OUR "MERCHANT'S LIMITED" EN ROUTE
They are not dead, the ones so calmly lying,
Where we leave flowers and swift, wistful tears;
The outer part of them, alone, knew dying,
Their spirits travel, still, along the years!
They are not dead— the brightness of them lingers
In sweet, remembered smiles, and words once said,
They touch our souls with fragrant, vanished fingers—
They are not here— but, oh, they are not dead!

They, who have given us the gifts of laughter,
Of deep affection, and of vivid mirth,
Lean toward us, on this hour, from the Hereafter,
Bound gently, by their love of us, to earth.
And though our eyes are dim, and though we miss them,
We know that they are just a step away,
And that our blossoms are the lips that kiss them,
Our pledge of faith, on Decoration Day!

FOR DECORATION DAY
By MARGARET E. SANGSTER
Illustrated by GRATTAN CONDON
At Back Bay

To our own men, from all corners, who rushed to the scene of the fire as soon as the word was received, we cannot say enough in gratitude for their prompt and able response. It is merely another example of the courage and loyalty that goes to make up the morale of our great family.

While the ruins were still smouldering, a force of some 200 men were put to work clearing the debris, and repair work was continued night and day. All records for the removal of debris were broken by the New Haven. Approximately 175 truck loads of twisted iron, bricks and other material had been removed by 5 o'clock Monday night. Wednesday morning we were able to route our trains through Back Bay again. In the meantime the trains had been re-routed over the Midland Division, with surprisingly little delay, and the New Haven feels it can be justly proud of the efficient way in which this emergency was met and the minimum

Character climbs upwards — and sends its influence downward.
amount of inconvenience that was caused its patrons.

The ruins were still shrouded in smoke, and firemen still at work, when material and carpenters arrived to commence the construction of a temporary stairway to permit passengers to descend from the street level to the tracks and ascend from the trains to the street level, and a temporary wooden ticket office was erected directly under the bridge.

Governor Fuller, recognizing a public emergency, very kindly arranged through the Adjutant General and the State Quartermaster for the temporary use by the public of a waiting-room, ticket office, etc., in the Dartmouth Street Armory. Temporary foot-bridges and stairways on the south side of Dartmouth Street were erected to connect with facilities in the Armory and very convenient quarters were available by Friday, April 20—six windows for selling tickets, waiting room, etc.

A new Back Bay Station, thoroughly modern in every respect, will rise on the site of the ruins of the old station, but it is not possible to say at this time when this work will commence.

**Signals**

*By Clarence E. Flynn*

**THE** train will make each station
According to design,
But it must heed the signals
That guide it down the line.
They are not meant to hinder;
They are but meant to save,
And he who heeds their warning
He is of all most brave.

*We all who take our courses*
Across the shining years
Find signals set to challenge
Alike our eyes and ears.
The yesterdays have planted
Safety's eternal sign,
And **we must heed its caution** —
The signals down the line.

**PASSING THE TIME**

"And is there a train between the 5.40 and the 6.57?" asked the eccentric looking woman of the information clerk.
"Yes, madam, three."
"At how many stations does the second one stop?"
"Only one," said the mystified clerk; "but —"
"Now, how many trains leave between 6 and 7?"
"Excuse me, ma'am," said the worried clerk, who had been answering similar questions for nearly a quarter of an hour, "but you can't possibly be catching all the trains you are asking about."
"I know that, my good man," answered the questioner; "but, as I've got to wait for a train I thought I'd just see if you railway men really know your business. I sometimes doubt it."

— **VANCOUVER PROVINCE**.
A Sizable Shipment

THERE are hundreds of matters which enter into the securing of business for an up-and-coming railroad, and the New Haven Railroad is right on its toes to take advantage of every opportunity to increase its revenue.

One important thing is the matter of clearance limits, and the proper keeping of the records of these clearance limits so as to make them promptly available. The New Haven Railroad has, in the office of Robert L. Pearson, Engineer, Maintenance of Way, one of the most complete and systematically kept sets of clearance records of any railroad in the country — records which eliminate the possibility of our losing any business because of doubt as to whether the size of the shipment is such we can handle over our lines.

These records consist of a set of charts covering every mile of line and indicating down to a fraction of an inch exactly how much clearance there is on each side and above the tracks. If some traffic manager approaches one of our traffic representatives and asks whether we can handle a shipment of unusual dimensions, he does not have to wait a week to find out. Within an hour or so after the Traffic Department has passed the query along to the Maintenance of Way Department, they not only have the answer for Mr. Shipper, but can furnish a map marked with the route or routes the shipment may take in passing over our lines.

The shipment of the great coast defense gun which was pictured in the last issue of ALONG THE LINE was a case in point. Another is pictured here — a shipment of two great steel girders, each 141 feet, 6 inches long, and requiring four flat cars for their movement. These girders, which are the longest ever fabricated, were manufactured by the McClintic Marshall Company of Pottstown, Pa., and are to be used in building the Mount Hope Bridge spanning Mount Hope Bay from Bristol, R. I., to Bristol Ferry, R. I. This shipment represents two out of twenty-two girders of this length, a number of which have already been moved and the rest of which will subsequently be moved over the New Haven. There will also be two girders 150 feet long, which will make another new record as the longest steel girders ever fabricated.

The Mount Hope Bridge will mean a great saving in time and distance, as it will obviate the necessity for road traffic between Providence and Newport moving via Fall River. It is reported that the roadway of this bridge, which is of the suspension type, will be as high above the water level as the Brooklyn Bridge is above the East River, New York.

The cable work on the bridge is being done by the American Bridge Company, formerly the John A. Roebling Company, of Trenton, N. J. — the firm which erected the original Brooklyn Bridge in 1870-1883. The stone work consists of stones taken from the Pocasset Mills at Fall River which were recently razed.

Were all the girders for this bridge to move at one time, they would require fifty flat-cars, each 40 feet long, and would make a train practically half a mile long.

We are indebted to Frank Scott of the Transportation Department, and to W. P. MacKenzie and Martin Kane of the Maintenance of Way Department for the information contained in this article.
April Safety Citations

This month we have seven "repeaters" with us in the safety citation column, headed by none other than John Onofrio, our "Babe Ruth" of safety, who has had four more citations added to his already long list of safety activities. It is because of men of the calibre of Mr. Onofrio in our ranks that we have been and are making such fine records in accident prevention on the New Haven Road. Three of this month's citations had to do with his alertness in observing dragging brake riggings in the cars of passing freight trains and taking prompt and effective steps to have the condition corrected before trouble occurred; and the other was when he noticed fire flying under a passing freight train and took similar action.

J. H. Fraser, Operator, North Abington, Mass., was commended for a fifth time when he noticed fire flying from the rear truck of a car in a passenger train passing his station and promptly notified the dispatcher, who had the train stopped and a defective brake shoe was repaired.

The other "repeaters" were Mark J. Hannon, switch tender, Cedar Hill, W. Budd, Conductor, Maybrook, N. Y., H. A. Nicholson, Conductor, Danbury, Conn., A. M. Pelton, Agent, Cheshire, Conn., and Michael D. Murphy, Crossing Watchman, Guilford, Conn. Mr. Hannon and Mr. Budd each quickly reported a broken rail which he discovered. Mr. Pelton, as a freight train was leaving his station, noticed a hot box on a car in the rear of the train, and, jumping into his automobile, drove to Reforatory Siding to notify the conductor. Mr. Murphy noticed a broken truck frame on a car of a passing freight train and ran to the station agent with the information. Mr. Nicholson discovered and quickly reported a broken archbar on a freight car.

The following men were cited for their good work in observing and reporting promptly, either dragging brake riggings, broken arch bars, or broken truck frame on passing freight cars:

J. Norton, Car Inspector, Poughkeepsie, N. Y.
H. A. Elting, Agent, Clintondale, N. Y.
W. H. Maxfield, Flagman, Danbury, Conn.
William A. Cumm, Freight Trainman, New Haven, Conn.
J. Hughes, Crossingman, Sharon, Mass.
G. B. Gammons, Yard Brakeman, South Braintree, Mass.
Matthew Sanders, Car Inspector, Providence, R. I.
Michael Fraser, Switchman, South Braintree, Mass.
E. A. Russell, Operator, Derby Junction, Conn.
J. A. Garrison, Freight Flagman, Bridgeport, Conn.
M. J. Canary, Agent, West Barnstable, Mass.

J. Ahern, Car Inspector, Worcester, Mass., has just received a safety and efficiency button for a fine piece of work many months ago, when he noticed smoke coming from the roof of a car in a train he was inspecting, both doors of which were closed and cleated. By quickly notifying the engineer, the car was placed near the engine house track and the fire extinguished by fire hose.

J. Sanger, Section Foreman, Sound Beach, Conn., noticed a car door swinging and signalled the engineer, who brought the train to a stop so that the loose door could be removed.

A. L. Abbott, Conductor, and Brakemen D. J. McGinn, A. J. Traynor,
May, 1928  Along the Line 7

N. J. Myers, all of Port Chester, were jointly commended for the fine teamwork they displayed when it was observed that a Brown Hoist on a car of a passing train had shifted, becoming a menace to safety. Through their efforts the train was stopped and protected and the unsafe condition remedied.

Henry D. Sayles, Trainman, New York, performed a particularly commendable piece of work when it was reported that a passenger had fallen off train No. 32, west of Bridgeport. Mr. Sayles immediately started back to investigate and on finding a man with a badly mangled foot, he improvised a tourniquet and applied it to prevent the loss of blood.

Andrew Tefft, Clerk, Kingston, N. Y., heard a loud noise under train No. 11 as it passed his station and had the train stopped for inspection.

Lawrence Spinello, Car Inspector, Cedar Hill, found a cracked wheel under a car loaded with horses. The discovery, which was made under adverse conditions, was an indication of the thoroughness with which Mr. Spinello performs his work.

C. A. Phoenix, Switchman, Hartford, Conn., reported a swinging door on a freight car in a passing train.

H. A. Eberhardt, Maintainer, East Port Chester, noticed the shifting of a stone on a car in a passing train and reported immediately.

