A “Monster” of the Early 90’s and a Monster of Today
A New Haven Railroad
Man's Creed

I believe in my Company, in its service, its progressiveness, and in its integrity. I believe in its future, because I believe in New England. New England has vast resources and equally great possibilities—and New England and the New Haven Railroad are inseparable.

I believe in the pioneering spirit of my Company as expressed in its adoption in 1895 of the first electrical operation by a steam railroad; in its subsequent development of the most intensive electrification in the world; in its work in developing gasoline rail cars; of the important part it has played in the development of greater engine power; and lately by its formation of The New England Transportation Company as a subsidiary company to meet the competition of motor vehicles in the transportation of both passengers and freight.

I believe in the personnel of my Company, both officers and employes, and I believe in their honesty, their efficiency, their dependability, and above all their loyalty.

And I believe that by working loyally for the best interests of my Company in co-operation with my fellow employes that our Company will continue to progress and prosper through continuing to give the public efficient and adequate service.
NEW BEDFORD ranks as one of the largest and most important cities on the entire New Haven system. Its present population is over one hundred and twenty-one thousand. It was, years ago, the leading whaling port in the world and is today the leader in the manufacture of fine cotton goods. Its transportation facilities are of the best, and the city is served by stations at Weld Street, the main station at Pearl Street, and New Bedford Wharf, where trains make connections with the steamers for Marthas Vineyard and Nantucket. There is also the New Bedford Line to New York, and ferry service to Fairhaven, connecting there with the Fairhaven Branch for all points on Cape Cod.

That a city of this size and importance, and only fifty-six miles from Boston, needed a fast train for business men between these two points was long ago recognized, and New Bedford is well served by the "Whaler," the fast express stopping at Taunton only, which leaves Boston at 5:35 P.M. and is due at New Bedford
at 6.36 P.M. It leaves New Bedford at 8.25 A.M. and is due in Boston at 9.50 A.M.

The first express train between Boston and New Bedford via Taunton and the Old Colony Railroad made its first trip on
July 10, 1871, leaving the Kneeland Street station of the Old Colony in Boston at
3.30 P.M., running express to Taunton, Dean Street, and being delivered to the
New Bedford & Taunton Railroad at Weir Junction, reaching New Bedford at
5.10 P.M., the train passing over two railroads at that time in order to reach New
Bedford. Northbound the express left New Bedford at 8.00 A.M. and was due in
Boston at 9.40 A.M. It was known only as the “New Bedford Express.”

The New Bedford & Taunton Railroad, one of the oldest in Massachusetts, was
opened on July 2, 1840, and in the account of the opening in the Boston Courier on
the following day, this paragraph is significant: “To those who had occasion to
travel the old stage road from Boston to New Bedford—a long and tedious day’s
journey—or even the unfortunate sufferers on the road from Taunton to New Bed­
ford a three hours’ travel over an almost break-neck Appian Way—the contrast pre­
sent ed yesterday must have seemed like enchantment.” The first President of the
New Bedford & Taunton Railroad was Joseph Grinnell of New Bedford, and the
first engine was named “Old Colony.” The New Bedford & Taunton was deeded
to the New Bedford Railroad on March 20, 1873, and on February 2, 1874, this latter
road was leased by the Boston, Clinton & Fitchburg, which was later acquired by the
Old Colony on February 1, 1879.

The New Bedford Express when first placed in service in 1871 ran as train 15
southbound as well as northbound, then carrying the same numbers in both
directions. Southbound trains first had odd numbers and northbound trains ev'n
numbers on the Old Colony time-table change of April 1, 1872, when the present
book form of time-tables for employees was first adopted.

On the change of time, December 4, 1871, the New Bedford Express had cars
on the rear for the South Shore which were cut off at Braintree, the leaving time
from Boston being the same—3.30 P.M. This South Shore train was the first ex­
press ever run over that line and stopped at Hingham at 4.07, Cohasset 4.15, and all
stops from there to South Duxbury, the train reaching South Duxbury at 5.12 P.M.

The New Bedford Express left Boston at 3.30 P.M. and had South Shore cars on
the rear up to 1879.

On May 5, 1879, the time from Boston was changed to 4.45 P.M. This was the
first time-table issued by the Old Colony over the lines of the Boston, Clinton &
Fitchburg. The schedule of the New Bedford Express then was as follows: Boston
leave 4.45 P.M., Taunton (Dean Street) 5.40, Weir Junction 5.42, Myricks 5.54,
New Bedford arrive 6.20 P.M. North­
bound, New Bedford leave 7.30 A.M.,
Myricks 7.55, Weir Junction 8.04, Taunton
(Dean Street) 8.09, Boston due 9.05 A.M.
The New Bedford Express northbound
stopped at Quince in 1881 and 1882 and at

OLD DEAN STREET STATION
TAUNTON—IN FALL OF 1919

Wollaston Heights (now Wollaston) from
1832 to 1887. On September 10, 1872, the
route of the train was changed on account of the completion of the line from
Raynham to Whittenton Junction. The New Bedford Express being scheduled to run
via Taunton, Wales Street (Central Sta­
tion) instead of via Dean Street.

Dean Street station, Taunton, was first
opened on September 24, 1866, on the
opening of the “New Road” from May-
flower Park (Brantree Highlands) to Somerset Junction. It was called the “New Road” to distinguish it from the “Old Road” through Brockton and Middleboro. The “New Road” through Taunton, Dean Street, was for years the route of the Fall River Boat Train. (For story of the Boat Train see ALONG THE LINE for July, 1924.) The first station at Dean Street was an old house close to the crossing, but in 1876 the Old Colony built the present station which has not been in use for a number of years, as the line from Raynham to Weir Junction via Dean Street is now used for freight only.

The New Bedford Express left the Kneeland Street Station, Boston, at 4:45 P.M. from May 5, 1879, until June 25, 1883, when it was transferred to the Park Square Station, which was two months after the Old Colony took over the Boston & Providence. On its first trip from the Park Square Station the New Bedford Express left at 5:10 P.M. as train No. 473, stopping at Taunton 6:01, Weir Junction 6:06, New Bedford arrive 6:40 P.M. The schedule of the first northbound trip into the Park Square Station was as follows: New Bedford leave 7:25 A.M., Weir Junction 7:55, Taunton 8:00, Boston. Park Square Station, arrive 8:55 A.M. On the time-table change of October 22, 1888, additional stops at Mansfield at 5:44 P.M. and Norton at 5:52 P.M. were added to the schedule.

The New Bedford Express left from the Park Square Station at 5:10 P.M., from June 25, 1883, until “Allen’s Quick Time-Table” in 1896, when it was made a “split train,” leaving at 4:45 P.M. and running to Mansfield as the rear cars of a Providence express. It was afterward doubled up with a Fall River and Newport train and split at Taunton. It ran as a “split train” from 1896 until 1912. The last time-table under which it ran as a “split train” was September 29, 1912. It was then running to Taunton as a part of the “Dandy,” leaving Boston at 4:00 P.M.

On the time-table change of November 24, 1912 the New Bedford service on the “Dandy” was discontinued and a straight New Bedford express was made, leaving Boston at 5:03 P.M. and arriving in Boston from New Bedford at 9:40 A.M., the two trains running as 3155 and 3080. This is the train which is the “Whaler” of today.

The “Whaler” ran as 3155 and 3080 from November 24, 1912, until the time-table change of September 27, 1925. when its numbers were changed to 621 and 620. It is and has been for years the popular train for business men between Boston and New Bedford. The present crew of the “Whaler,” all veteran railroad men, are J. H. Garland, Conductor, 46 years’ service; George Geddes, Engineer, who has been an engineer for twenty-five years and whose father, now pensioned, ran the “Whaler” before him; R. J. Aldrich, Fireman. 12 years’ service; Israel Gallison, Baggage Master, 32 years’ service, formerly Conductor; and Frederic G. Sawyer, Trainman, 32 years’ service. Among others who have run the train in the past are Conductors Charles H. Hastings and Henry Durfee and Engineers Ferdinand B. Davis, J. Robbins and W. H. Kirker.

On the present time-table (September 27, 1925) the New Bedford train leaving New Bedford at 7:30 A.M., formerly running in with the Newport and Fall River cars as 3010, due in Boston at 9:05 A.M., was made a straight train from New Bedford to Boston due at 9:00 A.M. Conductor Garland and train crew now run this train northbound and the “Whaler” southbound. Engine crew on “Whaler” northbound now leaves for New Bedford on No. 623, Conductor M. A. Brayton running the “Whaler” on the northbound trip. Engine 1204 is now on southbound trip and 1283 on the northbound.

Next!

Once a friend of Mark Twain’s was conversing with him regarding a terrible affliction of a person known to them both. The friend said:

“Can you imagine anything worse than having diphtheria and scarlet fever at the same time?”

“Yes,” replied Mark, “I can easily imagine some things worse than that—for instance, rheumatism and St. Vitus’ dance.”
OUR railroad Y. M. C. A., at 140 South Orange Street, New Haven, Conn., is inaugurating a Membership Campaign October 26-31.

In connection with the work of the Association, it might be of interest to publish the contents of a little pamphlet, entitled "If I Were a Railroad Man," written by Edward Hungerford while visiting the St. Louis Railroad Y. M. C. A.: 

If I were a railroad man I probably would find my office, my workroom, if you please, a far-flung affair—at the one end home and at the other a creature necessity of finding both food and shelter. The "Y" would bring these to me at the far end of the run. At both ends it would bring me many other things. Men are by nature social as well as gregarious things. The social instincts of railroad men, perhaps from the somewhat lonely nature of so many of their callings, are particularly strong.

