CO-ORDINATED SERVICE

(Taken at Norwood Central)
Be the Best of Whatever You Are

If you can’t be a pine on the top of the hill
  Be a scrub in the valley — but be
The best little scrub at the side of the rill;
  Be a bush if you can’t be a tree.

If you can’t be a bush be a bit of the grass,
  Some highway to happier make;
If you can’t be a muskie then just be a bass,
  But the liveliest bass in the lake.

We can’t all be captains, we’ve got to be crew,
  There’s something for all of us here;
There’s big work to do and there’s lesser to do,
  And the task we must do is the near.

If you can’t be a highway then just be a trail;
  If you can’t be the sun be a star;
It isn’t by size that you win or you fail —
  BE THE BEST OF WHATEVER YOU ARE.

— Chan-Farco Beacon.
The accompanying picture is from a photograph of one of seven new electric locomotives now being delivered to the New Haven by the General Electric Company. Five of them, Numbers 0112 to 0116 inclusive, are freight locomotives, while the other two, Numbers 0216 and 0217, are switchers. The freight locomotives are to be used between Bay Ridge, N. Y., and Cedar Hill, Conn., in main line freight service, and can also be used for passenger service.

Taking power from the overhead wires at 11,000 volts, they step the power down to 2,300 volts and then convert it, through a synchronous motor-generator set, to direct current.

These new locomotives take advantage of high tension alternating current, which is the most economical way of distributing current, while also taking advantage of direct current, which is the best for the operation of motors.

The most important difference between these new locomotives and those already in use on the New Haven System is that the old ones pick up alternating current at 11,000 volts and step it down by means of transformers to 1,000 volts for use in motors, whereas the latest type convert the power to direct current at 700 volts for the motor.

Three of these seven locomotives have been delivered as this is written, and the remaining four will in all probability be in service by the middle of September.
JULY SAFETY CITATIONS

There were sixteen commendations and awards of the beautiful gold and enamel safety button during the month of July, and we also take pleasure in mentioning here two additional ones in June which, through oversight, were omitted from our last issue.

One of the June citations which we overlooked was for another bit of alertness on the part of Section Foreman Thomas Rafferty, which brought Mr. Rafferty's total of citations up to twenty. This one was for his keen observation in discovering a dragging brake beam and for promptly stopping the train and having the dragging beam removed. This month Mr. Rafferty is again on our list, which makes his twenty-first citation. He discovered a hot box in train 086, passing the Woodmont station and took prompt action to protect.

The other was the award to P. Rokowski, fireman at Midway Engine House, whose prompt action saved the life of an attempted suicide in our Norwich, Conn. passenger station.

* * *

First of the July citations was that of C. A. Leonard, Freight Conductor, New Haven. Mr. Leonard discovered a broken arch bar on a car in Extra 3324 at East Greenwich, and took prompt steps to have it remedied.

Mrs. A. B. Copeland, Operator at Webster, Mass., noticed wheels sliding on a car in train P-2 while passing the Webster station, and notified the conductor who had the train stopped and the trouble corrected.

John Clark, Engineer, Providence, observed fire flying in train BH-1. He promptly notified the signalman, who stopped the train at Hills Grove, where a broken safety bar was found on the truck of a freight car.

James Nuss, Switchman, Hartford, noticed something dragging in train SN-5, and had the train stopped, when it was found that the hopper arm was down on a freight car.

William Geary, Freight Trainman, acting as head trainman on EH-3, discovered a car door lying across track 2 just west of Green's Farms. He immediately stopped his train and with the other members of the crew removed the door just before the approach of a train on that track.

Thomas A. Grimes, Freight Flagman, Oak Point, N. Y., performed an especially praiseworthy service, showing that he is alert and ready to rise to the emergency. Passing Westchester Avenue in the caboose of a freight train he noticed two boys on the edge of the station platform, apparently in great trouble. One was a 13-year-old boy, whose right leg had just been amputated below the knee and his left leg fractured while they were jumping off the freight train where they had been stealing a ride. He and the conductor promptly "unloaded" and went to his assistance. Flagman Grimes quickly applied an improvised tourniquet, stopping the hemorrhage until the ambulance arrived to remove the youngster to the hospital. This incident was made the subject of a special bulletin by F. W. Mitchell, Director of Personnel.

C. G. Mattson of the Engineering Department, discovered a brake beam down on train OA-2 at Shelton, and promptly had the train stopped and the brake beam removed.

J. J. Brown, of Cedar Hill Transfer, when coupling up a drag of cars on what is known as No. 2 Thoroughfare, noticed that a car in the middle of the drag buckled, making a close clearance on the Air Line Main. Mr. Brown ran for about a half a mile to notify the Yard Conductor, who took steps to protect.

J. Garaval, Brakeman, Danbury, Conn., discovered a broken wheel on a freight car in Extra 3201, passing Berkshire Junction. He promptly reported it to Train Dispatcher, who had the car set off.

For where your treasure is, there will your heart be also.—Luke 12-34.
J. Galvin, Signal Maintainer, saved the life of a nearly drowned boy at Mill River, through the prompt and persistent application of first aid.

Albert R. Rall, Yard Brakeman, discovered dragging brake rigging on a freight car on Extra 098-0105. He called it to the Engineer’s attention, who had the train stopped.

Harry Ward, Freight Conductor, Stamford, observed brake sticking on car in train No. 27, and promptly notified the train dispatcher who stopped the train at Oak Point and released the brake.

E. J. Moriarty, Acting Agent at Elmwood, Conn., discovered a defective truss rod in a passing train and took prompt action which permitted the stopping of the train at Hartford station, where the defective rod was removed.

L. L. Barber, Operator at Wood River Junction, discovered ice-box door hanging over the side of a refrigerator car of train BN-1 as it passed his tower. Noticing that it made very close clearance he took prompt action to have the train stopped and repairs made.

HE SAVED A LIFE!

We print here the picture of John Galvin of Guilford, Conn., signal maintainer at Signal Station No. 79, who on July 14 saved the life of a twelve-year-old boy from drowning in the Mill River. It was only through the activity of John, who worked heroically on the boy, by rolling him over his knee until the doctor arrived from Grace Hospital, that the youngster’s life was saved.

RAILROAD SCHOLARSHIPS

The interest which has been shown by employees in the courses in Railroad subjects which are offered in Northeastern University at Boston and by New Haven College (which has recently branched out and now operates independently of Northeastern University) has been very gratifying to the Management. In response to the President’s circular of May 15th, fifty-two applications for scholarships were received from the Boston district alone.

Owing to certain changes in the situation at New Haven, it has been considered advisable to defer the competitive examinations for scholarships to be awarded to employees in New Haven and vicinity until September. Bulletin notices giving the time and place at which these examinations will be held will be posted shortly.

Under an arrangement which has recently been completed, the co-operation of Yale University has been enlisted to such an extent that the classes at New Haven College are actually held in the class rooms of Yale University, and the laboratory exercises in connection with the Engineering Courses are carried out in the Yale Electrical & Engineering Laboratories.

In addition, a series of lectures is delivered at various intervals during the course by the following Railroad officials: J. A. Droege, General Manager; D. M. Neiswanger, Asst. to Gen. Manager; G. G. Butler, Supt. of Freight Trans.; A. H. Fairfield, Statistician; W. F. Follett, Asst. Signal Engineer; H. P. Hass, Asst. to Mechanical Manager; C. A. Mitchell, Supt. (Hartford Division); R. L. Pearson, Engineer Maint. Way; E. E. Reegan, General Supt. (Lines West).

Employees who desire information concerning the course in Railroad Transportation and Accounts, or either the Elementary or Advanced Courses in Railroad Engineering, should write or call at New Haven College, the offices of which are located in the building of the Y. M. C. A. at 50 Howe Street, New Haven, Conn.

Simple duty hath no place for fear.—Whittier.
BRIDGEPORT, the second largest city in Connecticut, is one of the biggest and most important stations on the entire New Haven System. Situated on the main line of the New York Division, with its four tracks, rock ballast, latest type of signals and without a grade crossing on the entire line. Operated by electric power, with the most powerful and up-to-date electric locomotives, and with its tremendous density of traffic, the New York Division has no superior in this country or any other. Equipped with every device known to modern science for the handling of its trains, and the absence of smoke, cinders and dust—this all helps to make of Bridgeport's railroad facilities what is termed by its Chamber of Commerce, "The most modern railway service in the world."