W. Stahley, Trainman, Danbury, Conn., discovered and quickly reported a broken rail.

Dean H. Richards, Freight Flagman, New Haven, found a broken plank in the Air Line trestle east of Cedar Hill, and arranged for protection until repairs could be made.

M. J. Welch, Signal Operator, Southampton St. Tower, South Boston, observed and reported a flat wheel on a passing train.

David Hayes, Lampman, Westchester, N. Y., observed a hot box on a passing train and notified the Towerman.

Frank Donlevy, Combination man, Telephone Department, Boston, by his quick action saved from probable serious injury a passenger who was thrown against the safety chain of the rear coach of a train and the chain became unfastened.

D. A. Hathaway, Engineer, Dover St., Boston, was commended for his quick application of brakes when he noticed children playing about the tracks.

Robert Waterhouse, Engineer, Hartford, noticed a defect in the guide yoke of the engine of a train in the Springfield station, calling it to the attention of the engineer and thus preventing probable serious delay on the line after the train had left the terminal.

A. B. Vosburgh, Fireman, Maybrook, N. Y., noticed a large rock between the rails at the west end of the Highland cut and notified the engineer to stop and then removed the rock.

W. F. Griffin, Conductor, W. Schieble, Trainman, F. B. Pomeroy, Engineer, and J. P. Delaney, Fireman, all members of the crew of Passenger Extra 0311, and James Greene, Passenger Conductor, who was deadheading on the train — all of New York — were commended for their good work when Mr. Pomeroy noticed fire in the wooden platform of the westbound station, and stopped his train. All joined in ripping up the burning planks and by using fire extinguishers from the coaches and water from the station fire barrel, extinguished the fire.


George Sisco, Flagman, Hopewell Junction, N. Y., saw the roof blown off the freight platform at Beacon, N. Y. and promptly cleared away the debris from the track.

E. Cummings, Hostler, Hopewell Junction, N. Y., observed that two telegraph poles had been blown over at Groveville siding, and were held by wires in such a way that they would not clear passing trains, and got quick word to the dispatcher so that section forces could be sent to clear the track.

Be glad of life because it gives you a chance to live, and to work, and to play, and to look up at the stars. — Henry Van Dyke.
Our Oldest and Youngest Policeman

We take pleasure in printing here a photograph of our oldest and youngest police officer—R. N. Morehouse, Sergeant of Police, and Leo P. Henderson, Patrolman, Harlem River.

"Cap" Morehouse, as he is affectionately known to his friends and associates, is not only the oldest policeman on our own force, but has the distinction, as some of our readers may remember, of being the oldest railroad policeman in the United States in active service. He will be 83 years old on the 13th of next month.

Sergeant Morehouse has worked on all divisions, but particularly on the New York Division. For the past two years he has been engaged chiefly on investigations, juvenile matters, and the curbing of trespassing. He has made visits to the various schools, had discussions with the supervisors, and brought the dangers of trespassing on railroad property before the pupils in a forcible manner. He also has occasion to deal more or less with the various courts, where he is always courteously received.

Patrolman Henderson is 24 years of age and has been in the service of the police department since November 24, 1925, since which time he has been engaged on investigations and general police work. He has done especially effective work in the apprehension of card sharks and pickpockets.

SYSTEM

The visitor was being shown about by the head of the up-to-date business house.

"Who is that dapper youth at the glass-topped desk?" he asked.

"He keeps an index showing where the index cases are."

"Who is the young man with the gray gaiters and the efficient ears?"

"He keeps an index showing the length of time it takes to index the indexes."

"Who is the girl with the golden hair?"

"She decides under what index an index to the index of the filing cabinets shall be placed."

"And who is the gray-haired man at the disordered desk in the corner?"

"Oh, that's Old Joggs. He doesn't fit in very well with the rest of the office, but I have to keep him around. He's the only employee who can find important papers when I want them in a hurry."

SNAPPY REPLY

A porter at a certain station had a very red nose, which caused no little amusement to travelers in passing trains.

The new station master had not been long at the station before his curiosity was aroused.

"Porter, what makes your nose so red?" he asked.

"O, pride, sir, pride," replied the porter.

"It's simply blushing with pride because it doesn't poke itself into other people's business." — Chicago News.
Appointments

Effective April 16, John Douglas was appointed Assistant General Freight Agent, with headquarters at New Haven, Conn.

Mr. Douglas entered railroad service on October 25, 1902 in the local freight office of the company at Worcester. He later became Freight Cashier in the Worcester freight house, which position he occupied until April 8, 1907, when he was appointed Traveling Freight Agent. On August 1, 1920 he was advanced to the position of General Agent of the Traffic Department at Worcester, in which position he continued until his recent appointment as Assistant General Freight Agent at New Haven, Conn.

As Traveling Freight Agent and later as General Agent at Worcester, Mr. Douglas made many friends, not only in Worcester but throughout the territory served by the B. & M. R. R.

Effective April 16, R. A. Flynn was appointed General Agent at Worcester, Mass.

Mr. Flynn has occupied the position of Office Assistant to the Vice-President in charge of Traffic at New Haven, also Assistant to the Freight Traffic Manager at New Haven. During the World War, Mr. Flynn was appointed Second Lieutenant and later promoted to First Lieutenant, being assigned to Boston, Mass., where for fifteen months he was engaged in handling transportation problems for various branches of the War Department in the territory covered by the New England States.

Although Mr. Flynn heretofore has made his headquarters at New Haven his duties have brought him in touch with the shipping public and he has many friends among the patrons of the New Haven Railroad in Worcester and the surrounding territory.

Never spend your money until you have it, and never buy anything you don't want because it is cheap. — Thomas Jefferson.
How To Treat Punctured Wounds

By R. H. Jenkins, M.D.,
New Haven Station Hospital

PUNCTURED wounds are among the most common injuries we have in connection with railroad injuries and constitute some of the most serious wounds we have to deal with in surgery.

Only two weeks ago one of our employes stepped on a nail and did not report his condition, but went home and stayed there for three days. Finally when his foot swelled and became very painful he called in his family doctor. The doctor notified the railroad and the patient was rushed to the hospital. A few days later he died from an infection of this wound which had spread up his leg, entered his blood stream and caused blood-poisoning. This is something that very rarely happens if proper treatment is given at the time of the injury. It might be said that the actual reason for this sad occurrence was ignorance on this man's part regarding punctured wounds.

Punctured wounds are caused by pointed instruments, such as needles, splinters, nails, etc. The depth of the wound greatly exceeds its surface area. After the withdrawal of the instrument inflicting the injury, the wound partly closes almost immediately; the blood and fluid cannot find an exit, and the germs from the instrument are deposited in the tissue. Infection is then very likely to develop and when it does it spreads widely and rapidly. Sometimes the instrument penetrates a large blood vessel and a severe hemorrhage will follow. At other times the hemorrhage is very slight. There is always the probability of a portion of a foreign body being retained in the punctured wound, and it is imperative that this should be removed at once, or serious results will follow.

The first-aid treatment of such wounds should be as follows:

Stop any hemorrhage. A simple hemorrhage may be stopped by applying pressure. In case of a severe hemorrhage a tourniquet should be used. Apply mercuriochrome freely and cover with a dry dressing. Then send the patient to a doctor at once so that he may be given proper treatment and Tetanus antitoxin. In order to prevent Tetanus, or what is more commonly called Lockjaw, the antitoxin must be given within twenty-four hours after the injury.

Tetanus, or Lockjaw, is a disease caused by the improper treatment of wounds, more commonly the punctured wounds, where the specific Tetanus germs are allowed to deposit in the tissue. Tetanus is characterized by spasmodic and continuous contraction of the voluntary muscles. The muscles become rigid and the forceful contraction of the jaws may loosen or break the teeth. The fact that Tetanus germs cannot live in the presence of oxygen explains the frequency with which punctured wounds are attacked, for in such wounds the germs are deeply lodged in recesses or cavities into which air does not penetrate, or are covered with discharges which exclude air. It is to be remembered that Lockjaw can be prevented by giving Tetanus antitoxin, but it is almost never cured after it has developed.

It is very important that all punctured wounds receive immediate and proper treatment if serious results are to be prevented.

Railway Policemen Hold Ball

THE first annual ball of the New England Railway and Steamship Special Agents and Police Association was held on April 24th at the Elks' Ball Room, Cambridge, Mass., more than 600 being in attendance, chiefly railroad employes and their wives, sisters and sweethearts.

The Association owes its existence to our own Chief of Police, J. R. McMahon, who was responsible for its organization in February, 1918. At that time the
Chief was the New England member on the Committee of Direction, Property Protection Department of the United States Railroad Administration—a committee formed for the protection of railroad property in regional districts throughout the country. It occurred to him that an association should be formed, taking in supervising officials of police departments of all railroad, steamship, and express companies in New England.

There were nine present at the organization meeting, one from each railroad and express company. At the present time there is a membership of 92. Meetings are held once a month at South Station, Boston.

The Association has been of great benefit to all the New England railroads, as well as to the express company. Live subjects are on the docket at every meeting, and the contact between the men from different lines has brought about a splendid spirit of cooperation and readiness to assist neighboring lines.

Three of the five officers and one of the three members of the board of managers are New Haven Railroad men. Captain C. E. Macdonald is President. Inspector R. C. Karnes is first Vice-President, Captain A. D. Follansbee is Secretary, and Inspector J. J. Clarey is on the Board of Managers.

The other officers are: A. A. Powers, 2nd Vice-President, Special Agent of the Bangor & Aroostook; George A. McIntyre, Treasurer, Special Agent, Boston & Maine; Harry L. Doane, Lieutenant of Police, Boston & Maine R.R., and George Given, Special Agent, American Railway Express, members of the Board of Managers.

D. S. T.

Monsieur editor I'm rite to tole yu bout dem krazy kidz ov mine shez poosh the clock ahed juste the sam shez do it last tam except shez poosh him more.

