Safety and Comfort

By C. E. Calkins
Tugboat Engineer

I love the feel of the cushioned seat,
And the absence of jolt and jar,
And the sense of comfort that's so complete,
When I ride in a railroad car.
And I like the friendly porter's smile,
When he offers to carry my grip.
In fact, I enjoy every fleeting mile,
When I ride on a railway trip.

And at night when I'm snug in my Pullman berth,
And the train glides swiftly along,
I am lulled to dreams of a heavenly earth,
By a sort of rhythmic song.
It's the rhythmic song of the sturdy wheel,
As it carries its precious load.
Singing a note at each joint of steel,
As it rolls o'er the gleaming road.

I care not to ride o'er the rolling sea,
For a life on the bounding main
Hath no particular charm for me,
But I do love a railroad train.
You may care to ride in an automobile,
Or aloft in an aeroplane,
But I'm for the good safe road of steel,
And a New Haven railroad train.
Tearing Through The Timetable!

While speed is not by any means the predominant note of our wonderful new train which will probably be in regular service before the next issue of ALONG THE LINE, artist David A. Brown (Valuation Dept., Boston) has caught part of the spirit of the new train in his cover design on this month’s issue, showing the locomotive “tearing through the timetable.” Inasmuch as the “Yankee Clipper” will reel off the distance between Boston and New York in fifteen minutes quicker time than any previously scheduled train on the New Haven Railroad, to the tune of four hours and forty-five minutes, we think Mr. Brown’s conception is rather apt. But this does not in the slightest degree tell the story of the ultimate in comfort which will be experienced by the passengers on this train. There is not a train in the whole country which will be more comfortable, more luxurious, more truly “ritzy,” if we may borrow a slang expression, than the “Yankee Clipper,” which, according to the latest information available at the time of going to press, will commence its duo run in both directions between Boston and New York on March 18.

The first trip of the train, according to present plans, will be strictly an invitation affair, and those who are lucky enough to be among the limited number who can participate in the maiden journey of the “Yankee Clipper” will have something to talk about for a long time to come.

It is tentatively planned to have the train open for general public inspection the day preceding its first trip, at both New Haven and Providence. Then the Providence train will go to Boston, where it will be on public display up to departure time the next day, while the same course will be followed with the New Haven train, going to New York ready for its first trip to the metropolis of New England.

After that the “pride of our fleet” will be in regular service and all that anyone will need to do to ride on it will be to step up to the ticket window and secure a reservation well in advance, and pay the regular fare plus $2.50 extra which will be charged for the added comfort and speed.

Passes for the year 1930, as employees probably have noted, are already marked “Not Good on Trains Nos. 17 and 18,” for those are the magic numbers which mean the “Yankee Clipper” westbound and eastbound, and very, very few are the passes which do not carry this limitation. So unless you are a Chairman of the Board or a President, or have climbed the ladder of railroading so high that you are pretty nearly within reaching distance of one of those high offices, about the only way you can hope to learn of the wonderful comfort of these truly de luxe trains is by taking advantage of the public inspection, or by planking down your good money at a ticket office and becoming for the time being a revenue passenger!

For those whose duties will not permit them to take advantage of the opportunity to inspect the equipment at one of the four cities where it will be on public display, we will do our utmost in the columns of this little magazine, to transmit to you by word and picture just what a wonderful train we are to have on the New Haven Road.

But don’t miss seeing for yourself, if you can possibly get to one of the public ex-

I have an inexpressible desire to live till I can be assured that the world is a little better for my having lived in it. — A. Lincoln.
Advance view of one of the cars of the "Yankee Clipper," which gives some idea of the comfortable, home-like atmosphere of the luxurious cars. Through the open doorway will be seen a glimpse of a picture of a clipper ship. Note also the wall lights, which are something quite new, as well as the Colonial piers between each pair of windows, extending down to the floor instead of being cut off on a level with the windowsill.
hibits, for every employe on the railroad ought to know at first hand just what wonderful service and equipment we are offering to our patrons.

A slight correction is necessary in the list of names of the cars of the train, as printed in the January issue. One of the names originally selected was the "Governor Morton." It developed, however, that no painting of this particular clipper ship could be located, and so the "Dreadnought" was substituted in her place. The "Dreadnought" was holder of the record for the quickest Atlantic passage.

Incidentally, it developed that the "Governor Morton" was named after the grandfather of George A. Morton, our General Mail, Baggage and Express Agent, so that it was with particular regret that this name was dropped.

The trains will consist of seven cars each — club car, two parlor cars, dining car, two parlor cars and club-observation car. And what delightfully homey cars they are to be! Living rooms on wheels! Interior decorations which are exceedingly pleasant and restful, side wall lights with soft-toned shades, beautiful Colonial piers which extend all the way to the floor instead of the traditional parlor car which was cut off at the line of the window-sill, occasional tables with table lamps, — these are a few of the special features which will go to make traveling on the "Yankee Clipper" a real pleasure. Then, of course, there is the beautiful painting which is to be in each car — a painting of the clipper ship after which the particular car is named. And, to mention a matter which smacks more of the practical — roller bearings for added comfort and ease of motion.

The "Yankee Clipper" of other days was the absolute queen of the seas, and the "Yankee Clipper" of 1930 is equally going to be the queen of the rails!

Hats off to the "Yankee Clipper!"

Comfort, More Comfort!

Comfort, comfort, and them some more comfort is the motto of the New Haven Railroad these days.

Witnesseth not only our recently inaugurated de luxe train "The Senator," the wonderfully comfortable new individual-seat day coaches which are being put on our through trains as fast as they are delivered from the car builders, and the coming inauguration of the queen of them all — the "Yankee Clipper" — but we have been receiving and placing in service many new Pullman cars of the most modern design.

For instance, two cars of fourteen single rooms apiece were placed in service on trains No. 1 and 2 on December 23. These are the cars "Night Cove" and "Night Haven."

On December 27 the "Murray Hill" and the "Breeds Hill" were placed in service on "The Federal," as described and pictured in the January issue of ALONG THE LINE.

Eight new cars have been received for the "Merchants Limited," and are now in service. Five of these have thirty-two chairs and drawing room, and the three other have thirty-six chairs each. All are of the most comfortable, pleasing, and most modern design. The 32-chairs and drawing room cars are the "Barnstable Bay," the "Boston Bay," the "Massachusetts Bay," the "Niantic Bay," and the "Greenwich Bay." The 36-chair cars are the "Boston Light," the "Minot Light," and the "Plymouth Light."

Commencing January 19 new lounge cars were put in service on the "Everglades." These cars, of which there are four, are the "Palm Island," the "Palm Key," the "Palm Point," and the "Palm Valley." Each has a drawing room, three compartments, and a very beautiful and luxurious lounge.

True friendship is a plant of slow growth, and must undergo and withstand the shocks of adversity before it is entitled to the appellation.—George Washington.
"Traffic Tip" Teams Formed

The members of the Division Accountant’s force at New Haven have taken up this matter of traffic solicitation in a serious way, and have added a little zest to the matter by injecting some competition between themselves. But we’ll let D. J. McNamara, correspondent for that department, tell you the story, as he did in the G. O. A. A. News, publication of the General Offices Athletic Association at New Haven:

"The members of the New Haven Division Accounting Force wish to go on record as follows:

"1. We heartily endorse President Pelley’s suggestion relative to ‘Traffic Solicitation Tips’ from all members of the New Haven organization.

"2. We believe that more business can be secured and the service improved by this policy.

"3. We pledge ourselves, individually and collectively, to secure as many such tips as possible and to forward them to the proper departments through designated channels.

"It is a well known fact that competition stimulates any productive effort. Therefore, in order to get the utmost from the ‘traffic solicitation’ policy, we have injected competition by organizing three equal teams from the members of this force. Scores will be kept, based on the number of tips submitted, by teams and by individuals.

"The teams follow:

'Pioneers,' captained by E. M. Carrur.
'Scouts,' captained by F. H. Winterbalder.
'Tipsters,' captained by H. L. Johnstone.

"The standing of teams and individuals will be published from time to time. It’s a new game. Let’s go!"

We wish to congratulate the Division Accounting forces for the way in which they have put themselves into this fine "game." We shall look forward with interest to reports of the "standing" of the teams, and we hope to see other departments organize along similar lines.

Meantime, traffic tips have continued to come in to both the freight and passenger departments, in a steady stream, covering a wide variety of freight shipments as well as prospective passenger travel and other information of value.

The "Traffic Tip" idea has spread also to some of the subsidiary companies, the Springfield Street Railway Company and the Worcester Consolidated being represented by a number of tips in this month’s list. We quote the following from the STRYCO News, publication of the Springfield Street Railway Company:

Tips! Tips! Tips!

Through our employes, we are endeavoring to secure more business for the New Haven Railroad, either passenger or freight, and also more business for our own cars and buses. For this purpose a committee has been formed to get in touch with the employes and no doubt you have been approached before this time. If you know of anyone that is planning a trip, any firm that is receiving or shipping freight, which can be handled by either our company or the New Haven Railroad, we would appreciate receiving the "tip." In the next issue of Stryco News will appear the full particulars, and in that issue we will publish the names of employes who have sent in "tips" to date and continue the list in subsequent issues. Get busy boys and get your name on the list of conscientious employes.

(Springfield Street Railway News Bulletin.)

Those sending in tips since the last issue of ALONG THE LINE are:

L. O. McMahon, Agent, Sterling, Conn.
J. Shea, Call Boy, Cedar Hill, Conn.
Joseph Dugan, Lieutenant of Police, Providence, R. I.
Will Johnson, Agent, Onset, Mass.
H. Bussing, Assistant Engineer, Hartford, Conn.

Nothing worth while is lost by taking time enough to do it right. — Abraham Lincoln.
Roland Greene, Section Hand, Uxbridge, Mass.
William F. Smith, Pensioned Engineer, Hartford, Conn.
F. J. Belanger, Agent, Broad Brook, Conn.
William Barnes, Car Inspector, Port Chester, N. Y.
A. E. Slade, Agent, Provincetown, Mass.
J. McCarthy, Foreman, East Hampton, Conn.
F. F. Shippee, Agent, Mooseup, Conn.
F. H. Robidou, Agent, Readville, Mass.
H. M. Kochersperger, Retired Vice-President, New Haven, Conn. (two)
J. N. Foehr, Assistant Tax Commissioner, New Haven, Conn.
A. T. Pierson, Accountant, New Haven, Conn.
J. T. Welch, Operator, Great Barrington, Mass.
W. C. Werle, Clerk, Auditor of Steamship Accounts, New Haven, Conn.
Max Coden, Division Accountant’s Office, New Haven, Conn.
Arthur T. Gilhuly, Car Service Department, New Haven, Conn.
J. J. Burns, Machinist, Dover St. Engine House, Boston, Mass.
E. J. McDonald, Dining Car Steward, Boston, Mass.
A. Mackrille, Auditor of Revenue, New Haven, Conn.
J. C. Owers, Division Accountant, Taunton, Mass. (two)
P. P. Larkin, Traveling Auditor, New Haven, Conn. (five)
E. J. Wilson, Chief Traveling Auditor, New Haven, Conn.
M. F. Crowley, Agent, Mount Vernon, N.Y.
F. E. Tourtelotte, Freight Agent, Webster, Mass.
Miss Anne O’Donnell, Treasurer’s office, New Haven, Conn.
W. R. Benjamin, Treasurer’s office, New Haven, Conn.
W. S. Latter, Agent, Pawtucket, R. I.
D. A. MacArthur, Agent, Providence, R.I.
J. C. Lavalle, Agent, Barrowsville, Mass.
D. S. Dingley, Agent, Fairhaven, Mass.
Fred Jones, Agent, Berkeley, R. I.
C. L. Phillips, Traveling Auditor, Taunton, Mass. (two)
Fred Landry, Claim Clerk, Holyoke, Mass. (two)
R. S. Danforth, Agent, Holyoke, Mass. (two)
J. J. Hennessy, Station Accountant’s office, New Haven, Conn.
John Pollard, Delivery Clerk, Holyoke, Mass.
M. J. Buck, Auditor of Freight Receipts office, New Haven, Conn.
H. M. Dunn, Yardmaster, Norwich, Conn.
M. A. Gaffney, Revision Clerk, New Haven, Conn.

