Along the Line
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Vacation in New England
*The Railroad Man of Today*

by J. J. Pelley, President

“In casting about to find something that might be of interest to you, bearing on the railroad question, it seemed to me that you might be responsive to a few remarks concerning what we regard as the most important thing on the railroad — and that is the men in their relation to the service given to the public.

“No doubt you have all seen many times in the annual reports of railroads a sentence somewhere near the end of the report, reading something like this:

‘The Board of Directors again take pleasure in expressing their appreciation for the loyal and faithful service of the officers and the employes of the company.’

“As a matter of fact, that loyal and faithful service has been rendered so long that it now seems to be accepted as a matter of fact. And I refer to the service that is furnished by the officers, by the men who are handling the trains, the men who are managing the offices, and those who work on the track and in the shops, and all of that rather complex organization that goes to make up and produce what the railroads have to sell — transportation.

“A railroad organization is somewhat like an army in that for every man actually engaged in handling passengers and freight there are a large number of men ‘back of the line,’ so to speak, supporting those at the front, and while being in the back-ground they are consequently frequently overlooked, their work and their service is just as essential as those at the front in the successful handling of a railroad.

“What I am going to say to you are largely expressions of opinion based upon my own experience. Some of the statements may be rather difficult to prove, but fortunately they will be equally difficult for you to disprove. It is my opinion that the railroad men of to-day are honest, sober, more efficient, have a better status in the communities where they live, in fact are better citizens than they have ever been before.

“I believe that a very great portion of them are giving their very best efforts in the interests of their companies. I know that they seldom fail you in emergencies. Cloudbursts, storms, and floods and fires are always more or less expensive to the railroad, but at times it seems quite worth the expense to us the way the men respond to the emergencies, and many times the response comes from those from whom the least is expected.

“I have said that the railroad man of to-day is a better man than his predecessor, and it would be really unfortunate if that were not true, because we are living in the greatest age the world has ever known. In making that statement I do not wish in the slightest to belittle the old-time railroad man, to whom we, his successors, owe so much, and I believe to whom the public owes so much.

“It seems to me that each period of development has a way of furnishing men to meet the requirements of the time, and

*(Excerpts from an address delivered on May 21 before the annual meeting of Connecticut State Chamber of Commerce).*
those old railroad men — as we called them out west, "boomers," "roughnecks" and so on — as rough as some of them were, were thoroughly competent to handle the railroad situation that existed at their time, and I feel that they made their full contribution to the development of railroading in this country.

"From the very beginning the brotherhoods have cooperated to the fullest extent with management in the improvement of the morale and the efficiency. Charles Wilkins, who from 1864 to 1874 was president of the Brotherhood of Locomotive Engineers, established the rule that no engineer could be a member of the Brotherhood unless he adhered strictly to its principles of sobriety and personal morality. Robbins, in writing a history of the Order of Railroad Conductors, says that back in 1869 temperance was emphasized so strongly that the then president, Mr. A. E. Beek, declared it to be the cornerstone on which the order rested.

"The history of the Brotherhood of Railroad Trainmen says that many years ago the qualifications for membership in that order were so rigid that the result was better operation with a cleaner and better class of men.

"What about the status of the railroad men to-day. Everywhere, in every community in the country where they live, they are part of it. They are acting as mayors of cities, members of school boards, members of boards of aldermen, and some have even achieved greatness as the fathers of crack football players, if you please.

"A survey of the 1,700,000 people in railroad employment to-day finds many of them in responsible civic and fraternal positions, indicating that they are spending many of their non-railroad hours working in the interests of the community in which they live. As an illustration of what is going on, I was most agreeably surprised a few months ago to see in a New Haven paper a picture of an incoming board of aldermen. Five of those thirty-three men were railroad men;— none of them officers of the railroad — and the surprising thing about that to me is that that thing does go on when it is not encouraged by the management.

"It seemed to me that the only answer to it is that in those five particular wards the people chose to be represented by a man who happened to be working for a railroad.

"I have touched on some of the things that have made our railroad men of to-day better than they were a few years ago, but it seems to me that the most important one is the ever-improving relations between Capital and Labor. Many of us can remember, not so many years ago, when Capital was cartooned as a rather bloated captain of industry with a large vest with the dollar sign stamped all over it, and a silk hat. Some of them were autocratic, and some of the labor leaders at that time were also autocratic. That condition is all changed. To-day the leaders of industry act more in a position of a trustee, and in the case of a railroad, he recognizes a responsibility to three people — those who own the property, those the property serves, and those who work for the property.

"During the past ten years the railroads of the country have spent $750,000,000 per year for improvements. I think the men are entitled to full credit for having cooperated to the fullest extent to make those improvements successful. They have given their best efforts to give back to the management the return that they expected from the investment that was made, and in almost every case without exception, it meant a reduction in the number of men employed; and even though they knew, if these particular improvements were as successful as the management hoped, that in the end there would be fewer employees than before the improvements were made.

"Now this reduction in man hours is necessary from an economic standpoint and also from a legal standpoint, because the Transportation Act under which we are now operating requires that before we be permitted to make a fair return upon our investment that we must operate the property honestly, efficiently, and economically."

That best portion of a good man's life, — his little, nameless, unremembered acts of kindness and of love. — Wordsworth
Vacationing in New England
by C. E. Smith, Vice-President
(Radio talk over Station WPAP)

You are all invited to join the ever increasing throng and come to New England, the land of romance, history, industry, recreation and charm.

The strip of land extending back 60 miles from long Island Sound and the Atlantic Ocean, for 300 miles from the New York State Line to Portland, Maine, is an industrial beehive, frequently referred to as the workshop of the nation.

New England has been recognized all over the world as the home of textiles and boots and shoes, but it has not been generally known that it is the leader in many other lines. It manufactures over 50% of the country’s output of firearms, worsteds, woolens, cutlery, fine edge tools, plated ware and other lines.

It manufactures between one-quarter and one-half of the country’s output of clocks, boots and shoes, typewriters, jewelry, hats, cotton goods and textiles, hardware, brass, bronze and copper goods, hand and machine tools, stationery, papers, needles and pins, motorcycles, musical instruments, ladies’ wear and many other lines. It also manufactures from ten to twenty-five percent of a long line of diversified products that time will not permit naming. Sufficient to say that business in New England is growing as fast as in the United States as a whole.

New England is important agriculturally. It is noted for its dairy products, live stock, market gardening, and particularly for its cranberries from Cape Cod and its apples and potatoes. In one year there was shipped out of Aroostook County, Maine, 40,000 carloads of potatoes, the production is growing and bids fair to exceed the size of the California fruit crop.

New England is full of historical associations and memorials. The stories of Priscilla, Myles Standish and John Alden, Paul Revere, Roger Williams, John Brown, to mention only a few, awaken memories of early New England kept alive by monuments to persons and events and the preservation of historical places. All New England is studded with these memorials and particularly at Boston, Plymouth, Lexington and Concord, “Where once the embattled farmers stood and fired the shot heard round the world”.

I defy any true American to read the inscriptions at Lexington Green telling of those who first died in the cause of liberty.

The Island of Martha’s Vineyard offers delightful sheltered coves and harbors for sailing, bathing and fishing.
without being stirred to the depths of his being and having his patriotism refreshed and strengthened on this hallowed ground.

New England has always been famous in learning and letters. Here lived the famous authors, Longfellow, Hawthorne, Emerson, Holmes, Lowell, Whittier and many others.

It might well be called the home of colleges and schools, including as it does Harvard, Yale, Dartmouth, Amherst, Tufts, Andover, Holy Cross, Smith, Phillips, Exeter, Wesleyan, Trinity, Brown, Williams, Radcliffe, Connecticut, Wellesley, Mount Holyoke, Wheaton, Boston Tech and hundreds of private and special preparatory schools for boys and girls of all ages.

And of course we all know that New England contains the University of Maine, recently called to our attention over the air in a thrilling song to his Alma Mater by Rudy Vallee.

But enough of industry, history, agriculture and learning. As New England is a good place to work and study, so it is a good place to play and I am going to tell you how good very briefly.

Summer time is play time. New England is the Playground of the Nation — Vacationland. There is nothing anywhere just like it; nowhere on earth where seashore, lakes, rivers, woods, mountains and scenery are so varied, yet so close, and blended into such a beautiful whole.

THE SEASHORE

For those who love the seashore and salt water for boating, deep sea fishing, bathing and other water sports, there are hundreds of shore resorts and miles upon miles of clean, sandy beaches. Great places to build up a reservoir of health by bathing and swimming in the salt waters and soaking on the beaches in God’s own sunshine with its natural health-giving rays.

The New England shore line extends from New York State Line along the north of Long Island Sound, past Narragansett Bay and Cape Cod, along Massachusetts Bay, past New Hampshire’s outlook on the Atlantic Ocean, and along Maine’s beaches and more rugged coast to the Canadian Provinces.

And all are within easy striking distance from the large cities. Many work daily in New York and spend the evenings and nights with their families in Connecticut. And the most distant points in New England are only overnight from New York and Boston.

There are so many summer resorts on the Connecticut shore that time does not permit me to name them all. They are practically continuous for over 100 miles from Greenwich to Stonington. Greenwich and Riverside, Milford and Woodmont, Pine Orchard and Thimble Islands. Madison and Clinton, Lyme and Niantic, New London and Eastern Point, Mystic and Stonington, are only a few. All these only one to three hours from New York City by rail.

Thousands engaged in business in the larger cities of New England, including our growing suburb, New York City, locate their families at these beaches for the entire summer and spend the nights and week-ends with them.

Next come the Rhode Island Shores with a character all their own — and all

Caught off the shores of Rhode Island
high class — and an unusual number of seaside resorts for such a small State. Some of the more prominent are Watch Hill, Narragansett Pier, Block Island, Jamestown, Newport, and Narragansett Bay Shores. These are about four hours from New York and two hours from Boston by rail.

The Massachusetts shore line is unusually long by reason of the projections of Cape Cod and Cape Ann and the indentations of Buzzards Bay, Vineyard and Nantucket Sounds, Cape Cod Bay, Massachusetts Bay and the Atlantic Ocean. Some of the more prominent places are as follows:—

On Buzzards Bay:— New Bedford, Marion, Onset, Falmouth and Wood's Hole.

On Nantucket Sound: — Marthas Vineyard, Nantucket, Hyannis, and Chatham.

On Cape Cod and the Atlantic Ocean:— Barnstable, Orleans, Truro, and Provincetown.


These are only one to three hours from Boston and five to six hours from New York City by rail.

Martha's Vineyard and Nantucket are quaint and delightful islands reaching out as the last outposts into the Atlantic, giving a touch of old New England, rich whalers' homes 300 years old mingling with most modern architecture. The sail from New Bedford or Wood's Hole, the lighthouses, the sailing and fishing, the beaches with sea water warmed by the Gulf Stream, to a temperature of 72 degrees in summer, make Nantucket in particular mighty attractive.

