The Track Layers

I sing the song of the steel gang,
Five thousand feet a day
A full day's stint for two hundred men,
The work is swift; it may be grim
Sometimes at the end of day.

The steel gang strains on the boiling track,
New metals in place of old.
The spikes are pulled, the rail is laid and the joint bolts wrenched to hold.
It's a hard man's job, and the gang boss knows,
As he calls on his men to heave,
That they give the all of their spirit and life
To make the road safe for speed.

For the traffic don't stop when rails are laid,
Whatever the day may bring;
Though the sweat drips fast in the withering heat,
The steel must be in when the Hogger blows,
He's got his time to beat.

So sing the song of the steel gang,
As they work and sweat and strain.
Five thousand feet they laid today
And tomorrow they'll do it again.

JOHN C. OWERS,
Division Accountant, Providence.
Changing a Slip Switch

By IRA J. SELEE, Gang Signal Foreman

(Photos by Thomas F. Fewer, Signal Maintainer)

The accompanying cuts show the present day manner of substituting a new double slip switch at an interlocking plant or crossing. Some years ago when it was necessary to renew a slip it was the practice to renew a piece at a time between trains, say two or three slip points and a couple of stock rails the first day, then the knuckle rails and a pair of frog points the second day and so on for several days until the steel was renewed; all the time making an effort to keep the old and new rails and points properly "secured," lined and faced up for proper operation from the tower and safe movement of traffic, which was not an easy task.

After several days of nerve-racking work both for trackmen and signalmen the new steel was substituted. Next in order came the making of new tie plates, endeavoring to bring the new steel back into gauge and proper alignment (no small chore) and the substitution of new switch timbers.

These new timbers and tie plates were installed three or four a day, as was the steel, between trains, at all times being particular to keep the track well tamped and surfaced. While these new timbers were being installed the signalmen were working into place and fastening new operating cranks, locks, connections, etc. Finally, after say three weeks of trying, hazardous labor for both trackmen and signalmen the new slip was completed, but not without having caused the tower some inconvenience and in many instances delays to trains.

In recent years this old style practice has been done away with in the interest of safety both to the employees engaged in the renewals and to the traveling public. When a slip is to be renewed to some convenient place adjacent to an available track, preferably not more than five hundred (500) feet from the location of the old slip, the trackmen lay out a set of new timbers of the required dimensions. On these timbers the new steel is laid out in correct alignment supported by heavy tie plates, milled to receive stock rails and points and securely spiked to gauge, keeping a fair surface always, frequently dropping the line and tape measure over to insure a true layout.

Next the signalmen or switchfitters get in their work. All cross roads must be insulated, switch point openings made to conform to the A. R. A. Standards, operating cranks, locks, signal control boxes and various connections fitted and fastened to the switch timbers ready for operation. If the set is to be electrically operated the switch and lock movements are set and thoroughly secured to the timbers complete, with all connections, lock rods, signal circuit connections, etc. In some cases where current is available the power is applied and the switches actually operated giving the signalmen a good opportunity to make adjustments and note the operation of the movements.

Now with the slip all assembled and fitted with the various equipment just as it will be when in service in its permanent location in the tracks, all that remains to be done is to remove the old slip and move the new one into its place.

Thus far the tower or dispatcher need know nothing of what has been going on relative to the switches, and there has been no interruption of tower movement or traffic.
1. The slip in the clear as set up by the track department, ready for the signal department.

2. The "hook" taking a strain preparing to place slip in track.

3. The "hook" lifting slip into place.

4. Lining the slip up for final move by the "hook."

5. The slip in service at SS 12, Westchester.

6. J. J. Selee, Signal Foreman, and gang, placing signal department material on slip.

7. The "hook" releasing chains, etc., for final hook-up by signal and track departments.

(Note: These winter scenes should have a nice cooling effect in this hot weather. Boy, bring my overcoat!)
Now comes the final performance in this substitution. Arrangements are made with the dispatcher and a date set when the particular track in which the slip is to be renewed can be given up for five or six hours. The Division “Hook” is ordered to the particular location for that date, and under the direction of an able and experienced wrecking master pulls into town, runs up among the switches and drops off several mammoth chains and some blocking, backs into clear and pins a head with the “Hook.”

Next the “Hook” is moved up abreast of the old slip on an adjacent track and her boom swung out over the slip so that the big hook is suspended directly over its center. Four sturdy chains are fastened from the big hook to the four quarters of the slip, the hitch being made at the heels of the slip points. Mr. Wrecking Boss stands by and carefully watches the fastening of the chains, dropping a word now and then. When all the hitches are made, he gives the signal to come up with the big hook carefully. Taking a good strain he steps over and feels of all four chains to see if he is getting an even balance or strain. If he is satisfied he then orders the rail clamps put on, the outriggers run out and blocked. He marks the location of his hook car wheels on the rail on which it is standing. This is so he will know just where to stop when he brings in the new slip.

Meantime the trackmen have broken the rail joints at stiff frogs and at the ends of the outside stock rails and the signalmen have disconnected all connections and wires of the old slip. Thus loaded with a seventy foot section of the railroad track, known as a double slip with movable point frogs, the hook slowly picks this dainty load up until it clears the ground about three feet. The boom then is swung around with its load until it hangs parallel with the track on which the hook stands. Meantime the old slip, sagging about a foot, has swung partly around so it is diagonally suspended across the tracks. Next outriggers are pushed into clear, rail clamps removed and the hook moves slowly up the track to a convenient place and drops its load into clear to be dismantled at the leisure of the trackmen.

As soon as the old slip is removed a force of trackmen jump in with picks and forks and remove several inches of the old dirty ballast and a carload or two of new clean stone is substituted, thus making a clean, solid foundation for the new layout.

Meantime the wrecking crew has moved its outfit up alongside the new slip, made the hitches and taken up a strain to insure a proper balance. As soon as the trackmen have renewed the ballast the new slip is raised and swung around until the boom is parallel to the track and moved to its final location. The wrecking master takes care that the load is stopped “exactly” where the old load was picked up. Sometimes the location of the slip is on the opposite side of the track from where it was built, and in this case the slip has to be fitted up reverse to operation, the hook turning it completely around before dropping it. The wrecking masters have gotten this performance down so fine that they can lay one of these slips down “exactly” where it belongs as to location and alignment. The instant the slip is laid down the trackmen jump in, couple up the rails and shift frogs leading up to the set, and proceed to tamp up the timbers to a good solid surface. Signalmen then slip into place the few cross track connections, connect up the signal control wires and proceed with final switch adjustments.

By this method of installation the track has to be given up for about five hours, after which, in an emergency, traffic can be operated over the site without signals. In another two hours all signal equipment is installed and tested out and the unit is back in service O. K., thus interfering with tower and traffic operation one day instead of three weeks.

And under this new method it is possible to install a slip that is true and correct as to square, gauge and alignment—a thing that was impossible under the old way of a piece at a time under traffic.

*Auditor:* Now let’s see your pink slips.

*Filing Clerk (fem.):* Sir!
Off for the Summer Camps!

Crowded as it is with the regular daily traffic, Grand Central Terminal in the week preceding the Fourth of July resembles nothing more than a convention of children. There are groups of children whose ages range from six to sixteen years. The boys are gathered in groups; the girls are gathered in groups. Banners are displayed on the north and west galleries. The rotunda is apt to resound with cheers as certain groups, irrepressible in their animal spirits, burst forth in shouts of welcome to additions to their number.