The "Y" says, "Begone to Loneliness." It promotes sociability and every form of good cheer that decent men appreciate. It is not only your reading room, your well stocked library, your well appointed restaurant, your splendid billiard room, your homelike social lobby, your swimming pool and your many, many gatherings for education and recreation—although none of these are, in themselves, to be scorned: rather it is the spirit for which these things are merely symbols that would induce me to seek out the "Y"—if I were fortunate enough to be a railroader.

In many places I have noticed how the railroad boys were standing by and for and in it. It is not all sentiment on their part—although I feel that there is no class of men the world over, whose sentiments are cleaner and better than those of the railroaders. They are standing by the "Y" in the first place because it has proved itself a necessity for their peace and comfort of mind and body. That is the first and selfish reason—the primal instinct of the creature man. The second reason is the touch of the man spiritual. It is the loyalty of men to an institution that they recognize as clean and decent and standing for cleanliness and decency in every form. The railroad men stand by the "Y" because they appreciate it and they love it.

It is not an insignificant fact that your dormitories, as you say, were used 4,533 times in the month, or that in the month you served 21,695 meals, or that your bath rooms serve hundreds of men every day, or that you have secured upwards of a hundred positions for young men and boys. All of these features, plus the service gladly rendered, make the "Y" more than the best hotel or boarding house, more than an educational institution or school, more than a library or reading room; it is all of these combined and added to them all the spirit of the Association which cannot be defined. but is felt as one enters the front door. Let me repeat:

If I were a railroad man I should join the "Y"—

First, because I should not overlook its possibilities for conserving my peace and comfort of mind and body, and

Second, because I should want to stand by and for and in an organization that stands for all that is best in railroads and in railroad men.

MARTIN—BASSETT

Friends of E. Wellington Martin of Vice-President Russell's Boston office, have recently been offering him their felicitations, upon the occasion of his becoming a benedict. Wellington was very cozy about this event, keeping the matter entirely secret until cards announcing the fact were received while he was absent on his vacation. We won't hold this against him, however, because such reticence is characteristic of him.

The bride was Frances L. Bassett, a popular young lady of Franklin, Mass. They will reside in Dorchester, and have the good wishes of all his railroad associates.
Oregon Street Engine House was built in 1892, four years after Charles Street, by the old Colony R.R., and was composed of 20 stalls. At this time the land between the two houses was a pond. This pond was filled in with ashes from both Charles and Oregon Street Engine Houses, and the land thus redeemed is used as the present day coach yard. The stalls in Oregon Street stand the same as when originally built.

THE PRESENT QUALITY OF RAILWAY SERVICE

The railroads at present are distinguished for excellence in passenger as well as freight service, and more stress should be laid on this aspect of the transportation situation. Facilities now offered the traveling public are undoubtedly the best in the nation's history. This applies particularly to long-distance traffic.

In the last twelve months the carriers have been active in "tightening up" existing train schedules; establishing entirely new trains and through car services, often times more speedily than ever before; providing new conveniences in club, sleeping, observation and dining cars; and in bettering their records for punctuality.

By this process the important centers of the United States have been brought closer together, and travel in general made more pleasant, quick and comfortable. Some 50 all-Pullman trains are now in daily operation, and this number is probably greater than could be boasted of in the palmiest pre-war days. Six months ago St. Louis had only one such service to the East; now there are four. This is typical, as is also the material shortening in schedules from that city in practically every direction.

The waning popularity of railroad baiting, the prosperous condition of the nation, and the improved status of the carriers themselves, are contributing causes for these developments. An additional influence of importance is evidently the determination to concentrate on that class of passenger traffic which is least likely to suffer seriously from automobile competition.

--Liberty Central Trust Company, St. Louis.
1925 SAFETY CAMPAIGN

Just a few words about the “All the Year—Every Year” Safety Campaign, which was inaugurated by the Safety Section of the American Railway Association, commencing September 1, 1925.

A definite goal has been fixed, calling for a reduction in all railway casualties by the end of 1930 of 35%.

SOMETHING NEW IN ACCIDENT PREVENTION!

A DEFINITE GOAL
ALL RAILROADS
Have united to reduce Personal Injuries
35% BY 1930

THIS RAILROAD
Should do its part

YOU
Must Stop Dangerous Practices to attain this

GOAL

A fixed Program has been arranged
Each month a definite cause of accidents will be attacked

WATCH
For the Bulletins and

HEED THEIR LESSONS

This effort to reduce personal injuries has the approval of our management and all supervising officers are urged to enlist the co-operation of every employe to the end that the New Haven System may accomplish its goal.

Posters calling attention to the campaign with other information have been distributed, and educational bulletins and other matter will be issued from time to time for the information of employes.

In the first seven months of the year 1923 we had 29 employes killed, 1,812 seriously injured; in 1924 16 employes killed, 1,425 seriously injured; in 1925 26 employes killed, 1,206 seriously injured. A serious injury is one in which an employe is incapacitated from following his usual vocation for a period of more than three days.

“NEW HAVEN-NORTHEASTERN SCHOLARSHIPS FOR 1925”

In 1923 the New Haven Railroad inaugurated its present policy of assisting deserving employes to obtain further education along railroad lines. This assistance is in the form of four full and eight one-half scholarships in Northeastern University, where special courses in “Railroad Transportation & Accounting” and “Railroad Transportation & Engineering” are made possible by the co-operation of the Railroad with the University. The winners of this year’s full scholarships are:

Engineering:
Lionel J. Coulombe, Section Foreman.
William Spencer, Apprentice.

Accounting:
Chas. H. Farrell, Clerk.
John McLaughlin, Clerk.

The winners of the one-half scholarships are:

Engineering:
Herman E. Cramer, Draftsman.
Thomas H. Daley, Car Repairer’s Helper.
Wm. F. Daley, Car Repairer’s Helper.
Thos. E. Leavitt, Stenographer.
J. J. Maher, Electrical Helper.

Accounting:
Edw. F. Leavitt, Office Boy.
Jos. Sullivan, Messenger.
Wm. Hoersh, Office Boy.

THE OTHER FELLOW’S JOB

The perspiring mechanic glances with envy at the Shop Superintendent who is sitting at a desk in his office dictating to a stenographer.

The Shop Superintendent wishes he had as little responsibility on his shoulders as the Foreman who walks through the shop supervising the workmen.

The apprentice boy looks forward to the day when he can run a lathe and have an easy time like the mechanic.

The laborer’s wife glares at her husband as he sits reading his paper, his feet up on the table, while she bends over the steaming pan of dirty supper dishes.

It all reminds one of the little story of the good tug Caesar:

“Cap’n,” said Mike, the engineer, you’ve got a soft job. All you have to do
is stand up there at the wheel, and pull the signal bell.”

“Huh,” said the Captain, “and all you have to do is shift a couple of levers when the signal bell rings.”

They agreed, at the mate’s suggestion, to settle the argument by swapping jobs for a few hours.

Presently the signal came down to slow up and reverse. The Captain, after some difficulty, got in touch with the proper handles.

A little later the bell frantically clanged the “go-ahead.”

The Captain sweat, swore, and jerked at the lever, but the good tug Caesar failed to budge.

“You’d better come down, Mike,” he shouted through the tube, “I can’t make her work.”

“You’d better come up, Captain,” answered Mike, “I’ve run her ashore.”

And that, again, reminds us of another little anecdote which may or may not be true. It seems there were two Irishmen—beg pardon, two railroadmen, executives, who were justly proud of the fact that they had come up through the ranks and were in the habit of engaging in friendly arguments as to their respective knowledge of operating a modern locomotive. They finally decided to test their abilities by assuming the duties of fireman and engineer on a yard locomotive.

Time and good living had succeeded in materially altering their general physical contours. In fact it might be said that both were more than bordering on the rotund.

The prospective engineer leaped heavily but enthusiastically to the driver’s seat, while the ambitious fireman assumed his duties with marked confidence. After looking carefully around, the former decided he didn’t know as much as he thought he had, but he started cautiously to test various levers. In the meantime the fireman was toiling away heroically.

After vainly trying to start the locomotive for about half an hour, the once ambitious engineer turned helplessly to his friend. “Jim,” he admitted, “I can’t get this thing going.”

“No wonder,” grumbled the perspiring fireman. “The damned fire is out.”

**LATEST EARNINGS REPORT SHOWS HOW FAR ROADS HAVE PROGRESSED IN EFFICIENCY PROGRAM**

The August, 1925, earnings report published last week shows the results of the measures for efficiency instituted by the railroad managements since 1920. This year’s net represented an increase of more than 30 per cent over August last year while the gross increased only 9.2 per cent.

Emerging from the period of federal control greatly disorganized and weighed down by excessive costs, the railroads in the last five years have followed a definite program for increasing the efficiency of operation. They have accomplished this by making an enormous effort to get more tons into each car, more cars into each train, more miles out of each locomotive each day, and more transportation out of each ton of coal. The cost of producing every ton-mile of transportation has been thereby decreased.

How the railroads have succeeded is shown in the following table.