When the govnor last Saturday shez tole everybuddy to poosh hiz clock ahed all mz kidz shez work on fall river shez pack hiz trunk and shez pile down on ma hous on brockton.

When I'm look on dem kidz I'm get suspishon and I'm wink to Marilouise dats ma wif on the corner ov hiz eye and tole her I guess dem kidz shez come to poosh.

I'm go hout to ma nabor joe mafaron everybuddy shez call him Pete for short and I'm tole him bout it. Pete shez lend me hiz old clok he ain't run for ten year and I'm put'dat clok on the shelf and take ma clok and hide him down on ma cellar where I'm hide ma hootch I'm mak three month ago.

Pretty soon bout ten o'clock ma holdest boy Pierre shez come on the hous I love dat boy so much if I hav double barrel shot gun I shoot him every day for oxcressize. Pierre shez wak and sehez wak round shez look for the clok and ma wif marilouise hez laf hup on hiz sleeve bacoz Pierre shez cant find him. Then ma next holdest boy Francois shez come in on the hous too and shez wak to poosh the clok juste lak Pierre. Every one ov ma kidz shez do juste lak the other one.

Well I'm wake hup after long tam and when I'm go hout on the street to go to church I'm meet ma nabor Pete and shez told me shez monday onsted ov sunday. Rite off I'm get suspicion and I'm go down on ma cellar and I'm find ma clok shez ben poosh ahed 24 hour and them kidz shez drink purty near all ma new hootch I'm make three month ago.

Ma wif Marilouise shez got so twist hup when shez look at the clok dat shez wash the cloze on Tuedday onsted ov Monday shez mak me heat the beef on Friday and shez cook the fish on Saturday and yu know monsieur editor I'm good religous man all ma life juste lak Will Hayz.

When ma kidz shez all got hup I'm bring him in on the front room and I'm give him good leckture. Pierre shez got hup to spek for the rest ov him and shez said — shez gut the law on the statshhot book to poosh the clok ahed one hour and I'm want to be good law abide sitizen juste lak albert b fall and harry doggerty. When I'm hear that speech I'm nut say too much to him bacoz that purty good oxcuse.

respectfully yurz,

Joe lafontaine.
(Ticket Collector, Boston Div.)

Days should speak, and multitude of years should teach wisdom. — Job 32-7.
"Better than last year" was the verdict of many who saw the "Mirthquake" of the General Offices Athletic Association in New Haven April 23, 24 and 25. There was not a dull moment in the entire show, and each night there were large and responsive audiences.

In a show with so much talent as was represented in this one, it would be dangerous indeed to try to select any particular numbers for more praise than the others. From the Prologue which opened the show to the Finale, sung by Miss Margaret Schultheiss, it moved with a smoothness and precision of a professional production.

The program follows:

**EPISODE ONE**

"The Prologue" — Ray Sheehan, Lyman White, Harry Loomis, Fred Mellor, and Mr. Dugan.

"A Dressing Room Wrangle" — Florence Johnson, Geraldine Cronin, Alice Doyle, Helen Morrissey, Margaret Dinneen, Margaret Schultheiss, and William Rafter.

"Beautiful Girls" — a dance number with Vera Adams, Alice Dumond, Kathryn Glynn, Vivian Anderson, Marjorie Kneen, Peggy Carr, Marie Bradley, Margaret Kelly, Jeannette Thomas, Loretta Campane, Catherine Campane, Olive Walker, Peg Richardson, Helen Gorman, Catherine Fasano, and Marjorie Cronin.

"Hits and Bits" — with Mr. Dugan, Walter Shanley, Edward Ranney, Edward Flynn, Catherine Campane, Marie Hilsenbeck, Neal Celia, Joe Carey, Frances Bannon, and Jack Tarren.

"Kollegiate Kapers" — with Neal Celia and Marjorie Kneen, assisted by the G.O.A.A. Dancing Ensemble.
EPISODE TWO
“The Two Black Dots” — Bert Clarkson and Percy O’Dell in “Sweeping Up Laughs.”

EPISODE THREE
“Modern Fairy Tales” — with Pearl Baker assisted by Wilfrid Rafter and Howard Brown. Songs and dance numbers by Dorothy Keating and Peg Richardson.

EPISODE FOUR
“The Dancing Minstrel”—Max Coden.

EPISODE FIVE

EPISODE SIX

EPISODE SEVEN
“The Elopers” — with Genevieve Shaughnessy and Louis Granniss.

EPISODE EIGHT
“Ask Me Another” — a scene laid at the New Haven Railroad Station, with Edward Sutton, Arthur Barr, Marie Helsenbeck, Ken Vivian, Stanley Shepard, Bill Young, Bill Rafter, George Vegliante, Edward Ranney, and James Dempsey.

In the Minstrel scene which constituted the latter half of the show, the entertainers included:


M. K. Dugan, Assistant to President, acted as Master of Ceremonies throughout the whole show, and even had a little song number. He acquitted himself creditably throughout.

Our New Haven Veterans to Hold Outing

New York, New Haven & Hartford Railroad Veterans' Association are making plans for its 18th annual Reunion, Saturday, June 9, 1928, in Wilcox Hall, Savin Rock, New Haven, Conn. A short business meeting will be held at 11.00 a.m., Standard time, to be followed by a good entertainment, and good music. Having this much in common, the Ladies will be invited.

The past year 170 new Members were elected to Membership. At this annual Reunion we will offer something of particular interest to our oldest Veteran Member — and also to the oldest Active Member, attending this meeting. This offer holds good until June 9, 1928.

We desire to take this opportunity to again thank the members for the interest manifested in this Association.

Cordially yours,

JOHN H. KEELER, President.

Charles W. Ralph, on March 14 completed a period of half a century as a locomotive engineer for the New Haven Railroad. This is rather an unusual record even for the New Haven, which has no fewer than 67 men on its roster who have completed fifty years of continuous service. Mr. Ralph stands tenth in our "Half Century Service Honor Roll," having begun his railroading, at the age of 12, as a messenger boy in the office of W. A. Waterbury, Superintendent of the New Haven, Middletown & Willimantic Railroad at Middletown, Conn. That was on December 26, 1870, more than fifty-seven years ago.

In 1872 Mr. Ralph was made a fireman, and six years later, on March 15, 1878, he was promoted to be an engineer, having just passed his twenty-first birthday at the time.

On the occasion of his completion of his half century as an engineer, Mr. Ralph was the recipient of the following letter from General Superintendent E. E. Regan:

"My dear friend Charlie:

"According to the records you have today completed fifty years of active service as a locomotive engineer on this railroad. I cannot find any man who has

John H. Keeler

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"My dear friend Charlie:

"According to the records you have today completed fifty years of active service as a locomotive engineer on this railroad. I cannot find any man who has
performed an equal amount of service in your calling, and I could not let the day go by without personally congratulating you on this wonderful performance and express to you the hope that you will continue to serve us for many more years.

"There is probably no other operating official on this railroad that has known you as long as I have, or has had the intimate contact with you that I have had. It is nearly thirty-five years since I first became acquainted with you, and each year has strengthened my regard for you. I remember when you came off the road of your own accord to take up the intricate details of passenger switching at the station and the yards adjacent thereto. I do not ever recall having to find fault or to criticize you in any way, but, on the other hand, I have many times commended you for your excellent work. I have particularly complimented you on the speed, accuracy and safety with which you handled cars into and out of our through trains especially in the olden days when things were not as comfortable from the physical layout of the terminal as they are today. I have boasted to other railroad officials that we had a switching crew handling passenger equipment at New Haven station that I would match up with any other crew in the country for its ability along the lines above referred to, and I want you to know this now because some day, in the far distant future I hope, you may pass out of this world and then you will know nothing at all about the good things that can and have been said about you, and I believe that such things should be said to a man before he passes away rather than to his friends afterwards. You have a record to be proud of, and we are just as proud of it as you must be.

"With very kind personal regards, I beg to remain

"Yours truly,
E. E. REGAN,
General Superintendent."

Mr. Ralph was engineer of the famous "Ghost Train," the Boston-New York train which at one time ran via the Air Line, the coaches of which were painted white.

He makes his home with his daughter and son-in-law at 185 Leete Street, West Haven, Conn., the latter being none other than Arthur P. Baumann, Acting District Station Accountant, New Haven.

One of the several passenger coaches just out of Readville Shops, with a new coat of paint
Along the Line
Published by and for the Employees
of the
New Haven System

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meet will help us to solve them for our
mutual welfare.

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Vol. 4 May, 1928 No. 10

The New Haven System includes: 2,175 miles
of road, with 5386 miles of track, on which op­
erate 907 steam locomotives, 144 electric loco­
motives, 268 multiple unit cars, 1961 passen­
ger train cars including 26 diners and 36 rail
motor cars; 27,428 freight cars. It also in­
cludes 129 steamships and other types of float­
ing equipment, and 241 motor coaches oper­
at ing on the highway.

Good Fuel Performance

A report made some time ago by Freight
Conductor W. F. Noonan to W. C. Shove,
General Fuel Supervisor, shows a very
fine piece of work done by his train and
engine crew operating trains ON-2 and
ON-3 over a thirty-day period.

This record shows that during the
thirty days there were a total of 2,828
cars handled, with 121,833 tons, and a
total mileage of 3,844 miles. This gives a
gross ton mileage of 8,269,812, in the
handling of which they consumed 930,000
pounds of coal, including stand-by losses
on an average time of 11 hours and 45
minutes per day. Their fuel performance,
therefore, was 112 pounds per thousand
gross ton miles, and for a pick-up-and-drop
train of the calibre of ON-2 and ON-3
this is an exceptionally good performance.

General Fuel Supervisor Shove is
quoted as saying that he considers that
the crew deserve every credit for their
good work. In calling the records to Mr.
Shove’s attention, Conductor Noonan stated that Engineer Donovan handled
the routine work without a delay for the
engine and that regardless of how much
switching there was to be done at various
stations, Engineer Donovan always per­
formed his work with a smile. No doubt
this is one of the reasons, along with Mr.
Noonan’s efficient handling of his train
crew, which is responsible for the good
performance. It is this fine spirit which
is helping the New Haven make new
records in fuel conservation.