All around are adults—mothers, fathers, sisters, brothers, aunts and uncles who have come to the terminal with the youngsters to bid them farewell. The groups are composed of those who are going to camp for the summer in the New England States—Connecticut, Massachusetts, Rhode Island, Vermont, New Hampshire and Maine. The camp counsellors and guides hurry back and forth from the offices of the station master to the Traffic Department, to the gate entrance, to the groups. Questions are asked and answered. Parents are told they cannot accompany their sons or daughters to the cars. Johnnie and Jimmie, Elizabeth and Bertha are rounded up and are guided aboard the trains so that despite the apparent confusion, confusion is really at a minimum.

The above scene was re-enacted this year from June 25 up to and through July 3, the heaviest day’s camp movement being on July 1, when 75 camps were moved out of Grand Central Terminal over the New Haven Road. Representatives of the Traffic Department personally loaded the trains, assisted by gatemen and a couple of the Terminal policemen.

The movement started at 7 in the morning on July 1 and held sway until 8:15, when there was a lull. The afternoon saw more cars and special trains loaded and this continued until 4 P. M., when the movement slackened because of the rush of “commuter” business. After 7 o’clock and until 8:45 the final movements took place, these being “night camps” with sleeper movements.

To the uninitiated and even to the veteran railroad men, there was fascination in watching the manner in which things were made to run smoothly so that the trains were loaded and pulled out with the clockwork regularity that has become second nature with railroaders.

The North and West Galleries of the Terminal, as well as the Graybar Arcade, were filled with the camp groups; the lower level held its gatherings—these mostly for the short hauls. The longest day haul was from New York to Woodsville, N. H. The night hauls carried the children to points in Maine and New Hampshire, the day movements for the most part taking care of the camps in the other states.

The average age of the camper is twelve years, while of the total number carried, sixty per cent were girls.

The day coaches used in the movements, while they have a capacity of 88 persons, are usually not loaded more than 70 children to a coach. No arrangements were made for the serving of meals, because box luncheons were carried, although arrangements were made for taking aboard ice cream and milk at station stops, these supplies being paid for by the camps.

Water supplies were arranged for at regular intervals. One of the Traffic Department representatives remarked, when questioned regarding this, “You would be surprised at the quantity of water that the children consume. How they hold it all, I don’t know, but knowing that they drink a lot of it, we do all we can to secure for them a continuous supply of fresh iced water.”

In the night movements, the usual arrangement for the sleepers is one child in an upper berth, with two in the lower berth, this arrangement being made by the camp authorities.

This year the handling of the camp movements, especially during the week of July 1, was aggravated by the fact that July 4 coming on a Friday, induced many persons to go away for the three-day holiday period, and also by the fact that a number of trains ordinarily operated on Fridays were operated on Thursday, July 3, and the holiday movement this year was estimated to have been the heaviest in a number of years.
The return movement of the camps is spread out over a longer period of time than the outward movement, usually starting August 24, and concluding on the morning of Labor Day, so that this rush is well out of the way before the return rush of vacationers starts on the late afternoon and evening of Labor Day. However, it is usually a period of sleeplessness for those persons directly connected with such movements, and a sigh of relief is heard when the last camp has been checked in. Then the work commences on the preparations for handling the camp movements the next year, and continues through the winter months, days for the movements being arranged, and preparations being made for the use of additional day coaches to regular trains, sleepers to regular night trains, or special day coach or sleeper movements.

Altogether, a total of 16,424 campers were cared for in the twelve days of the camp movement, 8,860 of them in sleeping cars, and 7,564 in day coaches. They went to 271 different camps scattered throughout New England, and it required 277 sleeping cars and 140 coaches to care for their transportation.

The "Pony Express"

That is the nickname these two boys had tagged on them when they first appeared in the course of their duties with the fancy leather pouches, initialed with the company letters, N. Y. N. H. & H. R. R.

The boys are Jimmie Mulvey (left) and Arthur Pope, messengers in the Communication Department, who deliver telegrams around the General Offices at New Haven.

Jimmie and Arthur are extremely proud of their pouches because they felt that it added a certain dignity to their position and the boys made such a nice appearance, being very neat, as they always are, that we lined them up against the wall and "shot" them, and got this dandy picture.

These two boys are probably the best known characters around the building and they have made a reputation for themselves as extremely courteous and obliging. The smile is not a posed one for the photographer, but one which is always in evidence on the boys. Their neat appearance, we might add, is also a regular habit with them and when it comes to efficient service, the boys are there.

The Front Cover

The Front Cover shows a group of Trackmen at work at Woodmont, Conn., and was taken by John Simone of the Maintenance of Way Department.
Non-Employee Performs Heroic Act

A non-employee, Mr. Harry J. O'Sullivan of 57 Albion Street, Montello, Mass., a recent Harvard Law School graduate, performed the outstanding safety act of the past month when he rescued a prospective passenger from possible serious injury or death.

While riding on a train leaving Montello station, Mr. O'Sullivan noticed a man attempting to board the moving train, lose his grip and fall beneath the car wheels. Acting instantly, Mr. O'Sullivan jumped off the car steps on which he was standing, grabbed the man by the shoulder and rolled him clear of the car wheels, safe from the moving equipment. It was a fine example of quick and clear thinking on Mr. O'Sullivan's part and Superintendent Astley of the Boston Division, on behalf of the management of the Company, expressed his appreciation and thanks to Mr. O'Sullivan in a letter commending his action.

Our list of employees commended for Safety activities this month includes 11 "neophytes" receiving their first entry on the roll of Safety Citations and receiving, as an initiation symbol, a safety button for their good work.

Summary:

Edward O'Brien, Car Inspector, Stamford, received a NINTH entry when he noticed brake beam dragging on passing car.

G. E. VonFell, Operator at Meriden, had his EIGHTH entry made when he had hot box in train corrected.

W. F. Johnston, Jr., Operator at Vernon, Conn., had a FIFTH entry made to his record when he notified crew of passing train that fire was flying from car.

R. J. Cuthbertson, Bridge Inspector at Poughkeepsie, received a THIRD entry when he observed a loose hanging safety bar under car.

P. E. Doyle, Flagman, observed brake beam dragging under car passing Brewster and had train stopped. Mr. Doyle's SECOND ENTRY.

Dennis J. Lehan, Switch Tender, received a FIRST and SECOND entry to his record when he noticed brake beams down on cars in passing trains.

Florin H. Robichau, Crossingman at School St. Crossing, Stoughton, Mass., flagged a train when team of horses drove off crossing. SECOND commendation for Mr. Robichau.

John S. Ryer, Asst. Yardmaster, at New Haven, noticed fire on Company property and called fire department. SECOND entry.

Following are the employees awarded a Safety Button for their first entry of commendation:

Bradford D. Bosworth, Conductor, discovered fire on bridge and assisted in extinguishing same.

N. S. Brightman, Engineer, Taunton, saw a hopper down in train and reported matter.

E. B. Carr, Passenger Trainman, discovered and gave prompt information of a washout on the Darby Branch, Plymouth, Mass., thus avoiding all possibility of an accident from this cause.

John W. Deane, Section Foreman, Grove Beach, Conn., saw brake rigging down and notified dispatcher.

John Early, Engineer, discovered a broken rail near Hazardville, and had repairs made.