Although the outlook of New Hampshire on the Atlantic Ocean is not long in quantity it is high in quality, alternating between beaches and magnificent ocean front homes. Some of the more prominent places are:— Hampton Beach, Rye Beach, New Castle, Port of Portsmouth on Piscataqua River, and Isle of Shoals.

Maine has a long, varied and interesting shore line. It has the longest, finest beaches, and by contrast the most rugged and rocky shores; also, innumerable bays and countless islands. Only to mention a few will not do it justice, but time permits mention only of the most prominent: — Kittery, York Beach and Harbor, Kennebunk and Kennebunkport, Wells Beach, Ogunquit, Old Orchard, Falmouth Fore-side, Rockland, Bar Harbor, Casco Bay and its 365 Islands, Mount Desert Island, island dotted Penobscot Bay and Deer Isle.

These Maine shore resorts are a few hours or overnight from Boston and New York City. Sleepers leaving New York at eight fifteen in the evening reach Portland, Maine, for breakfast, and connecting trains reach all the shore resorts early in the day.

(The last half of Mr. Smith's talk, which deals with New England lakes and mountains, will be printed in the July issue.)
Keeping One's Ears Open

This matter of traffic tips is "merely a matter of keeping one's ears open for the information and then immediately sending the card in," according to C. F. Richter, who, though not an employee, is one of our most enthusiastic boosters. It will be recalled that last month we printed a letter from Mr. Richter, who lives in Cambridge, Mass., telling how he had taken up the "traffic tip" idea.

Mr. Richter is continuing his good interest. We quote from a letter dated May 27:

"While visiting at the house of a friend last night, she casually mentioned that she contemplated a possible trip to New York Thursday, May 29, and return sometime Sunday, or after the Memorial Day week-end. One or two questions from me brought out the further information that a girl friend and her cousin, another girl, would probably be in the party.

"I suggested the "Yankee Clipper" but she said that left too early and said they had thought somewhat of going by boat (whether by Fall River Line or some other line, she did not say) but said that even the boats left too soon for them as they would be not able to go till later in the evening.

"In view of the short time at your disposal in this instance, I filled out one of the traffic tip cards you sent me, and in order to gain time, sent it direct to your General Passenger Agent, Room 584, South Station, Boston, instead of to New Haven, to give your passenger department ample leeway to handle it in time.

"They should be able to land them for either the Night Express or the Owl, I should think.

"I wish to thank you for your letter of May 10, and it is no trouble to fill out the cards and send them in when the opportunity presents itself.

"I should think the traffic tip idea would be more generally taken up by everyone, and think it is a good idea. It costs only a moment's effort to fill out the card and as far as I can see it is merely a matter of keeping one's ears open for the information and then immediately sending the card in.

"Such traffic tips to be most effective in securing the business should be acted on at once."

We certainly appreciate Mr. Richter's efforts and interest. It gives some of our employees something to "Shoot at" to have a non-employee so active in our behalf.

There are many of our employees, however, who don't need Mr. Richter's inspiration, for they are continually doing their bit in a traffic tip way. As one old-time railroad man—a yardmaster—put it:

"It's something new for a yardmaster around a railroad twenty years at all kinds of jobs, soliciting business. I've been railroading since coming out of high school—callboy, yard clerk, freight and passenger brakeman, freight conductor, towerman, chief clerk to general yardmaster, and yardmaster—but from now on, whatever my title is on the payroll, I'm also a business solicitor."

And the spirit of his remarks was well carried out by actual new business which he was able to secure for the New Haven.

Printed below is a list of the employees who furnished tips during the past month. The list, day by day, in every way, gets better and better.

Francis X. Murphy, Assistant Yardmaster, Worcester, Mass.
Ruby E. Jayne, Clerk, Auditor of Steamship Accounts.
R. C. Brown, Agent, Berlin, Conn. (Two).
C. A. Mitchell, Supt., Hartford, Conn.
Mr. Loomis, Freight Agent, Meriden, Conn.
C. L. Phillips, Traveling Auditor, New Haven, Conn.
R. G. Cook, Painter, Providence. (A non-employee.)
J. W. McClusky, Aud. of Frt. Receipts.
J. J. Sullivan, Clerk, Aud. of Steamship Accts.
W. J. Noa, Clerk, Aud. of S.S. Accts. (Two).
Capt. Carroll, Hartford.
J. R. McMahon, Chief of Police, New Haven, Conn.
Appointments

T. P. Polson, Division Engineer of the Boston Division was appointed Maintenance Engineer, Harlem River, N. Y., effective June 1.

Starting as a rodman in October, 1913, Mr. Polson was promoted to be transitman in April, 1915. From May to December, 1918 he was in the Government service. In January, 1919 he returned to the railroad to become Assistant Engineer at Waterbury. In July, 1921 he was made Assistant Track Supervisor and a year later became Track Supervisor.

He was moved to Danbury in December, 1923 as Assistant Division Engineer, continuing there until November, 1928 when he was appointed Division Engineer of the Boston Division, which post he held until his present promotion.

John B. Bell
Track Supervisor of the New Haven Division, has been appointed Division Engineer of the Boston Division, with headquarters at South Station, effective June 1, taking the place of Mr. Polson, promoted.

Mr. Bell entered New Haven service as a Rodman in 1913, later becoming Inspector, Transitman, Assistant Engineer, Assistant Track Supervisor and in November 1928, Track Supervisor, which position he held until his recent promotion.

Mr. Bell is married and has three children.
More Progress in Safety

Still further progress in employe safety is noted in the monthly report of the safety contest which is being conducted in the various departments. The latest report, which covers the month of April and the four months ended April 30, shows a decrease of 49 per cent in the number of injuries to employes for the month as compared with last year, and a decrease of 27 per cent for the four-month period.

Last year, during the first four months, there were 23.26 injuries to employes per million man hours. This year there were 16.96. During April last year there were 27.25 injuries to employes per million man hours, as compared with 13.69 for April this year.

While there were no changes in the number one positions in the rankings of the various sections in the safety contest, there were a good many changes in other positions. Boston Division remained at the top of the heap both in the train-engine-yard service group, and in the maintenance of way and structures group. In station service and in the mechanical department Waterbury still showed the way.

Among the train-engine-yard service employes, however, New York Division dropped from second place to third, Waterbury from third place to sixth place, while Old Colony Division climbed three places into second, and Providence Division climbed from seventh to fifth. Midland Division dropped one place from sixth to seventh.

In the Maintenance of Way and Structures group Old Colony Division climbed from fifth place to second, Danbury from fourth to third, New Haven from seventh to sixth, while Hartford dropped two places to fourth, Providence dropped two places to fifth, and Waterbury dropped back from sixth to seventh.

In the Station Service group Fall River and Brockton retained their number 2 and 3 positions, but Danbury, which had number 4 place last month, took a big tumble and is now down in fourteenth place, New London now reposing in fourth place. Harlem River is fifth, having climbed three places. New Bedford climbed one place into sixth and Boston Freight Terminal boosted themselves two places to rank seventh. Bridgeport, which was thirteenth last month, is now eighth, New York piers, twelfth last month, now ranks ninth, and New Haven, fourteenth last month, is now number ten on the list. Worcester remained in eleventh place, Springfield dropped two places to twelfth, Maybrook dropped from sixth to thirteenth, and Providence, Harlem River Docks, and Hartford kept their positions in that order at the bottom of the heap.

In the Mechanical Department Old Colony Division is now in second place, having changed places with Providence who are now third. Van Nest climbed from fifth to fourth. Danbury climbed from seventh to fifth place. Boston dropped two places into sixth. New Haven Shop climbed from eighth to seventh place, Readville dropped from sixth to eighth, Midland Division remained stationary in ninth place, Cos Cob climbed one place from eleventh to tenth, New Haven Division from twelfth to eleventh, Hartford Division from thirteenth to twelfth, and New York Division, which last month was tenth on the list, now reposes in last place.

In the contest between the Transmission and the Communication forces, while the Transmission forces had an increase in accidents of 8½% and the Communication folks decreased 19%, the former still have a fair lead, their injuries per million man hours now standing at 106.99 as compared with 114.72 for the Communication group.
Use Care at Crossings

Cross Crossings Cautiously

With the annual careful crossing campaign starting this month, to last through the summer, the New Haven Railroad is getting off to a particularly auspicious start, inasmuch as on May 29 a period of six months was ended during which not a single person was killed at a public or private crossing on the entire railroad. This is a remarkable record and one of which we have every right to be proud, because it shows that the educational work along these lines which the company has been conducting in cooperation with the various state authorities and social, fraternal and other organizations, have borne fruit. Also, a large share of the credit for the lessened number of accidents, undoubtedly goes to the new whistling rule, providing a longer whistle by engines on approaching crossings.

In the past six months a greater degree of carefulness has been displayed on the part of the drivers of autos than we have ever before experienced. As an indication of this we need only to quote the figures on the number of instances where autos ran into crossing gates. The monthly improvement in these figures is truly remarkable. Here they are:

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<th>Month</th>
<th>Autos into Crossing Gates</th>
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<tr>
<td>December</td>
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<td>January</td>
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These figures seem to indicate that people are beginning to learn that they must drive carefully if they are to avoid accidents, and that autoists are awakening to the fact that their own and other’s lives are at stake when they avoid ordinary safety precautions.

Comparatively speaking, we are better off in New Haven Railroad territory in this matter of grade crossing accidents than any other part of the country. This is shown by last year’s statistics, which show the three New England states in which we operate ranked as follows in the number of automobiles per square mile of territory:

1. Rhode Island
2. Connecticut
3. Massachusetts
4. Connecticut

while in the matter of having the smallest number of casualties at highway grade crossings, they ranked:

1. Connecticut
2. Rhode Island
3. Massachusetts

and none of the three states has been lower than five on the list in five years.

Again quoting last year’s figures, it is estimated that 31,000 people were killed in automobile accidents in the country, of whom 2,084 were killed at highway grade crossings. Of these 23 deaths occurred in Massachusetts, Rhode Island and Connecticut.

Our fine showing as compared with the rest of the country should be every encouragement for us to continue to the utmost our efforts to keep down the number of accidents occurring at our highway grade crossings. Every employee can help in this. We can all pass the word of caution along to our friends, exercise caution ourselves, and report any instances of flagrant carelessness which we may observe.

Without doubt much of the credit for the improved situation in our territory is due to the fact that it is part of the duty of every crossing watchman to take note of and report the number of any car which approaches a railroad crossing in a reckless manner, and such reports are consistently turned over to the motor vehicle departments of the respective states, with the result that the owners of the cars are duly warned and are apt to be more careful in the future.

In connection with the annual campaign, the New Haven Railroad is again appealing to the various social, fraternal and other clubs for assistance in passing along the word of caution, as well as the public authorities.

