On Earth
Peace, Goodwill
Toward
Men
December, 1925
To All Officers and Employees:

As the close of the year 1925 draws near, it is well to look back and take stock of progress that has been made, and to anticipate the possibilities ahead.

The favorable records of 1924 have not only been continued, but bettered. A somewhat larger volume of business has been handled, with constant improvement in operating performance and satisfaction to the public.

No business can be successfully conducted unless all members of its organization work together for the common good. The fine record of the past year indicates that the New Haven Family is doing just that. I am sure you are all proud of the part you have had in bringing it about.

Probably at no time in its history, has the New Haven had the friendship and confidence of the public it serves that it now enjoys. This is the reward of your honest effort to provide reliable and satisfactory service. We can keep that friendship by doing our best to maintain and still further improve our endeavors as Railroaders and Good Citizens. After all, the various interests are mutual. New England cannot prosper without good transportation and we in turn cannot prosper unless business thrives and grows. So again, we are all working together for a common end.

The goal toward which the New Haven is striving, the rehabilitation of the property into one of the strong transportation systems of the country, is coming nearer. However, there is still some distance to go. I am confident that your good work, which has carried us this far, will take us the rest of the way.

Please accept my Best Wishes for a Merry Christmas and a Happy New Year.
Along the Line

Vol. 2 DECEMBER, 1925 No. 5

CAPE COD CRANBERRY SAUCE
A New Revenue for the New Haven Road

By Marcus L. Urann, Pres. and Mgr., The United Cape Cod Cranberry Co.,
So. Hanson, Mass.

It is unusual to hear of a new industry in New England but those
who are handling the freight being
carried by the New Haven Railroad have
noticed carloads and
thousands of packages
of a Canned Cranberry
Sauce.

This business has in­
creased from five thou­
sand to one hundred
thousand cases in three
years and behind it is
a story of intense in­
terest and an enter­
prise backed and
packed by New En­
gland tradition and con­
science.

The United Cape
Cod Cranberry Com­
pany is an aggressive
and large grower of
cranberries. The best
cranberry that can be
shipped fresh is har­
vested about 25% green so as to with­
stand transportation.
This berry it seems
carries less than 2½% sugar.

Now, the men at the
head of The United
Company were not
satisfied to send the
consumers a berry of
this food value, when
the vine ripened berry
contains more than
double the amount of
food and vitamin e
value. After fifteen years of study and re­
search this Company presented a canned cranberry.

Up to this time canned cranberries had been a failure but
The United Company were determined to give
the consumer the best cranberry that could be grown; to make a
manufacturing business out of what had previ­ously been an agri­
cultural one; to send cranberries to all parts
of the earth; to pro­
vide cranberries to the
thousands of people
living in apartments
and hotels where cook­
ing fresh cranberries is
neither convenient nor
economical.

With this aim a
canning factory was
started at South Han­
son in 1921 of a ca­
pacity of 5,000 cases.
Before the season was
completed, the plant
had to be increased
three times and 20,000
cases were packed. The
next year 40,000, last
year 80,000, and so far
this season the factory
has packed more than
all last year and hasn’t
yet caught up with its
orders.

This factory is the
last word in efficiency
and the way it has depended upon and works with the New Haven Railroad reflects the greatest credit upon this Railroad. At beginning of the season the manager informs the Railroad how many and on what days, cars of cans will leave Syracuse for South Hanson, and so nicely has the Railroad done its work, and so perfectly, that not a single car of cans has been unloaded into stock either this year or last, and never has the factory lost a single day’s run through want of cans.

The factory uses two carloads of sugar every three days, and here, too, no surplus is carried in stock, but the sugar is unloaded directly from the car into the melting room. The carload of cans is on the side track and they come lying down on the side. A man with a fork arrangement lifts twenty-four cans at a time from the car on a rollway which extends into the car. Twenty-one minutes from the time the can leaves this car it is in the next one labelled and addressed to the buyer, having been washed, dried, filled, sealed, cooled, labelled, cased and addressed and stored in a car for shipment.

In shipping the closest co-operation between the shipper and carrier is maintained. Evidence of this fact is that again and again this year the factory has received an order for a carload of Cranberry Sauce at eleven o’clock in the morning and it has left at one o’clock. Frequently cars leave South Hanson at night and are landed on the boat for California the next afternoon.

This is a new industry for New England and an important one. Over 85% of the foods of New England are imported, about $500,000,000 a year, but cranberries are exported and the economies, the increased income if these berries are shipped in cans instead of fresh, would amount to two million dollars a year to Massachusetts. For the Railroad it would mean three cars of freight for every car of fresh goods. Cape Cod is the one place on earth where the natural economic conditions are just right for raising cranberries. This crop is sold in about four months of the year, just during the Holiday season, but there are thousands of people to whom the fresh berries cannot be shipped on account of the distance or climate. There are thousands of others who have no facilities for cooking cranberries, but the canned cranberry, made of better berries and costing the consumer less, can be obtained the year around in every climate, and at every distance.

Cranberries have a distinct food and medicinal value and the riper they are picked, the greater the value. They contain natural fruit sugar, food, iron, a blood tonic; iodine, to prevent disease; lime, a bone builder; and the ripe cranberries a very mild acid that aids digestion, prevents an acid blood, guards against rheumatism, gout, bladder and kidney troubles.

Certainly the United Company has brought out something new and exceedingly worth while to New England, and its experience with the Railroad shows what close co-operation and confidence between shipper and carrier will accomplish. The last evidence of this close working together is a leaflet to be placed in the dining cars showing the various ways in which this cranberry sauce can be served.

When the Cape Cod Cranberry Crop is shipped as canned cranberry sauce instead of 1,800 carloads of fresh cranberries out, it will mean 3,120 carloads of canned cranberries out and 1,250 carloads of sugar—50,000,000 pounds, 1,000 carloads of cans—75,000,000 cans and 1,750 carloads of cases in.

Wherever we go let us ask for Ocean Spray Brand Cape Cod Cranberry Sauce!

VICE VERSA.—“Were you hurt while on the eleven?”
“No, while the eleven were on me.”—Purple Cow.

OR FUMING STATIC

Mrs. 'Arris (seeing sky-writing for first time)—“Lawk, Mrs. Iggin, wot be that?”
Mrs. 'Iggin—“That’ll be some o’ that there wireless caught fire, I’ll be bound.”—The Tatler.
OUR LARCHMONT STATION GOES A-TRAVELING

Is Moved Seventy Feet to Make Way for the N. Y. W. & B. Extension

The Larchmont station as it stood before moving.

WHEN a railroad station gets in the way of progress it is up to the station to move. At least that seems to be the moral of the moving of the Larchmont station of the New Haven Railroad. The station building at that point was directly in the way of progress of the extension of the New York, Westchester & Boston tracks from Larchmont to Mamaroneck, so the station was asked, gently but firmly, to "move over."

Inasmuch as the Larchmont station is a very substantial building, constructed of stone, with walls about two feet thick, and is of somewhat irregular shape because of ells on all four sides, the job of moving was not the simplest thing in the world.

The first step in the carrying out of the job was to provide a temporary station for the use of the New Haven Railroad passengers, so that they would not suffer inconvenience during the alterations. The New York, Westchester & Boston station, which is a little to the west of the New Haven station, will continue in use until the joint station is ready for occupancy. The New Haven's temporary station is a simple one-story wooden structure, and includes waiting room, ticket office, and toilet rooms.

As soon as this was ready, work was immediately begun on preparing the permanent station for its move of seventy feet to the north, in order to make room for the Westchester's tracks and an island platform in between. The interior of the station was also to be remodelled to accommodate its joint use by both roads, and as one of the adjuncts of this joint use, two subways are to be constructed—one for the New Haven's passengers leading from the re-located station to its east and westbound platforms, and one leading to the Westchester's island platform. In each case stairways will lead up to the platform from each side of the subway.

The first step in preparation for moving the station was to dig a trench along the walls outside of the building, about six feet wide, and to a depth corresponding...
with the foundation of the building. At the same time the concrete floor of the building was broken up and removed, and practically the whole interior excavated to the same depth as the outside trenches.

That done, six holes were made in the foundation walls just below the floor level through which were thrust great wooden beams twelve inches square and long enough to extend right through the building and across the trenches outside. When these beams were in position foundation piers of timber blocking were erected beneath them, close to the walls, both within and without the building. Underneath each of these piles of blocking were screw jacks, ninety in all, so arranged as to permit the placing of long timbers between them.

When all was prepared, these jacks were worked in unison, and the entire station building thus raised clear of the foundation. Then in the spaces between the jacks the long timbers were inserted, under which were iron skids and steel rollers, resting on old rails supported in turn on bearing timbers. The building was then lowered by the jacks until it rested on the rollers and rails and was ready to move.

Meantime, the area over which the building was to be located had been excavated to the same depth as the old foundation and a concrete footing placed, on which the foundations could rest. Six jacks were then placed in a horizontal position at the south end of each of the timbers which rested on the rollers, each backed up against a “dead man” placed in such a position as to permit the maximum push of the jack, about two feet. A man at each jack, all working in unison and giving a quarter or half turn as directed, were able to move the building two feet. Then blocking would be added between the jacks and the “dead men” and the building would be moved another two feet. By this system the building was moved eight feet a day. The blocking foundation, rollers and rails were built ahead of the moving building as it progressed until it was over its final position. The entire movement occupied about ten working days.

The building was then in place over the concrete footing previously prepared, but still on its movable foundation of wooden blocking. There then remained the task of building the new brick foundation. This was done first between the timber
The station on the skids and rollers, and moved about half of the distance. Parts of the old foundation will be seen in the foreground. The New York, Westchester & Boston station is just beyond the bridge which is seen in the background, the platforms at the left being those of the New Haven station. The new Westchester tracks will be laid parallel with the New Haven tracks.

blocking, so that the building was then being supported by alternate piers of brick wall and timber blocking. The timber blocking was then removed leaving the building supported by the brick piers. The spaces in between these piers were then bricked up, making a continuous brick foundation.

It then remained only to fill the area within the building with suitable material on which to place a new concrete floor and fill the trenches outside the building.

During the operation, all door and window openings were specially braced, as these openings are naturally the weak spots in the walls. Only one other point required special precaution—this being at the junction point of two interior brick walls, where the chimney was located, and which produced a concentrated load at one point.