J. Grandy, Flagman, found a broken truck on car leaving Waterbury Yard and had car cut out for repairs.

G. E. Humphrey, Crossing Watchman, Guilford, Conn., repaired planking on crossing, preventing further trouble from this cause.

W. C. Jackson, Towerman, Brayton Ave. Tower, Providence, saw sparks flying under car and stopped train.

Charles Lennon, Freight Flagman, discovered broken frog at Midway.

George May, Crossing Watchman, So. Colony St., Meriden, notified dispatcher that brake rigging was dragging on train.

Thomas E. McGrath, Motorman, noticed fire on bridge at East Warren, R. I., and assisted in extinguishing same.
Airbrake Research to Cost $2,000,000

The railroads of the United States, individually and collectively through the American Railway Association, are now engaged in the greatest research activity designed to bring about a still further increase in safety and efficiency ever undertaken by the rail carriers of this country, according to a report submitted to the annual meeting in Chicago, November 21.

While the railroads, particularly in the past six years, have made tremendous strides forward in both safety and efficiency, the work now under way is designed to determine what additional improvements in railroad operation can be made looking to that end and supplements similar activity on the part of the various individual carriers.

The member roads in adopting the report approved appropriations made by the Board of Directors for the carrying out in 1930 by the American Railway Association of eleven separate tests each of major importance and intended to develop important improvements in railroad operation. Research work which is now either under way or will be started shortly, follows:

1. Elaborate experiments under actual operating conditions to determine what improvements should be made to the present system of airbrakes in order to better meet present day operating conditions. These tests will have cost the railroads of this country and Canada more than $2,000,000 by the time they are completed, late in 1930.

2. Investigation of all devices for the automatic connection of air, signal and steam hose between railway cars. Tests first will be held in laboratories at Purdue University and in co-operation with the Bureau of Safety of the Interstate Commerce Commission to determine which, if any, show sufficient merit to warrant road tests under actual service conditions. The tests will be under the direction of H. A. Johnson of Chicago, Director of Research of the American Railway Association, who is now engaged in conducting the test of airbrakes.

3. Tests to determine the comparative merits of ballast materials. This is important not only because of the high cost of maintenance but also because of the necessity of keeping the roadbed in prime condition to withstand the strain of the heavy traffic the railroads are now called upon to transport.

4. Study, in co-operation with rail manufacturers, designed to reduce to a minimum defects in steel rails.

5. Tests to determine the causes of defects in car wheels with a view to maintaining specifications for wheels so as to insure the best service and safety from this part of railway equipment.

6. Study of draft gears (the mechanism behind the couplers on cars that reduces the shock resulting from the starting and stopping of trains) in order to determine what, if any, changes should be made in their construction.

7. Sanitation in relation to equipment and coach yards.


9. Means of developing the best preservatives for cross ties, devices to prevent splitting of ties, and ascertaining substitutes for wooden ties.

10. Elimination of waste by reduction in varieties of sizes and types of railroad materials and supplies.

Of the tests listed above, those involving airbrakes are not only the most important, but will involve the greatest cost. Those tests are the most exhaustive ever conducted in the world, so far as airbrakes are concerned, and will require practically all of 1930 to complete. Out of those tests, which are now being conducted under actual operating conditions on a portion of the Shasta Division of the Southern Pacific in California and Oregon, leased by all the railroads especially for that purpose, is expected to evolve a power brake that will meet the needs of the rail transportation systems, from the standpoint of safety and efficiency, for many years.

Class I railroads in 1928 expended $194,903,954 for improvement of safety and protection to both employees and the general public. Of that amount, $57,000,000 was expended for heavier rail and $32,377,000 for steel passenger train cars. In addition, approximately $31,000,000 was expended for the protection and elimination of highway grade crossings.
Traffic Tip Results in Special Train

Our most prominent "Traffic Tipper" this month is Nick Scalia, Tally Clerk at the Cedar Hill transfer, who was responsible for the arranging of a special train to handle a special party organized by him to make a yearly pilgrimage to Washington.

This is an annual affair originated by Mr. Scalia, who makes up the party every Spring, the party being composed of Italian people making a visit to the Shrine of the Immaculate Conception in Washington. In this year's party there were 250 people and a Special Train with 6 coaches left New Haven at 9:22 p.m. on May 31, returning from Washington on June 1.

Mr. Scalia was assisted in his arrangements by our traffic department representatives and he reports upon completion of the trip that all arrangements were completely satisfactory and that the trip was a most enjoyable one.

He is to be commended for taking such an interest in this "traffic tip" idea and Mr. Scalia had done this for the past three years. He is a real traffic tip veteran.

It is hoped that our employees will appreciate this fine example of loyalty, and get busy and send in additional tips for our passenger and freight department representatives to investigate.

Traffic Tips were received during the past month from:

C. I. PHILIPS, Traveling Auditor, Bullard Building (two).
J. A. CULLEN, Land Agent, New Haven, Conn.
H. E. ARNOLD, Traveling Auditor, Bullard Building, New Haven.
H. V. CLEMENS, Assistant General Auditor, New Haven, Conn.
P. P. LARKIN, Traveling Auditor, Bullard Building.
J. D. ROMER, Ticket Agent, Mt. Vernon, N. Y.
W. P. CLAPP, Agent, Branford, Conn.
T. J. HALEY, Assistant Agent, Holyoke, Mass.
GEO. DONOGHUE, W. B. Clerk, Holyoke, Mass.
G. F. ROBINSON, Engineer, Harlem River, N. Y.
R. F. DUGGAN, Yardmaster, New London, Conn.
T. F. WHALEN, Div. Storekeeper, East Hartford (three).
F. E. SHEA, Agent, Buckland, Conn.
H. J. BROOKS, Cashier, Manchester, Conn.
D. S. MARKS, Lt. of Police, New London, Conn.
W. F. SMITH, Pensioned Engineer, Hartford, Conn.
M. H. KLINK, Foreman Car Inspector, Springfield, Mass.
W. H. McNAMARA, Agent, East Granby, Conn.
D. NOLAN, Patrolman, Holyoke, Mass.
M. F. CROWLEY, Agent, Mt. Vernon, N. Y.
W. F. SMITH, D. S. A., Office, Bullard Building.
E. M. McDONOUGH, Supervisor Produce, Readville.
Mr. COUSINEAU, Traveling Rate Inspector, Bullard Building.
MAX CODEN, Clerk, New Haven, Conn.
A. G. PLANTS, Chairman, Firemen's Traffic Committee.
L. V. SULLIVAN, Chief Clerk to Gen. Auditor, New Haven.
G. C. BARRY, Draftsman, R. E. Dept., Boston.
HELEN R. BISHOP, Time Clerk, Signal Engineer.
W. G. SQUIRES, M. M., Hartford, Conn.
BERT ROUTHILETTE, Ex. Clerk, Woonsocket, R. I.
July, 1930

Along the Line

F. H. LYONS, Clerk, Track Supervisor, Framingham, Mass.
R. C. BROWN, Agent, Berlin, Conn.
G. E. TERWILLIGER, New Haven.
C. F. RICHTER (non-employee), Cambridge, Mass.
WM. A. WHILDEN, Ticket Collector, Boston, Mass.
L. G. ADAMS, Assistant Engineer, New Haven, Conn.
A. W. MITCHELL, T. A. Quincy, Mass.
HELEN LEVENSTEIN, Clerk, Aud. of Freight Receipts, New Haven.
J. J. MORGAN, New Haven.
A. C. CUTLER, Providence.
F. C. PALMER, Trainmaster, Hartford, Conn.
F. C. MCGOWAN, Agent, Brewster, Mass.
M. W. GRANT, T. A., Putnam, Conn.
J. D. ROSE, Agent, Baltic, Conn.
T. F. KELLER, Clerk, Aud. of Disb., New Haven.
W. H. PECK, Agent, Rocky Hill, Conn.
L. H. TYLER, Special Rep., New Haven (two).
J. LANGENSTEIN, Pipefitter, Stamford, Conn.

