ET every American, every lover of liberty, every well wisher to his posterity, swear never to violate in the least particular the laws of the country, and never to tolerate their violation by others. As the patriots did to the support of the Declaration of Independence, so to the support of the Constitution and laws let every American pledge his life, his property, and his sacred honor. Let every man remember that to violate the law is to trample on the blood of his fathers, and to tear the charter of his own and his children's liberty. Let reverence for the laws be breathed by every American mother to the lisping babe that prattles on her lap; let it be taught in schools, in seminaries, and in colleges; let it be written in primers, spelling books and almanacs; let it be preached from the pulpit, proclaimed in the legislative halls, and enforced in the courts of justice. — Abraham Lincoln.
APPROXIMATELY 500 members and guests of the New Haven Railroad Club attended the January meeting, held in the auditorium of the City Club, Boston, on January 31st, when C. E. Smith, newly appointed Vice-President of the company, was introduced to the membership. The meeting was a successful one from every standpoint, all attendance records being smashed, and the whole affair was so ably handled by the Boston committee headed by H. E. Ross, Assistant to Vice-President and 1st Vice-President of the Club, that everything went off in perfect order. This, coupled with the fact that the Committee was able to secure the use of the City Club for the occasion, which served a dinner which was par excellence in every respect, resulted in a unanimous verdict that the meeting was, without the slightest doubt, the best in the history of the club.

Music during the dinner was furnished by the Readville Band, composed of employees of the Readville Shops, and their performance was of such sterling character as to make everyone in the room feel a thrill of pride.

Dinner over, the band left the stage to make room for the Readville Glee Club, who aroused great enthusiasm by their fine singing.

President Regan then introduced Vice-President Smith, welcoming him to membership in the club, and pledging him, on behalf of the New Haven Railroad Club, "the loyalty and cooperation of its members to the last degree." As Mr. Regan wound up his introduction of Mr. Smith the assembled members stood as one man in giving Mr. Smith a stirring ovation as he rose to speak.

In responding Mr. Smith said that though he had been here only about a month he was beginning to feel that he had some very warm friends. He said he was particularly pleased to meet the members of the club in his "old home town of Boston, where I started railroad thirty years ago last June," and then made some interesting comparisons between the railroad facilities there at that time and those of the present day.

He spoke of the tremendous strides made by the New Haven Railroad in the last ten or twelve years as one of the most romantic chapters in the history of any railroad. "You were in bad straits indeed," said Mr. Smith, "when your present President, Mr. Pearson, came here and in his characteristic way dug in and by hard work and everlasting attention to detail, found out your deficiencies and discouragements, and instead of changing the personnel started in to change the plant. He has improved your plant, facilities, equipment and methods and the personnel was quick to respond with better service. That has brought about the improved showing which stands out so prominently today."

Mr. Smith mentioned that he had visited four divisions of the railroad — the Midland, Danbury, Old Colony, and Boston, and had "ridden over every mile of track, met the local officials and local representatives, looked over the facilities, and I find a wonderful spirit all over the railroad. Every man appears to be endeavoring to get the most out of the plant and facilities in his hands, and ready to give the public the best service, which is the true essence of railroading. And further, every man is just as proud of the

I am not bound to win, but I am bound to be true. I am not bound to succeed, but I am bound to live up to what light I have — ABRAHAM LINCOLN
improved showing as if he were the only one who did it — and that is the way to feel, because no improved showing could be made unless every living soul did his best, and apparently by all working hard together you are making a record of which all should be proud."

He then referred to the difference of the New Haven Railroad as compared to other roads in the country because of its dense short haul freight traffic and very heavy passenger traffic and illustrated this by some interesting comparisons. He spoke of the increase during six years of 40 per cent in cars interchanged through our western gateways as an evidence of the fallacy of the impression prevalent in some sections of the country that New England is slipping.

"I find," he went on, "that the reported decadence of New England industries is very much exaggerated. There is a readjustment going on. St. Louis is taking much shoe business. North Carolina is taking a good deal of the textile industry, but other industry is growing fast enough to more than offset the losses and give a net increase, and a very healthy one. I believe that the barons of industry in New England who were so successful in readjusting their business, in building up industry originally will be just as successful in the future."

In closing, Mr. Smith said:

"At St. Louis before I left, at several meetings such as this (I had been there twenty-one years and it took some time to say good bye) I expressed the hope that before very long I could look into just as many friendly faces down here as I was leaving behind, and I want to assure you that I am having that wish fulfilled much quicker than I had any idea it could be, because everywhere I go I am being met just as friendly as people can be.

"I want you all for my friends — and that means everybody on the New Haven Railroad. And I am going to try to meet you all with a smile. I want to assure you all that my office in New Haven is going to be wide open to anybody, and if any of you get down there I want you to feel free to walk in and talk to me."

At the close of Mr. Smith's talk the members again rose as a unit in giving a second ovation to him.

The gathering was then entertained by the Hicks Male Quartette, composed of four brothers — Pryor, Frank, Warren, and Percy Hall — who gave a most interesting and entertaining program.

Then came motion pictures of the locomotive "3553" — the first of the ten "New Haven Type" locomotives just delivered by the American Locomotive Company — preceded by a five-minute talk by J. C. Hassett, Mechanical Engineer.

A two-reel comedy film which provoked side-splitting mirth topped off the program, and the meeting closed with everyone declaring it to be the most successful event in the history of the club.

Col. Roosevelt at Next New Haven R.R. Club Meeting

Colonel Theodore Roosevelt will be the speaker at the next meeting of the New Haven Railroad Club, which will be held at the Hotel Narragansett, Providence, R. I., on Wednesday, March 7th. The Colonel will tell of his search for the elusive "Ovis Poli" and the talk will be illustrated by lantern slides and motion pictures.

The Club will have the use of the new Gold Ballroom of the Narragansett. The meeting will be open to ladies, and after adjournment there will be dancing.

The Annual Ladies' Night will be at Hartford on April 24th, combined with the annual meeting and election of officers. This will be at the Hotel Bond, and Governor Trumbull has already promised the Hartford Committee that he will try to be present.

THE OLD BOY HIMSELF

A stationmaster with a grievance called upon his superintendent and recited his troubles at length. Finding little satisfaction, he repeated his lament a second and third time without effect.

Still dissatisfied, he gained access to the room of the general manager.

"Why," asked the general manager, "haven't you told your story to the superintendent?"

"I have already been to him, sir," replied the stationmaster. "He told me to go to the devil. So I came to you."

Let your discourse with men of business be short and comprehensive. — Washington
H. Scott Brown, Crossing Tender at Green Street, Weymouth Hts., on the Boston Division, entered New Haven service in May, 1921. He moved his wife and little daughter, whose picture appears in this issue on Page 19, to a nice home in Weymouth Hts. not far from his work, and day in and day out he is on duty at the Crossing from 5.40 a.m. until 2.50 p.m. He is an agreeable, quiet chap, doing his work to the best of his ability. He is not given to bragging of his honors—in fact it was only by chance that we learned that our Crossing Tender is none other than the famous "Scotty Brown."

Mr. Brown was born in Haverhill, and at the age of 17 made his first jump at Salisbury Beach. Naturally we wanted to know how he came to do this, and what particular training was necessary. He told us he had, as a boy, always been interested in balloons and the jumping, and made up his mind he'd get a job the first chance he got. "You don't need any training," he said, "just nerve. You just do what they tell you. At 17 you don't know what fear is—and later,—well, you just get used to it."

We quote from a July, 1913, newspaper: "H. Scott Brown, 94 Willow Street, Lynn, Lynn's only parachute jumper, balloonist and aviator combined, made his 100th ascension Thursday from the grounds of the Norwood Press Club.

"Brown has had many thrilling experiences as he has swung aloft hundreds of feet in the air to come shooting down from a perilous height, taking the drop in one, two, three and even ten parachutes.

"It was while entertaining the shoe workers of Lynn at their annual picnic that Brown dropped suddenly with a poorly fitted parachute upon a two-and-a-half story house. The shock of the landing caused him to lose his parachute entirely with the result that Brown dropped from the eaves to the ground, 31 feet. A badly wrenched neck was the limit of his injuries. In another week Brown dropped from his balloon when 4,000 feet up and landed so heavily that he crushed his left foot and was laid up several months. This happened at Fall River.

"Perhaps his most daring performance took place for the first time at Binghamton, N. Y. Here Brown actually managed to shoot himself out of a cannon loaded with a heavy charge of black powder when 4,000 feet in air. Brown and his parachute described a wide arc for some 300 or 400 feet and then fell earthward. His parachute caught fire but Brown put the fire out and made the descent in safety.

Mr. Brown is at present manager of the South Shore Balloon Company, 656 Commercial St., East Weymouth, Mass. He doesn't jump any more, but he makes all the arrangements and does all the ground work himself. During the summer months when a request goes in that a "spare" is needed for a day at Green Street Crossing, we know that somewhere there is a Field Day or a Fair, and "Scotty" is arranging for some thrills.

Mr. Brown walks with a slight limp and we asked if that was the reason he gave up jumping. He said quite simply that it was not at all because of any of his accidents—but he just "lost his nerve." "You know, somehow," he said, "that you just can't jump again."

Still we were not satisfied. We wanted to know if he wasn't scared to death when he made these jumps—with all the dangers involved. He told us that it seems to him there's not as much danger as there is crossing any of the busy streets in any large city.

The face of an old friend is like a ray of sunshine through dark and gloomy clouds — Lincoln
The Truth About Railroad Crossings

(I. B. Burritt in Troy (N. Y.) Record)

I AM employed by a towerman at a busy Mechanicsville, operate a pair of electric crossing gates to protect over the railroad Intersection of three streets. ing signs on both sides point, reading, “Stop, There is a warning bell on the approach of a loud gong is sounded the gates are being

Every auto driver knows, or should right of way; they know, or should safety devices that have been placed at for their protection, and that their riding with them depends upon the guards, but — Try To Stop Them. headed for a race track or a joy ride and wild buffalo after they start to

About seven out of ten are appar-suicide club, carry heavy insurance made their peace with God or have an will take care of his own.

After a number of them had at-tentions, others, in search of a new thrill, had parked their cars on the tracks and a drink, the company felt impelled to crossing to keep the coroner from being

The reason travel on railroads is now in autos on the public highway is between are required to know and observe physical test as to their fitness and judgment they use in operating their

I should like to submit a few rules cross railroad tracks. Those who ob-pleasures of motoring a little while is not rung to call your attention to the ing that a train is approaching and name on the front page want to wake up in the is left of you for burial box, “Don’t Stop”. Life is short, an engine will make it shorter, just keep on trying to beat it to the crossing. The men employed at crossings to protect you are trying to do their duty. If you have no desire to sell your life or your car to the insurance company, show your appreciation of their efforts by coming to a stop when you hear the bell. If instead of proclaiming to the world on a large placard pasted on your windshield that you are “guests of Canada,” you should bump into a locomotive and become guests of St. Peter, don’t try to get into Heaven on the plea that the crossing tender didn’t give you time to repent. — Berkshire Courier, Nov. 10, 1927.

