University in New Haven, and this very thing probably was an important factor in undermining his normally strong powers of resistance.

"Mr. Slater leaves The New York, New Haven and Hartford Railroad in September, 1925, and his going, it may be said in all seriousness, will leave a void in the railroad family not unlike one of the mine craters which may be still seen in the battlefields of France, a large, empty, gaping hole, which it will be well-nigh impossible ever to satisfactorily fill."

The committee in charge of the dinner was Stanley F. Mackay, Chairman, Sidney Withington, D. M. Neiswanger, W. A. Gordon, and A. P. Baumann.
75 YEARS AGO

Along the Line

Boston & Providence Railroad Locomotive and Repair Works.

Coal consumed, Miles run, &c., Year ending Nov. 30th, 1859.

<table>
<thead>
<tr>
<th>Names of Locomotives</th>
<th>Passenger Trains</th>
<th>Freight Trains</th>
<th>Aggregate of Pass. &amp; Fr'Tra./s.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Pounds of Coal</td>
<td>Miles run</td>
<td>Pounds of Coal</td>
</tr>
<tr>
<td>Suffolk</td>
<td>28,610</td>
<td>519</td>
<td>39 0/3</td>
</tr>
<tr>
<td>Bristol</td>
<td>28,716</td>
<td>577</td>
<td>36 4/9</td>
</tr>
<tr>
<td>Taghicomic</td>
<td>474,357</td>
<td>19,957</td>
<td>24 4/9</td>
</tr>
<tr>
<td>Narragansett</td>
<td>274,190</td>
<td>8,892</td>
<td>31 4/9</td>
</tr>
<tr>
<td>Iron Horse</td>
<td>276,558</td>
<td>7,938</td>
<td>34 4/9</td>
</tr>
<tr>
<td>Providence</td>
<td>308,750</td>
<td>7,252</td>
<td>36 4/9</td>
</tr>
<tr>
<td>Canton</td>
<td>586,142</td>
<td>10,067</td>
<td>30 4/9</td>
</tr>
<tr>
<td>Nepomast</td>
<td>451,571</td>
<td>12,631</td>
<td>35 4/9</td>
</tr>
<tr>
<td>Highlanders</td>
<td></td>
<td>3,000</td>
<td>50</td>
</tr>
<tr>
<td>W. R. Lee</td>
<td>506,175</td>
<td>19,285</td>
<td>26 4/9</td>
</tr>
<tr>
<td>New York</td>
<td>569,254</td>
<td>19,147</td>
<td>30 4/9</td>
</tr>
<tr>
<td>Mansfield</td>
<td>755,070</td>
<td>18,510</td>
<td>40 4/9</td>
</tr>
<tr>
<td>Attleborough</td>
<td></td>
<td>171,293</td>
<td>3,821</td>
</tr>
<tr>
<td>King Philip</td>
<td>25,380</td>
<td>828</td>
<td>42 4/9</td>
</tr>
<tr>
<td>Roxbury</td>
<td>29,723</td>
<td>900</td>
<td>32 4/9</td>
</tr>
<tr>
<td>Sharon</td>
<td>19,914</td>
<td>380</td>
<td>26 4/9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,559,761</strong></td>
<td><strong>157,814</strong></td>
<td></td>
</tr>
</tbody>
</table>

Roxbury, January 2, 1860.

GEO. S. GRIGGS, Supt. motive Power.

Above is the Boston & Providence Railroad Fuel statistical report for the year 1859, in which the engines are all named instead of being numbered and the statistics are set forth in common fractions instead of by the use of decimal points.

Mr. J. E. Owers, Division Accountant at Taunton, who submitted this, says, "As an accountant, I think sympathetically of the poor beggar who had to work out everything on this statement and all that was done beside with paper and pencil, never having the use of an adding machine or other sort of office appliance."

In 1860 the Boston & Providence was a single track railroad, and ran no Sunday trains. The best mileage record of the locomotives was made by the Washington and the Roxbury and as a pure guess it might be considered that these two engines ran a round trip between Providence and Boston on practically every working day of the year, the Washington being in passenger and the Roxbury in freight service.
In the Spring of 1900 at Pequo­nock, Conn., there was started an experiment on shade grown tobacco, called Sumatra. One third of an acre of Sumatra tobacco was planted under cloth and successfully grown. In 1901, William J. Hayes, and Ariel Mitchelson of Tariff­ville, Conn., commenced to raise shade grown commercial tobacco.

One third of an acre in 1900 grew into 8,000 acres in 1922 in Connecticut and Massachusetts. This resulted in an over supply, as the demand did not keep pace with the supply.

Growing tobacco under a heavy mesh cheese cloth commonly called Tobacco cloth, makes the leaf thinner and produces a better quality which naturally makes greater wrapping capacity per pound.

Tobacco cloth is made in a width of 33 feet and packed in large bales by the manufacturer.

To prepare for growing shade tobacco, poles are set thirty-three feet apart each way, then a wire is strung pole to pole each way throughout the length and width of the lot. The cloth is then run out in strips which are sewed together and also sewed to the wire running with the strips. The tobacco is next set out—9 rows between the poles by a tobacco setter operated by 3 men and drawn by a team of horses. The rows between the poles are set by hand making about eleven thousand to twelve thousand plants to the acre.

Harvesting commences about 60 days after setting out the plants, and lasts from five to six weeks. The leaves of tobacco are picked by hand from the standing stalk in the lot, carried in baskets to the shed, strung on a cord fastened to a lathe and hung in the shed to cure, which takes from three to four weeks. Then during damp or rainy weather, when the leaves have absorbed enough moisture so they can be handled, they are taken down, put in bundles or boxes and taken to a warehouse, where they are put in the sweat room and left for five or six weeks. It is necessary to turn four and five times during the sweat, after which they are sorted, sized, tied in hands, packed in bales averaging 150 pounds each, and covered by a mat.

The tobacco is then sampled by opening a bale and taking two hands of tobacco from the middle of the bale, and the bale is sold on this sample.

It might be interesting to note that William J. Hayes, after harvesting the crop of shade grown tobacco in Connecticut in 1901, shipped some second hand cloth to Porto Rico immediately set out one half acre of tobacco on low land and one half acre on high land and the next year he raised 80 acres of shade grown tobacco there successfully, so as well as being one of the first growers in Connecticut, he was also the first to grow tobacco under cloth in Porto Rico.
The Old Timers on the Fairhaven Branch have been in the limelight for sometime on account of the number of years employed by the N. H. road.

Above is photo of another crew on the Fairhaven Branch. They aren’t “Old Timers” yet, in length of service, but they sure do know how to work.

They don their overalls and jumper and dig for the best interests of N. H. road, and so diligently do they labor that their lunch hour is often postponed until late in the afternoon.

They are from left to right, front row: Frank Sherman, engineer; Herbert E. Tripp, fireman; back row: Fred G. Packard, brakeman; Frank Gault, flagman; John G. Daggett, conductor.

The name Statistician was derived from “Statis,” a corruption of Statue or Figure, and Scian, which is built on the verb “I can.” Hence, “I can figure.” No one knows where the third “t” came from. Probably, in some remote day, a stenographer, dreaming of a seat at the Polo Grounds, inadvertently put in one “t” too many and the custom has descended through the years.

The Statistician thrives best among dense thickets of figures and generally makes its lair under computing machines, or file cases.

It subsists principally on pencil shavings, eraser dust and scraps of paper, varying this diet occasionally with wax stencils or Ditto jelly. It will not touch water, but quenches its thirst with ink.

In appearance, the Statistician is much like a human being, but can be readily distinguished by the Slide Rule invariably carried in its coat pocket and by the pad of scratch paper where the flask is usually stored.

The chief recreation of this strange animal is the collection of Unit Costs. The Statistician hides behind huge columns of figures and waits patiently until an unsuspecting Unit Cost wanders within range, when it leaps gleefully upon it, chokes out its life with a rubber band, and bears it triumphantly home to its lair, where it is put on a blank sheet of paper.