<table>
<thead>
<tr>
<th></th>
<th>197</th>
<th>170</th>
<th>144</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pounds of coal needed to move 1,000 tons of freight one mile</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average freight car-miles per day</td>
<td>25.1</td>
<td>26.9</td>
<td>26.8</td>
</tr>
<tr>
<td>Average capacity of freight cars (tons)</td>
<td>42.4</td>
<td>44.3</td>
<td>44.66</td>
</tr>
<tr>
<td>Average number of freight cars per freight train</td>
<td>36.6</td>
<td>41.7</td>
<td>42.9</td>
</tr>
<tr>
<td>Average speed of freight trains (miles per hour)</td>
<td>10.3</td>
<td>11.5</td>
<td>11.8</td>
</tr>
<tr>
<td>Average tractive power of locomotives (pounds)</td>
<td>36,365</td>
<td>39,889</td>
<td>40,215</td>
</tr>
<tr>
<td>Average daily car shortage</td>
<td>81,592</td>
<td>1,047</td>
<td>272,905</td>
</tr>
<tr>
<td>Pounds of coal needed to move one passenger train one mile</td>
<td>18.8</td>
<td>17.0</td>
<td>16.6</td>
</tr>
</tbody>
</table>

(Railroad Data, October 16.)
ALONG THE LINE

YALE-PENNSYLVANIA FOOTBALL GAME

THE Yale-Pennsylvania football game at New Haven on Saturday, October 17, proved to be not much more than an "appetizer" so far as the railroad's job in handling the crowd was concerned, although it did make a new record for an "early season" game. It did not measure up to the Yale-Harvard, Yale-Princeton, or Yale-Army games, which are man-size jobs, but served more or less as a little preliminary drill in preparation for the bigger games.

The two teams not having played together prior to this game for thirty-two years, the number of people to attend was something of an "unknown quantity" until after the event. Yet it was necessary for our officials to estimate as well as they could how many would travel, and make arrangements accordingly.

The travel from the Grand Central Station in New York came substantially up to expectations, but that via the Hell Gate Bridge route—through service from Philadelphia—was lower than anticipated.

The total number of extra passengers carried to and from the game was 28,786—14,615 coming, and 14,171 returning the day of the game. 7,297 came from the Grand Central Terminal on ten special trains, 4,143 came from miscellaneous points, and 3,170 came via the Pennsylvania Railroad and Hell Gate Bridge.

Returning, 7,856 left for Grand Central Terminal on 11 special trains, 3,500 for miscellaneous points, and 2,815 via the Hell Gate Bridge route.

Not a single train carrying football adherents to New Haven on October 17 was late in arriving, and many of the special trains made the trip ahead of schedule. On the return movement things also ran smoothly with the exception of two or three slight delays.

In order to accomplish the smooth movement of this heavy travel thorough preparations were necessary. It was several months prior to the game that a conference was held between the traffic officials of the New Haven and Pennsylvania roads and the college authorities in the first effort to determine the probable extent of the extra travel. The operating department then made its arrangements accordingly.

The most intensive part of the inbound movement on the day of the game occurred between 1.13 and 1.43 P.M., when seven trains arrived and discharged passengers at the New Haven Station, or one every 4.3 minutes. Between 11.10 and 11.53 A.M. eight trains arrived, or one every 5.4 minutes.

Returning, the first special train pulled out at 5.04 P.M., and from then on at ten to fifteen minute intervals until most of the football crowd had departed.

The discharging of passengers from the trains at New Haven Station took on an average about three minutes. The trains immediately pulled out and ran right through to Cedar Hill Freight Yard, about two and a half miles east of the station, where sufficient tracks were set aside for the storing of these trains preparatory for the return movement. At Cedar Hill things were under the direct personal supervision of the General Yardmaster. As soon as a train reached its assigned track the electric locomotive was taken over to the inspection pit and put in shape for the return trip. At the same time car inspectors examined the cars.

Several special telephone lines were installed, one for the General Foreman in a caboose on Track 30, Cedar Hill, another for the Assistant Superintendent at the window of Signal Station 75, just west of the passenger station, and others at strategic directing points.

At the station the regular forces were augmented by 52 railroad police under the Chief Special Agent, looking very trim and neat in their snappy olive drab uniforms. A trainmaster was assigned to each platform to personally supervise the unloading and loading of trains.

All cars, both parlor cars and coaches, bore special placards for the return trip, plainly showing destination and principal station stops.
RAILROAD NATURAL HISTORY

No. 2—The Accountant

By H. E. N.

The name Accountant is a combination of the article "A," the noun "Count," and the poker term "ante," or money, hence "Accountante," or "A count of money." The modern spelling eliminates the final "e."

The ancient history of this species shows them as having full jurisdiction of all accounts, but through various sharp practices, too numerous to mention here, they incurred the Jovian wrath of no less a power than the I.C.C., being sentenced to a life of toil in trying to determine how much of a lead pencil, eraser, etc., should be charged to Freight Service and how much to Passenger.

This would account for the harassed expression worn by Accountants, particularly from the 1st to the 15th of each month.

Their food consists chiefly of debits, with a few credits for variety, and is seasoned with ink eradicator or eraser dust, depending on the amount of money in the stamp drawer. They drink but seldom and then only red ink.

One can distinguish an Accountant by the harassed expression already referred to and by the ink stains on the fingers of the right hand (in rare cases the ink stains appear on the left hand, when they are "port siders").

The chief recreation of the family is dodging Open Account Differences, which are hurled at them monthly by the General Office.

They are mild of manner, except from the 1st to the 15th of each month when they are a trifle mad and are liable to injure anyone who crosses them.

A very interesting species and worthy of observation.

Deacon White had been pacing the station platform for twenty minutes. Rather hot under the collar, he went back to the ticket window.

"I thought you said the noon local was on time today," he roared at the stationmaster's youthful assistant.

"Wal, she were," replied the latter. "Went through here 'r'g't o' the dot, 'bout three minutes afore you come in. 'N' ask me."—The American Legion Weekly.

FOUR LETTERS MEANING DUMB

We hear that this was pulled at the Cross-Word Puzzle Ball held recently:

One of the nicest men in town said to the nicest matron—"May I have this dance?"

"No, I'm too danced out."

"Why, you're not too damned stout. You're just plump. Please dance this one."—Maine Central Magazine.
No mention of one would ever be complete without the other.

The Rockville Branch Railroad was incorporated in 1857, authorizing a railroad from a point on the Hartford, Providence & Fishkill Railroad in the town of Vernon to Rockville. In 1863 the name of the road was changed to Rockville Railroad Company and was opened for traffic on August 10, 1863. It was leased to the Hartford, Providence & Fishkill Railroad in 1869 and became a part of the New York & New England Railroad when that Company was organized. This latter road became the New England Railroad Company in 1895 and was taken over by the New Haven on July 1, 1898.

Conductor Henry Vanness was born in Lenox, Mass. December 14, 1841 and moved to Connecticut in 1855. On Sept. 1st, 1864 when the Rockville Railroad had only been in operation for a year, he entered the employ of the Company as a freight handler and continued in that

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**ROCKVILLE RAIL ROAD.**

**TIME TABLE.**

On and after TUESDAY, Aug. 11th, Trains will run as follows:

<table>
<thead>
<tr>
<th>Time</th>
<th>Rockville for Hartford</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.45 A. M.</td>
<td>10 A. M. 5.15 P. M.</td>
</tr>
</tbody>
</table>

Leave Rockville for Willimantic and Providence

<table>
<thead>
<tr>
<th>Time</th>
<th>Willimantic for Vernon</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.45 A. M.</td>
<td>2.25 P. M.</td>
</tr>
</tbody>
</table>

Leave Rockville for Vernon, 7 P. M.

<table>
<thead>
<tr>
<th>Time</th>
<th>Vernon for Rockville</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.50 A. M.</td>
<td>1.55 P. M. 6.50 P. M.</td>
</tr>
</tbody>
</table>

WM. R. ORCUTT, Supt.

Rockville, Aug. 22, 1863.

The 10 A. M. Train goes through to Hartford without changing Cars.
capacity until 1856, when he was placed in charge of the switching crew at Rockville. In 1863 he was promoted to Baggage Master and in February 1830 to Passenger Conductor in which capacity he served until May 4, 1907 when he retired on pension. Forty-three years of service, with an absolutely clear record on his retirement.

He retired with the regard, respect and good wishes of his associates and supervising officials and at the present time is one of Rockville's highly respected citizens, and while he has passed his 83rd birthday his health is still excellent, and we hope it will remain so for many years to come.

He retired with the regard, respect and good wishes of his associates and supervising officials and at the present time is one of Rockville’s highly respected citizens.

THE WINTER OF ’98

This photo was made February 1, 1898. It shows one of our Shore Line trains from New York to Boston during a stop at Providence, just after a snow fall of twenty-one inches. The track layout is the old one, prior to the construction of the new Union Station. The building at the extreme left of the picture stands on the site of the new Biltmore Hotel. Some of the trees are now standing in the park in front of the Union Station.
PRIZE BLOSSOMS

Operator N. E. Ewell of the Boston Division has a dahlia garden of which he is justly proud. Located on the station grounds at Braintree Highlands, Mass., it is a pleasing sight from the train window to the many South Shore travelers.

Above is picture of Mr. Ewell and his daughter-in-law. Compare the respective size of the people and the flowers and you will see that Mr. Ewell is as successful a gardener as he is operator.

Operator Ewell has a record of 35 years' continuous service with the New Haven.

NEWS OF THE R.R. POLICE

There has not been any news to speak of herein about the members of our police force. Why? Because we don't know any.

The Chief has told us the men would like to be represented. So it's up to the members of the force to send in items. Send them in to Chief McMahon at New Haven and he will pass them along to us.