Let your conversation be without malice or envy. — Washington.
Dull Red Freight Cars

THERE is no object more lowly and prosaic than the ordinary dull-red freight car. Beside it the automobile radiates adventure, and the aeroplane is filled in spirit and yearning, if not in fact, by multitudes of old and young.

But the complex life of today depends upon the dull-red freight car. The efficiency with which it functions is as true a measure as any of material well-being and economic progress. The increase in the past four or five years in the rapidity and certainty of freight delivery has in turn reduced the necessity of carrying heavy mercantile inventories, speeded business turnover and released large financial resources.

Largely because of regional cooperative organization in which railroads and shippers have joined, the old-fashioned periodical car shortage has apparently been pushed off the economic stage as a first-class specter. A far larger volume of freight is now handled with what in former years would have been regarded as a minimum of equipment. Industries are more able than formerly to schedule supplies of materials and parts, as well as finished materials, and the resulting release of capital once held in surplus stocks is an important contribution to prosperity.

But even duller — flatter, as it were — than a freight car are the terminal sidings, sorting and classification yards where these cars accumulate. The occupants of a limited passenger train pass through or by such a place with about the same interest as they go by a mud puddle near a highway. But no test of our economic system or of the effectiveness of technology can quite equal the way in which a freight terminal or classification yard operates.

However much the beauties or charm of the national capital may be extolled, no one thinks of Washington as a railroad center, and visitors are never taken to see the Potomac yards on the Virginia side of the river. Yet the city would be uninhabitable without those yards, where five thousand cars a day are received and distributed.

It will hardly be denied that the ability to secure fresh, perishable fruit and vegetable products in all sections of the country the year around, regardless of climate, should make for health. The recent completion of three new perishable-freight terminals on three North River piers in New York City by one of the great trunk-line railroads is said to be an important step in that direction.

Technical improvements in handling freight cars and in the layout of freight yards and terminals may seem dull, drab stuff. They have no appeal to the individual such as his own automobile or the thought of a trip in an aeroplane has. But it is only because progress is made in these humdrum matters that the enormous structure of industry and commerce does not fall of its own weight or fly to pieces from complexity.

— Saturday Evening Post-12-17-27.

Success does not so much depend on external help as on self-reliance. — LINCOLN
HOW TO SAVE FUEL

By Fireman G. V. Peterson

WHAT is the most necessary requisite to big business, labor, capital or brains?” was a question asked the late Andrew Carnegie.

After a moment's contemplation the canny Scot countered with: "Which is the most important leg of a three-legged stool?" And that is an irrefutable example of the necessity of co-operation, exemplifying the great philanthropist's faith in reciprocating units.

Co-operation was born of the desire to accomplish and is an integral part of endeavor. The degree of success of any venture — every undertaking entered into for profit, is, in one sense of the word, a venture — is measured by the co-operative units it inspires; and our great pulsating railroad system, vibrant with the breath of life, is not lacking in inspiration.

A railroad is made up of countless co-operative units. It is my pleasure to treat with in part, one - perhaps the peer of them all - the locomotive and the fuel it consumes — and it would be inconsistent to overlook the value of co-operation in this most essential department of railroading.

Thus, where more than one is concerned with a task, co-operation of the participants is essential to its ultimate success. That is the law of group-accomplishment. Therefore, it is obvious, to successfully complete a run with the smallest consumption of fuel possible, the faithful co-operation of the engine, the engineer and the fireman is an absolute necessity.

The fireman's part, that part that has to do with the actual firing of the locomotive, commences when he steps upon the deck of the engine ready for work. The company completed their part when they left the engine on the departure track, in condition for the run. With what degree of success the run is made, from the departure track to this end, to the inspection pit on the other, is dependent solely upon the abilities of the engineer and fireman to work together.

A LOW LIVE FIRE BEST

The fireman should, immediately, fashion the fire, or rather the coke in the firebox, into a low live fire. This is essential to attain perfection, for the greatest degree of heat is centered about the middle of the firebox at all times; and, as the water that is to be converted into steam is confined behind the side, back and flue sheets of the firebox, it is evident that heavy side, or banked back-end-firing defeats its own purpose.

That part of combustion that is atmosphere, is induced into the firebox by way of the grates and other openings, by a vacuum in the smoke box — the vacuum is created in the passage of the exhaust steam to the atmosphere. In the process of induction, the atmosphere follows the line of least resistance. It is obvious then, because of the uniform air openings throughout the grate surface, the atmosphere will not as readily penetrate a banked sector, as those sections of the firebox that are burning properly.

This inactivity of combustibles, localized as it must be because of the necessity of keeping a burning area large enough to sustain two hundred pounds of steam, in the midst of so much combustion, causes the unburnable ingredients to run together, and a clinker is formed under the banked sector. This condition could not arise in a live fire where the fuel is properly distributed.

Thus, one must recognize the benefits of a low live fire at the outset — a fire that is gradually built up until the locomotive is coupled to its load and headed toward its destination. At this time, when the throttle is about to be opened, the fire should be slightly heavier than the ordinary working-fire, to counteract the
severe shock to the locomotive, of starting its burden on its way.

"WHY GRAB THE HOOK?"

Coincident with the issuance of the starting signal, not a few of us reach for the 'hook'. This is a harmful practice detrimental to the 'life' of the fire in that it facilitates the formation of clinkers. Use the 'hook' only as a last resort — once a fire is straightened, its use is usually necessitated through carelessness, or in the consistent pursuit of habit.

Some of us have formed the habit of using a 'hook' to 'feel out' a fire, when the visibility is low in a fire-box. Not infrequently, this occurs at the bottom of a long grade; where forced firing becomes necessary. If the back-end of the fire-box is incandescent and the visibility is low in the front-end, the front-end is too heavy. The same rule applies at either side-sheet. Avoid heavy back-end-firing and you will never be in doubt of the condition of the fire in other parts of the fire-box — subsequently, there should be no need for the use of the 'hook'.

If it becomes necessary at any time to use the 'hook', prod the top crust lightly with the prongs of the 'hook' and distribute the loosened coke with the back of the 'hook'.

The benefits derived from the frequent use of other appliances, the shaker-bar that keeps the fire low and clean, and the flue-blowers that prevent the formation of a heat wasting film of soot upon the flues, are obvious.

WHERE THE ENGINEER CAN SAVE

An engineer can save a surprising quantity of fuel by drifting slowdowns wherever possible. From observation solely — I do not want this to be misconstrued — this may be accomplished by closing the throttle a sufficient distance from the point of slow-down, to insure a speed in keeping with the rule governing that particular point; by using good judgment approaching points where an opposing train may be expected to cut him out, and by acquainting a fireman thoroughly with his manner of handling an engine.

Testimonial Dinner to Vice-President Rice

A testimonial dinner was tendered to Vice-President N. M. Rice at the Lotos Club in New York on January 17th by thirty or forty of his railroad and other friends in that city. The dinner had its inception in the tribute paid to Mr. Rice at the last Annual Dinner of the New York Railroad Club by the Rev. W. Warren Giles, when he said:

"I have been sitting alongside of Mr. Scott, and I have been thrilled by the story which he has told me of the rise of many a man in this audience. He pointed out one man, now the Vice-President of a great road who, several years ago, away down in old Galveston, Texas, was a bill clerk in a railroad freight office. The flood came, the railroads were destroyed. The Santa Fe road was especially anxious to span a certain chasm. They wondered where they could get the necessary timber. Mr. Scott tells me that this gentleman — he was only a boy at the time — called their attention to some timber which he had been passing and observing every day as he journeyed to and fro from his work. Calling upon the Superintendent he said: "'There you will find what you require to bridge that abyss'. And they did. And the President of the Santa Fe road, having heard of it, sent for him and put him in charge of all their stores from Chicago to San Francisco. Tonight, gentlemen, we are proud to recognize him as Mr. N. M. Rice, the Vice-President of The New York, New Haven and Hartford Railroad. (Applause) I never saw Mr. Rice before tonight, and I hope that he will pardon me for this unblushing betrayal of his confidence. But, honestly, do you know, I feel so proud of the achievements of a man like that, that I cannot refrain from paying him this tribute."

NOT GUILTY

Cop: "Who was driving when you hit that car?"
Drunk: (Triumphantly) "None of us; we was all on th' back seat."

I am not bound to win, but I am bound to be true. — LINCOLN
January Safety Citations

J. Higgins, Lampman, Tower 237, South Boston, Mass., discovered an obstacle on track seven and had it removed in order to avoid an accident should a train strike it.

Joseph Kreeger, Station Gate Tender, New Haven, noticed brakes sticking on a car in a passing train and had the trouble remedied.

J. E. Fanning, Brakeman, State Line, Mass., observed a broken truck on car N.H. 161148 in Extra 359 and had the car set out.

J. P. Honan, Stationmaster, Waterbury, Conn., noticed something dragging on a coach in a passenger train and had the train stopped and the trouble corrected.

F. Watson, Fireman, Waterbury, Conn., performed a fine piece of work when he discovered a fire in a building of the Arrow Electric Company at Parkville, Conn. and promptly reported the matter.

Edwin S. Pease, Sheffield, Mass., who is not one of our employees performed a very fine act when he discovered a broken rail at a crossing north of Ashley Falls and reported the trouble to the Agent.

Frank Miguel, Rail Repairman, Danbury, Conn., has been commended for promptly notifying the conductor of train OB-2 that one of the cars in the train had a broken wheel.

Donald McKay, Crossingman, Providence Division, discovered a broken rail on track two at Mansfield, Mass. and immediately took action to have the track protected until repairs could be made.

M. Nelly, Gateman, Putnam, Conn., noticed a plank protruding from the side of a car in a passing train and promptly reported the matter.

A. M. Pelton, Agent, Cheshire, Conn., observed the brake rigging dragging on a car in a passing train and promptly reported the trouble to the dispatcher.

Albin Johnson, Assistant Floatmaster and Walter Joyce, Floatman, both at Harlem River have been highly commended for their fine work in rescuing a fellow employee who had fallen overboard.

Oscar F. Solander, Plumber’s Helper, Boston, Mass., noticed the brake rigging down on a car in train 665 at Tremont and notified the train crew.