Crew who made the record were: P. J.
Donovan, Engineer; A. Vosberg, Fireman;
W. F. Noonan, Conductor; James Toomer,
Flagman; H. H. Howard, Brakeman.

A Good Samaritan

A friend of Patrolman George Wilmot
has sent in this interesting incident: On
Thursday evening, April 26, while pa­
trolling No. 4 Yard, George saw a man
apparently about to throw himself into
the river from Oak Point Bridge. George
made a quick grab for him and pulled him
back. The stranger, a man about 65 years
of age, said he was starved, could find no
work, and didn’t want to live any longer.

Our Police Department is composed of
men who are real Policemen, but first of all
they are real men, and George is no excep­
tion. He took the stranger over to 149th
Street South Boulevard, to a restaurant,
and gave him a dollar to get a good meal.
The man seemed pathetically grateful, and
we may hope that a word of kindness and
a good supper made life seem more livable.

"Inasmuch as ye have done it unto one of
the least of these . . . . . . ."

Success is not rare; it is common. Very
few miss a feature of it. It is not a matter
of luck or of fighting — for certainly no
success can come from preventing the suc­
cess of another. It is a matter of adjust­
ing one’s effort to obstacles and one’s abilities
to a service needed by others. There is no
other possible success. But most people
think of it in terms of getting; success,
however, begins in terms of giving.

— HENRY FORD in the Saturday Evening Post.
May, 1928  Along the Line

MOS TLY PERSONAL

"Al" White, Jr., 2 year old son of Fuel Accountant A. E. White, New Haven

Walter Francis, Jr., 3 year old son of Walter Conlin, Senior Computer Valuation Department, Boston

New York Division

IRENE HERRNSTADT  J. R. CASEY
CORRESPONDENTS

Frank Leddy, Secretary to Vice-President B. Campbell, pulled a good one on us when he quietly went off and got married. The bride was Miss Lillian Black. The wedding took place on April 4th in St. Agnes Church, 43rd Street and Lexington Avenue, which makes it look as though Frank did it on his lunch-hour. They went to Atlantic City for a short honeymoon, and we have pleasure in printing here a photograph of Mrs. Leddy taken on that occasion.

It is said that Jim Chisholm, Chief Clerk to General Superintendent Foster, has a secret ambition to be known as the "Mayor Walker" of the New Haven Railroad. At any rate Jim may be observed daily around Grand Central Terminal attired in derby hat, snappy suit, colorful necktie and pearl gray spats, a scheme of personal adornment strikingly similar to that used by New York City's youthful mayor.

Although General Yardmaster Joe Maloy has not as yet got around to passing his examination for a driver's license, we notice that he gets a great deal of pleasure out of his car.

Dick Canfield of the Harlem River Telegraph office, not satisfied with a peaceful existence has gone and bought himself a second-hand car. The Examiner would not pass him on a test for driver's license, but Dick says that doesn't mean anything, inasmuch as the type of car which he bought has many eccentricities which must be thoroughly learned before the car can be properly managed in traffic.

Theodore Thrusse of Oak Point, and his wife, have returned from a very enjoyable boat trip to New Orleans.

Division Examiner J. G Bowman, late of Bridgeport but now residing in the great Metropolis, has moved to an apartment overlooking Bronx Park.

Jimmy McGarry of the Division Accountant's office recently joined the ranks of the benedicts, he and his bride going to Florida on their honeymoon trip.

Ernest Webb of the Division Accountant's office is the proud father of a newly arrived baby girl.
Since the vacation schedule has been started on the rounds in the Division Accountant's office, Leo Christ has been kept quite busy constructing travelogues for prospective voyageurs. If you want to go anywhere ask Leo—he'll tell you how to get there.

Leo Gallagher of Assistant Superintendent Cotter's office reports that the wife and youngsters enjoyed themselves a great deal at the circus in Madison Square Garden recently.

Jack Trihey, Assistant Trainmaster, recently bought himself an automobile. It's expected he will be pretty busy in his off hours learning how to drive the machine.

Sid Wilson of Maintenance Engineer Yardley's office, who boasts of having the prettiest flower garden in southern Connecticut, is busily engaged in his spare moments in the usual spring preparations.

Yardmaster W. H. Sandkuhl who recently returned from a trip to Miami, Fla., reports having had a very pleasant short vacation.

General Car Foreman C. A. Larsen, who was off duty sick for a few weeks, has returned to work and is again feeling fit.

Dispatcher Jack Quinn who was laid up for several weeks with an attack of grippe and pleurisy is once more back on the job.

Condolences are extended to Dennis Sullivan, veteran switchman at Harlem River, whose wife recently passed away.

Elsie Fried, clerk in the Examiner's Office, Harlem River, who was compelled to remain at home for a few days on account of illness, is back with us again.

Miss Katherine Mullins of the Marine Superintendent's office is quite ill at her home. Her fellow workers hope she will be able to be around again in a short time.

Mr. J. E. Symons, Chief Marine Inspector, is also confined to his home because of illness, and his dry "Texas" humor has been very much missed in his absence. However, we understand, he will soon be back at his desk.

Trainmaster Bill Raser is another one on the sick list. His trouble is a large sized carbuncle on the back of his neck. Nothing smaller than a carbuncle would keep "Bill" away from the job.

Irishman: You're a Canadian. You were born in Canada.
Scotchman: No, sir! My mother and father were Scotch, so I'm Scotch.
Irishman: You were born in Canada. So you're a Canadian, even if your parents were Scotch.
Scotchman ( heatedly): Well, if a cat had kittens in an oven would you call them biscuits?

R. S. Danforth, F. E. Mylott, Fred F. Oulette

The many friends of Engineer Lee, better known to us all as "Patsy," regret to hear very much that he has found it necessary to take a leave of absence on account of ill health. We all hope that he will enjoy a speedy recovery to good health and that he will be back with us soon again.

Cliff. Hobbs has returned to the ranks once again from his trip to the Coast. Cliff, reports having a very enjoyable trip and brought back some fine souvenirs, amongst them several beautiful photos of the bathing beauties which they personally autographed for the Big Boy.

Tex Rickard has nothing on our good friend Ed. Rutz as a promoter of social functions. Ed. even goes to the sticks to show his stuff.

From the latest returns we can safely say our friend Ed. Sheehan has lost none of his skill in handling figures.

When it comes to laughter and the spirit of music, we will say our Pass Clerk Miss O'Brien is ready to step up before the bright lights at any time.

Tim. Driscoll was certainly kept on the jump while Bro. Dodan was, over on the east end. By the way Tim was very much interested in the flight of the airmen to this country and he expressed himself very forcibly in words along these lines.

Between being a High Hatter, an egg man, also taking care of the Water and his switching list we can see where Bus Jillson's time is well taken up.

From the reports we hear it is evident that Mike Sweeney has no use for safe deposit vaults, preferring to have the funds where he can get at them readily even after ten years.

The Bunion Derby across the States will have nothing on the mammoth fat men's race to be held on July 4th from Times Square to the Battery between Jim Allen and Augie Brenner. Bill Smith will be there as second to both the boys while Bro. Housen will be the referee.

Much favorable comment is heard on all sides on the new Air Brake Book which was recently issued. Bro. Terwilliger is to be congratulated on his splendid efforts.

Engineer M. Keenan, Fireman J. T. McCartie, together with Car Inspector F. J. Gallagher were recently complimented very highly by the Management for their spirit of loyal co-operation in
protecting the Company's interest and property recently at South Norwalk.

Our good friend Engineer Sid. Manning feels all spurred up now that he has his new car which certainly is a beaut.

It seems whenever trouble appears on the horizon that Road Foreman Hess is Johnnie on the Spot. We can't say whether he drops out of the sky or whether he has a pocket plane but he is always around with the helping hand.

Two of our old stand-bys, Engineer G. Taylor and Chas. Clerk have left on their annual sojourn to the warmer clime.

We hear in confidence that the Pass Clerk, Miss Friend of Mr. Bailey's office and the Pass Clerk Miss O'Brien on this end have joined forces and are to enter into a strenuous campaign on a personally conducted tour with the sole object of putting a half-Nelson on a member of the millionnaire ranks. They say in unity there is strength.

One and all agree that Miss Shanley is in a class by herself as a high kicker. We will take our hat off when she is around before she gives it a ride.

Fred Wirtz of the Trainmaster's office has returned from the South and reports having a very enjoyable and interesting trip, having stopped at many places of interest.

The many friends of Assistant Superintendent P. H. Webber are pleased to learn that he is recovering from severe illness in Grace Hospital at New Haven.

The New Haven Division Bowling League for 1928 closed with a banquet in the Grill Room at Hotel Taft on Thursday, April 26th with about 100 members of the league being present. Superintendent Car Service Murphy was Toastmaster, and he more than fulfilled the expectations of his listeners. The Rhinestones captained by the very able Captain Chas. Ryan were the champs for the season, being closely pressed by the Ovals captained by Silent Bill Bohne. The season just closed was one of the most successful ever held, due to the close, keen competition amongst the different teams at all times, the final results not being known until the closing night.

While our friends on the north end of the Canal are some little distance from us we would not have them think we do not have them in mind and too much cannot be said in praise of their loyal cooperation in the performance of their duties. In order that the New Haven family may be acquainted with the boys who take care of this important service we are publishing picture of the crew on one of our switchers at Holyoke:

We are always glad to hear from the boys on the north end and to receive their photos.

Our sympathy goes forward to John Pitcher, Switch Tender at New Haven at his recent bereavement.

Very soon we hope to give you a picture of our very able Conductor, Dennis J. O'Brien, who started to work for our Company, April 12, 1892 and of his side partner, Brakeman John F. Cantlin, who on March 26th of this year had been with this Company fifty years. Dennis and Jack, with the assistance of John Cashman, sure can switch cars.

From all reports and appearances, Thomas J. Murphy, Car Clerk, enjoyed his trip to Easton, Pa. during his recent vacation.