What kind of items? Anything of an interesting nature pertaining to the members of the force. Read the other personal items about the various divisions—that may give you an idea.

Very early Sunday morning, September 13th, a Hudson touring car with a party of six strayed off the main road and instead of driving under our tracks at the Waterford station, turned to the right, drove onto track number one, just west of the station. The machine became wedged between the station platform and track No. 1.

At about this time a special train bearing company employees who took part in the System Athletic Championships, Saturday afternoon, came along and was stopped. Exit stalwart railroad athletes, take hold with a will and a grin, lift car clear of track and everybody went home happy. That's the spirit and the pep, boys.

A CEDAR HILL ENGINEER'S PRAYER

Here is another of the New Haven Road stories, which, although fairly old, will stand for repetition. It is an alleged prayer and is said to be a prominent object of display in one of Division Superintendent Smith's round houses at Cedar Hill. It is in the form of a notice, which says, in part:

"O Lord look with a forgiving eye, we beseech Thee, on the Round House Foremen who tell us about the work they claim was done on our locomotives. Lord, soften the hearts of the Fuel Supervisors and the Master Mechanics, that they will not expect us to get over 50 miles with a ton of coal with full tonnage. Teach us not to complain of some of the teapots they give us and expect us to make up time with.

"Toughen our hides that we may be able to ride some of the galloping iron horses they are giving us to pull a train with. Cause us to look with charitable eye at the Conductors and Trainmen. Lord, soften the hearts of the Round House Foremen, that they will render us in full the very little valve oil that we are supposed to get.

"O Lord, teach our wives not to expect our wages until we get them. We beseech Thee to overlook our absent-mindedness when we get away from home, and in conclusion we beg Thee, when we have made our last trip, please don't send us below. We have had our share of that place here on this earth.—AMEN."—

(New Haven Register.)
THE RAILROAD MAN'S A.B.C.'S

A is for axle, all made of steel,
At either end we find a big wheel.

B is for boiler, so big and so round,
Furnishing steam to keep wheels going round.

C is for fuel that we know of as coal,
Without it the train could not reach its goal.

D is the depot where trains come and go,
One needs to be careful, watch step and go slow.

E is for engine, and engineer, too,
Bringing in trains for me and for you.

F is for fireman, with arms big and strong,
Who is shovelling coal all the day long.

G for gondola car filled to the top
With coal or with ore, not easy to stop.

H is the headlight, shining and bright,
Lighting the tracks all through the night.

I is the interest always displayed
When speeding past mountain, valley and glade.

J is for junction where engines do stop,
Whence gallons of water they take in from the top.

K is for kitchen, in our dining cars,
Wherein passengers get service which nothing mars.

L is for lake, oft passed on the way,
Or lantern which railroad men use every day.

M is the mail car on every fast train,
It's always on time whether sunshine or rain.

N is for New York, and New Haven, too,
If you know some more cities just name us a few.

O is for observation car, last on the train,
From which all the sights may be seen without strain.

P is for the passengers we all strive to serve,
A purpose from which we never should swerve.

Q is the quality of the service we give,
Which we should strive always to better as long as we live.

R is for rails which all trains must travel,
Fastened to ties which are filled in with gravel.

S is the signal, from the tall switch-tower,
Where someone's always on duty, no matter the hour.

T stands for terminal, the train's destination.
We must reach it on time to win approval.

U is for the uniform which the conductor wears
As he walks through the train collecting the fares.

V is for villages passed in the night,
Unseen save for the lights which twinkle so bright.

W stands for wheels, constantly whirling around,
Which seem almost to be flying over the ground.

X is the express train we all like to take,
Whether we're sleeping, or whether awake.

Y stands for the Railroad Y. M. C. A.,
Where the traveling railroad man always can stay.

Z is for zeal, which the engineers display
Ever alert, both by night and by day.

ENGINEERS AND FIREMEN
New York, 49th St. Engine House.

A certain lawyer had found the witness difficult to handle, and finally asked whether he was acquainted with any men on the jury.
"Yes, sir," replied the witness. I'm acquainted with more than half of them."
"Are you willing to swear that you know more than half of them?" demanded the lawyer.
"Why," retorted the witness, "if it comes to that, I know more than all of them put together."

Office Boy—"I want a little time of to get a hair cut."
Boss—"What! Get your hair cut on company time?"
Office Boy—"Sure, it grew on company time."
EXT to SAFETY, those rules of a railroad pertaining to COURTESY, particularly courtesy to the public, are of most vital importance. Emerson said: "Life is not so short but there is always room for Courtesy." Many others have written equally pertinent sentences, paragraphs, or essays on the subject. The Outlook recently printed the following:

"Courtev is the one medium of exchange that is always accepted at par by the people of every country on the globe.

"Courtesv radiates a spirit of good feeling and suggests that we are not working entirely for the material returns of work, but for the pleasure of friendly human association as well.

"Life is too short, and we are never too busy to be courteous. Courtev is the outward expression of an inward consideration for others, and is always an effective lubricant that smooths business and social relationships, eliminating friction."

It is true, undoubtedly, that to a large extent Courtev springs from within, and for that reason it is something which is hard to define by any hard-and-fast rules. Recently we browsed through the latest edition of our Book of Rules with the purpose of culling therefrom all those rules relating to courtesy. We present them herewith:

General Rule H. "The use of tobacco by employees while on duty in or about passenger stations or on passenger cars . . . is prohibited."

General Rule K. "Employees and others authorized to transact business at stations or on or about trains must be orderly and avoid annoyance to patrons."

General Rule P. "Courtev is required of all employees in their intercourse with the public, their subordinates and each other. Employees must not enter into altercation with any person, regardless of the provocation, but will report the facts to their immediate superiors. Avoid unnecessary conversations. Be polite to all and prompt in furnishing proper information to those entitled to it.

"Employees traveling on free transportation must be orderly, and whenever necessary, promptly surrender their seats to revenue passengers.

"When passenger service is disarranged, the public shall be informed of the probable length of the interruption; and, when ascertained, the time at which the service will be restored.

"Notice of such interruptions must be posted conspicuously at stations. Announcement must also be made in waiting rooms, on platforms, and to passengers when they purchase tickets. Conductors of delayed trains must also inform passengers.

Passenger Service Rule 175: "Train employees must not occupy seats, nor enter into conversation with passengers or employees, other than required in the discharge of duty. They must, however, contribute to the convenience and comfort of passengers, giving particular attention to women and children who are unattended, and to all persons ill, infirm, inexperienced, or otherwise unable to care for themselves."

Passenger Service Rule 1011: "Train employees should make as little noise as possible in and about sleeping cars at night, and in entering and passing through should move quietly and cover lanterns. Switching or coupling must be made carefully so that shocks or violent movements are avoided, and conversation (in a low tone) limited to that necessary for the handling of the train."

Passenger Service Rule 1014: "Trains must not exceed 10 miles an hour passing flag stations on their schedule at night, and must stop for passengers indicating in
any way that they wish to board the train. Conductors as well as enginemen must be on the lookout for passengers at such stations."

"Unless ascertained there are no passengers to leave their trains at flag stations, a stop must be made."

Special Rule for Passenger Conductors, No. 1032: "They must pass through their trains at frequent intervals to attend to the wants of passengers, to preserve order, and to see that trainmen properly perform their duties."

Special Rule for Passenger Conductors, No. 1037: "They must keep themselves thoroughly posted as to connections and the time of trains of connecting roads, and have in their possession when on duty a copy of the latest public folder and be prepared to inform passengers as to routes, connections and through coach, parlor and sleeping car arrangements."

Rule for Passenger Trainmen, No. 1063: "They must not pass through sleeping, dining and private cars, except when necessary, and then as quietly as possible, removing their caps when meals are served. They must be neat in appearance, and wear prescribed uniforms."

Rule for Passenger Trainmen, No. 1065: "When their trains are ready for reception of passengers they must take positions at car steps and give all necessary assistance and information to passengers."

Rule for Passenger Trainmen, No. 1069: "They must be respectful and courteous to all passengers (especially to women traveling alone), giving polite attention to their requests and all desired information as to routes, baggage or connections. They must frequently pass through the cars to see if any services are required for the comfort of passengers, or any warning for their safety. When necessary to call the attention of passengers to the rules it should be done in a quiet gentlemanly manner, without dispute."

Rule for Passenger Trainmen, No. 1070. "Immediately before a train leaves its initial station announcement must be made in each car of the destination, and the principal stations at which it will stop. As soon as the train has left a station trainmen will announce in each car, with the door closed: 'The next station is ______.' In like manner, when the train is about to stop at a station they will call the name of the station twice near the center of the car when the noise of the train has nearly ceased, and again give the double call at the car platform when train stops, and if it is an important station, junction or terminal, add: 'Do not forget your parcels.' If the next station is a junction point, they will add to the station call, directions for changing cars, and mention the destinations and principal stations on the connecting routes or roads. If the train makes an unusual stop for any reason, they must be careful not to announce the station; but if there is any movement of passengers toward the car platform, announce: 'This is not the station stop.' If the train over-runs a station they must not allow passengers to get on or off until the train has backed to the station. Announcements must be made in a clear, distinct and natural tone, loud enough to be heard and understood by all."