Let every New Haven Railroad employee do his own part by crossing crossings cautiously.
Saves Child from Drowning

Other Safety Citations

Outstanding among the commendable acts recorded this month was the heroic performance of Martin Zession, shore floatman in the marine department. On May 2, while on duty on the pier at 112th Street, East River, New York, Mr. Zession heard some children cry "Boy overboard!" He immediately ran to the north side of the pier and found that a child was floundering about in the water under the pier. Without an instant's hesitation Mr. Zession dove off the pier and catching hold of the child's hand, brought him alongside of the dock, where he was brought to safety. The child, five years old, had accidentally been pushed overboard and in falling struck one of the floats and then fell under the pier. Incidentally, Mr. Zession's act was all the more commendable when it is known that he had but recently emerged from the Holy Family Hospital in Brooklyn, following a month's stay in that institution where he was seriously ill with pneumonia. It is a matter of pride to have such men as Mr. Zession in our employ.

It is to be said to the credit of railroad men as a class that they are almost always ready to respond to the emergency. Such incidents as the one related above are exceptional, but only because the circumstances leading to the incident were exceptional. But every day it is being demonstrated that New Haven Railroad workers are constantly on the alert, ready at any time to take the proper step at the proper time.

A glance through the typical list of citations below is ample demonstration of this fact.

Entries to our Safety Honor Roll this month include twelve "repeaters" and eight new additions to our Roll. A "repeater" by the way is an employe who has previously been commended and awarded the gold enamelled safety button for a previous act of merit and who has earned an addition to his record by still further commendable safety activities. Our Safety Honor Roll contains many "repeaters" and the list is growing day by day, showing that our employes are not merely anxious to get the safety button itself, but are real soldiers of safety, alert and wide-awake to observe and correct unsafe conditions.

Edward O'Brien, car inspector, Stamford, Conn., received his EIGHTH commendation, when he called attention to a brake beam down on a passing freight train.

Another man to receive his EIGHTH citation was Christopher P. Melick, towerman, Woodmont, who noticed a broken wheel on a passing train and immediately notified the conductor to stop the train.

Charles Bell, section foreman at Lloyd, N. Y., was commended for the FIFTH time for taking prompt action when he noticed a door on a steam shovel open so that it fouled an adjoining track.

C. F. Delaney, conductor, Poughkeepsie, N. Y., received a FIFTH entry to his service record when he protected broken rail.

Michael D. Murphy, crossing watchman, Guilford, Conn., noticed a bad hot box on fireman's side of train and had train stopped. This is Mr. Murphy's FOURTH entry.

E. J. Moriarty, clerk at Elmwood, Conn., was cited for the FOURTH time when he observed a dragging brake beam on a passing train.

R. B. Taylor, signal operator, South Braintree, also received a FOURTH entry to his credit for similar action.

Charles F. Strehlau, engineer, New Haven Division, discovered broken rail and notified section foreman, receiving a THIRD entry on his record.

Cheerfulness is the most common life-saver in the world.
R. J. Cuthbertson, Bridge Inspector, Poughkeepsie, N. Y., notified towerman that brake rigging was dragging in car of passing train. SECOND entry.

L. B. Lafferty, yard brakeman, Waterbury, was commended for the SECOND time for prompt action when he noticed a freight car off center.

Benedict Marron, car inspector, Stamford, observed a fire burning underneath the diner of a passing train, and took quick steps to protect, receiving his SECOND commendation.

J. E. Willefsky, conductor, Waterbury, also received his SECOND citation for discovery of a broken wheel.

The following employees received a safety button for their first entry on the Honor Roll:—

Earl Ballard, clerk, Putnam, saw a broken flange on wheel of train taking water and had car removed from train.

Isaac Davis, engineer, New Haven, stopped train when he discovered broken arch bar on car, preventing possible derailment.

Pedro Declarke, welder, Putnam, Conn., discovered brake rigging locked over rear truck of car in train and notified towerman.

James Muir, freight conductor, Hartford, Conn., had broken rail corrected.

F. Quinn, car inspector, Waterbury, Conn., noticed brake beam down on car and repaired same so that car went forward on same train, thereby saving twenty-four hours delay.

J. J. Shanahan, switch tender, saw wheels sliding on car passing New Britain, Conn., and notified dispatcher.

Dominick Coco, section foreman, Poughkeepsie, observed an arch bar dragging on car of a passing freight and notified the dispatcher.

Cross Crossings Cautiously

Safety Shoes Popular

The safety first shoes which have been made available to employees, in accordance with the announcement in last month's issue of ALONG THE LINE, have proved to be popular with our forces all over the system, the employees recognizing the importance of the safety feature, while the economy and comfort features of the shoes also attracted many. When canvas of the employees was begun, it was found that 150 men in service at Providence already had the safety shoes, which have a protective steel toe to save the foot from injury in case of dropping a heavy object on the toe, while at Readville the shoes have been used for more than four years, having been procured through the committee men of the Mechanical Department Association.

It was also found that an unusual percentage of men wanted to pay in cash rather than by payroll deduction, about one-third electing to pay cash.

There are special types of this shoe to suit various occupations, the shoes being constructed with the conditions of the various occupations in mind.

While the shoes are required to be worn by employees only in those departments where hazard is directly involved, many other employees have asked to take advantage of the opportunity to purchase them, particularly as some types have a rather "dressy" appearance.

Many employees also asked to secure these shoes for their grown boys. As announced in our last issue, the shoes are for sale at the low price of $3.95. Where the man's occupation is such that it requires the wearing of this type of protective shoe, they may be paid for by payroll deductions. Otherwise the employee will be required to pay cash.


When what you have done in the past looks large to you, you haven't done much today.
Takes First Train Ride at 70

A little old lady who left Galway, Ireland, 48 years ago, but who still retains a trace of the brogue that would identify her as a native of Erin; even if her name was not Ellen Tully, had the thrill of her life the other day.

When a person gets to be 70 years old there usually are not many thrills left for them — especially if they have lived in the shadow of that great metropolis, New York City, for most of their three-score years and ten.

Ellen Tully had one and she has confided that there are several more that she expects to experience before she resigns herself to old age.

Ellen, and she told the writer that he could call her “Ellen” instead of the formal “Miss Tully,” had her first ride on a railroad train — and on a New Haven as well. She boarded the Shoreliner when it made its “pick-up” stop at Stamford at 12.57 on the afternoon of June 11, en route for Boston, where she stopped for the night, the next day to board a train at North Station for Ogunquit, Me.

In company with Ellen was her mistress, Miss E. Douglass Southwick, of 17 Addison Street, Larchmont, N. Y., and Miss Josephine Perdue, Miss Southwick’s nurse. It was because of Miss Southwick’s illness that Ellen decided that she would risk the unknown and take a ride on a train, she having announced that she would not permit Miss Southwick to leave her sight while she felt ill.

The trip from Larchmont to Stamford was made by automobile and the party arrived at the station an hour too soon, having been confused by the difference between Standard and Daylight Saving time.

When reporters and photographers, attracted by the story of a woman of 70 who was to make her first train ride, arrived at Stamford, Ellen didn’t marvel. She took it as a matter of course. Helen Nolan of the New York American, accompanied by a cameraman, Harvey by name, was the first to arrive. Then came Constance Eckley of the Stamford Advocate, together with Leon Deran a photographer, who took the picture that accompanies this story. Deran took photographs for the Associated Press, International News Service, and the New York Daily News, as well as for the New York Times.

Miss Southwick secured her tickets from Agent Ralph DeWitt, and then with Miss Perdue and Agent DeWitt posed for the photograph reproduced here in company of Miss Tully.

The excitement surrounding the occasion was heightened when the Shoreliner pulled in. The seats for the party were 20, 22 and 24, in Car 51 — the Oralie (not O’Reilly) and after more posing for photographs, Miss Tully was helped aboard the train by Ira S. French, Special Representative of the Public Relations Department.

As Ellen entered the car, Ann Cutler, a staff writer for the Morning World, who made the trip from New York to Boston for the occasion, welcomed her. Ellen’s first remark was “Where’s the camp chairs.” Asked what she meant, she said, “Sure, in a parlor like this, you’ve got to have camp chairs for all the people, haven’t you.” Assured that no camp
chairs were needed, Ellen sank into her seat and relaxed. W. G. Read, of Providence, the New Haven’s conductor was introduced to Ellen as was B. M. Slater, of New York, the Pullman conductor, while E. H. Durham, the porter on Car 51 was instructed to look after the comfort of Ellen and those in her party.

As the train started, Ellen glanced through the window and saw that she was moving. She quickly sat up straight and held to the sides of the chair. Asked why she did so she said “Won’t the train wiggle and bump. The old horse-cars that I’ve ridden on used to.” She found that there was no wiggle and bump and from Stamford to Bridgeport she was quizzed by reporters and had her photograph taken many times by Harvey, the American’s photographer.

Through to Bridgeport and here Ellen became hungry but wouldn’t go to the diner until persuaded, and then, at the diner’s door, said that she would wait—providing that she could get some coffee and cake “later in the afternoon. I’ve always had coffee and cake and I would like some.” Porter Durham’s aid was enlisted and he promised that when the train got to New London, he would secure refreshments for the party.

At the New Haven station the writer bade Ellen goodbye, and stood on the platform, while she, at the window of her chair, again posed for photographs. After the change from electricity to steam, the train pulled out with Ellen still calm in comment, the assurance that at South Station she would be met by Howard A. Moulton, Special Representative, who would see that she with the members of her party, reached their hotel in safety.

At the beginning of this story, it was said that Ellen still had several thrills to experience. One will be her first use of a telephone. She has never spoken over one. Another will be her first motion picture, or the first theatrical performance she has ever seen. Another will be the sight of the skyline of lower Manhattan—she only remembers it as it appeared when she landed at old Castle Garden on June 5, 1882, at the age of 22. She likes the radio, and likes automobiles, which together with the old fashioned horse cars that have disappeared, and the old horse and carriage, were the only forms of transportation with which she was familiar.

Shortly after Ellen landed, she secured a position as maid with Miss Southwick’s parents, who then lived in upper Manhattan. At the death of old Mr. and Mrs. Southwick, Ellen still remained to look after Miss Southwick, whom she had cared for as a baby, and the attachment has grown so great that despite the fact that she feared a railroad journey, and a severe case of heart trouble that has persisted for fifteen years, she would not hear of her mistress leaving her this summer, and insisted upon going with her.

The speed and ease with which the train sped along the rails, swooped through towns and crossed bridges caused her to comment, “We certainly go faster than they do in automobiles, don’t we, and it’s ever so much easier riding.”

~ Cross Crossings Cautiously ~

BEFORE

Railroad Bridge at Unionville, Conn., looking west from the Farmington side of the highway showing improved new bridge and straightening of highway.

