THE 1928 NEW HAVEN RAILROAD

MIRTHQUAKE

will take place

APRIL 23 - 24 - 25

at the

SHUBERT THEATRE

NEW HAVEN, CONN.

Q Be sure to see this splendid production of the General Offices Athletic Association.

Q Tuesday, April 24, will be

OUT-OF-TOWN NIGHT

Plan to go to that performance. Free sleeping car accommodations will be provided by the G. O. A. A. to any employees purchasing tickets for the show from Boston, Providence, New York. Special transportation will be provided for other points.

Special train Maybrook to New Haven and return, with connection at Danbury for Berkshire line.
Special train Northampton and Holyoke to New Haven and return.
Special motor coach Winsted to New Haven and return, via Waterbury and Derby.
Special motor coach to Hartford or Springfield after the performance, with connection at Berlin for New Britain, Plainville, Forestville, Bristol and Terryville.
Special motor coach New Haven to New London or Norwich.
Local stops as necessary on New York Division as far as Stamford on No. 171.

NOTE: Any desiring to use the above accommodations must notify C. H. Fessler, Chief Clerk to General Supt., Boston; J. C. Chisholm, Chief Clerk to General Supt., New York; or W. L. Elliot, Chief Clerk to General Supt., New Haven.

Q The G. O. A. A. are proud enough of their show to want folks from other points on the system to see it, and they are willing to go more than half way by paying for sleeping car accommodations back home.

PLAN TO GO!
Carelessness, Not Grade Crossings, Responsible for Accidents

C. E. Smith, Vice-President of the New Haven Railroad, in a letter to the Public Utilities Commission on March 24th, gave some very interesting and pertinent statistics regarding grade crossing accidents.

"While accidents and deaths at railroad grade crossings are distressing indeed," read Mr. Smith's letter, "and you may rest assured of our fullest co-operation in reducing them to a minimum — they constitute only a very small part of all automobile accidents and deaths.

"In Connecticut, of 338 deaths in automobile accidents for a year, 10 were at railroad grade crossings, about 3%; and of 9,740 injured in automobile accidents, 57 were at railroad grade crossings, about 6-10 of 1%.

"In Connecticut, Rhode Island and Massachusetts in 1927, of 1,172 deaths in auto accidents, 33 were at railroad grade crossings, about 2.8%; and of 49,638 injured in automobile accidents, 118 were at railroad grade crossings, about 1/4 of 1%.

"It is readily apparent from a glance at these figures that the root of the cause of automobile accidents is not the railroad grade crossings, but the carelessness of automobile drivers and the incompetency of many who should not drive automobiles.

"Had there been no grade crossings whatever in these three states, automobile accidents conceivably would have been reduced from 1,172 to 1,139 deaths and from 49,638 to 49,520 injured. In Connecticut alone, for the year mentioned, the reduction would have been from 338 to 328 deaths, and from 9,740 to 9,683 injured.

Careless Drivers Kill Innocents

"But would there have been that reduction? Would not those drivers who were killed and injured have pursued their careless driving elsewhere and have caused the death and injury of many innocent people? A case in point is the casualty at Norwich where a motorcycle driver collided with an automobile and caused the drowning of five innocent people as well as his own death. How can the roads be made safe when such drivers are at large? How many more would he have killed and injured had he not been killed himself?

"Again, at the recent accident at Forestville, a coupe built for three was occupied by six, one a very large person, and driven by a young girl. The report of your Chief Engineer states:

"'In my opinion this accident was due to the careless manner in which the driver of the auto approached the crossing with a train in view, and without heeding the crossing signs.'

"What other accidents might they have had in colliding with other automobiles and trucks had they not had the railroad accident.

"Instances such as these could be multiplied indefinitely. That the accidents at grade crossings are due to careless driving is further indicated by the following statistics as to accidents at railroad grade crossings in 1927 on the New Haven Railroad:

Number of automobiles which ran through or struck gates or crossing watchmen without other accidents 188
Number of accidents 186

"That is, about 50% of the drivers who were careless ran through or struck the gates, and about 50% came in collision with the trains.

"The 186 accidents including collisions with trains were divided as follows:
Struck by trains 131
Ran into trains 55
"This shows that 70% did not quite beat the train across and were hit by the train, and the other 30% got to the crossing later than the train and ran into the train. What excuse can there be for such driving?

"The slight detention of auto traffic while trains cross over highways can not be the reason, because the detention is small indeed compared to the detention of automobiles at intersections of city streets guarded by intermittent light signals where traffic is detained 12 hours alternately in each direction, that is, 12 hours stop, 12 hours proceed. It is a peculiar state of mind that makes automobile drivers satisfied with the 12-hour detention at city street intersections and so impatient at a slight detention at a railroad crossing that they will not stop."

**Flashing Signals Best**

Mr. Smith pointed out that there is no expenditure made by state, city or railroad that yields so little from a safety standpoint compared with large expenditures, as the money used for grade crossing elimination. "More safety can be secured," he declared, "by spending money for automatic flashing signals where warnings are necessary."

"Separation of all grade crossings would practically double the investment in the railroads," Mr. Smith said, adding that "there is not enough money available for any such purpose and New England industry could not support the investment if the money were available . . . The exception where grade crossing elimination expense seems justified is where railroad service in congested districts cannot be conducted without separating grades."

**Eliminate Reckless Incompetents**

"The greatest safety can be secured by the exercise of the police power in the control of the automobile operator," stated Mr. Smith. "As long as reckless and incompetent drivers handle automobiles, they will be instruments of destruction and death regardless of whether there be railroad grade crossings or not. Destructiveness and the death toll of the automobiles driven by reckless or incompetent drivers can only be reduced by such stringent control of automobile driving as will positively remove them from the driver's seat, otherwise they will be removed by death as was the driver of the motorcycle at Norwich, but unfortunately before such removal they will drag down with them great numbers of other innocent drivers and occupants of the public highways."

**System Timetable Being Issued**

To meet a public demand for a system timetable, it has been decided to combine the "Lines East" and "Lines West" timetables into one folder which contains all the through and important service.

Another change effected in the new system folder will be the disappearance of separate schedules for week-days and Sunday service. All service will be included in one table, with a caption at the head of each column to indicate on what days the particular train is operated.

The new combined folder will not contain the suburban service in and out of Boston, nor in and out of New York, nor will it contain certain other purely local service. It is designed to meet the requirements of the long-distance traveler.

The schedules of the various local and suburban services will be taken care of in separate leaflets. Included among these leaflet timetables will be the schedules of the New England Transportation Company, none of which will be shown in the System folder.

There will be nineteen of the leaflet timetables issued, and they will include besides the local schedules such phases of the service as all Hell Gate Bridge service, which will be included in Leaflet 212, while No. 213 will cover Washington and Montreal service.

**AMERICAN TOURISTS**

A group of tourists were looking over the inferno of Vesuvius in full eruption. "Don't that beat hell," ejaculated a Yank.

"Ah, zese Americans!" exclaimed a Frenchman, "where have zey not been?"—Exchange.
March Safety Citations

John Onofrio is with us again this month, adding another to his long list of safety citations. This time Mr. Onofrio discovered a brake beam dragging on a freight car in a passing train and ran to the tower to notify the train dispatcher, with the result that the train was stopped and repairs made.

Other "repeaters" were John P. Sullivan, crossing watchman at Guilford, Conn., and J. J. McCarthy, Patrolman at Danbury.

Mr. Sullivan discovered a brake rigging down on a car in a freight train and ran to the station so that the crew could be notified before starting out, thus preventing the possibility of an accident.

Mr. McCarthy discovered a brake beam down and notified the train crew so that the condition could be corrected.

One non-employee is on our list this month: John Polanis, of the Robertson Bleachery and Dye Works at New Milford, Conn. He discovered water running over our tracks at New Milford and reported the matter with the result that the Maintenance of Way Department were able to take action to prevent damage.

J. Gren, Car Inspector at Providence, discovered a brake beam down on a passing train.

E. A. Patt, Switchman at Providence, noticed a coal car with a flat wheel and reported it promptly.

Howard C. Pierson, Towerman, Clinton, Conn., noticed fire flying from a car in a passing freight train and reported it so that the train was stopped at Westbrook where it was found a car had a broken truck bolster.

R. J. Lynch, Towerman, Leetes Island, Conn., noticed fire flying under a passing freight train. He notified the train dispatcher and the train was stopped at Guilford, where it was found a car had a badly bent truck frame.

John L. Sullivan, Clerk in Division Accountant's office, New Haven, was a passenger on train 25 coming into New Haven. Another passenger who was standing in the vestibule preparatory to alighting, apparently thought the vestibule door was closed and started to lean against it. Had not Mr. Sullivan presence of mind enough to grab hold of the man's fur coat, he would have fallen off the train.

John E. Carroll, Crossing Watchman, Weir Village, Mass., discovered a broken rail and reported it quickly.

T. Walsh, Agent, Windsor, Conn., observed something wrong beneath one of the cars of a passing train. His prompt report resulted in inspection which developed a broken brake guard on one of the coaches, which was corrected.

G. H. Gardner, Crossingman, Kingston, R. I., discovered and reported promptly a brake rigging down.

J. J. Shea, Freight Trainman, South Boston, Mass., noticed something dragging from a car in a passing train and reported it. A broken brake beam was discovered.

George M. Shores, Yard Conductor, Providence, observed a man hanging on the steps of a car as train No. 179 passed on its departure from Providence station. The man had apparently boarded the train after it was in motion, but was unable to get inside. Mr. Shores quickly notified the stationmaster's office, resulting in the stopping of the train and the prevention of possible serious injury to the man.

A. P. Terrell, Freight Conductor, South Boston, Mass., noticed something wrong on a car in train No. 677 which was making the station stop at Middleboro. He promptly reported the matter to the Conductor, who had the car set off at Middleboro, thus preventing all possibility of an accident.

Arthur Hanrahan, Southampton St. Engine House, Boston, has been of such material assistance in administering first aid to injured employees that at a meeting of the Midland Division Shop Council it was voted that it be requested that a Safety and Efficiency badge be awarded him, which was done.

C. H. Bell, Section Foreman, C. Caruso, Trackwalker, W. Roe, Laborer, and A. Shaw, Laborer, all of the Section Force at Loyd, N. Y., on two different occasions discovered broken trucks on passing freight cars and attracted the attention of the train crews.
New Haven Railroad Musicians

About five years ago some workers at the Readville Shop, under the able leadership of Mr. W. J. Dennis, had ambitions to start a company band. They obtained not only Superintendent Reid's permission but his active co-operation. From that beginning the Band has steadily grown and today we are justly proud of our Band and the record of its Personnel. Since the above photograph was taken several new members have been added.

The Band intends giving some open air concerts during the summer along the line, and any place desiring a Sunday concert, afternoon or evening may communicate with Mr. J. A. Horner, Business Manager, care Locomotive Department, Readville Shop.

The previous musical records of these men who go to make up our Band are most interesting. Mr. Fortunato Villaflor, the present Director, can play any of the instruments. He served for 16 years in the U. S. N. During that time he was Bandmaster on Admiral Simpson's Flag Ship "Columbia."

Mr. W. J. Dennis, Solo Trumpet, was a member of the famous Herbert L. Clark Band for a period of two years, also the Detroit Police Band for nine years. He was organizer and Solo Cornet of the Los Angeles Railroad Band for two years and was in the Canadian Discharge Band. He served in the World War overseas for two years. Mr. Dennis was also organizer and Leader of our Band when it was started five years ago.

Mr. J. Riccardy, Baritone Soloist served asBandman in the Italian army for several years. When he emigrated to America he joined the 101st Regiment Band of Boston, and played with distinction for four years.