A Vacation "Traffic Tip"

John J. Kelley, signal maintainer, SS 38, Stamford, Conn., sends in a valuable traffic tip suggestion to us, and which we pass along in the hope that some of our readers may follow it out.

"Among the thousands of railroad men," says Mr. Kelley, "many of their friends take vacations, and oftentimes are dubious as to where is the best and most reasonable place to spend it." He suggests that railroad men should see to it that such friends are furnished with a copy of our Summer Resort Manual, which contains a list of hotels and boarding houses at all points along our line.

"Also," adds Mr. Kelley, "many members of a railroad man's family travel with their friends on vacation, and this travel could be handled by the New Haven Railroad."

That's a mighty fine idea. If employees would arrange vacations along with their friends, there is no reason why this shouldn't result in considerable additional passenger business to the company.

Safety Shoes of High Quality

It is hardly to be wondered at that some employees might be a little bit skeptical as to the quality of the safety shoes, which as related in previous issues of Along the Line, have been made available to New Haven Railroad men at the very modest price of $3.95. And therefore a little word of explanation of the low price might be in order.

The reason can be stated very briefly. It is simply that through the arrangement with the Safety Shoe Company, and because of the large number of orders for the shoes being placed through the railroad company, the shoes are sold to New Haven Railroad employees at the wholesale price. This is possible, because, of course, all the expenses of merchandising through jobbers and retail dealers are avoided.

While the safety shoes are required to be worn by certain classes of employees whose work involves hazard to the feet, they are also available to any other employees who wish to secure them. Inasmuch as some of the styles are rather dressy in appearance, besides having the safety feature, a large number of employees have taken advantage of the opportunity.

Englishman: What's that bloomin' noise I 'ear outside at this time of night?
American: Why that's an owl.
Englishman: Of course it is, but 'o's 'owling?
A. S. May

T. F. Paradise

Treasurer Retires After 57 Years' Service

At the meeting of the board of directors of the company held on June 24, A. S. May retired as treasurer, effective July 1, 1930, "after a long and meritorious service of more than fifty-seven years," to quote from the official circular issued by Secretary A. E. Clark.

Effective the same date, T. F. Paradise, Assistant Treasurer for the past twenty-seven years, and who has been with the company for forty-eight years, was elected Treasurer.

The careers of the retiring treasurer and his successor have closely paralleled each other, both starting as boys in the treasury department of the railroad, and each working his way up through the various steps until he finally reached the top rung of the ladder.

Mr. May began as cash clerk in November, 1872, being promoted to be cashier in 1898. Three years later he was made Assistant Treasurer and in 1903 was promoted to be Treasurer, the head of the department in which he had started thirty-one years previously.

Mr. Paradise was born in Stamford, July 2, 1862, and on leaving public school got a job with the Yale Lock Company, now Yale & Towne, where he remained three years. It was on December 11, 1881 that he entered the employ of the New Haven as office boy in the treasurer's office in New York. W. L. Squire was treasurer at the time. In 1887, the general offices of the company, including the treasury department, removed to New Haven, and Mr. Paradise worked in various clerical positions, subsequently becoming receiving teller.

In 1903, on the elevation of Mr. May to treasurer, Mr. Paradise was appointed assistant treasurer and served in that position until his present promotion to treasurer.
H. W. Dorigan has been appointed Assistant to Comptroller effective July 1st, vice Mr. W. A. Gordon, who has resigned to enter industrial service.

Mr. Dorigan entered the service of the New Haven Railroad in August, 1914, as Clerk in the Auditor of Disbursement's Office at New Haven. He was appointed Division Accountant at New London in 1921 and in 1923 was appointed Division Accountant at Providence. In 1924 he was transferred back to New Haven as Special Accountant, which position he held until his present appointment.

R. H. Forsythe was appointed Accountant at New Haven effective July 1st. Mr. Forsythe has been with the New Haven Road since April 13, 1916, entering the service in the Transportation Department at New London, receiving subsequent promotion and on March 1, 1921 was transferred to the Accounting Department as Assistant Chief Clerk to Division Accountant.

In May, 1925, Mr. Forsythe went to New Haven to be Assistant Accountant, New York Connecting, and on November 1, 1929, was made Division Accountant at Hartford, continuing in that position until his present promotion.

J. J. O'Neil

Effective July 1, J. J. O’Neil was appointed Statistical Accountant, with headquarters at New Haven.

Mr. O’Neill entered the New Haven Railroad service in 1914 in the express accountant’s office at Boston, as a stenographer.

On July 28, 1915, he went to New Haven as clerk in the office of the Statistical Accountant, and in December of the same year was transferred to the Auditor of Disbursements Office. In November, 1916, he went to the Division Accountant’s office, and in February, 1917, was made chief clerk there.

Following an interval in the United States Navy during the war, he was appointed Assistant Chief Clerk to the Auditor of Disbursements, continuing at that post until November 1, 1920, when he became Supervising Division Accountant.

He returned to Boston July 1, 1924 as Division Accountant, remaining there until February 1, 1929, when he went back to New Haven, where he was stationed in the accounting department until his present promotion.

W. E. Harrison

Effective July 1, W. E. Harrison was appointed Special Accountant, with headquarters at New Haven.

Born in New Haven in 1897, Mr. Harrison graduated from public and high schools there, following which he entered the service of the New Haven Railroad November 13, 1915 as transit clerk in the Auditor of Freight Receipts department, then in the Woods Building.

In 1916, he went to the Auditor of Disbursements department, in the payroll and statistical bureau, remaining there until 1923, when he went with the Cost Accountant.

On March 1, 1925, he was made chief clerk of the statistical and cost accounting offices, and has served in that position until his present appointment.
Vacationing in New England*

By C. E. Smith, Vice President

In addition to the seaside resorts there are mountains and lakes and forests aplenty all over New England for those who prefer them to the shore.

In Connecticut are the beautiful Litchfield Hills extending from New Canaan and Ridgefield, through Danbury to Watertown, Litchfield, Winsted, Norfolk, Canaan and Cornwall, only one to four hours from New York city.

The Berkshire Hills of Massachusetts include Mount Everett, Great Barrington, Stockbridge, Lee, Lenox, Pittsfield, Berkshire, North Adams and the "Mohawk Trail," and beyond the headwaters of the Housatonic River. The heart of this district is only four hours by rail from New York city, reached via the Valley of the Housatonic, four hours from Boston through scenic Massachusetts, and two hours from Albany.

In the Berkshires, the road known as Jacob's Ladder leads through a heaven of scenic beauty peculiar to the region.

The homes, hotels, clubs, inns, and other resting places in the Litchfield and Berkshire Hills are centers of rest and play for those who like quiet and the refined and social atmosphere.

Vermont is distinguished by the beautiful and distinctive Green Mountains and the Long Trail, 200 miles along the ridgepole of the mountains, starting from Mount Greylock, Mass., and ending at Jay Peak on the Canadian Border, reached via the Connecticut River Line. This is one of nearly 1,000 miles of mountain trails in New England.