It is said on good authority that some of these collections of Unit Costs rival even those of the Labor Board, both in size and variety.

A study of this interesting animal will be found well worth while.

The most important problem just now in sartorial circles—clothes hangars or mooring-masts for balloon trousers? —Chicago Daily News.
Seated on the running board James E. Morrissey, at that time a brakeman, later promoted to yard conductor and now switchman at Taunton. Leaning against the engine—Conductor Joseph H. Talbot, who is no longer with the Company. In the cab Fireman Fred Offord, who is now serving as an engineer. The name of the brakeman nearest the cab is not known, but the man standing on the crossing is thought to be E. N. Wood, who is now a Providence Division Engineer.

This engine is one of the first N.Y., N.H. & H. yard locomotives to be assigned to this division after the lease of the Old Colony Railroad.

IN THE OLD DAYS

Below is a copy of a slip taken from papers relating to the title of a parcel of land in Medway acquired for the construction of the New York and Boston Railroad Company.

It takes us back to the days when trades were conducted more generally on the barter principle than at present, but so far as price is concerned the same spirit was manifested at that time as today.

PAPER NO. 2, Page 5 in Envelope No. 1000: being statement of J. P. Bishop, Land Agent, to the Directors of the New York and Boston Railroad Company contains the following entry:

"Patrick McGuire, 15 rods. Two houselots, for which he paid a watch, a pig and a gun, all water, and claimed $100 as the price he paid for the lots. Offered to give him a watch, pig, gun, and throw in a puppy, but he wouldn't trade upon the principle of being made whole and puppy for interest. Therefore agreed to refer, and $40 was awarded to be paid to him through A. F. White toward his one share of stock."

(Envelope 13, Medway.)
HISTORY OF INSTALLATION OF ELECTRIC POWER ON NANTASKET BEACH BRANCH

By J. C. Sanborn

Formerly Superintendent of Plymouth Division

The New York, New Haven & Hartford R. R. Company was the pioneer steam railroad to substitute electricity in place of steam for the operation of trains, and the first in the world to install the third rail system for generating power in substitution of the trolley system.

President Charles P. Clark, who was a progressive railroad official, was the originator of this idea, and made this practical test or demonstration to see if it would be advisable to adopt electricity in place of steam in the operation of trains. Much interest was manifested by railroad officials, and others, not only in this country but abroad.

This construction work of rebuilding, and double tracking, and extending the electric appliances on the main line to East Weymouth, Braintree and Cohasset for the electric train service in connection with the Nantasket Branch, was under the supervision of Mr. F. S. Curtis, Chief Engineer, assisted by J. W. Pearson, Division Engineer, N. H. Heft, Mechanical Electrical Engineer who was in charge of installing the appliances for electrifying the entire system, and E. H. Bryant, Supervisor of Track Department.

On June 20th, 1895, the engine was started at the big power house by J. R. Kendrick, Vice President. On June 21st, 1895, the first trial train was run, the train crew consisting of John M. Hall, Vice President, who acted as motorman, N. H. Heft as pilot, W. H. Ward as conductor, and J. N. Smith as supervisor of the air brake. The train carried railroad officials and guests, and a speed of eighty miles an hour was made. The trial proved very satisfactory. On June 29th, 1895, the first time-table went into effect, covering 76 regular trains daily, and many extras, with from one to six trailers to each train, and freights run as extras.

A train from the Grand Central Station, New York, with eleven Pullmans containing President Charles P. Clark, the Board of Directors of the New York, New Haven & Hartford R. R., and other railroad officials and guests, with E. G. Allen, General Superintendent and C. Peter Clark, General Freight Agent, in charge of the party, arrived at Pemberton on time, the train being hauled between the Old Colony House Junction and Pemberton by railroad motor.

The train service during the summer season of 1895 on the line of the Nantasket Branch was run with no unnecessary delays, or accidents.

This was true also on "Yellow Day" when due to the great illumination both day and night, an immense travel was handled by the regular trains and many extras.

Smile Along the Way

Have you got a heap of trouble,
Are you feeling mighty blue?
Guess you'd better look around you,
Lots of folks worse off than YOU.

Not so many feel like singing
When the skies are dark and gray
Lots of weary folks would BLESS you
If you'd SMILE along the way.

Sighing's never going to help you
Get the thing you're longing for;
Only makes the days go slower
Only makes your heart feel sore.

Better MAKE a bit of sunshine
Help to make some sad heart gay
And the angels will be near you
If you SMILE along the way.

(Compliments of C. A. Harrison.)

Yakima, Wash.
MERICA'S latest triumph in railroading—the New Chicago Union Station—is now open to the traveling public.

The completion of this great railroad terminal, whose facilities are shared by patrons of the Pennsylvania Railroad, Chicago, Burlington & Quincy Railroad, Chicago, Milwaukee & St. Paul Railway, and the Chicago & Alton Railroad, forms an important link in the realization of the "Chicago City Beautiful" plan, and is a fitting memorial to the progressive spirit of the four railroads whose combined efforts have brought about this gigantic improvement in the transportation world.

Conveniently located between Jackson Boulevard and Adams Street, immediately west of the Chicago River, the Union Station is only a very short distance from the department store, hotel and Financial districts of Chicago, and is conveniently served by the elevated and surface traction lines, also the boulevard and department store busses. In addition there are exceptional facilities for taxicabs and private automobiles, the two taxicab drive-ways on the train floor level accommodating a total of seventy-five cars.

**HOW FAST IS THE TRAIN GOING?**

Below is a formula by which an accurate answer to the question asked in the August issue may be determined:

\[ t = \frac{\text{no. of ft. in a mile} \times \text{lgth. of rail in ft.}}{\text{seconds per hour} \times \text{no. of ft. in a mile}} \]

where \( t \) = the number of seconds during which the number of joints passed over is equal to the speed of the train in miles per hour.

Upon using this formula you will discover that 20 seconds is the proper time only when the rails are 30 ft. long and new rails are now coming through 39 ft. long.

F. E. Murphy, 
THE IMPROVEMENT OF THE RAILROAD APPROACHES OF NEW YORK.

It is probable that but few of the many thousand people who arrive or depart from the Grand Central Depot in this city realize how imperfectly provided the city of New York is with railroad approaches. The passenger systems of the New York Central, of the Harlem, and of the New Haven roads all come together at Mott Haven. At this point the Harlem River is crossed by an iron drawbridge. The bridge provides only two tracks, one for outgoing trains and one for incoming trains. Over this bridge all the through passenger trains of these three roads have to pass. At any moment it may have to be swung open to permit vessels to pass up or down the stream.

When the Harlem River ship canal shall have been completed, the case will be still worse, for the number of vessels going through the river will be greatly increased. It is not improbable that it will be necessary to construct a tunnel to supplant the bridge, and even were this done, it is far from certain that the depot facilities will be sufficient ten or twenty years hence.

The ideal railroad of the day has four tracks: two for through express and other rapid service, the other two for freight and slower local trains. The New York, New Haven, and Hartford road, recognizing this fact, and having the insufficiency of the depot accommodations daily exhibited, have begun a series of operations designed to give them one of the model roads of America. At Mott Haven the first step has been taken in the purchase of a very large tract of land several acres in area for a freight yard. This is situated to the east of the line of Second Avenue, and the Second Avenue Elevated Railroad, curving to the east, runs through one corner. This territory abuts on the water, back of Randall's and Ward's Islands. A good depth of water exists along its very extensive pier line. This area is to be converted into a freight yard. The necessity for so large a space will be evident when it is known that as many as 1,500 freight cars have to be passed through the yard in a single day. Several docks with floats are provided for transshipping cars to the North or West. The floats are towed around the Battery to Jersey City or other points.

(Continued on page 114.)
THE IMPROVEMENT OF THE RAILROAD APPROACHES OF NEW YORK.

(Continued from first page.)