Mr. Salvadore Enguanti, our Clarinet Soloist also served in the Italian army as a Bandman. After he came to America he played with the Pacific Mills Band of Lawrence, Mass.

Mr. J. W. Moran, Piccolo and Flute player, is not only proficient with these instruments, but he is a first-class entertainer and impersonator. When the Band plays jazz music, John gets his megaphone and sings all the latest songs.
Mr. George Farnham, First Trumpet player, is well known around Readville shops as “Jazz King” or “Happy George.” He has played for the Roseland Dance Orchestra since it was formed. Mr. Farnham also played the Clarinet and Trumpet for Sanford’s Band of Boston.

Mr. Duro, our E flat Bass player, served for eight years in the U. S. Navy. He is an expert Hiawaiian Steel Guitar player and performs with Mr. Villaflo’s Guitar Quartette. He also plays the Banjo in our Orchestra. His ship was the Utah.

Mr. Paul Gotas, Bass Drummer, also plays the Saxophone, Trumpet, Baritone and Mandolin. He is also an ex-serviceman, having served eight years in our Navy. Mr. Gotas left Readville two weeks ago to rejoin the Navy; he is now aboard the U. S.S. Lexington again serving his country.

Mr. H. H. Watson, French Horn player, was formerly a member of the Salem Cadet Band and also played for several other Bands around Boston.

Mr. J. A. Horner, Solo Cornet, and String Bass player in our Orchestra, started playing the Cornet at an early age with a Scottish Band named Beith Prize Band for a number of years. He joined the British army (Scottish Division) and played in the Band during his whole service. He also played for several first-class contesting Bands which included Johnstone Prize Band, also Bo’ness & Carriden Prize Band. He assisted in organizing the Singer Orchestra, Clydebank, Scotland. Mr. Horner emigrated to America about five years ago and the first Band he played in was the 10th Regiment Band, Boston. He has played several times over the Radio with piano accompaniments from stations WNAC and WEAN, The Shepard Stores, Boston and Providence; WGI of Medford Hillside; WEEI of Boston; also WBZ and WBZA of Boston and Springfield, Mass.

The new members recently added to our Band, who do not appear in the picture are: J. P. Campbell, Bass; J. Creighton, Zolophone; V. Raymond, Soprano Saxophone; L. Grimes, Drums; J. Urbanic, Sousaphone.

The Readville Orchestra is composed of the same men as the Band, only some play different instruments. They are as follows: W. G. Paton, Violin; J. Gomes, Violin; G. J. Lemmi, 'Cello; S. Enguanti, Solo Clarinet; W. J. Dennis, Solo Trumpet; Geo. Farnham, Trumpet; H. H. Watson, French Horn; V. Raymond, Soprano Saxophone; J. Crasco, Solo Saxophone; A. Calleo, E Flat Saxophone; E. Kamps, Tenor Saxophone; J. Riccardy, Euph.; G. L. Parker, Trombone; E. Peterson, Trombone; G. Duro, Banjo; J. A. Horner, String Bass; J. Urbanic, Sousaphone; L. A. Willard, Drum; L. Grimes, Drums; J. Creighton, Zolophone, and H. Moxam, Piano.

Promoted to Trainmaster

F. C. Palmer was promoted to be Trainmaster, Hartford Division, taking the place of William J. Quirk, who was promoted to be Assistant Superintendent, Providence Division.

Mr. Palmer first entered the service April 27, 1904 as a messenger, which position he held for a year. After being out of service for a short time he was re-employed as Operator on August 11, 1906. Three years later he was promoted to Relief Operator and Spare Dispatcher, and on March 1, 1910 was made Train Dispatcher.

On January 12, 1917 Mr. Palmer was promoted to be Assistant Chief Train Dispatcher and continued in that job until January 1, 1925 when he was made Assistant Trainmaster. Now he has been promoted to be Trainmaster.

Rector: “At the end of the service tonight, the choir will sing a special anthem, composed by the organist, after which the church will be closed for a month for necessary repairs!”
A huge coast defense gun for use in the Canal Zone, representing the heaviest units ever handled over the New Haven Railroad, was routed over our line from Worcester, Mass., to Oak Point, N. Y., over the Hell Gate Bridge to Bay Ridge, and then placed aboard one of our car floats and towed to Brooklyn Navy Yard by Transfer No. 21. The shipment was in three section, of a total weight of approximately 1,000,000 pounds.

The picture we present unfortunately does not give a really good idea of the tremendous size of the gun, though it will be seen that it is mounted on a special flat car, owned by the Government, which has two sets of eight-wheel trucks, or sixteen wheels in all, in order to distribute the enormous weight. The picture shows the car after being loaded onto our carfloat No. 68, one of the modern steel car floats which the company uses in its New York Harbor service, particularly between Bay Ridge and Greenville, N. J.

Because of the unusual weight of the shipment — the special Government flatcar and gun together weighed 668,000 pounds — it was thought there might be some difficulty in loading it on to the car float. Marine Superintendent J. H. Lofland had five coal cars placed on the float first, however, to act in a steadying capacity. "It was perfectly simple," says Mr. Lofland. "We took it on the float just the same as any other car. To be sure, we took everything slowly, because we weren't sure just how such a concentrated load would affect the float, but No. 68 took it 'without batting an eyelash.'"

The gun mount, which ran on its own wheels — for the gun is for service in the "mobile" coast defense — weighed 378,000 pounds. In the make-up of the trains in which the shipment was hauled from
Worcester to Bay Ridge, the gun itself was placed near the head of the train, the gun-mount at the rear, and somewhere in between the additional car containing accessories.

W. P. Mackenzie and Martin W. Kane of the Maintenance of Way Department rode with the shipment right through from Worcester to Bay Ridge, Mr. Mackenzie riding with the engineer, while Mr. Kane rode the caboose. Their job was to keep the train crew informed of clearances and to give them slow orders where necessary because of the great weight.

Major M. T. Carney handled the negotiations for the Government with Frank A. Scott of the Transportation Department, while P. B. Spencer, Engineer of Structures, and F. J. Pitcher, Assistant Engineer of Structures, determined whether or not the shipment could be handled over our lines and specified the restrictions which it was necessary to observe.

Others having a hand in the matter were P. J. Hogan for the Mechanical Department, E. J. Cotter, Terminal Trainmaster at Oak Point, W. B. Hautsch at Bay Ridge, and R. S. Clarke of the Marine Department, Harlem River.

The shipment was received by the New Haven Railroad at Worcester, having come from the Watertown Arsenal at Watertown, Mass. It left Worcester at 10.50 a.m., February 28th and was delivered to the Navy Department at the Brooklyn Navy Yard at 2.50 p.m. on the 29th. It was later placed aboard the U. S. Transport “Sirius” for transportation to Fort Amador, Canal Zone. It was unloaded at Balboa, Canal Zone, on March 22nd.

The gun is capable of firing one-ton shells a distance of 29 miles.

A Book of Railroad Poems

A collection of original illustrated poems dealing entirely with railroad subjects and of especial interest to railroad people is being offered by the poet, Sidney Warren Mase, of Little Rock, Ark. The book is printed on high grade glossy paper and bound in black leather. The title of the book is “The Singing Wheels,” and the price is $1.50, plus postage. They will be sent C.O.D. to any address.

Sidney Warren Mase is a railroad clerk and has spent many years in railroad service. This, with his natural understanding of human nature, has given him an insight into the thoughts and the problems of the railroad man and woman. Coupling these with a swinging, lilting rhythm, Mr. Mase has produced a collection of verse that hit home to the heart of the railroad worker, leaving here and there a line of this poem and a few lines of that, to return again and again to mind.

All branches of railroad service come in as a subject for one or more of the poems, each being printed on a full page with a high class illustration.

Mr. Mase is employed in the office of the Superintendent of the Missouri Pacific Lines at Little Rock and his poems appear monthly in the Missouri Pacific Lines Magazine. “The Singing Wheels” may be obtained from Mr. Mase, whose address is 5422 U Street, Little Rock, Ark.

A reprint of one of Mr. Mase’s poems will be found on inside back cover of January ALONG THE LINE, this giving a good idea of the splendid type of verse he writes.

Railroad Veterans Elect

The New York, New Haven & Hartford Railroad Veterans’ Association met in the Railroad Y.M.C.A. March 10th and elected the following officers for the ensuing year: John H. Keeler, President; Charles V. King, Secretary; Fred J. Curtiss, Treasurer.

Sixty-eight candidates were elected to membership in the Association. Reports of Committees were read and accepted.

A Committee was appointed to arrange for the annual Outing in the month of June. After some discussion it was voted to hold the Outing and Entertainment at “Wilcox” at Savin Rock. Approximately 50 attended the meeting.

WHO WOULDN’T BE?
Headline, Kansas City Star: “Janitor Struck by Car, Critical.”
You may have read in the columns of the Providence Journal with considerable interest of the adventurous trip made by Capt. Hugo Hoahna in his schooner "Despatch" from Providence to the Canary Islands. Through the courtesy of Mr. Henry F. Anthony, who for forty years was this Company’s Agent at East Providence Wharf and whose jurisdiction extended not only over the coal unloading operations at East Providence Wharf but those at Harbor Junction and India Point also, and later extended to cover the Providence Linde Dock, we are able to submit a photograph of the "Despatch" as it looked at the time it was launched in April, 1897, also a newspaper clipping from the Providence Journal written at the time of launching, which is quoted below:

"The accompanying illustration represents the new dispatch boat for Wilkesbarre Pier. She is an especially trim little craft and resembles, in miniature, an ocean-going tug in general outline. This handy little boat was built at Wilkesbarre Pier. Her engine, boilers and all appurtenances, except the propeller, were also constructed there. Even the wheel in the pilot house was turned out and put together in the work shop under the offices at the Pier, and the mechanic who made it can justly be proud of his handiwork."

"The boat which is named appropriately the Despatch, is put together perfectly, and her boiler and engines work as well, as if constructed in shops especially devoted to the manufacture of such things. Agent H. F. Anthony of Wilkesbarre Pier designed the boat. Her graceful lines on the original blueprint gave a promise of speed which has been realized."

"Wilkesbarre Pier, Harbor Junction and India Point wharves are all under the Superintendency of Mr. Anthony, and a boat has been necessary for years to carry on communication between the three wharves and the vessels in the harbor. This work has been done hitherto by a most ungainly craft, slow and unsightly to the eye. She became so out-of-date that a new boat was required. The new 'Despatch' is 33 feet keel, 40 feet over all; 9 feet 10 inches wide and draws 3 feet of water. The engine is a compound, 4x8x6, and is capable of sending the boat along at the very lively clip of 10 miles an hour. The 'Despatch' can be seen any day about the Harbor, and her designer, Mr. Anthony, is frequently at the wheel."

After the discontinuance of coal unloading at Harbor Junction and India Point, and the concentration of unloading activities at East Providence Wharf (also known as Wilkesbarre Pier), the necessity for this boat disappeared and it was taken out of service and pulled up on shore where it remained for several years. Later it was sold and finally passed into the hands of Hugo Hoahna in January, 1926. Hoahna, an ordinary sailor who had been running into the Port of Providence on vessels docking at East Providence Wharf, had a family in Les Palmas, Canary Islands, and immediately after purchasing the boat he set out to remove all machinery and refit it with sails, masts and rigging, with a determination to take a sail over to see the folks. The boat having been made ready he proceeded to make final preparations for his trip. He selected a cat and a dog to be his companions. He then laid in stores for a sixty-day trip and with little in the line of instruments to guide him he set out on his voyage June 15, 1927. Having encountered heavy winds he sought shelter behind the breakwater at Point Judith on June 18th, where the schooner lay until the 22nd when the voyage was resumed. The Destroyer "Davis" sighted him June 24th and from that day no word was received until his arrival at Pico Island, Azores, July 28th, 44 days after he left Providence. At the Azores, he did not tarry long and after having minor repairs made and replenishing his stock of rations, set sail for final destination, Canary Islands, where he arrived September 28th, 105 days from the date he left Providence, after having covered about 4000 miles."
The success of this venture reveals not only the courage and navigating ability of Hugo Hoahna but also the accuracy of the Journal’s testimonial to good workmanship 30 years ago.