The Vermont Long Trail has been cut and blazed and provided with shelter huts and cabins by the Green Mountain Club. It extends for miles through virgin forests and frequently opens on high peaks with a view of Lake Champlain and the Adirondacks on the west, the White Mountains of New Hampshire on the east, and all Vermont at your feet. And the trail is free to those who want wild beauty and healthy out of doors. And it is never far from comfortable inns.

*More excerpts from radio talk over Station WPAP.
Here also are found the Squaw Mountain Range, Mount Kineo and Mount Katahdin for venturesome climbers who like to breast great cliffs and interesting rock formations and magnificent mountain scenery. Maine is also unique in offering dense woods far from railroads and other civilization, great sporting regions unspoiled by casual tourists. And Maine is not lacking in spring waters, the Poland Spring having attained nation wide fame.

Aroostook, Penobscot and Piscataquis, the northern counties of Maine, are farther north than Montreal. There are found the woods “far from the maddening throng,” the fishing, hunting, canoeing, and mountain climbing with camps on shores of lakes and rivers, either your own or fixed camps with a central dining room and separate cabins for parties. The highest summer temperatures are 65 to 75 degrees and there is complete immunity from hay fever.

Northern Maine is reached through Portland, the Sunrise City, the Gateway to Maine. Night sleeper trains will take you in one night from New York City and Boston pretty far into northern Maine, and none of it is more distant than a twenty-four hour trip to the northeastern section.

The story of New England would not be complete without a word of our northern and eastern neighbors over the border in Canada and over the Saint John River into New Brunswick, Prince Edward Island and Nova Scotia. These districts are like pieces out of the Old World. They are inhabited by French speaking Canadians—descendants of the Acadians made famous in Longfellow’s “Evangeline.”

There is nothing like life in the open to set the blood tingling and the spirits surging. Live a few weeks close to nature among these lakes and rivers or on the shores of New England and renew your youth. Learn again how good it is to live—a memory rapidly fading in city life.

Let me advise you to travel by train so as to waste as little time of your vacation and to save as much time as possible to enjoy your stay in New England.

Even though your stay be short, come to New England, but stay with us as long as you can.

ALL ABOARD FOR NEW ENGLAND!

CROSS CROSSINGS CAUTIOUSLY

BEFORE and AFTER

At the left is shown the southerly side of the Guilford trestle before reconstruction, and at the right is the new bridge showing the great improvement in construction.
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.

Tumors and Cancers

The body is composed of many different kinds of organs. Each organ is made up of cells and these vary in type in the different organs. As these cells wear out, new ones are formed. Growth, then, is a natural process to provide new cells, to increase the size of the individual, and to repair injured tissues.

Sometimes, for unexplained reasons, this growth goes on faster than the old cells die. We have then a bunch of cells piled up into what we call a tumor. A wart is the simplest example of a tumor. Some tumors are, therefore, solid masses of cells, others are filled with fluid, and still others with greasy material.

Many of these tumors are harmless. They grow to a certain size and then stop. They may bleed, they may cause pressure on other structures and, therefore, make trouble, but they do not spread into other organs and usually do not cause death. These are called non-malignant tumors.

There are other tumors which do invade other organs. Sometimes they keep on growing in every direction into any tissue which lies in their path. They may get into a blood vessel, be sent in the blood to a distant part of the body where they continue to grow. They may get into what is called the lymphatic system and spread to a group of glands nearby where they continue to grow. These do endanger life, sometimes within a very short time. They are called malignant tumors or cancers. In every case the cancer is composed of cells like the organ in which it arises.

Some tumors which start as non-malignant tumors suddenly change into rapidly growing cancers. Certain types of cancer appear on the surface as sores or ulcerations. In this way the patient does not recognize the possibility of a tumor being present as he sees or feels no bunch. Some internal tumors give no external evidence, but give such symptoms as pain, bleeding, indigestion, bowel obstruction, severe constipation, etc. Many cancers develop without any pain.

Non-malignant tumors should usually be removed, because absolute proof of their nature cannot be had until a microscopic study is made and because they may change into the more serious type of tumors. Malignant tumors, if taken care of early, can often be permanently cured. You cannot tell which yours may be. You must consult a doctor and let him decide. It is better to remove apparently harmless tumors than to let time show that they are harmful, for the treatment of cancer is a race against time.

The only successful methods of treating cancer or tumors are by operation, X-ray, and radium. One type is best treated by one method and another, by another method.

There is nothing contagious about cancer. It is not inherited. It is not a blood disease. It is not a disgrace to have cancer.

There is no known medicine, taken internally or applied externally, which will

(Continued on Page 29)
Brothers Meet Tragically

On June 28 last the body of Captain Lambert L. Hancort, formerly pilot of the steamer Thames, was laid to rest at Bridgeport, Conn., sequel to one of the worst tragedies in New England's marine history. Sixteen lives were lost when the Thames burned to the water's edge off Todd's Point, Greenwich, Conn., at 8 p.m. on April 24. The Thames was in charge of Captain Robert Sherman with Captain Hancort as pilot. Fire broke out below and while the master of the vessel endeavored to fight the flames, the pilot kept the steamer on the course until all hope of saving her was gone and then steered her for the beach. Believing that his "slow down" and "stop" bells had been answered, and expecting momentarily to feel the vessel grounding, the pilot groped his way out of the pilot house, gasping for air, and climbed into a lifeboat with the captain and part of the crew. But the vessel kept going ahead with the result that when the lifeboats struck the water all were immediately capsized—16 men going to their deaths. In some manner Captain Hancort received a blow on the head which rendered him incapable of taking care of himself, and he disappeared in the darkness.

For nine weeks hundreds of officials and private citizens searched the North and South shores of Long Island Sound and every effort and device was used to find his body. Then that mysterious element, Fate, intervened. Eastbound on the afternoon of June 25, Captain Joseph L. Hancort, a brother of the lost skipper, in command of the steamer Naugatuck, of the New England Steamship Company, was continuing the vigil he had kept constantly since the disaster. The Naugatuck was nearing Greenwich and seemingly at the instant Captain Hancort stepped out of his pilothouse to broaden his view of the water, the body of Captain Lambert Hancort broke the surface and the brothers faced each other—one in life, anxious to seek, and the other in death, eager to be found. There was no mistake in the identification, a boat was lowered and the body picked up one and three-quarters miles south of Todd's Point and brought home. The recovery brought the list of bodies found up to 13 at that time, two others being recovered later.

Captain Lambert L. Hancort was born in Bridgeport, Conn., on April 10, 1887. He began his steamboat career as a young man with the New Haven Line and subsequently the New England Steamship Company, working his way up from the position of quartermaster. He left the New England Steamship Company in 1906 to become pilot on the steamer Tennessee, of the Joy Line. He left this position to go Captain of the steamer John T. Wilson, and it was while holding this position that he saved the lives of 35 persons when his vessel sprung a leak. In connection with this instance, a clipping from the New York American at that time says:

"Thirty-five people owe their lives to the coolness of Captain Lambert Hancort, commander of the John T. Wilson, an old-fashioned side wheeler which, on Saturday, sprang a leak off Execution Rocks. When the damage was reported to him, Hancort quietly turned the boat back to City Island dock, a mile and a half distance, but the nearest shallow water. There was no fuss, no blowing of whistles. The boat reached the Belden's Point Pier and her passengers, who at last suspected the reason for the change of course, were ordered ashore. Then the crew left the boat, and last of all, Hancort. Fifteen minutes afterward the boat was resting on the sandy bottom.