SPRINGFIELD STREET RAILWAY

A. G. Webster, Chief Accountant, Springfield, Mass.
C. Walter Haggins.
Miss Ethyl F. Haggains
David J. Downey.
C. T. Converse.

WORCESTER CONSOLIDATED

J. L. Tully, Division Superintendent.
F. H. Burns, Division Superintendent.
L. M. Tuckwell, Foreman.
H. Nickerson, Clerk.
M. A. Kane, Operator.
Henry F. Casey, Operator.
Charles Norcross, Garage Mechanic.

The Night Shift

“We have mines so deep,” boasted the Welshman, “that it takes half an hour to go down and come up.”
“That’s nothing,” said the American. “We have mines so deep it takes half a day to go down and the same to come up.”
“Ridiculous!” exclaimed the Welshman.
“When is the work done?”
“Work” was the reply. “Oh, the night shift does that.”

The cause of virtue and liberty is confined to no continent or climate.—George Washington.
The subject which has been assigned to me, Gentlemen, is one that is uppermost in the minds of all Supervisors on The New York, New Haven and Hartford Railroad, and rightly so.

If a railroad, a division or a shop has a poor safety record you will find in addition lax methods, low efficiency and high cost of production, as they all run hand in hand.

When such conditions exist it brings to one's mind the question—why?—and the answer is always—poor supervision—for which the supervisors themselves are absolutely responsible.

On the other hand if the safety records are high, and by that I mean the accidents to rolling stock, road bed and personal injuries are low, you will always find efficiency and high production at low cost.

One of the greatest factors in safety, in fact what might be termed its brother—is discipline. From time immemorial the guiding rule of every organization, including life and society itself, has been discipline. If the Safety Supervisor is a fair and just disciplinarian, the safety record of the Department under him will speak for itself; on the other hand, if he is what is commonly known as a "molly-coddle" the opposite will be the result.

In order to properly supervise safety one should be a student of psychology in the handling of men, as there are some men who can be corrected from indulging in unsafe practices by a quiet talk while with others stringent discipline is necessary—therefore—no two men can be handled alike and each Supervisor should make it a point to become well acquainted with those working under his supervision and know each man's personal characteristics so that the man can be approached from the right angle, and thus eliminate any possibility of friction between the supervisor and the employe.

If a Supervisor establishes a reputation of being fair and just in all matters, showing no partiality whatsoever, half the battle is won.

Added to this, there should be no let-up in the constant supervision of operation regardless of whether it is in a yard, on the road or in the shop, as a continuous check is always necessary to prevent lax methods from creeping in, which invariably sooner or later result in a serious accident.

If an accident occurs and the Supervisor thinks that he can "pass the buck"—so to speak—by simply interviewing the employe at fault and then writing a routine report covering the incident, he is out of his element in a supervisory capacity, as that is a method which any individual can pursue. Post-Mortems are of no avail; prevention is the answer.

The Supervisor who is genuinely interested in his job is one who takes every accident occurring under his supervision to heart and feels that he, being the head of such department, is the man actually responsible. Invariably when an accident occurs whether slight or serious, the Supervisor of today asks himself the question—"where was I remiss?"—and immediately conducts a self examination to ascertain wherein he failed by advice, checking, etc.

This is absolutely true as evidenced by the greatly improved safety records of practically every railroad on the North American Continent, the railroads of the United States today being the safest in the world, insurance statistics proving that a man is safer on a passenger train today than in his own home.

When the safety movement was first inaugurated it is recalled it was met with all sorts of derision but the safety feature today is the most outstanding subject of railroading, which is as it should be.

A house divided against itself cannot stand.—Abraham Lincoln.
Just a word to the younger men attending the Conference: Watch the older men both officials and in the classified rank and file; pick out their good points, try to improve on them and adapt them to your own particular situation and you will not go wrong.

Unfortunately we frequently hear when a proposition is broached—the words—“It can’t be done”—and in closing I would like to read to you a bit of verse I came across sometime ago which I believe should be on every supervisors’ desk:

IT CAN’T BE DONE
The man who misses all the fun
Is he who says “It can’t be done,”
In solemn pride he stands aloof
And greets each venture with reproof.
Had he the power he’d efface
The history of the human race;
We’d have no steam nor trolley cars,
No streets lit by electric stars;
No telegraph nor telephone,
We’d linger in the age of stone;
Where some keen barbaric brain
Of life’s conditions dare complain
And planned a wheel on which to roll
The load his arms could not control,
Sneers rose from all the mighty crew
That ever scoffs at what is new.
The world would sleep if things were run
By men who say “It can’t be done.”

*Address at the Eighteenth Annual Safety Congress, Steam Railroad Section, National Safety Council.

Whistling Saves Lives
On January 17, 1928 the American Railway Association adopted Rule 14-L in its present form, commonly known as the grade crossing whistle signal—and on December 1, 1928 the New Haven followed. The modification was designed to reduce the number of accidents at grade crossings.

It is fairly accurate to say that the New Haven operated under the old rule during 1928 and under the new rule during 1929, and comparisons covering grade crossing accidents for those two years are therefore of more than ordinary interest.

There were registered in the three New England states through which the New Haven operates; namely, Massachusetts, Rhode Island and Connecticut—1,339,968 cars in 1928 and 1,518,915 in 1929—an increase last year of 178,947 cars, or 13.4%. In 1928 there were 44 persons killed in accidents on the New Haven at grade crossings, and in the following year 18—a reduction of 59.1%. There were 140 cars struck by trains in the first named year, as against 105 last year; and 46 and 39 cases respectively where cars ran into trains. The total number of accidents at regularly established highway grade crossings were 135 and 88 respectively, covering 32 killed in the first year and only twelve last year, while at private crossings—where the whistle is not blown at all—there were 51 accidents in 1928 and 56 in 1929, with twelve and five killed respectively. Incidentally, there were 183 cases of cars running into and damaging gates in 1928 and 217 last year.

N.Y., N.H. & H. Veterans to Hold Annual Meeting
The annual meeting of The New York, New Haven and Hartford Railroad Veterans Association will be held on Saturday, March 8, at two p.m. at the Railroad Y. M. C. A. at New Haven.

Officers will be elected for the coming year, and it is particularly desired to have a large attendance at this meeting for that reason.

As usual, there will be free refreshments prior to the meeting.

Actions, not words, are the true criterion of the attachment of friends.—George Washington.
Interior of New Combination Club-Dining Cars
Club Car Diners

Operating regularly on four of our trains are two combination club cars and diners, half of the car in each instance being a comfortably furnished club section, the other half being a dining room.

These cars are standard diners which have been released from previous runs through the acquisition of new and more modern diners, and they were sent to Readville shops for remodeling into the present combination club-diners, so that they might be placed in service on trains where a dining car was desirable but where the patronage did not warrant the operation of a full car.

The club-diners use a smaller crew than does the full sized dining car. The waiters, when not engaged in their regular activity of waiting upon table, perform any necessary porter activities, such as looking after passengers' baggage.

The dining compartment seats 18 people and four more may be seated in the "dining section" in the club compartment which will be noted in the photograph in the right hand corner.

The furnishings of the club compartment are new and especially comfortable, and the upholstery is of a bright and colorful character. As will be noted in the photograph, modern type moveable ash receivers are provided instead of the oldtime cuspidors. Altogether they present the dignified atmosphere and comfort of a fine clubroom.

These cars are proving very popular. At present they are being used on the "Bankers" from Springfield to New York, No. 80 from New York to Springfield, the "Midland Express" from New Haven to Boston, and on the "Highland Express" from Boston to New Haven.

Railroad Veteran Receives Gold Cane

James Gardner, retired assistant foreman at Taunton Shops, is now the oldest man in the town of Somerset, Massachusetts, and the Selectmen have just presented him with the "Boston Post Gold Cane." Several years ago the "Boston Post" gave canes to the oldest resident in each town in New England. By arrangement with the local selectmen, upon the passing away of that oldest resident, the cane is passed down to the next oldest, and so on. The gold canes are very handsome as well as useful, and highly prized by those who are privileged to use them.

Mr. Gardner was retired on a pension in 1926 with a record of 60 years continuous service with the New Haven, and the September, 1927 issue of ALONG THE LINE contained a story of his service and the beautiful gifts presented him by his fellow employes.

Mr. Gardner, who is now in his 85th year, resides on Borland Avenue, in a quaint little white house. Both he and Mrs. Gardner are very fond of flowers of all kinds, though dahlias are his specialty. Almost any day in the summer time if you pass the Gardner home in Somerset you will see them working in their garden, and when you see the magnificent plants and blossoms you will understand why the Gardner dahlias are famous.

Very Lucid Explanation

Passenger — Why are we late, porter?
Porter — The train ahead, suh, is behind, and we was behind befoh besides.

Darn that Florist

The bride was attired in a gown of white wool batiste and satin, and she carried a bouquet of punk roses.
Appointments

Effective January 1, 1930, R. S. Eaton was appointed General Agent of the New York, New Haven and Hartford Railroad Company and The New England Steamship Company, with headquarters at R o o m 7-236 General Motors Building, Detroit, Michigan.

Mr. Eaton entered the service September 17, 1908 as spare agent and operator on the Providence Division. He was promoted June 2, 1917 to traveling auditor, on February 15, 1927 to traveling freight agent at Chicago, and on August 1, 1928 was promoted to Assistant General Western Freight Agent at Chicago, holding that position until promoted to his present position of general agent at Detroit.

Change of Jurisdiction

By vote of the Board of Directors on January 28, the duties of the Secretary were extended to include jurisdiction over the Real Estate and Insurance Departments.

Thus G. R. Kent, General Real Estate Agent, and W. F. Hickey, Superintendent of Insurance, now report to A. E. Clark, Secretary.

Mr. Kent will move his headquarters to New Haven.

Another Advance for John Douglas

The steady advancement of John Douglas in the ranks of the New York, New Haven and Hartford Railroad has been watched by his friends in Worcester for many years. There could be no better evidence of capacity than the record of his promotions since he entered the Worcester office of the company in 1902.

Made freight cashier after three years and promoted two years later to be traveling freight agent, he held that position until 1920 when he became general agent of the road’s traffic department in this city. After eight years in that position, he was transferred to New Haven, and a year later to Boston, where he served in a like capacity.

Now his promotion to assistant to the vice-president in charge of traffic, with headquarters in New Haven, marks another upward step. During his years of service in Worcester he had wide contacts with the business men of the city. The number of his personal friends here is proof of his popularity. And the fact that these friends, though gratified by his latest advancement, are not in the least surprised by it gives evidence of the general recognition of his outstanding ability by those who have been in a position to judge of his work.