Associated with Mr. Anthony in the building of this boat were Charles Enstedt, a ship carpenter employed at the wharf and who has since retired, and now resides in East Providence, and Newton Anthony, a brother, who did the machine work. The stem was hewn from a large oak tree cut from the vicinity of what is now known as Boyden Heights in East Providence, the keel cut from a single 6 x 10 inch stick, the ribs cut from oak ties and bent with the aid of steam, and the ribbed structure covered with concrete. The “Despatch” was launched April 15, 1897.

Mr. Ives Teaches a Lesson!

To the Editor of Along the Line:

Seeing that piece in Along the Line of December regarding Mr. Comins and Mr. Anthony from Mr. Ives, General Fire Claim Agent, reminds me of a little incident that happened during the time Mr. Ives was Trainmaster.

One day while standing on the station platform he noticed a trainman going along, on duty in full uniform, smoking, which is strictly against the Rules.

Mr. Ives goes back to his office and sends for the Trainman. When the Trainman enters the office Mr. Ives is very much absorbed in the Book of Rules. Calling the Trainman by name Mr. Ives hands the Book over to him, saying: “See if you can find the rule that says employees may or shall smoke while on duty. I can’t find it.”

That Trainman was never seen again smoking while on duty. I think this was a very good lesson.

— An Ex-Trainman

WHAT A SWITCH ENGINE DOES

A yardmaster reports the receipt of the following letter from an indignant citizen who lives nearby:

“Why is it that your switch engine has to ding and dong and fizz and spit and grate and grind and puff and bump and chug and hoot and toot and whistle and wheeze and jar and jerk and howl and snarl and groan and thump and boom and smash and jolt and screech and snort and snarl and slam and throb and roar and rattle and yell and smoke and shriek all night long?”

This would seem to be a rather difficult question to answer offhand.

SHORT AND SNAPPY

Tim Callahan was working for a railroad. The Superintendent told him to go along the line looking for washouts.

“And don’t be so long-winded in your next report as you have been in the past,” said the Superintendent. “Just report the condition of the roadbed as you find it, and don’t use up a lot of needless words that are not to the point. Write a business letter, not a love letter.”

Tim proceeded on his tour of inspection, and when he reached the river, he wrote this report of the Superintendent:

“Sir: Where the railroad was, the river is.”

Capt. Hoahna and the Remodeled “Despatch”
No single element enters into transportation so continuously or with such vital importance as that of time. Not only are the train movements related to Standard Time but their safety is dependent upon its exact observance, for in the conduct of transportation it is essential that all regulate their conduct with reference to the same exact standard. To insure this, reference was made in the early days, for one or more operating Divisions, to the passage of the sun at noon over the meridian at headquarters, or at some prominent city on the line.

As settlements increased and the railroads grew, both by extension and amalgamation, great confusion and inconvenience resulted. Three kinds of time were in use in New London, Conn., and such experiences were common all over the United States.

In the ten years from 1870 to 1880 the number of Standard Times used by railroads were reduced from about seventy to fifty. Yet these intersected and interlocked and were an abomination and a nuisance governed by no principle which would enable a person familiar with them in one locality to judge of them in another. So great an inconvenience was, of course, a matter of much discussion.

Prof. Charles E. Dowd of Saratoga, N.Y., had in 1870 published a pamphlet entitled “System of National Time for Railroads,” and later plans to the same end had been brought forward by Fleming, Hill and Abbs. In 1887 an arrangement had been worked out by the Western Union Telegraph Company, and the Naval Observatory at Washington, by which time was signaled and a “time ball” dropped from the top of their main office building in New York that was visible all over lower New York City and its harbor, and was much used locally and by the shipping interests.

This indicated a method by which uniform time could be maintained throughout the country, and at a meeting of the General Time Convention on October 13, 1881, on motion of E. B. Thomas, the whole matter was referred to the secretary, F. W. Allen, with instructions to report thereon.

The scientific theory upon which the system was based was well known; what was needed was the presentation of the system in such shape as to convince practical men of its feasibility. This, Mr. Allen, after a truly immense amount of work did, and the system was adopted and put into effect at noon on November 18, 1883, throughout the United States.

Before this change little confidence had been felt either in the timepieces owned by railroad men or in the general conditions under which their time was regulated, so to protect this situation, trains meeting or passing, or otherwise affected by time limitations, by train orders or by the time card, were required to make an additional allowance of five minutes for variations of watches on some railroads. The five minute variation allowance was abolished December 1, 1883, on most railroads.

I am not able to find anything on record to show that any definite action was taken to insure the reliability of the timepieces or the exactness of time service on railroads until about 1891, when a bad wreck took place on the Lake Shore & Michigan Southern, between Elyria and Kipton. Two trains were in collision. The engineers of both were killed, also nine mail clerks. There was an official inquiry as to the cause, and the late Webb C. Ball, a jeweler in Cleveland, was called to testify as an expert on watches. Soon after the inquiry he was instructed by John Newell, President of the road to inaugurate a system of watch inspection, as the official investigation developed that an unreliable
watch carried by one of the engineers was the cause of the wreck.

Herein lies the birth of our present system of Time Service and Watch Inspection.

One of the first things Mr. Ball did was to give his attention to the proper number of jewels, adjustments and other improvements, to insure the reliability and accuracy of watches to be used by employees who had to do with the punctuality or safety of trains. Most watches, in those days, had only seven or eleven jewels, flat hairsprings, and a single roller, and were not even adjusted to heat and cold, to say nothing about adjustments to positions or isochronism, like our standard watches today. The best watches, in those days, had only fifteen jewels. The fine art of adjusting a watch to temperature, position and isochronism had not been developed by watch manufacturers in this country.

Putting Breguet hairsprings on railroad watches and jewel ing the center pinion so as to raise the grade from fifteen to seventeen jewels were among the first improvements Mr. Ball called for from American watch manufacturers, and as these improvements called for the elimination of many of the old, unreliable watches in railroad service, these changes were not accomplished without giving rise to a great deal of criticism, not only among railroad men but by some of the manufacturers.

I have in my possession many watch inspection circulars signed by the late Webb C. Ball, and approved by the General Managers of railroads, that read as follows:

"While the foregoing schedule for new watches include twenty-one, twenty-three and twenty-four jeweled grades, the results of experience have proven such high jeweled watches impractical and ‘short lived’ for railroad service. Their complicated and delicate construction renders them liable to get out of order easily; difficult and expensive to repair. The efficiency and safety of the Time Service is thereby impaired and the cost of maintenance of watches is increased to employees. Therefore, it is suggested and recommended that employees, when purchasing new watches for use in railroad service, should select seventeen or nineteen jeweled grades, which have steel escape wheels, sapphire pallets, double roller escapements, Breguet hairsprings, patent regulators, adjusted to temperature, isochronism and five positions. Besides the regular standard seventeen jewels, the nineteen-jeweled watches must have the two bearings jeweled in the going parts of the mainspring barrel, to fill all the requirements."

This proves that Mr. Ball had the best interest of the employee in mind.

Therefore, I repeat what Mr. Ball said, and recommend to employees that when purchasing a watch for railroad service they select a nineteen-jewel grade, which has the going parts of the mainspring barrel jeweled. These features are found in the nineteen-jewel, 996 Hamilton, manufactured by the Hamilton Watch Company; the nineteen-jewel Bunn, manufactured by the Illinois Watch Company; the nineteen-jewel Riverside, manufactured by the Waltham Watch Company, and the nineteen-jewel Ball, manufactured by the Ball Watch Company.

A watch is a most wonderful and very delicate piece of mechanism and like the human system, needs the utmost care and attention to keep it in a healthy condition. This marvelous little machine is the result of hundreds of years of patient study and experiment by the most expert watchmakers. Step by step it has been developed until the watch of today has reached such a high state of perfection that there is little more to be desired.

Notice the busy little balance wheel flying to and fro unceasingly day and night, year in and year out; 18,000 beats or vibrations per hour, 432,000 per day, 12,960,000 in thirty days, 157,680,000 in one year. It travels one and forty-three one-hundredths inches with each vibration, which is equal to nine and three-fourths miles in twenty-four hours; 292½ miles in thirty days, or 3,558¾ miles in one year. In order that we may better understand the stupendous amount of labor performed by this tiny machine, let us make a comparison:

Let a locomotive with six-foot driving wheels run until it has covered the same number of revolutions that a watch balance wheel goes in a year, and it will have traveled twenty-eight times around the earth; all the attention your watch has required during the year is winding only once a day. When we compare this with the frequent cleanings, oilings and repairs
an engine receives, we begin to realize how we abuse and unfairly treat a most faithful little friend by thumping and dropping it around, never thinking to give it any special care or attention so long as it keeps going. It is no better economy to run your watch without cleaning or putting in new oil as long as it will go than it is to drive a locomotive without oil until its bearings become hot.

The amount of oil used to oil the entire watch is about one-tenth of one drop, while the oil that can be put in the balance jewels with safety must not exceed one-hundredth of one drop, and on this minute quantity the balance must feed during its 3,558 3/4 miles of travel in the course of one year.

Did you ever stop to think what one second a day, or thirty seconds a month means? Should the vibrations of the balance be so accelerated or retarded,—accelerated by means of running, jumping, riding, etc., or retarded by the changes or wearing out of the oil so as to accelerate or retard the vibrations three-millionths of each excursion, the watch may gain or lose one second per day, thirty seconds per month, or six minutes per year. If by any means the little globules which form the lubricating substance become so changed, and changed they must be with this constant travel over them from what they were when the watch was first started up and regulated, so as to allow a little more friction on any of the several bearings, the same result may follow.

Is it any wonder then that variations take place in the running of a watch? On the contrary, is it not a perfect marvel that so small a piece of machinery can be constructed with such precision that it will perform its duties so accurately, under such adverse circumstances?

Watches continually in service should be cleaned and freshly oiled once each eighteen months. This also gives opportunity to correct errors in the adjustments and detect other defects which are liable to creep in and render a watch unreliable and unsafe.

In conclusion let me say, that the records at the United States Bureau of Standards in Washington show that the measurement of time is the finest measurement in the world, namely, two one-hundred-thousandths of a second.

Train 130 at Dedham Station — 1892

Engineer Chas. D. Palmer, Fireman C. H. Weeks — standing beside engine 222; Harry Thompson, boy in cab; Baggagemaster Ames and Conductor Reed standing on Station Platform
Our Providence Roster Boasts an Indian Chief

Atwood I. Williams, Fireman, with a record of 15 years continuous service with the New Haven, is Chief Sachem of all the Pequot Tribes, and the New Haven Railroad is proud of its Indian Chief.

Chief Sachem Silver Star has a wife, Squaw Sachem, Iona; a daughter, Princess Bluebird; and two sons, Running Elk and Weeping Deer. They live in Providence, R. I.

He claims he is the strongest Indian in these parts and a clipping from the Providence Evening Bulletin of last October confirms this:

"The strongest Indian in these parts!
"That's the claim of Chief Atwood I. Williams, Sachem of the Pequot Tribe."

Challengers of Chief William's title appeared at the Algonquin Council pow-wow in Cranston last week, but the chief met all comers and out Samsoned them.