All these rules have to do with Courtesy. We should not only be courteous in our dealings with the public, but we should be courteous in our dealings with each other. Courtesy used in our daily tasks acts as a lubricant to smooth away all the little irritations. And just as an angry word usually brings forth an angry retort, so does Courtesy breed Courtesy. "Life is not so short but there is always room for Courtesy."
IF THE FOREMAN COULD EXPLAIN

By Edgar A. Guest

Suppose the foreman said:
"Here's a chance to get ahead
If you do your best this morning
With this task I'm giving you
If you do this small thing neatly
And you finish it completely
I shall come again and give you
More important work to do."

Suppose, to make the rhyme,
That your foreman had the time
With each order which he issued
To explain it, through and through
And should seriously say:
"Now don't throw this chance away,
This is not a box you're making,
It's a thing which stands for you.
"As a toiler or a shirk
We shall know you from your work,
'Tis your future you are building.
Here's the chance. Now go ahead."

Would you throw it all away
Merely drifting through the day?
If, with every task assigned you,
All of this each time was said?

Now, the foreman cannot drop
All his duties, just to stop
And tell you how important
Is the work you have to do.
But there's not a task so small
Which to you perchance may fall
But it shapes your fame and future
And it leaves its stamp on you.
MOSTLY PERSONAL

PROVIDENCE

George Boler, pensioned Track Supervisor, stops in to see us once in a while. George is living in the Town of Westport, Mass. on the electric line between Fall River and New Bedford and is farming it on a small scale.

* * *

Joe Vernon, pensioned Signal Supervisor, dropped in to see us a few days ago. Joe says he is doing "Supplement 8" work around the house just now.

* * *

Mr. J. B. Trumbull, for several years employed as Assistant Engineer in the Construction Department at Providence recently resigned to accept a responsible position with Curran & Burton, Inc., coal dealers at Providence. He carries with him the best wishes of his many friends on the Providence Division.

* * *

Richard ("Dick") Feeley, clerk in Division Accounting Department, was recently wedded. His many friends extend their congratulations. In recognition of his courage his friends presented him with a purse of forty dollars.

* * *

Hollis Webber, Assistant Trainmaster at Providence, recently returned from a trip to the Rocky Mountain regions. He tells of a trip up Pikes Peak, getting into a snow storm with two inches of snow, seeing a fellow up there with a straw hat, and descending a few thousand feet ran into a tremendous thunder storm and then finding sunshine further down. That is variety enough for anybody.

* * *

On Sunday, September 20, Charles Freeman, Fred Lindopp, George Parr, Harvey Simas and Alfred Yuill of the Engineering Department motored to Brant Rock, Marshfield, Mass., to see Charlie Drake, Transitman, spend his vacation. He does it very well. When the invitation was received word was rushed back to have plenty to eat and they were not disappointed. A lobster dinner was served and later in the afternoon bathing was enjoyed. Harvey Simas provided the car and was permitted to drive both ways.

* * *

Section Foremen Edward Murphy and John Hogan recently met at the dividing line of their sections at East Providence and while discussing matters an aeroplane made its appearance and, as the story is told, the following remarks were passed:

Ed—Gee, I'd hate to be way up there in one of those things.

John—Yes, and I'd hate to be way there and not be in one of those things.

* * *

George R. Sherman, Section Foreman, was granted a pension effective August 1, 1925. Mr. Sherman entered the service of the New York, Providence and Boston Railroad in the capacity of Section Laborer on the Pawtuxet Valley Branch, January 12, 1880, and continued in that capacity until April 1, 1890, when he was promoted to position of Section Foreman on the same Branch, which position he held until July 9, 1925, when he asked to be retired on pension, having completed forty-five years of service. Mr. Sherman has witnessed many changes during his period of service.

* * *

Effective September 1, 1925, Gustaf S. Anderson, Section Foreman, was retired on pension. Mr. Anderson entered the service in July, 1891, in the capacity of Section Laborer at Auburn, R. I., and spent most of his period of service at that point. He was promoted to position of Assistant Section Foreman in 1905 and Section Foreman in 1907, completing thirty-four years of service.
BOSTON DIVISION

The many friends of Mr. J. J. Wishart, Supervisor of Bridges and Buildings, are glad to learn that he has so far recovered from his recent injuries that he is able to resume his duties and get around with the use of crutches. Mr. Wishart had one leg broken in four places above the knee, the result of a fall.

* * *

The Savin Hill Tower, which was erected at the time of the four track elevation from Harrison Square to Atlantic, has been demolished to make room for the relocation of tracks made necessary as a result of the acquisition by the Boston Elevated System of the Mattapan or Shawmut Branch.

* * *

Assistant Trainmaster C. N. Comer has returned from his annual vacation and reports having a wonderful time attending the musical comedies along Broadway. His only regret is that Bennie Cordon was not along to enjoy the scenery. Bennie sure knows scenery when he sees it, but will venture "Bill" didn't miss any.

* * *

Miss Pauline Anderson, of the Voucher Department, has recently returned from a most enjoyable vacation spent at Niagara, Chicago and Washington, D. C.

* * *

Assistant Trainmaster C. N. Comer has taken up his residence at Winthrop, Mass., where he can get a whiff of the old salt air which acts as a tonic on a man who has spent a part of his young life on Cape Cod. But we don't admit "Bill" needs a tonic.

* * *

On October 3-4 a party of 4677 people from Washington, Baltimore and Philadelphia took advantage of a popular educational excursion operated over the Pennsylvania and N. Y., N. H. & H. Railroads to Boston and return. Seven special trains of 12 cars each were required to convey the party. Many roads are now following the lead of our own New Haven in the matter of popular priced excursions.

* * *

Third Trick Dispatcher F. J. O'Neil is considering the removal of his bachelor quarters to Cambridge, Mass., in the vicinity of Radcliffe. Enough of bachelor life, F. J.?

* * *

Train Dispatcher C. A. Boardman recently motored to Newburyport and was entertained by Mrs. Gillis, the oil magnate of that town. He returned with some valuable antiques which have been in his family for several generations back. "Boardie" is an ambitious collector of antiques and possesses some very choice articles that would make Henry Ford envious.

* * *

Walter H. Carroll, baggagemaster at the Quincy Railroad Station and a past chief ranger of St. Francis Court, M. C. O F., was married recently to Miss Irene L. Nicol, daughter of Mrs. Alice M. Nicol of 102 Upland Road. Mr. Carroll lives at 26 Bryant Avenue, East Milton, and is the son of John A. Carroll.

Mr. and Mrs. Carroll left on a honeymoon trip to New York, Niagara Falls, Montreal and Quebec. Both the groom and bride have relatives in Montreal and expect to spend a few days in that city as well as others at the Shrine of St. Anne de Beaupre and also St. Joseph's Shrine.

MIDLAND DIVISION

Miss Polly Lavery spent her vacation at Block Island. It is an ideal place for girls to spend a vacation, but the boys were advised to keep away as it is near the twelve mile limit.

* * *

Operator Charlie Sutton took a vacation recently and we think it must have been an enjoyable one, as he was seen leaving one of the local theaters in company with a very nice looking young lady who we suspect is Charlie's steady.

* * *

Jack Brady, from South Bay Junction, was acting as relief dispatcher for about six weeks while some of the dispatchers were taking a vacation. Jack seemed all at home on the sheet.
Frank Butler is covering for Mr. Brown at Norwood Central while latter is on vacation, Spare Operator C. D. Kelly covering Norwood Junction in place of Mr. Butler.

Engineer Harry Grant of the "Naugatuck" recently visited the office and showed the boys views of engine 3500 which he moved on its own wheels to Chicago and return.

Veteran Conductor Horace Pond, after many years in local service, has taken trains 45 and 122, running opposite Conductor M. W. Crowley, another veteran of the Midland roster. The engineers on these runs are Messrs. Landon and Louden. There's a combination hard to beat for efficiency and getting over the road on time. The Boston-Hartford service is becoming more popular day by day to those who desire an on time arrival at their destinations, and the above personnel sure can be depended upon to keep it so.

Former Third Trick Operator Whithouse at Hampton has taken the agency at Clarks Corner. He manages to keep the wire cut in even though it isn't a block station.

The Midland Division forces have been kept very busy moving Cane cranberries which, for a time, necessitated a special train each week night from Boston at 7:20 P.M.

Road Foreman Sheldon is busy these days burning cars and salvaging the scrap iron in the vicinity of Dedham Junction. Conductor Mucci is in charge of the special work train handling same.

Anyone desiring a good idea of yard operation should visit the Boston Freight terminal when in full swing at night. Assistant General Yardmaster Barry in charge. A lot of work accomplished in a small area.

Agent Brown at Norwood Central had his annual vacation in September, being relieved by F. M. Butler from Norwood Junction, who in turn was relieved by Spare Operator C. D. Kelley.

Trainmaster Walker returned from vacation October 1, which he spent in Maine, making the trip by auto.

Conductor Superior is holding down second trick on the Needham Branch. Sam has been away from the freight service so long now he may find it rather difficult to hop over the tops of box cars when he returns. But we'll let Sam attend to that little detail.

Operator Allen at Franklin Junction, SS 231, is becoming very proficient in the art of handling traffic at the Junction and would have no difficulty qualifying for a position as traffic cop anywhere.

Engineer "Monty" Simmons has proved to be quite a marathon runner of late when the whistle blows for the Readville tool train at night. Engine 407 is assigned to cover the same and is certainly a credit to Engineer Ben Paynter and his fireman as they keep it looking classy enough to run the most elite service while doing their tour of day duty in Readville Yard. Mr. Paynter answers the call of the whistle days. Conductor C. J. Forbes is the conductor awaiting the call of the whistle at any hour of the 24 and in emergency is relieved by Charlie Whitaker.
WATERBURY

William Leroy, of the Division Accountant's Office, says he has a sore arm that is the reason he has not been able to hit his stride in the bowling league this season.