Geo. Donoghue, billing clerk, who has been out for the past few days on account of a severe cold, has returned to work.

Timothy J. Haley, Jr., son of Asst. Agent T. J. Haley, has been a patient in the Holyoke City Hospital for the past two weeks. Mr. Haley hopes to have his boy home some time this week.

Enice L. Hanton, Stenographer and Clerk, was married to Alfred Rowney, of New York City, on March 5th.

Most of the clerks in the Holyoke office together with Agent R. S. Danforth and Mrs. Danforh and Asst. Agent T. J. Haley, took advantage of the recent opportunity offered by the special train to New Haven, and went down to see the "Mirthquake." Everyone enjoyed the show and also had a great time on the "Special" and are looking forward to making the trip next year.

Holyoke Yard Switching Crew--Left to Right
--John F. Cantlin, Yard Brakeman; John D. Cashman, Yard Brakeman; Dennis J. O'Brien, Yard Conductor; John P. Teator, Fireman; William Bell, Engineer

"A certain South American insect," says one of the scientific magazines, "has a white light at its head and a red light at its tail." And we had thought all along that they came from Detroit. — New York Evening Post.
First trick train dispatcher Bill Gordon has been off sick since March 28th. Pete Reardon is covering Bill's job. We all hope Bill will recover promptly and be back with us soon. His familiar voice is missed on the dispatcher's phone.

Conductor Frank Dings has bid in the Highland work train with Engineer Joe Greenwood.

Conductor Eddie Reed is working as pilot on the signal Motor car, between Waterbury-Hartford, while signal department are changing over the automatic signals between the above points from the present two arm position type to 3 position signals operating in upper quadrant.

Crew Dispatcher Dave Fenn has purchased a new Chevrolet coach, and Bill Rienhold and Dave are busy every evening now touring the country.

Miss Comeau of Division Accountant's office had the misfortune to be tagged in Waterbury the other day for parking in a restricted area. Irene said she just smiled at the big burly Cop, and he said "Tear it up girlie, I did not know it was your car." Stationmaster Honan said if it had been him it would have been "$2 please."

Andy Barnhart the ever ready roundhouse foreman at New Britain wants the world to know that the Mechanics trimmed the Yardmasters bowling team 3 straight. Andy says he would like to roll this team every Monday night and it is a mystery to him how they are not in the league.

Engineer E. M. Weaver has bid in the Ansonia switcher place of Engineer George Edwards who has been off sick for some time. We all hope George will recover and be back on the job soon as he is missed in Ansonia yard.

Tommy Ousterhoudt, the busy Agent at Beacon Falls has purchased a new Chevrolet sedan.

Conductor Judd Harper has gone back on the Naugatuck switcher in place of Conductor Bill Beasley who has bid in the 12.30 a.m. Waterbury-Derby Turn extra.

Conductor Rudolph Lamel has bid in OA-2 and AO-1 place of Conductor Al Johnson who has bid in the Watertown-Waterville switcher.

Dispatcher Tom Derry exhibited 12 nice brook trout on April 27th, which he said he caught in Oxford.

Passenger Conductor Charlie Munson was recently off duty account of his wife's illness. Conductor Billie Barnes ran 263 etc., in place of Charlie.

Yardmaster Charlie McCarthy of Ansonia was in New York recently on a visit, being relieved by Jack Ennis.

Joe Kelly of the Superintendent's office has purchased a new Ford car. Joe is still waiting for the delivery to be made.

Dispatcher Bill Peckham has started on his summer vacation and is busy working on his flower garden. Bill left a standing invitation for all of his friends to be sure and come over and see his flowers this summer.

The Waterbury Division Bowling League held their Annual Banquet Saturday evening, April 28th at the Royal Chateau, Meriden. 125 persons sat down to dinner. During the feast Mansfield Amusement Bureau of Hartford furnished entertainment consisting of dancing gals and singers. After the dinner dancing was in order until midnight. Mr. J. B. Bell was Master of Ceremonies. Mr. R. O'Hanley was Toastmaster and presented the prizes to the various winners. Mr. George Wright, Asst. Superintendent, Boston, was Mr. O'Hanley's guest of the evening. It was voted by all that this banquet outdid all previous ones.

** * *

The Annual Meeting and Ladies' Night of the New Haven Railroad Club was held at Hartford in the Ball Room of the Hotel Bond, April 17th, and was attended by approximately 200 members.

The guests arriving in the afternoon were given their choice of a number of trips, one consisting of an auto ride through the City, another of an auto ride to Hartford Hump Yard, one to East Hartford Shops, and the other to Hartford Freight House.

Many of the visitors took occasion to take advantage of these trips and apparently they were enjoyed by all who did so.

In the evening the banquet was held in the Ball Room of the Bond at 7.00 p.m., after which there was an entertainment by vaudeville artists from the New York and Boston Vaudeville stages, followed by dancing which continued until 12.00 p.m.

During the meeting, the Annual Election of Officers for the ensuing year took place, Mr. W. L. Bean, Mechanical Manager, being elected President. The Waterbury Division Bowling League wound up its season with a banquet at the City Club at Hartford. During the banquet the prizes were distributed and an entertainment was provided, which was thoroughly enjoyed by all present. The bowling season proved a huge success and it is evident from the enthusiasm manifested that a bigger league will be in existence next Fall and Winter.
John C. Kelly, Asst. Trainmaster at Hartford, is the proud owner of a brand new Essex automobile and hereafter when his friends call on him at Hartford, he will be able to show them the city as he is now an expert automobile operator.

James H. Service, employed in the Baggage Room at Hartford, has just returned from his annual trip to Florida and he shows every evidence of a good time which he has enjoyed at that point.

W. H. Brooks, Assistant Superintendent, and Mrs. Brooks, have recently returned from a trip to Panama, and Bill tells some very interesting stories of his trip and it is evident that he enjoyed every minute of it.

Another Hartford Division employe who has been laid up with the ailment which has been prevalent in this section during the past Winter, is John J. Schofield, Assistant Agent at Hartford, who has been confined to his home for several days with tonsilitis.

Danbury Division

At Millerton, N.Y.

Miss Charlotte Dunn of the Division Accountant's office at Maybrook, who recently returned to work after being ill with appendicitis, is again confined to her home with measles. We all hope for her speedy recovery.

Frank Tierney of the yard office at Maybrook is taking his vacation rather early this year. He was married on April 24th and is honeymooning at Atlantic City. Don't forget the cigars, Frank.

Gerald Posten of the Division Accountant's office at Maybrook likes the new Ford but a certain friend likes a Nash better, so it looks as though "Jerry" will buy the Nash.

Bill Brock, Foreman High Tension Gang, and Fred Diekman, Blacksmith, are planning a flight to Greenly Island. They expect to fly the Bremen to New York.

Sid Robinson, Chair Repairman, has recently purchased a new Studebaker sedan.

Famous words by famous Telephone men: "I've lost the works."

Miss Gladys Wood, Telephone Operator, recently underwent an operation for appendicitis. (It must be contagious, Bill.) We all hope for her speedy recovery.

Mr. Frank Maurer, Division Accountant, attended the Waterbury Division Bowling banquet and reports a good time was had by all.

The annual Bowling banquet was held at Newtown, Conn., April 5th and all present had a fine time. During the evening vocal selections were heard from Sid Polson accompanied at the piano by Slip Elms.

The Duck Pin Bowling League at Poughkeepsie, N. Y. has just passed through the most successful season of its existence. The league was composed of four teams and the teams were made up as follows:

Canvasbacks: Covert, Corcoran, Welsh Sr., Hill.

Teals: Davis, Nugent, O'Leary, Theysohn.

Wood Ducks: Wigg, Cuthbertson, Norton, Bevilaqua.

Mallards: Healy, Power, Welsh Jr., Gahan.

And the teams finished the schedule in the above order.

Prizes were donated by the following gentlemen: Mr. Joe Deegan, Special Representative J. G. Palmer, Henry Miller, E. O. Wigg. Cash and handsome silk neckties were given as prizes.

We regret to announce that we lost two of our star bowlers in Chas. Ferguson, Paymaster, and Ed. Clark, Assistant. These boys have gone to other fields in search of fame. We all wish them good luck!

These bowlers were replaced by such classy bowlers as Ed. O'Leary and E. Theysohn, and who have ably upheld the name of the club.

Oak Wigg made the highest single score — 198, and the highest three strings — 142, 164, 194.

The Poughkeepsie boys played a home and home game with a team representing Danbury bowlers and were successful in winning both sets of games. Also played the Legion Five of Poughkeepsie, and winning two out of three games.

At the termination of the schedule the boys had a banquet which was thoroughly enjoyed by all.

Providence Division

F. A. Lindopp, Correspondent

Jack Tidgewell, Chief Clerk to Supt. Moynihan, returned from a fishing trip a few days ago and reports indicate he was unable to locate any fish. Having been informed as to the date the law went off, Jack started plans to get out before sunrise the first day. After reading chapters of Sears-Roebuck & Co., Montgomery & Ward, etc., he listed the equipment needed, and after checking up his friends, went out to get what was lacking.

The selection of a stream was no easy task because he had read in the newspapers notices signed by all property owners along all streams within a
days travel, prohibiting fishing, but he was tipped off on a stream where he was told he would not be molested. So when the clock struck the hour of the removal of the embargo on fishing Jack made a quick get-a-way. His progress was retarded much by congestion due to the movements of other fishing parties, but finally he got on the road leading to his fishing grounds and thereafter made good time.

The party pulled up to their stopping place. Jack springs out, pulls out the pipe and tobacco pouch, lights up and proceeds to doll up as fishermen do. He carried a special brand of tobacco to discourage the flies and other pests. Well, the day was spent and the party returned home. Jack had little to say about the trip when he came into the office the next morning but the boys pressed him for information and learned that no fish were caught. Jack's description of the geographical position of the stream made them suspicious so they consulted authority and found that no such stream was charted. The boys have come to the conclusion that it was a seasonal stream, flowing only during flood times when the natives pump out their cellars. But despite results, Jack had an enjoyable outing.