Martin Connors, Switchman, Hartford, Conn., discovered that the brake shoes on a car in train 63 were red hot and reported the matter so that the car could be cut out.

J. Budd, Flagman, Maybrook, N.Y., has been commended for his fine work in discovering a car in train OA-2 and notified the crew.

T. Norton, Flagman, Poughkeepsie, N.Y., noticed a broken arch bar on a car in train OB-4 and had the train stopped and the car set out.

T. J. Hayes, Yard Brakeman, Providence, R.I., noticed fire flying from a car and took steps to have the train stopped and an inspection made. It was found that one of the cars had a broken truck frame.

Patrick J. Hunt, Patrolman, Providence, R.I., performed a fine piece of work at Northup Ave., for which he has been highly commended. Returning home one day he noticed that a car in a passing train had a truck derailed. His efforts to flag the train were of no avail and so he quickly ran to the engineer of the hump engine and informed him, and he, by blowing the whistle of his engine attracted the attention of a yardman further up the yard who signaled the crew of the train to stop.

This is particularly commendable in view of the fact that a group of our employees cooperated in helping to avoid an accident that might have resulted in serious damage to the property.

It is the duty of every man to protect himself and those associated with him from accidents which may result in injury or death. — Abraham Lincoln.
A Marine Dept. Hero

On the night of December 15, 1927, at about 6 p.m., Transfer No. 15 with two floats in tow was coming into the bridges at Harlem River when the float on the starboard side struck the south rack. The force of the impact threw the first deckhand, Anthony Milcetich into the water. This of course called for quick action on the part of Floatman Walter Joyce, who immediately ran for a line, throwing the line overboard in time for the first deckhand to grasp same as he came to the surface and with the aid of Assistant Floatmaster Albin Johnson managed to rescue Milcetich from the strong flood tide which was flowing at the time.

The quick action on the part of these two men in pulling him out and rushing him to the engine room of the Transfer to dry out, saved the man’s life and demonstrates the efficiency of our marine forces.

Fine Safety Record

The 1926 annual report of the Interstate Commerce Commission, recently published, shows that the New Haven Railroad stands high in rank among the roads of the country in the matter of safety to passengers.

The report shows that the New Haven Road is the third largest passenger carrying road in the country, being surpassed only by the Pennsylvania System and the New York Central Lines in the number of passengers carried one mile, and in point of safety to passengers stands fourth in the list of twenty-three Class 1 railroads having more than four hundred million passenger miles.

In safety to passengers, the report shows, the New Haven was surpassed only by the Southern Pacific, which had about 22% as great traffic, the Union Pacific, which had about one-half as much traffic, and the Southern Pacific Company, which had 337,000,000 fewer passenger miles than the New Haven Road.

In the matter of highway grade crossing accidents, the report discloses that the New Haven Railroad, which is 16th in rank according to locomotive mileage, held sixth place in the matter of safety at grade crossings.

Turning to the report of injuries to employees in the Mechanical Department, the New Haven, which stands 19th in size based on the number of man hours worked, is eighth in its record of safety. Casualties on the New Haven were 19.47 per million man hours, while the average for the country as a whole was 28.50.

These are gratifying results, and the thirty safety committees on various parts of the System, with memberships of from 15 to 30 each, deserve a large share of the credit for the good showing.

Military Engineers Name Major Hanson as President

Real Estate Engineer Fred E. Hanson was elected President of the Society of American Military Engineers of Boston at the seventh annual meeting of that organization held at the Engineers’ Club in Commonwealth Avenue on January 25th.

Major Hanson enlisted in Company F of the 1st Maine Infantry in 1903. He was commissioned a captain of engineers in 1917 and was promoted to his majority in 1918. He is at present serving under his second reserve commission.

Labor to keep alive in your breast that little spark of celestial fire called conscience. — WASHINGTON
Henry M. Erving was appointed to be Assistant to General Passenger Agent, with headquarters at New Haven, effective February 1st. Mr. Erving began his service with the New Haven Railroad at the east end of the line, as office boy in the passenger traffic department at Boston. He came with the Company February 23, 1918. Subsequently he became file clerk, and then clerk, doing work on redemptions, rates, special movements, conventions, and train service. On August 1, 1924 he came to New Haven and served in the capacities of Passenger Representative, Assistant Chief Clerk, and Train Service Clerk, holding the last named position from March 1, 1927 until his present promotion.

Richard D. Johnson was appointed Traveling Passenger Agent, with headquarters at New Haven, effective February 1st, taking the place of A. E. Spette, promoted. Mr. Johnson, a native of Vermont, entered the service of the New Haven Railroad, in the General Baggage Department at New Haven, as a clerk on February 22, 1919. Six years later he was transferred over to Boston, where he worked for E. R. Dodge, General Agent of the Express Department.

On January 1, 1926 he came to New Haven again as Assistant Chief Clerk in the General Baggage, Mail & Express Department, which position he held until his present appointment.

Albert E. Spette has been promoted to be Service Clerk in the Passenger Traffic Department, effective February 1st. Mr. Spette began his service with the New Haven Railroad as Accountant in the ticket office at Grand Central Terminal on August 1, 1916. Subsequently he became ticket seller at the same office, and on October 1, 1925 he came to New Haven as Traveling Passenger Agent, which position he has held until his present promotion.

Frederick Lester Rader was appointed Agent at Harlem River Freight Terminal effective January 26th. Mr. Rader has been engaged in railroad work for more than thirty-one years beginning as a freight clerk on the Lehigh Valley Railroad in September, 1896. Ten years later he was made chief car record clerk for the same road. After a few months in this position he was made Assistant Chief Clerk, and on September 1, 1907 became Freight Agent, Grand St. Station, Jersey City.

On January 17, 1909 he was made Chief Clerk of the Jersey Terminal of the Lehigh Valley. On November 24, 1910 he became chief clerk to the superintendent, was promoted to be freight terminal agent on May 1, 1911, Assistant Superintendent on December 14, 1914, and three months later was appointed Foreign Freight and Lighterage Agent.

It is the man who does not want to express an opinion whose opinion I want. — Abraham Lincoln
It was in January, 1920 that Mr. Rader first came to the New Haven Road, as Traveling Agent for the Assistant to General Manager. On February 23rd, five years later, he was appointed Agent at Woonsocket, where he continued until November 6, 1926 when he was made Assistant Train Master at Providence. On September 25th of the following year he was made Assistant Superintendent and continued in this post until his present appointment as Agent at Harlem River.

W. I. Merritt was appointed Paymaster of the New England Steamship Company with office at Pier 14, North River, New York, effective December 22, 1927.

Mr. Merritt has a record of thirty-five years of honorable service having entered the employ of the New Haven Railroad at the age of 17 at Pier 45, East River, New York. That was in March, 1893, and his job was as "Notice Boy," serving notices for the Freight Department.

Subsequently he was promoted to Assistant Notice Clerk, Voucher Clerk, and Assistant Cashier, and in August, 1900 was transferred to Pier 50, East River under W. H. Bolander, Agent.

On June 7, 1901 he was transferred to the Pay Department as Pay Clerk for both railroad and steamship work, under G. W. Little, Paymaster, at New Haven, and John P. McCabe, Assistant Paymaster in New York.

On June 7, 1901 he was transferred to the Pay Department as Pay Clerk for both railroad and steamship work, under G. W. Little, Paymaster, at New Haven, and John P. McCabe, Assistant Paymaster in New York.

Later he was made chief clerk to J. H. Pratt, Assistant Paymaster at New York.

In November, 1921 Mr. Merritt was made Assistant Paymaster of the New England Steamship Company under A. B. Squire, Paymaster, and continued at that post until his present promotion to be Paymaster.

Effective January 16th, Alvah Longstreet was appointed Ticket Agent at Grand Central Terminal, filling the position made vacant through the promotion of C. F. Doran to be Assistant General Passenger Agent.

Born in New Jersey, where he spent his boyhood years, Mr. Longstreet first became connected with the New Haven Railroad thirty-one years ago as telegraph operator at South Norwalk, Conn.

From there he went to the ticket office at Pittsfield, Mass., and on March 10, 1910 was transferred to the Ticket Office at Grand Central as ticket seller.

He subsequently held, in the same office, the posts of Chief Ticket Seller, Assistant to Agent, and Assistant Ticket Agent.

A. N. McIntyre, Division Accountant at Danbury since March, 1921, has been transferred to Waterbury, becoming Division Accountant at that place on January 17, 1928.

Mr. McIntyre entered the service of the company in July, 1893 in the Mechanical Department at New Haven, and six months later was appointed Chief Clerk to the General Foreman at the New Haven shops. He continued in that position for nine years, and in May, 1903 went to East Hartford to become Chief Clerk to the General Foreman at that point.

In July, 1907 he came back to New Haven as Head Shop Clerk, and in March, 1909 was appointed Mechanical Accountant and continued in that position until 1921, when he was sent to Danbury to become Division Accountant.

Gold is good in its place; but living, brave, and patriotic men are better than gold. — Lincoln
J. A. Cunningham, much better known among his associates as "Archie" Cunningham, was appointed Assistant Superintendent, Providence Division, effective February 1st.

Mr. Cunningham first came with the New Haven Railroad in 1910 as office boy in the Tariff Bureau at Boston, later becoming stenographer in that department. In 1913 he came to New Haven to become Secretary to J. O. Halliday, continuing in that position for about three years, when he was appointed General Car Distributor. He then went to New London to become Assistant Chief Clerk, New London Division, staying there five or six months before returning to New Haven to be Chief Clerk of the Passenger Transportation Department.

In April, 1917, Mr. Cunningham entered the army as a private, emerging at the end of the war as a Captain, and later attaining the rank of Major. Part of his service was with the 14th Engineers.

Returning to the railroad service in August, 1919 he became Inspector of Transportation, his title later being changed to Supervisor of Transportation, and he continued at that post until his present appointment as Assistant Superintendent of the Providence Division.

Wm. Joseph Quirk was appointed Assistant Superintendent, Providence Division effective February 1st, succeeding the late John Fahey.

Mr. Quirk began his service with the New Haven Railroad June 1, 1903 as baggagemaster at Woodmont, Conn. Three years later he was transferred to Freight Clerk at Milford, and on December 6, 1906 was transferred to be spare telegraph operator and towerman, New York Division.

On September 9, 1912 Mr. Quirk became towerman at S.S. 75, New Haven. Five years later he was promoted to be Train Dispatcher at New Haven, on December 15, 1924 to Assistant Chief Train Dispatcher and on January 1, 1925 to Assistant Trainmaster.