The main passenger line crossing the drawbridge already spoken of runs north, and at Williamsbridge begins to sweep to the eastward, and then, passing through Mount Vernon and New Rochelle, goes to New Haven. From the Mott Haven yard a road called the Harlem River branch runs eastward close to the shore of the East River and Long Island Sound and meets the main line just to the west of New Rochelle. Thus up to this point there are four tracks, which begin at the Harlem River. Below the river, the road has to use the Fourth Avenue tunnel. Up to Williamsbridge it uses the same tracks as the Harlem road. The improvements illustrated in the present issue commence at the New Rochelle junction. One of the illustrations, taken from a point looking eastward, shows the beginning of what may be termed the new road. It consists of four parallel tracks, stone ballasted for their entire width. The old line contained a number of steep railroad grades and sudden turns. The new line effects a great improvement in both these respects. The road is straightened out so as to reduce the curves, and also to shorten the distance run. The diagrams showing the new and old routes near Harrison and Rye are given as examples of the class of work done as regards adjustments of line. The grades have been also much reduced. In places the level has been altered seven or eight feet. Good crossings are also abolished. Where roads cross the track, iron bridges, as a rule, are used, to carry the trains across the wagon roads, or to extend the wagon road across the track. Samples of the standard type of masonry railway bridges are shown in the engravings. In some places masonry bridges already in existence have been utilized by being widened so as to carry the four tracks. Several examples of this exist at Mamaroneck.

In this way the work has been carried out so far east as Port Chester. In the ten miles thus far completed there are no grade crossings. For all the important stations new stations have been erected. The entire line is run upon the block system, whose semaphores form a conspicuous feature of the road. They are actuated by signal men stationed in the towers at the side of the track. Each pair establishes a "block." When a train is to enter the block, the semaphore at the beginning is dropped, and as soon raised to the danger point as the train passes. It is locked in this position, and cannot be dropped to indicate safety until the train has passed the next signal tower, and has left the block, and the next semaphore has been lowered. Each signal man is a telegraph operator, so that in case of an accident they can communicate with each other. Three miles is the greatest length of a block, but near New York it is much shorter. Trains can run with perfect safety on two or three minutes' headway.

The engravings show various scenes along the line of improvements, and the eastern limit of operations is seen at Port Chester. Next summer the work will be extended beyond this point, and, in the near future, a four-track road will run to New Haven. Then the road will show probably the finest stretch of railway in the United States.

The New York Central road is engaged also in an undertaking of much importance. Starting at the natural grade, at Mott Haven, and returning to it just beyond Avenue Park station, the tracks used by the Harlem and by the New Haven road are being depressed below the level of the street. The work, as yet, has not progressed very far. The roadbed is to be lowered well below the grade, and the excavation is to be lined with cut stone masonry work. We illustrate the work in progress at Mott Haven, at which point the masonry has been carried to the highest point.

The portion of the city which is becoming so thickly populated that it was found imperatively necessary to abolish the many grade crossings.

The two undertakings described show that the railroad authorities realize the importance of providing for future growth of business. The Grand Central Depot has already been increased in size, but it is now hardly adequate for its work. A slight increase in facilities has been effected by running the trains on the left hand tracks, as seen in the cut of Mott Haven. It is not improbable work or could work in any other country."

After all, there is no better way of reaching perfection than through experimenting and failure, and every one of the successes in electric railroading in this country has been won by the very finest qualities of grit, self-help, and shrewdness. Our motor engineers know something new about electric roads, and have laid the foundations of an enormous industry by their genius and perseverance.

The Elm Beetle.

During the last summer Washington and other Eastern cities of the United States were exceptionally free from the attacks of "shade tree pests." Elm leaf beetles were not nearly so numerous as usual. In recording this fact in Insect Life, the writer refers to "an occurrence which shows how careful one must be in drawing conclusions from experiments to destroy insects." "Counting," he says, "upon the ordinary appearance of the elm leaf beetle, we sprayed the trees in our garden with London purple early in the summer, and as no damage was done, we were quite of the opinion that the spraying had been a success until, later, we noticed that unsprayed trees were quite free also. In the same way a gentleman came to us toward the end of the season and informed us that he had completely protected his trees by spraying the grass under them with Paris Green. Long Island roads have been the first time in several years having retained the verdure of their foliage."

The Electric Railways.

The Electric World says that, one year ago, there were barely a score of electric roads in this country, and about another score were projected. To-day there are over fifty roads, and nearly seventy more are building or under contract. There is still plenty of room for improvement in the methods adopted, but the roads work and are certainly good enough to advertise the method as a success. We may well apply to this the language that Professor Bryce in his recent noble work on the "American Common Wealth" uses about some of our political conditions: "The Americans surpass all other nations in their power of making the best of bad conditions, getting the largest results out of scanty materials or rough methods. Many things in this country work better than they ought to"

MASONERY ARCHES OVER STREAM, MAMARONECK.

New Station at Rye, and Three-Span Bridge.
"THIS IS MY BUSY DAY"

"This is my busy day." That is a sign which almost anyone on the New Haven Railroad connected with the Operating and Passenger Traffic Departments could have tacked up without fear of being wrong on September 4 and kept in place at least until September 8.

During those five days, in order to take care of all the extra travel over the Labor Day holiday, and to care for returning vacationists, the New Haven Railroad ran a total of 164 extra sections as well as 47 "deadhead" specials in order to get equipment to the places where it was needed, or a total of 211 trains over and above the normal requirements of travel.

The majority of the extra passengers were westbound, and it required a total of 1,399 extra cars to accommodate them. There were 106 extra sections of these westbound trains, consisting of 228 Pullmans and 798 coaches, while there were 100 extra Pullmans and 277 extra coaches on regular trains. The peak day was Labor Day itself, when 42 extra westbound sections were needed, and a total of 471 extra cars.

Eastbound over the five-day period there were 58 extra sections of trains, with 104 Pullmans and 442 coaches, while 93 extra Pullmans and 281 extra coaches were used on regular trains. The total number of extra cars used in eastbound service was 920. This, added to the 1,399 extra cars for westbound service, gives a total of 2,319 extra cars provided for passengers from September 4th to 8th inclusive.

All concerned in the arrangements for and the operation of this extra service are to be congratulated on the splendid achievement in supplying all this extra service without any impairment of regular travel.

"EDUCATION"

The continued success attending the experiment in connection with scholarships offered by the New Haven management in the New Haven Division of Northeastern University has prompted the Company to increase the number of scholarships this year to four full and eight half.

Details of the plan under which these scholarships are granted have been made the subject of a circular recently issued by the President, a copy of which may be obtained by application to the employee's immediate superior.

The courses in which the scholarships are offered are:

Railroad Transportation and Accountancy.

Railroad Transportation and Engineering.

The courses have proven interesting and valuable and the scholarship plan offers an opportunity to those who are anxious to improve their education.

As indicated above, the scholarships are at present confined to the New Haven Division of Northeastern, employees residing in New Haven or immediate vicinity being eligible.
PASSENGER TRAIN PERFORMANCE AUGUST, 1925.

During August, 93.6% of all trains were on time, a slight improvement over the previous two months, and exactly the same as the corresponding month of 1924. With the exception of 1924, this August was better than any previous August since 1920 when our record started.