Between the cities of Bridgeport and New York there are operated, on week-days, a grand total of eighty-three trains. Of this number seventy-six are express trains, and of these twenty-three make the run between either city in approximately eighty minutes without a stop.

Between the cities of Bridgeport and New Haven there is a grand total of seventy week-day trains, and the grand total between Bridgeport and other large cities on the line are: Hartford 49, Springfield 33, Boston 28, New London 26, and Providence 20. In addition Bridgeport has frequent trains to Waterbury and Winsted and connections for Pittsfield and the Litchfield and Berk.
shire Hills, together with local trains for all other parts of the system.

Bridgeport also has through Pullman service to St. Albans and Burlington, Vt., Concord, N. H., Portland, Me., the White Mountains, Montreal, Quebec, and points north and east. To Philadelphia, Baltimore, Washington, Atlanta, New Orleans and points south, and Harrisburg, Altoona, Pittsburg and points west.

The freight facilities of Bridgeport fully equal the passenger. In addition to the freight station and yards, located in the heart of the city, inbound carload shipments, for the convenience of patrons located in the various sections of the city, are delivered at Union Avenue for East Bridgeport, Housatonic Avenue for North Bridgeport, State Street for West Bridgeport, Union Street (perishable) and Singer Avenue for southeast Bridgeport. In addition to all this there is the big electrified East Bridgeport Yard with a capacity of 1800 cars, having also track-scales with a capacity of a hundred tons.

Bridgeport is also on the direct line of the great Harlem River, Bay Ridge and Maybrook freight gateways through which are operated direct cars to all important cities in the United States. Train movements through Bridgeport are governed by seven interlocking signal stations, from No. 55 at Burr Road on the west to No. 63 at Bishop Avenue on the east, and the Yard Limits of Bridgeport, on the New York Division, extend between these two points.

Bridgeport today has four hundred and forty-three manufacturing establishments producing some five thousand commodities: Ammunition leading, with electric wiring specialties, valves and pipe fittings, graphophones and records, corsets, sewing machines, machinery and machine tools, and brass castings and fittings in the order named.

A lot of us make the mistake of telling the boss how valuable we are, instead of showing him.—B. F. Babson.
In 1918 the Remington Arms Company (which faces the New Haven tracks) turned out forty million military rifle cartridges a week, the company then employing twelve thousand, and its plant was one of the most closely guarded in America at that time.

Bridgeport's war record also includes the production, in vast quantities, of 4 in. and 5 in. shells, 150 m/m copper bullets, 4 in. navy and Browning guns, light automatic rifles, anti-aircraft guns, and also submarines.

Bridgeport's railroad development began in 1840, when the population of the city was less than five thousand, with the opening of the Housatonic Railroad (now the Danbury Division) to New Milford. The Housatonic reached State Line, N. Y., on December 1, 1842, and after this event a through line was established between New York and Albany and Troy via the Housatonic Railroad, by the steamer "Niagara," Captain J. Brooks, Jr., which left New York "at 6½ o'clock A. M. from the pier at the foot of Market St., East River, daily, Sundays excepted, for Bridgeport where passengers take the elegant and commodious cars of the Housatonic Railroad arriving at Albany at 5 P. M."

A baggagemaster went through from city to city, and stages were run in connection with the train for Lee, Lenox, Old Stockbridge, Curtisville, Winsted and Norfolk, also to Litchfield, Woodbury, Danbury and Bethel. New York passengers also had the privilege of stopping over one day in Bridgeport. After the opening of the New York & New Haven this connection between New York and Bridgeport was made by railroad and lasted up to the opening of the Hudson River Railroad to Albany in 1851.

The Housatonic Railroad was opened to

A noble aim, faithfully kept, is a noble deed.—Wadsworth.
Pittsfield in 1850. Bridgeport was the headquarters for many years, except that the mechanical headquarters were located at Falls Village. The Housatonic became a part of the New Haven System in 1892. Bridgeport's second railroad was the New York & New Haven. The first stockholders' meeting of this Company was held in New York City on May 19, 1846, and at this meeting two Bridgeport men, William P. Burrall and Stephen Tomlinson, were elected members of the first board of directors of the road. The first President was Robert Schuyler and the first Secretary was William P. Burrall. The road was opened December 29, 1848, and was single track, but business increased so rapidly that it was double tracked before it had been in operation five years. R. B. Mason, who was its first Superintendent and went in later years to the Illinois Central at Chicago, was Mayor of that city at the time of the great Chicago fire.

William D. Bishop of Bridgeport became President of the New York & New Haven on May 17, 1867. He was a son of Alfred Bishop who built the Housatonic, Naugatuck & New York & New Haven railroads and was the most prominent railroad builder in Connecticut in his day. William D. Bishop graduated at Yale in 1849, represented the Bridgeport district in Congress, and was also for many years a director and President of the Naugatuck Road. He was the first President of the New York, New Haven & Hartford Railroad on the organization of the present Company in 1872 and served until March 1, 1879.

An old time-table of the New York & New Haven dated 1869 shows a total of seventeen week-day trains between Bridgeport and New York. Several of these were express, stopping only at South Norwalk and Stamford, but none made the run without a stop. The population of Bridgeport then was eighteen thousand.

On July 24, 1872, the New York & New Haven and the Hartford & New Haven (between New Haven and Springfield) entered into an agreement for the merger of the two companies as the New York, New Haven & Hartford Railroad. This agreement was duly ratified by the stockholders of both companies and the consolidation became effective August 6, 1872.

Bridgeport's next railroad was the Naugatuck. This company was chartered in 1845 and it was first proposed to build only to Waterbury, but this was afterward changed to Winsted. The company was organized in 1848 and the road was opened to Waterbury June 11, 1849, and to Winsted September 24, 1849. The first officers of the road were Timothy Dwight, President, Ira Sherman, Secretary, and Horace Nichols, Treasurer. The first Superintendent was Philo Hurd who bought the right of way, and was superintendent of construction of the road until its completion, and was made Superintendent, which position he held for seven years. In later years he was Vice-President of the Hudson River Railroad and also President of the Harlem Road. He died at Bridgeport August 14, 1885. In the construction of the Naugatuck Road the only change was that instead of crossing the Housatonic River at Derby, and coming direct to Bridgeport, as at first proposed, the road was continued down the east side of the river to Naugatuck Junction (now Devon). George W. Beach, who became Superintendent of the Naugatuck in 1868, on the death of Charles Waterbury, entered the employ of the road in 1850; he was appointed Agent at Naugatuck in 1855, Conductor and General Ticket Agent in 1857, and Agent at Waterbury in 1861, and was holding this position at the time he was made Superintendent. After the consolidation of the Naugatuck Road, he was Superintendent of the Naugatuck Division of the New Haven for many years.

Bridgeport was the headquarters of the Naugatuck Road, and the general offices were at the corner of Main Street and South Avenue. The Naugatuck Railroad became a part of the New Haven System on April 1, 1887.
Looking North, during work of track elevation in 1904.

According to the late Gen. Horace Porter, Vice-President of the Pullman Company, in an article on Railway Passenger Travel (Scribner's, 1888), the first vestibule cars ever run were operated on the Naugatuck Railroad in 1857, the vestibules consisting of heavy canvas. It was not until 1886, however, that the modern vestibule first came into general use.

The railroad development of modern Bridgeport may be said to have begun with the four-tracking of the New York Division in the nineties. This was followed by the raising of the tracks through Bridgeport in 1904. On January 31, 1904, the old Bridgeport station, one of the landmarks of the city, which stood for years on the street level opposite the Atlantic Hotel, closed its doors and a temporary station was opened on the raised tracks. On August 20, 1905, the present magnificent station was opened to the public. The electrification of the New York Division from New York to Stamford in 1907 was extended to New Haven in 1913.

Today is all you have. Tomorrow is a promissory note, and yesterday is a cancelled check.
The accompanying picture was lent to us by Peter Hunt, Stationmaster at Bridgeport, and shows the north end of the Bridgeport train shed on March 12, 1888, which, as everyone knows, was the time of the great blizzard. It shows a Housatonic Railroad train which had just managed to get to the station but could not get a yard further. The train, which had two coaches, was due at 7:50 A. M. and got in at 10:10 A. M. Monday afternoon it became necessary to pull the fires.

In The Winter Of '88

The snow continued unabated and by Wednesday night the train was entirely covered. Four passenger trains were laid up there from Monday to Saturday, and according to Mr. Hunt, the hotel bill for passengers who were taken care of by the railroad amounted to $1,473. Mr. Hunt was then night operator, breaking in on tower service, and he took upon himself the responsibility of seeing that the passengers secured comfortable accommodations, but it was not without a sense of relief that on Wednesday he discovered Mr. Squires was at the hotel, and not only was given an O.K. but was commended for his good work.