Section Foreman Michael Noone has been assigned to Derby Section and Section Foreman Dan Confrey has been assigned to the Section between Derby Junction and Devon.


Joe Coan, Foreman of the Electricians, says he is positive that he had France on his radio the other night. George Gould will vouch for this.

Engineer Rex Fitzgerald, on Extra 3216, October 4 brought 65 loads, 3600 ton. from Ansonia to Waterbury in one hour flat. This is something for some of the other brothers to shoot at. "More power to you, Rex."

Looks as if Conductor Harry Banks and Engineer Tommy Fray will have a life job on the Terryville Tunnel Work Extra. They have just completed track No. 1 and are starting on track No. 2.

The East Hartford-Waterbury Local and Waterbury-East Hartford Local have been changed around with the last time-table every other day the crew goes through to Danbury, Conductor Mike Erickson, and Conductor Frankie Cosgrove says there is plenty of work, too.

Andy Barnhardt, the ever-ready Round House Foreman of New Britain sure keeps the Mechanical end up around New Britain. No job is too small or large for Andy.

Frank Burns, the Engine House Foreman at Derby, put's them over in real fashion too. It took Frank and Car Inspector Johnny Kilduff with their forces about five hours to get a shop train of 75 cars all set for movement from Turkey Brook applying hoses and fixing air lines on October 11.

Ellis Curry, the Ticket Agent at Torrington, is off on 30 days' leave of absence. Operator Robert Wolcott is covering the Ticket Agent's job.

Train Dispatcher Hixon was off on a trip to his old homestead in Virginia from October 2 to October 7. Relief Dispatcher Box covered his job.

Walter Berry has resigned his position in the Track Supervisor's Office, and accepted a position with the American Brass Co. of Waterbury.

Flagman Bill Mitchell has taken his family to Florida for the winter and expects to return himself in a week or ten days to cover his job on OD-2 and DO-1.

Assistant Trainmaster H. C. Fenn is riding the Bridgeport-Waterbury Local each day. Assistant Trainmasters Fuller and Maum are doubling during his absence.

Freight Agent Chapman of Waterbury has been doing considerable practicing during the summer months on the alleys by the looks of the scores he is hanging up.

Yardmaster Bonenfant of New Britain says business is picking up by the way they are shooting the cars into New Britain. The switch engines are going every minute to keep them spotted up.

"Pin Ahead" Bovlan cleaned up considerable money on the recent city elections.

Mrs. Edward Alberts, wife of the well-known "Gunner," won three first prizes with her chicken exhibits at the Beacon Valley Fair. It is rumored that the "Gunner" was off three days during the Fair to carry home the prizes.

Assistant Trainmaster Fenn, for the first time in 20 years, picked the wrong team for the World Series. He is still trying to explain why Washington was defeated.
NEW YORK

Our Railroad Police Department has recently been augmented by William F. Verleger, who holds a distinguished record in the U. S. Navy. Bill Verleger went to sea more than thirty years ago and took part in the suppression of the Boxer Rebellion; he went around the world with the fleet at the time Theodore Roosevelt was President and he has been engaged in campaigns in Haiti, Santa Domingo and other Central American States. During the World War Bill was an officer on the U.S.S. Koening der Nederlanden, transporting troops to France. When he comes out in his Navy uniform with all of his service medals on his chest, he looks just like a ribbon counter in a department store. Mr. Verleger is on duty in the Mott Haven Yards.

* * *

Autumn vacations continue popular in the Grand Central Terminal. P. E. Benjamin, in the Passenger Department, returned recently from Farmington, Maine, where he and Mrs. Benjamin spent two weeks with her relatives.

* * *

We extend our sympathy to Harvey Haines, who recently had a death in his family. Harvey is one of Mr. Rathbun's standbys in the General Assistant's Office.

* * *

Another autumn vacationer was Frank Hall, Assistant Treasurer, who went to Virginia on a holiday recently. He motored down and back.

* * *

Our good friend, Mr. Reynolds, had a big job on his hands the day of the Pennsylvania-Yale game. There were six specials from Philadelphia via Pennsylvania Station, three sections of No. 178 being composed entirely of private or chartered cars. Twelve special trains left Grand Central Terminal loaded with football enthusiasts. This large movement meant the use of more than one hundred extra conductors and brakemen.

To add to Mr. Reynolds' duties was the fact that large numbers of New Englanders came to New York on the same

Robert Townley, in the Mail Room, fell off a stoop recently and suffered painful injuries. However he is now back on the job and we are all glad to see Robert.

* * *

Kenneth Hirons, Dining Car Representative on this end of the line also took a vacation. He passed most of it at home.

* * *

We extend our sympathy to Mr. A. G. Brown, one of our Dining Car Conductors, whose mother died recently.

NEW HAVEN

All you General Office folks had better watch your step from now on, for your sayings and doings may be recorded in these columns. New Haven has been represented rather sporadically heretofore, but we intend to see that more New Haven doings are recorded. So, watch your step!

* * *

And this applies to the Annex, and the Moeller Building, and the station offices, and other places besides. So keep your eye on this column. You may be the next, who knows.

* * *

For instance, Stanley Mackay, Chief Clerk to the General Manager, never expected to see recorded and open to the perusal of all the fact that he is an incipient J. Henry Roraback! At least, he seems to be quite active in his local politics this fall. It would pay a few more of our sterling citizens to pay a little more attention to their political duties!

* * *

There is a great demand in the yellow building for more fire drills. Why? Because last time we had one Bill Beverle tried to pull a Harold Lloyd "safety last" stunt. He went through the window to the fire escape but thought the steps too slow, so he dropped through the hole instead. We expect to purchase the movie rights for the next performance.

* * *

Bowling got off to a good start and there is keen rivalry in all leagues.
M. K. Dugan, President of the G. O. A. A., tried to exercise his presidential prerogatives recently to the dismay of the day to see the Army-Notre Dame game. Chicago “Cubs.” He tried to wish Leslie Tyler on the team as a substitute—Leslie never having bowled a game in his life up to that moment! Since then, however, he has been observed practicing assiduously shooting balls down the gutter! The pin boys have got so they fight for a chance to “set up” for him because they can have such a good sleep!

The G. O. A. A. is blossoming out with a monthly of its own, the first issue of which should be out by the time this appears in print.

Arrangements are under way for the Annual Social and Dance, to be held at Harugari Hall about the first of November, date not yet set.

Ledyard Hastings, of Mr. Buckland’s office, managed to get away for a week’s vacation in mid-October. He earned it.

Paul Behler was the star performer in the early sessions of the International (Vegetable) League, scoring 120 pins in one game. Looks as though he ought to be in the majors!

Romer Brassil, of Mr. Sheard’s office, is the best cartoonist on the New Haven Railroad. How about doing one for us now and then? Consider this an invitation.

“Bill” Elliott, former Treasurer of the G. O. A. A., is now President of West Haven. That only goes to show that election to a G. O. A. A. office is only the first step. Who can tell, some day his address may be Washington, D. C.

The General Fuel Supervisor’s office surely missed Little Riley and hope he’ll be back before long dispensing his hearty laughs.

This trick photography is certainly getting to be a science. Both Peterson and Matz in the Transportation Department said the fish they caught were big, only John hasn’t taken up photography as a serious business so he didn’t have “proof.”

The Real Estate Department atmosphere is certainly educational! All you have to do is go near the place and you get the bug. Seems that way. anyhow. as Miss Taylor, Miss Baltaxa and Tom Byrne are all “burning the midnight oil” taking evening courses of study.

General Freight Department

Joe Hanloy writes that he is having a wonderful time at Savin Rock, where he is spending (nothing but) his vacation.

If wishes were realities Helen Daly would be bound for the Great O•en Spaces with her little playmate, Ward McNamara.

Harry Miller is resting comfortably after a very successful operation in the form of a very thorough manicure.

“Gil” Cannon held a very enjoyable card party at his home recently. Ice cream and tobacco was served at the corner drug store.

“Charlie” Maroske plans on attending all of the Yale games this year via the “Usher Route.”

The “General Freight” is placing a strong aggregation on the Alleys this season and would like to hear from any team with a reputation along the line.

FIFTY YEARS OF SERVICE

<table>
<thead>
<tr>
<th>Name</th>
<th>Years of Service</th>
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<tbody>
<tr>
<td>G. H. Sellew</td>
<td>20</td>
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<tr>
<td>C. T. Maroske</td>
<td>15</td>
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<tr>
<td>J. F. Grady</td>
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<tr>
<td>J. J. Manven</td>
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<td>R. J. Foley</td>
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<tr>
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</tbody>
</table>
NEW LONDON

The past few weeks have witnessed the retirement of several old railroad employes, who have been granted a pension. Henry S. Congdon, Passenger Conductor; Wm. G. Watson, Baggage Master; John W. Golden, Crossing Watchman; Volkert J. Grant, Crossing Watchman, and L. W. Tooker, Yard Conductor. The best wishes of their fellow employes are extended, with the hope that they will live many years to enjoy their well deserved rest.

* * *

"Dan Cupid" has been extremely busy on the Division recently, and as a result, wedding bells have been ringing merrily.

Robert B. Dawson, of the Division Engineer's force was married to Miss Helen Barry, in West Haven September 2.