On January 1, 1926 Mr. Quirk went to Hartford to be Assistant Trainmaster, and in September of the following year was made Trainmaster at that point, and continued in that position until his present promotion.

F. W. Mitchell, Director of Personnel of the New Haven Railroad, "whose long and faithful service is acknowledged with appreciation," the notice reads, has been granted a temporary leave of absence at his own request, because of the condition of his health.

Harry Walsh has been appointed Assistant to General Manager in charge of Personnel, and will also handle such matters as may be assigned to him from time to time.

Mr. Walsh, who has been connected with the New Haven Railroad for the past five years, is a New Englander by birth and has lived the greater part of his life in the vicinity of Boston.

For the past fifteen years he has been engaged in personnel and employment management and business systems.

During the war Mr. Walsh served with the War Department on various boards, including the United States Civil Service Rating and Classification Board, the Rating Board and Job Specification Board, and had charge of the Civilian Personnel Section under the Ordnance Department.

Mr. Walsh's headquarters will be at New Haven.

Be not hasty to believe flying reports to the disparagement of any one. — Washington
"3553" Acts as Host to 100,000

MORE than 100,000 people, it is estimated, visited the "3553" while she was on public display in New Haven, Boston, Providence, Hartford, and Waterbury.

Apparently the opportunity to clamber aboard a big locomotive, to peer into the seething firebox, to sit in the engineer's seat, to ring the bell, or blow the whistle, fulfilled a craving of long standing on the part of a large section of the general public.

As a matter of fact, a great many employees were glad to avail themselves of their first opportunity to cross the "deck" of a locomotive, for it is seldom that even railroad employees, other than train service employees, have that opportunity.

Those who looked the "3553" over included all kinds and conditions of people: old and young, and all ages in between. There were even cases of babes in arms being carried through the cab by young mothers anxious not to miss the chance themselves and finding it necessary to bring their babies with them. There were frequent elderly men among the visitors, some of whom would confide that they "fired an engine for thirty or forty years — but they were a little different in those days!"

There were business men, and there were school children. There were city officials, and there were factory workers. They came by trolley cars, on foot, or in limousines; and all seemed to get the same thrill out of the tremendous power represented in this latest development in freight locomotives. Governor Trumbull of Connecticut was among our most interested visitors when the engine was on display at Hartford, and the Governor, with his well-known bent for mechanics, spent at least ten minutes in the cab while Assistant Superintendent Walter Halliday and Road Foreman of Engines R. Morris showed him the workings of the big machine. At the same time the Public Utilities Commission of Connecticut was represented by Chairman Richard T. Higgins, Commissioner Charles C. Elwell, and Secretary Henry F. Billings. In Waterbury Director E. O. Goss played host to Mayor F. P. Guilfoile and a dozen other city officials.

The article in The Bristol Press of January 14th, written by the son of our good friend Arthur S. Barnes, owner of that newspaper, caught the spirit of the display perhaps better than anything else which appeared in the public prints.

"How would you like to be a boy again and blow whistles on great big engines and ring the bell and turn on the steam and do everything like you used to do?" said Mr. Barnes in his article. "It would be great sport, wouldn't it?"

"The biggest engine ever built for the New York, New Haven and Hartford railroad is in Hartford on exhibition and she's some whopper too. She leaves Hartford tonight, so if you really want to see her, you better step lively."

"The boys and girls had the time of their lives. "Oh can I blow the whistle?" or "Won't you please let me ring the bell?" they asked the engineer. The engineer was the right sort too and did all he could to give everybody a good time and show them what they wanted to know."

"There were special wooden stairs placed at each side of the cab of the giant locomotive so that people could climb up without getting dirty. There was always a line waiting and it took nearly half an hour to go through."
“It was the little boys of course, who had the best time. They were all around the engine, and they would have climbed under it and over it, had they been allowed to. Every time the whistle was blown, they clapped their hands with joy.

“The big engine is called “No. 3553.” The number is on the headlight and on both sides of the cab, while on the tender are the letters N. Y., N. H. & H. She has already exhibited at New Haven and Boston and Providence and will start active duty next week.

“No. 3553 was made in Schenectady by the American Locomotive Co. Members of the staff of the New Haven road worked with the engineers at the factory perfecting the locomotive so that she represents the last word in steam locomotives.

“When she gets to work on the road 3553 will haul freight trains of 100 cars at approximately passenger train speed.

“The cab is especially roomy and compact. As many as 12 people stood in the cab and were shown the various features by the engineer who still had plenty of room to walk around. The whistle, instead of being blown by pulling a rope, is air-controlled and all that is necessary to blow it is to push down on the valve.

“Directly behind 3553 on the same sidetrack was engine No. 966. This engine was, in its day, the greatest thing on the road as far as freight locomotives go. That was 30 years ago. Today it looks like a little dinkey engine compared to 3553.

“There was a reason for having 966 there in addition to the obvious one of comparison. That is that 966 was the means by which 3553 was put on the sidetrack. The track where 3553 is exhibited is too small for the big engine to go over under her own power. She might spread the rails. So 966 shunted her in and 966 will pull her out late tonight when the show is over. It will be a big load but 966 has pulled bigger loads in his day.

“Today 3553 is still in Hartford on the sidetrack just west of the station and if your boy is awfully anxious to see it, you’d better take him this afternoon or tonight.”
Inspect The "3553"

The "3553" AT HARTFORD. Notice People In Line Waiting Opportunity To Go Thru the Cab.

Photo by Wm. G. Dudley

DIRECTOR E. O. GOSS INVITES WATERBURY CITY OFFICIALS TO INSPECT THE "3553"
Left to right: Fred W. Nelson, Master Mechanic; Edward F. Curley, Traveling Engineer; Joseph H. McLean, Superintendent Police Department; Robert A. Cairns, City Engineer; E. O. Goss, Director of the New Haven Railroad; Mayor Francis P. Guilfoile; E. W. Goss; Harry Grant; Dr. M. C. Donovan, Superintendent of Schools; Henry H. Beltman, Chief of Fire Department; William Kennedy, Superintendent of Streets; E. E. Candee, Supervisor Bridges and Buildings; Robert O'Hanley, Superintendent Waterbury Division; P. W. Browne, Traffic Manager, The Chase Company; Captain R. H. Kingsley; Senator Joseph Lawlor; T. Frank Hayes; Joseph St. Louis; Alderman Peter Griffin, and Frank H. Woodruff, District Foreman Bridges and Buildings
Along the Line

Published by and for the Employees of the New Haven System

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

Permission is given to reprint, with credit, in part or in full, any article appearing in Along the Line.

All contributions must be in hand by the 1st day of the month to be used in the current issue.

Vol. 4 February, 1928 No. 7

The New Haven System includes: 2,175 miles of road, with 5,387 miles of track, on which operate 906 steam locomotives, 140 electric locomotives, 266 multiple unit cars, 2,209 passenger train cars including 26 diners; 28,010 freight cars and 36 rail motor cars. It also includes 129 steamships and other types of floating equipment, and 241 motor coaches operating on the highway.

Big Brother in Railroad Men's Feature

A radio feature which is of interest to every employee of our railroad is being broadcast over WEEI by Big Brother Bob Emery, every Thursday evening from 6:45 to 7:30 p.m.

Our Fire Losses Decrease!

The New Haven System in 1927 paid out less money for fire damage along its lines than in any year since 1919 (which happens to be the earliest report we have at hand). Great credit is due the men who have kept the locomotives in such good shape, and also the Maintenance of Way Department people. Although the Fall and Winter have been rainy, in general, the right-of-way is being carefully burned and every precaution taken to guard against the dry periods.

Discounting the Immortal George

So Mr. Rupert Hughes is at it again, demolishing heroes, tearing down traditions, and having a good time generally. His second volume of "George Washington, the Rebel and the Patriot" is red-hot off the press, with irreverence painted all over it.

Whether his facts are correct is matter for historians to quarrel over.

We cannot forget the neat way President Coolidge expressed his views of the earlier volume by the same author. Going to a window in the rear of the White House, he directed his interviewer's attention to the Washington monument. "It is still there," he remarked dryly.

—Boston Traveler, 11-22-27
MOSTLY PERSONAL

New York Division
IRENE HERNSTADT       J. R. CASEY
Correspondents

The New York Division is very proud of George Manuel, Electrical Maintainer. George is very modest and only his close friends know of his noble acts. He has many good deeds to his credit, among them the rescuing of a little child from the path of an onrushing train at Bethel last year. Mr. Manuel was working at Bethel when he noticed a little boy pulling an express wagon along the railroad tracks. Just at that moment the wagon upset and the youngster was engaged in trying to set it straight, oblivious of the fact that train 406 was just coming round the bend. Mr. Manuel ran and carried the child and his wagon off the track, reaching the embankment just as No. 406 sped by. Mr. Manuel received many letters from New Haven officials and others, congratulating him on his brave act, and he was listed in the Safety Citations in the June, 1927, issue of Along the Line.

Fred Hamilton of the Mechanical Superintendent’s office was sort of hoping that someone would get a pencil sharpener for Christmas so that he might have a chance to use his own occasionally.

Bill Kennedy of the General Superintendent’s office visited the Motor Boat Show at Grand Central Palace recently and we expect to see an Oldtown canoe moved into the Harlem River in the vicinity of University Heights when spring comes.

James Barrett, usually known as Jimmy, formerly of the Passenger Department, has been transferred to the office of G. A. Morton, General Baggage, Mail and Express office, at New Haven.

Miss Agnes O’Brien of the Passenger Department has been away ill for several days and we are glad to know that she is back again.

George Fitch of that department is now the proud father of a son, Neil O.

The new transfer office is gradually approaching workable conditions. Assistant Transfer Clerk William Dowling took two or three evenings off last month, being very quiet as to his destination. It was found later that he was assisting Broadway’s smartest lady dancing instructor in class work.

Messrs. Johnson and Johansson, the two Harrys, also two Jays, formerly of the Pay Department, who recently transferred from New Haven to New York and have now established their new homes in the Metropolitan area, are experiencing many static difficulties in their radio aerials. Both are going to install a barbed wire aerial. This will prevent the birds from roosting on the line and

Francis 6 years, Ronald 11 years, sons of William McDonough, Towerman

DeLoris Olga Brown, 8 years, daughter of H. Scott Brown, Crossing Tender, Boston Division
eliminate most of the static. They will appreciate further suggestions from the “Along the Line Club.”

The Terminal correspondent gave us fifteen minutes to assemble items. Possibly we can help the magazine later with a sufficient amount of time to prepare.