(The Worcester Evening Gazette)
On January 27, at New Haven, an organization meeting was held of N. Y., N. H., & H. R. R. Post 131, American Legion, with sixteen men representing various branches of railroading in attendance. A skeleton organization was formed, with Captain William P. Conley of the police department as Temporary Commander, F. W. Webber, Assistant Superintendent, as Temporary Adjutant, and J. J. Garrity, fireman, as Temporary Finance Officer.

One week later, a second meeting was held, and the original sixteen had already increased to 60, a charter had been applied for and granted, and indications were that the membership would continue to increase by leaps and bounds as soon as the news spread around that here at last we have a legion post in which there is an additional interest in common—that all are employes of the New Haven Railroad.

Any railroad employe who was a member of our armed forces during the war is eligible for membership. A glance down the appended list of present members shows all branches of the service represented, and similar the list represents all ranks in the army from colonels down to buck privates.

Following are the members, to date, of the new N. Y., N. H. & H. R. R. Post No. 131, American Legion:

**Joseph Herman Auerhamer**, Clerk
**Arthur Leonard Bartlett**, Division Engineer
**Geo. Benjamin Beaumont**, Clerk
**John Henry Brauer**, Baggage master
**Sabato Charles Cioffi**, Clerk
**Burton Charles Clarkson**, Clerk
**George Harold Clark**, Clerk
**Frank Joseph Collins**, Clerk
**Edward Oscar Carlson**, Civil Engineer
**Edward Christopher Conway**, Clerk
**Thomas Wilson Cronin**, Clerk
**Max Coden**, Clerk
**Clark Morrell Cheney**, N. E. Trans. Supervisor
**William Patrick Conley**, Capt. R. R. Police

**James W. Dunn**, Clerk
**Merle Clarke Delaware**, Clerk
**Louis James DeBowes**, Clerk
**Emil Eision Davies**, Clerk
**John Joseph Donnelly**, Clerk
**Frank A. Flaherty**, Clerk
**Thomas A. Fogarty**, Clerk
**Thomas Joseph Gannon**, General Foreman
**John Joseph Garrity**, Fireman
**Harold W. Gilman**, Clerk
**Frank Elmer Geer**, Patrolman
**Griswold Mason Heinze**, Elec. Engr.
**George William Hardy**, Chief Clerk
**Robert A. Hyde**, Clerk
**Oscar F. Johnson**, Clerk
**Charles Michael Kelley**, Clerk
**John Francis Mullally**, Clerk
**James F. Maher**, Yard Brakeman
**Russell A. McGuigan**, Clerk
**Joseph Dominic McManus**, Clerk
**George E. Nash**, Real Estate
**Thomas F. Newman**, Clerk
**Joseph Daniel O’Connell**, Legal Dept.
**Walter James O’Connell**, Trucker
**John Henry O’Neil**, Stockman
**Everett W. Pierce**, Yard Conductor
**Wilbur Joseph Patterson**, Clerk
**Merwin Hazard Palmer**, Clerk
**Pierce Michael Prendergast**, Clerk
**James Joseph Quinn**, Draftsman
**Clement Paul Quinn**, Clerk
**Francis Aloysius Rogers**, Supt. Communication
**John Francis Reilly**, Clerk
**William Gaynor Regan**, Clerk
**Walter Herman Reisner**, Clerk
**Perce Joseph Sellers**, Accountant
**Charles Edward Smith**, Vice-President
**Charles Austin Sheridan**, Clerk
**Dana Emerson Stetson**, Chief Advertising Clerk
**Kenneth L. Smith**, Asst. Chief Clerk
**Raymond Henry Saviteer**, Draftsman
**Theodore Alfred Vollert**, Fireman
**John Frederick Wendt**, Transitman
**Friel H. Webber**, Asst. Supt.
**Sidney Withington**, Electrical Engineer
A 99.99 Per Cent Record In Furnishing Freight Cars

"The railways in 1929 came nearer rendering perfect service in furnishing freight cars to shippers than ever before," says the Railway Age. "A comparison of the records of the number of cars loaded and of the number of 'shortages' reported shows that on the average in each week of the year they furnished to shippers, when and where the shippers wanted them, 99.99 per cent of the cars for which the shippers asked.

"The figures regarding the filling of shippers' orders for cars during the last seven years tell a remarkable story. In the early part of 1923, in which year the railways adopted their big program for providing adequate and improved freight transportation, there was a car shortage which had extended over from 1922, in which year occurred the nationwide strike of shop employees. Shippers in 1923 were furnished when they wanted them only 82.37 per cent of the cars for which they asked. The corresponding figures for subsequent years are as follows: 1924, 99.22 per cent; 1925, 99.69; 1926, 99.8; 1927, 99.88; 1928, 99.97, and 1929, 99.99.

"Of course, perfect service in furnishing cars throughout an entire year probably can never be attained, but it was attained in at least twelve weeks last year, there being no cases in those weeks in which a single shipper failed to get all the cars for which he asked. The present winter has been an unusually severe one and it is therefore highly significant that during the eight consecutive weeks from the end of October to December 22 there was not in the entire United States a single failure to furnish a shipper with all the cars he wanted.

"The almost perfect performance now being given in the furnishing of cars is due not only to the improvements that have been made in railway facilities and operation, but also to the co-operation of the railways and shippers through the Regional Shippers' Advisory Boards. The only part of the country in which an actual shortage of cars was threatened at any time last year was in the southwest, when, during the early summer months, the wheat harvest was at its height. The wheat was delivered to the southwestern lines with unprecedented rapidity, but by close co-operation with the shippers they succeeded in making an almost perfect record in handling it.

"When it is considered that there are about 2,500,000 freight cars in service, and that in order to handle the country's traffic they must be constantly distributed to almost innumerable stations and industrial and commercial plants in all parts of the country, the success of the railways and the shippers in securing an almost 100 per cent distribution of cars throughout a year of record-breaking traffic constitutes an extraordinary achievement."

182 Years of Service

A New Haven Passenger Yard Switching Crew with a combined service record of nearly two centuries. From left to right they are: C. T. Pallister, conductor (45 years); J. H. Lynch, brakeman, (52 years); John J. Harrigan, fireman (37 years); C. W. Ralph, engineer (58 years).
A quarter century ago at South Norwalk. This photograph of the South Norwalk Engine House was taken in June, 1891. From the head end it shows John Burke, who was then working as round house man at that point, and who has lent us the photograph; C. H. Roscoe, locomotive engineer, who has since left the road and is engaged in farming in New Canaan; William Callahan, engine house man; Walter Reed, engine house man; George W. Raymond, locomotive fireman; all the last named three having passed away.

Mr. Burke was unfortunate enough to lose both his legs in an accident at Lamberton Street about fourteen years ago, but he is able to get around nicely with artificial limbs, and is at present employed as an engine checker at New Haven.

We thank Mr. Burke for lending us this photograph.

This picture was taken at Willimantic about October, 1890. Diner plied between Boston and Willimantic, leaving Boston 3 p.m., due Willimantic, 5.25 p.m.; returning left Willimantic 6.35 p.m., due Boston, 9 p.m. The train was noted for its on time performance and was in charge of pensioned Midland Division Conductor M. W. Crowley, whose face shows in the middle window of car. Mr. Crowley was taking advantage of a light repast during the layover. Car stood on spur at West end of station. The men on ground named from left to right:


Of the above named only two are living.

We are indebted to Mr. Pike for this photo. He left the railroad several years ago and resides in Jamaica Plain.

Mr. Rich was an employee of the Armstrong Transfer Co.

We understand the engineer was the late Eugene E. Potter who was pensioned after fifty years of service.
"All In a Day's Work!"

Heading our list of Safety Citations for the month of February we have three employes who, by their alert and efficient actions, were responsible for the saving from possible serious injury two passengers who had attempted to board moving trains. These men are not only alert but also very modest for we experienced considerable difficulty in trying to get their pictures, and in reply to one of our letters, one of them remarked, “She guessed wrong, I outguessed her and nothing happened, so let’s call it all in a day’s work!”

T. H. Dunn, conductor and R. T. Myers, trainman, while working on train 159 at Pelham Station noticed passenger who had attempted to board train in motion being dragged along the platform and falling onto track beneath the coach. Both Conductor Dunn and Trainman Myers applied the air simultaneously from different portions of the train bringing the train to a quick stop. The passenger was found lying across rail about three feet ahead of the rear truck of car.

H. Pierce, asst. work train foreman, noticed woman passenger attempting to board moving train at Whitman. She had caught hold of the grab iron at head end of second car and was swung off her feet and would have fallen under car had not Mr. Pierce caught hold of her and pulled her clear of train.

Three employes received a second entry to their credit for their good safety work:

S. W. Hobbs, signal operator, Middleboro, noticed something dragging in car of train and had train stopped. Safety bar was found dragging.

Charles Kellogg, operator at Hartford, discovered brakes sticking on car of passing passenger train and had train stopped.

Charles F. Strehlau, engineer, saw fire flying from car in train NS-2 at Berlin and had train stopped and hot box taken care of.

The following employes were rewarded with a safety button for their safety activities:

Wm. N. Beal, signal helper, at Brockton discovered broken rail and took necessary precautions to have trouble taken care of.

H. S. Brown, crossingman, Weymouth Heights, saw safety bar hanging from car in train and had train stopped.

John Castaldo, machinist, at Dover St. Engine House, noticed a laborer pushing a truck onto turntable unaware of approaching engine and shouted a warning to him.

Harry E. Conway, operator, Medfield Jct., saw fire flying from car of train and reported matter.

James Fleming, yard clerk, Ansonia, discovered brake beam down on car and arranged for repairs.

J. E. Ham, signal station operator, Attleboro Jct., observed something dragging in train and had train stopped.

F. D. Harrington, combination man, Communication Dept., at Providence, discovered safety bar down in car of train and reported the fact.

C. E. Hatch, signal station operator, Walpole, saw fire flying in car of train and when train was stopped brake rigging was found down.

Robert Jackson, signal maintainer, noticed broken rail at Framingham, and reported it before any damage could be done.

A. C. Johnson, freight conductor, noticed something wrong with car when train was pulling into Waterbury Yard and investigation showed broken arch bar.

P. J. Keegan, passenger conductor, discovered broken rail at Noroton and promptly reported the matter, sending back a flagman to protect until necessary repairs could be made.

M. F. Kersey, freight trainman, noticed car partly off center when train was pulling out of Great Barrington and stopped train.

H. W. Lambertson, conductor, while doing work at Ansonia, found a loaded coal car with broken bolster and had car taken out for repairs.

With malice towards none, with charity for all, with firmness in the right, as God gives us to see the right.—Abraham Lincoln.
Along the Line

February, 1930

Timothy F. Lunney, section foreman, Hartford, found angle iron dragging in car of Extra 3333 and had condition corrected.

Michael McCann, Section Foreman, Attleboro Junction, noticed sparks flying from tank cars and reported matter to dispatcher who had train stopped. Air brakes were found sticking on two tank cars.

P. J. Miller, S.S. operator, Tower 234 at Readville, observed sparks flying from car in middle of OB-2 and had train stopped.

Lee Murphy, section foreman, saw brake rigging dragging from car in train passing through Valley Falls and signalled the conductor who stopped train.

James T. Noonan, switch tender at New Haven discovered a broken rail and reported it to yardmaster.