The figures for recent months and for August of past years were as follows:

<table>
<thead>
<tr>
<th></th>
<th>Trains Operated</th>
<th>Trains on Time</th>
<th>Percent on Time</th>
</tr>
</thead>
<tbody>
<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>
<tr>
<td>April</td>
<td>37,678</td>
<td>36,077</td>
<td>95.8</td>
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<tr>
<td>May</td>
<td>38,190</td>
<td>36,611</td>
<td>95.9</td>
</tr>
<tr>
<td>June</td>
<td>38,149</td>
<td>35,487</td>
<td>93.0</td>
</tr>
<tr>
<td>July</td>
<td>39,992</td>
<td>37,293</td>
<td>93.3</td>
</tr>
<tr>
<td>August</td>
<td>39,572</td>
<td>37,050</td>
<td>93.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>August</th>
<th>Trains Operated</th>
<th>Trains on Time</th>
<th>Percent on Time</th>
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<tbody>
<tr>
<td>1924</td>
<td>41,673</td>
<td>39,003</td>
<td>93.6</td>
</tr>
<tr>
<td>1923</td>
<td>42,528</td>
<td>37,943</td>
<td>89.2</td>
</tr>
<tr>
<td>1922</td>
<td>42,062</td>
<td>33,287</td>
<td>79.1</td>
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<tr>
<td>1921</td>
<td>44,219</td>
<td>40,879</td>
<td>92.4</td>
</tr>
<tr>
<td>1920</td>
<td>46,515</td>
<td>37,141</td>
<td>79.8</td>
</tr>
</tbody>
</table>

During the month there was a daily average of 86 through and 1191 local trains, making a total of 1,277 trains daily. In August, 1924, the average trains daily were 1,344 and in August, 1923—1,372.

Bees and Bees-ness

Said a wise old bee at the close of the day: "This colony business doesn't pay.

"I put my honey in that old hive that others may eat and live and thrive, and I do more work in a day, by gee, than some of the other fellows do in three.

"I toil and worry and save and hoard, and all I get is my room and board.

"It's me for a hive I can run myself, and me for the sweets of my hardened pelf."

So, the old bee flew to a meadow lone and started a business of his own. He gave no thought to the buzzing clan, but, all intent on his selfish plan, he lived the life of a hermit free. "Ah, this is great," said the wise old bee.

But the summer waned and the days grew drear, and the lone bee wailed as he dropped a tear; for the varmints gobbled his little store, and his wax played out and his heart was sore; so he winged his way to the old home band, and took his meals at the Helping Hand.

Alone our work is of little worth; together we are the lords of earth; so it's all for each and it's each for all—united, stand, or divided, fall.

—Journal of Commerce.
The Annual Athletic Championships and Games

In Paris, France, a number of streets are named after some historic day of a month. One will see, for instance, a street named the "17th of September" and others of different dates and months.

But it was the 12th of September that was the red letter day on the Athletic calendar of the New Haven Railroad. Came that day great squads of sturdy Railroaders to New Haven to test their skill and endurance in friendly rivalry with Brother Railroaders.

A sky which threatened rain all morning changed to a glorious smiling blue early in the afternoon and with the exception of the heavy heat, furnished an ideal setting for the games.

The largest program attempted yet occupied the attention of upwards of 180 athletes, men and women, in over 390 entries.

Swimming, handball, baseball, tennis, quoits, track and field competition, fire brigade contests, provided a busy day for competitors and an interesting program for the spectators.

And looming above all was the gigantic form of the youthful son of Mr. W. L. Bean, Mechanical Manager, who strolled about the field on a pair of stilts which made a 12 foot giant out of him. The stilts were covered by a long pair of trousers and the giant's head was surmounted by a black silk plug hat bearing the white letters M. D. A.

The Readville Shop and the Headquarters Railroad Bands furnished the music for the occasion.

The evening found the Athletes and their friends at the Armory, where a ten piece orchestra inspired weary feet to trip the "light fantastic" notwithstanding the oppressive humidity and heat. During an intermission in the dance came the rewarding of the heroes of the day with many silver cups and medals.

East Hartford Mechanical Department carried off the Athletic honors of the day with a total score of 33 points. Readville Locomotive division was second with 21 points. Third were the General offices of New Haven with 16 points.

C. Jepson of East Hartford was the highest individual point winner, having rolled up 18 of Hartford's 33 points.

The baseball championship of the Athletic Association Division was won by the New Haven Division Team in a final game with New London by a score of 4 to 2.

In the Mechanical Department Division, Providence won the second game from Hartford by a score of 8 to 6. The third and deciding game will be played at Providence.

The quoit championship was won by East Hartford Mechanical Department. The General Offices team finished second.

The handball championship was won by J. Klotz of Van Nest Shop with second honors going to F. Adamec of the same place.

Neal Shanley of the New Haven Division A. A. won the annual singles tennis championship of the New Haven Railroad System, held on September 12 and
13 in New Haven, defeating O. P. Turner of the General Offices, winner of the title last year, in straight sets 6-2, 6-3. D. M. Neiswanger of the President's office and W. T. Dorrance, Designing Engineer, captured the doubles title by defeating Shanley and Kelly of the New Haven Division, 6-4, 6-0 in the finals of the same tournament, and Miss Augusta Moessner annexed the women's singles championship for the fourth successive year, again defeating Miss Louise Coutanche of Providence for the title. The scores were 6-2, 6-2.

General Summary of Events

**MEN**

100 yards—won by L. Collins, East Hartford; 2nd, W. Reeves, New Haven Division; 3rd, A. J. Carr, Readville Locomotive; time, 10 3/5 seconds.

220 yards—won by F. Gordon, General Offices; 2nd, S. Johnson, East Hartford; 3rd, W. Reeves, New Haven Division; time, 24 1/5 seconds.

440 yards—won by A. Haines, Readville Locomotive; 2nd, Anthony Posa, Waterbury Engine House; 3rd, G. Kelley, Readville Car; time, 56 seconds.

880 yards—won by K. Pease, Readville Locomotive; 2nd, F. Gardner, East Hartford; 3rd, J. Kelleher, New Haven Division; time, 2 minutes, 22 seconds.

Mile Relay—won by Readville Car; 2nd, General Offices; 3rd, East Hartford; time, 3 minutes, 52 2/5 seconds.

Mile Run—won by T. F. Roach, New York Division; 2nd, J. Nugent, Readville Shop; time, 5 minutes, 1 second.

Standing Broad Jump—won by C. Jepson, East Hartford; 2nd, W. Schwanner, Providence Division A.A.; 3rd, E. Parquette, Readville Locomotive; distance, 9 feet 10 1/2 inches.

Running Broad Jump—won by J. Chapin, New Haven Shop; 2nd, D. Donovan, New Haven Division A.A.; 3rd, E. Parquette, Readville Locomotive; distance, 20 feet, 3 inches.

Running High Jump—won by C. Jepson, East Hartford; 2nd, E. S. Howard, General Offices A.A.; 3rd, H. Chapin, New Haven Shop; height, 5 feet, 6 inches.


12 Pound Shot—won by W. Laskey, Readville Locomotive; 2nd, C. Jepson, East Hartford; 3rd, C. Caveney, Readville Car; distance, 40 feet, 3 inches.

**WOMEN**

75 yards—won by Miss M. McDermott, General Offices A.A.; 2nd, M. Enright, New Haven Division A.A.; 3rd, Ella Hynds, N. H. Division A.A.; time, 10 3/5 seconds.

Standing Broad Jump—won by Edith Jorgenson, New Haven Division A.A.; 2nd, Margaret Yates, General Offices A.A.; 3rd, Doris Jorgenson, New Haven Division A.A.; distance, 7 feet, 5 1/2 inches.


Basketball Throw—won by Doris Jorgenson, New Haven Division A.A.; 2nd, Edith Jorgenson, New Haven Division; 3rd, Ella Hynds, New Haven Division A.A.; distance, 47 feet, 7 inches.

440 Yard Relay—won by New Haven Division A.A.; time, 1 minute, 9 seconds.

**TENNIS**

Summary:


Men's doubles: first round; Van Wyck and Crosby, Danbury, defeated Marshall and Lindopp, Providence, 6-3, 6-4; Neiwanger and Dorrance defeated Priest and Connelly, 6-3, 6-4; Kelly and Shanley, New Haven, won by default from New London. Second round, Neiwanger and Dorrance defeated Van Wyck and Crosby, 6-0, 6-0; Kelly and Shanley defeated Anderson and Perkins, East Bound Hump, New Haven, 6-0, 6-3. Finals, Neiwanger and Dorrance defeated Kelly and Shanley, 6-4, 6-0.