The wide over-hanging roof, which had been supported on iron columns, was supported during the operations by wooden struts carried back to the main bearing timbers at the station walls, and was moved along with the building.

The building was moved without sustaining any injury whatever and rested on its new foundation without developing a crack. It seems to feel quite at home in its new location. John Cavanaugh & Sons of Boston were the “moving men.”

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A REALLY HANDY ARTICLE

For Sale—Combination dresser, gas stove, folding desk, morris chair, floor lamp. 608 Roxboro St.—Durham (N. C.) Morning Herald.

* * *

Odd Lot of Women’s Evening Dresses Half Off.—Ad. What’s odd about that?—Arkansas Gazette.
FOOTBALL CROWDS

General view of the field, Yale Bowl, showing about a quarter of the eighty thousand spectators. The Yale band lined up on the field in the form of the letter "Y". Photo by F. L. Rowland, Secretary to the President.

T is often said, and we believe it to be true, that there is no more good natured crowd than the football crowd. And who should know better than New Haven Railroad men—for we've carried a few!

This year New Haven did not have the big game of all big games—the Yale-Harvard—but it saw the next best, which is the Yale-Princeton. It's a funny thing when you come to look at it. For a Princeton game the big bowl at New Haven is always filled to the rim. For a Harvard game it is—filled to the rim! The question is: "What's the difference?" And the answer is: "Several thousand passengers."

How do we make that out? Well, on Saturday, November 14, we carried to New Haven in time for the Princeton game, a total of 21,934 passengers, and we carried back again after the game 22,086, which gives us a total of 44,020 both ways.

Last year, to the Yale-Harvard game (and oh! how it rained!) the New Haven Railroad transported 24,110 passengers to New Haven in time for the game, and 26,024 back, or a total of 50,134. In 1923—Princeton—the total was 47,258; in 1922—Harvard—56,978. In 1921—Princeton—48,654; in 1920—Harvard—56,475. But the big bowl is always full! Full to the rim! Solve it if you can.

The biggest game of all the big games, from our standpoint, was the 1916 Yale-Harvard. There never was one like it before, nor has there been since. Sixty-six thousand-odd passengers were transported to and from New Haven that day via our lines, without a mishap—and this in addition to our regular job of running something like sixteen hundred regular passenger trains and the handling of some twenty thousand freight cars. A man-size job, you bet! But one which is met squarely through the efficient work and thorough co-operation of a good many thousand employes.

It takes planning, of course. And that planning begins months in advance of the day, when the passenger traffic officials get together and study the football schedules for the season and try to figure out how
many people will want to go to which games. And you'd be surprised how near they can come to guessing it.

For the Princeton game this year, for example, there were twenty-four extra trains planned to leave New York, with two emergency trains to be in readiness for any extra. It turned out that the twenty-four were used, and one of the emergency trains.

Of course the big job falls to the Operating Department. It is the men in that department, from the General Manager down, who are responsible for actually getting the trains over the road. And it's mighty important that these trains be got over the road on schedule time. We started this article by saying that football crowds are the best natured of any crowds—but we may safely qualify that by saying: WHEN THINGS ARE RUNNING SMOOTHLY!

Fortunately, we are unable to give our readers an exact picture of a football crowd delayed so that they will miss part of the game. It just isn't done in New Haven Railroad circles. But it does not require a very vivid imagination to picture the mood of a crowd in such circumstances!

So the Operating Department must get the trains over the road, come what may. But the Operating Department couldn't do a thing if the Mechanical Department hadn't seen to it that every bit of equipment was in first class running shape; and if the Maintenance Department hadn't made sure that the railroad tracks were kept in good repair. The interlocking plants have to be gone over thoroughly to make certain that everything is in good working order; special telephone lines must be put in; there are a hundred things to be done by a dozen different departments, all of which contribute to the success of the day. And every employe of the road may well feel proud of our record in these football movements.

New Haven station is of course the focal point about which all these preparations range. It is there that they must unload trainloads of football fans at the rate of a train every two or three minutes. To this year's Princeton game 19,560 passengers were brought from the New York end of the line on eight regular and twenty-five special trains. This set a new record in the number coming from New York for a Princeton game. But the travel from the easterly points was lighter so that our total of passengers carried did not equal the mark of either 1923 or 1921. During a period of two hours and a half, from 11.09 A.M. to 1.47 P.M., trains arrived and discharged passengers at the New Haven station on an average of one every three minutes. After the game, the first special left promptly at 4.30 and others followed at five or six minute intervals until 5.21; the next five trains went out with an average interval of 21½ minutes; and then up until 6.12 P.M. at an average of one every 3¾ minutes.

As trains pull into the station to discharge passengers, there are operating officials on each platform to direct the unloading; members of the Police Force are on duty to aid in directing and expediting the movement of the passengers from the station; there are plenty of signs displayed so as to minimize delays; the way is cleared from the platforms through

Special "N-1" approaching the New Haven Station, promptly on time. Photo from window of S.S. 75.
the subway to the street so as to effect quick egress; the parcel room is augmented by emergency shelving and by added employes, for on football day the parcel room does a land-office business, and must be prepared to do it QUICKLY. On the day of the Princeton game there were 1,555 parcels checked in and taken out again, as compared with the usual average of something over 300. But here, as elsewhere, everything moved smoothly.

The passengers all off, the train immediately pulls out and runs out to Cedar Hill yard. Reaching its assigned track, the electric locomotive is taken to an inspection pit and put in shape for the return trip. Meantime the cars are cleaned and inspected.

Though all equipment which is to be used is rigidly inspected prior to the day of the game, assurance is made doubly sure by the stationing at strategic points of emergency locomotives. Thus if one engine meets with a mishap there is another readily available to take up the burden, so that the football fans may be in their seats at the bowl when the starting whistle blows.

In closing, we should like to quote from an article written by John R. Tunis and printed in the Elks Magazine for October, 1925:

"To handle trains with the celerity and dispatch of a suburban railroad terminal in a large city, and at the same time not disrupt all long-distance regular traffic over the same lines, requires the most careful planning and detailed inspection by many officers, the greatest care by thousands of employees, the most accurate and painstaking work by hundreds of men on engines, on trains, in stations, in towers, in yards, and round-houses, as well as perfect condition of track, signals and equipment. There are no figures at hand, but I believe it safe to say that the way the New Haven Railroad handles the crowds going to the Yale-Harvard game establishes a record for the mass movement of crowds by any railroad in the world. Certainly, it is a triumph of American railroad engineering."

Interior of S.S. 75, taken on the morning of the Princeton game.

SEVENTY EXTRA TRAINS FOR THANKSGIVING

The New Haven Railroad made its usual preparations to accommodate the folks who found it necessary to take a railroad journey to eat their Thanksgiving turkey, and arranged for seventy extra trains. Thirty-four of these were run on Wednesday, four on Thanksgiving Day, and the other thirty-two on Sunday.

Trains running in extra sections Wednesday included the Bay State, the Knickerbocker, the Shoreliner, and The Puritan, all of which had extra sections in both directions between Boston and New York. Others with extra sections were the Merchants, the Gilt Edge, the Night Express, and the Owl, New York to Boston; the State of Maine Express; the Mayflower from New Haven to New York; the Colonial from Boston to Washington; the New Yorker from Boston to New York, and the Quaker from Boston to Philadelphia.
Wednesday's extra train service was divided up as follows: eight New York to Boston; one New York-Worcester; four New Haven-New York; one Boston-Washington; five Boston-New York; one Boston-Providence; one Boston-Philadelphia; seven New York-Springfield; five Springfield-New York.

On Sunday there were eight extra trains New York to Boston, including a special extra-fare train, leaving New York at 1:00 P. M. and running as a limited train. From Boston to New York were eight extras, also including extra-fare train leaving Boston at 1:00 P. M. From New Haven to New York there were four extra sections; from Boston to Providence, one; from Boston to Washington, one; from Boston to Philadelphia, one; New York to Springfield, three; New York-New Haven, two; Springfield-New York two; Stamford-New York one; and Winsted-New York one.

There were two trains running in three sections Wednesday—the train leaving New York for Springfield at 2:20 P. M. and the 2:35 P. M. from Springfield to New York. On Sunday The Puritan, The Gilt Edge and The Owl all had three sections running east.

OPPORTUNITIES

By Earl S. Bavier, Agent, Westerly, R. I.

We often hear the remark—"If only I had had the opportunities So-and-So has had, how different things would have been for me."

While it is true to a certain extent that some of us apparently do seem to have more opportunities than others, how many of us actually take advantage of the opportunities that come our way?

Is it not true that many of us feel disinclined to bother with the small opportunities of life, feeling that our life is too busy an affair to spend valuable time so inefficiently. And yet we cannot help but know that opportunities frequently masquerade in the most disguised robes imaginable.

We like to wait until the big opportunities come lazily drifting along, utterly failing to realize that big opportunities are the result of numerous small opportunities properly taken advantage of.

Taking advantage of every small opportunity to perform small duties and labors effectively and efficiently, soon convinces those who employ us that we are capable of greater duties and responsibilities, and in this way, step-by-step, our opportunities grow.

Life means action from the cradle to the funeral pyre. There can be no let up.

Those of us who live along the sea coast get a valuable lesson from observing the sea gulls. At twilight, when the sea almost invariably smooths down with the calming of the winds, Mr. and Mrs. Sea Gull start out on their evening pilgrimage for supper. Because of an inherited appetite for sea food, they sail majestically over the sea, darting again and again into the water to catch fish near the surface, incessantly keeping at it until the desired elusive fish are finally captured. As we sit on the rocks and observe in a shaft of golden sunset light, the manoeuvres of these beautiful birds in quest of their evening meal, we realize just a little more forcibly than ever before how necessary it is, in this scheme of life, to persevere—the necessity for keeping everlastingly at it, and taking advantage of all the little opportunities.

A pleasant and encouraging word here and there, sprinkled in with a sincere desire to be of service—in a cheerful way—helps create a receptive atmosphere for opportunities.
OLD BOSTON & PROVIDENCE ENGINE "SECOND 16"

Boston & Providence Engine "Robert Keayne" was built by the Rhode Island Works in 1888, and named in honor of the first commander of the Ancient and Honorable Artillery of Boston. The locomotive was numbered 1638, for the year the Ancient and Honorable Artillery of Boston was founded. Later this engine was called Boston & Providence "Second 16," then Old Colony 169, and finally New York, New Haven & Hartford 769 and 1696. It was scrapped about a year ago.