PLEASE SEND ROSES

“Harry ate something that poisoned him.”
“Croquette?”
“Not yet, but he’s very ill.”—A. C. L. News.

SUSPICIOUS

Between stations a train came to a sudden stop with a tremendous grinding of brakes. Immediately a worried looking man rushed down the track and demanded of the brakeman the reason.

“What is it?” he asked. “An accident?”

“Somebody pulled the bell rope,” was the reply. “The engineer put on the brakes too quickly, and one of the cars went off the rails. We’ll be tied up about four hours.”

“Four hours!” exclaimed the passenger. “But I’m to be married today!”

Instantly the brakeman turned on him with suspicion.

“See here,” he ejaculated, “you aren’t the guy who pulled the bell rope, are you?”—Illinois Central Magazine.

So teach us to number our days, that we may apply our hearts unto wisdom.—Psalms 90-12.
THIS COAL SCOOP LIFTED 10,206,840 LBS. OF COAL

Gordon St. Marie, fireman on the Hartford Division, is one of the New Haven Railroad men sincerely interested in eco-
nominal operation and is constantly doing his bit to help along the good work.

Concrete evidence of his efforts along this line may be seen in the office of General Fuel Supervisor W. C. Shove in New Haven, in the shape of a well-worn shovel which has done duty for a total of 97,208 locomotive miles.

Mr. St. Marie began using this particular shovel January 1, 1924, and did not have a new one issued until June 19, 1926. Figuring on the basis of seven scoopsful per passenger train mile, and 15 lbs. of coal per scoop, Mr. St. Marie has tossed with this shovel approximately 680,456 scoops of coal through the firebox door. Or, in other words, he has lifted with this shovel approximately 10,206,840 lbs. of coal, or 5,103 tons.

Not only is the steel scoop of the shovel worn until it has become ragged, but the wooden handle has been worn down about a quarter of an inch for practically its entire length through the friction of Fireman St. Marie's hand as it has slid up and down as he has spread the coal over the face of the fire.

Fireman St. Marie, according to Mr. Shove, is one of our firemen most interested in the New Haven Railroad's fuel conservation program.

The shovel which he sent to Mr. Shove after such long service made up its 97.203 miles of use as follows: From January 1 to December 31, 1924, 42,624 miles; January 1 to December 31, 1925, 42,040; and January 1 to June 19, 1926, 12,544 miles.

HELP!

At a small station a freight train pulled in and side-tracked for the passenger train. The passenger arrived and pulled out; then the freight started to do its switching. A well-dressed woman, not used to the language of railroad men, had just stepped off the passenger train and was standing close to the brakeman when he yelled to another:

"Jump on her when she comes by, Bill, run her down by the elevator, cut her in two and bring the head end up by the depot."

She brought suit for mental anguish and came near recovering.

Never say—"I would never do that"—you never can tell.
WAT would you think or do if you saw the water of a river or raceway running in a direction contrary to that in which you have always known it to flow? You would probably imagine that Gabriel's trumpet was about to be blown. Well, here's a little railroad story of a man who saw this apparent miracle, who did not stop to think but proceeded to do, and who incidentally saved the lives of eight railroad men.

On the bleak and pitch-dark morning of November 3, 1894, Train 300 left New Haven at 4:07, with eighteen heavily-laden cars of merchandise for Waterbury and points in the Naugatuck Valley. Conductor Charles W. Munson, Engineer Eugene Allen, a fireman and five lusty brakemen formed the crew. After dropping cars at Derby and Ansonia, the big engine and heavy train began the four-mile run for Seymour, gathering speed as it passed the Wallace & Sons' plant (now part of The American Brass Co.). The entire crew, including Conductor Munson, was riding the engine, as time would thus be saved in detaching cars when approaching Seymour. Suddenly a wildly-waving red light shone in the darkness and as the heavy train was brought to an abrupt stop, the crew tumbled down, indignantly demanding who had dared stop them; they had been out all night and wanted to get home. There, trembling with excitement, was one of the plant's watchmen, still waving his red lantern. "Something's wrong," he shouted. "I don't know what it is, but something's wrong. The water in the raceway is running backward and I thought I'd better stop you." Conductor Munson and some of his crew ran towards the big reservoir of the plant, a short distance north and located close to the right of way. There, around a curve, in the dim light of approaching dawn, was what the picture partly shows. The reservoir dike had burst and the entire foundation of the tracks for 150 feet in length and 30 in depth had been washed away in a few minutes, leaving the tracks and ties suspended and a great torrent rushing through into the Naugatuck River on the other side of location. That crew of eight would not have had time to jump. Quick action was needed. The division was then of single track and a passenger train was soon due to leave Seymour for Bridgeport. Conductor Munson rushed back to the Ansonia depot and got Superintendent Lleach at Waterbury in time to stop the train at Seymour. Brakeman Michael McDonough, at risk of his life, sometimes on hands and knees, passed over the swaying bridge of ties above the raging torrent and was ready on the other side to flag anything from the north. Mr. McDonough became a conductor some years after, but was killed in an accident at Winsted.

Thus was a horrible accident averted by the quick action and presence of mind of an humble watchman. His name was Robert DeWitt and it is nice to know that the Railroad Company presented him with a handsome gold watch, suitably inscribed, and that, in succeeding days, trainmen's hand-waves of greeting to him, as they sped by, came truly from their hearts.

The man with the loudest voice doesn't always sell the most fish.
Conductor Munson said then and insists today that the watchman’s instant action was inspired and a direct act of God and who will contradict him? He is the only one of that very fortunate crew now living and is a Passenger Conductor between Waterbury, Hartford, Bridgeport and Winsted. Because Charlie Munson was a Freight Conductor 32 years ago, is no reason why he should have Methuselah for his middle monicker, for he entered the railroad service practically in short pants and today, with his clear skin, bright eyes and alert step, is one of the youngest looking conductors in Superintendent Snavely’s realm.

WHEREIN THE MYSTERY OF AN AGITATED PACKAGE IS CLEARED
(From The New York Sun)

The dignified appearing gentleman who was seen to jump from his seat in the coach of an express running between New Haven and New London on the New Haven Road the other day and beat the arm of his seat with one of his bundles has been identified as Hubert Sedgwick, old Yale track man and newspaper correspondent.

It seems that Mr. Sedgwick had, during a prowl about the New London docks, purchased a live cod. Mr. Sedgwick, as is the custom, had pointed out the fish of his choice and the fisherman had scooped it out of the ship’s well, hit it on the head with a mallet, wrapped it up and handed it to the buyer, who had then boarded the train and placed this with other packages in the seat beside him. Although the mallet blow is usually sufficient to kill a cod, in this instance it had not been.

As the train neared Clinton the cod suddenly came to life, suffering from a terrific headache. It did not know where it was, but, actuated by the impulse to get out at once, it began staging a demonstration. The agitated package puzzled passengers, but to Mr. Sedgwick all was clear.

Jumping up he grabbed his bundle and beat it into permanent insensibility as the passengers gaped.

THE BIG ONES ALWAYS GET AWAY

The station master of a railroad town sat in his office making his monthly report. He glanced up and noticed that the through express was due. Suddenly the station was filled with the thundering of the express, but above the noise echoed a yell.

The station master rushed out to see the cause and an astonishing sight met his eyes. The express was disappearing around the curve, while sprawled out amid a confusion of milk cans lay a young man. His hair was disheveled and his coat torn. Going up to a small boy who was standing by, the station master asked: “Was he trying to catch the express?”

“He did catch it,” replied the boy, “but it got away again.”—Everybody’s Magazine.

Even the wisest get bitten, but only the foolish get bitter.
Along the Line

Engine 24—N. Y. & N. E.

We printed this picture in the July issue, and asked if anyone could identify the crew. Freeman S. Evans of Milford, N. H., writes:

"In the July issue on page 15 a picture of Engine 24, N. Y. & N. E., is given with a request for the identity of the crew.

"I think you will find the engine is the old "Fawne" afterward numbered 24, manned by Perley V. Evans, Engineer, Frank H. Evans, Fireman, and we think the Conductor was George Tucker."