"Thus human life was saved without panic, without even a scare. Hancort, who had learned to use his head and not to lose it, deserves far more credit than the company which entrusted a brave captain and 35 helpless passengers to such a leaky tub."

Captain Hancort was very well known throughout the shipping industry as, in addition to having spent about 17 years with the New England Steamship Company, he also served the McWilliams and Shewans prior to the time he went with the Thames River Line.

Besides his widow, a daughter and a son, Captain Hancort is survived by his mother, sister, and three brothers, Captain James Hancort, Captain Joseph Hancort and Captain Frank Hancort.
How NOT To Do It

How do I know—this is a R.R. information booth, not an aquarium!

When does the fishing season open in Maine?

When can I get a train for New York?

I've been waiting an hour, for some information—outrageous!

There must be some way of getting there.

You said there's a train for New York—I can't find it in this time table.

Well, I can't help that—it's there.

The ticket agent says, all the seats are sold out on the 1:05—will I have to travel by coach?

Sure! Unless you hire a special train—

Let's have a New York time table.

There, right in front of ya!
Making Friends for the Railroad

When can I get a train for New York?

We have trains about every half hour. The next one at 5:02 is a fine train.

When does the fishing season open in Maine?

I'm sorry, but I don't know off hand. But if you leave your name and address or phone, I'll find out and let you know.

You said there's a train for New York—I can't find it in this time table.

Don't blame you, sir—time tables are kind of hard to read. Here, I'll show you.

Your will take some time to look up—do you mind if I look after the other folks in between?

Oh, that's perfectly all right.

The ticket agent says the seats are all sold on the 1:05. Will I have to travel day coach?

That's too bad—but you really need not worry. Because we have those comfortable deluxe coaches on that train—with white porcelain wash bowls. Why, you'll think you're in a Pullman any way.

Let's have a New York time table.

Yes, sir. Here you are, sir!
Mostly Personal

New York Division

J. R. CASEY, CORRESPONDENT

Mrs. Wm. Rayfield (nee Anna Farrington) of Marine Superintendent Lofland’s office, returning from a honeymoon trip to Miami, Fla., was presented with a well stocked chest of silver by her office associates, as a testimonial of their best wishes.

Phillip E. Bowles, shop clerk in the Marine Department, also went and did it, he and his bride visiting various places of interest in New England on their wedding trip.

Chubby Regniault, chief clerk to Mr. Lofland, wishes to announce that he and Mrs. Regniault celebrated their silver anniversary at Niantic on June 28, and a whopping good time was enjoyed by all present. The happy pair were presented with a chest of silver by the family. “Poppa” gave “Momma” a beautiful gold ring, just to show her how much he still loves her.

Al Lyons of the Master Mechanic’s office spent his vacation in Montreal, which city seems to have a special fascination for him—goes up there every chance he gets.

Dispatcher Jack Quinn passes most of his off time at Greens Farms these hot summer days. Jack likes the salt water and I don’t mean maybe.

“Sid” Wilson, chief clerk to Mr. Polson, has a summer hobby, too. His is gardening, particularly flowers. They say “Sid” has the best looking old fashioned flower garden in Darien and vicinity, and that’s saying something because he has plenty of competition.

Ed Sipperly of Mr. Hyland’s office has so much business here and there throughout the office building that he has bought himself a pair of rubber tired sport shoes to assist in cutting down his running time.

Trainmaster Bill Raser complains that he’s still growing out of his clothes.

Charles Tappan, veteran yard conductor at Harlem River, died suddenly of an attack of acute indigestion at the Longwood Avenue subway station, on June 15 while on his way home, after completing his day’s work.

We print here the picture of Alfred E. Presbrey, New York Division messenger, whose name appeared in the June issue as having been honorably retired after thirty-seven years’ service with the company, but whose photo arrived too late to be included with the others last month.

New Haven Division

R. S. DANFORTH  F. E. MYLOTT

CORRESPONDENTS

“Judge” Carroll is certainly a busy man these days, spending his matinees lining up the Worcester service.

The old adage rings true, “you can’t keep a good man down.” “Bill” Murphy, our popular Examiner, is stepping right up in the world—hobnobbing with Graham MacNamee—By the way Bill termed himself Associate Announcer at the Yale-Harvard Race.

Bus Jillson has taken up a new hobby—training sand fleas to do tricks.

Our Correspondent was certainly down in his boots when his “Profs” failed him in Clam Town. From reports he is off Providence but we have our doubts.

Harry Kelsey, Foreman at the Motor Car, just to keep his memory checked, has a daily entry on the log book, “Watch the Babe.”
Cliff. Hobbs, our Champ, is off on another one of his famous de luxe trips—his famous pipe was escorted along.

We have a bone to pick with "Dick" Case, Chief Clerk in Master Mechanic Ritter's office if he shows us any more backward steps with his steamer.

Some of our young ladies around here forget the time honored custom when they join the "I do" ranks of "Kiss the Bride."

Fireman Tom Madison, who is now a full fledged "citizen," "by heck," of Woodbridge, spends most of his spare time endeavoring to make his surroundings the beauty spot of the town, putting in five or six hours a day trimming his lawn and has already dug a 250 foot well. Tom says it is all new to him but he will show the "natives" something.

If the gang would care for a good laugh they should be present when the famous team of "Andy" Dougherty and "Amos" Claus arrive on the scene at the rest room at New York. They are in a class by themselves.

On the other hand if they would care to keep abreast of the doings of the day they should drop in at the Motor Car at New Haven between 10 and 10:30 A. M. and hear Engineer Gus Mornhinweg, better known as "Floyd Gibbons," and his worthy assistant, Fireman Harry Schonnerr, give the low down on all the big doings.

We simply can't keep Bro. Norb. Buckley out of the spotlight. He is now around soliciting applications for a new society he is forming, to be known as "Alumni Association for Local Chairmen." He has already signed Bill Preece as President and Percy Waite as Worthy Secretary.

The news is out—"Smiling Charlie Kenyon" has taken up dancing lessons. Charlie says he must learn the old one-two-three-kick stuff.

Ed. McNamara of the Division Engineers' force has taken up his residence in Guilford. Mack says he loves to be near the water.

Jerry Sullivan of the Division Engineers' force has had a picture taken of his daughter. Jerry says he is waiting for the prizes to be distributed now.

It is noticed that since Brother Donlan has become one of the shining lights of City Fathers of New Haven his shirts are too tight for him.

Reports have been received that Brother Hislop of the Division Engineers' Force and Brother Donovan of the Division Accountant's force have joined hands as a golf team but we hear the longer they play together the worse they get. Both want to be score keeper.

"Blondy" Sullivan of the Division Accountant's force just returned from his vacation. From the pictures he showed us he must have been pinch hitting for the regular life guard at Ocean Beach with the bevy of beauties surrounding him.

Brother Dan Shea, Yard Conductor at New London, together with Engineer Foley, Yard Brakeman Gilligan and Yard Conductor Duggan, dropped down to the Big Town to take in the Sharkey-Schmelling fight. Why is it necessary for this bunch to go this distance for a fight when they could have had a good fight amongst themselves.

Freight Brakeman J. Shea, of Worcester-New Haven service, had his mind set to take in the races in style so he set himself up at the Griswold. Nothing on this boy when he steps out.