Cut of the old Boston & Providence Engine "Dedham," called "First 16," appeared in the November issue of ALONG THE LINE.

SHOW YOUR PASS

It isn't very hard to do—
  Show your pass!
Though the conductor does know you—
  Show your pass!
He may be sure that you're all right,
May know you have one out of sight—
  But—Show your Pass!

The man who sits 'longside of you
  May not know
That you've a right to ride on through.
  That not so?
He may think the conductor's cheating,
The company out of money beating!
  Show your pass!

When the conductor "works" a heavy train—
  Show your pass!
At first—and when he comes again—
  Show your pass!
He needs to go through pretty fast,
So have it ready when he goes past.
  Show your pass!

Passengers must their ticket show.
  Show your pass!
It's only fair you should, you know!
  Show your pass!
Help the conductor with his task,
It's not so much for him to ask.
  Show your pass!

L. H. T.
ATHLETICS

Boston Athletic Association of the N. Y., N. H. & H. R. R. Bowling League

The Bowling League this season is GOING BIG and as evidence of this there are now twelve teams competing. Practically every bowling night, all of the teams are fully represented. Let’s continue the good work and keep the attendance up to the maximum. Bowlers are requested if for any reason they are unable to be on hand, to provide a substitute and if this is not possible, to please notify their team captain, who will do his best in this direction. As has been mentioned before, visitors and rooters are welcome and a little additional cheering now and then tends to stimulate keener competition.

The team standing up to and including December 8, 1925, is as follows:

<table>
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<th>Team No.</th>
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<th>Lost</th>
<th>Percentage</th>
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<td>18</td>
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</table>

High Season Average—Dannahy of Team 7 with average of 101.
High Three String Total—Dannahy of Team 7 with pinfall of 334.
High Single String—Furdon of Team 11 with pinfall of 131.

RECORDING FARM CROPS BY TRAIN

A new use for railroad trains has been developed by the United States Department of Agriculture, according to a recent Washington dispatch in the New York World.

“Uncle Sam has outdistanced all rivals in making crop estimates,” says the World’s article. “A device adapted by experts of the Department of Agriculture to a running railway train not only estimates the number of acres planted but charts the crop on the land.

“The man who collects the data just buys a ticket for a journey, gets the railroad to permit him to attach his apparatus, gets aboard and looks out the window. If passing a corn field he touches the ‘corn’ button and the result is recorded on the ‘corn’ dial. Twelve dials, for as many important crops, are carried.

“The machine used is in the nature of a speedometer. It was first adapted to an automobile, but now it works on a train and better time is made. Announcing its success, the department said:

“The first railway crop meter measurements were made recently by a department statistician who made a 279-mile trip on a Georgia railway line. The data thus collected can be used to compare the percentage of one crop one year with the same crop in other years by repeating the trip over the same route.”
In November a letter was sent to the various Department Heads, asking for a list of the correspondents appointed to handle material for ALONG THE LINE.

We are publishing this list with the idea that each member of our great family will better understand just who is responsible for getting news from each Department for our little magazine and, too, that the Editors, so appointed, will feel an added responsibility to that each month any special performances and any interesting news items or pictures are sent to this office by the 10th of the month.

Let us all work together to make ALONG THE LINE, in 1926, a worth-while story of New Haven accomplishments.

EXECUTIVE OFFICE
M. K. Dugan, Office Assistant, New Haven, Conn.

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Treasury and Pay
T. F. Paradise, Assistant Treasurer, New Haven, Conn.

TRAFFIC
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Valuation
R. M. Wilson, Real Estate Agent, Boston, Mass.

J. C. London, Chief Clerk, New Haven, Conn.

Miss F. L. Gallivan, Computer, Boston, Mass.

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W. J. Reeves, New Haven Store
L. Supernant, Cedar Hill Store
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J. A. Trudel, Danbury Store
N. M. Keating, Taunton Store
J. P. Doran, Maybrook Store
J. L. Quarters, Providence Store
C. F. Belcher, Midway Store

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J. F. Tidgewell, Asst. Chief Clerk, New Haven

Mr. Halliday’s Dept. (Mgr. of Transportation)
G. G. Butler, New Haven
E. J. Mather, New Haven
E. W. Alling, New Haven
F. A. Scott, New Haven
J. E. Murphy, New Haven
M. J. Galligan, New Haven
J. M. Phillips, New Haven
A. B. Cody, New Haven
C. W. Schecher, New Haven

Mr. Marks’ Dept. (Asst. to Gen. Mgr.)
W. J. Kiely, Frt. Claim Office, Boston

Mr. R. L. Pearson (Engr. Maint. of Way)
H. L. Farrell, Asst. Engr., Harlem River, N. Y.
H. E. Sperry, Cost Engr., New Haven, Conn.
R. E. Woodward, Transitman, Hartford, Conn.
J. A. Gray, Jr., Transitman, Waterbury, Conn.
C. D. Prentice, Cost Engineer, Danbury, Conn.
J. B. Whittemore, Asst. Track Supervisor, Poughkeepsie, N. Y.
F. A. Lindopp, Chief Clerk, Providence, R. I.
F. E. Murphy, Cost Engineer, Boston, Mass.
J. L. Rippey, Bridge and Bldg. Supvr., Taunton, Mass.
J. C. Hardy, Chief Clerk, Boston, Mass.

Mr. H. A. Shepard (Genl. Supt. E. T. & C.)
L. F. Shea, Supt. of Communication, New Haven, Conn.

Mr. C. H. Morrison (Signal Engr.)
W. C. White, Chief Clerk, New Haven, Conn.

Mr. S. Withington (Elec. Engr.)

Mr. W. H. Foster (Genl. Supt.)

Marine Department
R. S. Clark, Asst. Marine Supt., Harlem River, N. Y.
Frank Schryver, Gen. Foreman, Harlem River, N. Y.

Transportation Department
L. B. Gallagher, Asst. Chief Clerk, Supt.’s Office

Mr. E. E. Regan (Genl. Supt.)

Lines West and C. N. E.
New Haven Div.
J. F. Doolan, Asst. Supt.
J. E. Hoyt, Trainmaster
F. H. Webber, Trainmaster
J. J. Dodan, Asst. Trainmaster
J. B. O’Brien, Freight Agent, New Haven
W. S. Lucey, Stationmaster, New Haven Conn.
R. S. Danforth, Agent, Holyoke
L. J. Corcoran, Agent, Westfield
W. H. Gillis, Agent, Plainville
F. F. Gates, Agent, East Hampton, Conn.
G. H. Foster, Agent, Devon
J. J. Ryan, Telegrapher, Woodmont
F. F. Oulette, Engineer, New Haven
R. W. Searing, Yardmaster, New Haven
J. F. Hall, Fireman, New Haven
W. A. Preece, Engineer, New Haven
L. A. Byers, Fireman, New Haven
W. F. Ralston, Conductor, New Haven
C. C. Kitt, Yard Conductor, New Haven
G. A. Emerson, Yard Conductor, New Haven
J. J. Murphy, Frm. Flagman, Westfield
E. B. Saunders, Frm. Conductor, New Haven
N. E. Hartford Div.
J. J. O'Keefe, New London
Hartford Div.
J. W. Coleman, Hartford
Waterbury Div.
M. T. McDermott, Waterbury
Danbury Div.
E. E. Meyers, Dispatcher, Danbury
F. K. Thompson, Clerk, Agents' Office, Danbury
C. N. E. Ry.
G. G. Wilson, Clerk, Frm. Office, Maybrook
M. P. Ryan, Clerk, Genl. Yardmaster's Office, Maybrook
Mr. R. D. Fitzmaurice (Genl. Supt.)
Providence Div.
Chester H. Smith, Examiner, Providence
Jeremiah A. Cronin, Chief Clerk, Genl. Yard Office, So. Worcester
Boston Div.
Joseph Lafontaine, Ticket Collector, Boston
C. A. Boardman, Train Dispatcher, Boston
O. C. Div.
J. C. Owens, Div. Acct., Taunton
Midland Div.
T. M. Buckley, Asst. Trainmaster, Boston
Mr. A. G. Webb (Supt. Dining Car Dept.)
George H. Chapin, Chief Clerk, Boston
Mr. J. R. McMahon (Chief of Police)
Lt. Geo. R. Crowley, New Haven
Mr. F. W. Mitchell (Director of Personnel)
For Personnel
E. M. Harris, Safety Rep., New Haven
For Safety
F. A. Barrows, Supervising Safety, New Haven
For Health and Recreation
B. T. Pest, Supervising Health and Recreation, New Haven
Mr. E. L. Taylor (Asst. to Vice-President)
George E. Keyes, Industrial Development Agent, New Haven
SECRETARY
C. H. Hempstead, Asst. Secretary and Transfer Clerk, New Haven
ACCOUNTING
R. H. Breitenstein, General Auditor, New Haven, Conn.
W. J. Babcock, Auditor of Revenue, New Haven, Conn.
H. E. Pokrobo, Auditor of Disbursements, New Haven, Conn.
J. A. Edell, Auditor Steamship Accts., New Haven, Conn.
Miss K. R. McDermott, Statistical Accountant, New Haven, Conn.
Mr. E. J. Wilson, Chief Trav. Auditor, New Haven, Conn.
Mr. H. E. Norton, Division Accountant, Harlem River.
Mr. C. E. Hendrickson, Division Accountant, Harlem River.
Mr. J. A. Kay, Division Accountant, New Haven, Conn.
Mr. E. A. French, Division Accountant, New Haven, Conn.
Mr. Geo. Gonnella, Division Accountant, Hartford, Conn.
Mr. P. P. Larkin, Division Accountant, Hartford, Conn.
Mr. F. T. Masser, Division Accountant, Waterbury, Conn.
Mr. H. T. Waters, District Accountant, Waterbury, Conn.
Mr. A. N. McIntyre, Division Accountant, Danbury, Conn.
Mr. F. R. Stremlau, Division Accountant, New London, Conn.
Mr. C. F. Caley, Division Accountant, Providence, R. I.
Mr. L. B. Pond, District Accountant, Providence, R. I.
Mr. J. E. Kiernan, District Accountant, Worcester, Mass.
Mr. J. J. O'Neill, Division Accountant, Boston, Mass.
Mr. W. N. Burtt, District Accountant, Boston, Mass.
Mr. J. C. Owens, Division Accountant, Taunton, Mass.
Mr. A. H. Scranton, District Accountant, Fall River, Mass.
Mr. T. J. Morrissy, Shop Accountant, Readville, Mass.
Mr. A. E. White, Fuel Accountant, New Haven, Conn.
ENGINEERING
Mr. M. S. Miller, New Haven, Conn.
J. J. Flaherty, Boston, Mass.
R. I. Peterson, Providence, R. I.
ON November 3, 1925, William H. Warren, Conductor of the Fall River Boat Train, completed fifty years of service with this Company, and his name is added to our Honor Roll. Commencing as a brakeman November 3, 1875, he was promoted to Conductor June 23, 1888.