INTERESTING MAP AND GUIDE OF NEW YORK CITY

A very interesting and attractive map and guide of New York City has been issued by the Traffic Department in connection with the Company's numerous Sunday excursion trips to the metropolis. Information is given in the folder about 41 different points of interest, each being marked with a symbol number which makes it a simple matter to locate it on the map. The map shows not only the whole of Manhattan Island, but also a good portion of the Bronx, Brooklyn, and Queens Borough.

The 41 principal places of interest are plainly marked on the face of the map, as are the subway and elevated lines, as well as the routes of the New York, New Haven & Hartford Railroad, the New York, Westchester & Boston, and the New England Steamship Company.

If you know anyone who may be contemplating a trip to New York, or who might become interested in making such a trip, drop a card to the Passenger Traffic Department asking that a copy of this attractive folder be sent to them.

Opinions can never alter facts.
Along The Line

Published by and for the Employees of the
New Haven System

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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.

All contributions must be in hand
by the 10th day of the month to be
used in the current issue.

Vol. 3 August, 1926 No. 1

We all realize that the territory in southern
New England and southeastern New
York, served by the New Haven System,
is the most intensively developed area of
similar size in the country.

It contains about fourteen million people,
distributed through some of the largest
manufacturing centers in America.

It is possible, however, that we do not
fully appreciate just what this New Haven
System of ours, which serves this territory,
does.

It handles each year more than
70,000,000 passengers and about
32,000,000 tons of freight.

To accomplish this tremendous
transportation task it has: 1918

miles of road with 4,699 miles of
track, on which operate 1005
steam locomotives, 123 electric
locomotives, 118 multiple unit
cars, 2036 passenger train cars
including 26 diners; 34,630
freight cars and 29 rail motor

cars.

The system also includes 91
steamships and other types of
floating equipment, and 168
motor coaches operating on the

highway.

Those of us who make up the family of
30,000 employes may be pardoned if we
take pride in the servant as well as in the

territory served.

NEW HAVEN RAILROAD HIGH
IN EMPLOYEE SAFETY

The Interstate Commerce Commission's
report for the first quarter of 1926 shows
that of a dozen principal roads in the
Eastern Region, the New Haven stood
fourth in the matter of safety to employees.

The casualties for the entire Eastern
Region were 28.41 per million man hours
.42 killed and 27.99 injured. Compared
with this the New Haven Road had .33
killed and 25.60 injured per million man
hours.

FRONT COVER

The three types of transportation, shown
on our front cover, snapped August 16,
1926, at Norwood Central Station were
manned as follows:
Train No. 7001; Conductor A. S. Shaw;
Engineer, George Wilson; Fireman, E.
J. McKeen.

Gasoline rail car No. 9017; Conductor
E. N. Darling; Engineer, A. Rix.

Motor Coach No. 507; Operator, H.
Delory.
VOLUME 2 IS READY FOR BINDING

We have made arrangements with the same binder who did the job for us last year to bind the twelve copies of Volume Two for the same price as before, $1.60—or $1.85 if you want your name printed on the cover.

We are going to have this year's issues bound in dark green buckram with the gold lettering and lines.

We have already had some copies bound for this office, and those who have not seen one of the bound volumes will do well to call at Room 492 South Station. We are certain that anyone seeing this splendid book, comprising the full set of Volume 2, will be more than glad to collect their own copies and send them for binding.

The binder advises that not more than 25 sets were bound last year. It is hoped that a great many more members of our great family will feel that these are of sufficient value to have them bound this year. If you are lacking any of the issues, perhaps we can help you out.

Send your copies direct to George Coleman & Co., 234 Congress Street, Boston, Mass., together with check or money order, and they will mail the bound volume back to you. Please be sure to print your name carefully if you desire the lettering on the cover, so that the binder will make no mistake.

FOUND—A WATCH!

During the week of August 2, a man called at Vice-President Russell's office in the South Station, Boston, and asked for a copy of the November, 1925, issue of ALONG THE LINE. Shortly after he left, a silver watch, attached to a heavy gold chain, was found near the chair where he had been sitting. We shall be glad to restore the watch to the owner, if he will call at Room 492 South Station.

LET'S GO!

Our Annual Field Day, which this year has the added feature of a Carnival, will be held at the Readville Race Track, Readville, Mass., Saturday, September 11, 1926.

There are to be all the usual track and field events, including fire hose laying contests, bucket contests, three legged races, potato races,—events, in fact, for all ages and both sexes—as well as the annual System Championship Baseball match.

A brand new 1926 six-cylinder Essex Coach will be given away, in addition to which there will be free cash prizes for New Haven System employees only.

In addition to the system championship events, there will be a special 15-mile modified marathon, open to anyone, in which Johnny Miles the sensational Canadian champion; Clarence DeMar, the Olympic star; "Whitey" Michelson, the New York wonder; and Jimmy Hennigan, A. A. U. 10-mile cross-country champion, have been especially invited to appear.

We hope that every member of our great New Haven System family will do his bit to further the interests of the meet, and to assist the Committee-men in successfully carrying it through.

This is our annual "Family Reunion"—let's all be there!

And let's take our cameras along and get some pictures for "Along the Line."
Easterly view from drafting-room window in passenger station, showing American Brass Co. office, Grand St., City Hall Belfry, and Library Park, Waterbury, Conn. (Photo by L. T. Blodgett, Waterbury)

WATERBURY DIVISION

M. T. McDermott, Correspondent

George Keyes, Revision Clerk in the District Station Accountant’s Office, has returned to work after two weeks’ vacation, spent mostly on Bauby’s corner and Brassco Park.

Wilfred Dillon is writing a new edition of the once popular song, “I Wonder What’s Become of Sally.”

It is rumored that Dan Mulcahy and Fred Eck have been taking a summer course in bowling to try out for the Waterbury Yard team that is expected to enter the bowling league this season. Other candidates for the team are Tom Dougherty, Ed. Dayharsh and Joe Thomas.

Larry Kemp, the well-known Highland Brakeman, had an unusual experience recently. It seems that in his younger days Larry traveled considerable with the 101 Ranch Circus. The other night on the local from Plainville there was a flat car with an express wagon on it. As soon as Larry spotted the car he climbed aboard and was soon sound asleep. On arrival at Waterbury the remainder of the crew could not find Larry and his hiding place was not discovered until the following morning when one of the yard men woke him up in time for breakfast.

Harry Loughran has returned from two weeks’ vacation, spent mostly in Lenox Dale.

Joe Fagan, Chief Clerk for Master Mechanic Nelson, has joined the ranks of the married men. Joe was very quietly married on August 4th, as very few of the boys knew about it.

Twin sons are the latest addition to the Mulhall family. “Mul” says they are both bowlers, but if they happen to be golf players he hopes they will be better than Dick Hogan.

Hyman Greenberg, who will soon be able to give lectures on all parts of the United States, is back to work after three weeks of traveling. About the only place in America that “Hymie” has not visited is Alaska. The boys seem to think he is saving that trip for his honeymoon, as he is very fond of cold weather.

HARTFORD DIVISION

J. W. Coleman, Correspondent

“Bullets” Wands of Springfield, Mass., is on a short vacation, overjoyed at the birth of a son, name D. J., Jr. He will be back in a few days. Best of luck to him from Jerry, the Car Inspector of New York Central, and Joe at the Roundhouse (Harlem River Branch).
OLD COLONY DIVISION  
J. C. Owers, Correspondent  

Joe Selwood is suffering from an acute attack of misplaced eyebrow.  
We suggest you try "Two in One, Joe!"  

Boy friend Earle also had a similar attack, but in a moment of panic underwent a surgical operation and had it removed.  

Thomas Reagan is the very proud father of a bouncing (that’s the proper word!) baby girl, and already has begun to worry about the price of jazz garters, and other feminine apparel.  

NEW LONDON DIVISION  
J. J. O’Keefe, Correspondent  

SPARKLERS HAVE BEEN BOUGHT.  
We understand that one of the popular Clerks (RED HEADED) at the Norwich Freight Office is soon to enter the sea of matrimony. While no date has been set for the happy event, the young lady in the case is a certain popular Telephone Operator (RED HEADED TOO) in the Norwich Exchange. The only clue to the date is that the local boy is to take his vacation during the week of October 11th. Congratulations are in order, "ANGUS."  

Wedding bells are soon to ring, this time for Henry Jatkowski, Assistant Cashier, Norwich Freight Office, and Miss Eva Patridge, both very popular in the younger set. The happy event takes place early in September. Heartiest congratulations, "JAK."  

Chief Clerk Wilkinson, Norwich Freight Office, has returned from his vacation, after a motor tour in his new Chandler through the West.  