Engineer Sid Manning will be missed from his old post on 57, as he has selected another run. Our Correspondent and Sid were buddies of the first order.

Mr. Ralph's new address is 1915 West 54th Street, Cleveland, Ohio.

This is an editor's item, for of course our good friend and correspondent, Frank Mylott, wouldn't put this in himself. But the editor's eagle eye, scanning the New Haven newspapers, noted that Frank is going in heavy for politics, having received the appointment as assistant registrar of voters for the fifth ward at New Haven. We suppose it won't be long now before he'll be running for mayor—and when he does, we'll vote for him, too!

Hartford Division

J. W. COLEMAN, CORRESPONDENT

Effective July 1, R. H. Forsythe, Division Accountant, was transferred to New Haven, and C. E. Hendrickson appointed Division Accountant at Hartford. During his stay at Hartford, Mr. Forsythe made many friends, all of whom regret exceedingly to see him leave but extend to him their congratulations on his promotion and they likewise extend to Mr. Hendrickson their well wishes on his appointment to Hartford.

The many friends of Charles D. Moore, former Locomotive Engineer, and now on the retirement list, will regret to learn that at the present time and will extend to him their best wishes for an early and complete recovery.

In connection with the July Fourth celebration, in view of the fact that the sale and discharge of fireworks within the city limits of
Hartford is prohibited, a Committee was appointed to see that Bill Manion and George Peck were not deprived of their usual Fourth of July celebration with torpedoes and cap pistols, with the usual precautions, and Steve Byrnes of the Police Department has been assigned to watch them while the celebration is in progress to see that they are not injured.

Eber A. Cowles, Passenger Conductor, who has been in the employ of the Company for 55 years, has been placed on the retired list and granted a pension. During his long services with the New Haven Road, Mr. Cowles has made a host of friends, not only among the employees, but as well with the traveling public and we all extend to him our best wishes for continued health and happiness.

Francis P. Leary, Agent at Hazardville, who has been in the employ of the Company for 54 years, has also been placed on the retired list and awarded a pension. Mr. Leary has spent 53 years of his service with the Company as agent at Hazardville and in retiring leaves behind a record of which he may justly feel proud and takes with him the well wishes of his host of friends among the employees as well as the shippers and consignees who have had the pleasure of transacting business with him.

Clayre Gardner, of the Freight Agent’s Office, spent Decoration Day, Saturday and Sunday, in the Catskills, visiting the camp of Max Schmeling en route.

Burt Taylor of the Car Service Dept. is still on the sick list but improving slowly.

Joe Beaupre, Cashier, is packing up for a two weeks’ vacation in Montreal.

Why all this migration to Canada? Orme Sharp has just returned from New Brunswick, the Cashier is packing his bag, and a few others have made application for transportation to our northern neighbors.

Ruth Osborne of the Cashier’s Office, was in New York to welcome Rear Admiral Byrd and his crew on their return from the polar regions.

Mollie Shannon, the hustling Trace Clerk in the Agent’s Office, made a hurried trip to Norfolk, Va., to visit a “sick” aunt over Decoration Day and the week-end. However, we understand that the Fleet was parked there during the holiday and we are wondering if Mollie is trying to cut-out Clara Bow with the “gobs.”

Marie Callen of the Freight Office, is anticipating a trip to the Coast to try out for the “talkies”—maybe. Well, she talks pretty good and may land something (?).

Ralph Delgaudio and Billie Kelser of the General Foreman’s office, recently joined the list of “Benedicts.”

John McCarthy, our genial General Foreman, and his aides, motored to New London to witness the Yale-Harvard Boat Races. Mac reports a good time had by all but was disappointed at the result of the race, expecting a closer finish by his favorites.

In connection with Mr. McCarthy motoring to New London, he also motored to Middletown on Sunday, June 22nd, but this was because he missed the excursion boat which he was to take at Hartford, and drove to Middletown in an effort to meet it at that point, he having been confused as between Daylight and Standard Time.

Miss Catherine Elizabeth McCabe, age 14, daughter of Conductor Jas. J. McCabe, graduated on June 11th, 1930, from St. Joseph’s School at Hartford, and was awarded $10 in gold for her high scholarship standing. Miss McCabe will enter the Hartford High School in the Fall to continue her studies and quite naturally Mr. and Mrs. McCabe are very proud of the young lady’s standing on her graduation. The snapshot enclosed herewith was taken on her graduation day.

Waterbury Division

P. H. Boxx, Correspondent

M. O’Donnell, yard conductor in Ansonia yard, underwent an operation in the Bridgeport Hospital June 17, and is recovering slowly. We all wish him a speedy recovery and hope to have him back with us again soon.

Pensioner Conductor Frank Scott is confined to the Waterbury Hospital undergoing treatment for stomach trouble. The Division wish him a speedy recovery and we hope to have him pay us a visit in the near future.

On June 17, 1930, Passenger Conductor Dan Maloney was presented with a 50-year service pin, the presentation taking place in Supt. O’Hanley’s office. Congratulations from the division and here’s hoping Dan will be with us for many more years to come.

101 Ranch Circus showed at New Britain June 17, and at Waterbury June 18. Assistant Superintendent W. H. Casey rode the train while on the Waterbury Division.

Our genial Track Supervisor, John H. Smith, celebrated his 74th birthday June 11, 1930. His family and friends gave him an excellent dinner. Mr. Smith is a wonderfully well preserved man and we hope to have him with us for many more years to come.
Flagman John Grundy is to be commended for his watchfulness and prompt action in discovering a car with a broken truck in train OB-6 June 15 while they were pulling out of the Waterbury yard; he immediately stopped the train and had the car set out at Waterbury.

Bill Dennis, first trick operator at Plainville, resumed duty June 16th after undergoing an operation at the Bristol Hospital.

Trainmaster T. E. Maum resumed duty July 21, after two weeks' vacation spent in the west. Assistant Trainmaster A. L. Fuller covered Mr. Maum's position during this time and Assistant Trainmaster J. Brink covered Mr. Fuller's position.

Division Engineer Beith resumed duty July 13, after two weeks' vacation at Atlantic City.

Section Foreman J. J. Hellen at New Britain has been granted a thirty-day leave of absence, effective July 1. Peter Lazauski will substitute for Mr. Hellen during this time.

Harold Wells, second trick Operator at Naugatuck, resumed duty June 21, after thirty days' vacation spent attending the O. R. T. convention at Los Angeles and a side trip to Vancouver, N. B.

Engineer Walter Meehan has the distinction of catching the largest bullhead recently in Candlewood Lake near Danbury. Walt admits it measured two feet long and weighed five pounds.

Here is an item sent in by W. S. Reinhold, and has to do with our good friend and correspondent at Waterbury, Patsy Boxx:

"I am proud to advise that the Waterbury Division has a hero among us, none other than our correspondent, P. H. Boxx, who saved a life on Friday, June 13. He was swimming at Bantam Lake, when two girls and their brother tried to swim across the lake, and while the girls made it all right, the man gave out about two-thirds across. Mr. Boxx jumped in, swam out, and managed to help the young man to shore. While Mr. Boxx spoke of this in only a casual way, I feel he deserves recognition for his act."

As usual special trains are bringing several hundred children from their homes in New York City to the Berkshire Hills for their vacations and as they passed through Danbury on their return trip, they certainly looked as if they had had a good time.