"His muscular prowess is the result, to a certain extent, of many hours of shovelling coal on one of the New Haven road's expresses between New York and Boston. Chief Williams out-lifts and out-hefts his rivals with a good deal of abandon. One of his stunts is lifting two chairs by the lower rounds, and holding them stretched out at shoulder height.

"Chief Williams, who lives at 388 Cranston Street, Providence, is the only real chief "in these parts," to quote his own favorite phrase. Named unanimously as head of the two Pequot reservations in Connecticut, he is head of the only reigning family in Providence."

Evenings and Sundays Mr. Williams and his family — and frequently others — are in great demand to put on what has come to be a very famous program, including a real Indian wedding, the smoking of the pipe of peace, and many other Indian ceremonies as well as an interesting talk on their habits and customs.

The Pequot Tribe, so Mr. Williams told us, is the only one that has land, and they have a big reservation in Connecticut in the vicinity of North Stonington and Lantern Hill.

In his fifteen years' service as a Fireman, Williams has been in several accidents. He has been scalded nearly to death but he's as good as new now. You don't shatter the nerves of Chief Sachem Silver Star by any accident.

As the Chief looks when he's just "Fireman Williams"
Along the Line

Published by and for the Employees of the
New Haven System

Office of Publication:
492 SOUTH STATION, BOSTON

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 April, 1928 No. 9

The New Haven System includes: 2,175 miles of road, with 5386 miles of track, on which operate 907 steam locomotives, 144 electric locomotives, 268 multiple unit cars, 1961 passenger train cars including 26 diners and 36 rail motor cars; 27,428 freight cars. It also includes 129 steamships and other types of floating equipment, and 241 motor coaches operating on the highway.

3 Engineers and 3 Firemen Awarded Trip to Chicago

Three engineers and three firemen have been chosen to attend the convention of the International Railway Fuel Association which will be held at Chicago, May 8-11, it is announced by General Fuel Supervisor W. C. Shove. Mr. Shove chose the men because of their keen interest in fuel conservation during the past year.

Those selected to make the trip are Engineers R. C. Winslow, Boston Division; John Wade, New Haven Division; George Cahill, Cedar Hill Spare Board; and F. M. Gray of the Waterbury Division is the alternate; Firemen: J. J. O'Donnell, Springfield; William Ferguson, Providence; and J. R. Fields, New Haven, with Nathan Anderson of the Danbury Division as alternate.

1880 Years of Service

During the months of January, February, and March, 1928, 47 New Haven employees were retired with honor, 20 of whom had service records well over 40 years. One of these was a Half-Century Service Honor Roll man with a record of 52 years continuous service with the Company.

Their loyalty and faithfulness, and the inspiration such service gives to the men who are still in the ranks, is the cornerstone in the foundation of our great transportation system. May they be granted many years of well earned rest!

All In a Day’s Work

A few weeks ago a lady was travelling from New York to Boston on Train No. 50 when she became quite ill. She was removed from the train at Hartford and taken to St. Francis Hospital where she was pronounced not seriously ill and able to continue her journey probably the following day.

Supt. Mitchell's office at Hartford telephoned Chief Clerk Brown in Mr. Snively's office at Boston and asked that the friends of this lady, who lived in Newton, Mass., be advised that she would be delayed a day in arriving. Mr. Brown being unable to locate the party's name in the telephone book, immediately called the Superintendent's office of the B. & A. and asked if he would arrange to have his agent at Newton send a message. The message was delivered considerably in advance of the arrival of the train.

We should not be discouraged because we are surrounded by human limitations and handicapped by human weakness. We are also possessors of human strength. Intelligence, courage, fidelity, character—these, also, are our heritage and our mark of the Divine Image. — President Coolidge
G. O. A. A. Bowlers Win from B. & O.

A team representing the General Offices Athletic Association at New Haven met a team representing the Baltimore & Ohio Railroad in a duckpin bowling match on the King Pin Bowling Alleys, Baltimore, on Saturday, March 24th. The G.O.A.A. boys took the Baltimore lads into camp two games out of three, and by a margin of 114 pins total.

The team was the regular team which represents the Association in the New Haven Industrial Recreation Federation matches throughout the season, composed of Al White, captain, Arthur Anderson, Charlie Hill, Eddie Fink, Jack Looby, and Bill Hubbell.

Following were the scores of the match:

**Baltimore & Ohio**

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**G. O. A. A.**

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<td>Bill Hubbell</td>
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<td>Charlie Hill</td>
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Rolling in the National Duckpin Bowling Congress at Baltimore, the first National Tournament ever held in duckpins, the same team of New Haven boys gave a very good account of themselves, finishing in tenth place in a list of some 250 teams, which included the crack bowlers of the country, including many professionals.

Al White was a true captain, being high man on his team with an average of 118.8 for all nine games rolled in the tournament, with a total of 1,069 pins. Arthur Anderson averaged 115.3, with a total of 1038. Charlie Hill totalled 971, for an average of 108, Eddie Fink 960 for an average of 106.7, Jack Looby 927 for an average of 103. Bill Hubbell had an average of 100.7 for his six games, rolling in the singles and doubles events, but not in the team event.

The New Haven Railroad and the General Offices Athletic Association have every reason to feel proud of the stellar performance of our boys.

---

**FIFTH ANNUAL CHARITY BALL**

**of the**

**NEW YORK, NEW HAVEN & HARTFORD RAILROAD**

**MECHANICAL DEPARTMENT ASSOCIATION**

Readville Shops — Boston
Midland Division Locals

_**for the benefit of their**_

**MUTUAL RELIEF ASSOCIATION**

**ELKS’ HOTEL**

Tremont Street, Boston, Mass.

**FRIDAY EVENING, MAY 18, 1928**

A. CARON, Chairman
W. H. DUNN, Secretary E. LOGAN, Treas.
A freight brakeman started on a northbound freight train from Tuckahoe to White Plains. The train was a mile long. He walked the whole length of the train, arriving at the front end just as it pulled into White Plains. The distance between the two cities is six miles, and the train was going twenty miles an hour. How far did the brakeman travel, and at what speed?

It is assumed that the caboose was at the Tuckahoe station when the train started and the engine at the White Plains station when the train stopped.

(Sent in by James Galvin, Charles Beaver and "Chickie" Mather, E. Hartford Engine House.)

New York Division

IRENE HERRNSTADT

J. R. CASEY

Assistant Superintendent Ed Cotter tells the following:

He once had a brakeman working under him, who was given to over-indulgence in strong water. This, of course, was before the Volstead Act cast its blight over our fair land. Finally, Ed called the brakeman into the office and had him go to his priest to take the pledge. The brakeman returned to the office with the pledge, which Ed placed in the record file and permitted him to go back to work with some words of good advice.

It was only the next day that the brakeman was discovered in an intoxicated condition while on duty, and as soon as he had sufficiently recovered was once more called into the office, when the following conversation ensued:

Mr. Cotter: "Well, Jack, drunk again, I see."
Brakeman: "Yes, sir."
Mr. Cotter: "You took the pledge yesterday, didn't you, Jack?"
Brakeman: "Yes, sir."
Mr. Cotter: "You didn't keep it very long, did you?"
Brakeman: "How could I, when you took it away from me."

We are glad to say that Miss Marguerite Dossy of the Passenger Department, who has been quite ill, is now back at her desk, her usual smiling self.

Charlie Moeller of the same office has must returned from a vacation at Miami, Florida. He went south by boat and, having decided that this part of the country is the best after all, returned by train.

Bill O'Brien of the Ticket Office at Grand Central spent his vacation very quietly at home, renewing old acquaintances in Greenwich.

The most beautiful green tie seen around the Terminal on March 17th, adorned the handsome person of Bill Kennedy of the General Superintendent's office.

Jerry Reddington of the General Superintendent's office served on the General Committee of the Leviathan Veterans' Association, which tendered, March 22nd on the S.S. LEVIATHAN, a delightful testimonial dinner and dance to Captain Harold A. Cunningham, President of this Association, in honor of his recent reappointment as Commander of the LEVIATHAN.

Bridge Clerk Julius Nimphius of Oak Point Bridges took one day off recently and when he came back he wanted to double-up the next day to make up for the time he lost.

Assistant Superintendent H. J. Reynolds, all tanned up and prosperous looking as an oil baron, visited at Harlem River recently and was warmly greeted.

When "Ted" Gallagher is not dispatching trains on the Harlem River Branch, he walks around to the different offices turning off electric lights carelessly left burning in daylight, visits the men's washroom to see that water is not running from the taps, and in general is very much interested in cutting down the "overhead." All this has happened since "Ted" became the owner of some New Haven preferred stock. There's a moral to this story.

Of late, "Bob" O'Connell and George Colligan of the Division Accountant's office have been frequent visitors to Boston, always via the Fall River Line. They take special pride in showing souvenirs of their trips to wondering friends. It appears also that the most unexpected adventures befall travelers on the Fall River Line.

Trainmaster "Bill" Raser has a new radio set, ten tubes, recently purchased for which he claims unique reception powers. For instance, he says he listened in on a conversation between Mr. Reynolds and his adopted flock of ducks, at Daytona, but that seems too ridiculous.
Charles A. Haggman, Marine Inspector, one of the Pastime Athletic Club Stars, has resigned temporarily as a weight thrower. He keeps in condition instead, by wheeling his baby in a perambulator.

Some months ago Boat Dispatcher Wm. Wagner changed his residence from the lower Bronx to the upper west side, but he's getting ready to move back — claims his present neighborhood is a little “high hat” for him.

Any Thursday evening “Chubby” Reginault of the Marine Superintendent's office may be seen dashing up Willis Avenue. The reason is that “Chubby” and his family spend this evening regularly at B. F. Keith's Chester Theatre.

“This” Davis has left the electric service and gone on NW-2.

Mike Grady and Larry Dugan certainly were sore that the cold weather did not hang on for a while longer so they could stay on the Ice Train.

By the way, Mike certainly had all the operators and Dispatchers on the Canal all excited to know what was to follow on a certain day in March when he came steaming along with his engine all decorated with green flags. When Mike was pressed for an explanation he simply remarked, “Shure, don’t you know it's Paddy’s Day.”

Engineer Joe Osmond had quite a change in scenery with his run going through to Northampton.

Engineer Charlie Rogers is certainly kept on the move now that he is on the Pusher.

Engineer Al. Newman has returned from his tour of the South and reports having had a very enjoyable time.

Engineer Max Pallo has returned to New Haven again after having been away from this point for some time.

With the recent displacements Fireman Arthur Porter has found it necessary to cast his moorings down at New York.

Now that the baseball season is around again the Battle of the Year is on between Ye Correspondent and Bus Jillson over the Babe and Lou with Harry Kelsey as referee — no long count will be allowed.

Fireman Peter Young has arrived back here again. Peter is certainly some boy for moving around.

Speed Sembler finds himself kept pretty busy these days in the West Class Yard.

'Tis said that Pete Gilhuly, Yard Brakeman at New Haven, will soon be passing his cards around announcing his appointment as butter and egg man at North Haven.

Now that Fred DeWolff has sold his Tin Lizzie, better known as a section of the Tunnerville Coach, there is no doubt he will soon be blossoming out with a pair of driving gloves and goggles and a brand new steamer.

Fireman Ben. Loch has returned to service again after having been off duty for some time.

Fireman John O'Keefe had quite a time trying to hold onto a regular job but finally he landed on the New London Dock Switcher.

