Comin' Through the "Gate"

By C. E. Calkins

Tug Boat Engineer

There's a New Haven tug comin' round through the "Gate".  
The tide is running with her and the tide doesn't wait.  
Forty cars of coal aboard the floats 'longside,  
Makes pretty stiff steering when you're running with the tide.

The captain's in the pilot house, his hands on the wheel.  
He doesn't mind steering for his nerves are like steel.  
There's a millionaire's yacht coming down from the Sound.  
And she must wait above the "Gate" to let the tug around.

But the skipper on the tug gave him one long blow.  
A blast of his whistle just to let the yachtsman know,  
That a New Haven tug was comin' with the tide,  
With forty cars of coal aboard the floats alongside.

The Captain of the Yacht when he heard the whistle blow,  
Signalled to the engine room to slow her down slow.  
With his engine turning over just fast enough to steer,  
The yacht let the tugboat steer by, clear.
"I Came Alone. There Are No Others To Come."

When a new president takes office in any large corporation, it often enough happens that he brings with him to include in his staff, some man or men whose abilities he is familiar with and has faith in — and this has sometimes meant the deposing of some already on the job.

If there was any misapprehension amongst the personnel of the New Haven Road as a result of the coming of President J. J. Pelley, that misapprehension was scattered to the four winds by Mr. Pelley, in plain and unmistakable language, at the meeting of the New Haven Railroad Club held in New Haven, March 26, when he said:

"I came here four weeks ago Thursday. I came alone. There are no others to come. Every man here shall have his chance and every opportunity that may come his way."

It had been planned that E. G. Buckland, Chairman of the Board, would introduce Mr. Pelley, but unfortunately Mr. Buckland was unable to be present, having the sad duty of attending the funeral in Philadelphia, of a great railroad man — Samuel Rea. The wonderful Buckland spirit was at the meeting, however, in the shape of a characteristically brilliant and inspiring message which was read to the club by W. L. Bean, President. Mr. Buckland said:

"This afternoon I received notice of the funeral services to be conducted Tuesday for the late Samuel Rea, formerly President, Pennsylvania Railroad Company, my attendance upon which will prevent my returning to New Haven in time to be at the dinner.

"You were good enough to ask me to introduce our President, Mr. Pelley, and in other circumstances I should have been delighted to do so, counting it a privilege to be the one to make the club acquainted with him.

"Somehow it seems as if I should introduce the club to Mr. Pelley, rather than Mr. Pelley to the Club. The group of men which constitute it are characteristic to an outstanding degree of a quality priceless in value and yet which cannot be purchased but is freely given. I refer to the characteristic of loyalty. Loyalty is to a company like ours what chastity and charm are to women, honor and integrity to men. With these characteristics they need little else. Without them all else is futile. Loyalty suffers long and is kind. It endureth all things and hopeth all things. More, it does not alibi. The New Haven Road is fortunate in having a group of men who so signal possess and practice loyalty, as do those who constitute the Railroad Club. They are the soldiers in whose knapsacks Mr. Pelley may look for the marshal's baton with the certainty of finding it.

You will find as you look back upon your life that the moments that stand out, the moments when you have really lived, are the moments when you have done things in a spirit of love. — Henry Drummond.
"To the members of the Club, I commend unreservedly our new President, Mr. Pelley. I predict that you will give to him the same loyal service that you gave to his late and beloved predecessor and that in you he will find the support and counsel which he so well deserves."

This fine introduction was received with tumultuous applause, the entire assemblage rising as one man both in tribute to Mr. Buckland’s fine message and in greeting to Mr. Pelley. Mr. Pelley’s response follows, in full:

"I thank you most cordially.

"Mr. Chairman and gentlemen of the New Haven Railroad Club: I esteem it a privilege to have the opportunity to meet so many of my fellow workers in one gathering.

"As doubtless all of you know, I came here less than four weeks ago. I came here because I was most cordially invited to come and because I wanted to come. I knew practically nothing about this organization individually, but collectively I knew a great deal about it. I was very glad indeed to have an opportunity to become identified with a railroad organization that has accomplished as a railroad what this organization has accomplished during the past few years on the New Haven Railroad.

"I came here four weeks ago next Thursday. I came alone. There are no others to come. Every man here shall have his chance and every opportunity that may come his way.

"Now, I have been most cordially received, particularly by the employees of the New Haven Road. I feel that we are already friends, knowing as I do that friendships are not measured by the calendar — I think that I can see that we are already good friends and I think that we are going to become better friends.

"A little boy once described a friend as one who knows all about you and likes you just the same. I am very confident that as you learn to know all about me and as I learn to know all about you, we are going to be friends just the same.

"I presume that you are wondering what impressions I have gained since I have been here. Well, I confess that I have had a rather kaleidoscopic series of impressions during the last twenty-six days, and all of them are most favorable.

"I am impressed with the organization, with the railroad, with the great territory that it serves, and the people that we serve. The one big impression that I get here is the belief that the New Haven men have in this railroad. I am tremendously impressed with that fact, that the men themselves believe in the future of the railroad.

"Now, I also have another impression, and that is this: that the thing that we as an organization must do is to manufacture the greatest quantity of the best, the most inviting, the most satisfying transportation of all kinds — rail, water, trolley, bus, possibly truck, and I am not so sure but what in the air — and then SELL the greatest possible amount of that transportation.

In character, in manners, in style, in all things, the supreme excellence is simplicity.
— Longfellow.
"You know, my friends, all the railroads of the country, I think I can say very safely are giving good service nowadays. In order to do this thing that I have just said, as I believe we should and can do it, I believe we have got to give what we might call "Service Plus." What I mean by 'service plus' is that we must give to the shipping and traveling public the service that they may reasonably expect for the money they pay us, plus a little bit more.

"Now, I think the way we can do that is for every one of us to do the duty that is assigned to us in the way it may reasonably be expected that we should do it, and then find some way to do a little something else that will make some shipper, or some traveler, feel the more happy that he used our service.

"I think it is a great thing for us to come together in this way. As we learn to know one another better we learn to know what the other one is thinking about. And somehow I think this word ‘together’ is an inspiring word, anyhow.

"Someone has said it, or it has come into my mind somewhere, that this word ‘together’ is quite a word. Coming together is a beginning; keeping together is progress; and working together is success.

"Now, I believe that this great organization, giving the great pull that I know we can together — that we will be able to give this ‘Service Plus’ to a marked degree.

"I thank you most cordially for your kind attention."

E. Kent Hubbard, President of the Connecticut Manufacturers' Association, who was an invited guest at the dinner, paid a fitting tribute to our late President, E. J. Pearson, and also to Mr. Buckland, before bidding Mr. Pelley welcome to New England on behalf of the Connecticut manufacturers. Mr. Hubbard said:

"I approach the task before me with a tinge of sadness for on previous occasions you have had with you a man who gave his life to the development of the organization which is represented here tonight; a man who labored unceasingly in the solution of the many problems which confronted him as the chief executive of a great railroad, a railroad which was turned over to him in none too good a condition, with many vexing engineering problems, problems of personnel and problems of service. Out of this huge mass of problems, this really great transportation executive wove a solid organization imbued with loyalty and with the desire to render full service to the public. Many of the most perplexing engineering problems were solved by this outstanding engineer and today one may travel the lines of the New York, New Haven & Hartford Railroad and view the many monuments to his engineering skill. His solution of the freight classification problem alone is really the outstanding feature of his administration. Engineers have come from far and wide to view their workings and now that he has gone, we who knew this silent forceful man recognize that Connecticut and New England have lost a leader and we a friend.

"Edward J. Pearson did not give up until he had completed his job. The fight which he made to stave off death we all know and in

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I am a great believer in luck. The harder I work, the more of it I seem to have. — Coleman Cox.
that fight, he exhibited the same sterling qualities and the same indominitable spirit which exemplified his attach on transportation problems.

"And so, I feel that it is fitting that we who are gathered here should stand for a moment in silent tribute to our friend.
(The entire assemblage stood for a minute with bowed heads.)

"But, it should not be forgotten that Mr. Pearson's work would have been impossible were it not for the deep sense of loyalty which existed in the minds of those who worked with him and for him, and the greatest of these is the man who is primarily responsible for the financial condition in which the New Haven Railroad finds itself today. I had the honor of working with this man through the trying days of 1924 and 1925, when the railroad was faced with the problem of raising $25,000,000 to meet its foreign loan out of thin air. The road had comparativey few friends among the bankers. This group was apt to feel that the railroad was in a death struggle and would not in all probability emerge successful unless through consolidation with trunk lines. As the Chairman of the Connecticut Commission on Railroad Consolidation and as a member of the Storrow Committee, I knew what effect such a consolidation would have and there were many others who knew it; so that it seemed to us that the shippers and receivers of freight in the New Haven territory should put their shoulders to the wheel. It was necessary, therefore, that we be shown the way out and be taught the method of putting our shoulders to it. It was Mr. E. G. Buckland who pointed the way and I may say, without being contradicted by anyone, that were it not for the present Chairman of the Board of Directors of the New Haven Railroad, who was then Vice-President, the railroad would now be a branch line with an utterly hopeless financial situation before it.

"And, in speaking of Mr. Pearson and Mr. Buckland, it is right that we should welcome the new President. The record which he has made elsewhere is indicative of what he will do in his new position. I have no fear for the New Haven under its present management.

"I have been interested in hearing something of the methods being employed by the new President and since I know the minds of the shippers of this state, I am gratified. His first thought, if present indications point the way, will be that the shipper is entitled to consideration. Mr. Pelley has spent the greater part of his time, as all of you probably know, in an inspection of the lines. His method was not to sit in a comfortable observation car attached to that beautiful piece of brass known as the 'Naugatuck' and count the ties as he whirled along at sixty miles per hour. He, as did Mr. Pearson, went into the shops, into the freight stations and into the passenger stations. He met the men on the job and talked to them. As indicative of what I say in regard to his attitude towards the need of service to shippers, it is told that last week he casually entered a certain freight house and approached an O. S. & D. clerk. He asked the clerk how many O. S. & D. reports he had on hand. The worker replied, 'I don't know, Mr. Pelley, but I can find out.' 'Don't trouble,' answered Mr. Pelley, 'I merely wanted to know if you knew without looking it up how you were meeting your obligations. You should know every such report; should know the whys and wherefores of

Let every man sweep the snow from his own doorstep and not trouble himself about the hoar-frost on his neighbor's tiles. — Confucius.
each report. They have got to be cut down and you're the fellow to do it.' I venture to say that the next time the President of the railroad approaches that clerk he will have the information on the tip of his tongue.