Instructing Conductor for many years, he has enjoyed the confidence, respect and esteem of all.

He first became Conductor of the Boat Train not long after the death of Asa R. Porter, and went back on the Boat Train for a second time after giving up the position of Instructing Conductor.

A railroad man of the highest type, an honor and credit to this Company, and a worthy successor to Asa R. Porter on the famous Fall River Line Steamboat Express.

The Fall River Boat Train has been in service since May 19, 1847—seventy-eight years—and in all that time there have been but ten regular conductors. Others have run it but only for short periods. The first conductor of the Boat Train on May 19, 1847, will probably never be definitely known at this late day, but it is said to have been Charles P. Stickney of Fall River. Stickney was one of the original conductors of the old Fall River Railroad. Thomas J. Claffin is the first conductor who is absolutely known to have run the Boat Train, and he ran it from some time in the early fifties until 1864 when he was succeeded by Asa R. Porter, who ran it from that time until his death in August, 1896, a period of thirty-two years. Mr. Porter ran the train longer than any other conductor. Following Mr. Porter came William Sampson, Charles Tower, William H. Warren, Charles B. Wales, J. H. Garland, M. F. Kent, E. E. Meacham and William H. Warren for the second time.

Our heartiest congratulations to Conductor Warren on his fiftieth anniversary of entry into service.

THE EXPERT DRIVER

There was a expert driver
Who always drove with care,
He never had an accident,
He drove most everywhere;
He'd cut across the car tracks,
Dodge pedestrians, or truck,
And getting by the traffic cop,
He always was in luck.

Turning corners on two wheels
He'd seem to be delighted
When he'd hit the center of the block
And all four wheels were righted

He'd step upon the throttle
And give her lots of gas;
He didn't care about the cost,
For he had lots of brass.

He cut in front of a train one day,
There was a crash, a roar.

He was an expert driver,
But—he isn't any more.

—Exchange,
Along The Line

Published by and for the Employees of the New Haven System

Office of Publication:
486 SOUTH STATION, BOSTON, MASS.

PRINTED monthly by The N. Y., N. H. & H. R.R. Company for the information of the men who operate the railroad, in the belief that mutual understanding of the problems all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in ALONG THE LINE.

Vol. 2 December, 1925 No. 5

NEW ENGLAND ASSOCIATION OF RAILROAD VETERANS

A special meeting of the New England Association of Railroad Veterans will be held in the Railroad Y. M. C. A. rooms at 140 South Orange Street, New Haven, Conn., on Sunday, January 10, 1926, at 1.30 P.M. Several railroad officials will speak.

As this is the first meeting in New Haven, it is hoped that as many members as possible will be present.

“OUR RAILROAD”

Always the people of New England are interested in the New Haven Road. There is a reason.

It is said that where your purse is there will be your heart also.

Thirty thousand men and women employed by the New Haven Road live in New England and spend the greater part of their annual wages of $63,790,522.92 here.

During the year 1924 the road paid $18,000,000 for supplies purchased in New England, and these purchases did not include coal which was bought in large quantities.

Supplies for the dining cars operated on the road cost $909,000 and 86 per cent of the stationery which cost $683,000 for the year was spent in New England.

Last but not least, the road pays five millions of dollars for taxes due in the New England territory.

The New Haven Road is a big asset for New England and the people know it. (*N. H. Times-Leader*)

* * *

Landscape gardeners in the employ of The New York, New Haven & Hartford Railroad last week-end began the continuance of improvements near the west-bound train shelter at the Westerly Station. In the oval center of the circular drive, recently constructed across the freight yard for the use of autos, meeting the west-bound train, some 30 or 40 flowering shrubs and bushes have been set out in the plot recently seeded down. Along the west border of the driveway loom has been spread and more shrubs and bushes have been set out to form a hedge. Next Spring and Summer it is hoped the improvements will transform an otherwise unsightly spot into a place of beauty. The work of making a cement driveway between two of the freight yard track sidings along side of the freight house has progressed until now more than one-half of the roadway has been completed, it being the entire length for the south half of the pavement, and now the laying of the north half of the driveway continues. (*The Westerly Times*, October 31, 1925.)
The Development of New England Motive Power

By WARR

For the purposes of Along the Line any subject of this magnitude, which could easily fill a volume, must, of necessity, be brief. The vast majority of the engines of this Company, especially on the Lines East, were, up to comparatively recent years, built in New England. Also within the memory of many men now in service engines were named. A notable exception to this was the old New York & New Haven Railroad, one of the few if not the only one of this Company’s lines whose engines were numbered only.

Of the early types of construction, the first engine that ever hauled a train over any of the Company’s present lines was the “Whistler,” built by Robert Stephenson in England in 1833. This engine hauled the first train from Boston to Readsville on June 4, 1834, when the Boston & Providence Railroad was opened to that point.

The first engines of the Old Colony Railroad, which was opened from Boston to Plymouth November 10, 1845, were built by Hinkley, and the names, together with date built, taken from the original Hinkley records, now in the Boston Public Library, were the “Mayflower,” August 1, 1845; “Gov. Carver,” September 15, 1845; “Gov. Bradford,” October 31, 1845; “Myles Standish,” October 31, 1845; “Express” (afterward re-named “Quincy”), April 8, 1846; “Patuxet,” June 20, 1846; “Kingston,” December 24, 1846; “John Quincy Adams,” February 24, 1848, and “John Eliot,” March 1, 1848. The Hinkley records are invaluable to the student of early New England motive power. After the
Haven Motive Power

ACOBS

The "Mayflower"—Built in 1924

death of Holmes Hinkley they came into possession of his daughter, who presented them to the Boston Library, where they are available on application to the Librarian. Most of the early engines of the Old Colony were built by Hinkley, but in later years this road had Mason, Taunton, Rhode Island and other builders. The Old Colony started to build its own engines in 1865. The first engine built was the "Monitor," No. 28, a switching engine without a tender.

From 1865 down to the time of the lease to the New Haven in 1893, the Old Colony built the majority of its engines, first under Mr. J. K. Taylor, and then under Mr. J. N. Lauder. At the present time, those engines which are best remembered by men now in service, are those of Lauder on the Lines East and John Hen- ney on the Lines West, and both built a wonderful engine, which hauled the "fa- mous trains" of the New Haven Road for many years. In 1883 Mr. J. K. Taylor built the engine "Pilgrim" which at that time was the largest and most powerful in New England, built especially to haul the Fall River Line Steamboat Express. This engine marked an epoch in locomotive development. J. N. Lauder followed Mr. Tay- lor, and was Superintendent of Motive Power of the Old Colony at the time of the lease to the New Haven, but died not many years after. He had a reputation as one of the greatest motive power men in the country. His 256, afterward our 1660, took a prize at the World's Fair, Chicago, in 1893. His biggest engine was Old Colony 261 built to haul the old 1.00 P.M. Shore Line (now No. 19) between Boston and Providence, then and now one of the heaviest trains on the road.

Of the early motive power of the Boston & Providence Railroad, in addition to the "Whistler" of which mention has already been made, were the "Boston," built by Edward Bury in England in 1835, and the "New York," built by George Forester in England, also in 1835. Following these three, all engines of this road were of American build. G. S. Griggs, Master Mechanic of the Boston & Providence, built his first engine, the "Norfolk," in 1845. This was a 4-4-0 "Drop-Hook." His first "Link" engine was the "Massachusetts," built in 1846. In 1849 Mr. Griggs built the "Neponset," a 4-4-0 "Link" engine weighing 43,050 lbs. This engine was entered in the famous locomotive races on the Boston & Lowell Railroad on October
1 and 2, 1851, over a course between Wilmington and Lowell. A list of the motive power of the Boston and Providence in 1856, shows that out of the twenty-two engines owned by the road at that time, nineteen were built by G. S. Griggs. Mr. Griggs was undoubtedly one of the greatest motive power men of his day. His engine, "Daniel Nason," No. 17, afterward re-numbered Old Colony 170, was exhibited at the World's Fair, Chicago, and is now at Purdue University, La Fayette, Ind.

In the last years of the Boston & Providence Railroad the engines were nearly all of Rhode Island build. At the time of the lease to the Old Colony in 1888 the list of builders was: Rhode Island 51, Taunton 7, Griggs 6, Hinkley 2, Mason 1. These engines were numbered on the Old Colony from 154 to 220.

The first engine to haul a train on the Midland Division of today was the "Waltham," built by the Taunton Locomotive Works, which hauled the first train from Dedham to Blackstone May 15, 1849. This line then was called the Norfolk County R.R. Like the Old Colony many of the early engines of the Boston, Hartford & Erie and the New York & New England were built by Hinkley and the Taunton Locomotive Works, though a few were built by McKay and Aldus, Chubbuck, and William Mason. Up to 1879 the New York & New England had but few engines from the Rhode Island Locomotive Works, but after 1880 the number of Rhode Island engines increased rapidly. The early shops of the N. Y. & N. E. were at Readville, but this plant burned down and was rebuilt at Norwood, where a number of the later engines of the New York & New England were built.

An official classification of the New York & New England, dated September 30, 1881, shows that out of the 103 engines owned at that time 30 were Hinkley, 21 Taunton, 20 Rhode Island, 9 William Mason, 7 Schenectady, 8 H. P. & F. R.R., 4 McKay & Aldus, 2 Baldwin, 1 Chubbuck, 1 N. Y. & N. E., and all but nine out of 103 were built in New England, seven being built at Schenectady and two by Baldwin. In its later years the New York & New England also had some Rogers engines, notably the 183 which hauled the "Ghost Train" at one time. Another famous engine on the New England Railroad was New England No. 2, built at Schenectady in 1897 to haul the 1.00 P.M. Air Line Limited. This engine was afterward New Haven 1410 and ran between Boston and Newport and New Bedford for a long time after the consolidation of the New England Road.