The watch which is awarded as a prize each year by F. P. Adams (“F.P.A.”), the distinguished columnist of the New York World, for general excellence, quality and quantity of contributions to his column. The Conning Tower; was for 1927, awarded to Miss Helene Mullins, daughter of our genial train dispatcher, “Ted” Gallagher. Consequently “Ted” is a little more expansive than usual. It might be mentioned that “Ted”, himself, is a frequent contributor to The Train Dispatcher, the national organ of the American Train Dispatchers’ Association.

An unusual feat was performed by John Thewlis, Work Train Foreman, on January 25th. It seems that John received word from the train dispatcher that a box car door was lying on track 6, Little Hell Gate Bridge. John promptly jumped on his trusty gas car and hastened to the scene, but found instead of a car door, one life-sized box car roof lying across the track. Nothing daunted, he picked up one end of said roof and pushed the whole works into the river. What a man! (It seems only fair to add that there was an eighty-mile gale blowing at the time.)

Be it known that Leo Gallagher, Chief Clerk to Ass’t Supt. Cotter, in addition to being a baseball and football fan, is also a hockey enthusiast. And how he likes to cheer for the team which is behind!

Fred Coe of Trainmaster Raser’s office, accompanied by Mrs. Coe, recently spent a couple of weeks at Lakeland and Miami, Fla. Fred reports having had a very pleasant trip.

“Chubby” Regnault, Chief Clerk to Marine Superintendent Lofland, seems lately to have acquired a fancy for gray spats.

Miss Esther Josephson of Mr. Baily’s office announces that she was one of the first purchasers of the new model Ford Sedan, and furthermore that she expects to be piloting hers to Harlem River early this spring.

Miss Mae Moran of Mr. Lofland’s office, tells a strange tale of riding a horse wearing a white dress, while she was on a visit to Ireland last summer. Presumably that horse was a mare.

Miss Elsie Fried, Pass Clerk at Harlem River, is sporting a beautiful white gold, seven-diamond bracelet. When asked who, when and where, the sparkle in her eyes equaled that of the diamonds in the bracelet — but she wouldn’t tell.

“Tom” Redding. Dispatcher, has bought himself a Radiola No. 20, which he says is eminently satisfactory, except that he is unable to tune out interference from the Port Morris House Gas.

Friends of “Dan” Harrington, and they are legion, sympathize deeply with him in the recent death of his wife. Mr. Harrington is one of the old timers of Harlem River Yard, having worked for a long period as yardmaster, until transferred at his own request to the position of switchman, which position he still holds.

Members of the old New York Division Athletic Association will remember pleasant hours of entertainment furnished by Mr. Harrington’s sons and daughters, (The Famous Harrington Family — Keith Circuit), at many of their gatherings.

This picture was taken at the observation end of “Judge” Cotter’s car at Oak Point, several years ago. The happy looking young man is Edward Mattson, then foreman at Oak Point Defect, and now holding a responsible position with the Standard Oil Company. The young lady is none other than Harriett C. Maloy, then employed as stenographer to the “Judge,” and now as personal stenographer to Superintendent Baily. The donor of this picture expects an invitation to a certain ceremony which he understands will be performed at a time not so very far distant.

We endeavored to ascertain from Charles Smith, Janitor in the Superintendent’s office, what he thought of the baseball prospects for the year 1928. Charlie was a little reticent on giving out this information as he would like very much to see the boys in action in their spring training and see just what changes are made with respect to players on the various teams. You will remember that he guessed correctly as to the outcome of both leagues in 1927 although we did not altogether agree with him when his prediction was made. We have got to take off our hats to Charlie when it comes to baseball because he surely knows the game.

Everyone at Grand Central Terminal knows and is fond of Frank E. Hall, Assistant Treasurer, and so all will be interested in the announcement that he has been made a member of the Board of Managers of the Railroad Y.M.C.A. at 309 Park Avenue. Mr. Hall is one of two New Haven Railroad members on that Board, Mr. Buckland being the other. We are quite sure the “Y” made no mistake in adding Mr. Hall to the Board of Managers, and that he will give a good account of himself in his new capacity.

New Haven Division

Fred F. Oulette
R. S. Danforth

Correspondents

Tommie Casey, a la Chef at Cedar Hill, certainly serves the boys some fine coffee (better known as bog water). Don’t forget though that Tommie...
**February, 1928**

Along the Line

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starts at 9 o'clock prompt to have the beverage ready for the gang with their Blue Plate luncheon at noon.

* * *

Mike Sweeney was noticed all spruced up recently, together with a wee bit of a shamrock in his buttonhole. Making inquiry we found that Michael expected to be appointed on the reception committee together with Jimmy Walker and Bro. Whalen to extend the hand of welcome to President Cosgrave of the Old Sod.

We had a visitor the other day who wanted to know who our train dispatchers were. He said that he was familiar with the boys who were working the daylight hours, but rarely, if ever, had anything to do with the men who look after the train movements when most people are home in bed. While the names of all of these men are outlined in our time table, for those who are not familiar nor have a copy of working time table I will say that our Terminal Dispatching district is taken care of by Edward I. Phillips, Carl F. Beyerele and Wm. H. Smith; the Shore Line district is in charge of Anthony A. Driscoll, Joseph A. Darling and Thomas E. Athey; the Air Line and Canal territories including the branches is in charge of Wm. E. McCabe and Frank M. Alsever.

* * *

Johnnie Devlin, the Czar of the Car Department, is certainly kept very busy on Mondays of each week chasing around to get his hands on the pay drafts. Johnnie says he wants to satisfy the men, not himself.

* * *

Eddie Gallagher, the Shiek of the Hill, certainly has to be very careful he makes no mistakes in sending forward his manuscripts in reply to the perfumed notes which he receives daily. Eddie has somewhat of a file system whereby he numbers both the letters received and candidates also being given a number so that his prepared replies will be sent forth in rotation.

* * *

Bro. McCleary was certainly glad to get back home again. Mac said it was like getting back to God's country.

* * *

It is rumored that our Heavyweight Champ, Cliff Hobbs intends to take a trip to the coast in the very near future. Will someone page Tex Rickard?

* * *

Will someone tell us what excuse Mort. Voloshin makes during these days to the Mrs. in order to get out — in the summertime he carried the ad page around with him during the entire season with pencil checks on same where he was looking for a rent. It maybe now that he tells her he is looking for a buyer for keys or probably he has some fish to sell.

* * *

From the thoughts he expresses we may soon hear of our friend Bus Jillson, who says his real name is Georgie and that he is a great BIG HE MAN in other fields of endeavor, as there is no doubt he would a great deal rather be a dapper salesman with a pair of spats and a walking stick than chasing freight cars around the country or handling Q 4s. We will probably hear from him on this when he gets over suffering from the effects of being vaccinated.

* * *

We are all waiting patiently to hear the explanation from our friend "Bashful" Arthur Koch for taking a trip on the Old Fall River Line on a dark and stormy night. Arthur passes it off lightly by saying he had to see his "Wild Irish Rose."

We cannot let this opportunity go by without saying a word of appreciation for the loyal cooperation, courtesy and prompt handling of calls extended to us all by the telephone operators on our 70 wires at New Haven.

* * *

Dr. Jenkins and his staff were certainly kept on the jump during the recent small pox epidemic taking care of the vaccinations. We noticed quite a few sore arms and heads for quite a while after.

* * *

Bro. Greenwood is simply biding his time for Lindy to get back home again before he takes up his flight with his new musical monoplane which he says is a dandy and will take the world by storm. He has it all tuned up in his new hangar in his yard ready to take to the air at any time.

* * *

The many friends of Fireman Billy Woodthorpe will regret to hear that he has terminated his services with this company. They all wish him the best of luck in his new field of endeavor.

* * *

Mike Begley is all smiles again that he is back home on the Colonial with his friend Diddo.

* * *

Our Strong Arm Man, Cliff Kealey, is back again with us at New Haven. He certainly looks in the pink of condition.

* * *

Johnnie Richardson could hardly keep himself quiet until he landed back once more at Stamford. Would it be that Johnnie missed the old gas wagon?

* * *

Bailey Sprague was around recently looking quite well. He says he ought to be able soon to don the red shirt and helmet and be ready to answer the cry of the fire brigade.

* * *

Frankie Dalton states positively he will never again leave his valuables in his roadster after the trouble he has gone through to see the folks in Beantown.

* * *

Our friend Engineer Andy Dougherty has left for a tour of the south.

* * *

Pete Mooney has landed back with us again in the electric service. Pete is strong for the Juice Wagons.

* * *

After reviewing the results of the last six day race, Martie Lawler has decided once and for all to hang up his bike. Not by any means does Martie consider he's an old timer but simply advances the theory that he is unable to get his pedal extremities to revolve to the maximum degree and also Martie knows well the pushers at New Haven are all kept so busy now they could not come to his assistance. He states the Bankers is fast enough for him to ride now and he will hold onto it as long as he can.

* * *

We notice our friend Bro. Bentley has left the Shore Line.

* * *

The many friends of both Engineers Dorney and Johnnie Raymond regret very much to hear of the untimely accidents which occurred to them. We all hope for their speedy recovery and return to service.

* * *

With the recent depression there was quite a change over for some of the boys from the right hand side to the left and quite a change in the personnel of the crews.
With the advent of the bus service on the Air Line through to Willimantic it resulted in train 1014 which has been a fixture out of this point for a number of years being discontinued.

Our friend, Engineer Armitage, has left for an extended trip to the Coast and the South.

Fireman Fred Teator has arrived back at New Haven again after being away from this point for some time.

**WESTFIELD, MASS.**

Conductor John J. Greene, who has been off duty several weeks on account of injury to his foot, has resumed duty. Johnnie is also a "Poppa" now.

On account of a shortage of Conductors' jobs J. F. Malonsen has taken the flag on the 8:30 a.m. Westfield travelling switcher.

Engineer Frank Mann spent a few days in Yonkers, N. Y. recently: also took in the Auto Show in New York City.

Engineer Ernie Clark has been "bumped" off the drop and has taken a job on the Hartford Div.

The crew on the Westfield end of the Way freight now turn back from Plainville every day. Conductor Leary and crew are burning the rails to make good so they can be at home every night.

Lampman John Sullivan, who was on the sick list for a while, is back on the job. John is a veteran in the service and all hands were pleased to see him back.

Former switch-tender John J. Doolin, now pensioned, has moved to West Springfield.

Only two runs worked on the Canal at Christmas and New Year and all the Westfield boys enjoyed the days off.

Agent Gagnon, who has been at Southampton for several years, has bid off the Agency at Simsbury, Conn.

"Joe" Conway has already placed his order for his annual supply of Vermont maple syrup.

Fireman White, who has been off several weeks on account of sickness, has resumed duty.