Women's singles: first round; Miss Augusta Moessner defeated Miss O. P. Stiles, New London, 6-1, 6-2; Miss Louise Coutanche, Providence, defeated Miss Ruth Jepson, G. O. A. A., 6-0, 6-4. Final round: Miss Moessner defeated Miss Coutanche, 6-2, 6-2.

**APPRENTICES**

100 yard dash—won by J. Lee, Readville Car; 2nd, W. Godfrey, Readville Locomotive; 3rd, R. Meigasso, Van Nest Shop; time, 11 seconds.

440 Yard Relay—won by Readville Car; time, 56 seconds.

**FIRE BRIGADE CONTESTS**

Hose Laying Contest—won by Readville Shop; 2nd, New Haven Shop; 3rd, Boston Local No. 1; time, 35 seconds.
100 yard Fire Bucket Race—won by New Haven Shop; 2nd, Readville Shop; 3rd, Norwood Shop; time, 16 4/5 seconds.

100 yard Hose Reel Race—won by New Haven Shop; 2nd, Readville Shop; 3rd, General Offices A. A.; time, 15 1/5 seconds.

Recharging “Badger” Fire Extinguisher—won by Fred Hazzard, Readville Shop; 2nd, Jos. Boron, Charles St. Engine House, Providence; 3rd, L. Cowles, East Hartford; time, 57 seconds.

**SWIMMING**

20 yard Swim—won by Kennedy, New Haven Division A. A.; 2nd, Swanson, Personnel Department; 3rd, Donlan, New Haven Division A. A.; time, 11 3/5 seconds.

100 yard Swim, free style—won by E. Sutton, Personnel Department; time, 1 minute, 9 2/5 seconds.

100 yard Breast Stroke—won by F. Swanson, Personnel Department; time, 1 minute, 50 3/5 seconds.

Plunge for Distance—won by W. A. Gordon, General Offices; 3rd, W. E. Harrison, General Offices; distance, 39 feet, 4 inches. 40 yard Relay—won by General Offices (Personnel Department team); time, 2 minutes, 22 seconds.

Fancy Diving—won by Donlan, New Haven Division, 30.4 points; 2nd, E. Sutton, Personnel Department, 28.4 points.

**SPECIAL EVENTS**

Boys’ 50 yard Dash—won by J. Lynch, New Haven; 2nd, J. Lee, of Readville; time, 7 2/5 seconds.

Girls’ 50 yard Dash—won by Miss McCunn, of Van Nest; 2nd, Miss Enright, of New Haven; time, 7 1/5 seconds.

Boys’ 100 yards (14 to 16 years)—won by Nugent, of New Haven; 2nd, Lynch, New Haven, time, 12 seconds.

120 yards Low Hurdle (modified)—won by Parquette, of Readville Locomotive; 2nd, Serafin, Van Nest.

Fat Men’s Race—won by Auger, Readville; 2nd, Serafin, Van Nest.


Three Legged Race—won by Horn and Short, General Offices; 2nd, Malloy and O’Connor, New Haven Division.

**ORDER OF FINISH**

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<thead>
<tr>
<th>Place</th>
<th>Team</th>
<th>Points</th>
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<tbody>
<tr>
<td>1</td>
<td>E. Hartford</td>
<td>33</td>
</tr>
<tr>
<td>2</td>
<td>Readville Locomotive</td>
<td>21</td>
</tr>
<tr>
<td>3</td>
<td>General Offices</td>
<td>16</td>
</tr>
<tr>
<td>4</td>
<td>Readville Car</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>New Haven Division</td>
<td>9</td>
</tr>
<tr>
<td>6</td>
<td>New Haven Shop</td>
<td>5</td>
</tr>
<tr>
<td>7</td>
<td>New York Division</td>
<td>5</td>
</tr>
<tr>
<td>8</td>
<td>Waterbury Engine House</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>Providence A.A.</td>
<td>3</td>
</tr>
</tbody>
</table>

**STUDENT:** Say, Professor, how long could I live without brains?

**PROF.:** That remains to be seen.

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**The Fall and Winter Program**

Bowling, Soccer, Pocket Billiards and Basketball are already crowding baseball off the stage. It is not too early to lay plans for bowling leagues now.

**A Challenge**

The Readville Car Department Tug-of-War team (5 men) challenges any team on Lines West for the System Title in a regulation pull on cleats. Communicate with S. Demers, Readville Car Shop, Readville, Mass.

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“**OUR YOUNGEST GATEMAN**”

Backward turn backward
To days long ago.
To days of the hand Pin
Over car tops all snow.
He found there the secret
The youth he retains
Fred Dailey I mean
Who tells you the trains.
When you ask him a question
He smiles and replies
To the point and exact
He won’t tolerate lies.
He’s a railroad quiz expert
And gives it so cool
That training was good
At the hand coupling pin school.
He excels all in patience
Snap judgment, too.
Looks robust and healthy
In livery gray-blue.
In all lines of work
We have men who excel
But seldom you find one
That does it so well.
At three score and ten
Like Methusala of old
Scoffs at father time
And is still on the go.
If you don’t believe it
We’ll give you a chance
Come up to the Gate man’s Room
And see Dailey Dance.

H. L. LYNCH,
South Station
Information Bureau.

Fred Dailey’s picture was in “Along the Line” with the group of old Providence division conductors about March, taken in the conductor’s room about 1887.

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Politeness these days consists of offering a lady your seat when you get off the street-car.—Grand Rapids Press.
MOSTLY PERSONAL

BOSTON

J. Ed. Kerns, Operator at Braintree Tower has been selected to deliver a series of five Patriotic Talks to the School Children of Medford to awaken interest in the campaign to raise funds to restore the old Frigate “Constitution” now at the Charlestown Navy Yard.

The Quincy local papers have on several occasions this summer commented on the well kept grounds about the Norfolk Downs Station and the Circular bed of flowers at the dead end of Billings Road for which credit is due Veteran Agent Amos Clark.

W. J. Hird, one of the remaining old fashion hand senders in the General Telegraph office is off on a two weeks’ vacation, the whereabouts of which is unknown.

Col. Jawn Regan, Pilot of the “Blue Streak” is tuning up the old motor and re-enforcing the rear end in preparation for a raid on the apple orchards along the South Shore. Tom Clark is saving up his coin to buy the gas and a set of new tires for the trip.

Harry Curran, Extra Train Dispatcher, of “Easta Bos’” is on his annual autumnal pilgrimage to Montreal.

The many friends of J. J. Wishart, B.&B. Supervisor, will be glad to hear that he is able to be about again, having reported at the office Sept. 14, 1925.

WATERBURY

Miss Catherine Navin has resumed her duties in the Signal Supervisors office after spending her vacation at Block Island.

Train Dispatcher Hixon has purchased a new 1926 Buick Coach.

Harry Leffingwell who has been working in the Supt’s office has accepted a position in the Derby freight house.

Condr’ Harper is off sick. Eddie Brundage is piloting DO-1 and OD-2 over the road in place of Jud’l.

Yardmaster Charlie McCarthy of Ansonia is off on his vacation. Jack Ennis is acting Yardmaster.

If anyone has a cross-word puzzle that he cannot solve just mail it to Chief Clerk McDermott in the Supt’s office. Mack specializes in this line.

Joe Kelly of the Supt’s office reports a very successful season with his Orchestra.

Jimmie Gleason of the Supt’s office has resumed duty after spending his vacation in New York.

Johnny McCarthy has resigned his position as ticket clerk at Waterbury to accept a position in Cleveland, Ohio. We all wish you the best of luck, John.

Pat Malone, former Agent at Beacon Falls has accepted a position as Ticket Clerk in the Waterbury ticket office.

Assistant Division Engr. Jack Bell says he is out to beat his former record in the bowling league this season, Go to it, Jack.

Second trick Operator Mrs. Mary Cullen of Bristol is on 2 week’s vacation which she is spending in Montreal. Operator Goulet is substituting.

Dick Hogan of the Division Accountants office is keeping fit by playing golf, Dick says he turned in a 37 the other day over the Mattatuck course. That’s 2 below par. Some golfer, I’ll say.