Johnnie Ford, our General Yardmaster, thought so much of his knowledge of machinery, he agreed recently to assist a friend in making a few minor repairs, as Johnnie thought, to his machine, but by the time Johnnie had completed the work he reassembled the different parts in proper order again he found his two-day relief period had been exhausted and Johnnie was noticed muttering something under his breath on his way back to Cedar Hill.
Will someone send a calendar marked with holidays to Train Clerk Ben. Lefshetz at Cedar Hill so he will not get the dates mixed again, as he came in the 1st of March all decked out with a brand new green shirt, tie, suit and shoes. When he was asked what it all meant he said he thought that was the day he was supposed to wear green.

** Record Clerk Stanford at Cedar Hill is certainly kept busy looking up routes to Saratoga Springs, Mexico, and all the points where the horses do their stepping.

Congratulations are in order to Conductor Chas. McCarthy, as he was passing the cigars around recently on a new arrival.

Fireman Billy Klapproth has taken up his stand on the New London Pusher.

Reggie McNamara might be termed the Iron Man of the Bike world but he certainly has nothing on our friend Fred Winterhalter of the Div. Accountant's office — rain, shine, snow or sleet, you will see Fred on the street with his "We."

Ernie Carreer, our Head Time Clerk, is looking at the world through rose colored glasses these days.

Our friend Mike Sullivan of the Div. Accountant's force must feel lonesome since he came to New Haven as he found it pretty hard to get hold of a sheriff's badge like the one he had at Groton.

"Toodle Bugs" McAvoy seems to have put on a few extra pounds since he came back to New Haven.

Fireman Billy Mead has landed back on the New Haven board.

Now that Crew Caller Victorson at Cedar Hill has moved his belongings to THE neighborhood, he had better be on his toes all the while, as it will be handy for the boys to call around to the house and have him explain the doings.

On March 21st John J. O'Meara, shown opposite No. 1 on New Haven Yard Trainmen's Roster, completed 44 years' service with this company. He began his career in 1884 as a Yard Brakeman at New Haven and has had continuous service since that date with a most perfect record. He is at present employed on the switches at the East end of New Haven Passenger Station and he is respected by all his associates. He is one of our most efficient, reliable and loyal employees and his exemplary life, is an inspiration to all. To know him is to respect him. All his friends join in extending to him their best wishes for continued good health and active service for many years to come.

There is no question if radio television is developed that our friends Ed. Phillips and Bill Smith will not get much sleep, as they spend most of their time now hooked up with the Honolulu Isles. Eddie says his radio is now so perfect that he can even hear the swishing of the shredded wheat as the South Sea damsels do their stuff.

Probably our Car Clerk Harold Hannon would care to give us the tip why it was necessary to page him at a social function.

Bro. Bill McCabe is certainly kept very busy now with his clients since he joined the political life in West Haven.

It seems to us all that Eddie Gallagher and Bill Riordan should know by this time that it is not good judgment to carry liquid refreshments around with them in a paper bag, especially when they are headed out of town.

One and all wish to extend to Arthur Koch a rising vote of thanks for the kindness he is extending to us. We do not know what we would do without Arthur.

Fireman Jack Garrity was certainly kept busy covering the coal test between New Haven and Boston. Jack is par excellence with scoop and fuel economy.

Fireman Jimmy Murphy has returned to service again after having been off duty for some time, during which he had to undergo an operation from which he has fully recovered.

His many friends will regret to hear of the untimely accident which occurred to Engineer Chas. Button on the Shore Line Work.

Much favorable comment has been expressed on the new signals which have been installed on the Shore Line.

Pensioned Car Foreman John Serry was around to visit us recently looking hale and hearty on his 73rd birthday. We extend to him our best wishes for many years of good health.

Bob Ives, who was formerly employed as an engineer, was around recently with his pleasant smile, renewing old acquaintances. We are all glad to see Bob again.

Hartford Division

E. E. Regan, General Superintendent, visited Hartford on March 16th as the guest of the Civic Club and delivered an address to that Club and its invited guests, his subject being "The Progressive Activities of the New Haven Road."

Miss Mary McCarthy, Stewardess at the Station Restaurant at Hartford, with her sister, Elizabeth McCarthy, are spending a short vacation at the Morton House, Atlantic City.

The April meeting of the New Haven Railroad Club will be held in the Hotel Bond Ball Room at Hartford, on April 17th and it is expected that this meeting will be largely attended, it being the annual Ladies' Night Meeting, and the Hartford members are planning on making this a very interesting meeting to all who attend.

W. L. Halliday, Assistant Superintendent, Hartford, celebrated March 17th, St. Patrick's day, this being his birthday, which one he does not disclose. He was presented by his friends at Hartford with a handsome necktie and scarf pin which he prizes very highly, and on the visit of the members of the New Haven Railroad Club to Hartford on the 17th, it is suggested that they request him to exhibit his gift.

Another birthday recently celebrated at Hartford was that of Samuel P. Koch, the rotund station master at Hartford, and in connection therewith, a number of Sam's friends helped him to celebrate the occasion.
Waterbury Division

P. H. Boxx, Correspondent

Freight Conductor Alberts is off, sick. Mike Downey is covering Watertown Branch extra in his place. We all hope to see Eddie back shortly as he is missed by all.

* * *

Freight Conductor Joe Carroll has displaced Conductor Eddie Reed from the Tool Train dismantling job at Meriden Jct.

* * *

Miss Laureta Farrell of the Division Accountant's office has purchased a Boston Bull pup. We understand he is a blue ribbon winner. Bill Leroy says Laureta is entering him in the next Boston dog show.

* * *

The rail gang under the supervision of Assistant Track Supervisor Bell are laying rails between Plainville and Bristol on track No. 1, under supervision of Asst. Supt. W. H. Casey, trains being detoured around on track No. 2.

* * *

Trains DN-1 and ND-2 were discontinued March 10th, a new turn around extra being put on in their place which leaves Waterbury at 12:30 a.m. daily, going to Derby then returning to Waterbury. Conductor Rudolph Lamel and Engineer Fred Jackson are running this new extra.

* * *

Joe Fagan, Chief Clerk to the Master Mechanic, had his little daughter at the office recently. Joe is to be complimented on having such a nice baby.

* * *

The members of the Waterbury Division Bowling League consisting of one girls' team and two men's teams made their annual trip to Providence Saturday, March 10th. Bowling in the afternoon, Providence taking all games, this in a great measure, due to rough alleys instead of smooth, as we have here. There were 18 in the party. In the evening a banquet and dance was given in our honor in their club house at Auburn. A wonderful time was enjoyed by all, party returning home Sunday evening.

Jack Tidgewell, in well-chosen words expressed the well wishes of the gathering and presented him a generous gift of silverware. "Pete" made the usual attempt to respond but was interrupted with hand shakes, etc. Upon their return Mr. and Mrs. Bump will reside in Attleboro, Mass. We wish them all the happiness that can come to them.

* * *

During the month of March two showers were given in honor of Ann Seddon, of the Division Accountant's Staff, an April bride. One shower was given by Mrs. Harry Blome, a cousin, at her home in East Providence, and Rose Fermoyde, of the Division Accountant's Staff, gave one at her home in Arlington, Mass., on March 17th. On each occasion Ann's friends were well represented and she was the recipient of many gifts. The second party to this pleasant affair is Bill Byerle, of the General Manager's office, and the Correspondent is informed that the ceremony is to be performed April 23rd at the home of the bride's parents in North Adams, Mass.

* * *

The engagement of Marion B. Ballou, Stenographer in the Superintendent's office, and Percy J. Sellers, Clerk in the Communication Department at New Haven has been announced. This announcement is very pleasing to their friends.

* * *

To be continued. Prediction — more showers. The Correspondent has been informed indirectly that among the Leap Year possibilities, John Barrett, John Ruff, and George Anthony are being considered.

* * *

"Jimmy" Holt, now on the retired list, paid us a welcome visit before train time March 22nd. He was headed for the Railroad Agents' Association of New England, meeting in the Hotel Statler, Boston. "Jimmy" was Agent at Woodlawn at the time of his retirement. Before coming to the New Haven he was employed as a Signalman on the Lancashire and Yorkshire Railway, Manchester, County Lancashire, England, from January 1, 1874 to June 7, 1880. He has in his possession a letter from the Superintendent of that Railroad testifying as to his character and ability which shows that he came to the New Haven with good report and well recommended.

* * *

On April 1st George Anson Bailey, Section Foreman retired from active service following his application for retirement on pension. Mr. Bailey was born in Craftsbury, Vt., and entered the service as a Section Laborer in April, 1889. He was promoted to the position of Section Foreman in June, 1891 and continued as Section Foreman at Walpole Heights, Mass., up to the time of his retirement. He retires with the good wishes of his friends.

* * *

David L. Kenyon, Carpenter, retired from active service on April 1st, following his application for retirement on pension. Mr. Kenyon entered the service in October, 1895 as a Bridge and Building Carpenter under Foreman John B. Sheldon, who later was Bridge and Building Supervisor at Providence. He continued in that capacity up to the time of his retirement. He retires with the best wishes of his associates.

Providence Division

F. A. Lindopp, Correspondent

Paris L. Bump of the Superintendent's Clerical Staff, and Miss Dorothy Booth of Warren, R. I., were united in marriage on Saturday, March 24, 1928. The ceremony was performed in the Mathewson Street Methodist Episcopal Church at Providence, and following the ceremony they left for their honeymoon which they will spend in Bradford, Pennsylvania, Niagara Falls, and other points. Before leaving the office Friday night, "Pete" was called before many of his friends, and
We welcome to the Providence Division, Assistant Superintendents Quirk and Cunningham who have succeeded Fred Rader, promoted, and the late John Fahey.

The Bowling fans from the Waterbury Division came to Providence, Saturday, March 10th as guests of the Providence Division Athletic Association. Following their arrival at 3:00 p.m., they were marshaled over to the Washington Bowling Alleys where their hosts proceeded to clean up all the games rolled, reciprocal for like treatment accorded the Providence rollers on a recent visit to Waterbury. Following the games two buses carried the party to Auburn Club Rooms where dinner was served and dancing enjoyed until midnight. All report a very enjoyable occasion.

During the past winter a new arrangement for removal of snow from switches has been introduced on the Providence Division, installations having been made at the large interlocking plants at Providence and Worcester. It is a switch heating device consisting of pipe lines running from elevated oil storage tanks to the switches, where in pipe lines running outside of and parallel with the rails at switch points five ¾-inch nozzles are installed. At each end of each series of nozzles there is an igniter consisting of a small oil well in which is mounted a wick projecting up through an oil tight fitting. The wick is kept lighted while the system is in use. Back of each igniter there is a nozzle. When the control valve is opened a special grade of oil is sprayed through the lateral nozzles onto the head of the rail and with the spray from the longitudinal nozzles passing through the flame from igniter wicks, fire is communicated to the intermediate sprays. The heat works so rapidly that it is necessary to keep the oil supply valve open only four or five seconds.

This system proved a very effective means of keeping switches free from snow during the past winter.

With the closing of the men's Bowling Tournament on Tuesday, March 27th another chapter is written in the history of bowling on the Providence Division. The Tournament was truly successful and enthusiasm weighed up to the last game, even though the second division teams were outclassed from the start. Geo. Whitford's Owls won first place, John Kenyon's Bar Harbors second place, and Geo. Shepard's Federals third place. Henry Drury's New Englanders retained undisputed possession of the subway from the start. Many of the bowlers increased their averages about ten points this year, 11 out of 50 rolling 100 or better. High average goes to John Kenyon. Low average is Howard Sanford's. Following are the year's records:

<table>
<thead>
<tr>
<th>Category</th>
<th>Average</th>
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</thead>
<tbody>
<tr>
<td>High Average</td>
<td>John Kenyon 108</td>
</tr>
<tr>
<td>High Single</td>
<td>Billy Percival 155</td>
</tr>
<tr>
<td>High Three-String</td>
<td>John Kenyon 394</td>
</tr>
<tr>
<td>High Team Single</td>
<td>New England 557</td>
</tr>
<tr>
<td>High Team Three-String</td>
<td>Bar Harbors 1556</td>
</tr>
</tbody>
</table>

Arrangements for the Annual Banquet are under way.