AFTER
Mistakes
By W. J. Benton,
General Foreman, East Hartford

The trouble with us all is that we realize our mistakes but few of us realize on them. Mistakes have their value. The man who never makes a mistake, never makes a discovery. A mistake is not a misfortune. A failure fits you to make no more bubbles of the same kind. I would rather have sore feet chasing a mistake than a mortgage on my assets for refusing to try. Clinging to past mistakes, as a fond memory is like hanging to a heavy anvil after you have fallen overboard. My word to the man who feels he is making too many mistakes is this, — if you cannot see a good motive in what you are about to do, stand still for a while. There is nothing to be made by moving in the wrong direction. Save a self-made mistake. When you blunder, do not jump to the conclusion that the chapter of success in your life is closed. When you blunder, the world will give you credit for ambition, provided that you continue to try. Man’s mistakes are not due to his being a “greenhorn,” a “dreamer” or a “lubber.” Man’s mistakes are largely due to his not thinking ahead. We are more ambitious when we are thoughtful. Explaining how you came to do a thing wrong is a waste of words and a loss of time. Do the thing over again and do it right, then the example will take the place of an excuse. Honesty and wisdom demand that you acknowledge an error. Presenting an alibi is “Passing the buck” and this is about the meanest method that one can employ. Boldly say “I made the mistake,” or, “I do not know,” and you will retain your self-respect, the confidence of your employer and command the cooperation of your associates. Come clean and you will remain clean. So many men waste their time talking about past mistakes. They dwell on their weakness and constantly repeating your acknowledgement of weakness, adds to your handicap. On the contrary, positive and successful thinking generates a constant flow of creative, constructive influence for success. No one welcomes your weakness, neither will it help you to talk about it.

Along the Line
Published by and for the Employees of the
New Haven System

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

Permission is given to reprint, with credit, in part or in full, any article appearing in ALONG THE LINE.

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

Vol. 6 June, 1930 No. 11

The New Haven System includes: 2,133 miles of road, with 5,110 miles of track, on which operate 813 steam locomotives, 144 electric locomotives, 266 multiple unit cars, 1,844 passenger train cars including 26 diners and 36 rail motor cars; 24,033 freight cars. It also includes 155 steamships and other types of floating equipment, 230 motor coaches and 90 motor trucks operating on the highway.

~Cross Crossings Cautiously~

A Bulletin of the American Museum of Safety, reporting upon passenger travel by rail, observes that it is a literal fact that it is safer to travel by train in America these days than to stay at home. During the last year, the organization reports, passenger fatalities for all American Railroads amounted to only one for every 9,500,000 carried.

Of added importance is the showing in comparison with former years. The fatality rate has decreased by 65 per cent in the past 10 years and by 84 per cent in the past 20 years.

The only way to have a friend is to be one. — Emerson
Personal Contact
By E. S. Bavier, Agent, Westerly*

It was on a so-called crack limited train operating between New York and Chicago. An eminent New York Executive entered the Club car. "This"—he exclaimed in an exasperated tone of voice—"is the last time I'll ever ride on this railroad. There is not—" he went on—"an employee on this train that can give anyone a civil answer. From now on—believe me—I'll ride on the——" (naming another crack limited train operating out of New York on another line). "That train—" he continued—"has employees that can smile, etc." Of course that opened up the channel for a discourse on civility.

One could not help but think of the huge sums of money that had been expended for equipment and advertising by the management of this so-called crack train in order to make it a premier of the first rank, and yet—through the power of personal contact, train employees had brought forth wrath and intense displeasure from a patron of paramount importance.

After all, is it not the seemingly little things of apparently no account that makes possible the success of the big things. The railroad ticket has no coupons to cover smiles and super-courtesy, but what a difference it does make to a patron.

We pay for luxury and expect it, and take it all as a matter of course. It is the little unexpected things; the unlooked for courtesies extended to us that really thrill and create impressions that linger on in our memory. Looking back over the yesteryears and checking up the people we have met; the places we have visited; the trips we have taken, it is always the little unusual acts of thoughtfulness that we remember.

* (*Since sending in this article, Mr. Bavier has resigned from railroad service, due to poor health. His departure from the New Haven Railroad Family is a source of keen regret to us all, for Earl Bavier is the type of man of which any organization may be justly proud. He has sent in one or two other little "editorials"—just as fine as the above—which we have been more than pleased to publish in ALONG THE LINE. We hope when "the spirit moves" he will still continue to send us some of his splendid, inspiring articles. That Mr. Bavier was appreciated in town in which he had served as agent for several years, is evidenced by a reprint from the "Westerly Sun." *)

PAYS TRIBUTE TO AGENT
(Westerly Sun, Westerly, R. I.)
Earl S. Bavier, station agent at Westerly for the New Haven railroad since January, 1924, was forced to resign his position recently, owing to ill health, and has left town for the west where he will spend some time on the ranches of El Paso, Texas. He will later continue on to the Pacific coast.

During his stay in Westerly, Mr. Bavier has made many friends who regret his departure. Among these friends is one of Westerly's prominent business men who called at The Sun Office this morning and asked permission to pay the following tribute to Mr. Bavier:

"Permit me through the medium of your paper," he said, "to pay a tribute to Earl S. Bavier, who resigns his position as agent for the New Haven Road on account of poor health.

"Westerly is not only losing a railroad agent of unusual ability and personality, but a citizen who has ever stood ready to do whatever he could to make Westerly a better place to live in.

"Mr. Bavier has been local agent here since 1924, and he has worked unceasingly to win friends for the company that he represented, and to serve the public of Westerly to the best of his ability.

"He leaves an inimitable record of service as an inspiration to others, and he leaves a host of business associates that keenly regret his poor health and departure."

I like to fancy that a grateful spirit gives as good as it gets. — Robert Louis Stevenson
How NOT To Do It

1. ALL TICKETS!
2. TERRIBLE GROUCH THAT CONDUCTOR IS!
3. FIRST AND LAST TIME I RIDE ON THIS TRAIN!
4. YOU'LL HAVE TO TAKE YOUR FEET OFF THE SEAT!
5. CHANGE AT NEW HAVEN!
6. HEY! YA CAN'T SMOKE IN HERE!
7. I LEFT MY TICKET IN THE COACH, BEHIND!
8. YA GOT NO BUSINESS TO LEAVE IT BEHIND!

Which Is
Making Friends for the Railroad

ALL TICKETS PLEASE

MIND IF I PUT THE PAPER UNDER TO PROTECT THE SEAT?

SORRY! I'M SO CARELESS.

NICE CONDUCTOR YELLS.

VERY COURTEOUS TOO!

CHANGE AT NEW HAVEN MADAM—THE TRAIN TO HARTFORD WILL BE ON THE OPPOSITE SIDE OF THE PLATFORM.—

SORRY SIR! THE SMOKING CAR IS UP FORWARD—NO SMOKING IN THIS CAR—

I LEFT MY TICKET BEHIND IN THE COACH.

ALL RIGHT SIR! BUT IT'S BETTER TO BRING IT WITH YOU AS SOMEONE MIGHT PICK IT UP!

R Way?
Mostly Personal

These most attractive little ladies are the daughter of General Superintendent E. E. Regan—all five of her! Alice Elizabeth, who is seven and a half years old, had this "trick" picture taken down at Atlantic City a few weeks ago, with the aid of two or three mirrors. Mr. Regan certainly has every right to feel proud of such a fine looking youngster.

Richard Fletcher  
Age 5

Gerald Foster  
Age 2

These happy little fellows are grandchildren of S. F. Ticknor, Asst. Cashier, Boston Freight Terminal, who has just retired on a pension after 52 years of railroad service.

This attractive young chap is Robert Gordon Herd, grandson of J. J. Snively, Superintendent, and son of Mrs. John A. Herd (nee Emma Snively), who formerly worked in Mr. Foster's office when he was general superintendent at New Haven. The young man's aunt, Ruth Snively, is employed in the office of George Marks, assistant to general manager, at New Haven.

Wendell Hall, age 8; George H, Jr., age 10; Sanford, age 12, three fine grandsons of George Hall, Cashier, Boston Freight Terminal, who has just retired on a pension after 48 years of railroad service.
New York Division
J. R. Casey, Correspondent

HARLEM RIVER

Dispatcher "Ted" Gallagher has been off sick since April 1, being in a generally run down condition. Ted's dynamic personality is very much missed around the office, and best wishes are extended by all of us for his speedy recovery.

Al Lyons of the Master Mechanic's office, who was off duty with a quinsy sore throat acquired one Sunday afternoon when he was rooting for the Yankees at the Stadium, is back on the job again.

Frank McGann of Superintendent Bailey's office took his vacation early this year and reports that it was a success this time. For the past three years Frank has been taken ill on the first day of his vacation and spent the whole two weeks in bed. This time he was sick only one week and that's quite an improvement.

By the time this is printed, Abe Simon of Mr. Bailey's office, will have become a Benedict, (despite all warnings to the contrary). Best of luck, Abe.

Also Anna Farringtor, of Mr. Lofland's office will have forsaken her single blessedness. We sure have to admit the husband-to-be is a lucky fellow.

It is rumoured that Jim Reilly, Division Accountant Hyland's right-hand man, will spend his vacation this fall in the wilds of the Adirondacks tracking the wild game so plentiful in that region. Mr. Jim is a dead shot with the rifle, so we expect he will get quite a bag.

Solomon Belmont of Mr. Cotter's office spent his vacation in the backwoods of Sullivan County.

Now that summer is here Chubby Reginault, genial and rotund office assistant to Mr. Lofland spent his vacation in the backwoods of Sullivan County.

Mrs. D. M. Best of Mr. Baily's office is now a resident of Bellerose, L. I., a charming suburb, where she and her husband are proud possessors of a new home.

Walter Haniquet, car distributor, has been off sick the past few weeks, and is now in the Lenox Hill Hospital. We are hoping he will be back on the job in the not far distant future.

Photograph taken at old Pier 50, East River (now Pier 37), about the year 1890. This picture will be particularly interesting to some of the old timers, inasmuch as four of the persons shown are still in the service at Pier 37.

The names of the various persons so far as known are given below:
The photo was loaned us by Wm. Boynton, shown fourth from left, sitting.
Geo. Weston, Jr., Messenger in the Lighterage Department, wishes everybody interested, to know that he submitted a traffic tip and has an acknowledgment from the General Freight Agent, which he will show to any courteous person by request.

THE YANKEE CLIPPER'S PILOT
We love to praise the Soldier Boy,
No danger does he fear,
He faces death, that you and I,
Might live in safety, here.
But there is another, I recall,
Who is worthy of our praise.
He runs the "YANKEE CLIPPER",
And for him my voice I raise.
He's the man who gets her there on time,
We trust him without fear,
He never fails us, rain or shine,
We love to praise the Soldier Boy.
Henry Gay, "The Engineer". By "Harry"

The New York Division Rifle Club Notice

At a meeting of the Executive Committee of the New York Division Rifle Club, on May 22nd, arrangements were made for the organization of two leagues, to be composed of a number of teams (to be decided later), each team consisting of three members of the club who are in good standing and who qualify as of September 1st, qualifying score being "70" in the prone position. The opening matches will be held the second week in September, this being a tentative date.

At the end of a scheduled number of matches, the team winning first place in each league will shoot a "championship series" of matches.

Prizes will be distributed as follows:
- Team winning "Championship" series—Prize to each man, valued at approximately $20.00.
- Losing team in "Championship" series—Prize to each man, valued at approximately $15.00.

(Which will be second best team)

Teams Finishing 2nd in each league—Prize to each man, valued at approximately $5.00.