H. L. Parmenter, signal station operator, Framingham Centre, saw fire flying from UL-4 passing his station and stopped train.

C. W. Phillips, signalman, Franklin Jct., set signals in stop position when he noticed automobile skid though gates, stopping train.

Wm. H. Sheldon, conductor, Providence, saw piece of lumber protruding from side of car in passing train and promptly reported the matter.

W. B. Tallerday, fireman, while on switch engine in Bridgeport Yard, observed fire flashing from car in extra 090-091 and had train stopped.

George Wenzel, crossing watchman, Hopewell Jct., discovered a broken rail at his crossing and notified section foreman.

Crossing Tender Prevents Tragedy

The 4.25 p.m. southbound train was approaching Chelmsford. At the railroad crossing in Central Square, Crossingman Worthen was on duty, scanning the highway at either side of the tracks for possible careless pedestrians or automobile drivers. Almost in the twinkling of an eye a scene was enacted that bid fair to prove a tragedy. Two sedans, one a Ford and another a heavier type collided with a crash. The Ford with its occupants was thrown on to the railroad tracks, directly in the path of the oncoming train. Without a second's hesitation, Crossingman Worthen seized a red lantern and ran down the tracks toward the train. He succeeded in attracting attention so that the train was brought to a stop several feet from the overturned car.

The occupants of the unfortunate car, none of whom were injured seriously, certainly owe their lives to the quick thinking of Mr. Worthen, whose name appeared with the Safety Citations in last month's issue of Along the Line.

Peter Arno's conception of the grade crossing hazard, being one of the cartoons from "Peter Arno's Parade of Satirical Cartoons," a recently published book.

I hope I shall always possess firmness and virtue enough to maintain what I consider the most enviable of all titles, the character of an "Honest Man."—George Washington.
George Washington

Friday, February 22nd, the birthday of the "Father of his Country!". May it ever be freshly remembered by American hearts!

May it ever reawaken in them a filial veneration for his memory, ever rekindle the fires of patriotic regard for the country he loved so well, to which he gave his youthful vigor and his youthful energy... and for which the last prayer of his earthly supplication was offered up.

Abraham Lincoln

Wednesday, February 12th, marked the 121st anniversary of the birth of Abraham Lincoln.

Time has not dimmed the memory of this great American. Down through the years the name of Lincoln is increasingly honored because he was humble in his greatness, kind in his vision and human in his genius.

He loved his fellow men, and was always what today would be termed, "A Square Shooter".

From an address by Edward Everett on the subject, "Washington Abroad and at Home," delivered July 5, 1858:

"The character, the counsels, and example of our Washington... will guide us thru the doubts and difficulties that beset us; they will guide our children and our children's children in the paths of prosperity and peace, while America shall hold her place in the family of nations."

From an address by Phillips Brooks on, "The Character of Lincoln," delivered April 23, 1865:

"He taught us the sacredness of government... He made our souls glad and vigorous with the love of liberty that was in his. He showed us how to love truth and yet be charitable—how to hate wrong and all oppression, and yet not treasure one personal injury or insult."

If you once forfeit the confidence of your fellow-citizens, you can never regain their respect and esteem.—Abraham Lincoln.
We Appreciate the Service
Mrs. Bartlett Murdock, Mayflower Inn, Needham, Mass.

Let me thank you for your very prompt and courteous response to my suggestion in regard to the smoking in the ladies' rest room. When I went through that room on Tuesday night, I found it clean, comfortable and free from smoke. I am sure many other patrons beside myself will appreciate your kindness.

I would like to say that I have traveled on the New Haven road a good many years and have always been treated with the utmost courtesy by its employees. A recent instance which I would like to cite is this: last week I came in from Needham on the eight o'clock train. It was a stormy day and I had my arms unusually full of things. In my bag I had over $20 in money, as well as my ticket, as it was necessary for me to purchase a large quantity of stamps for the temporary work I am doing. For the first time in my life, I left my bag on the seat in the train. Very shortly after reaching my office, I had a telephone call from one of your brakeman — I am sorry I don't know his name; he has been on our trains for quite a while — who had found the bag, found my card with my name and home telephone, had called up the Inn, gotten my phone number in town, and then called my office. Not only that, but he later brought the bag himself to my office. I couldn't but feel that the world was a good and honest place after all!

I would be grateful if you would pass this letter along to some official of your road. I personally should like them to know that we appreciate the service you men are giving us.

(The employee referred to is Thomas H. Magee, passenger brakeman, Midland Division.)

Exceptional Piece of Service
W. A. Dower, Industrial Secretary, The Manufacturers Association of Conn., Inc.

I think that an exceptional piece of service by one of your departments should not pass unnoticed.

On the night of December 30 I attempted to make reservations on the Montrealer after it had left New York. Apparently Hartford is not entitled to any space unless it can be procured ahead of time. However I got in touch with The Hartford ticket office, talking with Mr. Harrington, and within an hour he had procured accommodations for me.

I appreciated this service very much and I know of others who have been helped who have been favorably impressed by attentions like this to the special wants of passengers.

* * *

First a Gentleman
H. W. Holbrook, Roslindale, Mass.

With the thought in mind that criticism is used more easily and more frequently than commendation I wish to go on record as appreciative of and grateful for the kindly services rendered me last evening by your Conductor, Mr. A. S. Smith.

I was particularly desirous of leaving Boston early and by hustling made what I supposed was the 4.42 p.m. train for Needham by way of West Roxbury, but absentmindedly in the South Station train shed turned left instead of right to climb aboard and discovered after leaving Back Bay that I was on the 4.45 p.m. train for Dedham by way of Hyde Park.

Mr. Smith was most courteous and agreeable in dealing with me and through his good offices I reached home only a few minutes later than planned.

I am convinced by daily contact as a rider that the general average "New Haven" employee is a high grade trainman but Mr. Smith will always stand out in my memory as a man who is first a gentleman and to that rare gift adds his many other attainments.

(Continued on page 34)
MOSTLY PERSONAL

New York Division

J. R. Casey, Correspondent

GRAND CENTRAL TICKET OFFICE.

Mrs. Kitty Berard, reservation clerk, who has been out for the past two weeks account of sickness has returned to work. * * *

H. Gormeley and R. Conway are spending their vacations at home having a good rest. * * *

Seller Ennis is spending his vacation at Derby, Conn., visiting the folks and also is contemplating taking a trip to Montreal by auto to spend a few days there. * * *

Mrs. Marie Ferro, reservation clerk, who has been out with an attack of the grippe has returned to work. * * *

Miss Lucy Vear, reservation clerk, is spending her vacation at Cadyville, N. Y., visiting her mother. * * *

Now that everybody is spending their vacation in Canada, Seller Harlowe has decided to spend his vacation in Montreal. * * *

Seller Jenner and wife are spending their vacations in Moncton, N. B., visiting some of the old folks. * * *

Seller Wixted is spending his vacation at Ottawa, Ont. * * *

Ticket Agent Longstreet has been holding out on the boys that he plays golf until we noticed a folder sent by the Missouri Pacific stating that the course record at the Hot Springs Country Club is held by him. * * *

Seller Balluffi and family are spending their vacations down on the sunny shores of Miami. * * *

Miss Leona Trick, reservation clerk, is also spending her vacation at Miami, Fla., and when she comes back, she will have to join the alligator club. * * *

Carl Ziebe and his bride, formerly Miss Elsie Hoffman, both employed in the bookkeeping department, are spending their honeymoon at Shenandoah Cavern, Va., and in the March issue of "Along the Line," you will find a full detail of the wedding. * * *

Miss Tessie Feeley, reservation clerk, is spending her vacation at New Orleans but she is disappointed that the Mardi-Gras will not be held until March 4 and by that time she will be back in New York. * * *

Seller Fayden is spending his vacation at home taking a good rest. * * *

In the first match game this season between Assistant Tienken's team which consists of himself, Seller Hanchett, Wixted, Jones, and Harlowe and Assistant to Agent's team, which consists of himself, Day, Spellman, Kane and Casey, the former was victorious in both games, winning the first by eleven pins and the second by fourteen pins. * * *

Seller O'Connell is spending his vacation in Little Falls, N. Y., visiting his folks for a few days and the rest of the time you will find him at Montreal. * * *

Mrs. E. Lindblom is planning to spend her vacation down on the sunny shores of Miami Beach.

HARLEM RIVER

Jim Reilly, chief clerk to Division Accountant Hyland, quite suddenly decided to become a member of the rifle club. Seems Jim dropped in at the Club headquarters recently, and much to the astonishment of those present scored seventeen consecutive bulls eyes, although he had never before handled a rifle. Some gunnman. * * *

Myrtle A. Woodman, who transferred to Superintendent Baily's office a short time ago from Danbury, finds the Big City interesting and fascinating and its inhabitants very affectionate. Myrtle says the first time she used the elevated train to come to the office, she arose from her seat at 138th Street to get off at 134th Street but she simply could not get away from the train until it reached 106th Street, and even then she was pressed to remain. * * *

Solomon Belmont, clerk in Mr. Cotter's office, has been off duty since the latter part of January on account of his health. * * *

John Johnson, lighterage dispatcher, spends his evenings DXing on his Fada radio all over these United States. He claims he has picked up Seattle, San Francisco, Los Angeles, among other places. * * *

N. Y. Division Rifle Range

Ready at last! The New York Division Rifle Club range has at last been completed and the members have begun regular practice. The range, a snapshot of which appears above, is in the old Morris Park Station on the Harlem River Branch. Although the picture shows but four targets the range has been constructed to permit six men at the firing line. The members of the club are also furnishing a pleasant, comfortable club-room in the building. All employees on the New York Division, are invited to become members of this fast-growing and interesting club. For further information regarding the activities, membership, etc., communicate with the secretary, Mr. Joseph F. Durkin, Mechanical Superintendent's office, Van Nest, N. Y.
Joe Durkin, secretary of the New York Division, is such an enthusiastic member that it is said he takes his rifle to bed with him. Now that the Mechanical Superintendent's office is at Van Nest Joe plans to spend a couple hours each day on the range.

** New Haven Division **

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

Well, "gang," our staff of "Correspondents" certainly fell down hard on their New Year's resolutions, being among the missing in the January issue, for which we offer our regrets. It may be that we were keeping under cover from some of "our dear readers" who are anxious to have a word with us. However, we are back on the job again and will attempt to make up some of the lost ground.

When it comes to handling the broom "a la clean sweep" the honors go to Prof. Fred Brown in the Trainmen's House. Everything's on the move when Fred gets started.

Conductor Nate Shea, self appointed censor of the doings at that "temple" from all reports is quite an understudy to "Andy" of the famous team, as Nate is in a class by himself for calling a meeting and holding the floor.

Now we know what was all the noise on 768—first we thought it was some cheering section—but we found out that Freddie Bremmer is back with the boys. By the way he was given a testimonial on his return. Not our fault Fred if you did not show up for a year to get it.

Cliff, Hobbs, our Champ, is enroute on his annual tour of the Hollywood studios. Cliff would welcome a part in a strong man act at any time.

We take this opportunity to extend to Fireman Bill Klaprooth our sincere expressions of sympathy in the recent bereavement of his mother.

Passenger Conductor Harry Darling is still off on account of sickness. We are looking for him to be back with us soon.