"And so, we have in the New Haven management a group of men who know their business, who have the respect of the organization which they head. Railroading today is one of the most complicated management problems that can be found in any line of business. The railroad, and the shippers and receivers which it serves, must work together and this is particularly true in New England. After all, we have here what might be termed one big freight yard, and there is every opportunity for congestion, since because of the lack of natural resources, three and one half carloads or raw material must come in to every carload that goes out. We have not the advantages here in Connecticut that are enjoyed by other states in other sections of the Union. As I have indicated, we have no raw materials. We are located at a great distance from these raw materials and our supplies and our markets are at a distance. It therefore behoves us, as railroaders and as manufacturers, to use every ounce of ingenuity at our command and to capitalize that ingenuity as a buffer to the advantages which are enjoyed by our competitors. We, as manufacturers, are partners with you, gentlemen, for the success or failure of the New Haven Railroad and its affiliated companies. We can make or save New England in the degree that we speed up our transportation so that we may receive excellent service at reasonable rates. Each one of us, from the gate tender to the President of the railroad, and from the shipping clerk to the President of the largest industrial concern, must bend every effort in coordinating the efforts of all, if we are to continue to hold our industrial supremacy.

"I am a great believer in co-operation and I believe in it because I have seen the results it has accomplished. I saw it in the raising of the $25,000,000 foreign loan of the New Haven Railroad. I have seen it in the workings of the co-operative plan which the Manufacturers' Association has with the New England Railroad. I have seen it as between manufacturers and as between carriers, and tonight I see it evidenced in the good fellowship which exists as between the members of this organization. Get-together meetings of this kind are invaluable in developing 'esprit de corps,' a spirit of friendliness, and a spirit of determining to work together for the good of all. It is gratifying to me to be permitted to be with you tonight."

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**In 1890**

The world's greatest automobile maker was working in a bicycle shop.
A millionaire hotel man was a "bellhop."
America's steel king was stoking a blast furnace.
An international banker was firing a locomotive.
A railroad president was pounding a telegraph key.

In 1950 — you?

For the rules of success are the same now as they were hundreds of years ago —
hard, conscientious work.

— TRAVELERS BEACON.

The men who try to do something and fail are infinitely better than those who try to do nothing and succeed. — Lloyd Jones.
$8,250,000 for Improved Service

During the past month announcement has been made by the Company of authorized expenditures of $8,250,000 for improved service to the public, both passenger and freight. First came the announcement on March 12 that the directors had authorized the spending of $6,500,000 for new passenger equipment, and three weeks later President Pelley announced that work had begun on equipping Cedar Hill and Northup Avenue freight terminals with car retarders, at an estimated expense of $1,750,000.

The new passenger cars will be steel cars of the most modern de luxe type, with roller bearings and all conveniences of travel, in line with the policy of the company to provide steel equipment of the newest type as fast as the finances of the company will permit.

Included in the new equipment will be ninety coaches, ten combination coaches, fifteen apartment mail cars, six diners, twenty gasoline-electric cars, twenty-four trailers for gasoline-electric cars, three multiple unit motor cars, and six multiple unit trailer cars.

It is planned to place the new de luxe equipment in service on important through trains. The multiple unit cars are for use in the New York suburban zone, while the gasoline-electric cars and trailers will be used on lines of lighter traffic.

In announcing this new equipment, the company pointed out that it was materially helped in the financing of this large expenditure by the decision of the United States Supreme Court affirming the judgment of the Court of Claims, in making retroactive increases in mail pay, by a settlement of its controversy over divisions with connecting roads operating lines between points in the United States but running through Canada, and by increases in its rates for commutation travel, including those in the State of New York. Revenues received and to be received from these sources will materially assist toward the payment for the passenger equipment.

Retarders at Cedar Hill and Northup Avenue

Work has already begun on the installation of car retarders at Cedar Hill and at Northup Avenue. The New Haven Railroad was the first railroad east of Chicago to adopt this modern device in freight terminal operation, when it so equipped its Hartford terminal in 1926, and the consequent speeding up of operation and the economies and greater safety achieved, have led to the decision to similarly equip Cedar Hill and Northup Avenue.

Cedar Hill will be the largest freight classification terminal in the east to have the benefit of this latest wrinkle in freight terminal operation, and one of the largest in the country.

It has been estimated that the use of car retarders will reduce by one hour the average length of time cars are held in the receiving yards. The value of this saving in time may be seen when it is considered that 1,245,504 cars were classified last year at Cedar Hill, and 340,569 at Providence, or a total of 1,586,073 for both terminals.

In addition to this value as a time saver, the project should also insure a substantial decrease in employee injuries through elimination of ‘car riding’, a decrease in the road’s per diem costs, and a saving in wages, fuel and material.

The work at Cedar Hill involves substantial changes in the grades, including lowering of the ‘humps’, with consequent fuel savings because of the lesser power requirements to push trains over the apex. While in the past we have had winter and summer ‘humps’ there will be but one hump under the new arrangement, and the slower movement of cars under cold weather conditions will be met by the application of hot oil to bearings as the cars pass over the ‘hump’ during extremely low temperatures.

All switches will be track circuited, eliminating the possibility of switches being thrown underneath cars, with consequent reduction in damage to equipment and lading.

There will be 44 retarder units in the two classification yards at Cedar Hill, controlled by six towers, and 19 units at Providence, with two towers. At Cedar Hill 88 switches will also be controlled from the towers, and at Northup Avenue.
34. The towers will be twenty feet in height above the track level, giving the towermen an unrestricted view of the yard territory they control. All towers in the respective yards will be connected with a loud speaker system, thus giving constant communication between the towermen and the officers in charge. By means of a teletype system the tower operators will be furnished simultaneously with lists of the cars in the freight trains to be classified.

Through a change in the layout of tracks and switches, the capacity of the yards will be increased because the clearance point of many of the tracks is moved nearer the hump. Under the revised layout, all cars pass over the hump on a single track, which is then spread into three, each of these three tracks into three again, and these again into clusters of five classification tracks, as compared with the present so-called 'ladder' system.

The entire project will take approximately six months to complete, and all changes must be accomplished without interruption to regular operation of the terminals. The design and plans of this improvement were prepared under the direction of Edward Gagel, Chief Engineer of the railroad. Track construction work will be in charge of R. L. Pearson, Engineer Maintenance of Way, while C. H. Morrison, Signal Engineer, will have supervision of the installation of retarders and signalling.

Appointments

Effective April 5, C. Peter Clark was elected President of the Old Colony Railroad Company to fill the vacancy caused by the death of Fayette S. Curtis. He was born in Jamaica Plain, Mass., on September 12, 1858, and was the son of Chas. P. Clark, for many years President of the New Haven Railroad. Charles Peter, Jr. entered the service of the old New York & New England R. R. at the age of 18 and worked his way up the ladder until in 1896 he was appointed General Manager. He later became General Manager and Second Vice-President of the Buffalo & Susquehanna R. R. In 1913 he entered the employ of the State of Massachusetts in the Public Utilities Department. On September 12, 1928, Mr. Clark's 70th birthday, he was retired from State Service, in accordance with the Massachusetts laws.

Mr. Clark enjoys the best of health, and is glad to be back among his many New Haven friends. Mr. and Mrs. Clark live at 71 Pleasant Street, Newton Centre, Mass. They have two sons and two daughters, Lancaster P. Clark of Bridgeport, Conn.; Tyler Clark of Trenton, N. J.; Mrs. Thomas Shirley (Priscilla Clark) of Newton Centre and Mrs. Philip S. Wilder (Elizabeth Clark) of Brunswick, Me. They also have eight grandchildren.

Thanks!

In the March issue of "ALONG THE LINE" we had a little paragraph asking that anyone having extra copies of the January issue please send them to the office of publication, 492 South Station, Boston.

There has been a most generous response from all over the system. This friendly spirit of interest in our employee magazine, and willingness to co-operate, is indeed appreciated. We want to thank each and every one who took the trouble to respond to this request, and sent in any extra copies they may have had.

NOT FARE ENOUGH

A street car inspector was watching the work of the green Irish conductor.

"Here, Foley, how is this?" he said. "You have ten passengers and only nine fares are rung up."

"Is that so?" said Foley. Then turning to the passengers, he shouted: "There's wan too many av yez on this car. Git out o' here, wan av yez!"

Who then is free? The wise man who can command himself. — Horace.
Record Performance By Old Colony Freight Crew

We believe this is one of the fastest operated freight jobs operated on this railroad or any other, and it takes something real to stop these boys from doing their “stuff.”

This train handles boat freight from northern New England points delivered to us by the Boston & Maine Railroad at Lowell for the New Bedford Line boat and takes cars out of New Bedford and Taunton for delivery to the Boston & Albany at Framingham and the Boston & Maine at Lowell before midnight, in order to save another day’s per diem.

This crew’s service record totals 122 years:—Conductor Fisher entered service in 1904, Engineer Chesley in 1888, Flagman Cheney in 1895, Trainman Arthur in 1909 and Fireman Brooks in 1907.

When we went up to Lowell about two weeks ago, to take a picture of this fine crew, we found Flagman Cheney off duty due to illness, which accounts for his not appearing in the photograph. Flagman J. J. Holleran was running in his place.

No doubt there are just as fine folks at many points over the System, but there isn’t a more courteous or more obliging bunch of folks anywhere than we found among this crew and in Agent Shea’s office at Lowell. They must be a constant inspiration and a worth-while example to everyone who comes in contact with them. They are surely the type of men of whom President Pelley speaks as “the most important part of railroad operation.”

EFFICIENCY PLUS

Willie, observing a workman in the corridor of the school building, asked him what he was doing.

“Putting in an electric switch,” replied the workman.

“Huh!” said Willie, “I don’t care; I’m leaving this old school anyhow!”

Buy not what you want, but what you have need of; what you do not need is dear at a farthing. — Cato.
To Raise Fund for E. J. Pearson Scholarship

A freshman scholarship at Yale University, to be awarded annually to the son of a New Haven Railroad employee, was proposed at the meeting of the New Haven Railroad Club on March 26, as a fitting memorial to E. J. Pearson, our late beloved President.

A fund for this purpose is to be raised, under the auspices of the New Haven Railroad Club, the contributions to come from any employees of the railroad who feel so disposed. It is the feeling of the committee in charge that it would be decidedly more in keeping with the spirit of the thing to have the fund composed of 20,000 or more small contributions rather than 500 large ones.

On train 174, March 5th, Chief Mail Clerk D. F. Hunt while the train was passing Auburn noticed a pounding or dragging noise under the train. He notified Baggage Master Ryan, who stopped the train. An inspection showed that part of the brake rigging was down on the express car between the mail car and the engine, and necessary repairs were made at Auburn to allow the train to proceed to Providence, where the express car was set off.

The matter was reported to Assistant General Baggage, Mail and Express Agent Dodge by Chief Clerk Stoddard of the Railway Mail Service at Boston, and his letter is quoted below:

"The attached copy of a report made by Clerk in Charge Hunt of Boston & New York train 174, concerning an irregularity of operation in that train on March 5th, is forwarded for your information. It will be noted that Mr. Hunt is of the opinion that the prompt action of the train crew averted an accident which would have resulted in injury to person and damage to property."