A few days ago, one of the popular clerks at the Freight Office appeared in public with some loud knickers. What’s the matter, "WOODIE"?  

J. Herbert Marsh, our popular Relief  

Agent, who is summering at South Lyme, has parted with a very old friend, the adornment on his upper lip. "What a difference just a few hairs make."  

"Coffee Grounds," "Tea Leaves’" sister, the New London Union Station feline, is the proud mother of two kittens and the family has been adopted by the Time Clerks.  

T. A. Londregan, Track Supervisor, is sporting a new Nash Sedan. "Tim" does all his driving from the back seat, however, where he can enjoy the scenery.  

W. J. Smith, Trainmaster, is tuning up his new "Hup" Sedan, preparatory to a trip through York State on his vacation. "Hughie" is scheduled to do the driving, however, and "Bill" will call the traffic signals.  

Mrs. Lillis H. Delano, popular Clerk in the Superintendent’s Office, has returned from her vacation, which she spent at Oak Bluffs, Mass.  

E. F. McNally, File Clerk in the Superintendent’s Office, has returned to his duties after a vacation spent in Canada, the Land of the Free.  

Miss Hazel Hadley, Roster Clerk, has entered the ranks of the auto enthusiasts and is burning up the road in her new Chevrolet.  

Since our last issue, pensions have been granted J. S. Vickery and H. M. Harmon, Passenger Conductor, and A. W. Brickley, Engineer. We hope they will live many years to enjoy their well earned rest.  

W. S. Carr, Headquarters Trainmaster, has returned from his vacation, which he spent in Hamburg, N. J.  

Charles L. O’Brien, Chief Clerk in the
Assistant Trainmaster's Office, has returned from his vacation, which he spent in Omaha and points west.

* * *

The Brotherhood of Trainmen & Yardmen held their Annual Outing at Red Top on July 25. Harry Hyatt and "Slim" Rainey put on a four round bout which was a hummer and was called a draw.

* * *

Charles T. Dow, Jr., Clerk in the Superintendent's Office, has returned to his duties after a vacation spent in Boston.

MIDLAND DIVISION
T. M. BUCKLEY, CORRESPONDENT

Train Dispatcher Sheehan enjoyed the first two weeks in August on the farm in Maine.

* * *

Train Dispatcher Robidou spent the last two weeks in July in the form of a vacation visiting relatives. Horace owed a lot of calls and thought vacation time opportunity to visit.

* * *

The many friends of Headquarters Trainmaster Vincelett are pleased to welcome him back after a lengthy illness. Phil kept in touch with the boys as much as possible and those who could visited him at his home.

* * *

Assistant Trainmaster Buckley is spending the month of August in a cottage by the sea at Roughs Neck with his family.

* * *

Mr. M. E. Nugent has been appointed regular Agent at Winslow, Mass.

* * *

Mr. A. P. Knox has been appointed temporary Agent at Morton Street.

* * *

Our Johnny Hodge at First Street is certainly getting a tan on. His advice to his brother workers is take a plunge in the salt water at "L" Street every day before going to work.

* * *

Conductor N. E. Nucci is spending the summer on a motor car between Readville and Willimantic.

Miss "Polly" Lavery, File Clerk in the Superintendent's Office, left Saturday, August 7th, for a trip to Canada, which will include Montreal, a trip up the Saguenay River to Chicoutimi, Quebec, and St. Anne de Beaupre. We hope for a good long story when she returns. Mr. Frank Kane is very lonesome and longs for her return.

* * *

"Tom" Clark is visiting the various beaches trying to build himself up for a very trying bowling season. "Tom" expects to have a team this year second to none. He will personally train the members himself.

* * *

Mr. John Corbo, Clerk to Assistant Trainmaster, spent the last week in July visiting some of his old haunts, which included Brattleboro, Vt. We all thought he was entering the bonds of matrimony, but no notice has presented itself as yet.

* * *

Our venerable Chief Clerk in the General Yardmaster's Office at the Boston Freight Terminal, Michael J. Nee, is enjoying a well-deserved vacation at City Point, Massachusetts' famous watering place. It is our understanding that "Mike," as he is affectionately known, is raising havoc with the fish in Dorchester Bay and that his success as a fisherman has gained him a great deal of notoriety among the natives.

BOSTON DIVISION
C. A. BOARDMAN JOSPEH LAFONTAINE
CORRESPONDENTS

Assistant Trainmaster C. N. Comer spent part of his vacation on a motor trip to Philadelphia and while there showed the Quakers some class as he took in the sights clad in a pair of Winthrop Knickers. Equipped with oversize balloons as it were.

* * *

Jimmie Golden of Cohasset and Braintree made a brave attempt to reach Braintree in time to have himself and the Buick included in the picture of the
Rambler Roses but Photographer Haseltine declined to wait to the great disappointment of James.

Mannie Gordon of Chickering Tower is making rapid progress in his struggle to master the mandolin and expects to be called up to broadcast both of his selections most any time now.

With the aid of his two synchronized alarm clocks, Howard Jones expects to wake up in time to catch the last B & A. train from Newton and not have to crank up the old bus to bring him in town around one A. M.

Dispatcher Lester Payne is spending his vacation at Niagara Falls.

Bennie Gordon is planning on a trip west to St. Louis and will stop off at Louisville, Ky., to visit the place of his birth and the scenes of his early activities. Benny agrees there is less activity of a certain kind in both St. Louis and Louisville since has was a youngster and Mr. Volstead became famous.

Assistant Train Master J. P. Lyons is at the Forest Hills Hospital recovering from an operation. We all hope he will soon be back with us in good health.

“Peoria” is still keeping a check on the engines passing through Braintree and South Braintree. He recognizes them all.

Geo. Broderick says “Murphy is a great pitcher, when he is right.” Does anyone remember the game Broderick pitched against Providence at Rocky Point in 1901? Dan Ahern attempted to catch ’em but was incapacitated early in the first round.

Looks now as if Tuni Hill would spend the winter at Readville Transfer.

In looking over the last issue of “Along the Line,” we notice Southampton Street has gone 101 days this year without an I. C. C. accident.

Here is Dover Street’s record to date

257 days without an I. C. C. Accident.

832,043 Man hours without an I. C. C. Accident.

Our goal is 1,000,000 Man hours without an I. C. C. Accident.

NEW HAVEN DIVISION

J. F. DOOLAN

R. S. DANFORTH  F. F. OULETTE

Correspondents

The above photo shows Train OE-2 which runs from Bridgeport to Maybrook with Engineer Wrinn, Fireman Welch, and Conductor Gaffney of the Western Division. The picture was taken at Towners, N. Y. on Sept. 18, 1925, showing Engine No. 150 with 68 loads. We are pleased to say that Engineer Wrinn has been with the New Haven Family for more than 30 years.

Harold Hannan of the Superintendent’s Office has returned with his family after spending a most enjoyable vacation at Red Bank, N. J. Harold is pretty well tanned up and he claims that he is also pretty well salted down, due to the fancy dives he took in the briny deep on one of the beaches near Red Bank.
Mary Castagleoni, Virginia Harris, and Georgiana Colwell of the Division Accountant's Office have been back from Canada about a month now, and are just telling us that it is a nice place. Wonder what they mean.

Assistant Superintendent Doolan and family have just returned from a two weeks' vacation spent at Fairfield Beach. Mr. Doolan looks as though he had been in Palm Beach all winter from the coat of tan that he carries. We are all glad to see him look so well.

Trainmaster Webber says that we can count on him having a new six passenger Cadillac car during the season of 1927. The way freight crew say that his old car is pretty good and they cite an instance of where they saw him going east at Lyme recently and when the crew got over Clinton Mr. Webber was in there checking up on some other matters, which shows that he did not lose much time in following the work along the Shore Line. They say that Fred is on the hot foot himself and likes to have the boys do likewise.

Sam Bolter, Agent at Leeds, Mass. wrote in the other day for a week's vacation and stated that 50 years ago he attended the Centennial celebration in Philadelphia and was anxious to go down now to attend the Sequi-Centennial. Superintendent Smith made plans to relieve him and wished that he would be on the job 50 years hence and we all extend the same wishes to Mr. Bolter, who has put in pretty close to 50 years of faithful service to the company.

Trainmaster W. E. Sault says it is all right for the local boys to go fishing along the Shore Line but he is going to utilize a part of his two weeks' vacation to go up in the wilds of Canada. Bill mentioned about what the bass and trout up there weigh but we are a little bit doubtful as to the figures. We thought that Bill would never go back on the books at Madison as from previous talk with Bill he felt that they were the best in the land.