The funeral of Ivan P. Hadley, pensioned Passenger Conductor, Boston Division, was largely attended by his former associates on Boston Division.

Jere Dimestico filled in for a week at South Hanson while Agent Fadder was off suffering with the mumps.

Herbert Moran, Signal Operator, Atlantic, owing to a bad cold, was unable to talk for two days which is quite a handicap in these days of telephone dispatching.

Boston Division

C. A. Boardman

Joseph LaFontaine

CORRESPONDENTS

If you want to see real New Haven courtesy, watch for Trainman Warren Fish. He's on the job every day with a smile that does your heart good, and the smile lasts all day, too.

On five days between March 1st and March 25th, all Boston Division passenger trains arrived at their destination on time or less than five minutes late, and on twenty-one days, ninety-five per cent or over were on time or less than five minutes late. A very creditable record for the Month of March.

F. C. Phinney, formerly operator at Fair Haven, has been installed as Agent at Buzzards Bay. Agent W. A. Gidley having been pensioned after 40 years and faithful service with the company.

William H. O'Brien has returned to the Agency at Atlantic. His little daughter Virginia was unfortunately injured recently by a piece of brick knocked from a chimney by the airplane that crashed into a house near Atlantic station on March 24th.

Friends of Freight Conductor Thomas F. Moakley were pleased to learn of his promotion to Yard Master on the Union Freight R.R.

Casius Baker, for many years stenographer in the Division Engineer's office, Boston Division, has resigned to accept employment in another line of business.

H. W. Nickerson for many years Agent at North Harwich has taken the Agency at Abington.

C. O. Nowell who has been located at Titicut for the past year has taken the Agency at Avon.

James Colbert, Ticket Agent, South Braintree, took an active part in the recent town meetings in that town. Jim made several very vigorous speeches which were well received by the assembled voters.

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Herbert Moran, Signal Operator, Atlantic, owing to a bad cold, was unable to talk for two days which is quite a handicap in these days of telephone dispatching.
Division Engineer A. L. Bartlett has returned from Chicago where he attended a meeting of Railroad Engineering officials.

* * *

Signal Supervisor O. Frantzen attended a meeting of Signal Engineers held at Chicago early in March.

* * *

Road Foreman of Engines, Frank Gifford, is looking for a cottage in Chatham.

* * *

Lee Wood, Champion cribbage player of Malden, sustained injuries to his left foot on February 20th when an auto truck ran over it crushing several small bones. Mr. Wood will be out of service for several weeks.

* * *

Henry E. Fowler, Brakeman, Dover Street Yard, has been obliged to have the third finger on his right hand amputated, due to blood poisoning. He hopes to return to work early in April.

* * *

Fred Gilman has been taking lessons from Joe LaFontaine in the art of manipulating billiard balls. Due to Joe's excellent training (and the use of a file with which Fred roughens the tip of his cue) it is doubtful whether Joe can still spot Fred the usual ten.

* * *

Lovell M. Francis, second trick maintainer at Buzzards Bay, returned to work Friday, April 6th, after a protracted absence due to ruptured lung. Welcome back, "Bob," and take care of that lung.

* * *

John J. Wishart, Bridge and Building Supervisor is confined to his home by an attack of Pleur…

pneumonia. We all hope that he will soon be able to return to duty.

* * *

C. H. Baker has resigned from his position as Stenographer in Division Engineer A. L. Bartlett's office to try his luck in other fields. W. F. Duggan, formerly of the New England Transportation Co., is capably filling the vacancy.

* * *

"Harry" Jenkins is likely to be the recipient of a Leather Medal from the S. F. C. A. for rescue of a blind dog from the Wankinking River at Wareham.

* * *

"Bill" Rhodes has been incapacitated for the last week due to an attack of the gripe.

* * *

At the close of work on Saturday, March 31st, Maintenance Foreman Frederick Bradford Wetherbee, affectionately known as "Pop," was retired from active service with the Boston Division Signal Dept. Mr. Wetherbee was born at Warren, Me., May 1, 1854, and first made his appearance on this Railroad on October 1, 1885, when he was hired as a Signal Foreman and has been continuously in service as a Foreman in the Signal Department from that time, practically forty-two and one-half years. With his pleasing personality, his wonderful spirit of co-operation and the kindness and understanding with which he handled his men, he gained the love and respect of all who came in contact with him and it is with a great deal of sorrow that we see him lay down the reins, made necessary by his increasing deafness. It is our sincere hope that Mr. Wetherbee may live for many years in happiness to enjoy the pension for which he has applied, and which will no doubt be forthcoming very shortly.

* * *

Mr. John Pinating, Signal Foreman on the Boston Division, has been confined to his home at 29 Birch St., Atlantic, for some time with a complication of diseases. Pinating has been employed in the Signal Department of this Railroad, both on the Eastern and Western ends, since April 1889. If you are out around that way, just drop in and wish him good luck.

* * *

Once again the honesty and efficiency of New Haven Railroad Employees was demonstrated when Car Cleaner Cecil White found, in the course of his duties, a valuable pin. He promptly turned the pin over to the proper authorities, who located the owner. A few days later Mr. White was pleasantly surprised to find in his mail a sizeable check from Z. W. Pease, Managing Editor of the "New Bedford Morning Mercury," accompanied by a letter commending him on his honesty and thanking him for the recovery of this valuable article which was the property of his wife.

All such commendable actions reflect credit on the system, and help to obtain the necessary confidence from its patrons.

* * *

For the information of one of the Boston Division Correspondents, and to correct an erroneous statement in last month's issue of Along the Line that Eldon F. Holmes, "Pensioned Conductor" was a recent visitor in the Conductors' Room, South Station, we desire to state that Mr. Holmes is not, nor ever has been pensioned and further, judging by his activities on the Old Colony Division, we don't believe there is any danger of his being pensioned right away. Mr. Holmes may be found any week day running the bus between Taunton and Framingham.

Old Colony Division

W. R. Gregg, Correspondent

At the recent elections in the town of Raynham, John B. McCaig of the Division Accountant's force, was elected to the position of Auditor. It is very evident that John is a popular personage in the "Big Sticks," judging by the large vote he received.

Friends of M. J. Ryan, popular "deck-hand" on the station platform, were pleased to observe his return to his duties after an enforced layoff, account of spraining his back.

* * *

R. S. Harvey, Chief Clerk to the Superintendent, is digging the mud out of his golf clubs preparatory to a busy season of golf. Ruel is considered one of the leading golf artists at the Segregansett Country Club.
Joe O'Donnell, Assistant Foreman of the Fall River Work Train, has been chosen as triple tongue cornetist in the American Legion band. We dare say Joe is a better musician than bridge player.

Mr. C. F. Adams, Agent at Carters, is confined to his home at Sterling account of sickness. Mr. Adams is No. 1 man on the Telegraphers' Roster, having started his service as Telegrapher, April 1, 1881. His many friends join in the wish that he may regain his former good health and return to his work very soon.

“Bill” Miller of the Division Accountant's Office, recently became the proud “Pater” of a baby boy.

“Ray” Hoye, Clerk in the Mechanical Department, has been removed to the Morton Hospital to undergo an operation for throat trouble. We are all hoping the operation will be successful and that Ray will be back at his “grind” soon.

We regret to announce the death of Joe O'Donnell's father, who passed away on Monday, March 26th, at his home on Granite Street.

Wednesday, March 14th, marked the conclusion of the bowling season of the Old Colony Athletic Association, and all that remains now is for the great “blow-off”. Whether this will take the form of a banquet and dance or some other form of entertainment has not as yet been decided by the Committee.

The bowling season was most successful and keen competition for the initial position was in evidence throughout the season. The Mechanical Department team, under the guidance of Manager J. H. Murphy, came through with flying colors and annexed first place. They were followed by the strong Division Engineer's team, who were crowded by Frank Wellman's freight heavers. The Superintendent's aggregation won out over the B&B Department for fourth place and the Roadway Department representatives were the cellar champions. A few of the records:

- High Single - Cleary (Roadway) 147
- High 3 Strings - Quinlan (B & B) 347
- High Single Team Total (Mechanical) 542
- High 3-Strings Team Total (Mechanical) 1470

Frank E. Wellman, Agent at Taunton, Mass., commenced his railroad service at Humboldt, Iowa, located on the Central Division of the Minneapolis and St. Louis R.R. Co., as a section hand, at the age of sixteen years. Later the same year, 1884, entered the employ of the C.R.I. & P.R.R., George H. Crosley, General Freight Agent, as File Clerk, and continued in this department until 1886.

Returning east, account of sickness and death of his father, April 30, 1887, he entered the employ of the Old Colony Railroad at Taunton under Agent B. F. Kingsbury as Clerk in the Freight Office, and was promoted to the position of Collector in 1890; later was foreman of the Taunton Transfer until destroyed by fire; then made General Foreman and Utility Clerk, having charge of penalty cars and messages. December 17, 1904 was appointed Agent assuming that position at the resignation of S. F. Harmneth, having had forty-four years of railroad service, forty-one years with this Company; during this entire period he has not been off the job but ten days and this account of sickness in December, 1904, the week of his appointment as Agent.

Midland Division

T. M. Buckley, Correspondent

On Wednesday, March 21st the annual Fuel Meeting was held in Room 537, South Station, with a large attendance. Meeting was conducted by our congenial Road Foreman John F. Buckley. General Fuel Supervisor W. C. Shove showed several motion pictures on the superheater, syphon and other valuable information which has to do with the manufacture of same, and the results obtained from their use. All present certainly appreciated the earnest efforts of Mr. Shove to make sure all interested understood the pictures and gave us an explanation of each one. Several speakers were heard from both in the A.M. and P.M. sessions. Refreshments were enjoyed by all.

At Dover, Mass.

The many friends of Joe Chignola are glad to see him back to work after about 10 days in the hospital. Joe is clerk to B & B Supervisor Lowe.

Signal Station Operator Curran on 2nd at Boylston St. has been off duty several days due to trouble with his knee. Believed by Jake Gordon.

Assistant Superintendent Vincelett celebrated his birthday on Sunday, March 25th.
Agent E. T. Thompson at Midland has taken a great liking to the new train dispatchers' telephone. Insists on keeping cut in nearly all the time he is on duty, so that all that is necessary is to ask him a question and a prompt answer is received.

* * *

The Little Wood Shack on the Fall River Line

I was born in Ireland, and my heart fills with joy, When I think of my old folks, my pride and my joy.
I have left those I loved, and that Country so fine,
For a Car Sealer's job on the Fall River Line.
I am here all alone, but I do not bemoan,
For the work I have done and the friends I have known.

You may talk of a City, its Mansions and Towers,
Or talk of a Palace with fragrance of Flowers.
But if Charlie came back I dare say I would pine,
If I lost that swell job on the Fall River Line.

Have you ever felt happy, when something you win,
Or felt so excited as how to begin;
But if Charles came back, I say I would pine,
Since you got that swell job on the Fall River Line.

It is a bit lonely to sit here at night,
With a pencil and paper and bright gleaming light;
But at noon every day, the Boys come here and dine,
In that Sweet Little Shack on the Fall River Line.

—WM. F. MOLONEY, Boston Freight Terminal.