The lease of the New York, Providence & Boston in 1892, brought to the New Haven a miscellaneous collection, but mainly Rhode Island, with a few from Manchester. This was natural, as Providence was the principal terminal of this road.

On the old New York, New Haven & Hartford (New York and Hartford Divisions) nearly all the engines came from the Rogers Works, but during the Civil War the New York & New Haven placed orders with Danforth, Cooke & Co. A list of the first 26 engines of the New York & New Haven in 1856 shows that the heaviest engine on the road at that time weighed but 25 tons. The first two coal-burning locomotives on the old New York & New Haven were furnished by William Mason and the Taunton Locomotive Works.

Our list of motive power in 1900 shows the principal builders as follows:


Of the 890 engines here enumerated, 666 were built in New England and 224 outside of New England.

In 1904 came another epoch in New Haven motive power, when the first of the eight hundreds (class G-4-a) came from Baldwin. These were the first engines received under the present numbering. Additional locomotives of this class were ordered until 52 in all were received. In 1905 came more Moguls (class K-1-b) from Schenectady.

In future years, the year 1907 will rank as an important one in the history of
New Haven motive power, for in that year were received the first of the "Grasshoppers" and also the first electric engines for use between Stamford and New York. Right here was the start on the New Haven of the most modern heavy power.

From 1907 to date, development in New Haven motive power has come by leaps and bounds. In 1913 six locomotives, class I-3, Nos. 1090-1095, were received from Baldwin for use on the five hour limited trains, and fifty of the I-2 class from Brooks, Nos. 1300-1349.

In 1916 fifty locomotives of the class I-4, Nos. 1350-1399, were received from Schenectady and twenty-five locomotives of the J-1 class, Nos. 3000-3024, from the same builder, together with five of class J-2 Nos. 3100-3104.

In 1918 fifty Santa Fe type engines, class L-1, were received from Schenectady, Nos. 3200-3249. During the Federal Administration, the first light mountain type engines were received from Richmond in 1919, class R-1, numbered 3300-3309. In 1920 there were twenty more of these engines received from Schenectady, Nos. 3310-3339, and ten more of this class were received from Schenectady in 1924. The giant "Mayflower"—the last word in steam locomotive construction—was built in Schenectady in 1924.

To take care of switching service, ten of the 0-8-0 type engines, Nos. 3400-3409, came from Schenectady in 1920 and in 1922 twenty more were received, also from Schenectady, C. N. E. Nos. 13-32. In 1924 came ten switchers, 3600-3609, of a size and power never before seen in New England.

In electric locomotives the first lot, Nos. 01 to 041, in 1907, were increased by others in 1908, 1913, 1923 and 1924, until today the New Haven operates more electric locomotives than any other railroad in the United States.

Such, in brief, is the development of New Haven motive power. Much could have been written of early power on the Housatonic, Naugatuck and Canal roads, and others of the smaller subsidiary lines. Of construction details of modern types, and of the A-C D-C features of our electric engines—but space forbids. From the days of the wood-burner to modern power is a long step.

Weighty Reflections

It was not many years ago
When girls were proud to call me "beau"
And I could choose, discriminate
When I desired to make a date.

Alas, those days shall be no more
For I have now reached fifty-four.
Time was when I could have the best
And leave the others for the rest.

Of beauties I might have my fill
For I could pick and choose at will.
But that oh, blessed memory
Occurred when I was twenty-three.

Don't get me wrong—I beg to say
I'm only thirty years today;
The fifty-four to my distaste
Means what I am around the waist.

Tom Cronin, of Mr. Murphy's Office,
Railroad Station, City.
MOSTLY PERSONAL

HARTFORD DIVISION

Heard some men talking about railroad families the other day, and in looking around the division the writer found out the reason why the Hartford Division is known as the happy family. Here it is.

Brooks, W. H., Head Quarters Trainmaster
Brooks, J., Dispatcher
Buckley, N., Fireman
Buckley, L., Fireman
Curran, J. P., Crew Dispatcher
Curran, T., Inspector
Cooke, W., Trainman
Cooke, E. E., Dispatcher
Cooney, J. W., Conductor
Cooney, J. W., Jr. Brakeman
Cooney, J. H., Caller
Cannon, W. J., Brakeman
Cannon, J. J., Gateeman
Durkin, Theodore, Engineer
Durkin, V. J., Ticket Collector
Durkin, Ray, Brakeman
DeMore, L. E., Trainman
DeMore, Geo., Roadway
DeMore, Chas., Roadway
DeMore, John, Roadway
DeMore, Joseph, Roadway
Fairchild, Mrs. J., Stewardess
Fairchild, Miss A., Telegrapher
Fern, John, Gateeman
Fern, Tony, Clerk
Fern, Sam, Clerk
Hellyar, Tom, Conductor
Hellyar, Jim, Conductor
Knight, Chris, Conductor
Knight, R. W., Conductor
Knight, Henry, Construction
Kanoff, W. J., Conductor
Kanoff, J., Brakeman
Keegan, G. A., Ticket Collector
Keegan, E. J., Ticket Collector
Kilday, E. J., Ticket Seller
Kilday, J., Ticket Seller
McSweegan, F. J., Conductor
McSweegan, J., Fireman
McDonald, J. F., Conductor
McDonald, W. J., Ticket Collector
Martin, Jos. Sr., Roadway
Martin, Jos. Jr., Roadway
Martin, John, Clerk

Nuss, W., Trainman
Nuss, J., Brakeman
Nuss, John, Brakeman
Peeples, E. E., Ticket Seller
Peeples, W. J., Ticket Seller
Shea, Jack, Engineer
Shea, J. P., Conductor
Sheehan, D. J., Sr., Ticket Collector
Sheehan, D. J., Jr., Clerk
Wands, Rufe, Trainman
Wands, Bill, Engineer
Wands, Geo., Fireman
Wyler, W., Engineer
Wyler, L., Engineer

SPECIAL MENTION

Johnson, (POP) W. F., Telegrapher
Johnson, Miss Alice, Telegrapher
Johnson, Wm. J., Telegrapher
Johnson, Geo., Telegrapher
Johnson, Ben., Telegrapher
Johnson, Robt., Asst. Trainmaster

Miss Florence Gunning, former stenographer in the trainmasters office, died at her home Nov. 26th. Her death is keenly felt at headquarters where she was loved by all who knew her.

Domino tournament is on at New Haven. Hartford division is represented by Joe Theron, J. F. McDonald, J. J. Carter.


Denny Sheehan has a new hobby—making old ones into new ones. He also has a new hair cut.

As 59 pulls out of Springfield a voice is heard to mutter—A NORTHERN SPY GONE SOUTH.

Stove pipe committee seems to have blown up in November. Page Geo. Bloom.
Jimmy McDonald returned from his "SEE AMERICA FIRST" trip. He is strangely silent.

George Hobday got curious and took the same trip to see what kept Jimmy away so long. He is still among the missing.

Louie DeMore took unto himself a wife. And we thought he was so bashful.

Flogger got a new HAT.

On the old PINE BOXES since 1863. See our next issue.

Much is written about Courtesy, how we should act, extending it under all sorts of circumstances, etc. Recently the writer had occasion to visit the advertising dept. at New Haven in connection with some business for the Mutual Benefit Assn. While there he met a man who sees, thinks and acts Courtesy (that is not of the stereotyped form). It was a pleasure to be on the receiving end. Mr. Chaffee is the gentleman referred to.

WATERBURY

John "Red" Conlin was seen walking up Bank St. on his way to the bowling alleys with a Brown Derby, Red Necktie, Patent Leather Shoes and a Cane. The Yardmasters were bowling the D. S. A. girls.

Nosey Mulhall was telling the boys that if he ever got caught in a rain with his twenty dollar suit, the people would think he was wearing his daughter's bloomers.

"Kid Sullivan," Engine Despatcher, is glad Hallowe'en night was here so he could wear his Girl's clothes. "O Sully."

Acey Fuller, Assistant Train Master, is wondering who this girl Peggy is, that called up looking for John Maloney.

Major Hoop Knight must have his garage built by now. All the lumber in the freight yard is gone.

Ed. Casey, the Hustling Tower Man, thinks Hot Dogs are the berries. Give me a half dozen more mister.

It has been noticed that Jimmy McMahon, Nosey Mullhall's pet, has his car parked in front of the yard office. Is the car there to take Nosey home?

Snow Shoe Brown brought his new suit to work the other day and he noticed the people in the station looking at him and his shoes. Some one announced "Tennessee" next stop.

The Son Dodgers sent in a challenge that they would bowl the pick of the league, the loser to Pay for a Supper after the games. "Nosey", it costs money.

What is the reason everybody was rooting for the D. S. A. girls, when they where bowling the Son Dodgers.

DIVISION ACCOUNTANT, BOSTON

We wonder what causes Bill Kane's lameness these days. Billy took a trip over the burning sands of the Matrimonial Desert on October 12th, and it must have been uphill all the way.

Secretary Doull of the Pension Committee is busy these days tripping to and from New York, and nothing but success is seen on the horizon. Good luck, old Boy, we are all with you.

Of course you all know Henry Doucette, our popular Freight Terminal Time Clerk (49c men) is at present attending Harvard University for the purpose of showing the world what a real artist can do.
Kenneth Falconer has been married for some time and we have wondered who was "boss." Now we know, for his wife has prevailed upon him to become a candidate for the Board of Selectmen of Whitman. Good Luck, "Forky." From now on big things will be heard from Whitman.

Jack Corkery, Chief Deduction Clerk, is taking his family to Boston to see the sights during Christmas week, and as in years gone by he has chartered a Pullman to bring them in. No use talking, the climate in Natick must be wonderful.

"Pat" Murphy, Assistant to Mr. E. B. Perry at New Haven, formerly our "Boss," was in town last week and looked like a Senator. We are glad to hear that he is getting along O.K. and wish him the best of luck.

"Larry" Chilson reports heavy snows in Needham and that bear tracks are quite prominent.

"Pat" McGowan still wears the "derby."

"The Merchant of Venice" is following in the footsteps of larger industries. He maintains his business at one location and home office in another room.