Freight Agent D. K. Leinhardt, at Middletown, left for a trip to the coast, to be gone about 30 days. This is Mr. Leinhardt's first vacation in eight years so we all hope that he enjoys every minute of his trip.

We are all glad to see Miss Mae Costello, efficient clerk in the West Haven freight office, back to work again after undergoing an operation for appendicitis.

Freight Agent Ed Husted at Guilford is a pretty busy fellow just now on account of the heavy business due to summer travel. Ed is extremely well liked in Guilford and handles the freight as well as the passenger business in a first class manner. He is always on the job and is one of our most faithful and conscientious employees.

Charlie Leonard, agent at East Lyme, celebrated his 54th anniversary of service with the company on May 1. No one would ever think that he had put in this number of years of hard and faithful work, to see him directing affairs around Niantic station, the handling of passengers and taking care of the movement of troops which are in full force there now, coming and going to the Niantic Camp Grounds. Keep it up, Charlie, we hope you have many more years of service with us.

Headquarters Trainmaster J. A. Carroll left town on his vacation. His best trip was New York to New Bedford on the Steamer “Commonwealth” and Joe took Mrs. Carroll and the seven children along with him. After a visit with his folks in Providence he intends to take in the Sequi-Centennial at Philadelphia.

A. B. Leetes, Agent at East Haven, was complimented recently for the fine way in which he handles his work at East Haven. The praise is merited as Mr. Leete always has his work in first class shape, reports go in on time and he is ever looking after the Company's interests.

Freight Agent J. A. Diehm at Northford has asked for a thirty day leave of absence which will probably be extended to sixty days. Mr. Diehm is putting up a new
home quite handy to the station and from the plans he showed us it is going to be some home. He owns a twenty acre farm there and raises asparagus, strawberries, and other fruits and vegetables. Last season he shipped 45 crates of strawberries, which will give some idea as to what he is doing.

* * *

General Foreman P. Burke and Mrs. Burke have just returned from a two weeks' trip to Chicago, taking in Niagara Falls and the Great Lakes, returning via Washington.

* * *

Trainmaster Hoyt, who lives in Whitneyville, was recently awarded first prize by a civic organization for the most beautiful bed of roses. Ed says that the credit should not all come to him as Mrs. Hoyt and the boys do most of the work.

* * *

The many friends of Edw. Dugan are glad to see him back in active service again after having been off for a few years on account of ill health.

* * *

"High Wheeler" Blake is sure he is going to get away from New Haven, as he is now on the Shop Job at Stamford.

* * *

Our good friend Billie Hughes must feel he has had enough of going over the hills as he has gone on train 70.

* * *

Clarence Moore has finally returned to the New Haven fold again after having been on the New Rochelle Wire Train for some time.

* * *

Jim Shaughnessy has landed back in the motor service again.

* * *

Harry Easton has left the Hartford road and taken NH-17.

* * *

The boys all welcome Engineer A. B. Miller back with us again.

* * *

The many friends of Fireman Peter Carlin will be pleased to hear that he is resting very comfortably from the effects of electrical burns.

* * *

Fireman Nathan Goldberg is around again and looking fine after his recent operation.

* * *

Our "Beau Brummel" Walter McVety must have had enough of steam as we notice he has gone into the electric service.

* * *

Conductor J. J. Greene has taken the Turners Falls run. He promises a good showing to James.

* * *

Milo Bryant is back on the night switch. Milo says, "Make them all ones."

* * *

Brakeman Bagley says, "Use plenty of oil on used cars."

* * *

We, at Holyoke, understand that Engineer Lyman, who pilots the switcher around the Horn, spends his evenings listening in on W B Z.

* * *

Cupid visited the Holyoke office for the third time this year on July 17, when Virginia Menartti, operator, said "Yes" to Robert Deane, employed at the National Blank Book Co., this city. Congratulations, Bob!

* * *

Asst. Agent, T. J. Haley, is enjoying the sea breezes at Oak Bluffs, Mass.

* * *

We regret that Thomas Murphy, Yard Clerk, has been absent from the office for the past three weeks on account of illness, and hope that we will soon have him with us again.

* * *

We are glad to be able to report that the five year old daughter of Jerry Leary, House Foreman, who suffered severe injuries in an accident a few months ago, is able to be up and around again.

NEW YORK DIVISION
L. B. GALLAGHER, Correspondent

"Horace" Greeley has succeeded Whitehead in the Assistant Chief Clerkship in Mr. Foster's office.

* * *

Trainmaster Hull of the Harlem River Division, is on a vacation and about the
time this is printed Trainmaster Flick of Stamford will be on his.

* * *

Jim Chisholm, Chief Clerk in the General Superintendent's Office, again took his vacation at Sebeck Lake, Maine. He passed the time fishing and tramping around Packard's Camp.

* * *

Miss Viola Demarest, our very efficient and cheerful telephone operator, also took a vacation. She won't tell where she went but agrees that she had a good time.

* * *

Miss Daisy Graef, who also has a voice with a smile, will take hers in September.

**MAINTENANCE DEPT., PROVIDENCE**

F. A. LINDOPP, Correspondent

We're pleased to note Fred Stremlau's Accountants defeated the New London Bankers. And they played the game at Morgan Park. And we conclude the score was kept on ten dollar bills. That 15 to 13 looks like a football score, Fred.

* * *

Hope Towne for several years Comptometer Operator in the Division Accountant's Office, resigned her position effective Thursday, July 29, and was wedded to Leslie Ray of Topsfield, Mass., on July 31st. Upon their return from their honeymoon they will reside at Topsfield, Mass. Her many friends in the Office Building got together and presented her with a fine assortment of silverware. A little verse of discouragement from the pen of Charlie Farrell was read to her. She blushingly responded. The best of everything, Hope.

* * *

We were sorry to hear of Pete Bump's misfortune. Pete went bathing and dove from one rock to another with disastrous results. Here's for a speedy recovery, Pete. And now that we know things are coming along favorably, let us pause for a little advice. They tell us to use our heads, Pete, but it pays sometimes to use our feet. We've got two of those. Don't dive, Pete. YUMP!

The young lady who stenogs for D. A. McArthur, Freight Agent at Providence, continues to write in the lower left hand corner of the letters she types, "DAM." What is the trouble, dear?

* * *

Al Yuill, of our Engineering Corp, has returned from his vacation. When he left he was all set to go to Canada, but he tells us now he didn't go. Well, Al, the influx of orders for pipes, etc., was enough to discourage any man.

* * *

George Granville Patterson, Fred Merrow, Otis Howland and the correspondent motored down to George Benard's summer home at Wickford, R. I., and were treated to a fine chowder supper. George surely is some host. There was much pleasure to the party. One of the party, whose name we will not mention on account of his age and good looks, went to it A La Aleppo. In fact, all hands required no urging.

* * *

Clint Kendall, Maintenance Foreman in our Signal Department, is away on his vacation and we are told that he has gone to Canada. Well, Clint, these hot days will drive any man to Canada.

**TRAFFIC DEPARTMENT**

W. P. Read, Correspondent

**Passenger—Boston**

Miss Anna M. Shields spent her vacation quietly (?) at home, learning to drive a car. It is said that the recent cyclone in the Back Bay, which blew down trees and shook buildings, is thought to have been caused by Miss Shields losing control of her Steerless Six.

* * *

The canoeing season is now in full swing on the Charles River and Harold Curtis may be seen on any pleasant evening headed for the Spring St. Canoe House where he parks his Old Town beauty. Rumors that he is contemplating a trip across the Atlantic have not been confirmed.
Miss Helen G. Lincoln spent several days of her vacation at Nantucket. During this time she is said to have received numerous letters addressed in the same masculine hand-writing, which proves that "absence makes the heart grow fonder."

* * *

Word has been received that Asa Thompson is enjoying his stay in Merrie England and is now wearing spats and a monocle. Cherrio, old Top.

NEW HAVEN GENERAL OFFICES
L. H. Tyler, Correspondent

Doubles finalists in the G. O. A. A. tennis tournament at New Haven. Left to right: W. T. Dorrance, B. T. Pest, Eugene Kolbenhayer, and Cornelius Shanley. Shanley and Kolbenhayer won the finals in straight sets, 6-2, 6-3, 6-1.

(A certain gentleman in Boston says Mr. Dorrance doesn't look like this after a match with him.)