Engineer Geo. Warrus has just returned from a trip to the coast and relates a story he overheard while enroute: For about half an hour a man from Denver had been boasting to an Irishman about the significance of the Rocky Mountains. "You seem mighty proud of them mountains" the Irishman said. "You bet I am" replied the man from Denver. "And I ought to be since my ancestors built them." The Irishman thought this over for a few moments and then asked: "Did you ever happen to hear of the Dead Sea, Well, my father killed it."

Engineer Jos. Bannon, Master of Ceremonies and Lecturer for the "Owl Club" at the Motor Car recently gave a very interesting talk on the operation of air brakes from either end of a train. Most interesting Joe!

"The Owl Club" is pretty well disbanded just at present. However Engineer Geo. Smith says he will still keep the charter even if he is the only member.

Our favorite Engineer Cliff. Benedict is back with us again hale and hearty, back at his stand on 22.

Quite a few of our Engineers have left us for a sojourn to the Coast and Southern climates, among them being John J. Scannell, Cliff. Andrews, J. Sperry, Bill Brainerd and that favorite from Danbury Andrew Dougherty.

Engineers Greg. Miller and Bert Bowen are still off duty on account of ill health.

While it may be a little late Charlie Smith, Paul Bell, Al. Cowes all join in extending their feelings of appreciation to their many friends in the station force for their very kind remembrance at Christmas.

Fred C. Wirtz of the Trainmaster's force, who is Master Sergeant of Headquarters Troop, 122nd Cavalry, Conn. National Guard, has received an appointment to the Cavalry School, Fort Riley, Kansas. His many friends are mighty pleased to hear of his appointment and wish him the very best of success.

Passenger Conductor Barber has left us on train 87 and we can say we miss him in our daily dozen.
The New Haven Station Bowling League has passed the half way mark in its tenth successful season. It might be in order to mention ten years ago Harold Perry gathered together sixteen brawny men to organize a league to defend the honor of the employes of the then new station against all comers. The league grew until it reached its maximum of some forty members and much credit for the wonderful success of this league was due to the untiring efforts of such men as: E. E. Regan, J. E. Murphy, C. F. Caley, A. A. Kay, H. Perry, C. F. Shanley, T. Cronin, A. L. Gutherie, C. Ryan, H. Hislop, F. T., Coady and J. E. Wheeler.

At a meeting held recently by the present officers who are: J. J. McNamara, Pres., H. Perry, Sec'y, C. F. Ryan, Treas. and T. P. Reynolds, Asst. Sec'y and Treas. it was decided, on account of the past good performance of our bowlers, to enter a team in the National Duckpin Tournament to be held in Waterbury shortly. While the personnel of the team has not been definitely decided in all probability it will consist of such stars as Hank Hislop, Harold Perry, Ed. Kisskault, Ed. Brockett, T.(ay). Reynolds with Jimmie Wheeler. There is no doubt of the ability of this aggregation of bowlers and they deserve the whole hearted support of their fellow members and friends and we are sure they will leave nothing undone to bring the laurels to the New Haven Station Bowling league.

Freight Agent O'Brien recently returned from a trip to Miami, where he attended a meeting of the Committee on Direction of the American Railway Association, Freight Station Section. He made the usual side trip to Havana, and is very enthusiastic about that city.

Clement Laurel, Tallyman at Cedar Hill Transfer, is passing out the cigars. Both Mrs. Laurel and the youngster are doing well.

In walking to the station on the morning of February 3rd Miss Helen Graser “fell down and went boom.” Fortunately no bones were broken and she was able to take a later train to work. We would suggest that she take the matter up with the selectman of the village of Wallingford.

Robert O'Brien of the Freight Agent's force recently spent a week end with his boyhood friend, Bishop Brewster of Maine. While in Portland there was a severe snow-storm, but Bob reports having a very fine time.

Among the rising artists at Water Street are Bill Marrinan and Robert O'Brien, who were on air last Saturday afternoon as Bille Jones and Ernie Hare, and their rendering of “Socks” threatens to outshine those popular boys. We might mention their impersonation will undoubtedly be of the famous Amos and Andy.

Moe Speck and Izzy Marrinan, demon credit men, persist their experience was obtained through the International Correspondence School.

Brakeman Bill Shinners on the Holyoke Horn Switcher has taken a leave of absence and is to spend a couple of months down South.

“Jerry” Beaudoin who has been very ill with pneumonia is now recovering and his many friends will be pleased to hear this report.

The many friends of T. J. Haley, Asst. Agent at Holyoke sympathize with him in the loss of his father, T. J. Haley, Sr. who passed away on January 24. Mr. Haley was a city official for a period of forty-five years and at the time of his death held the position of Assistant Marshal of the Police. In his death the City of Holyoke lost a loyal citizen and a valuable officer.

Division Engineer G. Curtiss has certainly been a very busy man these days in connection with the installation of the new tracks at Sachems Head which will result in discontinuing a bad curve at that point.

In connection with the installation of new tracks at that point too much credit cannot be given to Mr. Cal Armstrong, Track Supervisor, Signal Supervisor A. J. Warren and Bridge and Building Supervisor Candee for their untiring efforts.

The entire Drafting Room spent an evening bowling (?) recently. The less said about the scores the better, but it wouldn't be fair to Spee Sperry, our Cost Engineer, who amassed a grand total of 190 for three games, but it must be made known that it was a record.

The latest addition to the office force is Renei Coulombe who has taken Mike Matakaetis place as Asst. to Cost Engineer Sperry. Mike has rejoined the ranks as a surveyor.

As no write up would be complete without some mention of Sid Polson our asst. engineer, would advise that Sid was given a birthday party the first of the month and was as usual, effervescent with his usual good humor, and the party was a glorious success. Too much credit cannot to given to its hostess, our amiable file clerk, Mae Lautenbach.

Transitman John Wendt has now moved from the Town of New London to the Wilds of Hamden.

Mrs. Anna Stoddard left our office the first of the year and she has been greatly missed. Harold Bloom has taken over Mrs. Stoddard's work.

Understand Alderman Donlan has been very active in his duties later especially in that part of the city known as The Hill.

Have you noticed that Bill Lane, driver DeLuxe of the B.&B. truck is just as good a driver as he is a hockey player. When you see that bright shiny car go by it is Bill Lane at the wheel and when you see a hockey game and see a commotion on the ice it is Bill Lane trying for a goal. Bill plays on the R.R. Hockey Team.

Andrew Leary, one of our carpenters is also on the R.R. Hockey Team and understand that he and Lane are giving a good account of themselves on the team.

Our Amiable Bob Lewis has left the Railroad to go with the Telephone Company. Good luck Bob.

Jerry Sullivan is very silent these days, in fact says that he is too busy to talk. Keep it up Jerry.

A Record Run — by Bill Lane, the B&B Canary. On Tuesday, February 4th, Bill left New Haven for Berlin in the B & B Car at 6.30 a.m. to get some bridge steel and took the rough road to Poughkeepsie Bridge and returned to New Haven at 4.30 p.m. the same day. This was a rush job and the bridge steel had to be in Poughkeepsie by the 5th. This bears out the good condition that Bill keeps his car in, and stands out as a remarkable run considering the icy condition of the roads and the rain storm thru which he drove.
Hartford Division

J. W. Coleman, Correspondent

The Bowling League is progressing satisfactorily. Much interest is being manifested not only by the players but as well by others in the contest between the various teams.

In the last issue of "Along the Line" challenge was issued by Messrs. Woodward and LaPinta to any two-man team on the System, but understand no replies have been received and they are still anxious to hear from any two-man team in order match may be arranged.

Jim O' Day has returned from his trip to California and gives a glowing account of the wonderful sights in the "Land of Sunshine."

Miss Mary McCarr, retired stewardess, was a visitor at the office during the past week and her many friends will be pleased to learn that she is enjoying good health and also enjoying her well earned rest.

We were also favored during the month of January with visits from a number of our retired employees and it certainly is most pleasing to have an opportunity to talk with these "Old Timers" and hear them relate their experiences in their younger days on the Railroad and the many changes that they can recall during their services with the Railroad Company.

John Hynes, retired stationmaster at Hartford, is still located at the Savoy Hotel, Long Beach, Calif., and we hear from him occasionally that he is enjoying good health and expects to remain in California for the winter at least.

Benjamin P. Brennan, Dispatcher at Hartford, is the father of a bouncing boy, and according to Benny is the greatest boy that ever was born in Kensington. Of course, anyone who knows Benny knows that he does not ordinarily become excited, but on the day the boy arrived, Benny drove his old reliable "Ford from Kensington to Hartford, when he was reporting for duty and on completion of his day's work, boarded a train and returned to Berlin, forgetting all about the Ford and it was necessary for him to return to Hartford and then drive back home, but he insisted that he was not the least bit excited over the child arriving.

Waterbury Division

P. H. Boxx, Correspondent

H. Barber, trainman on 265, etc., is spending the winter in St. Petersburg, Fla.

Mrs. H. C. Fenn, wife of Asst. Supt. H. C. Fenn, has returned from Texas after a short visit with her son Donald and wife.

Yard Brakeman Cadoret of the Ansonia yard noticed a broken truck on a car in train OB-6 as they were passing Derby on February 4th, and notified Dispatcher who had train stopped and the car set out at Ansonia. He is to be praised for his watchfulness.

Bob Dawson, asst. division engineer, and his cohorts, are keeping pace in the bowling league, if you know what I mean, trying ever so hard to keep above the door-man, and Bob has suggested that his team be allowed to throw four balls in each string in order to make a showing. This I understand will be decided at the next bowling meeting.

M. T. McDermott, chief clerk to the supt. in the absence of Asst. Supt. Casey has taken care of the line between Waterbury and Newington and position of chief clerk has been filled by T. Gilmartin.

J. W. Colem, Correspondent

Jim Garside, signal foreman, is still master of ceremonies at Genlot's bowling alleys at Waterbury.

The Division Engineers, with our friend, Jimmy Gleason, the shining light is burning up the middle of the standing with occasional winning streaks, in the Waterbury Division bowling league.

Joe Quinn, car inspector of heavy muscles, but a poor bowling arm, has gone into training in the art of self defense, in case the division baseball team is ordered to Springfield this coming season. We understand one of the boys up there holds a decision over Joe that he would like to even up.

Eddie Curley our genial Road Foreman of Engines, after reading the recent editorial announcing the reduction in the income taxes, chirps up "At last I'll be in a position to bank my money."

Jim Walsh, ticket agent, at Winsted, is doing a good job supervising the handling of patronage of the New England Transportation Company, the reception room having been recently changed from the city to the passenger station.

Harry Lambertson, freight conductor, discovered a car with broken truck in Ansonia yard January 20, and notified Yardmaster, who had car re-trucked. Harry is to be commended for the above act.

Engineer Parker Green and Fireman Reuben Proper have left for Florida to spend the winter.

Bill Brown of the Division Engineer's office was recently called to Burlington, Vt. by the illness of his father.

Congratulations are extended from the entire division to Daniel T. Maloney, passenger conductor on 1227 etc., who completed on January 22, 50 years of continuous service on the Naugatuck line of the Waterbury division. Dan is still going strong and looks and apparently feels as young as he was 20 years ago. Dan is one of the men that grows old gracefully.