Himie Greenbaum, clerk at the Waterbury yard office, has $50 to put on the Senators that they win the bunting from the Pirates.

Johnny Maloney, night clerk Waterbury yard office, is making his plans to attend the world’s series.
Engineer Harry Gates has displaced Freddie Norton on the Winsted Local.

Track Supervisor John Smith says look out for him this year in the bowling league; claims he can bust them up for 100 after practicing all summer. Hope this is true.

Engine Dispatcher Clark of Waterbury Engine House has resumed duty after spending 2 weeks' vacation at Sheffield, Mass. Mike Stack, the Popular Meriden Jct. Car Inspector, covered Bob's job.

Signal Supervisor Stone was a recent visitor in Boston.

Conductor Charlie Schenck is piloting the Western Union Motor car between Waterbury and Danbury.

Conductor Danaher and Engineer Drinkwater are a credit to trains DH-1 and DH-2. It is very seldom that they are not on time.

Conductor Bill Beasley on the Watertown Branch and Waterville Switcher says business was never better on this job.

Trainmaster W. H. Casey is back on the job after 2 weeks' spent in the Berkshires.

Larry Mullen, Conductor in Waterbury yard, has a busy time explaining to the boys why he goes home by the way of Judd St. instead of going through the center with the rest of the north end boys.

Warren Grant, our jovial yard clerk, always manages to check up the Waterville cars about the time the young ladies are alighting from train 45.

“Rush” Causey, our hustling yardmaster, is kept busy since Tom Dougherty has the 30 back from the shops.

Red Conlon is anxiously waiting for the bowling season to start so he can show the ladies his beautiful red flaming hair.

Hyman Greenberg has returned from a three weeks' trip to all the synagogues between Waterbury and Detroit.

"Dapper Dan" Hackett has returned from a visit in Montreal, where he made a big hit with all the flappers. He now answers to the name of "Sheik."

NEW HAVEN

"Dan Cupid" has been hovering around our Accounting offices in the Yellow Building, and the result is that already four weddings have taken place this month, and more prophesied.

On September eighth Miss Kay Corves was married to Mr. Edward Griffin, Chief Clerk to the Chief of Police of the City of New Haven. Miss Corves was formerly with the Steamship Accounting offices.

On September 10th Miss Anna Apuzo of the Miscellaneous Accounting offices was married to Mr. Edward Petraindo, a tailor of New Haven.

On September 16th Miss Margaret Coffey married Mr. Raymond Phillips, employed at Cedar Hill. Miss Coffey was with the Miscellaneous Accounting offices.

On September 14th Miss Louise Howd of the Cost Accounting offices was married to Mr. George Remper.

Harry McQueeney of the Fuel Accountants Office, and Roy McLeod of the Mechanical Managers Office, spent a most enjoyable week's vacation in Montreal, Canada.

Harry says: We took everything well but the weather.

Hughie Graham of the Fuel Accountants Office spent the first two weeks of August, on his vacation, at his home in the wilds of Stony Creek.

Personnel Basketball Team Wants Games

The Personnel Dept. Basketball team, champions of the Inter-department League in New Haven last year, are busy making plans for the coming season.
Along the Line

They would like to secure games from any departmental team on the system. This team is composed of employees of the Personnel Department, played eleven games last season, winning all of them. At a meeting of the team, it was decided to include some out of town games on the schedule, and any teams desiring games will be given full consideration.

Please advise date, place, and all particulars and address all communications to J. P. Cooke, Manager, Personnel Department, New Haven, Conn.

New York Division

The sincerest sympathy of everyone was extended to Ralph Boyle over the recent death of his father, and Ralph’s associates in the Terminal sent a floral piece.

Assistant Counsel Reed’s room assumed gala attire on August 28. No one would ever have expected that hard-working young lawyer’s office to look just like it did that day. The reason was that it was the scene of a “Woolworth banquet”—that is, that was the source of supply for the plates, etc. Ice cream, cake and candy were the order of the day.

Reason? None other than a surprise party for the then Miss Florence F. Bleecker, but now Mrs. Ambrose Hammell of Jersey City, in honor of the approaching event which as we predicted in our August issue, took place on September 6, at St. Anthony’s Church, Yonkers.

Those present at the “banquet” were Ed. Moore, James N. Curtain, Agnes O’Brien, “Marge” Doxey, Helen Farley, “Ace” Mullen, George Warren, John H. Calhoun, and Carley Jensen. Jim Curtain, as her last bachelor friend, escorted the bride-to-be to the train.

Everyone had such a good time they’re scouting around to find the next victim.

Charlie Coughlan’s team played the New York Giants recently at Haverstraw, and while they led up to the seventh inning, they were finally beaten out by 7 to 5. Charlie contributed a two-bagger off the delivery of Davies, former New Haven star.

The picture we don’t print here is one taken from the stern of the “Islander,” bound from Nantucket to New Bedford, and was taken by our staff photographer, Bill Donohue. The reason we don’t print it is that you’d be no better off. All it shows is some foam and a couple of seagulls (if you look very closely). It’s possible that young Donald Gregory Donohue is out there doing a channel swim—that’s the only way we can account for Bill having wasted the film.

We lately discovered that our genial Assistant General Passenger Agent, Mr. Shaw, has a latent spark of Robin Hood in him somewhere. At least, we discovered what is his favorite sport, and we may be pardoned for jumping at our conclusion when we tell you it is archery. We’ll bet he draws a long bow! Probably will at us, anyway, when he sees this.

Miss Gertrude Gorton is taking the place vacated by the departure of Miss Bleecker in Mr. Sheafe’s office.

Miss Loretta Walsh, also stenographer in Mr. Sheafe’s office, is to transfer her activities to Mr. Brumley’s office. We do not know at this writing who will take Miss Walsh’s place.

It is rumored that several departments are fighting for the services of Sam Oberlander of Mr. Shaw’s office for the job of collecting all outstanding “bad bills.” When Sam camps on anyone’s trail they might just as well fork up.

The name “George S. Wheat” will appear on the door of Room 3050 October 1st in place of Leslie H. Tyler, the latter having transferred the scene of his activities to New Haven effective that date. Mr. Wheat will handle public relations matters in New York State.

Up at Harlem River we find that Leo Gallagher of the Superintendent’s office took a vacation trip to Washington to visit his brother, taking along his wife and baby.
"Take it easy" Eddie (Leddy), stenographer in the same office, visited Niagara Falls and Honeyville on his vacation. Notwithstanding the suspicious sound of both places, he returned to the office still married only to his flivver.

Chief Clerk Paul Ward spent his two weeks on Long Island.

We didn’t treat Miss Harriett C. Maloy right at all in the last issue, all through letting our notes get "cold." We had a note that she vacationed at N. L., N. H., and when we came to write the paragraph took it to be New London and New Haven, whereas she really went to New London, New Hampshire.

"Pat" Casey brought his little brother down to work in Mr. Norton’s office.

Miss Dorothy Longhurst, stenographer, also of The Superintendent’s office, visited Canada on her vacation.

Up on the third floor, in the Division Accountant’s office, we discover that Thomas Wellington Cashman, better known as "Chief," is visiting Atlantic City, where most of his vacation will be taken up in attending the New Jersey Fire Chief’s convention.

Joseph Delaney of the same office has recently returned to work after being away for about two weeks because of a minor operation. From his appearance we think he has fully recovered.

Chief Clerk J. J. Reilly is spending his vacation making short trips to places he has never visited before.

Mr. H. E. Norton, the "boss," recently returned from his vacation, and when interviewed said that after reading the other stories from the returning vacationists about the fish they caught (and bought), he has nothing to say.

Mrs. La Rose, formerly Miss Polly Sterman, has left the service to take up her matrimonial duties. If Mrs. La Rose will perform her new duties half as well as her old ones, we can see nothing but a successful venture.