Man with total high score for season—Prize valued at approximately $10.00.

Man having individual high score—Prize valued at approximately $5.00.

There will also be several suitable trophies.

This notice is issued at this early date so as to enable any employe who is not now a member of the club, to join and participate in practice during the next few months, in order that he will be able to qualify to enter this interesting tournament.

Further details will be given on request. It has also been proposed, that at the conclusion of the schedule, a dinner will be held at which time the prizes will be presented.

J. F. DURKIN, Secretary
Two of our former pals at Cedar Hill — Moe Freedman and Mort. Voloshin dropped in recently to pay a social call. After an exchange of greetings Moe got right down to his thoughts of buying magazines while Mort. was all for selling keys.

Bust. Jillson says he has got through bothering with small change; he is on the look out for checks now.

A word of praise is certainly in order at this time to General Foreman White and Engine Dispatcher Pomerooy at Worcester for their loyal efforts in handling of details at that point and also for the splendid system of records they have installed.

It will be pleasing to his many friends to hear that Fireman Joe Therriault, who has been off duty for some time, has again returned to duty.

DON'T FORGET YOUR TRAFFIC TIPS.

An interested group from Shelton, Conn., made an inspection of the Cedar Hill Hump and L. C. L. Transfer on Saturday, afternoon, May 17. They were greatly pleased with the opportunity to watch the classification of cars and the handling of freight. The arrangements were in charge of L. H. Tyler and J. F. Doolan, and consisted of the following: Dr. H. W. Bartlett, of Shelton.

Nelson Wainman, Draftsmen, State Highway Department.

R. C. Cook, employed by the Southern New England Tel. Co.

S. E. Keneston, Field Engineer for the Farrell Birmingham Co.

F. Bray, employed by Sidney Blumenthal Company of Shelton.

George Ward, Real Estate and Insurance of Shelton.

B. F. Wells, Chauffeur, Shelton.

W. W. Radcliffe, retired of Shelton.

Ralph Wright, Farmer, of Shelton.

William J. Anderson and Burton Cooper, students at the Shelton High School.

Cross Crossings Cautiously

Hartford Division

J. W. Coleman, Correspondent

Chas. D. Moore, locomotive engineer, has been placed on the retired list and his many friends will extend to him their sincere best wishes and hope he will enjoy his well earned rest.

James Murtha, Sr., switchman, employed in Hartford Yard, has completed his fifty years of service and was recently presented with a 50-year service pin, which he prizes very highly.

Jas. Martin, section foreman, was also recently presented with a 50-year service pin, he having completed a half century of service with the Company.

Charles W. Degnan, formerly employed as general foreman at Springfield Engine House, has been placed on the retired list and the well wishes of his host of friends are extended to him for his future health and happiness.

Frank C. Perkins, steward at Hartford Station Restaurant, who was formerly located at New London but recently transferred to Hartford, has taken up his residence in Hartford, having moved his family to this city recently.

The annual visit of thousands of tourists to Hartford is occurring during the month of June, to visit the Rose Gardens at Elizabeth Park. The display of roses at Elizabeth Park is second to none at any point in the country and the visitors include those from distant points, who annually make the trip to Hartford during the month of June, particularly about the 15th, when the majority of the roses are in full bloom.

There is, of course, in addition to the Rose Gardens, a wonderful display of flowering plants of every description, which are well worth the time taken in coming to Hartford to see them.

The East Hartford Shop force are very enthusiastic athletes and in connection therewith they have a very strong Soccer Team, which is in the Railroad League. The East Hartford team has already participated in four of the League Games and have won three and tied the fourth. They intend to make a strong bid for the System Championship and if they succeed in doing this it will mean that within the past few years they have brought to East Hartford the championship for practically every branch of athletics in which they have competed. As an example of the "Chief Rooter"" the most enthusiastic supporter of the Soccer Team is Pete Sheridan, general foreman at East Hartford.

This is the first opportunity we have had of welcoming in "Along the Line," Mr. R. S. Danforth, our new Agent at Hartford Station. Mr. Danforth has been with us since April 1st, coming from Holyoke, and we all wish him lots of luck in his new position.

The Horse-Shoe Pitchers are going full blast at Hartford Freight House, playing regularly every day during the noon hour. At the present writing those showing the most promise are Andy Murphy, Set-Up, Fred Walker, Fred Bishop, Leo Maherty, Al Shlomsky (Instructor), and a few others whose names will be mentioned later as they improve sufficiently to have their names printed in this valuable magazine.

Burt A. Taylor, chief car service clerk, Hartford, who has been seriously ill at St. Francis Hospital, continues to gain and we hope to have him back with us soon.

O. V. Sharp, of the Cashier's Office, Hartford, has just returned from his vacation, spent at his old home in St. John, N. B., Canada. Ormle came back full of "pep"—must be the climate or something.

John J. McCarthy, general foreman at Hartford Freight House, was given a surprise party at his home recently, in honor of his fortieth birthday. Musical selections were rendered by Rose Maroco, Clayre Gardner and Mollie Shannon entertained with some snappy tap dancing. John was presented with a gold fountain pen and pencil, and a good time was had by all.

Charles D. Moore, No. 60 on our Half Century Honor Roll, with a record of 52 years continuous service with the New Haven, entered the service of this Company as locomotive fireman on October 8, 1878, on the New York & New England Railroad, at Hartford. His first service as fireman was on a night switcher at Hartford, with Engineer Wm. Boughton, and from that date until January, 1883, he fired locomotives handling freight and passenger trains.

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He has the distinction of having fired engine 63, handling the first passenger train from Fishkill Landing to New York in the fore part of November, 1881.

In 1891 he was running out of Springfield and handled what was then known as the "5-hr. 40 min. Springfield to New York train," this train stopping only at Hartford and New Haven. He continued on the through Springfield to New York runs until the installation of electric operation between Stamford and New York, and later continued on the run Springfield to Stamford until electric operation was extended to New Haven, and during his service has handled practically all of the through trains at various times, but from 1905 to 1925, a period of 20 years, he handled train 51.

Mr. Moore is No. 3 on our list of loyal, faithful employees who this month have been honorably retired on a pension, and on page 35 of this issue of ALONG THE LINE we are pleased to reproduce a very good likeness of Engineer Moore. It is the wish of his host of friends that he may have many years before him to enjoy this pension.

~ Cross Crossings Cautiously ~

Waterbury Division

P. H. Boxx, Correspondent

Wm. M. Brown of Division Engineer's office at Waterbury has resigned and accepted a position with the Rutland Railroad at Rutland, Vermont. Bill was given a party at the Hotel Elton, Waterbury, on May 31 by several of his friends and was presented with a purse of gold. The Division wish him success in his new position.

John H. Casey, second trick towerman at Bank Street Jct., died on May 27 at his home in Sandy Hook after a short illness. Funeral took place on May 30 from his home; interment at Hawleyville, Conn. John was one of the best Towermen on the system and had a host of friends and will be missed at Bank Street. The Division extend their sympathy to the bereaved family.

Ray Brittingham, brakeman in the Waterbury yard, has been appointed Chief Fish and Game Warden for Middlesex County, and will leave shortly to take up his new position. Ray was one of the best liked brakemen in the Waterbury yard and will be missed by us all, The Division wish him success in his new position.

Engineers J. Atwood and H. Atwood and Engine Dispatcher M. Stack recently extinguished a fire on the Meriden Branch trestle, while on their way to work, which no doubt would have caused considerable damage. They are to be commended for their prompt action.

Mrs. James Garside, wife of Signal Foreman James Garside sailed on May 9 from New York to visit her Mother, located in London.

Engineer Jim Callahan resumed duty May 26 on 1227, etc., after several weeks of sickness. We are all glad to have Jim back with us.

Spark's Circus showed at Ansonia on June 7. Asst. Supt. Penn, rode their special train over the division.

Asst. Trainmaster Jess Brink has purchased a new runabout auto and he is getting his portion of fresh air daily now.

Miss Mary Navin, finished work in the Division Accountants office at Waterbury on May 29, and was given a party in her honor by several of the employees of the Division offices and presented with a purse of gold. Mary's smile will be missed by all.

Third trick Operator at Derby Jct., Henry Canwell, had the misfortune to lose his mother a short while ago. The Division extend their sympathy to him.

Patrick McDonough, signal maintainer at Bank Street Junction has been retired on a pension. Mr. McDonough has over 40 years of service with the New Haven. We all wish Mr. and Mrs. McDonough many more years of happiness.

Bill Dennis, first trick operator at Plainville underwent an operation in the Bristol Hospital on May 27, and is making a fast recovery. We hope to have him back with us soon.

Charles Prentice, asst. track supervisor of the Waterbury Division has been promoted to track supervisor, with headquarters at Putnam. We are all glad to see Charlie advance and wish him the best of luck in his new position.

~ Cross Crossings Cautiously ~

Danbury Division

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

Correspondents

Fred Gerstenmier has once more placed his 4-cylinder motor boat on Lake Danbury. Season passes are being issued by Bill Brock.

Who are they?

McGet McGet
Slip  Slip  Scattergold
P. J.  P. J.  Pa
Fritz  Fritz  Peg
Con  Con  Crackers
B. A. P.  B. A. P.  Dot
Cris  Cris  Sweetheart
Bart  Bart  Buzz
Bed Room Eyes  Bed Room Eyes  The Old Dear  Peg
The Old Dear  The Old Dear  Peg
J. B.  J. B.  The Forty Niner Lu
The Forty Niner Lu  The Forty Niner Lu
Al  Al  The Prospector Bert
The Prospector  The Prospector  Nick
Bert  Bert  Nick
Willie Crosby, chief clerk to the Division Engineer, has decided to become the life of the party in three short lessons. Willie evidently clipped the coupon and received the particulars. Unfortunately he requested a course of lessons on the oboe, an instrument that the mail order house does not teach.

~ Cross Crossings Cautiously ~

Providence Division

F. A. Lindopp, Correspondent

Friends of Hugh Smith, formerly of the division accountant's staff and now ticket clerk at New London will be pleased to learn of the arrival of a baby girl. Congratulations to Mr. and Mrs. Smith.

Lue Kenyon, operator in our local telephone exchange had the lead-off position for vacations and has just returned feeling much refreshed and ready to give her usual good service.
Mr. S. Lesher, an inspector in the employ of the Western Union Telegraph Company is to be commended for his discovery of a broken rail in our high speed track at Green Lodge and his prompt action in notifying the Section Foreman, resulting in the replacement of the rail in quick time.

The New England Association of Railroad Veterans held a Memorial Service in Berkeley Hall, Boston, Sunday, May 18. Christian F. Roth, President of the Association addressed the gathering and the memorial address was delivered by the Rev. John Nicol Mark of Arlington, Mass. The Lotus Male Quartet assisted in the service. The names of one hundred ninety-three veterans who departed this life during the past year were read. The Memorial Service Committee consisted of Harry A. Whitehead, Herbert P. Wells, Harry G. Cole and Charles A. Wilson.