We happened to be on the station platform at New Haven when Road Foreman of Engines John Buckley got off one of the Hartford Division engines, and we could not help but notice the fine way that he talked to the engineer, explaining matter which apparently the engineer had asked him about regarding operation of the train. We are satisfied that he made a decided impression. Mr. Buckley is President of the Road Foremen of Engines Association and we have always considered him a very capable and conscientious official.

Fred Winterbalder, of the Division Accountant's office, and family spent New Year's with his folks at Shelburne Falls, Mass.

**HOLYOKE, MASS.**

We are wondering why Louis Quick, flagman of the Westfield-Holyoke local, did not get the deer that he was after during the week of open season. It is reported that he shot at a deer, stood behind a stone wall and muttered to himself, "For the love of Pete, why don't you fall down"? — (It turned out to be a monument.)

The freight office force at Holyoke had a very pretty Christmas tree and enjoyed the exchange of presents although one or two of the clerks were backward in showing what Santa gave. Have in mind Car Clerk Tom Murphy, and our very able stenographer Miss Enice. House Clerk J. O'Leary, who had a bone broken in his right arm on Dec. 23rd, was remembered with three large cartons of assorted canned goods.

We can readily say that the New Year was ushered in gloriously by three of our office force. Mr. M. J. Dent and wife, Miss Eileen Gilbert and Miss Enice Hanton, who took it upon themselves to brace New York for the occasion. From all appearances and heresays, a gala time was had by all four. At least all appeared at their desks bright and early Tuesday morning.

Miss Myrtle McDonald, our operator, celebrated the New Year at her home in Norwich, Conn.

We must say a word of commendation to four of our oldest engineers running in the Boston service. First on the list with respect to years of service is Arba B. Beebe who has 44 years' service and covers trains 16 and 31 between New Haven and Boston. The next one is Frank M. Craft who has 43 years of service and covers trains 24 and 7 between New Haven and Boston. The next engineer in the Boston service is Eugene S. Alling, with 40 years. He covers 10 and 179; and the fourth on the list is John J. Scannell on 16 and 31. You can depend on these engineers always doing a first class job.

Running on the New York service in the electric zone are Elmer E. Knapp with 42 years' service, J. Henry West with 41 years, Edward Dugan with 40 years' service, Charles E. Champagne with 40 years, James S. Allen, John A. Richmond, followed by Robert H. Osmond, Stanley N. Hall and Frederick F. Oulette with 38 years' service each. It is our wish that they may enjoy many more years of active service.

Waterbury Division

Our Waterbury Division Correspondent, Frank T. Maurer, as is related in another column in this issue, has been transferred to Danbury where we hope very much he will continue his good offices in sending in news items from his new location for Along the Line. In his place, for Waterbury Correspondent, we take much pleasure in appointing Patrick Box, who we are sure can continue the good work where Mr. Maurer left off.

Yardmaster Bonefant of New Britain is off duty due to sickness; Louie Vogt is officiating as yardmaster during his absence.

Car Inspector Johnny Kilduff is still going strong. It is very seldom that anything in the line of car repairs is left sticking out, after Johnny completes his days work, unless it is held for material.

Engineer Freddie Norton seems to play in hard luck on getting a job that he can call his own for a
few weeks; if someone does not come along and bump him, the job will be discontinued. Freddie was recently the victim of the last named means of losing his job when one side of the East Hartford-Waterbury local was discontinued. Cheer up Freddie better times are coming.

What has become of our esteemed Engineer Parker Green? Understand Parker was the victim of a motor cycle accident some weeks ago but up to the present writing have not heard from anyone that could verify this statement. Looks hope anyway that Parker will soon be back on the spare board; we miss his familiar voice on the phone.

Assistant Track Supervisor Bell while commenting on the great winter we have had up to the present time, making his job a bit easier, has had his troubles at home. His little son recently returned home from the hospital after undergoing an operation, now he is confronted with the problem of having his little girl's tonsils removed. Cheer up John, this cannot last for ever.

General Yardmaster Larkin of Waterbury is in the market for a new car this year. Lester has been looking at a Lasalle, it's a pretty nifty looking car too. Go to it Lester.

Our genial Engineer Rex Fitzgerald saved the lives of two pigs a few days ago. Rex was running 272 and on approaching Rigneys saw the "two porkers" as Rex put it, walking arm in arm on track No. 1 towards Waterbury. He immediately notified the Dispatcher who in turn notified 119 at Bristol thus avoiding a catastrophe.

Our ready friend Track Supervisor John T. Maurer, our former division accountant, has been transferred to the Danbury Division. Frank's familiar smile will be missed around the office and especially at the bowling alleys where he was in regular attendance. Frank carries the best wishes of the division with him in his new assignment. Mr. A. N. McIntyre, former division accountant at Danbury has been assigned to Mr. Maurers position. We all welcome him to our community and wish him the best of success in his new position.

There has been many sore arms on the division in the last week, mostly due to vaccination. They tell a good one about Jim Garside, our assistant signal supervisor, whose arm was swollen up as big as a football and was sitting on one of the benches in the bowling alley watching some of the more fortunate brothers whose arms did not bother them perform, when an old time friend of Jim's came in and grabs him by the arm, commenting on Jim's muscle. You can guess what Jim said.

Providence Division

F. A. Lindoff, Correspondent

Charles S. Spalding, Assistant Trainmaster, retired from active service September 16, 1927. Mr. Spalding entered the service of the New York and New England Railroad September 4, 1879 as a relief operator at Franklin, Mass., and one month later became operator at Hartford. On March 1881 he was advanced to a position in the train dispatching office at Boston where he worked as a relief dispatcher and operator. He continued there until October 14, 1881 when he entered the employ of the Providence & Worcester Railroad as an operator in the Superintendent's office at Providence, and became train dispatcher in July, 1887.

In December, 1889 the New York, Providence & Boston Railroad leased the New Haven & Hartford Railroad, and these two lines continued to be operated as separate Divisions, the line from Providence to New London being known as the Stonington Division and the line from Providence to Worcester being known as the Worcester Division. Mr. Spalding was made Chief Dispatcher for both divisions.

On July 1, 1892 the New York, New Haven & Hartford Railroad leased the New York, Providence & Boston Railroad and at that time separate operating officials were appointed for each Division, Mr. Spalding continuing as Chief Dispatcher for the Worcester Division. On April 24, 1894 the train dispatching forces for the Stonington and Worcester Divisions were consolidated and Mr. Spalding was appointed Chief Dispatcher for both Divisions, although each Division had its Superintendent. In June, 1899 there was another change in the dispatching arrangement for these two Divisions and he continued as Chief Dispatcher for the Worcester Division. On February 1, 1901 extensive divisional changes were made on the New Haven System, resulting in a reduction in the number of Divisions from ten to seven. Mr. Spalding continuing as Chief Dispatcher for the Worcester Division. Further divisional changes followed on February 16, 1908 which resulted in a reduction in the number of divisions to seven. On that date the Providence Division was established and Mr. Spalding became Night Chief Dispatcher. On January 1, 1925 he was appointed Assistant Trainmaster which position he held until his retirement September 16, 1927. Having completed 48 years of service with our Company Mr. Spalding has a record which he may well be proud of. Charlie, as he was familiarly known here, has a wide circle of friends and at the time of his retirement was presented with a complete radio outfit. We wish him much happiness and comfort for many years to come.
Misfortune has again come the way of Anna Garvin, local telephone operator, in the loss of her brother, Frank H. Garvin, who was killed in an automobile accident at Salinas, California. The funeral was held at Providence on January 26th. We extend our sincere sympathy.

The following is quoted from the Providence evening Bulletin of January 16th:

"Telephone Workers' Romance is revealed."

"Meeting Six Years Ago in Boston to Result in Marriage Here."

"A romance which started six years ago, when Franklin Dean Harrington, of 291 Washington Street, now telephone repairman for the New York, New Haven and Hartford Railroad, and Miss Martha Genevieve Cushing, 23, of Newton, Mass., telephone operator, were working together during the installation of one of the first dial telephone systems in Boston, was revealed yesterday when the couple filed marriage intentions at City Hall. The date for the marriage has not yet been set, according to Mr. Harrington, but will probably be within a week and will take place in this city, he said.

In 1922, Mr. Harrington said today, he was working as repairman with the telephone company in Boston. He met Miss Cushing and the work brought them together on numerous occasions.

In 1924 he came to Providence and worked for the Western Union here, taking his present position with the railroad a year later. Miss Cushing, who is the daughter of Charles Cushing, lives at 11 Orchard Street, Newton."

We draw the inference that Bill's conscience bothered him, that as he installed the dial telephones he realized there would be no need for the operator so he decided to marry her, and he did. The ceremony being performed on the afternoon of Sunday, January 22nd. Condemnable, Bill! We extend to you and Mrs. Harrington our congratulations and best wishes.

Fred Rader, Assistant Superintendent, left us January 25th and headed for Harlem River, having been promoted to the position of Terminal Agent at that point. With him go our sincere wishes for future success.

Mr. Thomas Rawley, Assistant Superintendent, has come to Providence with the Divisional changes effective January 1st. Welcome, Tom!

Those radio fans who tuned in to Station W E A N, the broadcasting station of the Shepard Stores at Providence, on the evening of Saturday, January 21st, were well rewarded with the program given by the male chorus from the Readville repair shops of this Company. Arrangements for the broadcast were made by B. T. Pest. With the temperature hovering about zero they came to Providence and put across a program that was well above the average. Mr. John Reid, Superintendent of Readville Shops made introductory remarks.

Assisting the chorus were Mrs. B. T. Pest, who sang two selections which came over beautifully, and G. Ingham, whose recitation "The Old Actor's Story" was one of the delightful numbers of the program.

A well-balanced chorus gave an intelligent interpretation of each number, and otherwise showed evidence of careful training, and the performance as a whole reflected much credit upon the Leader, Mr. Beveridge, if we caught the name correctly, and those responsible for the organization.

During the past month there has been several bright spots in the bowling tournament. Ann Seddon, who shows much enthusiasm these days, went out and put Marie's high three string total on the shelf and knocked 'em over for a neat total of 355. Just to show that no one has monopoly on records Eva Gobielle comes across with a high single record of 136. We understand some of the men still feel they can trim the ladies but they had better keep away.

The men's tournament retains its enthusiasm. Get into a game with the Freight Department well represented and you find it's no place for a nervous man. Geo. Shepard retains the high average with a mark of 109. At this writing 54 games have been rolled and Geo. Whitford's Owls have a lead over the Federals of 3 games. Henry Drury's New Englanders have won as many games as the leaders have lost, hence their standing. At that, they still cling to the high team single of 557. Billy Percival's 155 remains good, as does Geo. Shepard's three-string total of 381. The Quakers and Bar Harbor's are deadlocked over the team three string with 1556.