Floss Ward and her corps of telephone operators are having a busy time solving the new system recently installed in the local telephone exchange, but it will not be long before they will have conquered it.

Ed Moran, Yard Conductor at Auburn, is to be complimented for his discovery of a broken rail in one of our high speed tracks at Elmwood on April 11th and his prompt action in giving notice so that protective measures could be taken.

During the past month an engagement party was given in honor of Marion Ballou, whose engagement we announced in the last issue. Many of her Railroad friends attended, and spent a very enjoyable evening. Marion was the recipient of many nice gifts.

Track Supervisor John Gigliotti has started cleaning stone ballast on the main line at Westerly. He has started two "Mole" ballast cleaners on a marathon toward Providence. You should not mind the open unsummer to see these machines in action, as they are one big step in the direction of efficiency and better maintenance.

The Office Building at Providence was damaged considerably by fire Sunday evening, April 29th. The fire was discovered on the first floor about 9.35 p.m. and prompt response by the Providence Fire Department checked the flames before they reached far above the first floor. It is a bit airy today and we are without usual privacy, windows, door panels, etc., having been uncerrmoniously removed. It is unfortunate that this fire occurred at a time when the office forces were not on duty and there is a fire organization on each of the four floors which has not had an opportunity to function. The "Supplement S" boys have complete confidence in their ability to chop and spray.

Mitchell Lamothe, an old time employee of the Providence Division Roadway Department, who was pensioned several years ago, drops in to see us occasionally. Mitchell is not feeling any too good these days.

Boston Division

C. A. BOARDMAN
J. W. BERGMANN
CORRESPONDENTS

Conductor Charles Jones, who has been ill for the last three months, is reported improving. The boys hope to see Charles on the job before many weeks.

We extend our sympathy to E. J. Lambert, Yardmaster at Dover Street, in the loss of his mother on April 10th.

Daniel Betts, Yardmaster at Dover Street, is serving on the Grand Jury, Suffolk County.

Conductor Charles C. Reed's wife is considerable of a fisherwoman. Recently, while angling in Wareham, she caught two whales, three sharks, a swordfish and several cod. Charles says she has caught but one sucker, and avers he was present when she made that catch.

Frank Wood, popular Boston Division Conductor, is considerable of an actor. In a comedy entitled "Lend Me Your Wife" played in Odd Fellows' Hall, Hanover, Mass., Frank appeared in the role of "Officer McCormick" and was accorded much applause.

Harry A. Cone, Brakeman, for many years Financial Secretary of the Mutual Benefit Department, Passenger Train Employees' Association, was pensioned on May 1st.

The Passenger Train Employees' Association held its Annual Election April 17th. The following officers were elected: Arthur H. Frawley, President; T. J. Murphy, Vice-President; F. B. Derby, Treasurer; E. S. Tibbetts, Financial Secretary; M. A. Silva, Recording Secretary. Directors: W. D. Birge, F. H. Bradford, R. W. Higgins, L. Hawes, James Shea, E. S. Tibbetts.

Jack Fitzgerald has given up his Cape run to be with his old running mate Tom Muleahy on the Dorchester and Milton branch. The Dorchester and Milton branch was opened Dec. 1, 1847. Previous to that time Dunmore's Dorchester and Milton stage coaches had connected with main line trains at Neponset. In 1872 when the line from Harrison Square to Shawmut Jct. was opened, all but two or three trains were diverted to the new line, and in 1893 all passenger service from Neponset was discontinued until Sept. 6, 1926 when service was once more put into operation due to the closing of the line from Harrison Square.

George B. Pierce, Signalman Braintree Tower, is out to make a record for an early picking of
green peas. George put the seed in the ground on March 27th and expects to have peas on the table June 1st.

* * *

A. R. Clement, Spare Signalman and Operator. Boston, has been installed as Agent at Oak Bluff, Martha's Vineyard, for the N.B. & M.V. S.S. Line.

* * *

Herbert C. Moran, Signalman, Atlantic, has moved back to Allerton for the summer.

* * *

Harry Curran, Operator, Train Dispatcher's office, is not in favor of the proposed bridge or tunnel connecting East Boston with the main land. Harry will not divulge his reasons for opposing this great undertaking.

* * *

Signal Maintainer J. P. Ahern, after a stay of two months at Buzzards Bay relieving Maintainer Francis who has been on sick leave, has returned to S.S. 237, South Boston. The boys at Buzzards Bay, although very glad to see Francis back to work, regretted the departure of Ahern who wish him the best of luck and will be glad to see him back at the Bay at any time.

* * *

Signalman Arthur Toole has returned from Florida where he spent the winter and has resumed work on the third trick at Buzzards Bay.

* * *

Charlie Morris of Master Mechanic Maxwell's office has no complaint to make about Friday the thirteenth being an unlucky day. On Friday, April 13th, the stork made its fourth visit to the Morris home and left another little daughter to make Charlie happy.

* * *

Our sympathy is extended to Martin Donahue, Signalman, Campello, upon the death of his wife on April 19th.

* * *

Warren O'Donnell, Engine Dispatcher, Dover Street, was seen taking home a new radio set recently. It is rumored that he won this set at an ice cream eating contest.

* * *

The boys in the Dispatcher's office were glad to have Wilfred Silva back with them for a few weeks in April doing spare work.

* * *

Arthur Patnaude, Signalman, South Braintree, has returned to duty after a three weeks lay-off suffering with a dislocated rib.

* * *

Congratulations to Passenger Conductor George H. Saunders who completed sixty years of service with the company in April, and is No. 1 on the Honor Roll.

* * *

John W. Tripp, Work Train Foreman, South Braintree, has been off sick for a few weeks. Mr. Tripp has been with this company for forty years and it is hoped he will soon be able to resume work.

* * *

The Boston Division was well represented at the "Mirthquake" at New Haven, April 24th, by Miss Lydia Thompson of the Train Master's office, and Miss Rita Hennessey of the Superintendent's office. We understand they were the hit of the show, where they occupied ring-side seats. Lydia certainly chose the proper color effect for a New Haven affair; she was resplendent in one of the latest Paris creations of Yale Blue.

Jack Walker, third trick Signalman, Braintree, has been appointed Umpire for the Braintree Twilight League for the coming season. Jack will find plenty of action in his new assignment.

* * *

Ray Wade, Foreman, Communication Department, is seeking a try-out in the box for Bobby Taylor's last year champs of the Braintree Twilight League, but Bob says he is looking for young blood this year.

* * *

Dorchester district has lost two of its prominent citizens; Train Dispatcher Bennie Gordon has moved with his family to Winthrop, and Chris Lyons has taken up residence at Wollaston near the beach.

* * *

Friends of Mr. J. J. Wishart will be pleased to hear that he is convalescing. It is understood that "Doc" Champagne had considerable to do with his recovery.

* * *

Mr. John Pinnington is still on the sick list at his home at 29 Birch Street, Atlantic.

* * *

W. F. "Bill" Sullivan, the genial track supervisor at South Braintree, is about again after an attack of Tonsilitis. Why not have them out, Bill?

* * *

John Tripp, Work Train Foreman, is out again having been indisposed for the past two weeks.

* * *

Thomas R. Wilkinson, formerly maintainer at Neponset, has been promoted to the position of Maintainer Foreman, vice F. B. Wetherbee retired. You have our congratulations and best wishes Tom.

* * *

The Midland Division is to be congratulated upon the promptness with which through service was restored at Back Bay after the destruction of the Passenger Station by fire, April 15, 1928.

* * *

N. B. Gardner, Fire Claim Agent, Lines East, states that his three boys have all recovered from attacks of Scarlet Fever. We are all glad to hear this Mr. Gardner.

* * *

"PROBLEM"

What is the result when a "Flivver" Coupe tries to push a Peerless Sedan with its four-wheel brakes locked? Upon inquiry "Bob" Stevens will furnish the answer. Oh! Yes! the Flivver is still in service.

W. R. GREGG, CORRESPONDENT

Old Colony Division

The numerous friends of "Bert" Scribner are extending their sympathies in his recent bereavement, the death of his wife. Mrs. Scribner was very well known among the railroad workers as a woman of very high character and Christian fortitude, and her passing has caused deep sorrow on this division.
Lieutenant George Walsh and Patrolman Dan Olmstead of Police Headquarters have been requested by Morris Goldberg to arrest and prosecute the birds who are digging up his garden and eating the seeds he plants each year. The assignment carries with it a reward of vegetables when same are matured.  * * *

Track Supervisor John McIsaac, who is a Past Commander of the Local American Legion Post, very often is the subject of the comments by the Editor of “The Liaison,” the official publication of the Post. In a recent issue we noticed the following:

“An intricate question has been received in our Etiquette and Decorum Department from copious Jack McIsaac: ‘In case of an auto wreck who shall speak first? And should the man precede the woman through the windshield?’”

Can anyone suggest a solution to the above problem. If so, kindly submit same to the Editor of ALONG THE LINE, and same will be relayed to Jack.