Miss Geraldine McIntosh, of the Division Accountant's force was married to Mr. David J. Keatly, in New London, September 21.

Mrs. Elizabeth Hurst, our Local Telephone Operator, was married to Mr. George E. Main in Noank, on October 10.

The newlyweds have our best wishes and may their troubles be "little ones."

* * *

Sid Polsen, Cost Engineer, would like to find the joker who tied a "Just Married" sign to his new Chrysler "Coop." Sid says: "Don't rush me."

* * *

Our Bowling League for the season of 1925-1926 started off with a bang October 15 at the Peerless Alleys, with eight men's teams and two girls' teams. Don't forget that we bowl every Thursday night and be on hand to do your share toward making the season a big success. We know it will be a "Howling" success because Bill Nordenhold bowls on the Bar Harbors.

* * *

Harry Platt is sporting a new Auburn 6 Sixty Six. How anyone can drive an Auburn after a Gardner (the best four-cylinder car on the market, according to Harry) is more than Yours Truly can understand. Of course, wheels do come off Gardners occasionally.

Tim Collins, "Kiddo" Welch and Tom Condon were among the many who attended the World's Series.

* * *

Fireman Steve O'Beirne and his trained mud turtles are soon to be booked at the Capitol Theatre. They do everything but talk, and Steve says that is about all you can expect from mud turtles.

* * *

Elwood Glover, Clerk in the Bridge & Building Department, recently passed around the "Peter Schuylers" on the birth of a daughter.

* * *

"Kel" Patch and His Society Orchestra are entertaining the diners each night at the Far East Restaurant. "Kel" surely plays a "mean" fiddle.

* * *

Tim Londregan, Track Supervisor, is improving after an illness of several weeks and we hope to see him back on the job in the very near future.

* * *

The boys who thought Washington would win the World's Series and backed their opinions with real money are hoping that it will be a mild winter.

* * *

Our sincere sympathy is extended to Mr. John A. McDonald, Foreman in the Bridge & Building Department, whose wife died recently after a long illness.

* * *

SPRINGFIELD

On October 6 a steak roast was enjoyed by twenty clerks from the freight office at Springfield, Mass., at a cottage owned by Miss Alice Blackmer, of the local office. The cottage is located in South Hadley Falls, Mass., and all enjoyed the wonderful scenery while waiting for dinner to cook. After the eats games were enjoyed and prize dancing was won by Maggie O'Donnell and J. Phillips, and second place by Miss R. Reid and Gus Winters.

Before leaving for home a vote was taken to meet again on October 31 when a Hallowe'en Party will be held.
John J. Dorsey, Yardmaster for many years at Woonsocket, died suddenly on August 2, at his home in Woonsocket.

Mr. Dorsey entered our employ in April, 1838 as Baggagemaster at Blackstone and continued at that station as Yard Clerk and Yardmaster until Nov. 9, 1901 when he was appointed Yardmaster at Woonsocket, and continued in that capacity up to a short time before his death.

Mr. Dorsey was a familiar figure in Woonsocket to all the Trainmen and was known to all the business men in that locality. He was a man of good character and he will be missed by many.

He leaves a family of sons and daughters, two of his sons being at present employed by this Company—Arthur J. as Trainman on the Midland Division and Chas. A. as a clerk at Woonsocket freight office.

George Augustus Round, Investigator, Freight Claim Department, died on September 14, at his home at South Weymouth.

Mr. Round was born in Providence, R. I., Oct. 4, 1855. He first entered the employ of the Fitchburg Railroad in Boston, soon becoming Traveling Auditor for that road. On January 1, 1894, he went with the New Haven in the same capacity and remained at this work until 1901, when he was transferred to Newport, R. I., as Chief Clerk in the Freight Office. In 1906 he was sent to Boston in the Freight Department and here he remained until shortly before his death.

Mr. Round has always been very active in organization matters. He served as President of the American Association of Railroad Clerks, and was held in great esteem by the railroad fraternity.

He is survived by his five children, Mrs. Charles C. Petrie of Iowa; William A. Round of Brookline, Mass.; Walter B. Round, New Jersey; Mrs. Louis Marceau and Mrs. H. Lionett of South Weymouth, Mass.

Burton E. Sperry, Chief Clerk in the Engineering Department, and beloved by all his associates, died in New Haven Hospital early on the morning of October 17, following an operation for appendicitis.

Born May 8, 1881, he attended public school, graduated from Guilford High School, and later from Gaffey's Business College, New Haven.

In 1898 he took his first job which was with a New Haven produce house. Subsequently he held various clerical positions with New Haven business concerns, and on February 13, 1907, entered the service of the New Haven Railroad as clerk and stenographer to E. P. Davley, Engineer of Construction, later serving also under W. B. Leonard. In 1909 he was transferred to the Chief Engineer's office, and on July 8, 1912 was appointed Chief Clerk to Mr. I. D. Waterman, Construction Engineer, which position he held until the time of his death.

Maurice A. Colbert, Signalman, Boston Division, employed in 1873 died Saturday morning, the 17th inst., at the Brooks Hospital, Boston, where he had been under treatment for about three weeks.

Mr. Colbert entered the service of the Old Colony Railroad in August, 1873 as a Water Boy, transferred to the Telegraph Service September 15, 1878, and had been employed in that capacity until the illness which resulted in his death. In his fifty-two years' of service he had received no marks of discipline.

Mr. Colbert was one of the best known citizens of Braintree, Mass., and prominent in the Massachusetts Volunteer Militia. At the outbreak of the Spanish War, he was sergeant of Co. K 5th Infantry, M.V.M., and went out with his regiment when the call to arms came. He came home a lieutenant and later was promoted to the captaincy of Co. K.
<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION</th>
<th>EMPLOYED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Richard Baldwin Cogswell</td>
<td>Clerk, Bpt. Frt. Ofs.</td>
<td>New York</td>
<td>May 1, 1864</td>
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<tr>
<td>Riley Ellsworth Phillips</td>
<td>Engineman</td>
<td>New Haven</td>
<td>July 18, 1865</td>
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<tr>
<td>James F. Gardner</td>
<td>Foreman's Assistant</td>
<td>Old Colony</td>
<td>1867</td>
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<tr>
<td>George Henry Saunders</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>April 1868</td>
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<tr>
<td>James William Gillerin</td>
<td>Train Baggage Master</td>
<td>New London</td>
<td>April 1868</td>
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<tr>
<td>Lester M. Phillips</td>
<td>Train Callr</td>
<td>New Haven</td>
<td>May 28, 1868</td>
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<tr>
<td>John Edw. Killoy</td>
<td>Train Baggage Master</td>
<td>New Haven</td>
<td>May 1, 1869</td>
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<td>William Stephen Lucey</td>
<td>Station Master</td>
<td>New Haven</td>
<td>June 1, 1869</td>
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<td>Stephen S. Thayer</td>
<td>Record Clerk</td>
<td>New York</td>
<td>June 8, 1869</td>
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<tr>
<td>Clarence A. Simmons</td>
<td>Leader Rdv. Shops</td>
<td>Midland</td>
<td>Aug. 3, 1869</td>
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<tr>
<td>Lorenzo B. Nickerson</td>
<td>General Agent</td>
<td>New York</td>
<td>Oct. 1, 1869</td>
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<tr>
<td>T. W. Hoogs</td>
<td>Office of Vice-Pres.</td>
<td>Boston</td>
<td>Dec. 1, 1869</td>
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<tr>
<td>John Somers</td>
<td>Station Agent</td>
<td>Old Colony</td>
<td>July 1870</td>
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<td>Lorenzo Warren Bates</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>April 1870</td>
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<tr>
<td>Duncan J. McPherson</td>
<td>Storekeeper</td>
<td>New Haven</td>
<td>June 21, 1870</td>
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<td>Charles O. Marchant</td>
<td>Gateeman</td>
<td>Providence</td>
<td>Aug. 16, 1870</td>
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<tr>
<td>Charles Waldo Ralph</td>
<td>Engineer</td>
<td>New Haven</td>
<td>Dec. 26, 1870</td>
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<tr>
<td>Septimus C. Fleetwood</td>
<td>Comptroller's Office</td>
<td>New Haven</td>
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<tr>
<td>Nelson Pelouquin</td>
<td>Passenger Conductor</td>
<td>Providence</td>
<td>1871</td>
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<tr>
<td>Asa Herbert Porter</td>
<td>Station Agent</td>
<td>Boston</td>
<td>Jan. 1871</td>
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<tr>
<td>Walter Spratt</td>
<td>Carpenter</td>
<td>Midland</td>
<td>Mar. 2, 1871</td>
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<td>Theodore E. Robinson</td>
<td>Outside Joiner</td>
<td>Midland</td>
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<td>Timothy J. Maloney</td>
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<td>New Haven</td>
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<td>Franklin Sherman</td>
<td>Engineer</td>
<td>Fairhaven</td>
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<tr>
<td>Hugh Augustine Gillerin</td>
<td>Train Baggage Master</td>
<td>New London</td>
<td>Sept. 18, 1871</td>
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<tr>
<td>James F. Tierney</td>
<td>Section Foreman</td>
<td>C.N.E. Ry.</td>
<td>Nov. 7, 1871</td>
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<tr>
<td>Charles Henry Mcloon</td>
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<td>Francis Leroy Ashley</td>
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<tr>
<td>Albert Erwin Spencer</td>
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<td>John Henry Barton</td>
<td>Engineman</td>
<td>Old Colony</td>
<td>April 1, 1872</td>
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<td>Miss Mary McCarty</td>
<td>Mgr. Sta. Restaurant</td>
<td>Hartford</td>
<td>April 2, 1872</td>
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<tr>
<td>Thomas Burns</td>
<td>Rec. &amp; Loading Clerk</td>
<td>Providence</td>
<td>April 23, 1872</td>
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<tr>
<td>Charles Leonard</td>
<td>Agent and Operator</td>
<td>New Haven</td>
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<td>Charles Ruggles Sawyer</td>
<td>Engineer</td>
<td>Old Colony</td>
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<td>James L. Bally</td>
<td>Clerk, N. H. Frt. Office</td>
<td>New Haven</td>
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<tr>
<td>John W. Wilmot</td>
<td>Clerk, Actt. Dept.</td>
<td>New Haven</td>
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<td>John Fitzgerald</td>
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<td>Boston</td>
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<tr>
<td>Augustus S. May</td>
<td>Treasurer</td>
<td>New Haven</td>
<td>Nov. 1872</td>
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<tr>
<td>Michael J. Cunningham</td>
<td>Bridgemaster</td>
<td>New York</td>
<td>1873</td>
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<tr>
<td>Eugene Byron Chase</td>
<td>Crossing Watchman</td>
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<td>James Edward Mcloon</td>
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<td>January 1873</td>
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<td>Lucius Franklin Slocum</td>
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<td>William Henry Cone</td>
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<td>Albert Wescott Brickley</td>
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<td>Z. B. Smith</td>
<td>Watchman Valley Falls</td>
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<td>George E. Warren</td>
<td>Bridge Foreman</td>
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<td>Henry Granville Congdon</td>
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<td>William Frederick Mornhinweg</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 Goddard</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>
<td>Car Cleaner</td>
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<td>Bradford Durfee Bosworth</td>
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<tr>
<td>Albert Austin Burnham</td>
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<td>Frank Pierce Hawley</td>
<td>Yard Brakeman</td>
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<td>May 1874</td>
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<td>John T. Reilly</td>
<td>Track Supervisor</td>
<td>Hartford</td>
<td>July 11, 1874</td>
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<tr>
<td>Charles Asa Grant</td>
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<td>May 30, 1874</td>
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<td>Thomas F. Mulcahy</td>
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<td>Chas. R. Densmore</td>
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<td>John H. Snagg</td>
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<td>March 1875</td>
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<td>J. W. Raymond</td>
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<td>Daniel C. Lovelace</td>
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<td>Waterbury</td>
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<td>George F. Godfrey</td>
<td>Trainman</td>
<td>New York</td>
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<td>W. L. Nye</td>
<td>Passenger Conductor</td>
<td>Danbury</td>
<td>July 1875</td>
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<tr>
<td>William F. Bowman</td>
<td>Engineman</td>
<td>Providence</td>
<td>July 24, 1875</td>
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</tbody>
</table>