The third track construction between Davisville and Kingston, and between Bradford and Westerly is rapidly going forward. C. T. "Tige" Lyon is headquartered at Wickford Junction and has kept steam shovels and ditchers busy sling about 120,000 cubic yards of excavation.

Cross Crossings Cautiously

Boston Division

C. A. Boardman
Joseph Lafontaine
Frank E. Murphy

Conductor Herbert A. Hathaway, who has been ill since last December, returned to service June 2. Bert says it seems good to be back on the job, and we are certainly glad to see him back with us.

Conductor Ernest Rogers, who has been on the Fairhaven Branch for the past two years, has bid in a Boston run. Conductor Rogers is a great favorite with the commuters, and will be welcomed by old friends and no doubt make many new ones.

When things get sort of dull down in the conductors' room in the South Station, Fred Mulligan livens things up with a few of his favorite songs. Fred has a smile for every one, though he doesn't say much, but he's got a voice that starts way from the tip of his toes, so the boys say. Some day we are hoping to slip in on one of these concerts.

Brakeman Richard Slavin is on the sick list. He was stricken on May 2 with an attack of tonsilitis. He is much better now, and we hope to see him back in service soon.

Harry Cone, formerly financial secretary for the P.T.E.A., and now retired, visited the Association rooms recently. The boys were all glad to see Harry's smiling face.

Brakeman L. J. Shillies has recently gone into the poultry business as a sideline. He has some fifteen hundred chicks which will be ready for market before long.

Rufus Crafts, retired ticket collector, visited the Association rooms on May 28. He had not been in to see us since he was retired on a pension in 1927, and the boys were all mighty glad to see their old comrade.

Engineer McCawley made his last trip on Saturday, May 17, Boston to Greenbush. Harry has retired on a pension to enjoy a well-earned vacation. He will be missed by all the conductors, for he was known as the perfect engineer.

Engineer Arthur Bowditch is now advertising for a partner for cribbage. Only experts need apply!

Conductor James Guymont has departed from Hyannis and bid in a Boston run.

C. W. Staples of the Providence Engineering Force, formerly of Boston, recently favored us with a visit and was warmly welcomed.

H. H. Brett of the Engineering Force who was out due to an attack of bronchitis and pleurisy, has returned to work, and is rapidly regaining his strength.

We are sorry to lose Division Engineer T. P. Polson, but wish him success in his new position as Maintenance Engineer at New York, and we extend a cordial welcome to Mr. John B. Bell, our new Division Engineer.

Harry Congdon has returned from his vacation much refreshed.

Janet Robertson, daughter of J. A. Robertson, Vault Custodian, is making an extensive trip abroad.

Chief Clerk R. Petersen is taking his annual outing on the "Oil Train." He manages the train so well that he is taken out of the office each year to operate it.

FOUR GENERATIONS AT BRAINTREE

Four generations are represented in the above picture: George A. Remick of East Braintree (left) is the great grandfather, Lawrence E. Remick of Mount Holly, N. C., is the father, and Charles K. Remick, Boston Division Passenger Conductor, of Braintree is the grandfather of Baby Jane Leigh, one-and-one-half years old, who is sitting upon her father's knee.

Frank Litchfield agent Greenbush, is off duty on account serious illness of his wife. Jere Dimestico is covering Greenbush.
Mascots at Greenbush round-house
Photo by C. P. Remick

Engineer W. W. Stratton made an auto trip to Herkimer, N. Y. and return the later part of May. He reports having a fine trip.

Agent Fred Langhorst, East Weymouth, is away on account of sickness. Hope his recovery will be speedy and that he will be soon able to resume duty.

Division Engineer T. P. Polson was transferred to the New York Division on June 1. T. P. made a host of friends while here who wish every success in new position.

Operator Jack Regan is confined to his home on account of sickness and would be glad to receive a call from any of his friends. He resides on Lunt Street, Norfolk Downs.

Arthur Toole, signalman has returned from Florida and resumed work on third trick Buzzards Bay.

Jimmie Fraser is covering ticket agents position at South Braintree in place Jim Colbert who is still on the sick list.

J. Edward Kerns, signalman Braintree Highlands, attended the Elks convention at Oak Bluff during the week of June 8.

E. F. Dugas, signalman Brockton has returned from Los Angeles Calif.; reports a pleasant and interesting trip but not a restful one.

Mrs. George Morton, wife of agent at Hanover is at the Mass. General Hospital recovering from a serious operation.

It is rumored that our genial Pat Feeney, section foreman, is engaged to be married. Although we are surprised, as we thought Pat was a confirmed bachelor, we do congratulate him and wish him all the happiness in the world.

A new 125-ton Howe track scale has been installed at South Braintree, replacing the old one.

Work has been started on the installation of a concrete platform at Yard 1, Dover Street.

On Sunday afternoon, June 7, Miss Angelina Benotti of South Braintree became the bride of Section Foreman Roger Migliorini. A reception followed at the bride's home, about 100 guests attending. Following a honeymoon spent at Niagara Falls and Washington, Mr. and Mrs. Migliorini will reside in a new home on Storr's Avenue, Braintree. May we add our congratulations!

Cross Crossings Cautiously

Midland Division

T. M. Buckley

WALTER R. FOGG

CORRESPONDENTS

It is pleasing to learn from the boys at the Boston Freight Terminal that Chief Yard Clerk P. F. Norton, better known as "Nippy" is the proud father of a daughter, born in May. This makes a total of three girls which keeps "Nippy" busy trying to keep the home fires burning.

"Count that day lost, whose low descending sun Views from thy hand, no worthy action done. As swift the golden hours flee, think that day lost to thee, If, at the setting of the sun, no conquest thou hast won. — "S. B.

E. T. Thompson has taken the agency at Dedham. Eddie would like to move to Dedham, the large boulder which was placed just east of Bel- lingham Junction station, by some glacier about one million years ago, and probably moved from some far away point. It, no doubt, would be interesting to know its history, which would probably take us back to the neolithic era.

"Nature knows no pause in progress and development, and attaches her curse on all inactions." — Goethe.

Howard Fisher, Signal Foreman on the Midland Division has returned after a short vacation, much rested and ready for a hard summer's work.

"There is nothing truly valuable which can be purchased without pains and labor." — Addison.

The dynamometer car from the P. R. R. made two round trips Boston and Providence on Saturday night, May 31. First trip left about 10.40 P.M. Train was in charge of Ass’t Sup’t Carr and Road Foreman of Engines Geo. Winslow. George showed that he has all the "Pep" he had when he was engineer on the through runs and gave all concerned a sample of real locomotive running on all trips.

"It isn't so much the pay you get, As the effort you make to earn it. The job with the money will fall to you, If you've taken the time to learn it." — J. C.
J. E. Brady, displaced at Dedham by E. T. Thompson, picked Rugby, held by W. T. McDonough, who in turn picked Chiquot vice Mr. J. A. Kearstead who reverted to the spare list. "Necessity is a violent school mistress."—Montague.

Nearly two months have elapsed since Time-table 111 became effective and am wondering how many have either finished, or have nearly finished reading their book of rules to fortify themselves against the many pitfalls which confront the average railroad man in his daily routine of work. It is much more pleasant to say, "I'm glad I did", than "I wish I had". Ignorance of the rules many times causes loss of earning power.

"It is hard to fail, but it is worse never to have tried to succeed."—R.

Engineer Harry F. Doherty is doing a lot to improve his property just east of Needham Junction station. A flower garden second to none in that vicinity greets the gaze of the passengers on the West Roxbury Branch, and shows that Harry is an artist in more ways than one.

"Wisely and slow; they stumble that run fast."—Shakespeare.

Retired Engineer W. U. Lowden sailed on the new de luxe steamship EUROPA early in May for a tour of Europe.

Engineer F. E. Fletcher has returned from an auto trip to California, coming back by the southern route. He says the east is a pretty good place, after all. He has taken the gas bus job out of Franklin and Woonsocket.

Engineer Fall has bid in the Ping Pong with J. Welch as fireman.

Engineer Watson has bid in the new local freight, Readville to Putnam.

The new seeded ground at the approach to Back Bay Station, opposite tracks 4 and 2, is beginning to show up quite green.

Engineer Walter Hibbard is back on the Lowell milk extra.

A new fence has been erected at Franklin Station to keep automobiles off the platform.

Daniel Murray, foreman machinist at Southampton Street Engine House, has been honorably retired on a pension. Mr. Murray is an old New York & New England R.R. man, and retires with a record of a half century of railroad service.

W. F. Allan J. F. Reardon
Above are pictures of two Midland Division employees who were honorably retired on a pension in February. We did not receive their pictures in time for the March issue, but are very glad to be able to use them at this time. Mr. Allen, who was Assistant Chief Clerk at the Boston Freight Ter-

JUNE, 1930
Along the Line

N. F. Bradly retired with a record of 43 years continuous service with the New Haven, while Mr. Reardon, who was Head Clerk in charge of the Inward Department at the Boston Freight Terminal, had served continuously for 34 years at the time of his retirement.

Never throw away anything that is useful.
Evade loose practices that are liable to cause accidents to yourself or others.
Watch your step in alighting from, or boarding, moving trains.
Have some printed safety rules where you can read them daily.
Always keep your eyes focussed in the direction your train is moving, when riding on side-steps or tops of cars.
Visit safety lectures whenever possible.

Endeavor to do your work so efficiently that you will be above criticism at all times.
Neither carelessness nor waste can thrive for very long, on a railroad.

—T. M. Buckley, trainmaster.

Cross Crossings Cautiously

General Offices, New Haven

JUNE, the month of brides, roses, dreamy waltzes, love-making and what not. Despite all this I know of but one girl in the Yellow Building who will take unto herself a husband, this month. Eileen Keating of the Purchasing Department has decided to sample the joys of connubial bliss, that is to say, Eileen will be married, sometime in June. Her co-workers will surely miss Eileen's cheerful company and she will leave a lot of friends behind.

And speaking of the Purchasing Department, I might say that since Freddie Sheehan got that write-up about his speech in Memphis he has been pestered by the Broadcasting Companies, Vaudeville Agencies, Chautauquas, etc., to go speech-making for them. So he says. Believe it or don't. Fred is seriously thinking of accepting one of these offers so long as he doesn't have to introduce the girl who "quivers-vibrates-shakes like jelly, etc." at any side show. It's a shame that one so talented should conceal this wonderful gift until he has traveled to Memphis. It must give the people in Memphis an awful opinion of New Haven.

The Vacation season is starting. Early returns trickling in show that the people around here are holding off until July or later, with the hopes of securing the best of weather for their annual enjoyment. Tom Pest was one of the early birds. Tom packed his tooth-brush and collar and hit the trail for Lake Canandaigua, one of the Finger Lakes in New York State. He made no pre-vacation promises as to just how many fish he would catch, but, knowing him as I do, the fish stories will be many and varied, and as usual he will have his picture taken standing along side of a fish that someone else caught.
The three musketeers, Neil Shanley, Heinnie Fair-Field and Charlie Pierce report that their Golfing Academy on the Shore Road is now in full swing and playing to capacity audiences. This Academy is a place where punk golfers go so they won't be so punk. You just stand and swing at the golf balls and grunt or groan, depending on whether you hit a golf ball or not. The course may be, and you don't have to do any walking. My idea of perfect golf and the ideal spot for the tired businessman. The Academy is situated on the Shore Road between Savin Rock and Milford; you can't miss it. (Free Adv.).