"Rosebud" Hannigan, the popular Time Clerk, is not doing any bowling this season. It must be on account of the hundred he picked up a short while ago. It's no use, boys—the dough is all spent, for he loafed the whole month of October up in Fitchburg with his friend "Felix."

NEW HAVEN

GENERAL OFFICE BUILDING

The ranks of the bachelors were diminished by one and those of the benedicts correspondingly increased on December 1, when W. L. Barnett, Assistant General Counsel, surprised everyone by getting married. The bride was Mrs. Barbara Brodie Manning, daughter of Mr. and Mrs. Walter M. Brodie of Washington, D. C. The ceremony took place at the home of the bride's parents. Rev. Joseph N. Barnett, a cousin of the bridegroom, officiated.

Mr. and Mrs. Barnett will be at home at 227 Edwards Street, New Haven, after February 1. After the ceremony the couple left for a wedding trip to Bermuda.

Mrs. Barnett was the widow of Major William Sinkler Manning, who was killed in action five days before the armistice, near Sedan, France, and is a granddaughter of the late Alexander R. Shepherd, former Governor of the District of Columbia.

Another Law Department marriage was that of J. D. O'Connell, Assistant to Attorney, who was married at New Haven November 23 to Miss Margaret Kavanaugh, the ceremony being performed by Rev. Charles Kavanaugh of Middletown, a brother of the bride. The couple left for a honeymoon trip to Florida, and on their return will reside in East Haven.

We want to give warning right now to Romer Brassil that he'll need to look to his laurels as our premier cartoonist. We recently discovered that Fred Rowland in the President's Office is not so clumsy with his pencil! And what with being one of our best amateur photographers into the bargain.

Miss Good, the young lady with the smile which won't wear off (or at least never seems to!), is trying to get used to her brand new pair of "Harold Lloyd" spectacles. We never knew before how becoming spectacles can be.

Come to think of it there's quite some talent in the Executive Department. There's Ernie Anderson who is getting to be a sports writer of note. He reports all the big football games for the International News.

Engineering Department

George Sullivan has been appointed Chief Clerk to Mr. Waterman, Assistant
Chief Engineer, to succeed B. E. Sperry, deceased. George is well qualified for the job and we wish him well.

* * *

Our Office Assistant, George C. Jones, is paying frequent visits to his dentist. He said the other week the dentist struck gold. Can you beat it? Yes, the dentist struck the back collar button with his drill—at least George thought so.

* * *

Mr. Gagel took a much needed vacation through the South, combining business and pleasure. His itinerary included New Orleans and its wonderful port development.

* * *

As a hunter, Ed. Jones has a reputation. There are two kinds of reputations, Ed., so watch your step.

* * *

There is much to be said about a certain employe of this department who frequents the ten cent store; but we’ll leave that for him to tell. He really struck a bargain the other day but we who know him question whether or not the bargain was a ten cent article.

* * *

The Engineering Department bowling tournament is well under way. Congratulations to Frank Clark who recently headed the list with an average of 97.3. How does he do it? Well, Frank bowled only three games and won’t roll another ball. Can you blame him?

** General Freight Department **

Leonard J. Pierson, who for some years past has been associated with the General Freight Department, more recently at the Atlanta office, has been promoted to Traveling Freight Agent.

* * *

John Folsom, our adding machine soloist, and known to his fellow workers as the “Burroughs Terror,” has been transferred to the Atlanta office to fill “Len” Pierson’s boots, “Len” now wearing a better pair. They say in a few years John intends to start a little “Road” of his own down there. Good luck, John.

Ray Gill, for a number of years employed at the local freight office, has joined forces with the General Freight Department, having accepted the vacancy left open when Joe Ford left for the Lehigh Valley. Welcome, Ray! And good luck, Joseph!

* * *

Jim Grady has left the Road to join the office force of the local Knights of Columbus. Our best wishes, James.

* * *

Charles Theodore Maroske was unable to see all of the Yale games via the “Usher Route” as previously reported, due to the fact that the services of an usher are only required at the Penn, Army and Princeton games. However, Charles could crash the gate at the remainder of the games, disguised as “One Eyed Connolly.” How about it, CHAIRLEE?

* * *

A. Wormcke, who for some time past has been in the employ of our Accounting Department, has accepted a position in the General Freight Department. Mr. Wormcke is a graduate of Dartmouth College and the Harvard School of Business Administration, and his services should be increasingly valuable.

* * *

Earl Howlett has accepted a position with the Rolls Royce people at Springfield. E. C. Simmons will succeed him as Traveling Freight Agent, working out of Springfield.

** Real Estate Department **

Question: Who is the R. E. Dept. poet laureate ambassador plenipotentiary?

Answer: The Honorable Joseph N. Cullen.

* * *

Isn’t it queer how some people who are afraid of getting stout are on such a strict diet until it comes to Thanksgiving. And how they do make up for lost time! Five pounds gained!

* * *

Following is a copy of a letter recently received in the Real Estate Department:

“To whoever it may concern:

Dear Sirs:

“These are the people who are com-
plaining about the goats damaging the gardens:

"Salvatore Nole, Giovanni Veltri, G. Miresso, etc.

"We went to see the Board of Health of New Rochelle and he said he has nothing to do with the goats he said it is up to the company to see for that. So as we pay rent we want you to sent an investigation right away.

"Nothing else to say,

Yours truly,"

Auditor of Disbursements

Bill Burke was one of the lucky ones who got to see "Red" Grange. He attended the Pennsylvania-Illinois game at Philadelphia. Was it worth it? Ask Bill!

* * *

George R. Edwards has joined the ranks of the benedicts. All the boys wish him good luck.

* * *

What particular species of bird is a rabbit? Frank Welcome of this office, and Ed. Jones of the Maintenance Department should be able to answer that. At least they went on a bird hunt and returned with ten rabbits.

* * *

S. C. Fleetwood, former Auditor of Disbursements, has made a collection of odd bits of philosophy and verse which we will print occasionally as "Fleetwood Philosophy." Here's the first:

Never bear more than one kind of trouble at a time.

Some people bear three:
All they have now,
All they ever had,
and
All they expect to have.

General Auditor

There is quite some rivalry on the top floor of the General Office Building as to which car is superior—Essex, Dodge or Ford. It is contended that the Essex is nothing but a six-cylinder Ford and that the Dodge is a Ford grown up. But since the latter is the basis of each, Mr. Fleetwood agrees that the Ford wins not only because of this but because it's a "Henry."

Mr. B. A. Westlund of the General Bookkeeping Department, has just about recuperated from the effects of his southern trip. He visited Miami, Jacksonville, Daytona, St. Augustine and many other places of interest in the South. Mr. Westlund's co-workers have heard many out-of-the-ordinary stories and wonder if he visited any other places he does not mention.

* * *

Now that the colder weather is here Ed. Morgan of the General Bookkeeper’s Office has put away his golf clubs and safely laid his white knickers at rest in moth balls (not golf balls) and taken to radio. He now boasts of having one of the smallest receiving sets in the world. The set is quite an attraction and Mr. Morgan is kept busy showing the work of a genius to his friends.

* * *

On December 6 Mr. S. C. Fleetwood completed his 55th year of continuous service with the Company. In commemoration of which his office associates presented him with a beautiful basket of carnations. Mr. Fleetwood has our congratulations and best wishes that he will be with us for many more years to come.

* * *

It is evident that the sale of Christmas candy in the General Auditor’s Office will be small. Misses Booth, Lyons and Francis all seem to have acquired the art of candy making and from experience the men in the office agree that the product of their evening’s entertainment can’t be beat.

MOELLER BUILDING

Danny Cupid’s activities continue as the following list of happy victims will show: Lillian Curran, Ethel Erickson, Charles Joos, Mildred Katz, Margaret Logan, Maurice Lynch, Irene O’Brien, Ethel Peat, Charles Sheridan, Irene Surprise, and Jennis Wilensky. And by the time this goes to press the round dozen should be complete with the name of Thomas J. Martin.

"Farmer" Ray Allen of East River and the A. of R. Dept., announces a boy—his third.
Thomas O'Keefe of the A. of F. R. Dept. is one of the lucky boys who will attend the Third Annual Younger Men's Conference at Pittsburgh, Pa., under the auspices of the Railroad Y. M. C. A., and we all hope Tom will enjoy his trip immensely.

Frank McDowell of the same office, who has been away sick for some time, dropped in to see us a short time ago and his health is much improved. We hope it will not be long before he is with us again.

The A. F. R. and A. of R. Departments are looking forward to their annual Christmas Social.

GRISWOLD BUILDING

A certain young lady in our midst, who made frequent trips up Syracuse way, is now sporting a handsome diamond.

C. W. Parnaby to waitress: "Have you corn on the ear?"
Waitress: "No, that's a wart, dearie."

W. A. (One Run) Johnson, one of the "Four Horsemen," waited for the other three—Doc West, Frank Ferreno and Hen Jackson—in front of Dave Mason's, so they might be together when they put the nose bags on. A young lady drove up with a horse and buggy and hitched her horse to him.

Scene: Belmont Restaurant.
Oscar Johnson: "Do you serve lobsters here?"
Waitress: "Sure! What will you have?"

A very impressive scene occurred at the Griswold Building last month, when Mr. Frank Westervelt, who had been retired on a pension, bid adieu to his associates after a faithful continuous service covering nearly fifty years. He came into the fold of the Passenger Receipts Department in 1877, nearly half a century ago. He grew up with the Company, so to speak, and was instrumental in many ways in contributing to its success. He also endeared himself to all by his friendly manner and kindly disposition. One could readily see the result of his fine traits of character and his unending friendship in the gifts that were given him on the eve of his departure. The introductory speech was made by Mr. A. R. Down, Auditor of Passenger Receipts, and the presentation, in behalf of the office, was made by Mr. John R. Apuzo. Mr. Westervelt, in accepting the gifts, made some very pleasing and appropriate remarks. His gratitude and adieu were feelingly rendered. The best wishes of all go with him and hopes for years of peace and contentment.

"Lives of great men oft' remind us,
We can make our lives sublime,
And departing leave behind us
Footprints on the sands of time."

When Jack McSherry left the A. P. R. Office to take up traffic duty, etc., with the New Haven Police Force, the G. O. A. A. lost one of its greatest athletes. Jack is a good basket ball player, a good bowler, a good football player and a great pitcher. His pitching, which kept the G. O. A. A. team always among the leaders, will most assuredly be missed when the 1926 season opens.