"I quite agree with that opinion, and am glad to know of the one hundred percent co-operation and courtesy between the train crew and our clerks."

A Text

They helped everyone his neighbor; and everyone said to his brother, Be of good courage. Isaiah 41:6

He that hath no rule over his own spirit is like a city that is broken down and without walls. — Proverbs.
Honegger Rides the 1357

Arthur Honegger, the famous French composer who startled the musical world several seasons ago with his ultra modern composition, "Pacific 231," which is a depiction of a modern locomotive in motion, through the medium of music, recently enjoyed the experience of a ride in engine 1357 of the New Haven Railroad hauling a regular passenger train between Boston and Providence, by which time he apparently had got all the impressions he wanted and deserted the cab for the more comfortable passenger accommodations.

As Monsieur Honegger has been on a concert tour since, extending over a great part of the country, it has been rather difficult to get in touch with him, but your editor felt that the impressions of the man who had succeeded in translating into music the towering strength and sound of a great locomotive, were worth the effort. So he continued to dog the composer's footsteps and finally, by dint of much long distance communication and the services of an interpreter secured an interview.

It was not Monsieur Honegger's first locomotive trip, we learned, but was his only one in this country. On a previous occasion, however, he had ridden from London to Peterborough on the Great Northern Railway on an engine called the "Flying Scotchman."

Asked whether or not the actual experience of riding in a locomotive cab would have caused him to make any changes in his composition, "Pacific 231," M. Honegger replied:

"No, the ride did not cause me to change my musical conception of a locomotive. Besides, in my composition I was not attempting actually to imitate the real thing, but only to render a true impression."

"What was your keenest impression of your ride?" we asked.

"The thing which impressed me most," he replied, "was the constant miracle that restrains the locomotive from jumping the rails. From the cab of the engine, when it gathers speed, it seems as though every next forward effort will cause it to jump the track."

The crew of the locomotive were very kind and courteous to him, said M. Honegger, and added that the "chauffeur" lent him a pair of goggles. He was immensely impressed by the "prodigious" and exacting work of the fireman.

We asked him what musical instrument he thought best portrayed the dominant note of the noise in an engine cab, and he replied, facetiously, "A locomotive, of course!"

When he was asked if he had blown the whistle, he protested that it wasn't a whistle at all, but sounded rather like the screech of some huge animal.

American locomotives, he said, are much bigger, much higher, and much heavier than European locomotives, "But then," he added, "Everything in America is always bigger."

M. Honegger was agreeably impressed with American railroad service, but said there was one thing which struck him as strange and "disagreeable," and that was the fact that, in Pullman cars of trains which had no club car, it was necessary for passengers to repair to the "washroom" if they desired to smoke.

The secret of satisfaction in life is self-control. — Frank Crane.
The composer got himself good and dirty on the trip, and was glad enough to make use of the washroom of the Pullman car when the train arrived at Providence. For the trip in the cab M. Honegger attired himself in a suit of snowy overalls and a beret, and had he had a paint brush in one hand and a palette in the other, he would have seemed all ready to assume the role of artist. But then, Arthur Honegger is decidedly an artist in his line — music.

National Raisin Week
April 22-27

Out in the "Valley of the Sun" in central California there is staged in mid-spring each year one of the outstanding community festivals of America. This is the Raisin Day Pageant enacted on the last Saturday of April in Fresno, California, the heart of the raisin industry, within a radius of 75 miles of which is grown 90% of the entire 500,000,000 pound annual raisin crop of the United States.

The entire State of California joins in helping the raisin growers celebrate on Raisin Day. From San Francisco, Los Angeles, Sacramento and many smaller cities come colorful floats for the parade which opens the day’s activities. The towns located in the raisin producing sections are represented by gayly decorated automobiles. Hundreds of school children, boy scouts, high school cadets march in the parade. Fruit blossoms, roses, flowers draped in myriad profusion on every float and automobile give the life and color to the parade which has made its beauty known throughout the country.

In the afternoon sports and athletics are provided for the thousands who flock each year to Fresno to witness the pageant. Athletes of world wide fame participate. Last year two worlds records were broken at the track and field games held in connection with the Raisin Day celebration.

By cooperation with transportation companies, trade associations, domestic science teachers in schools, civic clubs, such as Rotary and Kiwanis and many other groups, Raisin Day in Fresno has been expanded into Raisin Week on a national scale.

This year Raisin Week will be observed from April 22nd to April 27th. Railroad and steamship companies, hotels and restaurants have promised to cooperate by featuring raisin dishes on their menus. Grocery stores will make feature displays of raisins. Eminent educators and food authorities have written special articles on the health value of raisins in the diet which will be given publicity during Raisin Week.

The New Haven's Dining Car Department will serve special raisin dishes the entire week, and the Dining Car Menus will bear the caption — in prominent display:

NATIONAL RAISIN WEEK
April 22-27

HAUGHTY PASSENGER GAVE CONDUCTOR WRONG TICKET

She was a rather stout and decidedly be-spangled dowager, who flounced up the aisle of the 5:29 at Grand Central one afternoon recently in her best high-hat manner.

One could see from her every gesture that she regarded the great commuting army, with whom she was about to travel, as mere rabble. Gingerly she drew a ticket from her purse and tucked it in the top of the seat ahead before starting in on her novel.

As the car began to fill, she managed to keep a seat to herself by glaring haughtily at all who approached, and it was this same icy stare, which she turned on the conductor when he asked her for her ticket.

"I placed it where you could have taken it without disturbing me," she chided testily. "What's that you have in your hand there now?"

"A weighing machine card, giving your weight, Madam," he replied, while from her fellow travelers came just the suggestion of a snicker. — NEW YORK SUN.

Neatness and its reverse are almost a certain test of moral character. — WHITAKER.
Keeping The Railroad Safe

Good performance in the continuous, day-in-and-day-out job of keeping the railroad safe resulted in meritorious safety citations and awarding of the beautiful gold-and-enamel safety and efficiency button to forty-two men during the past month, including one employee of our good neighbor, the Boston & Maine Railroad.

F. J. Cocoran, operator at the South Sudbury station of the latter railroad, noted a hot box on a car in one of our freight trains and promptly reported the fact, making it possible for the train to be stopped for repairs, preventing further complications.

M. P. Frazier, switchman at South Braintree, received his sixth citation when his sharp eyes observed fire flying under a car in a passing freight train and gave the signal for the train to stop, resulting in the discovery of a missing brake shoe.

E. A. Russell, operator at Derby Junction, now has a quartet of entries on his record, the latest being for his prompt reporting of a shifted load of lumber on one of the cars of a passing train.

James A. Utter received entry number three for quickly notifying the dispatcher when he observed sparks flying under a passing freight train, resulting in correction of a sticking brake.

Four names appeared on the list for the second time—E. L. Covell, A. E. Dewitt, C. H. Schenck, and W. H. Speece:

E. L. Covell, operator, Hartford, noticed a sticking brake in passing freight train.

A. E. Dewitt, operator, New Rochelle Junction, was of material assistance in extinguishing a fire in the boiler room at Port Chester.

C. H. Schenck, conductor, Waterbury, noticed a broken wheel on a foreign freight car.

W. H. Speece, yard brakeman, Springfield, Mass., saved a passenger from probable serious injury when he observed him riding outside the vestibule of the rear coach of a passenger train and took prompt steps to have the train stopped.

The following are new names added to the safety honor roll during the month:

Peter Agaimo, car inspector, Maybrook, while off duty and standing on station platform at Highland, noticed sparks flying from a car of an approaching freight train and signalled the engineer to stop, resulting in the discovery of a badly broken truck of a foreign freight car.

F. T. Beaupain, conductor, New York, observed smoke coming from the windows of the baggage room at New Rochelle, and with the aid of another employee succeeded in extinguishing a fire in the boiler room.

Ira Bose, yard brakeman, Maybrook, N. Y., discovered and promptly reported a broken rail.

Joseph B. Cahoon, freight conductor, New Haven, discovered a broken brake rigging in a passing train.

E. F. Carl, crossingman, Providence, R. I., noticed a boulder which had rolled down the bank to the track near East Foxboro, and saw to it that it was removed.

John Cashion, locomotive fireman, observed a freight car with truck derailed and signalled to the engineer.

B. C. Clough, lineman, Providence, discovered a broken rail.

Florie Connell, mason helper, saved from probable serious injury a young lady who attempted to board a moving train at the Hartford passenger station.

George Cormak, station baggage-master, Quincy, Mass., observed steam hose dragging from passing train and quickly reported.

J. E. Damon, assistant yardmaster, Springfield, Mass., noticed a man clinging to left side of the rear coach of a train pulling out of the station, and immediately notified the south end yard so that the train was stopped.
April, 1929  Along the Line 15

E. F. Dayharsh, yard conductor, Waterbury, Conn., discovered a broken wheel on a freight car.

Harry Perry, assistant baggagemaster, and T. F. Delahunt, baggagemaster, Stamford, noticed a Pullman porter hanging on to the grab handles of a coach in a train leaving the station — the vestibule door being closed so that he could not get in. They attracted the attention of the trainman, who stopped the train, and while the train was not stopped soon enough to save the man from being knocked to the ground, their quick action undoubtedly saved him from more serious injury.

F. J. Diotte, signal operator, Middleboro, Mass., noticed a defective car in a passing freight train and had the train stopped at Bridgewater, where part of the tread of a car wheel were found to be missing.

Wesley Drake, motor car operator, Maybrook, N. Y., observed a rider cut off on the eastbound hump with two cars, riding the second car instead of the first and leaving the head car without rider protection. He stopped his motor car and caught the head car, riding it down and stopping it without damage.

Joseph Handyside, fireman, Springfield, while working as fireman on train No. 60, noticed fire flying under a car in train OB-6, and attracted the attention of the engineer of that train, resulting in its being stopped and a dragging brake rigging corrected.

N. Harahan, tractor operator, Pier 37 New York, together with two other employees, discovered a fire in a motor truck on the pier and assisted in extinguishing it.

Nathan Hausfather, car inspector, Stamford, together with two other employees, performed a good piece of work in removing safely into the yard a car with a broken truck frame.

F. L. Hoyt, locomotive fireman, together with two others, discovered a broken rail and properly protected.

J. E. Kerns, signal operator, Braintree, Mass., noticed a dragging brake rigging.

John J. Killian, yard conductor, Providence, R. I., discovered a freight car with loose wheel.

Ernest A. Lang, fireman, Taunton, noted some material dumped too close to track and took steps to protect.

Benjamin H. Laventure, yard brakeman, Springfield, Mass., promptly flagged train 53 when he received 'phone word of a passenger riding outside the vestibule of the rear coach.

L. H. Levesque, crossing watchman, Dighton, Mass., discovered a broken rail.

Tryster Marigatedt, locator, pier 37, with two other employees assisted in extinguishing a fire in a motor truck at the pier.