Harry Hotter hasn’t much to say these days. He predicted at the start of the baseball season that the Yankees would win the pennant. This is the first time known that Harry has fallen down on his predictions.

And now the Division Accountant’s office has turned up a poet in the person of Miss Madeline Ressmeyer, who submits the following:

**ISN’T THIS TRUE**

A blare of jazz and a blaze of light,
A good dance floor on a Saturday night;
The boy friend with a flask on his hip,
And his girl with the carmine on her lip;
That is the great life, so they say,
These flappers and cake-eaters of to-day.
And you who have sobered and settled down,
And upon such frivolities scowl and frown,
Who bid them such merry-making desist,
And live a life that would be merely to exist—
Why not be square and admit the truth,
That you’ve also had wild days in your youth!

**NO TRIMMINGS—DINER** (who has found a piece of wood in his sausage)—
"Waiter, I don’t mind the dog, but I bar the kennel."—London Opinion.

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.
Mr. John H. Daley, Mechanical Superintendent, Lines West died August 28.

Mr. Daley was born in Montezuma, N. Y. and received his early education in the local country school, later walking 5 miles to Port Byron for such advantages as were offered by the High School in that town.

After a few months in this school it became necessary to find employment in order to earn something for the support of his Mother. He found work on the Brooklyn Elevated Railway as a fireman in 1888 and the family moved to Brooklyn. He was promoted to Engineer and remained with the Company until the substitution of electric power when he came to the "New Haven," entering the service as fireman in April, 1895. Mr. Daley's capacity for the fulfilment of responsibilities received recognition and his advancement which followed was accompanied by diligent study and conscientious effort to further increase his ability to deal successfully with the human and mechanical problems of his profession. His succession of promotions were as follows: Engineer, December 8, 1901; Engine Dispatcher at Lambert St., New Haven in 1908; Road Foreman of Engines, Shore Line Division, April 1, 1912; Master Mechanic, Old Colony Division, October 1, 1913; Master Mechanic, Boston Division, February 1, 1917; Mechanical Superintendent, Lines West, October 23, 1923.

Mr. Daley was married at New Haven, Conn. to Miss Mary E. Kenney. A son and a daughter are now employed in the Mechanical and Stores Departments respectively.

Huber MacKenzie, a brakeman employed at the entrance to the "hump yard" of the New York, New Haven and Hartford railroad in Pawtucket near the old Woodlawn station, died August 28.

Mr. MacKenzie had recently gone to work in the yard, coming to Providence from Hopewell, Pictou county, N. S., where he leaves a wife and five children. He lived with a sister, Mrs. W. A. MacGregor, at 140 Ruggles street, Providence.

Richard G. Stearns, 20 years an employee of the New Haven Railroad, recently serving as systematizer in the company, died September 2, at his home in Providence.

He was born in Boston and was graduated from English High School in that city. He was a member of Raboni Lodge of Masons and Kitchemankin Tribe of Red Men of Boston.

He leaves his wife, his mother, three brothers and two sisters of Boston.

Charles Shepard Gallagher, formerly a Locomotive Engineer and for the past seven years Foreman at Southampton Street Enginehouse, died suddenly during his tour of duty July 15th, 1925.

"Shep," as he was known to all Railroad men, was born in Victoria County, New Brunswick, August 12th, 1867. He became a Freight Conductor on the Old New England Railroad in 1890, running between Boston and Hartford. In 1893 he commenced work as a Locomotive Fireman and was set up as a Locomotive Engineer February 17th, 1905, performing his first service on the Fast Freight over what is now the Norwood Branch. In 1914 Mr. Gallagher suffered a shock and for the next three years was confined to his home. In 1918, having partially recovered from the shock, he accepted Foreman's position at Southampton Street Enginehouse.

Mr. Gallagher leaves a widow and one son, Roy Gallagher, a trainman on the Midland Division. He also leaves a Brother, David Gallagher, now employed as an Engineer in the Hartford Yard.
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<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION</th>
<th>EMPLOYED</th>
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<tbody>
<tr>
<td>Richard Baldwin Cogswell</td>
<td>Engineman</td>
<td>New York</td>
<td>May 1, 1864</td>
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<tr>
<td>Riley Ellsworth Phillips</td>
<td>Foreman's Assistant</td>
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<td>James F. Gardner</td>
<td>Passenger Conductor</td>
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<tr>
<td>George Henry Saunders</td>
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<td>New London</td>
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<tr>
<td>James William Gillerin</td>
<td>Train Caller</td>
<td>New Haven</td>
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<td>Lester M. Phillips</td>
<td>Train Baggage Master</td>
<td>New Haven</td>
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<tr>
<td>John Edw. Killoy</td>
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<td>New Haven</td>
<td>Nov. 28, 1868</td>
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<tr>
<td>William Stephen Lucey</td>
<td>Record Clerk</td>
<td>New Haven</td>
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<td>Stephen S. Thayer</td>
<td>Leader of Shops</td>
<td>New Haven</td>
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<tr>
<td>Clarence A. Simmons</td>
<td>General Agent</td>
<td>Midland</td>
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<td>Lorenzo B. Nickerson</td>
<td>Office of Vice-Pres., Station Agent</td>
<td>New York</td>
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<td>T. W. Hoogs</td>
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<td>John Somers</td>
<td>Storekeeper</td>
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<td>Lorenzo Warren Bates</td>
<td>Gatemen</td>
<td>New Haven</td>
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<td>Duncan J. McPherson</td>
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<td>Charles O. Marchant</td>
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<td>Charles Waldo Ralph</td>
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<td>Septimus C. Fleetwood</td>
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<td>Providence</td>
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<td>Nelson Peloquin</td>
<td>Carpenet</td>
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<td>Asa Herbert Porter</td>
<td>Outside Joiner</td>
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<td>April 1871</td>
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<tr>
<td>Walter Scott</td>
<td>Yard Brakeman</td>
<td>New Haven</td>
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<td>Theodore E. Robinson</td>
<td>Engineman</td>
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<tr>
<td>Timothy J. Maloney</td>
<td>Train Baggage Master</td>
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<td>Franklin Sherman</td>
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<td>C.N.E. Ry.</td>
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<td>Hugh Augustus Gillerin</td>
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<td>James F. Tierney</td>
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<td>Charles Henry McLoon</td>
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<td>Francis Leroy Ashley</td>
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<td>Albert Erwin Spencer</td>
<td>Mgr. Sta. Restaurant</td>
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<td>John Henry Barton</td>
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<td>Miss Mary McCarty</td>
<td>Agent and Operator</td>
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<td>Thomas Burns</td>
<td>Clerk, N. H. Frt. Office</td>
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<td>Charles Leonard</td>
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<td>Charles Ruggles Sawyer</td>
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<td>James L. Bally</td>
<td>Treasurer</td>
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<td>John W. Wilmot</td>
<td>Bridgemaster</td>
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<td>John Fitzgerald</td>
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<td>Augustus S. May</td>
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<td>Michael J. Cunningham</td>
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<td>Eugene Byron Chase</td>
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<td>Maurice August Colbert</td>
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<td>Lucius Franklin Slocum</td>
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<td>William Henry Conk</td>
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<td>Albert Wescott Brickley</td>
<td>Watchman Valley Falls</td>
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<td>Z. B. Smith</td>
<td>Bridge Foreman</td>
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<td>George E. Warren</td>
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<td>Henry Stanton Congdon</td>
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<td>A. F. Currier</td>
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<td>Henry Percival Goddard</td>
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<td>Fred Balcom</td>
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<td>Bradford Durfee Bosworth</td>
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<td>Albert Austin Burnham</td>
<td>Yard Brakeman</td>
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<td>Frank Pierce Hawley</td>
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<td>John T. Reilly</td>
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<td>Charles Asa Grant</td>
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<td>J. W. Raymond</td>
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It is our desire to make this Honor Roll complete. If you know of an omission of anyone of fifty years' service and who is still actively employed, please let us know.
Timothy J. Maloney, Yard Brake· man, who has a rec· ord of 54 years serv· ice, was born May 1, 1859.