In the November issue an interesting article appeared regarding the Sunshine Club of the A. F. & R. Department and the wonderful benefits and immense lot of good that has been accomplished by this society with the co-operation of its members. The A. P. R. Office has organized for the same purpose and has named the organization the "Good Will" Club. The officers and committees are: R. West, President; Louise B. Flanagan, Vice-President; Genevieve Kinare, Secretary; W. E. Warley, Treasurer; Grace Ellis, W. A. Johnson, J. B. Kennedy, Executive Committee; E. Sloane, W. A. Johnson, Auditing Committee.

OTHER BUILDINGS

Tom Pest, over in the Produce Building, now has high single in the "Y" alleys, with 146. But then you have to be good to be Director of Recreation. What?

L. F. Shea, Superintendent of Communication, and A. R. Belmont, Communication Engineer, also attended the New
Orleans convention of the T. & T. Section, American Railway Association, at which General Superintendent of E. T. & C. Shepard was elected chairman.

* * *

The “Turnips,” which is the E. T. & C. team in the “Vegetable” bowling league, are tied for third place at this writing, and hold the record for high team single, with 380. C. J. Dion is top man on the team, and second high man in the league, with an average of 95.2. The “Turnips” are also second in total pin fall.

* * *

Talking about bowling, there’s Tommy Cohane, office boy in the Fuel Accountant’s Office, who expects to “make” the team pretty soon. He has been averaging close on to 70 lately.

**Police Department.**

On Sunday, November 8, an attractive wedding was held in the Church of St. Simon Stock, 182nd Street and Valentine Avenue, New York City, when Lieutenant John T. Knox was married to Miss Elizabeth Marie Walsh of 268 East 181st Street, that city.

The ceremony was attended by Chief J. R. McMahon and other officials of the road and there was a good representation from the department. A reception followed at the future home of the newlyweds at 268 East 181st Street, New York.

After the reception the happy pair left for a honeymoon trip to Washington and other points of interest, coming to New Haven for the Yale-Princeton football game, after which they were entertained by their many New Haven friends over the week-end.

When they arrived in New Haven they received a warm reception from the members of the Police Department, a guard of honor from the uniformed men on duty at the station meeting Lieutenant Knox and his bride as they stepped off the train.

* * *

R. C. Karnes, Inspector of Police, with headquarters at Providence, left on November 18 for an extended trip through the West and South, accompanied by Mrs. Karnes. Inspector Karnes intends to spend considerable time in the vicinity of Hollywood, we understand, ostensibly for the purpose of making a very intensive study of the moving picture industry. We don’t know just what credence to place in the statement, but we are inclined to think it rather fortunate that Mrs. Karnes is along.

On returning from California, Mr. and Mrs. Karnes intend to stop off at New Orleans, Atlanta, Washington, etc., and we all wish him a happy trip.

* * *

All in the department were grieved to learn of the sad death of Leo Kelly, three-year-old son of Captain of Police J. M. Kelly, Boston and Midland Division, at 11.30 A.M. November 11, in Children’s Hospital, Boston, of spinal menengitis, after five weeks of illness. The interment was in St. Joseph’s Cemetery, West Roxbury, November 13.

**OTHER DEPARTMENTS**

There is a lot of news in the other departments in the building, but it isn’t here. Next month it will be here if you will call up Extension 404 and talk with Leslie Tyler, representing Along the Line in New Haven. Tell him a thing or two! That’s just what he wants to know.

Or drop in and tell him, at Room 207.

**BOSTON DISTRICT STATION ACCOUNTING BUREAU**

Miss Lillian Doggett and Miss Eileen O’Brien, of W. N. Burtt’s office, Boston, were among the many passengers on board the Comanche, a Clyde liner, from Jacksonville to New York, which was burned off the coast of Florida on Saturday night, October 17. It was a narrow escape for all on board the liner. The young ladies lost all their personal belongings. Clothed in blankets the passengers were brought from Jacksonville to New York City by rescue train, where the Travelers’ Aid Society cared for them. After hearing of the disaster, the office force anxiously waited to see the girls, and they certainly were received enthusiastically upon their return to the office.
Mrs. Louis Rofes (Helen Lopatin) is reported as having entertained a large party from New Haven over the week-end of the Harvard-Yale game.

* * *

Heard in the Accounting Bureau at Boston:

Go where?
Whose apple was it?

* * *

Can any other D.S.A. boast of a Comptometer Operator in his office so enthusiastic to get to work that she leaves home at 5 A.M. after a holiday to get to work on time? WE CAN.

* * *

Members of the Boston D.S.A. Bureau pride themselves on being in an office where good fellowship and a cordial feeling reign supreme. How about it, girls?

OLD COLONY DIVISION

See Florida (not to mention Cuba) or "bust," seems to have been the vacation slogan this year, and no one has "busted" yet, at least, until they were most home. The hospitality of the East Coast is much appreciated.

* * *

For the employees, Along the Line expresses sincere sympathy with Mr. Moynihan in his recent painful illness. Everyone hopes that by the time these lines are in print he will be fully recovered.

* * *

The Old Colony extends a cordial greeting to the Stoughton and Attleboro Branches. It always seemed as though these lines should have been a part of this division and we are glad to welcome the boys into the Old Colony fold. It's a good gang.

BOSTON DIVISION

Miss Esther Blomberg, General Clerk, Train Dispatchers' Office, spent Thanksgiving with friends in New York City.

Signalman A. A. Ballou has returned to duty at S.S. 237 after an absence of three months spent on his Nova Scotia farm.

* * *

Asst. Trainmaster J. P. Lyons spent the Christmas Holidays with his folks at St. Stephens, N. B.

* * *

W. J. McLaughlin, Dispatcher on the South Shore, and Harry Curran, extra Dispatcher, have been doing some heavy talking about taking a trip to Newburyport to visit Brakeman William Kenney, but talk is about all they will do about it as they both would be lost anywhere east of East Boston.

* * *

Esther Blomberg and Bennie Gordon recently conducted a successful drive for funds to purchase two lead pencil sharpeners for the Dispatchers' Office. The Auditors have not been able to determine the amount of the over-subscription, but Bennie has been over-feeding himself lately and Esther has a new Marcel wave.

* * *

Raymond Ahern, Freight Clerk at Quincy, was married on Thanksgiving Day at Concord, N. H., to Catherine Jordan of that city. Mr. George Cahill, Signalman Braintree Tower, acted as best man. After a wedding trip to Canada the happy couple returned to Quincy where they will make their home. They have the best wishes of us all.

* * *

William Haley, the dashing young Mail Clerk in Superintendent Spencer's Office, captured the honors in the Collegiate Dance at the Fitz-Edwards Bungalow Saturday, December 5. Bill made an unsuccessful attempt to drag down a prize on November 28 and charges his failure to his partner being over weight, so he tried out another partner with less poundage on December 5 and Bill is carrying around a silver cup in his pocket.

* * *

Col. Jack Regan would like to lay his hands upon the miscreants that took the "Blue Streak" from its parking place on Summer Street Sunday, December 6. Jack got the car back minus twenty gallons of gas. Two well-known characters
connected with the Boston Division were seen pushing the car down a blind alley off of Summer Street, but that doesn’t explain how it reached South Easton, where Jack says the car was found.

Track Supervisor Carlson chaperoned Bobby Taylor to the Yale-Princeton game at New Haven. Bobby says he would rather watch a soccer game; but if Yale had won he would have had a different story to tell as he has been a poor picker this fall.

E. Gaudette, Yard Brakeman, South Braintree, who has been off sick for several months, is back on the job again.

Frank Reilly and George Pierce, Towermen at Braintree Tower, are not a bit sorry that the ballasting job north of Braintree Tower is completed, and Track Supervisor Rogers feels better also.

Note in last issue Tom Clarke scouted the whole country, including the Maine Woods, for timber for a bowling team, but he overlooked South Braintree somehow.

Jack Thomas, third trick, BN Tower, has been elected as a Call Constable at South Weymouth, Mass. We will all feel safe in this vicinity now.

DOVER STREET YARD

Our sympathies reach out to our four co-workers who are on the sick list: Robert Waldron, J. J. Wilson, Dan Dacey and L. F. Belmore, and a sincere hope goes out that they will soon be with us again.

Ask Mr. Catone how to become a Minute Man.

Mr. E. K. McNeal, genial 3 yard brakeman, has lately taken up the task of filling in the mud puddles around the office building and I can only say, “Good work, keep it up.” Mr. McNeal has promised Mr. Cronin that at the next Safety First Meeting he will suggest that Brussels carpet be laid between the tracks in 1 yard, so Mr. Cronin will not have to wear rubber boots.

A common plea in Dover Street Yard: “Give us a match.”

MIDLAND DIVISION

General Superintendent Regan, Lines West, paid the boys in Midland Division Dispatchers’ Office a few minutes’ visit November 28, prior to his departure on No. 115. E. E. R.’s first superintendency was on the Midland and he generally finds time enough to drop in and pay the boys a short visit when in Boston.

The boys are all in sympathy with Chief Engine Dispatcher Morrissey in his recent bereavement, caused by the death of his father. During his absence Tom McKenna officiated as Engine Dispatcher.

Our genial Agent, Carl Gilbert, at Pomfret, Conn., returned to work December 1 after an extended illness, which necessitated his obtaining as near absolute rest as possible. He was relieved by Second Trick Operator Walter Cooney, who in turn was relieved by Spare Operator L. B. Bridges.

L-1 engines have been assigned BO-3 and OB-4, due to increased tonnage on “High Grade” route. “Sherm” Barnes is in charge of Engine 3228 with Conductor J. W. Nelson. Engineer Walter Forbes has the 3225 with Conductor O. Landry. These two teams are hard to beat.

Engineer Ed. Bruce has taken the Putnam-Franklin Local and train sheet figures show “Eddie” still has plenty of “pep” after spending some years on the Norwich Branch, where the old single track keeps a man well keyed up.

Engineer F. L. Blake is convalescing at home after an operation for appendicitis at Framingham Hospital. We hope to see him back soon on the 2458 at No. 2 Yard.
That Lantern story is a depressing handicap for Johnny Muirhead, the fair-haired boy from Dedham, now working in the B. & B. Supervisor’s Office. If the boys will only forget it and if the Missus does not hear about it, he may yet live it down. Courage, Johnny.