A. P. Miller, crossingman, heard a rattling sound as a freight train passed Mansfield, and upon investigation found an angle iron driven through a tie and wedged so that it had to be cut off.

P. J. Mullen, freight conductor, together with two others, performed a good piece of work in removing safely to the yard a car with a broken truck frame.

Fiorin H. Robichau, crossingman, Stoughton, Mass., succeeded, at considerable personal risk, in saving from serious injury a woman who was in danger of being struck by cars being switched.

F. J. Rollins, freight conductor, together with two others, discovered a broken rail and promptly protected.

J. Ryan, locator, Pier 37, New York, with two other employees, assisted in extinguishing a fire in a motor truck at the pier.

H. F. Savaria, operator, Rye, N. Y., noticed something irregular with a car in a passing freight train and arranged to stop the train, resulting in the finding of a broken truck frame.

T. B. Scott, freight trainman, Boston, together with two others, discovered a broken rail and promptly protected.

Richard Serger, engineer, and E. J. O'Donnell, engineer, Oak Point, observed a fire in the cab of engine No. 324, sounding the fire signal and then aiding in extinguishing the fire.

Thomas Smith, locomotive engineer, together with two others, performed a good piece of work in removing safely to the yard a car with a broken truck frame.

G. H. Spice, conductor, Boston, Mass., discovered a broken rail and promptly reported.
1917 - 1929

Twelve years ago, April 1, 1917, the famous Hell Gate Bridge was opened, and marked the consummation of one of the most gigantic feats in the history of American railroad development. This bridge, upon which the attention of the engineering world had been focussed during the four years it was under construction, is the longest steel arch in the world and no other bridge in its entirety is so massive. It contains more steel than the Manhattan and Queensborough bridges, previously the biggest in New York,—and four times as much steel as the Woolworth Building, the highest building in the world.

For many years—in fact as early as 1900—officials of the New Haven and Pennsylvania Railroads were discussing the desirability of such a move to connect these two roads, and to eliminate the ferrying of the cars some fifteen miles around the lower end of Manhattan. April 1, 1917, saw that dream materialize. The bridge derives its name from the tortuous, turbulent tidal channel of Hell Gate which it spans.

Hell Gate Bridge is the heaviest bridge of any description ever flung across chasm, waterway or any obstacle. The span of the arch of this colossal structure is 1,017 feet between the faces of the opposite towers—which rise to a height of 250 feet. The track is suspended from the arch and the bridge is designed to carry a load of 38 tons per lineal foot.

The completion of this first all-rail through route across New York City constitutes a splendid monument to the boldness of conception and courage and perseverance of the builders, and marks the Hell Gate Bridge Route as one of the great engineering feats of the century, and as one of the greatest economic factors for New England.
These attractive South Shore homes are owned by the following New Haven employees:—

MOSTLY PERSONAL

New York Division
J. R. CASEY, CORRESPONDENT

Harlem River
President Jessie Sonkin of the New York Division Rifle Club, reports material progress being made in realizing the program which the Club has marked out for itself. The Morris Park Station building, quite a commodious one, has been given over to the Club for their use and the members are busy in their spare time constructing a range and fitting up a club room. It is expected that the finishing touches will have been put on within the next few weeks. Regular meetings are already being held.

The Club has been most fortunate in obtaining as its chief coach, Sergeant Eugene Jelinek, one of New York State’s foremost riflemen, a member of the New York State team and attached to the 71st Regiment, N. Y. N. G. team for several years. Sergeant Jelinek has had a great many years experience as a rifle coach and promises to make the New York Division Rifle Club one of the most respected in the Country.

Yardmaster W. H. Sandkuh has returned from a two weeks trip to Florida and the Carolinas.

It has been reported that Tom “Pike” Quinn, veteran yard clerk at Oak Point, took a prominent part in the Easter morning procession along Fifth Avenue.

Spring is here! General Yardmaster Joe Malloy’s car is on the road.

“Chubhy” Reginault, Chief Clerk of Marine Superintendent Lofland has developed a strong aversion to proficiency of late, especially over the telephone.

George Pfuger, car clerk at Oak Point, is back at his desk after a brief absence caused by an attack of neuritis.

“Dorothy” new stenographer in Mr. Baily’s office thinks Mr. McGann is pretty frisky for his age.

Now that mild weather has arrived battling “Al” Lyons of Mr. Dellert’s office will devote some of his time to outdoor road work in addition to his regular training activities.

Trainmaster W. A. Raser spent a couple of weeks in Boston this month assisting in the compilation of the new timetable.

Frank Unser, Clerk in Examiner’s office at Harlem River, has been promoted to position of Engine Dispatcher at 49th Street Engine House.

Grand Central Terminal Ticket
Francis J. Sheridan is spending his vacation down on the sunny shores of Miami Beach.

Josef Ricard has just returned from Republic, Mich., where he has been visiting his folks.

John Harlowe has been vacationing for a few days in Montreal.

Now that our Assistant Agent, Charlie Tienken, has seen the new golf show “Follow Thru” maybe he can give us a few pointers on how to play golf.

Leo McLaughlin and family have just returned from their vacation, spending all of their time at Miami.

Albert Wood spent his vacation at Miami Beach.

Sam Mullins has been another temporary resident of Miami.

Russell Balluff and family have just returned from their vacation, spending it between Bellaire, L. I. and Albany, N. Y.

Carl Ziebe is now a full fledged radio fan, and to make matters worse one of those distant bugs is sure to be in the range. Carl will have to put the finishing touches on his range and add the hope that Mr. Snagg may enjoy many years of well-deserved rest at his attractive home in Portchester, N. Y.

Albert Payne is spending his vacation at Montreal and Buffalo, N. Y.

Mary McDonald, Reservation Clerk, has just returned from her vacation, spending her time in Hudson, N. Y., her home town and Saratoga Springs. The very first day that Mary arrived home, she had set the place afire, (the city hall burned down).

Kitty Crowley, Reservation Clerk, has just returned from her vacation. She underwent an operation on her foot, but endeavored to enjoy a few days rest at Boston.

Now that we have discovered another bowler in Dan O’Connell, it is about time that the boys of the N. Y., N. H. & H. R. R. get together and organized a Bowling team.

ON DUTY 54 YEARS

When the “Knick-erbocker” pulled out of the South Station at just one o’clock, Saturday afternoon, March 30, Conductor John H. Snagg, began his last trip in charge of the New Haven’s De Luxe mid-day train to New York.

This gray-haired railroad veteran, proudly wearing in the lapel of his coat, a small pin with the monogram of the road and a diamond, emblem of 50 years service, stood on the Pullman steps as the train slowly gathered speed, and waved to the many friends who had gathered to say “Good-by.”

John Henry Snagg was born at Westport, Conn., February 20, 1852, and entered railroad service at the age of 23 as a Passenger Trainman. From March, 1875 to March, 1929—a service record of 54 years with the New Haven—a record of which to be proud! May we extend our good wishes, and add the hope that Mr. Snagg may enjoy many years of well-deserved rest at his attractive home in Portchester, N. Y.
New Haven Division

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

CORRESPONDENTS

The entire family of the New Haven Division are lending every effort to assist in putting over "THE BIG SHOW."

News will out and we have it now that Fireman Walter McVety has decided to desert the bachelor ranks. One and all we extend our best wishes and good luck.

Could it be that "THE GOLD DUST" Twins, Ed. Gallagher and Bill Riordan, were hit by the recent doings on the Stock Exchange, as they were noticed checking up carefully on their bank book recently.

There must be some magnet that draws Paul Bell and Charlie Smith down to the bright lights. Paul always comes back smiling.

From recent reports Paul still carries the one-two punch with him, but admits it can't be used when the old shooting iron is looking right at you.

The entire New Haven family take this opportunity to extend their most sincere expressions of sympathy to Mr. J. F. Carroll, Road Foreman of Engines, in the recent bereavement in his family.

His friends are glad to see Frank Brown back with us again on the firing line.

From the "dailies" we gather the news we have another song bird in the ranks, as from reports Jessie Durkee rendered in a most pleasing manner several fine selections recently at a social function.

Quite a few members of the official family and Committeemen from the various organizations on the system were present to extend the hand of welcome to Mr. A. E. Whitney, Grand National President of the Brotherhood of Railroad Trainmen, at a reception given in his home on the occasion of his recent visit to New Haven. A number of very interesting speeches were made and a good time was enjoyed by all.

Effective April 1, 1929, the jurisdiction over the territory within yard limits at Worcester, Mass., was transferred from the Providence to New Haven Division.

Work on the fourth platform at New Haven Station is progressing and will go a long way towards handling the traffic through this terminal.

With the removal of the coal bridge and the changes which have been made along the water front in front of New Haven Passenger Station an old timer would hardly recognize the place.

Work has started on the installation of car retarders on both humps at Cedar Hill and it is expected that this will be completed and in operation before the winter starts in.

Announcement is made that P. English has been appointed General Foreman Car Inspector at New Haven.

From reports the stork has had quite a busy time around the Division Accountant's office, as we understand both Fred Winterhalder and Frank Ford have received a welcome visitor at their homes. Congratulation boys.

Engineer J. Fletcher has returned from his trip to Southland and reports having a very fine time, having dropped in quite a few of the spring training camps of the big leagues, and was pleased to see so many former New Haven boys in the camps.

A rising vote of thanks is extended to Fred Crowell, Air Brake Instructor, for the supreme efforts he put forth to explain the many features of the air, braking, etc., while the car was stationed at New York. His endeavors were certainly appreciated and instructions were very instructive.

His many friends are mighty glad to see the old reliable Joe Mahon back on the job again at Grand Central after having been out for some time on account of sickness.

The old reliable, Clem Bellaris, will be missed by all the boys, one and all, at the Hole. He certainly was Johnny on the Spot and we take this opportunity to extend to him our best wishes for success on his new position; Stamford's gain is New York's loss.

Engineer C. A. Coleman who had been off duty for some time on account of sickness has again returned to duty.

Agent R. S. Danforth and Asst. Agent T. J. Haley at Holyoke, report having a very pleasant evening spent at the Taft Hotel, New Haven, at a meeting of the New Haven Railroad Club, held in honor of our new President, Mr. Pelley, on March 26.

Fireman Roy J. Drum has again returned to duty after having been off duty for some time on account of injuries.

In calling for some news from our operators we will have to say we found them very shy just like our "Correspondent."

D. J. O'Brien

With a record of 37 years continuous service with the New Haven behind him, Dennis J. O'Brien, well known New Haven Division Conductor, on March 1, hung up his uniform and retired to private life.

Born and educated in Chicago, Ill. Mr. O'Brien began his railroad career in that city. After many years of work there he moved with his family to New Haven. He has seven children, two daughters and five sons.