* * *

We regret to report that F. E. White of Mr. Halliday's office has been absent two weeks due to illness and sincerely hope that he will soon be back with us again.

* * *

Stanley Mackay has just returned from a trip into Canada and we are all waiting patiently for him to commence his fish yarns.

From general appearances we feel we can safely say that everyone had a mighty fine time at the Annual G. O. A. A. picnic at Lake Quonnipaug on August 15.

* * *

Mr. Neiswanger's office have extended a challenge to any five or six man tennis team from any office on the system. Information regarding a match can be obtained from Charlie Farrell, Room 106, General Office Building.

* * *

The Stationer's office was well represented at the picnic this year, Miss Edith Haglin and Joe Reilly were on hand and Joe gave a mighty fine exhibition of the Charleston in all its forms. Mr. Marshall is to be congratulated on having such an agile young man in his department. He certainly ought to be a hustler.

* * *

The two Miss Goods—Aliva of the President's office, and Alma of the Engineering Department, both took their vacations the first two weeks in August, spending the days mostly in having a good time around home.

* * *

Wally Melander came back from his trip west with about umpty-steen pictures, among which is just about the best tunnel picture we have ever seen, taken from the rear of a western train just after it entered a tunnel of the circular type. Wally got it spotted right plumb in the center, making a peach of a picture. Wally, by the way, looks brown as a berry.

* * *

Fred Rowland is using the last two weeks in August to make an extended auto trip to Quebec and other Canadian points.

* * *

Frank Carroi's General Office Building All Stars want to extend a challenge to any baseball nine on the system, particularly to the winners of the coming system championship game at Readville. While the All Stars are not in the league which gives them the privilege of entering for the system championship, they feel they can take the measure of any nine on the system.
“DEANS” OF THE OLD COLONY AGENTS

John Somers, “Dean” of the “Northern” Road

“Captain” John Somers started his railroad career in the year 1865 as a “boy” at Mansfield Station in the day when Agents were important personages and wore silk hats.

At that time the Taunton Road was a separate line called the “Taunton Branch Railroad,” and when passenger trains approached Mansfield, the Brakeman pulled the coupling pin on the head end and the engine was quickly run ahead of the moving cars through an open switch to the enginehouse track, then the Switchman turned the switch in the face of an approaching train and let it roll down to the station, thus giving the passengers a thrill that they don’t get in these more modern times.

After twenty-three years of service in various capacities, in the year 1888 Mr. Somers was appointed Yardmaster and three years later was promoted to Agent, succeeding C. A. McAlpine, who was then made Division Superintendent; a special notice of Mr. Somers’ promotion being issued by General Manager J. R. Kendrick.

Mr. Somers is now in his 76th year. He is a Mansfield Rotary Club member and by his sterling character and untiring helpfulness has won the affection and respect of all his associates and fellow townsmen.

James H. Weir, “Dean” of the Stoughton Branch

Mr. Weir commenced his railroading just 48 years ago by becoming a Telegraph Operator, with an old paper tape machine, at East Douglas.

After several years’ service he was promoted to be Agent at that station and later had charge of the important transfer station at Putnam.

At Putnam it was one of his duties personally to examine the yard and main line tracks, and after ascertaining that everything was in safe condition to display a hand flag signal for the “Ghost” train. This train was considered to be of such importance that no subordinate was allowed to become responsible for its safety.

When he comes to Taunton Mr. Weir can renew his acquaintance with the “White Flyer,” two cars of the “Ghost” train now being in use there for office purposes.

Thirty years ago Mr. Weir transferred to Canton Station where he permanently rooted.

He is now 74 years old and like “Captain” Somers of Mansfield, he, too, enjoys the high esteem of the townspeople as well as that of all railroad officials and fellow workers.
Recent Deaths In Our New Haven Family

John W. Carr, Headquarters Trainmaster, Waterbury Div. Employees of the Waterbury Division have not as yet recovered from the feeling of loss which pervaded the Division on the morning of July 5th when word was received of the death of the Headquarters Trainmaster, John W. Carr, at his New Haven home. His passing has left a void which will be there for a long time, leaving us with a fond recollection and a lasting regret.

Mr. Carr had been confined to his home for several months prior to his death. Through physical disability, and on June 9, 1926, was able to receive at his home a committee representing the Division, who wished to honor him on that date, which was the fiftieth anniversary of his entering the service of the New Haven Road.

Mr. Carr was born June 9, 1861, at Rye, N. Y., first entered the service as Assistant Baggage Master and Telegraph Operator on June 9, 1876, became a full-fledged operator on November 1, 1882, promoted to Train Dispatcher July 1, 1884, to Chief Dispatcher November 1, 1903, and to Assistant Superintendent July 25, 1907, the classification of this position being changed to Trainmaster on February 16, 1908, in which capacity he continued until his death.

Generous and fair always, looked up to and respected as an official and a man by all who knew him, a true friend and co-worker, we can simply add, "May he rest in peace," realizing only too well, "The paths of glory lead but to the grave."

Arthur Ogden, Clerk at New Bedford, for twenty years a faithful and conscientious employee, died Tuesday, July 28, at Union Hospital, New Bedford. He underwent an operation Monday, from which he failed to rally.

He was born in Berkeley, R. I., and had lived in New Bedford 35 years.

In 1906 he entered service at New Bedford as a freight handler, soon advanced to Check Clerk then the step to a better position, by always mastering details of any job to which he was assigned.

His desire to be an Accountant prompted him in taking a University Extension Course by mail, after which he enrolled in the evening classes of the Bentley School of Accountancy in Boston, from which he would have graduated next year. Death has cut short the goal for which he has so faithfully striven and we cannot help but believe but what his death was contributed to, very largely by his being obliged to work, in order to maintain his family, and at the same time overstudy in trying to better his position.

He is survived by his wife, two daughters, Edna and Annie, and a son, Arthur J.

Obed Cottle, Locomotive Engineer, Boston Division, and a well known and highly esteemed citizen of Braintree, died Sunday, August 1.

Mr. Cottle was born May 21, 1872 at North Dartmouth, Mass. He entered service March 18, 1889 as a locomotive fireman. Eleven years later, on June 9, 1900 he was promoted to Engineer, and he served in this capacity until his death. He had an absolutely clear record during his entire 37 years of service.
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<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION</th>
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<tbody>
<tr>
<td>Richard Baldwin Cogswell</td>
<td>Clerk, Bpt. Frt. Ofs.</td>
<td>New York</td>
<td>May 1, 1864</td>
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<tr>
<td>Riley Ellsworth Phillips</td>
<td>Engineman</td>
<td>Old Colony</td>
<td>July 18, 1865</td>
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<tr>
<td>James F. Gardner</td>
<td>Foreman's Assistant</td>
<td>Boston</td>
<td>April 1868</td>
</tr>
<tr>
<td>George Henry Saunders</td>
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<td>New Haven</td>
<td>Nov. 28, 1868</td>
</tr>
<tr>
<td>Lester M. Phillips</td>
<td>Train Caller</td>
<td>New Haven</td>
<td>May 1, 1869</td>
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<tr>
<td>John Edw. Killoy</td>
<td>Train Baggage Master</td>
<td>New Haven</td>
<td>June 1, 1869</td>
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<tr>
<td>William Stephen Lucey</td>
<td>Station Master</td>
<td>New York</td>
<td>June 8, 1869</td>
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<tr>
<td>Stephen S. Thayer</td>
<td>Record Clerk</td>
<td>Midland</td>
<td>Aug. 3, 1869</td>
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<tr>
<td>Clarence A. Simmons</td>
<td>Leader Rdv., Shops</td>
<td>New York</td>
<td>Oct. 1869</td>
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<tr>
<td>Lorenzo E. Nickerson</td>
<td>General Agent</td>
<td>Boston</td>
<td>Dec. 1, 1869</td>
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<tr>
<td>T. W. Hoogs</td>
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<td>Old Colony</td>
<td>April 1870</td>
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<tr>
<td>John Somers</td>
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<td>June 21, 1870</td>
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<tr>
<td>Lorenzo Warren Bates</td>
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<td>Duncan J. MacPherson</td>
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<td>Charles Waldo Ralph</td>
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<td>Nelson Peloquin</td>
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<td>Franklin Sherman</td>
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<td>Apr. 1872</td>
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<tr>
<td>Hugh Augustus Gillerl</td>
<td>Yard Brakeman</td>
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<td>James F. Tierney</td>
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<td>Charles Henry McLoon</td>
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<td>Francis Leroy Ashley</td>
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<td>Albert Erwin Spencer</td>
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<td>John Henry Barton</td>
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<td>Miss Mary McCarty</td>
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<td>Thomas Burns</td>
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<td>Charles Leonard</td>
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<td>Charles Ruggles Sawyer</td>
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<td>James L. Bailey</td>
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<td>John W. Wilmot</td>
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<td>Augustus S. May</td>
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<td>Michael J. Cunningham</td>
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<td>Eugene Byron Chase</td>
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<tr>
<td>LUCIUS FRANKLIN SLOCUM</td>
<td>Engineer</td>
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<td>William Henry Cone</td>
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<td>Albert Wescott Brickley</td>
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<td>Z. B. Smith</td>
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<td>John T. Reilly</td>
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<tr>
<td>Charles Asa Grant</td>
<td>Engineer</td>
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*Pensioned.*
Along the Line