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

Members of the New Haven Railroad family were deeply grieved to hear of the death of Frank Kinstry, Night Superintendent of the General Office Building. For many years his "good night" has served late workers in the General Offices as a final pleasing phrase for the closing of a busy day. His willingness to do favors and his general good-heartedness established for him a pleasant place in the memories of all who knew him.

* * *

"Bill" Beyerle, of the General Manager's office, has picked April 23d, the opening day of the "1928 New Haven Railroad MIRTHQUAKE," to join the ranks of the beneficents. At the present time Bill and Anne are engaged in the pleasant pastime of house-hunting. Incidentally Anne Seddon will be no stranger to many in the General Offices. Although she works in the Division Accountant's office at Providence, she has been so active in their social affairs that many of our G.O.A.A. members have come in contact with her. It will surely be a pleasure to have her with us all the time, for we hope to have both Bill and Anne take part in our various activities.

* * *

That day recently when a crowd of several thousand (or at least it seemed that many—to the young lady) people gathered in front of the Yellow Building, gazing at a fourth floor fire escape—there was not a fire in progress, as you might have supposed. No, it was merely that Catherine Schaefcr had in some way or other become locked into the girls' rest room and found it necessary to climb out on the fire escape in order to attract attention to her plight. Did she accomplish her purpose? We'll say she did!

It seems that Fred Hatch of the Treasurer's office is not the only one in New Haven who has some real old-time passes. Mark Ogden, night mail man in the Yellow Building, has lent us this one dated October 17, 1888, and signed by Mr. Reed.
feeling very well. We have our own thoughts, however, which have something to do with leaving the summer months clear for tennis without interruption. Of course, having spent his vacation in the "Blue Grass" State, it was hardly strange that he should return with a growth of grass on his upper lip!

We extend to Mary Williams our sincere sympathy in her bereavement due to the loss of her mother.

** * * *

** CHARLEY FOLEY AS HIZZONOR THE MAYOR**

Here, gentle or otherwise reader, you see Dave Brown's still life study of Charles Foley enacting the role of Mayor Muldoon in the Annual Show of Rose Croix Council, K. of C. Charlie's present popularity at City Hall points toward the real job some day. Both Dave and Charlie labor in the Valuation Department.

** * * *

H. A. Walsh of the Passenger Department moved from Whitman to South Braintree on April 1. We hope the date is not significant.

** * * *

Joe Folsom of the Passenger Department is contemplating a fishing trip to his native state (Maine) accompanied by L. S. Pollitt.

** * * *

If the person who left the bag of candy stuffed with red pepper on E. F. Gnong's desk will identify himself, it will be returned to him and no questions asked.

** * * *

If you wish any news regarding the Stock Market these days just call on the Material Clerk of the Construction Department, Mr. A. F. Leclair, and get rich "quick".

** * * *

Mr. F. H. Meuselbach of the Construction Department is getting pretty well acquainted with Boston, he now covering the Market District. What is the name please?

Mr. E. C. Barker, Chief Clerk in the Law Department, and Clerk of the New England Transportation Company is ill and confined to the hospital. His many friends are hoping for his speedy recovery.

** * * *

George McAuliffe of Attorney Gonterman's office met with hard luck on Sunday, April 1st. He broke his arm while cranking his Ford.

** * * *

Mr. G. R. Kent, General Real Estate Engineer, has moved his family from South Braintree to the new Estabrook Apartments, Wollaston.

** * * *

W. W. Whitcomb, Cashier, Real Estate Department, is to move from Wollaston to Cohasset on May 1.

** New England Transportation Company **

The inter-departmental bowling competition of the New England Transportation Company came to an official close on Thursday evening, March 22nd, at the Providence Division Athletic Association Clubhouse in Auburn, R. I.

At a largely attended banquet, a silver shield was awarded to the Worcester Operators, Champions of the 1928 season. Other suitable prizes were awarded, among them gold watch chains to Harry Johnson, W. E. Caddick, and F. W. Hennigan, for highest individual scores, and a special shield to the Stores Dept. team for winning a total of five games during the entire season. We have been officially advised that this trophy has been hung in a prominent place in Everett Sadler's private office and he has devised indirect illumination to throw it into prominent relief.

The members of the championship team are F. W. Hennigan, A. L. Donovan, H. F. Edwards, A. S. Robertson and E. A. Merritt.

Not the biggest but one of the biggest "Hits" of the Banquet was the music rendered by the Blue Club Serenaders, under the direction of Herb Garland. They are good. Here's a 9-piece orchestra of our own boys whose services others may desire. Garland is in Room 497, South Station.

The entertainment under the direction of Morris Freedman of Mr. Palmer's staff was also good, and much appreciated. Outside entertainment completed a program that satisfied everyone present, and the menu provided was beyond criticism.

The officials of the company were invited as well as officials from the Rhode Island State Board of Public Roads. The total attendance was 169, the largest gathering ever held of New England Transportation Co. employees, and by far the most enthusiastic.
Charles Henry Hardy, Passenger Conductor, New York Division, died February 23rd.
Mr. Hardy was born March 1, 1855 at Billericia, Mass., and entered railroad service in 1877 as Passenger Cleaner in Providence. After he was promoted to Train Baggagemaster and in September, 1890 he became Passenger Conductor. He ran the "Knickerbocker" for several years, and when the "Merchants" was first put on he was given that run from the New York end and continued on this until his death.

Mr. Hardy had made a host of friends among the traveling public in his 41 years of railroad service, and he will be sorely missed among the regular patrons of the New Haven's crack train, as well as among his fellow associates.

In January, Mr. Hardy requested a leave of absence, good until April, and he had planned a trip south. Before starting out he went to visit his son in Pelham, N.Y., where he was taken ill and died in a few weeks. Mr. Hardy leaves a wife and four children. His home was at 219 Harvard Avenue, Brookline, Mass.

John R. Clark, former Crossingman, New London Division, died February 9th, at his home at Alton, R.I., at the age of 86. Mr. Clark entered the service of the Old Providence & New London line April 1, 1874 as a Sectionhand. He was later promoted to Foreman, and in 1905 he became Crossingman at the Wood River Crossing. He was retired in 1923. The Westerly "Sun" says in part: "John Ray Clark, another nearly life long resident and citizen of Richmond, passed away at his home in Alton early Thursday morning. But few men in the humble walks of life in the South County were more widely known or highly respected. . . . Until within a month Mr. Clark has been a familiar figure and a regular Saturday business visitor in Westerly. Of a genial nature he made many friends."

PENSIONERS
Joseph Beers, former Passenger Trainman, New York Division, died March 17th at his home 627 Dixwell Ave., New Haven, Conn. Mr. Beers was retired from active service in 1923. He is survived by his widow, and sincere sympathy is extended to her by his many friends.

Augustus Clapp, former Assistant Trainmaster, Old Colony Division, who retired from active service, December 1, 1927, died March 6, 1928.
He was born in North Scituate, Mass., April 14, 1868, and entered the service of the Old Colony Railroad June 6, 1885, as Operator at Stoughton, Mass.; on July 4, 1885, promoted to a similar position at Myricks; on May 1, 1886, promoted to Ticket Agent at Campello, Mass.; on August 1, 1886 promoted to Ticket Agent, Taunton, Mass.; and on June 1, 1892 promoted to Clerk to Agent at Taunton.
On July 16, 1893, when the Old Colony Railroad became a part of the New York, New Haven and Hartford, Mr. Clapp was promoted to the position of Train Dispatcher at Taunton, and after twenty-three years of service, on March 1, 1916, was made Assistant Chief Train Dispatcher, and on January 22, 1923, he became Assistant Trainmaster, which position he held until his retirement on Dec. 1, 1927.

"Gus," as he was familiarly known, had a perfect record of service with the Company, extending over a period of forty-two and one-half years — a record to be proud of.

Michael J. Connors, former Passenger Conductor, Providence Division, died March 4th. Mr. Connors entered service in 1886 as Laborer under Agent H. F. Anthony at East Providence, working on the Wilkesbarre Pier. In June, 1888 he became Freight Brakeman, then Passenger Brakeman, Ticket Collector and finally in 1920 he was promoted to Passenger Conductor, in which capacity he served until his retirement on January 1, 1927. Mr. Connors had a record of 40 years continuous service with the New Haven.

John F. Davis, former Midland Division Engineer, died March 25th. Mr. Davis was born August 21, 1850 and entered railroad service in 1880 as Machinists' Helper at Hartford shop. Two years later he became Locomotive Fireman, then Engine Dispatcher and Night Foreman, and in 1889 he was promoted to Locomotive Engineer, in which capacity he served until his retirement in October, 1924. Mr. Davis had a record of 44 years continuous service with the New Haven.

Elmer A. Gilmore, former Midland Division Engineer, died March 2nd. He retired from active service in April, 1907.

Ivan P. Hadley, former Passenger Conductor, Boston Division, died March 9th at the age of 74. He retired in 1926, with a record of 41 years continuous service with the New Haven. Mr. Hadley is survived by his wife and a daughter, Mrs. Warner Hill. Sympathy is extended his family by his many friends and former associates.

P. M. Kennedy, former Section Foreman, New York Division, died March 25th. He retired from active service in 1913.

Patrick McHugh, former New York Division employee, died March 1st. He retired from active service in 1921.

William E. Mitchell, former Time Clerk, Providence Division, died March 27th. He retired from active service in 1923.