**WE REGRET TO ANNOUNCE THE LOSS FROM OUR HONOR ROLL OF MAURICE AUGUST COLBERT, WHO DIED OCTOBER 17, 1925**
Hugh Augustus Gillerin, Train Baggage Master on the New London Division, is another of the New Haven's Half Century Men, with a record of 54 years continuous service.

Mr. Gillerin was born at Providence, R. I., on December 8, 1859. He entered the service of the old New York, Providence & Boston Railroad while only a small boy at the age of 12, and on September 18, 1871 he took a position as Crossing Watchman at Providence. He entered train service on June 6, 1882 as a Passenger Trainman and just a year later he was promoted to Train Baggage Master.

In December, 1897, he was further promoted to Passenger Conductor, but he did not like the work, and at his own request he was given his old position of Train Baggage Master, in which capacity he is still serving.

Mr. Gillerin has spent practically his entire term as Baggage Master running between New London and Boston, although at intervals he has had jobs on through trains. Boston and Stonington on the so-called "Stonington Boat Train."

Mr. Gillerin is one of the best-known, and best-liked men in train service. He has an absolutely clear record not even a memorandum appearing in his papers in any way referring to discipline.

Mr. Gillerin's brother, James William Gillerin, also a train Baggage Man on the New London Division, is on the New Haven's Honor Roll with a record of 57 years of service. The story of Mr. James W. Gillerin appeared in the October, 1924 issue of "Along the Line." At present he ranks 5th on the Honor Roll of those who have given 50 or more years of service to the New Haven, and who are still actively employed.

We have reason to be proud of the Gillerin Brothers, and their service records.

James F. Tierney, Section Foreman, East Canaan Conn. Entered employ of the Connecticut Western Railroad on June 13, 1871, and started as a Section Laborer under supervision of Samuel Greer who had charge of repairing the tracks after first rail was laid. In October of same year he was appointed Foreman over a gang of men ballasting up track and two months later, in December, 1871. Supervisor Greer put him in charge of Section 10 at East Canaan, Conn., which position he holds at present time.

He worked under Supervisor Greer until 1887, when Mr. E. Elmer was appointed and then the following Supervisors, James Keenan, W. B. Ott, William Bowe, John Egan, Michael McCarthy, John Sullivan, William Barry, Michael Mc Ardle and Edward Conley. Worked 18 years under Supervisor M. Mc Ardle and eight years under the present Supervisor, Edward Conley.

Mr. Tierney has always been considered one of the most careful and reliable Section Foremen the C. N. E. has ever had. Each year he seems to improve with age, and is known from one end of the line to the other as "Jimmy" Tierney because of his genial disposition, and when one has had the pleasure of meeting him they always welcome another chance to speak with him. Although above the 70 year mark he is very active and recently said he could beat any man on the Division in a foot race, and was willing to spread this challenge to the men on the New Haven Road.

This photo is a very good likeness of "Jimmy" and we all hope that he will continue to enjoy good health, and that his name will appear on the "Honor Roll" for a great many years to come.
WHAT OTHERS SAY

Trolleys May Go, Not R.R.'s

Railroads are establishing bus lines and so are trolley systems. It is conceivable that the trolley may go and the rail be pulled up and the highway made better, but the idea that the steam railroad with its swift progress, its beautiful cars and its many facilities is going to give way entirely is not to be entertained.

Meanwhile, with the growth of business the freight industry is enormous. Freight train after freight train on the New Haven Road has a hundred cars, whereas years ago a train of twenty-five or thirty cars usually attracted attention. (New Haven Journal-Courier, September 29.)

Thomas Jefferson's Rule of Life

Here are the rules that Thomas Jefferson set for himself to govern his daily life:

1. Never put off till tomorrow what you can do today.
2. Never trouble another for what you can do yourself.
3. Never spend your money before you have it.
4. Never buy what you do not want because it is cheap; it will be dear to you.
5. Pride costs us more than hunger, thirst and cold.
6. We never repent of having eaten too little.
7. Nothing is troublesome that we do willingly.
8. How much pain have the evils which have never happened cost us.
9. Take things always by the smooth handle.
10. When angry count ten before you speak; if very angry, a hundred.

Stoodley Is Endorsed

A recent editorial in the Southbridge News containing remarks made to the editor by Engineer Stoodley of the New York New Haven & Hartford Railroad, is reprinted in this month’s publication of Along the Line, the official journal of the New York, New Haven & Hartford railroad employees. This publication circulated not only among all the employees but has a general circulation in the territory served by the New Haven and the News, therefore feels indebted to Mr. Stoodley for bringing a little favorable publicity to our town. (Southbridge News, September 16.)

Everyone has noticed that freight trains are longer than they once were. It is one of the primal traits of man to count railroad cars. The number may now run over a hundred to a train. The Providence Journal says, “Such a freighter as No. No. 3500 of the New Haven Road is a revelation to the middle-aged man who has not kept abreast of recent transportation progress. It bears only the slightest resemblance to the locomotive of his boyhood days.” (New Haven Journal-Courier, September 28.)
NEW HAVEN CROSS WORD PUZZLE
By Agnes M. O'Brien, Master Mechanic's Office, Danbury, Conn.

HORIZONTAL
1. Headquarters Trainmaster
5. Our Superintendent
11. Secret Agent
13. Division Engineer
17. Girl's nickname
18. Name of train
19. Prefix meaning out
21. The head of R. C. Church
22. Eyelas' es
24. Preposition
25. To fasten
26. City in U. S. (Abbrev.)
27. Lads
30. In thin sheets
32. To direct
33. Poss' essing
36. Country (Abbrev.)
37. Kitchen utensils
38. Complain
39. Fuss
40. Indefinite article
41. Part of an auto.
44. Vacant
48. A measure
50. Name of train
51. Toy
53. Above
54. Fools
55. Glut
58. Correct

VERTICAL
1. Animal
2. Same
3. Frolic
4. You
5. Smokes
6. Country
7. Eq' al to
8. Snatch
9. A suffix
10. Part of the head
12. Lawful to mail
14. Age
15. A beach (Abbrev.)
16. To hum
20. Surgical instrument
24. Lonesome
25. To catch
28. Apt
29. Swine
30. Tavern
31. Females
34. Get
35. Past of sit
36. Resting place
42. Pronoun
43. Payment for use of property
45. Noise
46. Branch of apple family
47. Candy
49. Name of City on N. H. Road (Abbrev.)
51. Preposition
52. Postscript (Abbrev.)
53. New England State (Abbrev.)
54. Dad
55. Preposition
The New York New Haven and Hartford Railroad Co.