Danbury Division

J. J. Green  Frank Maurer  G. J. Crosby

Correspondents

On Saturday, January 18, two five-man teams of bowlers and a girls' team journeyed to New Haven and took a good sound thrashing from the General Office Bowling teams. However, they made up for the discomfort by furnishing us with a mighty fine chicken dinner at the Breakwater followed by a dance
Roy Warner, trainmaster's clerk, certainly has had his share of trouble, for on Saturday, February 1, his oldest boy John was seriously injured while coasting and it was necessary for Doctors Stahl and Mullins to operate on the younger in the Danbury Hospital. At this writing we understand that John is doing reasonably well and we all sincerely hope for his speedy recovery.

Bill Mullins's Thundering Herd recently accepted a challenge from O'Purdy's Woodchoppers, the result being somewhat humiliating to O'Purdy's men. We all know that besides possessing an Iron Hat that Mr. Mullins carries a Horse Shoe, but we were not aware that he had a Rabbit's Foot in each pocket.

There seems to be some golf talk these days and the boys are getting their clubs in condition so that the first birds to be noticed this spring will probably be the golf birds. This is a challenge to Bill Crosby to get going.

The work of improving the lighting facilities in the Office Building at Danbury has been completed and everyone employed in the building is very much pleased with the results and the expenditure of the Company to improve the lighting conditions is very much appreciated.

**Providence Division**

F. A. Lindopp, Correspondent

Albert W. Paine, passenger conductor, has been retired on pension. His passing from active service will be regretted by his fellow workers and innumerable patrons who have ridden with him for many years. "Shorty," as he was familiarly known to his many friends, was always the life of the party and his genial disposition won him a host of friends. Born in Manville, Rhode Island, July 11, 1859, the son of Arnold J. Paine, also a railroader, Mr. Paine graduated from the public schools in his native village and his first job "was that of Grocer in a Grocery Store." A desire to emulate his father's example, caused him to seek employment with the Providence and Springfield Railroad and in 1886 he became a freight brakeman in the employ of that railroad. Later he transferred to the Old Colony Railroad and ran out of Boston. In 1888 he transferred to the Providence and Worcester Railroad. He was promoted to freight conductor, November 22, 1894 and on June 21, 1911 to the position of passenger conductor. He affiliated with the Providence Division No. 370, Order Railway Conductors and for several years served that organization as chief conductor. He also served as Local Chairman of the Board of Adjustment. His home is at No. 237 Admiral Street, Providence. "Shorty" retires with the hearty wishes of his many friends for good health and happiness in the years to come.

Phil Hall of the Division Accountant's Staff, struggled up the stairs and into the office one morning recently and his actions led his office associates to believe he had been in a serious accident. It seems Phil has been watching his young daughter engage in various exercises about the house and decided that the time had come to again take up some kind of sport. He decided to test his skill and stamina at Volley Ball. Well, Phil went down and indulged in this strenuous sport one evening. Next morning there was a reminder of the previous night's engagement, though he made the office on time. Next morning it was different! He removed himself from bed but found his clothes do little more and was compelled to spend the day at home. His friends are much interested in his future as a Volley Ball player and are looking forward to the time when he will be awarded his letters.

Bert Palmer, formerly connected with the paymaster's office at Providence, is now employed as ticket clerk at Attleboro Station.

The Eighteenth Annual Banquet of the New England Lines Veteran Association was given in Ford Hall, Boston, Jan. 18. Veterans of New England Railroads and their families turned out in large numbers and between the hours of 6 and 7 P.M., they circulated through the hall, meeting old acquaintances and making new ones. At 7 o'clock the gathering sat down to a fine turkey dinner and the hall was filled to capacity. During the dinner, music was provided by an orchestra. Seated at the head table, were President Roth, Past-President Thayer, Percy R. Todd, President of the Bangor and Aroostook Railroad, General Manager Smith of the Boston and Maine Railroad and Mrs. Smith, and representatives of other New England Railroads. President Roth presented Mr. Thayer with a Past-President's Jewel and Railroad Officials addressed the gathering. Following the addresses, a very pleasant entertainment was given and the veterans, their families and guests, spent a very enjoyable evening. John L. Bell, yardmaster, Providence Division, was one of the Ticket Committee. Charles A. Duquette, engineman, Providence Division, is a Past-President of the Association.

George T. Gott, section foreman, has retired on pension. Mr. Gott entered the service as a section-man, July 2, 1891 and was promoted to the position of section foreman, May 8, 1899, in which capacity he served up to the time of his retirement on February 15, 1930. During his 38 years and 7 months of service, Mr. Gott proved himself a capable and reliable employe and he retires from active service with the best wishes of his many friends for good health and happiness in the years to come.

We have succeeded in getting a photo of John J. McKenna, foreman boiler maker, Providence engine-house, who recently retired on pension. This photo depicts John thoroughly enjoying a well-earned rest at his home in Los Angeles, California. The size of his pipe would indicate a lingering desire to see plenty of smoke.

J. J. McKenna

We extend our sincere sympathies to Ernest Mowry, cost engineer, in the death of his father.
We are pleased to publish this photograph of three Providence Division Veterans. From left to right: James C. McLaughlin, 42 years, 5 months service, Albert E. Spencer, 44 years, 8 months service; Joseph C. Cloutier, 43 years, 6 months service. This photograph was taken at Brayton Avenue Signal Tower, Providence, where these three veterans terminated their railroad careers. The service of the three totals 130 years, 7 months. It is singular that three employes with such long service records should settle down and end their careers at the same station. It is a record difficult to exceed.

William H. Tucker, crossingman at Depot Street, Sharon, is to be commended for his discovery of a broken rail in the main track and taking prompt action to effect its removal.

Car inspector Mathew Saunders is to be commended for calling attention to the crew of Train B. M. 5 to brake beam dragging while passing through Providence Station on February 2.

The Colonials composed of Accounting Department Employees, met the Bar Harbors, composed of Maintenance Employees, on the local alleys, January 28. Fred Stremlau’s aggregation, which is leading the league, has been sailing along without much opposition and were confident of taking the Maintenance Team into camp without difficulty. Excitement ran high and the Colonials cracked under the strain, with a result that the Bar Harbor Maintenance Team, took all three games. Alibies were freely expressed but after all the Colonials found themselves with three more games in the lost column than were there before they met the Bar Harbors.

Garrett O’Neil retired from active service and joined the ranks of the pensioners, effective February 1, 1930. Mr. O’Neil entered the service in September, 1896, in the capacity of sectionman and continued in that capacity until February, 1917, when he became a crossingman. His entire period of service was spent on the Main Line between Providence and New London. He retires from active service with our best wishes for the future.

William Keough, formerly third trick Signalman, Back Bay, has taken the Agency at Mattapoisett.

Work train foreman John W. Tripp of South Braintree is spending a few weeks on the golf links in Florida.

Conductor A. P. Tirrell entertained a large audience at the American Legion building Braintree on January 16. Arthur showed his complete assortment of card tricks and other feats of legerdemain.

Among those off sick are: Conductor H. V. Hathaway, Engineer J. W. Lane, Engineer J. A. Cunningham, Signalman J. F. Francis, Brockton, Ticket Agent N. Petrie, Brockton.

Freight Conductor P. McLeod, train PB-6, is at the Rhode Island hospital with three fractured ribs resulting from falling from Caboose at Providence on January 30.

Conductor Robert Burns and wife of Plymouth, accompanied by Mrs. G. L. Bradford, wife of Conductor Bradford, left Boston on the Federal Express February 3 for Clearwater, Florida, where they will pass the rest of the winter.

Don Godfrey, third trick signalman Tower 237, has been drawn for Suffolk County jury duty.

Engineer Z. H. Cushman has resumed work after a long sickness.

G. H. Barnes, Agent Marshfield, is spending the month in Florida. Jere Dimestico is acting as Agent during his absence.

Children of Norman E. Meister, Engineering Department. Norma E., age 4, and Sylvia F., age 2

It seems good to see David McDonald back at his post of duty. We missed “Mac” very much while he was ill.

Conductor John F. Garland has been obliged to lay off for the time being due to the illness of Mrs. Garland. We hope to hear that she is much better soon.
Baggagemaster Solomon C. Janson, who has been out of service for several months due to illness, is reported much better, and we hope to see "Sol's" cheery smile this Spring.

The Boston Division boys extended sympathy to pensioned engineer Edward Pinkham whose wife passed away on January 19.

Norman L. DeCosta, baggagemaster at Braintree station, is on sick leave, but we hope Norman will be with us again soon.

Our sympathy also goes out to conductor John Fitzgerald, whose wife, Mrs. Nora Fitzgerald, passed away on Sunday, February 2. She had been ill but a few days. Mrs. Fitzgerald was a member of the Ladies' Auxiliary No. 233, O.R.C.

Question raised by some of the ticket collectors: What do the conductors do with the numerous rubber bands that they receive? 

Our sympathies go to division engineer and Mrs. Polson in the loss of their eight months old son, Gordon Wayne, who died Saturday, February 8, from a severe case of pneumonia.

Charles Erastus Wiley, yard brakeman, Fitchburg, has been confined to his home due to a severe attack of rheumatism. Mr. Wiley is in his 36th year of service and enjoys the enviable record "Perfect."

"Gene" Oviatt, recently made an inspection trip over the Old Colony Division, accompanied by members of the local staff. Every one was glad to see "Gene" who was at one time a very popular division engineer on the Old Colony Division.

John Wesley Sawyer, formerly telegraph operator in the trainmaster's office at Taunton, has bid in the first trick position as signal station operator at "FY" interlocking tower, Framingham. We know John will enjoy the summer in Framingham. It is a beautiful residential point with plenty of exciting amusements.

Joseph William Pollard, first trick signal station operator at Weir Junction, is making a trip to Los Angeles, California, where his wife and two sons, Robert and John, are at present visiting. "Joe" expects to take a few side trips from Los Angeles, returning east in four or five weeks.

Leo T. Parent, agent and operator at North Dighton, is on a visit to Havana, Cuba. He is planning to enjoy the delightful climate there for three or four weeks.

Mrs. Laura L. Stevens, clerk-operator, Fitchburg, has taken an extended leave of absence and is spending the balance of the winter in Bradenton, Florida.

George Clark, telegraph operator in the trainmaster's office, Taunton, is accompanying his wife on a business trip to St. Louis, Mo. Mrs. Clark represents the Ladies' Auxiliary of the of the O.R.T., and is at present the National President.

George Albert Mahone, having served thirty-four years as a yard switchman at New Bedford, Mass., has been retired on a pension.

Much interest in roller skating is being shown by New Haven employees residing in Taunton. It is reported that Miss Sara M. McNearney of the Division Accountant's office is a very desirable partner.

George Robinson Young, freight conductor, who was injured in November of last year, is well on the road to recovery. The plaster cast has been removed and he expects soon to be allowed to walk around a bit.

We believe our "old timers" will be interested to know of the continued success of our old friend Harley W. Morrill. "It will be remembered that in days gone by he was a very popular roadmaster's clerk, located in Taunton. After taking a course at M. I. T. he took a position with the Ludlow Manufacturing Company near Springfield, Mass., and is at present their Vice-President, in charge of operation.

William E. Coughlin, one of our train baggagemasters, had a novel experience recently at the South Station, Boston. A lady, connected with the Travelers' Aid Society, while coming out of the station, was attacked by a man who attempted to steal her pocket-book. Upon her resisting, he struck her and fled. Coughlin gave chase, made a flying tackle and had the man placed under arrest. More power to Mr. Coughlin!
Correction: In the January issue we told of a welcome addition to our list of Industries by the purchase of the Mason Machine Works plant by L. H. Grossman and Company.