My vote toward the "well-dressed man" of the Yellow Building goes to Bill Schaeffer of the Engineering Department. Whenever you glance at Bill your eyes are greeted with Hart-Schaffer-Marx and Kuppenheimer's ideal of the perfect man. He's a darn good man for the shape he's in. And I think Bill's knickers are just too sweet for words.

Sindo Cavaleri of the General Manager's office has again won a couple of trophies at a Field Meet. At the Annual Field Day in Hamden, Sindo copped a couple of medals in the hundred-yard dash and in the relay. He is an all-around athlete, going in for all kinds of sports. He will be a welcome addition to the G. O. A. A. track team at the Annual Field Day meet. If we have one.

The Bullard Building's contribution to Dan Cupid for the month of June will be Ann Marie Gilhuly. "Nan" will be married this month to Jack McSherry, a former employe of this company. Both Nan and Jack are well known and very popular among the railroad workers and plenty of good wishes go with this couple when they start on their married life.

~ Cross Crossings Cautiously ~

Mildred Slavin, stenographer in Master Mechanic Sederquist's office, in the South Station, whose approaching marriage to Mr. Joseph Lynch of Dorchester, Mass., takes place on Monday, June 30, was given a shower and supper by several of her railroad associates on Friday evening, June 13 at 5.30. Room 468 was given over to the occasion and was very attractively decorated. Supper was in charge of the South Station restaurant, and was up to standard in every way. Miss Slavin was presented with some beautiful glassware for her new home. She was taken entirely by surprise, but as soon as she was able to get her breath, thanked the girls very graciously for their gifts. Among those present were, Edna Sullivan, Lydia Thompson, Rosalie Hart, Rita Hennessey, Alice Murphy, and Margaret McDonald, the latter we understand deserving much of the credit for the success of the party. Also two old freinds no longer connected with the railroad were able to attend, and this was a source of much pleasure to all the girls, "Bess" Lavery formerly of Supt. Snavely's office and Mrs. Edward McAuliffe, the former Helen O'Brien of Master Mechanic's office.

Supt. Frank Cutler Taylor, foreman of the Car Department, was retired on a pension June 2. Mr. Taylor was born in Woburn, Mass., July 23, 1858, and has had 32 years service, 12 of which were at Oak Point and Mott Haven, New York, returning to Boston in 1912. He was promoted to foreman in April, 1901. He is now residing at the old homestead in Woburn where he was born, and we hope he may enjoy his little farm up there for many years to come.

~ Cross Crossings Cautiously ~

General Offices, Boston

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Osmond Johnson, genial janitor and general handy man in the P. T. E. A. rooms at South Station. He keeps everything spick and span and shining. In fact there's not much he can't do. Moreover he has a smile that shows teeth that should make some tooth paste company sit up and take notice. In the picture he's cleaning the pool table with this miniature vacuum sweeper.

~ Cross Crossings Cautiously ~

Boston Terminal Co.

William Hiltz, Correspondent

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~ Cross Crossings Cautiously ~

New England Transportation Co.

Peter O'Hern, Correspondent

The New England Transportation Co., thru the activities of its safety committees, is putting forth every effort to promote and co-operate with the various public agencies for safer highway operation of motor vehicles.

April 15 the Safety Committee of the New York Division held a meeting in the R. R. Y. M. C. A. building at New Haven which was attended by a large number of employees including mechanical, operators and supervision. Gen. Supt. H. M. Walker, gave a very instructive talk and stated that a decided decrease in highway accidents by motor coach operators was revealed by the records since the safety committees have been organized and functioning.

Division Superintendent J. H. Duby, and his safety committee are deserving of high commendation for the successful manner in which this meeting was conducted. Supervisor, "Bob" Spencer acted as chairman and with the able assistance of his committee men, Operator Barlow, Starter Ashe and Mr. McKimm the meeting was a great success.
What Others Say

Helps New Haven Stock
(Bay State Belting Company, Providence, R. I.)
(G. C. Atkinson)

On Saturday last, I left Boston for Providence on the 5.05 p.m. train, and sat in the smoker, with some friends. My seat was next to the window, and when we started a bridge game, I thoughtlessly put my ticket on the sill of the car, and when the conductor, who proved to be E. R. Thayer, asked for tickets, I could not locate mine. I paid the cash fare, and Thayer very kindly asked me for my name and address and said if the ticket was found he would return it to me. Very much to my surprise, I received the enclosed memorandum today, with the ticket, which I have had redeemed.

I want to commend Thayer for his courtesy and consideration in making a diligent search for the ticket with such favorable results to myself.

I trust you can put this kindly act to his credit, for it is just such service, given by interested employes that has probably contributed to help New Haven stock get above PAR.

(Conductor Thayer found Mr. Atkinson’s ticket had fallen behind the steam pipes. We congratulate him on making a real friend for the New Haven Railroad.)

* * *

Excellent Service
(Walter Humphreys, Secretary)
(National Association of Wool Manufacturers, Boston, Mass.)

During the past six months it has been necessary for me to travel back and forth to Washington frequently. It has, therefore, been a great comfort to have such a comfortable train as “The Senator” to travel upon.

I suppose I have made over forty trips and received continuously courteous treatment. I do, however, want particularly to call your attention to the human side of Mr. Rogers, one of the conductors on the train over the New Haven part of its trip.

His recognition of passengers who frequently make the trip and his apparent desire that they should be comfortable is conspicuous and I think that you are to be congratulated upon having him represent you in charge of the train.

It has been pleasant to me to call to the attention of our members and my friends the excellent service which this train gives to the traveling public.

* * *

Enthusiastic Conductor
(Joe Mitchell Chapple, Editor)
(National Magazine, Boston, Mass.)

Returning on the six o’clock train from New York last Monday, I found myself enjoying the new coaches. The enthusiastic young conductor, running extra, told me about them and it was refreshing to find an employe so interested in showing Mrs. Chapple and myself around the new “house.” He said something about the window curtains being designed by Mrs. Pelley and that the new cars were one of your projects. What impressed me was the spirit of this conductor. I don’t think it was his regular train.

(A. A. Blanchard, the conductor mentioned, quite evidently thoroughly understands that every employe should be a salesman, and acts accordingly. Congratulations, Mr. Blanchard.)

* * *

Grateful for Co-operation
The Michael Hoffman Fuel Company, Bridgeport, Conn.

We are glad to advise you of the excellent service rendered by your Mr. Bristol and his assistants in your Bridgeport office, while we were unloading a steamer of foreign pig iron.

We are very grateful for their co-operation, and want to commend these men to your attention.

We congratulate the Road on having employes so thoroughly competent and anxious to serve.
Recent Deaths in Our Family

John D. Brown, former car inspector, Old Colony Division, died April 26. Mr. Brown was born in 1854 and entered railroad service with the B. & M. at Boston in 1880, working there until 1896 when he was transferred to Concord Junction and was placed on the New Haven rolls as freight car inspector. He retired from active service in January, 1928. Mr. Brown made his home at 35 Central Street, Concord Junction, Mass.

Clarence H. Cheney, former foreman tinsmith, Readville Shops, died April 30, at his home in Norwood, Mass. Mr. Cheney was born March 8, 1851 in Troy Aro, Mass. He entered railroad service in 1875 as a tinsmith in Norwood Shops. The following year he was promoted to foreman, and remained here until 1907 when he was transferred to Readville Shops, where he continued until his retirement in 1925. Mr. Cheney is survived by his wife, a son and three daughters.

Augustus Colby, former stationary fireman at Harlem River, died on April 11. Mr. Colby was born on July 4, 1853 and entered the New Haven Railroad service as yard brakeman at Harlem River in March, 1881, under A. N. Smith, agent. Later he was made switchman and subsequently assigned to the post of stationary fireman in which position he continued until his retirement on pension in 1922.

Edwin L. Davenport, conductor, First Street Yard, died June 1 at the home of his daughter, Mrs. Albert T. Brennan, 431 Adams Street, East Milton, Mass.

Mr. Davenport was 63 years old. He entered railroad service in February, 1893 as a yard brakeman and was promoted to yard conductor in 1907. From 1915 to 1918 he acted as yardmaster at First Street. He then returned to his rating as conductor, and served in this capacity until the recent illness that caused his death. Always a gentleman, ever ready to help in any way, Mr. Davenport made many friends, and they extend their sincere sympathy to his family.

Isabel M. Hamblin, former telegraph operator, Providence Division, died April 26 at her home, Lake Archie, Wrentham, Mass. Mrs. Hamblin was born January 18, 1855 and entered railroad service in 1874 as operator-clerk at North Attleboro. She worked continuously for the New Haven as operator until 1926, when she retired on a pension. She is survived by her niece, Mrs. Frank E. Whiting of Plainville, Mass.

Walter H. Merritt, former clerk, Boston Division, died April 29 at his home, 88 Walnut Street, Neponset, Mass. He was in his 70th year. Mr. Merritt entered railroad service with the Old Colony Railroad in May, 1890, as clerk at Neponset, and he served continuously at this point for 36 years. In September, 1926, he retired on a pension. Mr. Merritt is survived by his wife.

Charles H. Mitchell, former crossing watchman, Providence Division, died April 12 at his home, Washington, R. I. He entered service in 1880 as trackman and in 1889 was promoted to section foreman. In May, 1919 he transferred to the position of crossing watchman, which position he held up to the time of his retirement in 1923.

Daniel J. Murphy, former crossing watchman, Old Colony Division, died April 13. Mr. Murphy was born May 2, 1855 and entered railroad service in 1880 as section man at Fall River. In 1916 he transferred to crossingman in which capacity he served until November, 1926, when he retired on a pension. He made his home at 388 Bradford Ave., Fall River, Mass.

Charles Nordell, former ship carpenter, Marine Department, New York, died April 24. Mr. Nordell was born June 26, 1853 and had been in railroad service for more than 40 years. He retired on a pension in June, 1928, due to failing health.

Wesson L. C. Shepherd, passenger conductor Midland Division, died April 15 at the home of his brother at Back Bay, Boston. Pneumonia was the cause of his death.

Mr. Shepherd was born May 6, 1863 and entered railroad service with the old New York & New England Railroad in May, 1888 as a passenger trainman. Three years later he was promoted to conductor, and he served in this capacity until his death. The New Haven has lost an honorable and faithful employe, and his railroad associates, a true friend.
Alfred F. Smith, former crossingman, Boston Division, died April 25 at the home of his daughter, Mrs. Parker Richards of 315 Pond St., South Braintree, Mass. Mr. Smith was born February 6, 1852 in Washington Village, R. I., and came to South Braintree when he was about 18 years of age. He entered railroad service in 1891 as a switchman, serving as janitor, baggagemaster, signalman, and crossingman, all at South Braintree, until 1926, when he was retired on a pension.