The death of John Fahey, Asst. Superintendent came as a shock, to his many friends. While he had been ailing for some time he continued to work up to within a few days of his death, and to his closest friends his death was unexpected. John entered the service of this Company May 13, 1897, as a Yard Brakeman and was made Yard Conductor October 1, 1906. He was promoted to the position of Asst. Yardmaster at Providence, Oct 1, 1906, and to the position of Acting General Yardmaster August 9, 1907. On June 26, 1916 he was promoted to the position of General Yardmaster and became Trammaster September 23, 1920, serving in that capacity and as Asst. Superintendent up to the time of his death. Of quiet disposition and unassuming in manner he made many friends in his progress to the position he held at the time of his death, who feel keenly his demise. He is survived by his wife, Mrs. Catherine Fahey, to whom we express our profound sympathy.

John Fahey

Boston Division

C. A. Boardman  Joseph LaFontaine
Correspondents

Tommy Devine, Stenographer, Superintendent's office, Boston Division, was made happy on January 17th. On his arrival home from his work on that day he found that the well known stork had paid a visit to the Devine home and left a son and heir to brighten up the household. Tommy says he will furnish a photograph of the youngster for a future edition of Along the Line.

Howard Jones has added another accomplishment to his already long list of successes in many lines of endeavor. On January 18th Howard made
his debut as a radio broadcaster as a member of the Joy Spreaders of Station W.E.E.I.

Signal Operator Snow and Maintainers Healey, Francis and Alden at Buzzards entered their boats in the recent races for two foot model boats held at Buzzards Bay. They failed to win any of the prizes. Healey's boat went over half the course, turned around and came back. The Francis entry got stuck in the mud, and the Snow and Alden crafts were mentioned among the "Also rans."

* * *

Former Boston Division Signal Operator George M. Cahill, now a member of the Quincy Police Force has been commended by the Chief of Police for efficient work in discovering a fire in a dwelling house at Squantum and ringing in an alarm. Patrolman Cahill was half a mile away from the scene of the fire at the time and but for his prompt action the damage would have been much greater.

* * *

George Morton, Spare Agent, Boston Division, left Boston on January 25th for Key West, Fla., enroute to Havana, Cuba. where he and Mrs. Morton expect to enjoy the winter life in the Cuban Capital.

* * *

Conductor Frank Wood and his mother left Boston February 3rd for Miami, Fla. Before returning home, about the last of April, they will visit several cities in Florida and will also visit Havana, Cuba.

* * *

Henry E. Fowler, Brakeman, Dover Street Yard, was in the Massachusetts General Hospital for treatment. Mr. Fowler had the index finger of his right hand amputated at the first joint.

* * *

Louis Sanguinette, Conductor, and his wife left Boston January 23rd for Miami, Fla. They will return the latter part of April.

* * *

Lewis J. Shallies, Brakeman, who was seriously ill for several weeks is back to work, and he assures his many friends that he feels like a new man.

* * *

Trainmen whose runs terminate at Hyannis speak very highly of the splendid condition of the Conductors' and Trainmen's room at that terminal. The efforts of Supt. Spencer, Asst. Supt. Hill and Mr. Wishart, Supvr. of Bridges and Buildings, which resulted in giving the boys one of the best rest rooms on the system, are greatly appreciated. Conductor Laracy, who was an ardent worker for the cause, cannot say enough in praise of this new room.

* * *

Wm. D. Birge, Conductor, left Boston February 5th for Havana, Cuba. Before returning he will visit Miami and other points of interest in Florida. He plans to be gone two months or more.

* * *

Conductor John P. O'Donnell and wife will spend the rest of the winter in Florida. They left Boston January 26th. Mr. and Mrs. O'Donnell will make the return trip by water.

* * *

Conductor Milan A. Brayton, the self-styled champion pool player of the Taunton Division, met his Waterloo lately at the hands of "Watty" of the Boston Division. When these two are playing pool in the Association room all hands sit up and take notice, and "Watty" has certainly given him some good beatings of late. Milan says his chief broadcaster, Jimmy Touhey, has had nothing to do lately as he has not won a game for some time.

Midland Division

T. M. Buckley, Correspondent

Conductor A. D. Thayer, Train 118, on Feb. 2nd received a letter from Agent C. E. Gilbert of Pomfret who is convalescing at Melbourne Beach, Fla. Mr. Gilbert stated he has thrown away the cane he was using and takes long walks without any outside assistance. His arm which was apparently paralyzed is coming back to normalcy and present conditions would indicate Carl will be back with us soon and be able to cover to cover his regular position.

* * *

Effective January 20, 1928, the Midland Div. took over the operation of the Union Frt. R.R. Effective same date, Mr. C. T. Smith, General Yardmaster, Boston Frt. Terminal was appointed Asst. Supt. in charge of Union Frt. R. R. Hix was succeeded by Mr. Kenneth R. Faulkner as General Yardmaster. Mr. Faulkner succeeded by Mr. Valentine McDonald as Asst. General Yardmaster. Mr. J. T. Higgins appointed Yardmaster, Union Freight.

* * *

The new cabooses in the 501000 series are continuing to arrive from East Hartford shops and the men are very much pleased with them. Conductor Jack McLeod took great pains on the first trip with his caboose to have all the agents along the line take a good look at it as it passed their station. Their comfortable construction show the aim of those responsible to do all possible to see that crews who have to live in these cabooses will have no need for complaint.

* * *

Engineer Bill Daniels has been presented with Eng. 3203 fresh from Readville shops. These engines are doing good work on Trains BO-5 and OB-6. Sherm. Barnes is on the other side of job, with Eng. 3247.

* * *

Mr. C. A. Mitchell, Superintendent, Hartford Div., visited the Midland boys on Jan. 31st. C. A. M. started his dispatching on the old Midland and rarely misses taking a look at the Midland train sheet when in Boston.

Traffic Department

W. P. Read

Correspondents

G. M. Wood

Boston-Passenger

Mr. H. A. Walsh has returned from a quiet vacation spent at home trying out his new radio. He has caught Chicago, St. Louis and insomnia.

* * *

A very enjoyable bridge party was held at the home of Lewy Pollitt on the evening of January 5th. Anna Shiels and Harold Curtis won the prizes for high score, and Esther Gordon and Dick Walsh worked hard for the booby prizes. After the card-playing, music and refreshments cheered the guests.
Old Colony Division
W. R. Gregg, Correspondent

Bridge Foreman R. D. MacDonald’s wife died January 20, 1928, and his many friends wish to take this opportunity to offer their sympathy to him in his bereavement. Mrs. MacDonald was a woman of very high Christian character and her loss will be felt greatly by her innumerable friends.

Both Mr. MacDonald and sons, Douglas and R. D. Jr., work on the Railroad.

Mr. H. M. Bowen, Train Dispatcher, was appointed Assistant Trainmaster, effective January 5, 1928.

In the bowling contest between teams representing Taunton and New Bedford the Taunton team is leading by a total of 278 pins. The next match is to be held in New Bedford and the team representing that city has promised to overcome this handicap.

Joe Selwood of the Division Accountant’s Staff is wintering in Fall River. He reports a very invigorating atmosphere from the direction of Mount Hope Bay.

Another round of the bowling season in the Old Colony A. L. League has been completed. The team standing is led by the Mechanical Department closely followed by the Division Engineers, and then the Freight Dept., E&B Dept., Roadway and Supt.’s in the order named. John Quinlan, husky Scale Inspector, leads the league with an average of 101, but the veteran Orville Sweet is making John do some fast stepping to hold the initial position.

The recent Fall River fire ruins has proven a great attraction to the public judging by the increased travel in that direction over the week-end. Work of reconstruction is progressing rapidly and the railroad and other industries should benefit greatly by this new city that is being built on the ruins of the old.

New England Transportation Company

CAPABLE COACH CREWS’ COLLOQUIES
Coaches cost considerable.
Congestion creates confusion.
Carelessness causes collisions.
Constables compel compliance.
Caution cancels complaints.
Commuters cogitate continually.
Carefulness communicates confidence.

Cultivate courtesy conspicuously.
Controversy certainly challenges.
Clean character counts.
Citizens commend capability.
Candid criticism convinces.
Complete comfort considered
Cordial co-operation commendable.

Boston Terminal Co.

Percy, Frank, Pryor and Warren Hall

Above is the William Hicks Male Quartette composed of the four Hall Brothers. Two of the boys, Pryor and Warren, are Boston Terminal men, while Percy is a New Haven employee.

Mr. Hicks, who sings Second Tenor in the famous Lotus Quartette, has trained these boys for several years and the Hall boys have named their Quartette for him in appreciation of his interest and many kindnesses.

They are in great demand for concert work, and if you want to know how good they are, ask any man who attended the January 31st meeting of the New Haven Railroad Club held at the Boston City Club. We’re certainly proud of them.

The Quartette are frequently assisted in their programs by Miss Marie Louise Lionett, Reader, daughter of H. J. Lionett, Director of Tower 1 Boston Terminal. Although but twelve years of age Miss Marie is already becoming well-known. She broadcasted very delightfully from Station WEEI on Saturday afternoon, January 14th.
**Recent Deaths In Our Family**

Lucius Franklin Slocum, Engineman No. 28 on the Honor Roll, died on January 10th after a short illness. Mr. Slocum was born in Hartford, Conn., July 31, 1854, and entered the service of the New Haven as a locomotive fireman when eighteen years of age. He was promoted to be locomotive engineer July 1, 1877, and in recent years has been occupying the position of Smoke Inspector with headquarters at Hartford. During his long service Mr. Slocum maintained an absolutely clear record, and he leaves behind him a host of friends at every station over the routes he formerly worked as locomotive engineer.

As we go to press we are advised of the death of Captain Harry Seigle who passed away at his home on Hillcrest Road, Needham. Captain Seigle, back in the old New York and New England days, all those wins whom he fostered and loved. He will be remembered at South Boston, having been pensioned a dozen or more years ago. Captain Seigle had probably as many friends in the railroad business as any man in New England. He was a famous railroad man of his time and it is said of him that he never made an enemy. To know him was to admire him, officials and employees alike. He was the sturdy substantial type of the old school.