Mr. Maloney en· tered the service of the Railroad Com· pany as water boy on work train oper· ating out of West· field, Mass., on May 1st, 1871, when he was twelve years old. When his folks urged him to continue to school after he had finished his first summer, he continued in the Maintenance of Way Department as water boy and was then put on as Section Man, where he worked up to the summer of 1884.

He was anxious to become a Trainman and at that time they were putting on Yard Brakemen for Westfield Yard and he was employed in the summer of 1884. He worked for approximately a month at Westfield and was transferred to New Haven where he has since been employed.

He is the oldest yard brakeman in point of service employed in New Haven Terminal.

Mr. Maloney has a perfect record throughout his entire career. He is a man who loved his work and whether he was working one section of the Yard or another he was always watching to see that every switching move was carried out in a safe and orderly manner with due consideration to avoiding accidents to rolling stock, property, and above all, personal injuries.

When approached for unusual happen· ings or occurrences that have come up in his long period of service with the company, in his humble manner he did not want to bring forth anything which might gain him a little praise.

In other words, he is an employe of the old school who feels there is nothing that we might ask of him that he did not feel he should do and do it right.

Franklin Sherman, Engineman on the Fairhaven Division, has a record of Fifty· four ye a r s continuous service w i t h the New Haven, fifty-four years with a perfect record — and, to quote Mr. Sherman, “I have never been in any accident where there was loss of life or injury to any person or persons.”

Franklin Sherman was born at Ellsworth, Maine, May 20, 1854. In June, 1871, at the age of 17, he entered the employ of the Old Colony Railroad Company as a locomotive fireman.

There is a particular fascination about a locomotive that only a boy can understand, and Mr. Sherman felt the call, and was willing to put in several years of good, hard work, as a fireman, in the hope that some day he might have full charge of a mighty “Iron Horse” and have the title of “Engineer.”

His faithful efforts were rewarded, and in September, 1880, he was promoted to Engineer.

For many years Mr. Sherman has been handling runs up and down the Cape, and particularly between Boston and Plymouth. Many are the travelers, coming from near and far to visit our own Cape Cod, who owe their safe journey to Mr. Sherman’s watchful care.

Recently, due to the Company’s rules on age limit, Mr. Sherman has been re· lieved from main line duty, and given a less strenuous post on the Fairhaven Branch.

Mr. Sherman is a genial soul—but quiet and conservative. He does his duty daily as he sees it, and doesn’t boast about it. Only through his many friends and fellow· workers have we been able to get a story about his service. From them we learn that in his earlier days when Mr. Sherman’s run was finished, he didn’t sit around the enginehouse and chat, as was the custom, but spent all his spare time at the Y.M.C.U., in the gymnasium, keeping himself in good condition. Today he looks like a man in his fifties, and it is hard to believe he is any older.
WHAT OTHERS SAY

“How would you like to be a policeman? You wouldn’t. Well, I am not so sure that I would either. But if I were one I would ask to be patterned after Alexander O’Handly, railroad officer at the Quincy station for, lo, these past five years. During his regime accidents have been few and far between, and, as for the enforcement of law and order, just try to start something, and I’ll wager you’ll be sorry. Mr. O’Handly is a guardian of the law with a wide and varied training. For 21 long years he served the City of Boston in that capacity in an efficient and trustworthy manner. He dearly loves the work, and is the kindliest of men, with a most charming smile, until trouble arises, and then, like the good officer he is, he asserts himself in no uncertain manner. To him the law is a sacred thing, and should be obeyed by all and sundry. He may not like the idea of my puffing him in this fashion, but I am going to speak my mind this once even if it means a jail sentence. Officer O’Handly, I salute you! May your star continue to shine for evermore.”

—Quincy Ledger.

Transportation

“The fact is that the manufacture of transportation is undergoing a revolution. It is the victim, or the beneficiary, as one looks at it, of the processes of evolution. It is no more possible for the manufacturers of transportation, on land or sea, to escape the costs of production than it is for the individual commuter to escape the same exactions in the transaction of his business, whether it is mercantile or professional. The advance in the price of the raw materials which enter into the production of transportation has kept pace with the advance in costs of giving service.

“There is essentially no difference in the problem which faces the corner grocery dealer in the merchandising of his supplies and the problem which faces the lines of transportation in selling their wares. The ignorant understanding of this fact is what has caused public officials to support legislation directing an arbitrary fare rate for the trolleys.

“In the case of the New Haven railroad, if there are rights of way to be secured, they cost more than they did fifty years ago, or even fifteen years ago. It costs more to maintain the efficiency of the rights of way. Rails, cars, freight and passenger, engines, the coal to stoke them, and the labor to man them, to speak only of these items, cost more. The costs which are thus increased cannot be met by the revenue secured from old cost schedules.

“The tailor, who should undertake to charge for his clothes what he charged a few years ago, ignoring the increased costs of production, would land in the bankruptcy court.

“We can no more resent the higher costs for the clothes we wear than we can the higher costs for the transportation we enjoy, or vice versa. Nor can we expect either the tailor or the railroad to continue in business at a loss.”

—New Haven Journal-Courier.

“The oldest trains running in and out of Boston, so I learn from a story in “Along the Line,” the snappy little magazine issued by the New Haven railroad, are the “Shoreliner” expresses leaving Boston at 1.05 P. M. (daylight time) and leaving New York at 1.03 in the afternoon. The first trip of those trains was on Monday, Dec. 12, 1859, I am told, and continuously since that date they have been operating without a break. Perhaps some of my old-time readers may have been on the initial trip. It would be interesting to know.”

—Boston Post, Sept. 19.
National Fire Prevention Week
October 4th to 10th, 1925

This is a very appropriate time for us to check up our preparations for the Fall and Winter seasons, at which time fire hazards increase from increased use of artificial light and heat, and the following suggestions are offered:

**Heating Appliances**

Make ready chimneys, stoves, boilers, heaters and pipes leading therefrom, radiators and steam pipes, and their surroundings, before putting into operation to see that they are in proper condition and not too close to surrounding woodwork or flammable material. Responsibility for the condition and maintenance for heating apparatus at each point should be definitely fixed.

**Water Lines and Hose**

Fire lines, automatic sprinkler systems, fire pumps, hydrants, standpipes and valves should be flushed, operated or examined to see that pipes and parts are in good condition, and where there is liability of freezing arrange necessary protection against frost, and see that water supplies to exposed pipe lines are properly closed off and exposed pipes and fittings drained. Fire hose should be examined and accessibly located, and rubber lined hose tested and dried. Responsible employees should be fully posted as to the purpose of all controlling valves and make frequent inspection of all fire equipment, and provision made so that reliance will not have to be placed upon one man at a location in the event of his sickness or absence.

**Water Barrels**

Calcium chloride is now being applied to the water barrels to prevent freezing and it is the duty of people in physical charge of property to see that the solution is properly maintained throughout the winter.

**Electricity**

Examine electric installations to see that they comply with the National Electrical Code.

**Chemical Extinguishers**

Remove soda-acid and foam extinguishers to heated buildings and make sure that they have been recharged within a year.

The Railroad fire loss for the calendar year 1924 was approximately $100,000, an improvement over the previous year, credit for which is due the individual employees and heads of departments; and it is hoped 1925 will show a still further improvement. The principal causes of those losses and the remedies are as follows:

**Causes**

Sparks and Hot Coals from Locomotives.

Careless Smoking.

Heating Appliances and Flues.

Electric Short Circuits and Grounds.

**Remedies**

Maintain and handle properly locomotive ashpans and front ends.

Individual care in smoking and refraining where it is dangerous.

Prevent overheating and observe rules for operation and maintenance of heating apparatus, frequently cleaning chimneys and flues.

Comply with the National Electrical Code.

Organize and Drill Frequently Employes' Fire Brigades at All Points

Approved: A. P. RUSSELL,
Vice-President.

W. F. HICKEY,
Superintendent of Insurance.