Mr. O'Brien is well known in all sections of New Haven, and it is hoped that he may now enjoy a well-earned rest.

He was recently presented with a purse of gold by the employees of the office, freight house and yard at Holyoke, "Darby", as he was known to us all, will be greatly missed by all the Gang.
**Hartford Division**

**J. W. Coleman, Correspondent**

Milo A. Bryant, Locomotive Engineer, recently attended a Convention of the Engineers in the West. The glowing accounts given by him of the beautiful scenery has interested many of his fellow-employees, among them being Robert Greene, Locomotive Engineer, headquartered at Springfield, who is planning a trip to the Grand Canyon as a result of Mr. Bryant's trip.

Milo A. Bryant has just received from the Brotherhood of Locomotive Firemen and Engineers, a gold emblem in connection with the completion of 40 years of continuous membership in that organization. He first became affiliated with the organization on February 9, 1889, at Fort William, Ont., while on the C. P. R.R. The emblem is handsomely engraved, bearing Mr. Bryant's name and also showing the year in which he first became a member of the organization.

Miss Mary E. McCarty, retired Stewardess, and her sister, Elizabeth, have recently returned from a three-weeks' stay at St. Petersburg, Fla.

A large delegation from the Hartford Division attended the meeting of the New Haven Railroad Club at the Hotel Taft at New Haven, on Tuesday, March 26. Mr. Pelley, our President, was the speaker of the evening and was given a hearty reception by the Club members, who filled the Ball Room of the Hotel Taft to capacity.

Rose Lavine, Clerk in the Division Accountant's Office, was married on April 1, in Washington, D. C., to John Dougherty. They will make their home in Washington.

The many friends of Fred Loomis, Freight Agent at Meriden, will be glad to know that he is rapidly recovering from a recent serious attack of the Grippe.

The Hartford Division Bowling League is nearing the end of their season, which closes on April 25th. The standing of the teams to date is as follows:

<table>
<thead>
<tr>
<th>Team</th>
<th>Won</th>
<th>Lost</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hartford Freight Office</td>
<td>73</td>
<td>19</td>
<td>79</td>
</tr>
<tr>
<td>Division Engineer's Office</td>
<td>71</td>
<td>21</td>
<td>77</td>
</tr>
<tr>
<td>American Railway Express</td>
<td>67</td>
<td>25</td>
<td>73</td>
</tr>
<tr>
<td>Division Accountant's</td>
<td>63</td>
<td>29</td>
<td>69</td>
</tr>
<tr>
<td>Hartford Baggage Room</td>
<td>60</td>
<td>32</td>
<td>65</td>
</tr>
<tr>
<td>Springfield Engine</td>
<td>57</td>
<td>35</td>
<td>62</td>
</tr>
<tr>
<td>Springfield Freight</td>
<td>54</td>
<td>34</td>
<td>61</td>
</tr>
<tr>
<td>East Hartford Car Dept.</td>
<td>53</td>
<td>35</td>
<td>60</td>
</tr>
<tr>
<td>Hartford Yard</td>
<td>56</td>
<td>38</td>
<td>67</td>
</tr>
<tr>
<td>Hartford Freight House</td>
<td>39</td>
<td>41</td>
<td>49</td>
</tr>
<tr>
<td>Superintendent's Office</td>
<td>28</td>
<td>53</td>
<td>33</td>
</tr>
<tr>
<td>Mechanical Supervisors</td>
<td>21</td>
<td>67</td>
<td>24</td>
</tr>
<tr>
<td>Mechanical Inspection</td>
<td>13</td>
<td>71</td>
<td>15</td>
</tr>
<tr>
<td>Stores Department</td>
<td>92</td>
<td>22</td>
<td>0</td>
</tr>
<tr>
<td>High Team Single, Division Engineer's</td>
<td>593</td>
<td></td>
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<tr>
<td>High Team Single, Division Engineer's</td>
<td>593</td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Team Three, Hartford Freight Office</td>
<td>1600</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Much interest is being manifested in the various matches and the leaders are so evenly matched that the race is bound to be a close one to the finish.

The Rifle Team of the Hartford Division has been organized and Officers elected. There is a total membership of fifteen at the present time and plans are under way for target practice.

Mr. E. T. Bray, Passenger Conductor, who has been confined to his home at Springfield for several weeks with an attack of pneumonia, is rapidly recovering and is able to be out and around at the present time.

**Waterbury Division**

**P. H. Boxx, Correspondent**

Freight Conductor, Ray Harkins, has been selected as representative for the fuel conservation committee in place of Freight Conductor Joe Carroll.

Captain of Police, R. H. Kingsley, has purchased a new Chevrolet and the Captain is teaching Lieutenant Jim Rooney how to drive it.

One of our faithful engineers, J. P. Bartley, was pensioned off on March 10. Jim's last work was performed on the Ansonia switcher, the division wishes him many years of happiness.

Car Distributor, W. J. Bacon, recently returned from several days vacation spent with his Father and Mother in Malone, N. Y. During this time they celebrated their 50th wedding anniversary.

High yardmaster at Waterbury, John Conlin, was off several days with the flu. Relief Yardmaster, Louie Knight officiated during John's absence.

Section Foreman Hellen of New Britain is still on the sick list, we all hope Mr. Hellen will return to work shortly, as he is missed around New Britain.

Stationmaster J. P. Honan, recently returned to work after several days spent in St. Petersburg, Fla., Dick Woolsey did the announcing during John's lay off.

Second trick operator at Naugatuck, Mrs. Anna Doolin, has resigned her position. Mrs. Doolin will be very much missed, she was one of the most conscientious operators on the division and had a host of friends in Naugatuck.

Dispatcher Bill Peckham resumed duty March 23 after several weeks illness. Spare Dispatcher Pete Reardon covered Peck's job during his illness.

Conductor M. J. Downey had the misfortune to lose his Mother recently. The Division extend their sympathy to the bereaved family.

On March 28, train DH-1 had 83 loads, 2780 ton and AO-1 had 82 loads and 2 empties, 2094 ton going off the Waterbury division, all of these loads were created on this division with the exception of 21 of the loads that AO-1 had coming from the Hartford division, which makes a total of 144 loaded cars of high class revenue freight which were loaded on this division on the above date.

Former Chief Clerk to the Division Engineer, A. M. Jaquess, is now located at the Masonic Home, Sullivan, Ill. Harold Wells of the division office recently received a letter from Mr. Jaquess in which
he requested that some of the boys write him.

Some of the boys report after the recent trip to Danbury that Bill Gahans, Electrician Helper at Maybrook, is losing a lot of valuable time as he has all the qualifications of a first class funeral coach driver. Had Bill driven any slower he would have been going backwards.

On April 4, Supt. R. O’Hanley had set out on side slopes to approaches to new concrete viaduct bridge at Reynolds Bridge, 1000 rose bushes, this no doubt will make a big improvement for the surroundings of the new bridge.

Conductor Sim Schoonmaker has bid in the East Hartford-Waterbury Local, and Sim is losing weight on the job. Sim says it is a different line of work entirely from the pool crew jobs.


Engineer W. R. Brown now employed on the New Britain switcher boasts of 52 years of continuous service with the New Haven and is the proud owner of one of the new 50-year service pins, Bill says the first 50 years is the hardest.

Assistant Freight Agent at Boston, Mr. Murphy received several gifts from his associates and was also tendered a banquet by the Manufacturers at Bristol who presented him with a traveling bag and a purse of gold, the Division wish him the best of luck in his new position.

Engineer Rex Fitzgerald recently qualified to Boston.

Supt. R. O’Hanley has had 1000 rose bushes set out opposite the Seymour passenger station and is also having a California hedges put in around the lawn in front of the Waterbury passenger station under the supervision of the Supt. of Parks at Waterbury.

Ticket Agent, Jim Walsh at Winsted is shining up the old fishing pole and has also purchased a new driver for his golf outfit, which is an indication that spring is here.

Some of the boys report after the recent trip to Danbury that Bill Gahans, Electrician Helper at Maybrook, is losing a lot of valuable time as he has all the qualifications of a first class funeral coach driver. Had Bill driven any slower he would have been going backwards.

Bob Cuthbertson, the Judge Landis of the Poughkeepsie bowling team, made sure that his car would not break down this year on the teams trip to Danbury. He left it at home.

Mr Gerald Posten of the Accounting Department, Maybrook, has recently purchased a new Ford. Gerald seems to be well pleased with it although it appears as though it will not run faster than 30 miles per hour.

A signal helper who bid in a job in a higher class was being examined as to his ability. What is a fixed signal, was one of the questions. One that just came back from the shops, was the haughty reply.

No — Francis Dunn, Assistant Maintainer at Botsford, is not married although he has to get his orders before he can step out with the boys and bowl.

The signal department bowling team, recently journey to Waterbury to do their stuff on the pines. However, due to 1001 alibies, the Waterbury outfit gave them the business. Frank Palmer carried off the honors with a score of 62.

After the match, the boys were served a chicken dinner and entertainment was furnished by Garside, Wheeler, Leach and Gemmell, the main feature being a recitation by Mr. Garside.

Trainmaster Bill Sears phoned the engine house several days ago for a small amount of Long Time Burning Oil. No one could determine just why he wanted this oil so came to the conclusion that a joke was being played. To properly enter into the spirit of the joke they sent him a small amount of Crater Compound, a very heavy grease, and Bill says he now can see why train and engine crews complain about not being able to keep their lanterns lighted.

Mrs. Howard McGoldrick has resigned her position as stenographer in the Assistant Superintendent’s Office at Danbury, Conn.
doors to our coaches are becoming more and more inadequate, both as to width and height. Brad no longer has to have any one tell him to "stoop low."

Providence friends of Major Dorigan congratulate him on his status at High School. Now let another "friend" get hold of his World War photo. He has One.

You may have seen this young man before. He is none other than James Holt, pensioned Agent. He looks more natural to you now than in his Agent's cap. Jimmy dropped in to say hello while on his way to the Agent's Frolic at Boston a few days ago. He said right out to say as he did on the approach of trains years ago.

We have just put into operation at Ten Rod Road Crossing, Wickford Junction, R. I., the first set of electrically operated crossing gates on the Division. The gates are operated by the Signal Towerman and are equipped with lights which flash when gates are in motion.

On March 6th while working in India Point Yard. Freight Brakeman Martin Dyer heard the shouts of a man coming from the direction of the Seekonk River and upon investigation found the man struggling in the water. Calling on Charles Nason another brakeman for assistance they went at once to the rescue. They succeeded in getting a rope around the man's body and pulled him safely to shore. He was removed to the Yard Office where he was given first aid and then sent to the hospital. He suffered no ill effects from his experience. The man had been reported as missing by his wife and at the hospital said that at the time he went overboard he was looking for the Point Street Bridge. He missed it by a mile. Brakeman Dyer and Nason are to be commended for their prompt action and successful rescue.