We take great pleasure in announcing to the many friends of Stationmaster E. M. Palmer, through the medium of ALONG THE LINE, that his application for a pension was acted upon favorably, and effective May 1st, he started on his well earned rest. While employed by this Company “Ed” made an enviable record and we are sure he is justly proud of it. Ed was born in New York City, June 14, 1859, and migrated to these parts some time between this date and February, 1881, at which time he started working for the Old Colony Railroad Company as Cashier in the Freight House, Fall River W.R. under Mr. A. L. Ackley, General Agent, continuing in this capacity until March, 1893, when he was forced to seek a leave of absence account of sickness. Returning in June, 1894, he entered train service as brakeman until July, 1896, when he was promoted to Clerk to Trainmaster B. F. Kingsbury at Taunton. In the consolidation of the Taunton and Northern Division in July, 1901, this position was abolished and Mr. Palmer returned to train service. In July, 1904, he was appointed Stationmaster at Taunton, which position he has held until his retirement. That Ed will be missed by employees and patrons at the Taunton Depot is putting it mildly as he was more than a Stationmaster, often being called upon to locate missing parcels, lost children and mislaid equipment. We all join in hoping the sun may smile upon him and that he may thoroughly enjoy the rest due him after 47 years of active service.  * * *

Another actor has been admitted to the family. Charlie Robertson, Mechanical Time Clerk in the Division Accountant’s office, played the important role of Village Sheik in a play given for the benefit of the Raynham Men’s Club. Charlie succeeded in hiding his talent for quite a while but “truth and murder will out” and he was drafted for that very difficult role. Bill Miller was so struck by his performance that he tossed a bouquet at Charlie but forgot to remove same from the plant pot before the presentation, thereby almost causing a riot.  * * *

Here’s another one on John McCaig. John joined the Algonquin Scotch Association and found that one of the requirements was that each member must be able to play some musical instrument in the band. Consequently John bought a Saxophone and brought it home. During his practice he would march back and forth in the hall. At last the neighbors could stand it no longer and entered a complaint with the request that John cease his “infernal racket.” The following day he presented himself to the neighbors and told them that they wouldn’t be bothered with the noise any longer as he was now marching in his bare feet.  * * *

H. C. Scribner has been promoted to the position of Stationmaster, vice E. M. Palmer, retired.

Midland Division
T. M. Buckley, Correspondent

Effective with Timetable 107 April 29, 1928 all of our through passenger trains excepting Train 112 were put on a three-hour basis between Boston and Hartford. This fast service insures a prompt and attractive movement for persons desiring that kind of service.

The greatest of faults is to be conscious of none.  * * *

It is pleasing to the many friends of Operator Wm. L. Wright, formerly of West Roxbury signal station and at present absent account of sickness, to note that he had a painting on exhibition at the Business Men’s Art Club, from May 2nd to May 12th inclusive. It shows “Bill” has an active mind and the boys hope for his future success in the art field.

Laziness goes so slowly in the race of life, that poverty is sure to be ahead long before the end is reached.  * * *

Now that the timetable rush has passed and everyone is familiar with the new schedules, wouldn’t it be a good idea to read our book of rules through a few pages a day, so that we will be cognizant with the various questions which confront us daily in the railroad business? You will find something new at each reading which will cause you to wonder why you did not see it before. Also let’s read other information necessary in our work.

Books are the treasured wealth of the world, the rich inheritance of generations and nations.  * * *

The boys at Readville are very active these days trying to get rid of the large number of cars arriving at that point each twenty-four hour period. Yardmasters Don Goodwin and Frank Paten are bound they will keep ahead of any number of cars.

The confidence we have in ourselves arises in a great measure from the fact which we have in others.  * * *

Veteran Conductor Al. McKenzie of the Readville work train is taking his spring lay-off relieved by N. E. Mucci.
There are certain half-dreaming moods of mind, in which we naturally steal away from noise and glare, and seek some quiet haunt, where we may indulge our reveries and build our air castles unper- 

Trammaster's Chief Clerk, C. H. Sutton, has purchased a new Hudson Brougham. Charlie needs a speedy car to make the time from West Medway to Needham Jet, in twenty minutes some-

The intellectual life may be kept clean and health-

Operator J. N. Geddes at So, Bay Jet, has de-

If you thoroughly conquer everything you meet, you will pass on from victory to victory; but if you leave here and there a port or a garrison not subdued, you will soon have an army hanging on your rear, and your ground will soon need recon-

The Midland Division's usual routine was some-

No trains could pass through that point which necessitated the detouring of all through trains via Dorchester and service was established from Back Bay to Dedham, Needham and stations on the West Roxbury Branch. Engines for this service were handled at the old Roxbury Engine house, and as one "Old-Timer" remarked, it brought to his mind thoughts of other days when Roxbury was a busy terminal. All who had to do with the handling of service during this time received worthy praise from all sides.

Nobody knows, until he experiences it, what he will do under the circumstances.

General Offices, 
New Haven
L. H. TYLER, 
CORRESPONDENT

"Al" White was among those in attendance at the big Fuel Supervisor's meeting in Chicago. "Al" usually attends this annual event, he being active in the Accounting Section.

By the way, don't overlook the picture of Al's youngest, which you will find at the beginning of the "Mostly Personal" columns.

Bill Beyerle is back with us again after a happy honeymoon trip, and rushes off in the direction of Orange Street every noon for a home cooked lunch, not to mention ditto in the evening for home cooked dinners.

The tennis enthusiasts are beginning to get ac-

Frank Carrol also had the baseball players out for the first practice session of the season on Satu-

Election of officers of the G.O.A.A. is just taking place, and everyone is happy that Mr. Dugan again consented to allow his name on the ballot for President. Mr. Dugan certainly has done wonders for the Association and in spite of the knowledge that usually it is best to have fairly frequent changes of administration, the feeling is almost unanimous to keep him on the job about as long as he can stand it.

The young son of "Billy" Burns of the Auditor of Freight Receipts Department is Assistant Editor of "The Bassetgram," a New Haven high school publication. Seems to be taking a leaf out of his Dad's book — "Billy" being the chief corre-

W. L. Bean is the new President of the New Haven Railroad Club, having been elected at the annual meeting and ladies' night in Hartford.

Among the guests at the Convention of the Order of Railroad Conductors which will be held at Jacksonville, Fla., May 7th, is Mrs. Louise Flanigan of the Auditor of Passenger Receipts office. The Southern members have planned an interesting entertainment which includes a trip to Havana, Cuba, a reception at the Conductors' Home in Savannah, a stopover at Miami and Key West. Mrs. Flanigan and her husband, the late Conductor Frank J. Flanigan, were associated with the O.R.C. and Auxiliary for many years and she still keeps up her interest in the work, being a regular correspondent for the Railway Conductor's Magazine. We hope her trip will be enjoyable and interesting.

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April, 1928  Along the Line  25

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Recent Deaths In Our Family

Edward Alberts, Freight Conductor, died Sunday, April 1st, in New York City, where he had been ill for five weeks. Eddie was a familiar figure on the Waterbury division and was very well liked by every one. He was a member of the Brotherhood of Railroad Trainmen No. 111, Bridgeport, and was a member of the Loyal Order of Moose of Waterbury. Besides his wife he leaves one adopted daughter, Myrtle.

Edward Clifton Barker, Boston Legal Department Assistant, died April 28th. Mr. Barker has been associated with the New Haven Road for a period of 25 years, his first connection being with the Engineering Department. He entered the Law Department more than 20 years ago as Chief Clerk and while in this position studied law and was admitted to the Bar. Mr. Barker was later promoted to the position of Legal Department Assistant which position he held to the time of his death. Mr. Barker was born on December 5, 1880 and is survived by his wife and three children.

Thomas E. Conlon, Assistant Yardmaster, Harlem River, died at his home, 3208 Hull Avenue, Bronx, N. Y., on March 25th. He was fifty-seven years of age. His wife and three children survive him.

Daniel Herbert Cronin, Fireman, Providence Division, living at 23 Fox Street, Worcester, dropped dead on the afternoon of April 24th in a store at 505 Millbury Street, Worcester. He had just entered the store when he became ill and collapsed. Mr. Cronin was born January 2, 1873, in Ireland. He entered service in January, 1896, as a Fireman, and has a clear record during his entire 32 years of service.

Lawrence Lee, Assistant Track Supervisor, Boston Division, died April 23.

"Larry" Lee was born March 12, 1867 at Brooklyn, N. Y. and entered the service of the N. Y., N. H. & H. R.R. at Taunton as Sectionman in April, 1883. In April, 1891, he was promoted to Asst. Section Foreman, December 9, 1910, promoted to Section Foreman and he served in this capacity at Dover St. Yard until May 8, 1919 when he was promoted to Work Train Foreman in District "A." He was able to hold this position until March 9, 1922 when his health demanded lighter work and he again became a Section Foreman at this time at Roxbury, Mass. Thereafter his health improved and on June 16, 1923 he was promoted to Asst. Track Supervisor and he served in that capacity until his death on April 23, 1928 after having been ill since his exposure to the cold and wet at the fire which destroyed the Back Bay Station on April 15, 1928.

Edwin F. Seeley, Conductor, Old Colony Division, died Tuesday, at his home, 6 Russell Avenue, Hudson Falls, N. Y., at the age of 59 years.

He was born August 29, 1869, at Glenn Falls, N. Y. and entered service July 19, 1893, as Freight Brakeman; September 1, 1899, promoted to Freight Conductor.

William W. Smith, Station Inspector, New York Division, died at his home, Park Avenue, Mamaroneck, on April 7, 1928, in the 37th year of his age. He is survived by his wife and one child.

Mr. Smith was employed first as freight clerk at New Rochelle on January 7, 1917, promoted to cashier and chief clerk on May 4, 1917, and appointed Station Inspector on November 13, 1926. "Bill" was characterized by two outstanding qualities—a cheerful disposition at all times, and an extraordinary capacity for work. He had suffered from gastric ulcers for a long period and was induced in February of this year to take a vacation for two weeks, which seemed to effect an improvement in his health. On April 7th, however, he suffered an extremely acute recurrence of his old ailment and was rushed to United Hospital, Port Chester, where he died on the same day. His last act of duty was to send in his usual daily report just before being sent to the Hospital, saying that he had been taken seriously ill and was being removed to the Hospital for treatment.

It is with regret that we learn of the demise on April 9th of our old friend and associate, William B. Teakles, recently of the Treasurer's office at Boston, but for 20 years a member of the Paymaster's Staff at Boston. "Bill" as he was familiarly known, was beloved by all with whom he came in contact, as was evidenced by the wealth of floral tributes. The funeral was held from his late home in Whitman, and he was laid at rest in Cedar Grove, Milton. We extend our sincerest sympathies to the widow.