Walter F. Hatch, for thirty-five years crossing tender at Hingham Square crossing, died on January 18, 1928. He was born in Hingham, July 28, 1858, entering the employ of the Railroad in 1892 as crossing tender and had a clear record for his thirty years of service. His presence will be greatly missed by a large number of acquaintances and friends among the Hingham-Boston commuters. While Mr. Hatch was never presented with any medal for life saving his friends and neighbors say he has saved more than one hundred lives at the Hingham crossing. Mr. Hatch's wife died several years ago. He is survived by three daughters, Mrs. Ralph A. Clark of West Somerville, Mrs. Ernest Ransom of South Hingham and Miss Ruth F. Hatch of Boston, and three grandchildren.

Frank S. Bassett, The Bridgeport Engine House lost on January 25th, after a short illness, Frank S. Bassett, Chief Clerk at that point since 1917. Mr. Bassett has been in continuous service since 1907, starting at Danbury, afterward being transferred to Stamford, from which point he was transferred to Bridgeport. His many friends, in fact all those with whom he came in contact, will remember his friendly interest in all, and his agreeable personality. Mr. Bassett was a member of the Eureka Lodge, F&AM, and the Cable Club. The Company has lost an able and faithful employee, and his ready smile and helping hand will be missed by all who knew him.

William A. Doolin, Engineer, New York Division, died January 12, 1928, after being off duty for some time on account of ill health. Mr. Doolin entered the service as Fireman on March 3, 1902 and was promoted to Engineer on March 12, 1912, in which capacity he remained and rendered very loyal services and was a faithful and conscientious employee. Mr. Doolin was held in high esteem and affection by his associates and deep and sincere sorrow is felt at his passing.

Ronald A. Gordon, Fireman, New Haven, died at his home at New Haven, Conn., after a short illness on January 12, 1928. Mr. Gordon entered the service as a Fireman on March 9, 1918 which position he still maintained at the time of his death. He is survived by his wife and a daughter.

H. C. Davis, Conductor, Boston Division, died January 23rd at the home of his son, with whom he lived since his retirement. Mr. Davis was 82 years old. He had frequently expressed the wish a few years before his retirement that he might remain in service long enough to reach the age of 80, but due to failing health he was pensioned a year and a few months before reaching the 80 mark. Conductor Davis will be greatly missed by his many friends.

Patrick Donovan, Section Foreman at Hanover, Mass., died on January 23, 1928. He was born in Ireland on March 16, 1870; entered the service as laborer in 1888. Left the Railroad in 1890 to better himself. Re-entered on January 4, 1913 as Crossing- ingman; advanced to laborer and then Section Foreman on September 19, 1921, serving at Hanover until his death, always giving good and faithful service.

**PENSIONERS**

Theodore Burkhard, Engineer, New York Division, retired in 1911, died December 23rd.

William Carey, Yard Clerk, Old Colony Division, retired in 1912, died January 7th.

Herbert C. Davis, Passenger Conductor, Boston Division, died January 23rd. Mr. Davis entered railroad service in 1881 as Passenger Brakeman under Supt. French at the Old Colony Station, Kneeland Street, Boston. In June, 1891 he was promoted to Passenger Conductor, in which capacity he served until his retirement in November, 1924. Mr. Davis was 82 years old last October. He resided at 1 Holley Square, Boston.

J. J. Doolin, Switchtender, New Haven Division, retired in 1926, died January 30th. Mr. Doolin was born Sept. 7, 1866 and entered railroad service in 1888 as Freight Brakeman. He resided at 70 Orange Street, Westfield, Mass.

Edward Hills, Accounting Clerk, Office of the Auditor of Freight Receipts, retired in 1918, died January 14th.

J. P. Hopson, Superintendent, New York Division, retired in 1910, died January 12th.
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<td>52 Henry K. Smith</td>
<td>Dist. Bridge &amp; Bldg. Foreman</td>
<td>Old Colony</td>
<td>April 1876</td>
</tr>
<tr>
<td>53 John I. MacDonald</td>
<td>Agent</td>
<td>Old Colony</td>
<td>April 1876</td>
</tr>
<tr>
<td>54 Warren F. Adams</td>
<td>Ticket Collector</td>
<td>Boston</td>
<td>April 1876</td>
</tr>
<tr>
<td>55 Geo. W. Cobb</td>
<td>Section Foreman</td>
<td>Danbury</td>
<td>May 1876</td>
</tr>
<tr>
<td>56 Patrick H. Broderick</td>
<td>Passenger Conductor</td>
<td>Old Colony</td>
<td>August 1876</td>
</tr>
<tr>
<td>57 James H. Boyle</td>
<td>Passenger Conductor</td>
<td>Old Colony</td>
<td>August 1876</td>
</tr>
</tbody>
</table>

We regret to announce the loss from our Honor Roll of
Lucius F. Slocum, who died Jan. 10, 1928
IT IS OUR DESIRE TO HAVE THIS HONOR ROLL ACCURATE. IF YOU KNOW OF ANY OMISSION OR CORRECTIONS, PLEASE LET US KNOW.

About Our Half-Century Men

Amos Amisy Packer, No. 47 on our Half Century Service Honor Roll, was born in the Town of Ledyard, Conn., on March 18th, 1855, and entered the service of the New York, Providence & Boston Railroad as trackman on October 20th, 1875, Mr. A. S. Matthews being Superintendent, and Mr. F. H. Bradley, Division Master; in those days they had Division Masters.

The Division extended from Stonington to New London, and consisted of single track. The section house was located at West Mystic. After two or three years the second track was built from Stonington to Mystic and a switch placed at Mystic to switch trains from double track to single track. This switch remained until the second track was extended to Poquonnock Bridge. Here another switch was placed to switch trains from double to single track going west and single to double track going east. This switch remained until the Thames River Bridge was built.

Before this bridge was built, cars were ferried across the river on the old Shore Line ferry, it being the practice to “fly” the cars onto the ferry boat. After a short time this method was discontinued and a long flat car built and cars were shoved onto the ferry boat with this flat car.

At this time Mr. Packer was Foreman of the yard in Old Groton. When the new track was started from Poquonnock Bridge to New London, Mr. S. A. Wheeler, Roadmaster, requested Mr. Packer to take charge of the surfacing of this track, which he did. When this work was completed in 1889, he was requested to take charge of the new track from New London to Poquonnock Bridge which position he accepted and remained there until 1906 when he took a position as Draw Tender on Mystic Drawbridge where he remained until April 20th, 1921, when he accepted position as Crossing Watchman at Spicer Ave., Noank, Conn., where he is still employed.

At the completion of his fifty years service Mr. Packer was written a letter of congratulation by Mr. J. A. Droge, General Manager, which he prizes very highly.

Mr. Packer is hale and hearty and we hope he may remain active in the service for many years to come.

Conductor Walter B. Spencer, No. 29 on our Half Century Service Honor Roll, was unable to furnish us with photo in time to use with his story in the January issue. We are very glad to print this recent snap-shot at this time.
What Others Say

Shippers Service Corporation
136 Federal Street, Boston, Mass.
January 5, 1928

Mr. J. E. McGrath, A.F.T.M., N.Y., N. H. & H. R.R.,
Boston, Mass.

My dear Mr. McGrath:

The record of our cars "cut out short of destination" for the year 1928 is so good that the writer would feel guilty of hypocrisy if he did not call it to your attention.

During the year we had a total of 2353 cars leave Harlem River on train HB-4 and only seventeen of these failed to reach Boston on the same train.

We take pleasure in commending your company for this very nice service.

Very truly yours,

J. H. McDermott,
General Manager

Daniel A. Lennon
Attorney and Counselor at Law
165 West 46th Street,
New York
January 9, 1928

President, N.Y., N. H. & H. R.R. Co.,
New Haven, Conn.

Dear Sir:

Usually commuters write in to complain of the employees of the railroad. The purpose of my directing this letter to you is to bring to your attention the honesty of one of your flagmen, by the name of Thomas L. Coughlin, No. 136.

Recently I left a parcel in the train on my way home to New Rochelle. The package was found by Mr. Coughlin and I received it later, intact.

I desire to thank him through you in this letter.

Very truly yours,

(sgd) Daniel A. Lennon.

Buhler & Moersfelder
Upholstery and Drapery Fabrics
578 Madison Avenue
New York City
January 17, 1928

F. C. Coley,
New Haven, Conn.

Dear Sir:

I wish to call your attention to the very courteous consideration I received at the hands of your conductor, Mr. Frederick T. Beaufain on train number 81.

I had the occasion to board this train Sunday night at Hartford and was more than happy to ride with such a pleasing conductor.

Excuse me for taking the liberty of writing to you regarding this matter but I felt it my duty to advise some one of the officials of the New Haven R.R. of the courteousness and efficiency of this man.

Thanking you for your kind attention, I am

Very truly yours,

(sgd) Arthur N. Buhler

John F. White, M.D., F.A.C.S.
156 North Main Street
Port Chester, New York
January 7, 1928

Mr. E. J. Pearson, President,
N.Y., N. H. & H. R.R. Co.,
New Haven, Conn.

Dear Sir:

May I bring to your attention the courtesy and honesty of the night agent of the Port Chester Station? I only recently learned from one of my patients, that during the Christmas holidays she lost her purse containing a considerable amount of money — there was no one around and she felt that it was a hopeless case — but fortunately the ticket agent had seen her drop it, and immediately called her attention to it — but he refused to take any reward, nor would he divulge his name and address. When she came for treatment the other day, she told me about it, and I am writing you so that you might forward the information.

It certainly must be a feather in the company's cap to feel that the men employed are of that calibre — who in doing what they term their duty, not only show their ability but their character.

Very truly yours,

(sgd) John F. White

E. J. Pearson, Esq.,
President.

My dear Sir:

Have just retired from active business, as a member of the firm of Benedict Drysdale & Company, 71 Broadway, New York City, members of the New York Stock Exchange.

I desire to write, and thank you, and your employees for your kindness to me as a commuter for many years, but more especially the conductor on the 4.40 train from New York, Mr. John Diaz. This gentleman knows nearly every one on the train, and greets them — when rough people get on the train he quiets them so nicely.

He is loved by all, and looks after your train, and all in it. I am a stockholder in your road, and what clinches it is you have fine men in your employ, therefore the road is bound to go ahead. Do meet him, won't you? for you will like him as others on the trains he runs.

Very sincerely yours,

(sgd) Lemuel C. Benedict
Stamford, Conn.

January 7, 1928.
WASHINGTON'S is the mightiest name of earth — long since mightiest in the cause of civil liberty; still mightiest in moral reformation. On that name no eulogy is expected. It cannot be. To add brightness to the sun, or glory to the name of Washington, is alike impossible. Let none attempt it. In solemn awe pronounce the name, and in its naked deathless splendor leave it shining on.

ABRAHAM LINCOLN
Washington Monument,
Washington, D.C.