Mr. B. E. Ebbett of L. Grossman Sons., Inc., which is the proper name of this concern, writes us to correct the name, saying that 'if we doubt if our friends of the Old Colony Division will recognize who the firm of L. H. Grossman and Company might be.' We apologize for the error, as the item should have read, L. Grossman Sons., Inc., 130 Granite Street, Quincy, Mass.

Division Accountant, John C. Owers' son, James E., age 16, has been appointed by Congressman James A. Martin, Jr., for entrance to the Naval Academy in July of this year. James, who is in his third year in Taunton High School, will take the full Naval Academy entrance examination in April, and if successful, will go to Annapolis during the summer. The young man has the good wishes of his classmates and school associates, as well as those of his Dad's many friends on the Old Colony Division. James is at present a Corporal in the High School Cadets, and says if he doesn't go to Annapolis, he will at least try to emulate the example of Harry W. Dorgan of New Haven — whose picture was printed in the March 1929 issue of "Along the Line" — and who became Major of the Taunton High School Cadet Battalion.

James E. Owers

Superintendent Mackay has recently been appointed by Major Hodgman of Taunton one of the members of the newly created Taunton Industrial Board.

"An action will not be right unless the will be right; for from thence is the action derived. Again the will will not be right unless the disposition of the mind be right; for from thence comes the will."—Seneca.

We should be thankful that the week of January 13 was rain instead of snow. If it was the latter we, no doubt, would have had a good job for the snow fighting equipment.

"Come what come may.
Time and the hour run through the roughest day."—Shakespeare.

T. J. Flood, who has been running CB-6 has selected Train AB-2, which plies between the two capitals.

"Our world today is the product of brain
Directing the brain of the nation.
And no career is barred to the man
Who thinks with determination."—J. C.

W. F. Marvell, second Clarendon Hills left February 5 for a couple of months visit to Florida. "Bill" cannot resist the lure of the southern climate and makes the trip each year. He is relieved by operator "Bob" Beach from Dedham.

"I'm crushed with the life of the city,
I'm tired of the glare and the noise;
Where one loses self in the struggle for wealth
And misses the plain simple joys
Of life where the world is all sunshine.
Where home may be only a shack;
But folks always smile and life is worth while;
I long for the day I go back."—J. W. G.

C. H. Sutton, clerk in the trainmaster's office has taken his Hudson all apart and has placed each part in a special place to avoid error. His forehead is very much sprained, at the present time, wondering whether or not he will have any parts left over when he assembles it.

"Man is like a tack. useful if he has a good head and
Is pointed in the right direction.
But even though he is driven, he can only go as far as
His head will let him."

The new automatic signals, between Broadway S.S. 188 and Chickering were put in operation 9.00 a.m. January 13 and are proving very satisfactory. They are of the upper quadrant type, and their uniformity of operation, reflects credit on the men who had to do with their painstaking installation. In the change from controlled manual to automatic practically no delays were experienced.

"Our knowledge is the amassed thought and experience
Of innumerable minds."—Emerson.

A. W. Fall one of our pensioned employes, formerly of the Boston Freight Terminal, is vacationing at Palatia, Florida. It is pleasing to read the many kind things, Mr. Fall has to say about the New Haven.

"What is justice? To give every man his own."—Aristotle.

There will be no more trespassing across the yard near Norwood Central Station now that a new woven wire fence has been put up.

Along the Line 27

James E. Owers

Midland Division

T. M. Buckley Walter R. Fogg

Correspondents

W. H. Brown, agent Norwood Ctl., left Saturday, February 8 for a few weeks vacation in Florida. Relived by P. J. Larkin.
The new shelter and raised platform at Bird's Hill Station is now completed and it is certainly a great addition to the place.

3,000 feet of tile piping has been laid beside both tracks west of West Walpole station to take care of the surface drainage at this point. The piping has been nearly covered with cinders, making a very tidy looking job.

Engineer William D. Blanchard is back on the east end again, having taken OB-6.

The banking at the first crossing east of Charles River station has been cut away in order to give the engineers a better view of the crossing.

Winter is really here, and if you do not believe it, just take a look at Engineers Cliff Bray and John Scannell with their fur wraps. We suggest they keep their heads inside their cars when they go through Westerly woods as Fireman Whitlock is shooting at the first sight of fur or feathers.

**Here and There in Train Service**

Engineer Beebe “On Vacation”

Recently the boys paid a visit to retired Engineer Beebe at East Lyme. Mr. Beebe was in fine spirits and was very solicitous about how the railroad was functioning without him. When we told him things were not the same, he told us not to kid him along. Mr. Beebe was always quite a kidder himself, ready to give a joke as well as take one. In connection with the trip to East Lyme, we might say Engineer Ralph Edwards drove from South Norwalk to East Lyme after completing a round trip to Boston.

The boys are getting lonesome at Dover Street in the firemen’s and enginemen’s rooms for John Sylvia and his melodious voice. The gang is singing that old strain, “I want you back, old pal of mine.” To fellows who do not know John, he is a rare comedian. For those who do—he is “well done.” We all hope to see him soon.

Fireman “Chicago” John Roko has gone in for poetry and writing. Good luck to John. If Engineer Al Curtis can stand it I guess we can live through it.

Our new custodian of the firemen’s and engineers’ room at Dover Street, Joe Lynch, was recently discovered washing windows and desks, and a mighty cheer arose. Keep up the good work, Joe.

**General Offices, New Haven**

John P. Cooke, Correspondent

The battle of the century; the epoch of the ages, the long looked for struggle for possession of last place in the Eastern league, between Mulligan’s Pups and Baron’s Bearcats took place on Tuesday evening, January 28th. Amid a tumultuous and at times almost riotous outburst of enthusiasm Mulligan’s Pups went down to defeat before the strong Bearcats. Defeated but not dishonored. What a time the Accounting Department boys had; you’d almost think they were fighting for first place to listen to the horns, whirlygigs, whistles, along with their paper-hats etc. It certainly was a gala occasion. It was a splendid showing of sportsmanship; two last place teams fighting it out instead of quitting in disgust, as others have done.

* * *

Did you see Ethel Robertson’s picture posing with Stewart Weir in our new de luxe coaches? Didn’t Ethel look too sweet for words. And the collar manufacturers have been chasing Strewie ever since.

* * *

Our good friend, John H. Brassil has been elected president of the Good Will Club in the Bullard Club. For a Good-Willer they certainly couldn’t pick a better man than Jack Brassil.

* * *

Clem Cole of the Purchasing Department has been elected president of the Younger Men’s Railroad Club. Clem will have his hands full handling that bunch, but he can do it.

* * *

The Hartford Division bowlers were defeated by the G. O. A. A. teams when they visited New Haven Saturday, February 1. Hartford Team No. 1 lost 2 out of 3 and Hartford team No. 2 lost 3 straight. The Hartford delegation was entertained at Pleasant View Inn with a dinner and dance. About 50 members made the trip from Hartford. Eddie Brockett of team No. 1, G. O. A. A. hit for 163 in the last game, having games of 88, 126 and 163.

The Scores: Hartford Team No. 1 564 519 505
G. O. A. A. Team No. 1 548 581 579
Hartford Team No. 2 489 498 505
G. O. A. A. Team No. 2 538 544 526

Since the G. O. A. A. girls have started their swimming practice at the Liberty Baths, this office has been besieged with requests for the position of trainer, instructor, advisor, in fact almost any position. Strange to say all the applicants are males, such as Bill Zang, Freddie Wager, Harold Perry, Percy O’Dell, Jimmie McKeon, Eddie Fink and others, too numerous to mention. We’re honest men, but we might be bribed.
February, 1930
Along the Line

Eddie Sutton formerly of the Personnel Department is now staying at the Royal Poincianna Hotel in Palm Beach, Fla. Not a bad place to spend the winter at all.

And as far as the marriage column of the General Offices is concerned all we have to report is, no hits, no runs, no errors.

Miss Betty Irvine of the Personnel Department has set a new record in bowling for a girl’s three string. Just what the score is we haven’t been able to find out but Betty insists nevertheless that she made a new record. So be it.

Boston Terminal Co.
WILLIAM HILTZ, CORRESPONDENT

After Yardmaster Jack Donovan had finished his last day of work on January 31, he was called up to Tower One, where Joe Ambrose spoke as follows:

To Jack Donovan: “We have asked you up here this afternoon to express our sincere regard and friendship for you upon your retirement as yard master of The Boston Terminal Co.

We find that you have been in the employ of the New Haven and the Terminal Company for 42 years, having entered service under the late John C. Sanborn as yard brakeman, afterward brakeman on the Fall River Line Boat Train — gateman at the South Station and later transferred to the yard department where you became yardmaster.

“As fellow employees in Tower No. 1 and the yard department we wish you happiness and good health and hope and pray that you may live to a ripe old age to enjoy your pension. You are leaving us as a 67 years “young” veteran. You have always been a “square shooter,” Jack, always on the level and there is not a man amongst us but regrets your departure from the service. As a slight token of our esteem we take keen pleasure in presenting you with a Meerschaum pipe and a humidor filled with your favorite brand of cigars.”

Friends of Stephen S. Thayer, pensioned Receiving and Delivery Clerk, New York Division, arranged to have an engraved certificate, signed by New Haven officials, attesting to his railroad service record of 60 continuous years, presented to him recently, and it is one of Mr. Thayer’s most cherished possessions. We are glad to reproduce the Certificate below. Mr. Thayer retired from active service in September of last year.

Certificate of Honor
This Certifies That
Stephen Thayer
has completed sixty years of service
in the employ of the New York, New Haven and Hartford Railroad.
June 10, 1869 — June 10, 1929

Thad Draper
Travel Manager

H. H. Carley
Secretary

Harold Smith
Supintendent
Recent Deaths In Our Family

Nelson R. Alexander, signal maintainer, Providence Division, died January 26. Mr. Alexander entered the service November 4, 1918, but ill health compelled him to retire on March 1, 1927. He was well liked by his many friends and associates who extend their sympathies to Mrs. Alexander.

James Cassidy, yard conductor, New Haven Division, died January 27. He slipped and fell across the tracks in Cedar Hill freight yards and was instantly killed by a passing train. Mr. Cassidy was 40 years of age and resided with his family at 100 Laurel St., East Haven.

He was a sergeant in First Battalion Headquarters Company 102d Infantry and was widely known both in this city and East Haven. He was a member of Adelphi Lodge, A. F. & A. M. in Fair Haven and a member of New Haven Commandry, Knights Templar.

He came to New Haven from Dundee, Scotland in 1909 and some time later married. He entered the service of New Haven Road as yard brakeman in 1923 and was promoted to yard conductor in November, 1924, which position he held at time of his untimely death.

He is survived by his wife and four children, a brother and two sisters who have the profound sympathy of his large circle of friends.

J. B. Champlin, brakeman, Providence Division, was killed in the service at India Point, Providence, Feb. 1, 1930. Funeral services were held Feb. 5 and were attended by many of his railroad associates. He was a member of Providence Lodge No. 66, Brotherhood of Railroad Trainmen, and the ritual of that organization was read at the cemetery. He is survived by his widow, two sons and one daughter, to whom we express our sincere sympathy.

Edward P. Donegan, locomotive engineer, New Haven Division, passed away at his home at 212 Clinton Avenue, New Haven, December 13.

He was 61 years of age. In 1892 he enlisted in the U. S. Army and was honorably discharged with the rank of sergeant in 1895.