Harry R. Umphrey, for 35 years telephone operator and ticket clerk at the Bristol station died March 14th following an illness since last December, at which time he retired from active service.
Mr. Umphrey was born in Wilkes Barre, Pa., October 19, 1871, the son of Jerome and Elizabeth Umphrey. His early life was spent in his native State. He came to Connecticut 37 years ago, being employed as telegrapher on the C.N.E. RR. at Winsted. A year later he accepted position in Bristol with the New York and New England RR., remaining with the Company through its merger with the New Haven system.
His services were loyal to the Company for which he worked, and faithful and courteous to the public whom he served.
<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION</th>
<th>ENTERED SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 George Henry Saunders</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>April 1868</td>
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<tr>
<td>2 John Edw. Killoy</td>
<td>Train Baggage Master</td>
<td>New Haven</td>
<td>May 1869</td>
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<tr>
<td>3 William Stephen Lacey</td>
<td>Station Master</td>
<td>New Haven</td>
<td>June 1869</td>
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<tr>
<td>4 Stephen S. Thayer</td>
<td>Record Clerk</td>
<td>New York</td>
<td>June 1869</td>
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<tr>
<td>5 Lorenzo B. Nickerson</td>
<td>General Agent</td>
<td>New York</td>
<td>Oct. 1869</td>
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<tr>
<td>7 Lorenzo Warren Bates</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>April 1870</td>
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<tr>
<td>8 Duncan J. MacPherson</td>
<td>Storekeeper</td>
<td>New Haven</td>
<td>June 1870</td>
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<tr>
<td>9 Charles Waldo Ralph</td>
<td>Engineman</td>
<td>New Haven</td>
<td>Dec. 1870</td>
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<tr>
<td>10 Septimus C. Fleetwood</td>
<td>Comptroller's Office</td>
<td>Providence</td>
<td>Dec. 1871</td>
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<tr>
<td>11 Nelson Peloquin</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>Jan. 1871</td>
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<tr>
<td>12 Asa Herbert Porter</td>
<td>Station Agent</td>
<td>Midland</td>
<td>March 1871</td>
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<tr>
<td>13 Walter Spratt</td>
<td>Carpenter</td>
<td>Old Colony</td>
<td>June 1871</td>
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<tr>
<td>14 Franklin Sherman</td>
<td>Engineman</td>
<td>Providence</td>
<td>April 1872</td>
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<tr>
<td>15 Albert Erwin Spencer</td>
<td>Signalman</td>
<td>Old Colony</td>
<td>April 1872</td>
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<tr>
<td>16 John Henry Barton</td>
<td>Engineer</td>
<td>Hartford</td>
<td>April 1872</td>
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<tr>
<td>17 Miss Mary McCarthy</td>
<td>Mgr. Sta. Restaurant</td>
<td>Providence</td>
<td>April 1872</td>
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<tr>
<td>18 Thomas Burns</td>
<td>Rec. &amp; Loading Clerk</td>
<td>New Haven</td>
<td>May 1872</td>
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<tr>
<td>19 Charles Leonard</td>
<td>Agent and Operator</td>
<td>Old Colony</td>
<td>May 1872</td>
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<tr>
<td>20 Charles Ruggles Sawyer</td>
<td>Engineman</td>
<td>New Haven</td>
<td>July 1872</td>
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<tr>
<td>21 Alfred E. Whitney</td>
<td>Flagman</td>
<td>New Haven</td>
<td>Sept. 1872</td>
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<tr>
<td>23 John W. Wilmot</td>
<td>Clerk, Acct. Dept.</td>
<td>Boston</td>
<td>Nov. 1872</td>
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<td>24 John Fitzgerald</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>Nov. 1872</td>
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<tr>
<td>25 Augustus S. May</td>
<td>Treasurer</td>
<td>New Haven</td>
<td>March 1873</td>
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<tr>
<td>26 Eugene Byron Chase</td>
<td>Crossing Watchman</td>
<td>New York</td>
<td>April 1873</td>
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<tr>
<td>27 Walter B. Spencer</td>
<td>Passenger Conductor</td>
<td>New York</td>
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<tr>
<td>28 William Henry Cone</td>
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<td>New London</td>
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<tr>
<td>29 John Toolin</td>
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<tr>
<td>30 Michael W. Crowley</td>
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<tr>
<td>31 A. F. Currier</td>
<td>Asst. to Mgr. Trans.</td>
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<td>32 Wm. F. Mornhinweg</td>
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<td>33 Bradford D. Bosworth</td>
<td>Passenger Conductor</td>
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<tr>
<td>34 Frank Pierce Hawley</td>
<td>Yard Brakeman</td>
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<tr>
<td>35 John T. Reilly</td>
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<td>36 Thomas F. Mulcahy</td>
<td>Passenger Conductor</td>
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<td>37 Charles R. Densmore</td>
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<tr>
<td>38 Frank Kaempel</td>
<td>Cabinet Dept.</td>
<td>Readville</td>
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<td>39 John H. Snagg</td>
<td>Passenger Conductor</td>
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<td>40 J. W. Raymond</td>
<td>Agent and Operator</td>
<td>Boston</td>
<td>April 1875</td>
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<tr>
<td>41 Harry Leeds Hill</td>
<td>Asst. Sta. Master</td>
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<td>42 Ebert A. Cowles</td>
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<td>43 George F. Godfrey</td>
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<td>New York</td>
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<tr>
<td>44 W. L. Nye</td>
<td>Agent</td>
<td>Danbury</td>
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<tr>
<td>45 Frank Greene</td>
<td>Revision Clerk</td>
<td>New York</td>
<td>July 1875</td>
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<tr>
<td>46 Amos A. Packer</td>
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<td>49 MARTIN J. McCUE</td>
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<td>50 RUFUS P. WANDS</td>
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<td>51 Henry K. Smith</td>
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<td>52 John I. MacDonald</td>
<td>Dist. Bridge &amp; Bldg. Foreman</td>
<td>New London</td>
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<tr>
<td>53 Charles F. Adams</td>
<td>Agent</td>
<td>Old Colony</td>
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<td>54 Geo. W. Cobb</td>
<td>Ticket Collector</td>
<td>Boston</td>
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<tr>
<td>55 Patrick H. Broderick</td>
<td>Section Foreman</td>
<td>Danbury</td>
<td>March 1876</td>
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</tbody>
</table>

We regret to announce the death of Lester M. Phillips, for many years Train Caller at New Haven Station, and No. 2 on our Half-Century Service Honor Roll, who died February 3, 1928.
April, 1928
Along the Line

**Table of Names**

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<tr>
<th>No.</th>
<th>Name</th>
<th>Position</th>
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<th>Location</th>
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<tr>
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<td>John C. Coleman</td>
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<td>59</td>
<td>William Merrigan</td>
<td>Section Foreman</td>
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<td>New Haven</td>
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<td>60</td>
<td>Elmer E. Lacey</td>
<td>Engineer</td>
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<td>New York</td>
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<td>Patrick A. Collins</td>
<td>Engineman</td>
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<td>64</td>
<td>Francis P. Leary</td>
<td>Agent</td>
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<td>Hartford</td>
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<td>65</td>
<td>Edw. O. Sexton</td>
<td>Engineman</td>
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<td>New Haven</td>
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<td>66</td>
<td>Daniel O’Brien</td>
<td>Section Foreman</td>
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<td>67</td>
<td>David Gould</td>
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<td>68</td>
<td>Evelyn T. Bray</td>
<td>Passenger Conductor</td>
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<td>Hartford</td>
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<td>69</td>
<td>Hugh J. Hill</td>
<td>Agent</td>
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<tr>
<td>70</td>
<td>John H. Lynch</td>
<td>Yard Trainman</td>
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<td>71</td>
<td>Samuel G. Smith</td>
<td>Section Foreman</td>
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<td>S. F. Ticknor</td>
<td>Asst. Cashier</td>
<td>Apr. 1878</td>
<td>Midland</td>
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**About Our Half-Century Men**

**Martin J. McCue**, No. 49 on our Half-Century Service Honor Roll, has been retired from active service.

Mr. McCue was born in Ireland, Nov. 13, 1857 and entered railroad service on January 13, 1876 as Section Hand under John R. Howard at Meriden, Conn. Four years later he was promoted to Section Foreman.

He filled the positions of Section Foreman and Work Train Foreman, without a mark against his record, until his retirement.

Mr. McCue was probably the best known Foreman on the Hartford Division. Faithful, conscientious and cheerful, he was on the job every day, and no matter how busy he was or how upset he might be feeling if matters were not running smoothly, he never failed to have a witty answer for any question put to him.

During the war Mr. McCue would probably point to the flag in his window with four stars, representing four sons in service overseas.

Mr. McCue resides with his three daughters, and two of his sons at 315 Capitol Avenue, Hartford, Conn., and is enjoying the best of health. May he enjoy many years of well-deserved rest.

**Rufus P. Wands**, Passenger Trainman, Hartford Division, and No. 50 on our Half Century Service Honor Roll, was born in Adams, N. Y., on January 22, 1859.

Practically all of Mr. Wands’ service has been out of Springfield, beginning with his start at railroading as Water Boy in 1876 at the age of 17.

On August 1, 1892 he was promoted to Passenger Trainman, and later to Passenger Conductor in which capacity he is still serving.

Mr. Wands lives in Springfield. Three of his boys are in New Haven service.

Mr. Wands has seen many years as Conductor in main line service, and is a great favorite with his fellow-employs as well as the traveling public.

Although he is 69 years of age, and has been “railroading” nearly 53 years, he is still active, working every day and enjoying the best of health. He has seen many changes in these years, but his friends and associates find no change in him; he is ever the same, loyal, trustworthy and faithful to his family and his Company.

We all wish Mr. Wands continued health and prosperity.

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**IT IS OUR DESIRE TO HAVE THIS HONOR ROLL ACCURATE. IF YOU KNOW OF ANY OMISSION OR CORRECTIONS, PLEASE LET US KNOW.**
What Others Say

March 13, 1928

The President,
N.Y., N.H. & H. RR. Co.,
New York City.

Dear Sir:

I was called from Vineland, N. J., on Monday, March 12th, to a funeral in Waterbury. I was employed by the State of New Jersey and at the time I received the message I was without my assistant, consequently could not leave my building until her return.

I telephoned the little W.J.S.S.R.R. at Vineland for data regarding the trains across the Hell Gate Bridge with connection at Waterbury. In a most efficient manner that agent looked up the schedules and routed me through on the 10.53 from W. Philadelphia. He was anxious that I make the 5.35 in order to have a more agreeable trip. I couldn’t possibly leave Vineland in time to connect with the 5.35 so I took the agent’s word for the 10.53. I was unable to get to the station, he reserved me an upper, no lowers available, on the 10.53 that would make splendid connections for the Waterbury trains—had my ticket waiting for me when I reached Vineland Station. I connected with 10.53, found the agreeable conductor on there who tried to get me a lower if anyone failed to appear at North Philadelphia. I made the trip, was called in time, but not too early at Bridgeport. When I got off the train, the only Pullman passenger leaving at Bridgeport, the conductor helped me into the waiting Waterbury train, there I found the finest conductor who was most kind, told me to rest, not to fear passing Waterbury, they would call me. The trainman at Waterbury left that train, he brought me to the phone booth, gave me the Yellow Cab number (no taxis there at that hour). Before I left the train this kind elderly conductor asked me if I had a nickel. He changed a dime for two nickels but I really believe had I no small change he would have given it to me.

I just can’t find words enough to praise the courtesy, kindness and efficiency encountered. It is embarrassing to be forced to travel alone at that hour, but I want to assure you if I am ever so unfortunate to be forced to travel at that hour, after my experience last night, I shall never hesitate again. I’m old enough to help myself—not growing Miss, so the motive was not financial, nothing but the real old school courtesy.

Please accept my sincere thanks for this courtesy and if convenient pass a word of praise for Mr. A. Droege who by quick thinking and skillful application of first-aid, probably saved the life of Mr. Ludwig whose foot was amputated by a train on March 2nd at the Bridgeport Station.

When the accident happened and all others were at a loss as to what to do, Sayles quickly applied a tourniquet, stopped the flow of blood, and took charge of the injured Ludwig until he was taken to the hospital.

Believing that Brakeman Sayles’ commendable action in the emergency should be brought to your attention, I am

Yours respectfully,

THOMAS M. KENNEY.

Below is copy of a letter from Mr. Candee, Treasurer of the Springfield Street Railway to Supt. Snively in connection with derailment on February 21st of train 4126.

The accident was caused by a wrist pin breaking on the forward end of one of the main driving rods, which broke the crosshead and guide, permitting the rod to drop to the ground, derailing all wheels of the engine with the exception of the lead truck.

The crew was composed of Engineer W. Lowden, Fireman J. J. Welch, Conductor Horace Pond, Baggagemaster Paul Taylor and Trainman John Ducey, who was acting in capacity of flagman of the train.

“While you have your reports of the derailment of the engine of Train 126 east of Willimantic, Tuesday night, February 21st, I am sure you will allow me to express my commendation of Brakeman Sayles’ admirably conducted work.

When the accident happened and all others were at a loss as to what to do, Sayles quick application of first-aid, probably saved the life of Mr. Ludwig whose foot was amputated by a train on March 2nd at the Bridgeport Station.

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In issuing the above poster for April, the Safety Section of the American Railway Association says, in part:

"This is neither a criticism nor an insinuation against the character or habits of our railroad men of today, who are a superior class of American citizens, but we know there are both officers and employees who do not understand the extent to which their minds and bodies are made to suffer when they fail to take advantage of their rest periods.

"Clean, healthful recreation is a most valuable asset to the health and safety of man. Over-indulgence of any kind may become a menace to both.

"A full period of rest, for either the day worker or the night worker, is essential to clear thinking and an immediate mental and physical response to stimulation.

"Ability to concentrate cannot be had when the mind is tired and the body weak and unresponsive.

"It is the privilege and duty of supervising officers to interest themselves as far as they can to assist their men in getting ample rest.

"Home influences are perhaps the most potent, either for good results or for bad results."