Clarence Jules Walker, for 47 years agent at East Webster, died at his home, 43 Deslauriers Avenue, Webster, Mass., May 13, after a brief illness.

He was born in Worcester, June 6, 1855. When a boy his parents moved to Royalston. He remained in that town nearly 20 years, and then moved to Boston, remaining in that city but a short time before coming to Webster.

He was assigned to the station at East Webster and has remained at this post for nearly half a century. Widely known and generally liked for his kindly, genial disposition, the death of Mr. Walker was a shock to scores of friends.

Besides his wife, Edith C. Walker, he is survived by a son, Clifford M. Walker, of Springfield, and two grandchildren, Clarence and Herbert Walker. A sister, Mrs. C. W. Smith of Marlboro, also survives.

PENSIONERS

Edward H. Cosier, former engineer, Waterbury Division, died May 19. He was born June 14, 1867 and entered railroad service in 1889 as fireman on the Watertown Branch, Naugatuck Division. In 1898 he became engineer, and served in that capacity on the Waterbury Division until December, 1927 when he was retired on a pension. Mr. Cosier's home was at 19 Charles Street, Waterbury, Conn.

George E. Hull, former engineer, New Haven Division, died April 17, in East Dover, Vermont. Mr. Hull was born November 14, 1852 and entered railroad service in April, 1875 as fireman at Bridgeport, Conn. In 1862 he was promoted to engineer and served in this capacity until 1920 when he was retired on a pension. During the last two or three years of his service he ran the switcher at New Haven.

John J. Kelley, former engineer, Providence Division, died May 12 at his home, 124 Wyndham Avenue, Providence, R. I. Mr. Kelley was born on May 4, 1872 and entered railroad service in March 1890 as engine wiper and night watchman with the old NYP & B RR. at the Acorn Street engine house. In 1892 he became a fireman and seven years later was promoted to engineer, in which capacity he served until 1926 when he was retired on a pension. He is survived by his wife, Mrs. Catherine Kelley, and two sons, William A. and Arthur D. Kelley.

Edward H. Cosier, former engineer, Waterbury Division, died May 19. Mr. Cosier was born on December 10, 1861 and entered railroad service in September, 1883, as a passenger brakeman. He was promoted successively to train baggagemaster, ticket collector and passenger conductor, holding the latter position for 26 years and until October, 1928 when he was retired on a pension. Mr. Manning made his home at 62 Edward Street, New Haven, Conn.

James Morgan, former engineer, Hartford Division, died May 14 at this home, 8 Highland Street, East Hartford, Conn. He was in his 75th year. Mr. Morgan entered railroad service in 1883 as a locomotive fireman at Hartford, being promoted to engineer seven years later, and he served in this capacity for 38 years. He was retired on a pension in 1928. He is survived by his wife.

John H. Seery, former general foreman, New Haven Division, died May 26. Mr. Seery was born March 21, 1855 and entered railroad service in 1880 as a car repairman in the Canal Shop, New Haven, on the old New Haven & Northampton Division. He was promoted to car inspector, foreman car inspector, and general foreman car inspector, in which latter capacity he served until 1924 when he was retired on a pension.

John H. West, former locomotive engineer, New Haven Division, died May 26. Mr. West was born January 10, 1861 and entered railroad service in the Roadway Department in May, 1881, transferring to locomotive fireman in September of the same year. He was promoted to engineer seven years later and served continuously in this capacity for 41 years and until October, 1929 when he was retired on a pension.

John Willax, former janitor, Mechanical Department, died May 4. Mr. Willax was born July 26, 1852 and entered railroad service at the Harlem River Engine House in June, 1894 and he served continuously at this point for 32 years, retiring on a pension in July, 1927.
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<td>2 William Stephen Lucey</td>
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<td>1869</td>
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<td>3 Fred A. Baker</td>
<td>Switchman</td>
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<td>5 Duncan J. MacPherson</td>
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<td>16 Bradford D. Bosworth</td>
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<td>17 John T. Reilly</td>
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<td>18 Thomas F. Mulcahy</td>
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<td>20 Frank Kaeppel</td>
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<td>1875</td>
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<td>23 Eber A. Cowles</td>
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<td>24 George F. Godfrey</td>
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<td>New Haven</td>
<td>1875</td>
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<td>25 W. L. Nye</td>
<td>Revision Clerk</td>
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<td>1875</td>
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<td>26 Frank Greene</td>
<td>Crossing Watchman</td>
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<td>27 Amos A. Packer</td>
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<td>28 W. H. Warren</td>
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<td>29 Thomas Colbert</td>
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<td>30 Fred P. Broadley</td>
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<td>31 John C. Coleman</td>
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<td>1876</td>
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<td>32 Rufus P. Wands</td>
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<td>Boston</td>
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<td>33 Geo. W. Cobb</td>
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<td>Danbury</td>
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<tr>
<td>34 Daniel H. Frederick</td>
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<td>Hartford</td>
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<tr>
<td>35 Francis P. Leary</td>
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<tr>
<td>36 Martin E. Griffin</td>
<td>Yardmaster</td>
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<td>37 John I. MacDonald</td>
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<td>38 William Merrigan</td>
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<td>40 J. M. Whitmore</td>
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<td>41 Patrick A. Collins</td>
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<td>44 Charles I. Fitch</td>
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<td>45 Evelyn T. Bray</td>
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<td>46 Hurt J. Hill</td>
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<td>47 John H. Lynch</td>
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<td>48 Samuel G. Smith</td>
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<td>49 Edward S. Bill</td>
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<tr>
<td>50 S. F. Ticknor</td>
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<td>51 Thomas Martin</td>
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<td>52 Edwin A. Putnam</td>
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<td>1878</td>
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<tr>
<td>53 GILES B. PACKER</td>
<td>Crossing Watchman</td>
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<td>1878</td>
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<tr>
<td>54 William E. Lovell</td>
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<td>1878</td>
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<td>55 Henry J. Whelan</td>
<td>Foreman, Dry Goods</td>
<td>New Haven</td>
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<td>56 Elmer T. Damon</td>
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<td>Real Est. Dept.</td>
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<td>57 A. H. Ryder</td>
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<td>58 N. E. Nickerson</td>
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<td>Providence</td>
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<tr>
<td>59 Joseph Donley</td>
<td>Agent</td>
<td>Hartford</td>
<td>1878</td>
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<tr>
<td>60 Charles D. Moore</td>
<td>Engineerman</td>
<td>Hartford</td>
<td>1878</td>
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* Honorably Retired.
June, 1930
Along the Line 33

61 M. D. Crowley
62 Merrill H. Smith
63 T. M. Prentice
64 William S. Lewis
65 William R. Brown
66 William H. Getchell
67 George C. Black
68 William F. Pendergast
69 Alfred L. Lincoln
70 Francis L. Lowden
71 Fred H. Alley
72 Robert D. Bradley
73 G. E. Stanford
74 Charles E. Champagne
75 George E. Benard
76 Nelson D. Coe
77 Samuel S. Landon
78 J. Frank Whitney
79 John J. Moriarty
80 John J. Dwyer

Traveling Store Keeper
Freight Conductor
Asst. to Comptroller
Passenger Conductor
Engineman
Engineman
Chief Clerk to Asst. to G. M.
Foreman Machinist
Freight Conductor
Engineman
Foreman Tinsmith
Agent
Asst. to Aud. of Pass. Receipts
Engineman
Engineman
Clerk A. R. A. Bureau
Engineman
Engineman
Section Foreman
Agent

New Haven
Old Colony
New Haven
New Haven
Waterbury
New Haven
New Haven
New Haven
Readville
Providence
Providence
New Haven
New Haven
New Haven
Midland
Harford
Harford
Harford

Giles B. Packer, crossing-tender at Spicer Avenue Crossing, Noank, Conn. and No. 52 on our Honor Roll, was born January 15, 1863, at North Stonington, Conn. He entered the service of the old N. Y. P. & B. Railroad on May 15th, 1878 at the age of 15 years, as trackman on section between Mystic and Groton, under Francis L. Bradley, Division Roadmaster.

Mr. Packer tells us that when he started to work for the Company, his tour of duty covered a period of 10 hours for which he received a daily wage of $1.50; this being the average pay for trackmen in those days. He recalls distinctly when there was but a single main line track between Stonington and Groton, and during the change-over to double track system between these points, he assisted in the construction work for several years. He also remembers when the Mystic River Bridge supported but a single track, and when a double track was decided upon, it was necessary to build an entirely new bridge. Upon completion of this new bridge, he was assigned to its operation which was done by hand or man power and remained in this position for about four years.

Vivid in his memory also are those days when trains were ferried across the Thames River by two large boats; one known as the "Groton" and the other the "Thames River."

From bridge-tender, Mr. Packer transferred to a position as Lampman in Midway Yard where he remained about 10 years, finally returning to previous job as bridge-tender at Mystic River Bridge, holding this job until it was discontinued and then accepting position as crossing-tender at Spicer Avenue Crossing in Noank, Conn. where he is at present located. Mr. Packer is to be congratulated on his long and faithful devotion to duty, his splendid record and officials and employes alike join in wishing him continued robust health and every success for many years to come.

* * *

Nervous Patient: "Will the anesthetic make me sick?"
Doctor: "No, I think not."
Nervous Patient: "How long will it be before I know anything?"
Doctor: "Aren't you expecting too much of an anesthetic?" * * *

OPPORTUNITY KNOCKS BUT ONCE

Night Watchman: "Young man — are you going to kiss that girl?"
Young Man: "N-n-n-no, sir!"
Night Watchman: "Here, then; hold my lantern."
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.
<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Position</th>
<th>Division</th>
<th>Years of Service</th>
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<tr>
<td>1</td>
<td>John Kirchgessner</td>
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<td>2</td>
<td>Sheridan F. Ticknor</td>
<td>Assistant Cashier</td>
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<td>3</td>
<td>Charles D. Moore</td>
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<td>4</td>
<td>Daniel Murray</td>
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<td>5</td>
<td>John T. Hennessey</td>
<td>Operator &amp; Towerman</td>
<td>Midland</td>
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<td>6</td>
<td>Hollis G. Rand</td>
<td>Regional Air brake Insp. Lines East</td>
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<td>7</td>
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<td>James Kenney</td>
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<td>9</td>
<td>George E. Pierce</td>
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<td>Frank A. Dary</td>
<td>Clerk, Treas. Office</td>
<td>Boston</td>
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<td>Clerk</td>
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<td>Chief Mech. Insp.</td>
<td>Readville Shops</td>
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<td>32</td>
<td>Patrick E. Cain</td>
<td>Agent and Operator</td>
<td>Boston</td>
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</table>
The New York, New Haven, and Hartford Railroad Co.

CROSS CROSSINGS CAUTIOUSLY

LAST YEAR
2485 KILLED
6804 INJURED
24% too many sides of trains
HELP LESSEN CROSSING ACCIDENTS THIS YEAR

The New York, New Haven, and Hartford Railroad Co.