Following his discharge he entered the employ of the Conn. Co., where he remained two years before transferring his endeavors to New Haven Road, where he served faithfully in the capacities of foreman in Freight Department, locomotive fireman, and in 1906 he was promoted to locomotive engineer, which position he held until death. He was Past Chief Engineer of the Brotherhood of Locomotive Engineers No. 77. He was also very active in civic affairs, having recently been nominated for Alderman in the 26th Ward.

Mr. Donegan had a wide circle of friends not alone amongst his co-workers but throughout the entire city and they all join in extending to his widow, three sons and sister their sincere expressions of sympathy.

Jas. F. Leonard, passenger conductor, New York Division, died of pneumonia, January 23 at his home, 58 Park Avenue, Port Chester, N. Y., after a week's illness. He is survived by his widow and one son.

Conductor Leonard was born February 8, 1869 and entered the service June 7, 1890 as a passenger trainman. He was promoted thru the various grades in passenger service, finally being assigned as passenger conductor June 19, 1907, continuing in that capacity to the date of his death.

He is survived by his widow, Mrs. Annie Smith Leonard and one son, Frank E. Leonard, well known sports cartoonist for the George Matthews Adams Service.

Wm. Moffatt, yard conductor, Harlem River Yard, died January 19, from a cancerous tumor.

Mr. Moffatt was born January 16, 1866. He entered the service as a yard brakeman in Harlem River Yard and was promoted to Yard conductor May 4, 1903, all of his service being performed at Harlem River.

Michael R. Parkinson, passenger conductor died January 4, at his home in New Britain, Conn. "Mike" as he was familiarly known by all, was one of the best conductors on Waterbury division, and always had a smile for everyone, which will be missed by all. The division extend their sympathy to the bereaved family.

Louis L. Sharpe, freight trainman, New Haven Division, died January 27 in the Guilford Sanitarium after injuries received when he was crushed beneath a freight car in Train BH-1 on which he was a brakeman.

At the time of the accident he was completing repairs on a hot box on a car of the "Cannonball freight" enroute from Boston to New York, and had signalled another brakeman that the job was completed.

Just as the train was gathering momentum he was seen to dart back beneath the car and his fellow employees expressed the belief that he had noticed some defect and attempted to correct it before the train started.

Mr. Sharpe was a veteran employe of the New Haven Road and was widely known in New Haven. He was a son of David W. Sharpe, former bridge supervisor and was a man that enjoyed the highest esteem of all who knew or came in contact with him.
He was a gentleman whose heart knew no limit in extending the helping hand. His pleasing personality and loyalty and devotion to his duties was an inspiration to us all and in his passing we have lost a loyal, conscientious and faithful employee, and a friend indeed.

One and all extend to his widow our most profound expressions of sympathy.

**Walter S. Studwell**, engineer, New York Division, passed away January 26, from the effects of an attack of acute indigestion. Mr. Studwell was a bachelor. He was born June 21, 1878, entered service as a locomotive fireman in June 1895 and promoted to engineer May 22, 1904, serving in that capacity to the date of his death.

**PENSIONERS**

**Irving C. Crocker**, former engineer, Old Colony Division, died January 15, at Hyannis, Mass., where he was making his home for the winter. On Wednesday morning, January 15, Mr. W. M. Stiff, with whom he was living, discovered that Mr. Crocker had passed away in his sleep. Mr. Crocker, who was in his 86th year, was born in West Barnstable, and had spent his entire life on the Cape. He was retired on a pension 17 years ago. Mr. Crocker had no children, and his wife died in 1925. He is survived by a brother, Francis Crocker of Hyannis, and several nieces and nephews.

**John H. Cushing**, former switchman, New Haven Division, died January 31, after a number of years of ill health. He was born May 16, 1858 and entered the service of the New Haven Railroad in October, 1880, as a freight brakeman on the New York Division, serving in that capacity until April 1904, when he was made switchman on the New Haven Division. Mr. Cushing continued in that position until Dec. 1, 1922, when it became necessary for him to retire because of ill health.

**Theodore A. Derby**, former station agent, New Haven Division, died January 31. He was born Sept. 8, 1858 and entered the service of the New Haven Railroad as freight house helper at Plainville, Conn., on March 24, 1879. In June, 1881, he was made baggage master at Southington and the same year was promoted to be agent at Plantsville, later transferring to Terryville and Southington. He continued in this position until he was retired in September, 1921.

**John C. Hoysradt**, sectionman, N. Y. Division, died at his home at Gallatinville, N. Y., December 27, at the age of 78 years. Mr. Hoysradt entered the employe of the Central New England Railway as section laborer in 1910 and continued on that work until about a year ago when he was obliged to retire on account of ill health. He also was employed as crossing watchman at Gallatinville until that position was discontinued.

At this writing, Mr. Hoysradt’s family has served the New Haven a total of 134 years as follows: C. Hoysradt, 19 years as sectionman; his son, C. A. Hoysradt, assistant signal maintainer at Highland, N. Y., 31 years; another son, C. J. Hoysradt, agent-operator at Lead Mines, N. Y., 20 years; his daughter-in-law, Mrs. C. J. Hoysradt, spare agent and operator, Ancram Lead Mines, 15 years; grandson, Raymond H. Wheeler, clerk to track supervisor, Poughkeepsie, N. Y., 12 years; and a son-in-law, M. J. Wheeler, agent and operator, Silvernails, N. Y., 37 years.

**George F. McCormack**, former signal station operator, New Haven Division, died January 8. Mr. McCormack was born Feb. 14, 1865 and entered railroad service in July, 1898 as a signalman and operator, continuing in this capacity until his retirement in December, 1928.

Mr. McCormack made his home at 93 Main Street, West Haven, Conn.

**Hans Mortensen**, former car repairer, Hartford Division, died January 2. Born Dec. 6, 1846, Mr. Mortensen entered the service of the New Haven Road as carpenter at Hartford on April 1, 1891 and continued in the same position until the date of his retirement in 1923.

**Albert E. Ware**, former baggagemaster, New Haven Division, died January 1. Mr. Ware was born May 9, 1872 and entered service with the old New York, Providence & Boston R. R. in 1887 as car cleaner at Groton. He was promoted to passenger trainman the following year, and became baggagemaster a year later, serving in that capacity until his retirement in June of 1929.

Mr. Ware made his home at 61 Benham Road, Groton, Conn.

**February**

February — you are very dear, when all is done:

Many blessings rest above you,

You one day (and so we love you)

Gave us Washington.

We have received request for the entire five volumes of "Along the Line" bound, from an official of one of our affiliated companies. We are unable to locate copies of Volume 1, No. 6, the January 1925 issue, and we are very anxious to get this to complete Volume 1. We would appreciate it if anyone having a copy of this issue would send it to the Editor, Room 492, South Station, Boston, Mass.
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<td>Train Baggageman</td>
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<td>1869</td>
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<td>2 William Stephen Lucey</td>
<td>Station Master</td>
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<td>3 Lorenzo B. Nickerson</td>
<td>General Agent</td>
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<td>Switchman</td>
<td>Boston Term.</td>
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<td>E. H. Storehouse</td>
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<td>12 Thomas Burns</td>
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<td>13 Charles Leonard</td>
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<td>55 John H. Lynch</td>
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<td>John J. Dwyer</td>
<td>Agent</td>
<td>Hartford</td>
<td>1879</td>
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**WASHINGTON'S ADVICE TO A YOUNG MAN**

Be courteous to all, but intimate with few; and let those few be well tried before you give your confidence. True friendship is a plant of slow growth, and must undergo and withstand the shocks of adversity before it is entitled to the appellation. Let your heart feel for the affections and distresses of every one, and let your hand give in proportion to your purse; remembering always the estimation of the widows' mite, that it is not every one that asketh that deserved charity; all, however, are worthy of the inquiry, or the deserving may suffer.

Do not conceive that fine clothes make fine men, any more than fine feathers make fine birds. A plain, genteel dress is more admired, obtains more credit, than lace and embroidery, in the eyes of the judicious and sensible.—George Washington in a letter to his nephew, Bushrod Washington, 1783.
What Others Say (Continued)

One of the Most Gracious Acts
Charles L. Parsons, Secretary,
American Chemical Society, Washington, D.C.

As there is one of your conductors who would accept no personal compensation from me for one of the most gracious acts of which I have knowledge in recent years, I wish, at least, to see that it is placed on his record with your company, altho his name is unknown to me.

I left Washington on the Federal Express Friday, November 8, at eight o'clock to give the dedicatory address of the new laboratories at the University of New Hampshire in Durham. Awaking in Providence, I found that the train was approximately an hour and a half late and that there was no way of catching the express leaving from the North Station at 8.40, which was to stop at Durham. There appeared no possibility of my being able to get thru. On explaining the situation to the conductor of the train, he went with me on arrival to the superintendent in charge in the South Station who very gladly called up the North Station regarding the possibility of stopping the Flying Yankee at Durham so that I could be there. It was impossible to get a reply prior to leaving for the North Station, and in my confusion and stress I left either in the Pullman car or on the desk of your superintendent a Manila envelope containing the address which I was to give, telling me that he had come over in a taxicab, noticing that I had left the envelope behind, in order to save me embarrassment. The embarrassment would indeed have been great, and I am extremely grateful to him. He would accept nothing but the cost of the taxicab.

I wish at least to express to you my sincere appreciation of the fact that the New York, New Haven and Hartford Railroad has employes of such consideration. I should be grateful if you would send me the conductor's name.

(The employe referred to is Conductor A. T. Meickle.)

* * *

Courteous Treatment Extended Elderly Passengers

Having had occasion to ride on the 4.50 P.M. train from Boston to Fall River, Massachusetts, several times recently, my attention has been attracted by the courteous treatment extended by the trainman to elderly passengers. On three or four different occasions I have noticed this man help elderly people take out baggage, answer questions courteously, give directions of a helpful nature and in general look after their welfare.

Such treatment of passengers is in my opinion to be commended and I had a thought that possibly you would appreciate having these incidents brought to your attention.

(The trainman referred to is Peter F. Hanley, Old Colony Division.)

* * *

Greatest Wisdom and Care

A few days ago one of our students took seriously ill in the Back Bay Station, Boston. The situation was complicated by nervous hysteria, and the condition might have become extremely serious. Mrs. Hosey, the colored lady who is matron at the Back Bay Station, took the matter in charge and looked after this student with the greatest wisdom and care. We cannot commend highly enough her discretion and kindness and simply wish to pass on to the Railroad our appreciation of this courtesy which has been extended to one of our students in a time of great need.
In Recognition of Long and Faithful SERVICE

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

January Retirements

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Grade Crossing Accidents Preventable

The one sure remedy for grade crossing and highway automobile accidents is safe driving. Accidents generally result from carelessness or incompetence. Instead of burdening the people with compulsory insurance legislation and tax issues to eliminate all grade crossings, educate the public and enforce practical traffic codes.

Reckless and drunken drivers should not be allowed on highways. They are a constant menace to life and property. Those who dash across grade crossings and give no heed to traffic regulations should, after warning, be deprived of licenses.

The railroads of the country, in their great work to reduce accidents, have succeeded in every phase of the problem but the grade crossing collision. It takes an average of seven seconds for a train to pass any given spot. Yet every year thousands of people, unwilling to wait the seven seconds, lose their lives.

Accident reduction is mainly a matter of teaching drivers when to step on the brake instead of the accelerator. — Canton (Mass.), Journal.