The passing away of John William Wilmot on May 2nd, closes a career of fifty-six years of faithful service on The New York, New Haven & Hartford Railroad. Mr. Wilmot was born on May 25, 1855, and entered the service of the road September 1, 1872. His first work was in the office of Mr. Mendall, Auditor, in the 27th St. Station, New York City. Later the office was moved to Grand Central Station, at which time only one other building was standing in that vicinity, namely the Grand Union Hotel. In the year 1884 the Accounting Department was transferred to New Haven, and Mr. Wilmot came with them and remained until a few days before his death. He was of a very retiring nature and was respected by all with whom he was associated. He leaves a wife and daughter to mourn his loss.
On Monday evening, April 23, the New Haven RR. Bowling League of Boston, brought to a close their season's activities in the form of a banquet and entertainment, held at the Hotel Arlington, Boston.

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Mr. Barker has been associated with the New Haven Road for a period of 25 years, his first connection being with the Engineering Department. He entered the Law Department more than 20 years ago as Chief Clerk and while in this position studied law and was admitted to the Bar. Mr. Barker was later promoted to the position of Legal Department Assistant which position he held to the time of his death.

He was born on December 5, 1880 and is survived by his wife and three children.

Thomas E. Conlon, Assistant Yardmaster, Harlem River, died at his home, 3208 Hull Avenue, Bronx, N. Y., on March 25th. He was fifty-seven years of age. His wife and three children survive him.

Mr. Conlon entered the service as a yard brakeman in Harlem River yard on October 16, 1901, was promoted to position of Yardmaster on January 1, 1905, and was employed continuously either as yardmaster or assistant yardmaster in the same terminal to the time of his death. Mr. Conlon was a faithful and conscientious employe and was held in high esteem by all those with whom he worked. Shortly before his death he was appointed Local Chairman of the Yardmasters and Stationmasters Association.

Daniel Herbert Cronin, Fireman, Providence Division, living at 23 Fox Street, Worcester, dropped dead on the afternoon of April 24th in a store at 595 Millbury Street, Worcester. He had just entered the store when he became ill and collapsed.

Mr. Cronin was born January 2, 1873, in Ireland. He entered service in January, 1896, as a Fireman, and has a clear record during his entire 32 years of service.

Lawrence Lee, Assistant Track Supervisor, Boston Division, died April 23.

"Larry" Lee was born March 12, 1867 at Brooklyn, N. Y. and entered the service of the N. Y., N. H. & H. R.R. at Taunton as Sectionman in April, 1885. In April, 1891, he was promoted to Asst. Section Foreman. December 9, 1910, promoted to Section Foreman and he served in this capacity at Dover St. Yard until May 8, 1919 when he was promoted to Work Train Foreman in District "A." He was able to hold this position until March 9, 1922 when his health demanded lighter work and he again became Section Foreman, this time at Roxbury, Mass. Thereafter his health improved and on June 18, 1923 he was promoted to Asst. Track Supervisor and he served in that capacity until his death on April 23, 1928 after having been ill since his exposure to the cold and wet at the fire which destroyed the Back Bay Station on April 15, 1928.

Edwin F. Seeley, Conductor, Old Colony, Division, died Tuesday, at his home, 6 Russell Avenue, Hudson Falls, N. Y., at the age of 59 years.

He was born August 29, 1869, at Glenn Falls, N. Y. and entered service July 19, 1893, as Freight Brakeman; September 1, 1899, promoted to Freight Conductor.

William W. Smith, Station Inspector, New York Division, died at his home, Park Avenue, Mamaroneck, on April 7, 1928, in the 37th year of his age. He is survived by his wife and one child.

Mr. Smith was employed as a freight clerk at New Rochelle on January 7, 1917. The N. Y. & N. H. promoted him to cashier and chief clerk on May 4, 1917, and appointed Station Inspector on November 15, 1926. "Bill" was characterized by two outstanding qualities—a cheerful disposition at all times, and an extraordinary capacity for work.

He had suffered from gastric ulcers for a long period and was induced in February of this year to take a vacation for two weeks, which seemed to effect an improvement in his health. On April 7th, however, he suffered an extremely acute recurrence of his old ailment and was rushed to United Hospital, Port Chester, where he died on the same day. His last act of duty was to send in his usual daily report just before being sent to the hospital, saying that he had been taken seriously ill and was being removed to the Hospital for treatment.

It is with regret that we learn of the demise on April 9th of one of our old friends and associates, William B. Teakles, recently of the Treasurer's office at Boston, but for 20 years a member of the Paymaster's Staff at Boston. "Bill" as he was favorably known, was beloved by all with whom he came in contact, as was evidenced by the wealth of floral tributes. The funeral was held from his late home in Whitman, and he was laid at rest in Cedar Grove, Milton. We extend our sincerest sympathies to the widow.

The passing away of John William Wilmot on May 2nd, closes a career of fifty-six years of faithful service on The New York, New Haven & Hartford Railroad. Mr. Wilmot was born on May 25, 1865, and entered the service of the road September 1, 1872. His first post was as clerk in the office of Mr. Mendall, Auditor, in the 27th St. Station, New York City. Later the office was moved to Grand Central Station, at which time only one other building was standing in that vicinity, namely the Grand Union Hotel. In 1918, when the Accounting Department was transferred to New Haven, and Mr. Wilmot came with them and remained until a few days before his death. He was of a very retiring nature and was respected by all with whom he was associated. He leaves a wife and daughter to mourn his loss.
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<td>Michael W. Crowley</td>
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<td>Bradford D. Bosworth</td>
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<td>Harry Leeds Hill</td>
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<td>W. L. Nye</td>
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<td>Geo. W. Cobb</td>
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<td>John C. Coleman</td>
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We regret to announce the death of Henry K. Smith, Ticket Collector, Old Colony Division, and No. 50 on our Half-Century Service Honor Roll, who died May 15, 1928.
As we travel around on the system we come in contact with men whose names appear on the honor roll. Those men whose wise counsel and information relative to things that have happened in years past, is invaluable to us on numerous occasions. We realize these men have had many and varied experiences and have grown up with the railroad from its infancy to its present day standing.

One of the best known characters in the vicinity of New London is a man of this type, known officially as John Irvine MacDonald, but more affectionately by his friends as “J. I.” Born in Bath, Maine, September 27, 1855 of Scotch parents, “J. I.” in his early life received expert training in that science for which his family was justly famous, i.e., the art of ship building. It was fitting, therefore, that upon entering service with the New York, Providence and Boston, March 1st, 1876, “J. I.” was assigned as an assistant under Dudley R. Chesbro, in fitting out the new ferry boat “Groton” and improving the ferry slips at New London and Groton. When the “Groton” was put into service the ferry “Thames River” was taken out of service and refitted, after which “J. I.” was transferred to the bridge force, and thereby started in the work in which he is still engaged.

In a short time the New York, Providence and Boston took over the line from Providence to Worcester. With this, and the future indicating heavier equipment, came the necessity of strengthening all the bridges. It was “J. I.” who was put in direct charge of the field work, reporting to Chief Engineer E. P. Dawley.

Thus his good work and fame traveled, until 1902 when the Cuban Central Railroad asked for his services in erecting bridges on a new line from Havana to Santiago.

We must now jump from the bleak shores of New England to the tropical climate of Cuba, where “J. I.”, with an inexperienced and inefficient force of natives, is playing no small part in the construction of the first railroad across that island. But with good judgment and efficient handling of men, this canny Scotchman accomplished wonders with his work and at all times had the profound respect and admiration of his superiors, including that eminent railroader, Sir William Van Horn.

In 1909 he was promoted to District Bridge Foreman, with territory from Midway to Readville, and every branch line running out of Providence.

When the New London Division was created, March 1, 1916, “J. I.” was transferred to New London as District Bridge Foreman. He has recently been retired with honor from active service, and we hope he may be permitted to enjoy many years of well-deserved rest.
What Others Say

Guaranty Company of New York
911 Hartford-Aetna Bldg.
Hartford, Conn.
Mr. E. J. Pearson, President
N.Y., N.H. & H. RR. Co.,
New Haven, Conn.
Dear Sir:

Lately in the afternoon of March 3rd, while visiting relatives in New Haven, I received word that my wife and son were critically ill from carbon monoxide poisoning at Rochester, N.Y. Arriving at your station in New Haven, I explained to the gentleman at the Information Desk the urgency of my situation as best I could and asked him to advise me the quickest way to reach Rochester. With less than eleven minutes to make the 4.56 to New York, he quickly consulted his guide book, and told me I could save over three hours by taking your train No. 19 to New York, and that he would take care of the details arranging for my acceptance as a passenger on New York Central at 12:30 a.m. I found myself locked out and in need of a porter. After several vain attempts to locate him, I walked to the platform, thinking I could secure a porter in car ahead. You can imagine my feelings when I found myself locked out, and only the motors instead of a car ahead of me. There I stood for nearly ten minutes before I attracted the fireman's attention, he being busy with boilers. He immediately opened the motor door, and after ascertaining my difficulty, promptly brought me inside by the boiler, while he endeavored to arouse someone in car, with no success. He then notified engineer, who brought train to a stop, and in a very few seconds, I was back in my car, instead of facing a night of exposure. I cannot but praise such attention and courtesy, especially when I prof ered a small token of appreciation it was promptly refused, the fireman smiling and with a cheery goodnight and with a "glad to have been of service to you — forget it," left me, more appreciative of the fact that such people really do exist.

Very respectfully yours,
E. G. STEWART

The "Scituate Herald," in a recent write-up on the Hanover Branch Railroad which was the beginning of the New Haven's present Hanover Branch, says in conclusion:

"And so time went on, and some time in old Colon y holdings were taken over by The New York, New Haven and Hartford Railroad Company and thus the Hanover Branch became a part of a system. And the system is immense.

"This enterprise has trained experts who are constantly working and figuring in every possible way to give the people of New England and New York absolutely the very best possible service, and any fair minded man knows that in this constant effort they are meeting with a success which is worthy of the gratitude of all the people.

"When tempted to criticize the management of the railroad always remember that they are more than willing to do their very best.

"If all the railroads should shut down tight for one week we would see our great nation gasping and paralyzed, ready for the scrap heap.

"All honor to the men who follow the Rail."
JUST READY TO LEAVE SOUTH STATION
MERCHANT'S LIMITED
Between New York and Boston via the famous SHORE LINE ROUTE

Travel by Train