Work has been started in earnest on the installation of car retarders and track changes incident thereto at the Hump Yard, Northup Avenue, Providence. A large gang of men are at work and the work involved will consume several weeks before completion.

If the tests of the new steam heating plant in the Office Building here are not concluded soon there is going to be another war. If there is any doubt as to the success of the installation just look at the brows of the faithful.

The Providence Division was well represented at the March meeting of the New Haven Railroad Club held in the Hotel Taft at New Haven.

Effective April 1, the territory within the Yard Limits at Worcester is transferred to the New Haven Division.

Rhode Island had a Good Friday but it was even better in Connecticut.

Boston Division

C. A. Boardman

Correspondent

Lester Wilmarth, Operator Kingston, is touring the South by auto and looking over his real estate holdings in that section.

Tony Michelo, Machinist at South Braintree Engine house was seen on the streets of East Boston one morning recently putting his trotting horse through the paces in anticipation of a busy season on the local race tracks.

"Bill" McDonough, Braintree tower, and "Nig" Hollingshead, signal maintainer, at the same point, are regular patrons of the "Old Howard." Every Saturday evening finds them occupying front row seats at the west end play house.

Well wishers of Martin Welsh, junior member of the S.S. U439 Batchelor Club, thought they had the goods on him when the society editor reported that Marty was seen on a recent pleasant Sunday morning driving his sedan through Neponset, Montclair, Quincy and Braintree, in company with two attractive young ladies.

With the aid of his friends on the police force he was able to furnish a perfect alibi and can still sing "No Wedding Bells For Me."

There are not many employees on the Boston Division who can equal the record of William Jamieson, third trick signalman Neponset Bridge tower who has worked a seven day job for nearly thirty years, without a vacation or loss of time account of sickness.

Clovis Bourdelais

A section laborer on the Boston Division, and a veteran of the World War, again on April 19, did a 26½ mile run in the B. A. A. Marathon. He says this will be his last run. He holds several medals received at the Brockton Fair for both short and long distance runs.

Mr. Bourdelais is married, and has four little girls, Berenece 8, Geraldine 7, Mary 3, and Virginia 2. He lives at 587 Montello Street, Brockton, Mass.

He was born in Yamaska, P. Q., Canada, and saw service abroad during the World War with the Canadian Expeditionary Forces as a Gunner. He was a prisoner of war in Germany for two and a half years, on a diet of practically nothing but potatoes and cabbage leaves, with possibly a little horse-meat once in a while. Mr. Bourdelais sent us a most interesting write-up of his capture, his experiences in the German prison and his reception of the news of the Armistice. Lack of space will not permit us to print his story in its entirety, but it certainly is the story of experiences that are truly "fearful and
wonderful." It makes one marvel anew at what the human body can endure, and, as Mr. Kipling says, "hold on, when there is nothing in you except the will which says — 'Hold on.'"

John Kay, crossing flagman at the busy Elm Street crossing, Braintree, has returned to duty after several weeks sickness.

Trainman Joe Keefe says he has acquired a wide acquaintanceship among automobile mechanics since he purchased his new second-hand Ford. We have it on good authority that the first time Joe went for a drive, the car insisted on turning in at the first automobile repair shop.

Fireman Walter F. Patten, who has been confined to the Norfolk County Sanitorium, is showing a marked improvement. During the two months he has been there he has gained 22 pounds. Keep up the good work, Walter!

Conductor George Hobbs, who has been ill several weeks, is now much better and will return to work shortly.

Trainman David McDonald is reported more comfortable. We will all be pleased to see Mac back on the job.

Conductor Jim Guymount has bid in the Hyannis run. Jim says the nights down there are the longest he has ever known.

Baggagemasters Charles F. E. Cardiss and Jay A. Gilman, made an inspection of the Ford automobile assembling plant in Somerville recently, and were much impressed with the speed and efficiency displayed in this work.

Switchman Charles Collins, Dover Street Yard, who has been ill for several months, has returned to work.

A reception and dinner was tendered Conductors Ruby Tower and George B. Mapes, by Mr. and Mrs. George H. Saunders, at their home in South Braintree on Sunday, March 31. In the afternoon a sightseeing trip around the South Shore was enjoyed in the Saunders' new Pierce Arrow Car.

Anent a certain item which appeared in last month's issue regarding a bowling match between Jim Hannigan and Charlie Kirwin of the Division Accountants office, held on February 22; it seems we owe an apology to Jim, inasmuch as he defeated Charlie by 65 instead of 60 as previously stated. Also, Charlie's manager, Tommy Pollard, it has since developed has been eating grass sandwiches ever since the match having plunged too heavily on his candidate.

It has not been definitely decided yet what caused the loss of the match, but it is thought that Charlie overtrained by eating too many Eastport sardines.

Thomas Devine, Jr., age one year, made his first visit to Superintendent Astley's office on Saturday, March 30 and seemed to enjoy the call. He made a great hit with the stenographers and his father had some difficulty in persuading him to leave.

Thomas, Jr., so his Dad says, is the finest baby in America. "Along the Line" would like to publish his picture!

Everyone at the Dover Street engine dispatchers office is happy now that Charlie St. Laurent has bought a new pipe, the first one in nine years.

Assistant Train Master Comer is not meeting with any great success in his new enterprise, breeding gold fish. His first hatch was a failure for which he can give no cause. Carl consulted with all the known authorities on pisciculture and followed direction closely and spent several nights watching for results. Better luck next time.

Warren O'Donnell, Engine Dispatcher, Dover Street, took a few days off late in March to put his cottages at Scituate in shape for the Summer.

James Colbert, veteran ticket agent at South Braintree, has returned to work after several weeks absence on account of sickness. It was hard for Jim to miss the first round of the Braintree annual town meeting but he was able to attend the finals, and take an active part in the hot debate which featured this gathering.

Pensioned Conductor David Clifford and wife have just returned from a ten-weeks' visit in Miami, Florida. They were in Miami during the reception tendered President Hoover.

Old Colony Division

W. R. Gregg, Correspondent


Mrs. Laura L. Stevens, Clerk and Operator at Fitchburg Freight is back on the job after spending three weeks vacation at her old home in Tiverton, R. I.

J. W. Pollard, first trick Weir Jet. is confined to his home with a severe cold. He is relieved by Spare Signalman Harry Keith.

Relief Agent L. J. Stevenson is covering Tiverton pending bids.

Trainmaster L. W. Nolan is attending time-table meeting in Boston, compiling new time-table in preparation for the advent of daylight saving. Mr. Nolan's duties are being taken care of by Assistant Trainmaster E. R. Fox.

Spare Signalman Leo J. Gamache is covering 2nd trick Attleboro Jet. in place of Spare Dispatcher J. E. Lynch. "Jim" is covering in place of Dispatcher I. B. Shaw who is covering for H. C. Parmenter on "B" District. Harry is busy fulfilling the duties of Assistant Trainmaster E. R. Fox.

C. C. Randall, Agent at Easton is back on the job after several months of serious illness. We are all pleased to welcome "Chin" back.
Frank J. Silvia, Conductor on NU-2 has made his appearance with a pair of milkwhite spats. Frank says he likes said spats very well but finds that when he stops he has to take the "slack on 'em" before getting started again.

We are wondering who "Bill" Powers turned his social list over to since going on the all-night job.

D. C. Roche, 2nd trick at Weir Jct., is covering 2nd Taunton 'SU' office, account of Local Chairman George Clark on Committee work at New Haven. John Sawyer is on 1st trick.

H. L. Parmenter, third trick at Framingham Center (NX) who makes the practice of donning an extra pair of trousers for each degree the thermometer goes below zero, found himself in difficulties recently when the glass went to 18 below.

Frank Bickerton, 2nd trick Framingham Center, known as the Old Colony Division 'Dahlia King' is being kept busy these days preparing for the Spring Exodus.

W. H. Reagan, third trick at Fall River (Central St.) apparently is about to join the ranks of the "Benevolents." Now we all know why all the burning up the road to Cedar St., Taunton. Don't forget us on the "cake" Bill.

Charlie Mulvey is covering as Clerk in place of Sam Phillips, Fall River Engine House.

Ruel Harvey, Chief Clerk to Supt. Mackay, is trying out a Spartan Radio Set. Ruel tells us he is in constant communication with various European points, including the Australian Wool Markets.

Miss Frances Z. O'Brien, Clerk in the Division Accountant's Office, who has played important parts in amateur shows in Taunton in the past, completely eclipsed her previous good record when on April 3rd she took one of the leading parts in "Ace High," a show given for the benefit of the Bethlehem Home at Taunton. Her part in the performance was most difficult and everyone who saw the show agreed that a professional actress could not have portrayed the part better.

For the third time in succession the New England Steamship Bowling Team of Fall River have taken the New Haven Team of the same city into camp. The New Haven team won but two of the twelve strings and were completely outclassed by the strong Steamship Team. These teams are comprised of the following named bowlers:

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
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<tbody>
<tr>
<td>W. Malone</td>
<td>285</td>
</tr>
<tr>
<td>C. Eagar</td>
<td></td>
</tr>
<tr>
<td>C. Malone</td>
<td></td>
</tr>
<tr>
<td>H. Hicks</td>
<td></td>
</tr>
<tr>
<td>W. A. Young</td>
<td></td>
</tr>
<tr>
<td>H. Young</td>
<td></td>
</tr>
</tbody>
</table>

The highest single of 105 and the highest 3 string total of 285 was bowled by W. Malone.

The Steamship Team would like to arrange a match with the strong New Haven Team of Taunton that holds a win over the Fall River Team. We are sure such a match will prove very interesting.

John Grace, Yard Clerk at Fall River has returned to work after an illness of about three months. We are all glad to see Jack back at the "grind."

Spring is among us — judging by the Horseshoe Pitchers getting in trim. The Fall River Horseshoe artists make the claim that they can take the measure of any team on the System. This should be considered a challenge — any team desiring to accept should get in touch with Leo Peloquin at Fall River.

Midland Division

T. M. Buckley, Correspondent

Division officers are busy these days preparing for the Spring time-table which becomes effective with daylight saving April 28. This should remind us that we are probably in need of a little review on our book of rules and other divisional instructions. Let's make it a point to read our rules through verbatim to preclude our becoming rusty on any rule that is liable to lower the estimation others may have of us. A few pages a day will make it easy to digest. Don't put it off.

"Procrastination is the thief of time; but it takes much more than time."

Operator John Hodge, on second trick at First St. yard office, celebrated his fiftieth birthday in a fitting manner recently. Johnny has kept fit by his numerous trips to "L" St. swimming pool winter and summer, or perhaps he may attribute to the following recipe:

"Take of good nature, one ounce: of an herb commonly called by the Indians, 'Mind your own business', one ounce: mix this with a little 'Charity for others', and two or three sprigs of 'Keep your tongue between your teeth', simmer them together in a vessel called circumspection, for a short time, and it will be fit for use."