Leon Larrabee, with the Pay Department, will no doubt have more opportunities afforded him now to lend his “moral support” in aid of local charities than were possible while he was employed by the B. & B. Department.

NEW YORK

The New York correspondent of Along the Line claims the privilege of making the announcement that Mr. and Mrs. Leslie H. Tyler are the parents of a brand new bouncing baby boy. We claim this privilege because Leslie occupied our exalted office as correspondent for so long and because the youngster was born “in our territory.”

Everybody that we have told about the happy event has been very much interested and everybody in Grand Central Terminal joins this New-York correspondent in hoping that Leslie, Jr., will be as good a guy as Leslie, Sr., and if he does that, he will go some and we will nominate him for president in 1976, by proxy of course. We would also like to have a copy of the first snapshot taken of Leslie, Jr., and run him as a headliner in the next batch of New York notes that we send in.

FALL RIVER

DISTRICT ACCOUNTANT’S OFFICE

Carpenters from Division Headquarters at Taunton recently repaired the windows in the office which permits opening same from top. This allows better ventilation of office and is a much needed improvement.

Chief Time Clerk Mary R. Delahanty spent the Thanksgiving holidays with her sister in Philadelphia.

The crime wave that has been sweeping over Boston and other parts of New England has reached Fall River. The other evening two husky thugs held up our Messenger John Nalley. Johnnie put up a stiff fight but the holdup men relieved him of all the loose change he had in his pockets. Lucky thing for Johnnie that it wasn’t pay day.

Correction Clerk Etta Bessette visited her sister in Detroit, Mich., over the Thanksgiving holidays.

It is reported that one of the popular young ladies of the office is soon to announce her engagement. No doubt she will have something definite to say after Christmas.

The Conductor’s Mutual Aid Club will lose the services of their collector Mr. Loring M. Hazeltine, who has tendered his resignation to take effect January 1, 1926. Mr. Hazeltine has held the office of collector for the past two years, succeeding Mr. Seaye Mapas. The members of the club were reluctant to accept Mr. Hazeltine’s resignation as they realize the difficulty of obtaining the services of one as cheerful and competent as “Hazy,” as he is frequently addressed, has proved during the time he has held the office.

QUESTION BOX

Regarding engine “Pup”:

This engine was No. 3 on the New York & New England Road, and came to the New England from the Boston. Hartford & Erie, when the N. Y. & N. E. was organized in 1873. I am unable to give you either the date built or builder’s name.

The line from South Dedham Jct. (Islington) to Boston via Dorchester was opened January 1, 1855, the station in Boston being on the site of the present South Station.
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<th>EMPLOYED</th>
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<tr>
<td>Riley Ellsworth Phillips</td>
<td>Engineman</td>
<td>New Haven Old Colony</td>
<td>July 18, 1865</td>
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<td>James F. Gardner</td>
<td>Foreman's Assistant</td>
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<tr>
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<td>Train Callner</td>
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<tr>
<td>Lester M. Phillips</td>
<td>Train Baggage Master</td>
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<tr>
<td>John Edw. Killjoy</td>
<td>Station Master</td>
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<td>Stephen S. Thayer</td>
<td>Record Clerk</td>
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<td>Clarence A. Simmons</td>
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<tr>
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<td>Septimus C. Fleetwood</td>
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<td>Nelson Peloquin</td>
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<td>Hartford</td>
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<td>James F. Tierney</td>
<td>Train Baggage Master</td>
<td>C.N.E. Ry.</td>
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<tr>
<td>Charles Henry McLoon</td>
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<tr>
<td>Francis Leroy Ashley</td>
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<tr>
<td>Albert Erwin Spencer</td>
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<td>Thomas Burns</td>
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<td>Charles Ruggles Sawyer</td>
<td>Agent and Operator</td>
<td>New Haven</td>
<td>Sept. 1, 1872</td>
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<tr>
<td>Alfred E. Whitney</td>
<td>Engineer</td>
<td>Boston</td>
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<td>James A. Batty</td>
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<td>John Fitzgerald</td>
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<td>Boston</td>
<td>July 1873</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>
<td>Bridgemaster</td>
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<td>Crossing Watchman</td>
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<td>George E. Warren</td>
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<td>Henry Stanton Condon</td>
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<td>May 1, 1874</td>
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<td>Hartford</td>
<td>July 11, 1874</td>
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<td>A. F. Currier</td>
<td>Agent and Operator</td>
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<td>Aug. 2, 1874</td>
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<td>Car Cleaner</td>
<td>Readville</td>
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<td>Mar. 1875</td>
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About Our Half Century Men

Albert Ervin Spencer, Signalman, Providence Division, who stands on our Honor Roll with a record of 53 years' service, was born in Central Falls, R. I., on October 21, 1855,—Central Falls at that time being a part of the town of Smithfield.

In 1872, after graduating from High School, Mr. Spencer entered the employ of the Providence and Worcester Road, working under his father, who was at that time a Section Foreman. The duties of a Section Foreman in those days included not only the track work, but the care of bridges, fences and platforms.

He continued in the Maintenance Department, with the exception of occasionally acting as Crossing Watchman or as Agent, until March, 1883, when he became Night Switchman at Boston Switch, handling the ground switches at that point until the tower was opened on January 5, 1891, when he became a Towerman.

Mr. Spencer has served in many of the important towers on the Providence Division and at present is located at Red Bridge Tower, East Providence.

Mr. Spencer states that while he has no great experiences to relate, many changes have taken place since he first entered railroad employ. Many have crossed the quiet river, but some of the old timers are still with us and are doing their best to keep the wheels moving.

John Henry Barton, Locomotive Engineer, was born September 12, 1853, and started working for the Old Colony Railroad in the Paint Shop at South Boston in 1872. In the year 1874 he was transferred to a Locomotive Fireman, and promoted to Engineer June 1, 1881.

In his early running he ran the “Somerset” Coal Train, a train operating out of Somerset, and distributing coal throughout Southeastern Massachusetts. It left Somerset at 6.00 o'clock in the morning, and frequently did not get back until 1.00 o'clock the next morning.

He afterwards ran the Cape trains from Boston for a number of years, and also the Fall River Line Boat Train.

Mr. Barton has a record of 53 years' continuous service with the New Haven, 44 years of which he has served as an Engineer.

According to the recent ruling of relieving men from road service after having attained 70 years of age, he was placed in switching service at the Boston Terminal and South Boston Yards, where he is employed on a switcher at the present time.

We hope Mr. Barton may serve with us for many years to come.
Harry E. Mapes, Real Estate Agent for the New Haven, died Saturday night, October 24, 1925.

Harry Ely Mapes, son of Harry A. Mapes, a conductor on the Old Colony Railroad, was born in Cohasset July 8, 1867, and for 42 years was identified with the Old Colony and New Haven Railroad. His early education was obtained in the public schools of that town and at the early age of 16 years he began his railroad career in the Engineering Department of the Old Colony Railroad at Boston in June, 1883.

In 1887 he was in the Superintendent’s Office and from the Operating Department he went to the Treasurer’s Office in 1890, and then to the Real Estate Department of the Old Colony in 1893.

During 1894, after the Old Colony had been leased by the New Haven, he remained in the Real Estate Department of the latter road, with which department he had since continued to the present. During 1910 he was appointed Rent Agent and in 1919 was appointed Real Estate and Tax Agent for the eastern district of the New Haven system.

Mr. Mapes was always greatly interested in town affairs, serving on the Board of Selectmen since 1913 and for nine years was its chairman. He resigned from the Board last March because of ill health.

He was elected to the Legislature with President Coolidge in 1906, serving on the Committees of Fisheries and Game and Libraries.

He was a Past Master of Cohasset Lodge A. F. & A. M. and P.N.G. of Cohasset Lodge I. O. O. F.

He is survived by his wife and son, Charles H., and a brother George of Cohasset, a conductor on the New Haven Railroad.

John W. Storrs, former Conductor on the New York Division, died November 17, 1925. Mr. Storrs entered the service of the New Haven as a Brakeman in July, 1886. In June, 1900, he was promoted to Passenger Conductor and served until August of this year, when he was obliged to give up active service due to his health.

The death of Mr. Storrs has brought universal regret to his many friends in fraternal and railroad circles.

Revillo N. Smith, General Agent, passed away on Wednesday, November 25, 1925.

Mr. Smith entered the service in 1875, as operator for the New London Northern Railroad at Norwich, Conn., and two years later became chief clerk to the Division Freight Agent of the Norwich and Worcester Railroad, at Norwich.

From 1899 until 1905 he was Foreign Freight Agent of the New York, New Haven and Hartford Railroad at Boston, then going to Buffalo as Commercial Agent and returning to Boston in 1906, as General Agent, which position he held at the time of his death.

Mr. William H. Morrissey, better known as “Old Bill,” retired night General Foreman at Dover St. Engine House, passed away November 25, 1925. Mr. Morrissey was one of the best known employees of the New Haven System, having served nearly 50 years when retired on a pension, about nine years ago.

Having started as a very young man, he saw Dover St. Terminal grow from a very few engines to one of the largest engine terminals in the country.
On Going Home for Christmas

Edgar A. Guest

He little knew the sorrow that was in his vacant chair;
He never guessed they’d miss him, or he’d surely have been there;
He couldn’t see his mother or the lump that filled her throat,
Or the tears that started falling as she read his hasty note;
And he couldn’t see his father, sitting sorrowful and dumb,
Or he never would have written that he thought he couldn’t come.

He little knew the gladness that his presence would have made,
And the joy it would have given, or he never would have stayed.
He didn’t know how hungry had the little mother grown
Once again to see her baby and to claim him for her own.
He didn’t guess the meaning of his visit Christmas Day
Or he never would have written that he couldn’t get away.

He couldn’t see the fading of the cheeks that once were pink,
And the silver in the tresses; and he didn’t stop to think
How the years are passing swiftly, and next Christmas it might be
There would be no home to visit and no mother dear to see.
He didn’t think about it—I’ll not say he didn’t care,
He was heedless and forgetful or he’d surely have been there.

Are you going home for Christmas? Have you written you’ll be there?
Going home to kiss the mother and to show her that you care?
Going home to greet the father in a way to make him glad?
If you’re not I hope there’ll never come a time you’ll wish you had.
Just sit down and write a letter—it will make their heartstrings hum
With a tune of perfect gladness—if you’ll tell them that you’ll come.
The New York New Haven and Hartford Railroad Co.