<table>
<thead>
<tr>
<th>August, 1926</th>
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<tbody>
<tr>
<td>Thomas F. Mulcahy</td>
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<tr>
<td>Chas. R. Densmore</td>
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<td>Frank Kaeppel</td>
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<td>J. W. Raymond</td>
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<td>Harry Leeds Hill</td>
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<td>Ebert A. Cowles</td>
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<td>George E. Godfrey</td>
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<tr>
<td>W. L. Nye</td>
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<tr>
<td>William F. Bowman</td>
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<td>Amos A. Parker</td>
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<td>W. H. Warren</td>
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<td>Sherwood F. Allen</td>
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<td>Everett H. Crowell</td>
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<td>Martin J. McCue</td>
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<td>John I. MacDonald</td>
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<td>Geo. W. Cobb</td>
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<td>Patrick H. Broderick</td>
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<td>Louis C. Hunt</td>
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<td>Rufus P. Wands</td>
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<td>Henry K. Smith</td>
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<td>James H. Boyle</td>
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| Passenger Conductor |
| Passenger Conductor |
| Cabinet Dept. |
| Agent |
| Asst. Sta. Master |
| Passenger Conductor |
| Passenger Conductor |
| Passenger Conductor |
| Agent |
| Engineman |
| Crossing Watchman |
| Conductor |
| Foreman |
| Section Foreman |
| Train Caller |
| Carpenter |
| Dist. Bridge & Bldg. Foreman |
| Ticket Collector |
| Section Foreman |
| Agent |
| Passenger Trainman |
| Ticket Collector |
| Passenger Conductor |

| Boston |
| Aug. 2, 1874 |
| New York |
| July 1, 1874 |
| Readville |
| Sept. 1874 |
| New York |
| March 1875 |
| Boston |
| April 2, 1875 |
| Boston |
| April 2, 1875 |
| Hartford |
| May 1875 |
| New York |
| May 14, 1875 |
| Danbury |
| July 1, 1875 |
| Providence |
| July 24, 1875 |
| New London |
| Oct. 20, 1875 |
| Old Colony |
| Nov. 3, 1875 |
| Readville Shops |
| Nov. 20, 1875 |
| Hartford |
| Dec. 1875 |
| New London |
| Jan. 13, 1876 |
| Old Colony |
| March 1876 |
| Boston |
| April 1876 |
| Danbury |
| April 1876 |
| Boston |
| April 1876 |
| Hartford |
| May 1876 |
| Old Colony |
| June, 1876 |
| Old Colony |
| July 1, 1873 |

About Our Half-Century Men

Lucius Franklin Slocum was born in Hartford, Conn., July 31, 1854. He entered the service of the New Haven as a locomotive fireman when eighteen years of age—March, 1873, and was promoted to be locomotive engineer July 1, 1877. Thus Mr. Slocum has rounded out 53 years of continuous service, and is at the present time occupying the position of Smoke Inspector with headquarters at Hartford.

When he first entered the service the engine house and shops at Hartford were located immediately south of the present location of the passenger station. The engines of that day were of a very small type, and Mr. Slocum has handled, at different times, practically every type of steam engine operated by the New Haven. All his work as fireman and engineer has been either out of Springfield or Hartford, and during his many years of service he has worked on practically all of the trains operated in this territory, at one time or another.

Mr. Slocum recalls his early days running into Harlem River and describes in a most interesting manner how in those days there were no such terminal facilities as at present. The switch engines in service in those days are now obsolete and have been for a number of years.

Mr. Slocum's most exciting experience as a locomotive engineer came one day many years ago when he was running the boat train from New Haven to Hartford. After passing the Hartford passenger station and arriving at Fishfry Street, which is at the north end of the present Hartford yard, there was an explosion under his engine. He immediately jammed on the brakes, bringing the train to a quick stop. Investigation disclosed that a dynamite cap had been placed on the rails by a demented person. Fortunately no one was injured, but to say the least Mr. Slocum got a thrill.

During Mr. Slocum's 53 years of service he has maintained an absolutely clear record, and he has a host of friends at every station over the routes he formerly worked as locomotive engineer.
"I have been in and around transportation all my life. I have seen many important shipments handled with everybody from the President down giving orders, but I don’t think I ever saw anything to surpass the service everybody has just given us on those six cars of paper from Claremont, N. H. At one o’clock Saturday afternoon those six cars were in the mill yard. At five o’clock (August 2nd) they were in New York. Bearing in mind these cars had to be shipped from the mill out to the main line, then moved through important transfer yards making several connections, it may be truly said the whole performance is remarkable, and I feel must pretty nearly establish a record for dead freight handled in ordinary trains at the ordinary freight rate.”—From a letter dated August 2, 1926, from C. L. Whittemore, Traffic Manager, New England Paper & Pulp Traffic Association, to J. E. Redman, Assistant General Freight Agent, in connection with a shipment of six cars of newsprint paper from Claremont, N. H., to Bush Dock, New York.

Following is a letter received by General Manager J. A. Droege recently:

Dear Mr. Droege:

We like to commend more than to criticize and so I am glad to say that the engineer on “The Owl” arriving Boston yesterday A. M. (Saturday) handled his train with the smoothness that is characteristic of that train.

I was awake at New Haven but could feel no jar (in the sixth car) when he hooked on or when he took us out of the station.

When leaving the train at Boston I took the opportunity to tell him of this good work, and hope he will learn of this letter.

Sincerely yours,

(sgd.) FRANKLIN SNOW.

(Mr. Snow is Transportation Editor of the New York office of The Christian Science Monitor.)

The Franklin Sentinel volunteered to aid the cause of reducing accidents at railroad crossings by printing the following editorial on July 29:

We wonder how many motorists around Franklin know that a train going 40 miles an hour covers 59 feet in a second, and that it cannot be stopped in less than a quarter of a mile? If everyone who drives a car would take his lead pencil and figure a moment he would find that a train can cover 300 feet in five seconds, and not be running faster than 40 miles an hour. That 300 feet is a good, safe distance to be from a railroad track, and five seconds is very little time to lose when negotiating a crossing. We believe a realization of this one little fact should be sufficient to make drivers more careful, to even cause some of them to come to a dead stop before proceeding over a railroad crossing that is new and strange to them. It certainly impresses us with the danger of taking chances on getting across before the train thunders along, and we sincerely hope it will strike some of our readers as forcibly as it does us.

Railway transportation is woven into the very fabric of our national life. Recognition of the vital position which it occupies in the lives of our people ought to insure the maintenance of a constructive public attitude toward the railroads.

—From the Grand Rapids (Mich.) Northwestern Weekly
Advice

WHEN you see a guy that's ailing, who you think is rather sad,
With his great and glaring failings, let me tell you this, my lad;
Don't all around the shop and town this fellow's faults declare,
For, believe me, little brother, that won't get you anywhere.

DON'T knock the poor and "onery" boob, nor roast him on the pan,
But, if a chance presents itself, stretch out a helping hand;
For things will oftimes go awry in spite of all we do,
And sometime you may want a guy to reach a hand to you.

SO when some crony asks you 'bout the bunch down at the shop,
Don't say the gang is sorry, and the foreman is a flop.
Try "I've got a dern good foreman, and I like him very well,
And the bunch I have to work with can't be beat this side of hell!"

DON'T forget, my little brother, as you age with coming years,
That we've got to help each other in this vale of human tears.
And just remember, Buddy, when you're roasting some chap brown,
"That the devil lived in heaven, till he knocked his own home town."

(The Mutual Magazine.)
O-B-Z at Maybrook, N. Y.—Submitted by W. B. Burns, Fireman, Cedar Hill.