Application:—The symptoms are a violent itching in the tongue and roof of the mouth, which invariably takes place when you are with a kind of animal called gossip. When you feel a turn of it coming on, take a teaspoonful of the above, and hold it in your mouth, which you will keep closely shut until you get home, and you will find a complete cure. Should you apprehend a relapse, keep a phial full about you, and on feeling the slightest symptoms, repeat the dose.

Our veteran signalman at Boylston St. S.S. 184, Bart. Curran, met with an accident while on his way to work early in March, due to slipping on the ice, and has been unable to resume duty since. The boys hope for a speedy recovery and his early return to work.

"Fortune is often against us and the cuffs and buffets of experience dismay us for a while; but above the disaster springs the proverbial "Eternal hope in the human breast." No, you can knock a man about as much as you please; if there is anything good in him it will surely survive."

Agent Fay at Abington has returned to work after a long illness. He was relieved by Spare Agent Hill.

"The things that are worth while even in the world, are not for sale and cannot be bought for money. Health, love, a good name, well behaved children.
the respect of others—not merely the admiration of our money, if we have it, which sometimes passes for respect—but respect for ourselves—brains; where are these for sale? What is their market price?"

The Readville "Wrecker" which for so many years answered the calls from Readville Shop Yard, was transferred to Dover St. Yard on April 4th. The record it held at the former point was an enviable one and we hope it will do even better in its new location. Foreman "Ed." Kamps was also transferred with it.

"What is remote and difficult, of success we are apt to overrate; what is really best for us lies always within our reach, though often overlooked."—Longfellow.

Agent Gilbert of Pomfret, who has been ill several months, is able to walk without the aid of a cane, and insists he will soon be 100 p. c.

* * *

Trainman A. C. Clark with his lucky find.

Mr. Clark shot this buck in the Town of Banceloft, Washington County, Maine, latter part of November. One shot right under the ear did the trick.

General Offices, New Haven

B. G. Wilson, Correspondent

J. J. Pelley

He came from the sunny southland
Unheralded and unsung.
He climbed the great ladder of fame
Right up from the bottom rung.

The grasp of his hearty handshake,
The warmth of his friendly smile,
Have paved a way into the hearts
Of all the rank and file.

The section man who tamps the ties,
The fireman and engineer,
The "connie" and brakeman's "All Aboard"
The switchman's signal "Into Clear."

The brave crews on the long freight,
The office force their message sent
For all applause with one accord,
Hats off! to the President.

L. B. F.

The most recent bit of news is always the most interesting and so the premier position in our column this month will naturally have to go to "Bill" Hubbell. Bill is the proud father of a baby girl, born April 8. Reports at present indicate that mother and baby are doing nicely.

* * *

Readers of Along the Line will remember that we carried a picture of "Bill's" first off-spring on the front cover of our August, 1928 issue. Maybe next summer we will be able to print a picture of both the youngsters.

At press time, everything in the general offices seems to be revolving around the annual show. The dates are rapidly approaching and advance information from the rehearsal hall indicates that the entire cast is highly enthused and working mighty hard to make it the best show the association has ever put on and that means the best show of an amateur character New Haven has ever seen.

The G. O. A. A. celebrated the end of the bowling season on April 6 with a big party and dance at Pleasant View Inn. Needless to say the entire affair was highly enjoyed by all who attended.

The bowling team that went down to Richmond to represent the association in the National Duck Pin Tournament did not do quite as well as they had expected they would. With one exception none of the team finished in the money. That one exception was Neil Shanley who found a place among the winners in the singles.

Another severe blow to our bowling aspirations was the loss of the city industrial championship. The race was neck and neck until the end of the season when our boys finished in a tie for first place. The roll-off found the boys in a sad slump and they lost in two straight games.

Otto Gress of the Passenger Traffic Department has changed the scene of his activities from the file room to that of Mr. Hardy's, where he makes up timetables. If anyone discovers any errors in the near future in any of our timetables we suggest that they write direct to Mr. Gress. Good luck, Otto.
General Offices, Boston

Hazel, age 20, daughter of B. A. Powers, Secretary to C. Peter Clark, Pres. O. C. R.R. Co. Marie, age 16, daughter of Dispatcher J. H. McLaughlin, Midland Div., Boston

The Boston unit of the Railway Business Women's Association held a dinner Friday evening, April 12, at the Black Goose on Newbury Street, in honor of Miss Cora Nelson, a former Vice-President of the Chicago branch. Miss Nelson, who is secretary to the Chairman of the Western Trunk Line Committee of Chicago, gave a most inspiring and instructive talk to the girls. About ten of our New Haven girls attended. Miss Esther Gordon, secretary to C. F. Arnold, New England Passenger Agent at Boston, is Chairman of the Membership Committee for the Association, and requests for membership should be sent to her at 584 South Station.

A baby daughter, Joan Francis, is a recent addition to the household of Mr. and Mrs. E. Wellington Martin of Franklin, Mass. Mr. Martin is Chief Clerk in the office of Executive Vice-President Russell. We extend our congratulations!

The Freight Claim Department are agreed that the voters of the Town of Braintree showed good judgment at their recent election in returning Charles W. Evans as Auditor for the second term.
Recent Deaths In Our Family

William F. Hart, Clerk in the Stores Department at New Haven, died Sunday, March 17, after an illness of five or six days that culminated in an attack of pneumonia.

Mr. Hart was born August 5, 1879, in Guilford, Conn., in the house where he still lived at the time of his death, with his cousins, Mr. and Mrs. John Galvin. He came with the New Haven some five years ago. He was a man of quiet unobtrusive personality, and well liked by everyone who knew him.

John Martin McManus, Assistant Station Master at Union Station, Providence, R. I., died suddenly on Wednesday, March 27, at his home in East Warren, R. I.

Mr. McManus was born in Worcester, Mass., November 7, 1869, and entered railroad service in 1883 at the age of 14, as a crossingman. He became Yard Brakeman five years later, and in 1900, Yardmaster at the Charles Street Yard, Providence. In 1913 he became Night Station Master, and served in that capacity until his death. Mr. McManus had a record of 46 years continuous service with the New Haven.

He is survived by his widow, a daughter, three sisters and a brother.

Seymour Howard Wright, Signal Supervisor, Providence Division, died March 28. Mr. Wright entered the service in April, 1896 being employed as a brakeman until the year 1898. In July, 1899 he became a Signalman, continuing as such until November, 1904, when he went to New London to accept the position of Signal Construction Foreman in which capacity he served until April, 1905, when he became Maintainer Foreman. On May 1, 1918, he was appointed Signal Supervisor of the New London Division with headquarters at New London, and on May 1, 1924, he was appointed Signal Supervisor of the Providence Division, which position he held up to the time of his death. He had developed a broad knowledge of signal installation and maintenance, and was respected from the bottom of the ranks up. Through his death we lose one whose faithfulness and devotion to duty will remain ever fresh in our memories. Mr. Wright is survived by his wife and two daughters, to whom we extend our most sincere sympathies.

Nathaniel Wiesner Beyea, died at the home of his daughter at St. Petersburg, Fla., on January 6. The news of his death will be received with deep regret by his many friends on the New Haven. Born January 31, 1843, at Otisville, N. Y., Mr. Beyea began railroading on the Erie back in 1874. It was in 1888 that he began his service with the New Haven, working as section foreman, later as switchman, and still later guarding crossings on the old Canal Road and at Saybrook Junction. He was honorably retired October 1, 1918. Mr. Beyea was a man of sterling character, was a loyal and highly respected employe, and beloved by all who knew him.

Albert H. Davis, former Agent, Midland Division, died February 28. He was retired from active service in 1924.

Patrick J. Geary, former Freight Brakeman, Providence Division, died February 2. Mr. Geary entered railroad service in November, 1897, as Freight Brakeman, running between Providence and South Worcester. He made his home at 30 Violet Street, Providence, R. I.

C. H. Hawkins, former Carpenter, New York Division, died February 6. He was retired from active service in 1905.

James Henry, former Crossing Flagman, Hartford Division, died February 10. He was retired from active service in 1915.

Conrad W. Lundell, former Janitor, New York Division, died February 7. He was retired from active service in 1921.

Jay W. Mallory, former Crossingman, New York Division, died February 26. Mr. Mallory was born August 30, 1860, and entered railroad service in 1891 as Freight Brakeman, on the Old Danbury Branch. He resided at 6 Wilton Avenue, Norwalk, Conn. He was retired from active service in 1924.

Robert N. Morehouse, affectionately known to his host of freinds as “Cap”, a former railroad police lieutenant, died Friday, March 8, at his home at West Norwalk, Conn.

“Cap” Morehouse was born June 13, 1845. When President Lincoln issued his second call for 500,000 volunteers in 1861, young Morehouse, by misrepresenting his age, enlisted in Company G, Twenty-eighth Connecticut. He served the entire duration of the Civil War and was honorably discharged at the age of 20.

(Continued on page 26)
The following New Haven employees have recently received the gold emblem, bearing the New Haven monogram and set with a diamond, symbolizing 50 years continuous service:

**IN ACTIVE SERVICE**

<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>RESIDENCE</th>
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</thead>
<tbody>
<tr>
<td>William Stephen Lucey</td>
<td>Station Master</td>
<td>West Haven, Ct.</td>
</tr>
<tr>
<td>Stephen S. Thayer</td>
<td>General Agent</td>
<td>Wilton, Ct.</td>
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<tr>
<td>Lorenzo B. Nickerson</td>
<td>Recorder</td>
<td>Bridgeport, Ct.</td>
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<tr>
<td>T. W. Hooper</td>
<td>Switchman</td>
<td>New Britain, Mass.</td>
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<td>Fred A. Baker</td>
<td>Passenger Conductor</td>
<td>Campello, Mass.</td>
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<td>John H. Messner</td>
<td>Storekeeper</td>
<td>E. Hartford, Ct.</td>
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<td>Duncan J. MacPherson</td>
<td>Engineman</td>
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<td>Charles Waldo Ralph</td>
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<td>W. Haven, Ct.</td>
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<td>Nelson Pelugue</td>
<td>Engineman</td>
<td>E. Providence, R. I.</td>
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<td>Asa Herbert Porter</td>
<td>Station Agent</td>
<td>N. Chestnut Hill, Mass.</td>
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<td>Walter Spratt</td>
<td>Carpenter</td>
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<td>Franklin Sherman</td>
<td>Engineman</td>
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<td>Thomas Burns</td>
<td>Agent and Operator</td>
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<td>Charles Leonard</td>
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<td>John Fitzgerald</td>
<td>Crossing Watchman</td>
<td>Bridgeport, Ct.</td>
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<td>Augustus S. May</td>
<td>Crossing Watchman</td>
<td>Barnstable, Mass.</td>
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<tr>
<td>Walter B. Spencer</td>
<td>Asst. to Mgr. Trans.</td>
<td>New York City</td>
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<td>John Toolin</td>
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<td>Yard Brakeman</td>
<td>Port Chester, N. Y.</td>
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<td>Bradford D. Bosworth</td>
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<td>John Reilly</td>
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<td>W. I. Nasby</td>
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<td>Hugh J. Hill</td>
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<td>N. E. Nickerson</td>
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<td>Towerman</td>
<td>Mansfield, Mass.</td>
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<tr>
<td>Alfred H. Beal</td>
<td>Locomotive Engineer</td>
<td>Hope, R. I.</td>
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<td>James H. Boyle</td>
<td>Agent</td>
<td>Lowell, Mass.</td>
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<tr>
<td>Charles W. Capel</td>
<td>Section Foreman</td>
<td>Bridgewater, Mass.</td>
</tr>
<tr>
<td>James Clark</td>
<td>Drill Clerk</td>
<td>Fall River, Mass.</td>
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<tr>
<td>Henry S. Congdon</td>
<td>Locomotive Engineer</td>
<td>Wickford, R. I.</td>
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<tr>
<td>Fred L. Crocker</td>
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<td>Hyannis, R. I.</td>
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<tr>
<td>Michael Wm. Crowley</td>
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<td>Dorchester, Mass.</td>
</tr>
<tr>
<td>Michael Cunningham</td>
<td>Bridgemaster</td>
<td>New York City</td>
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<tr>
<td>John F. Griffin</td>
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<td>Patrick J. Healey</td>
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<td>James S. Hefflin</td>
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<td>Norwood, N. P.</td>
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<td>Frank A. Higbie</td>
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<td>Falls Village, Ct.</td>
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<tr>
<td>Louis C. Hunt</td>
<td>Section Foreman</td>
<td>Southington, Conn.</td>
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<tr>
<td>E. C. Jackson</td>
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<td>Hyde Park, Mass.</td>
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<tr>
<td>Michael Jordan</td>
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<td>Poughkeepsie, N. Y.</td>
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<td>Thomas W. Kane</td>
<td>Yard Brakeman</td>
<td>Waterbury, Mass.</td>
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<tr>
<td>Joseph Lewis</td>
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<tr>
<td>Thomas E. Lynch</td>
<td>Truck Driver</td>
<td>Milton, N. Y.</td>
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<tr>
<td>George F. Martindale</td>
<td>Asst. Stewardess</td>
<td>Milford, Ct.</td>
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<tr>
<td>Miss Mary McCarthy</td>
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<tr>
<td>James McCormack</td>
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<td>Saybrook, Ct.</td>
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<td>James H. McCormack</td>
<td>Crossingman</td>
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<tr>
<td>Martin McCue</td>
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<td>Roxbury, Mass.</td>
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<td>Charles H. Mcloon</td>
<td>Locomotive Engineer</td>
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<td>Michael Milmore</td>
<td>Coal Trimmer</td>
<td>Sandy Hook, Ct.</td>
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<td>Edward S. Miner</td>
<td>Crossingman</td>
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<td>Thomas B. Mitchel</td>
<td>Yard Brakeman</td>
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<td>William W. Motley</td>
<td>Clerk</td>
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<td>Russell B. Porter</td>
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<td>Joseph W. Raymond</td>
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<td>Michael Reynolds</td>
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<td>Theodore Robinson</td>
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<td>John H. Ryan</td>
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<td>John Savage</td>
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<td>Burrville, Ct.</td>
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<td>Fred L. Clapp</td>
<td>Locomotive Engineer</td>
<td>Pawtucket, R. I.</td>
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<tr>
<td>Henry J. Sheldon</td>
<td>Foreman Blacksmith</td>
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<td>Niels J. Smith</td>
<td>Clerk, A. F. R.</td>
<td>West Haven, Ct.</td>
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<td>Zoeth B. Smith</td>
<td>Tinsmith</td>
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<td>Henry C. Stebbins</td>
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<td>Fred W. Stupak</td>
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<tr>
<td>Wm. W. Harbox</td>
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<td>Waterboro, R. I.</td>
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<tr>
<td>George E. Warren</td>
<td>Surgeon</td>
<td>Mansfield, Mass.</td>
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<td>Charles W. Wilbur</td>
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<td>Frank H. Wingate</td>
<td>Foreman</td>
<td>New Canaan, Ct.</td>
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<td>Charles A. Wyman</td>
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<td>So. Coventry, Ct.</td>
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<td>Edward Young</td>
<td>Section Foreman</td>
<td>Hyde Park, Mass.</td>
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**RETIRED**

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<tr>
<th>NAME</th>
<th>OCCUPATION</th>
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<tbody>
<tr>
<td>Charles E. Adams</td>
<td>Agent</td>
<td>Hope, R. I.</td>
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<td>Charles C. Arnold</td>
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<td>Hartford, Conn.</td>
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<td>Charles E. Ashley</td>
<td>Agent</td>
<td>New Haven, Ct.</td>
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<tr>
<td>Edward E. Allen</td>
<td>Freight Conductor</td>
<td>Fall River, Mass.</td>
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<tr>
<td>Z. M. Bristow</td>
<td>Asst. to Comptroller</td>
<td>Fall River, Mass.</td>
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</table>
What Others Say

Samuel Ward Manufacturing Company,
Fine Stationery—Exclusive Leather Specialties
29-33 Melcher Street, Boston, March 9, 1929.

J. R. McMahon,
Chief of Police of New Haven R.R. Police,
New Haven, Conn.

Dear Sir:

It is my pleasure to report that your Mr. John McCarthy, located in Danbury, Conn. was instrumental in finding a mileage book which I left in the seat of a train. Mr. McCarthy found it on the train and notified the hotel in Danbury where I was staying and they in turn told me that the book had been found. I hope this information will be of service to you.

Yours very truly,

Samuel Ward Mfg. Co.,
F. A. Johnson.

* * *

Walk-Over Shoe Shop
930 Chapel Street
New Haven, Conn.
March 15th, 1929

Mr. Maurice K. Dugan,
c-o N.Y., N.H. & H. R.R.,
New Haven, Conn.
Yellow Building —

Dear Maurice:

When a customer comes in here and speaks of having received some good service, and speaks in a complimentary way, I know how very much I appreciate it. When someone else working for the other fellow gives me good service, I, too, want the other fellow to know, I find most people are too prone to roast rather than commend big utilities concerns.

Today I came up on a train from Bridgeport, had a pair of Walk-Overs for a good customer, and like a good many other absent-minded people, I left them on the train, and did not give them a thought until I was on the trolley and near the store. I immediately phoned and got Mr. Keegan in the stationmaster’s office, told him the story, he assured me he would be very glad to trace the package, and did it in a nice manner, too. Early in the afternoon he followed up by calling me on the phone to say he had the shoes for me.

Not chiefly for the value of the shoes, but for this courteous and ready response, I want to commend your outfit, and particularly Mr. Keegan.

Very sincerely yours,

Syd. Stokes.

* * *

DURANT MOTORS, INC.
Elizabeth, N. J.

Dear Mr. Foster:

I presume, ere this, you have learned that I am no longer associated with the Locomobile Company of America, Inc., at Bridgeport, Conn., and for whom it was my pleasure to serve as Traffic Manager for the past three years and more. However, I would feel that I had overlooked an important matter were I not to write and tell you how much I appreciated the loyal co-operation of the forces of the New York, New Haven and Hartford Railroad.

In the production of automobiles, there are many times when material stocks will run low, and in such events, it is certainly reassuring to know that the carrier who serves you will do everything in their power to help you. As you are aware, there were several times when I had to appeal for help, and in each instance, the New Haven met my appeal cheerfully, and I certainly feel that I owe a debt of thanks to your office, and particularly to your Mr. Greeley, for the most kindly treatment accorded me. The hardest thing about leaving New England is the realization that I am leaving so many good friends, particularly on the New Haven Railroad. It is just this spirit of co-operation which has brought the New Haven to a place in the front rank of America’s leading railway systems. I shall always be a “New Haven” booster.

Sincerely,

W. B. Hynes.
Mr. W. H. Foster, General Supt.,
N. Y. N. H. & H. R. R.,
Grand Central Terminal Building,
New York, N. Y.
(Sent in by J. A. D.)

SIXTH ANNUAL CHARITY BALL
OF THE
New York, New Haven & Hartford R. R. Co.
Mechanical Department Association
Readville Shops—Boston—Midland Div. Locals
FOR THE BENEFIT OF THEIR
Mutual Relief Association
Tremont St. ELKS HOTEL Boston, Mass.
FRIDAY EVENING, MAY 10, 1929
A. J. CARON, Chairman W. H. DUNN, Secretary
E. H. LOGAN, Treasurer
Chairman Program Committee
Tickets: — Ladies, 60c Gentlemen, 75c
In Recognition of Long and Faithful SERVICE

As long as men shall live and build, as long as they shall strive for worthwhile achievements, there shall be honor and glory in work well done.

March Retirements

<table>
<thead>
<tr>
<th>Name</th>
<th>Division</th>
<th>Years of Service</th>
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<tbody>
<tr>
<td>Charles E. Hunt</td>
<td>Engineer</td>
<td>Providence</td>
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<tr>
<td>Patrick H. Cossey</td>
<td>Station Baggage Master</td>
<td>&quot;</td>
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<tr>
<td>Edward S. Webber</td>
<td>Agent</td>
<td>Danbury</td>
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<tr>
<td>James M. Higgins</td>
<td>Freight Conductor</td>
<td>Old Colony</td>
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<td>Albert C. Tuttle</td>
<td>Passenger Trainman</td>
<td>Boston</td>
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<tr>
<td>George M. Bell</td>
<td>Locomotive Engineer</td>
<td>New Haven</td>
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<td>Patrick L. Douglas</td>
<td>Yard Brakeman</td>
<td>Providence</td>
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<td>John Devine</td>
<td>Section Foreman</td>
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<tr>
<td>Peter Rylander</td>
<td>Trackwalker</td>
<td>New Haven</td>
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<tr>
<td>Harry Briggs</td>
<td>Passenger Brakeman</td>
<td>Hartford</td>
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<tr>
<td>Lucius E. Weavoc</td>
<td>Freight Flagman</td>
<td>Providence</td>
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<tr>
<td>James Brown</td>
<td>Material Inspector</td>
<td>Boston</td>
</tr>
<tr>
<td>Antonio Bigone</td>
<td>Trackwalker</td>
<td>Hartford</td>
</tr>
</tbody>
</table>
“THEY PROFIT MOST WHO SERVE BEST”

There is developing in our people a new valuation of individuals and of groups and of nations. It is a rising vision of service. Indeed, if I were to select the social force that above all others has advanced these past years... it is that of service — service to those with whom we come in contact, service to the nation, and service to the world... We find this great spiritual force poured out by our people as never before in the history of the world — the ideal of service.

HERBERT HOOVER