The accompanying photograph is of Crossing Watchman Charles Ott, Sr., who protects East Main Street Crossing at Matteawan, N. Y. Mr. Ott has had two periods of service with the New Haven and merged lines and the total amounts to over 51 years. He first entered railroad service as water boy on the work train engaged in construction of the Duchess and Columbia Railroad, which has since been absorbed by the Newburgh, Duchess and Connecticut Railroad and in turn by the Central New England Railroad, now a part of the New Haven system. He worked as water boy from April 1870 to July 1870, and as deck hand on the "Fanny Gardner" Railroad ferry from July 1870 to April 1871. This ferry operated between Duchess Junction and Newburgh. From April 1871 to April 1874 he was switch tender in Duchess Junction Yard. He then worked as conductor up to September 1879.

At that period he entered the employ of the New York Central as switch tender in the yard at Fishkill Landing (Beacon). He worked for the New York Central up to October 1888 and returned to the employ of the Newburgh, Duchess and Connecticut at that time, working to October 1892 in the capacity of laborer in the roundhouse at Duchess Junction, also locomotive fireman and passenger brakeman. October 1st, 1892, he became crossing watchman at East Main Street Crossing, Matteawan, and has been continuously employed at that point ever since. In spite of his term of service he is still in good physical condition and protecting his work in a conscientious and thorough manner.

Danbury Division

J. J. GREEN  FRANK MAURER  G. J. CROSBY
CORRESPONDENTS

Pete Lied, who, at the close of the bowling season received his unconditional release from the Signal Department Bowling Team, is receiving daily requests to join other clubs. However, Pete is holding off with the hope of receiving a contract from his old Czar. He says he will sign up at a $10,000 cut.

Mr. E. O. Newton, District Foreman at Danbury, has returned to work after two weeks' vacation.

Miss Bertha Hill of the Division Accountant's office recently spent her vacation in Atlantic City with her sister.
Superintendent Cuineen has returned from his vacation through the West at which time he attended the Superintendents' Convention held at Minneapolis.

Below is an article which appeared in the Danbury Evening News:

“Scores of automobile parties pass every day to admire the beauty of the pink rambling roses which surround the large triangular enclosure at the White Street entrance to the New York, New Haven & Hartford railroad waiting rooms. This profusion of blooms has been attracting attention of passers-by for about two weeks. Due to last night’s rain, the blossoms to-day took on a freshness of newly-opened buds.”

Bill Brock, Foreman of the high tension repair gang, is quite proud of his new de luxe tower car.

Bill Zwecker, who some time ago bid in a job as Assistant Maintainer at Danbury, has moved his family from Poughkeepsie to the Hat City.

Providence Division

F. A. Lindopp, Correspondent

The many friends of Thomas White, mason foreman, will be sorry to hear of his death on June 17. “Tommy,” as he was familiarly known, for many years handled the drain laying and blasting operations on the Providence Division. Of a quiet and unassuming disposition, he was a most dependable, faithful and efficient worker.

Arthur Ross, formerly assistant chief clerk to General Superintendent Fitzmaurice at Boston, has accepted the position of chief clerk to Superintendent Moynihan of the Providence Division. He is no stranger on this plantation and we extend a hearty welcome.

The New England Association of Railroad Veterans are planning for their annual Summer Outing which is to be held at Acushnet Park, New Bedford, Mass., Sunday, August 17. An old New England Shore Dinner will be one of the attractions of the day and the Committee of Arrangements, consisting of the Board of Directors and representatives at New Bedford, are shaping their plans so that everyone who attends is assured a pleasant time. The Association will discontinue the sale of tickets Wednesday, August 18, so it is advisable to check in early.

One of our local telephone operators passed the word along to the General Yard Office at Providence that Admiral Byrd was going over in the “Mayflower” and the boys immediately turned their eyes upward expecting to see the Admiral fly over, but after carefully scanning the skies without sighting an airship they decided ‘twaht so. In the meantime, the Mayflower, with Admiral Byrd’s car on the rear, sped by unnoticed. The girls say it’s a wonder the boys didn’t walk over to West River, expecting to see the old ship Mayflower breeze by with the Admiral.

“Jack” Tidgewell, formerly chief clerk to Superintendent Moynihan, has accepted the position of assistant chief clerk to Mr. Fitzmaurice, general superintendent at Boston. Jack’s friends wish for him a happy and successful future.

John Bell, one of the Directors of the New England Association of Railroad Veterans, has suggested a Rhode Island Railroad Veterans Day at Crescent Park, the Sunday following Labor Day. Not a bad idea! It is safe to say that the Vets would welcome the opportunity to get together at Crescent Park under such happy circumstances.

Well, Hollis Webber, assistant trainmaster, enters again. News has come of his purchase of a motor boat at Bristol, R. I. It’s not of Herreshoff construction, nevertheless Hollis thinks well of her. Starting out from home one morning recently, bubbling over with enthusiasm, he headed for Bristol for the purpose of bringing Minerva to the other side of the river. So strong was his faith in Minerva that he took no one along with him, intending to bring her home single handed. Well, following the usual tuning up of the motor Hollis headed out into the Bay and all went well until Ohio Ledge was reached, when Minerva’s heart stopped beating, much to the anxious Hollis’ surprise. With the aid of an improvised sail he anchored off Barrington Beach, carefully placed himself in a row boat and proceeded to row ashore. Reports have it that not only did he go overboard before reaching shore but when returning with a mechanic and the man who sold him the boat all three went overboard. Despite the usual resuscitation methods there was absolutely no palpitation and finally the boat was towed to Washington Park, arriving there after dark. Ralph Hammond, chief engineer for Hollis, should have accompanied him on this trip, and then Hollis may have suspected what was going to happen and preferred to escape the notoriety which would follow Hammond’s presence. We trust he will demonstrate to his friends during the Summer months that he got a good buy after all.

Boston Division

C. A. Boardman
Joseph LaFontaine
Frank E. Murphy

Correspondents

Conductor Lot Crocker has bid in one of the Hyannis-Boston runs. For several months he has been running on a Provincetown-Hyannis run.

We are glad to report that Ticket Agent James Colbert is much improved. He has been ill for several weeks.

Conductor Charles F. Jones, who has been in freight service for several months, has been recalled to passenger service.

Night Crew Dispatcher Carl Anderson and wife report a very pleasant vacation, during which time they visited Duluth, Minneapolis, Chicago and other places of interest in the West. They returned home by the Hudson River Day Line.
Agent Joseph Landers sends us this clipping from the QUINCY PATRIOT LEDGER, commenting on the display of pink rambler roses on the west side of the tracks at the Braintree Station. Agent Landers takes much pride in the grounds about the Braintree Station, and they are indeed a credit to him. We also appreciate the fact that our good friends on the "Ledger" never fail to give the New Haven a "pat on the back" whenever opportunity offers.

"Probably one of the most beautiful displays of rambler roses in this section of the state, is winning admiration of passers by of the Braintree depot. A profusion of pink blossoms has converted the railroad fence on the west side of the track into a colorful trellised display which is the envy of many a home owner. It is significant to state that the Braintree railroad station has won repeated honors for its well kept appearance in competition with other stations along the New Haven line during the past several years."

Superintendent Astley received a very cordial visit from Pensioner Joseph Lewis, who is still active, although 85 years of age. Mr. Lewis began work in the Cape Cod district in 1864, and performed 52 years of service before being pensioned.

Every effort is being made to stress SERVICE and COURTESY among our trainmen, particularly now that we will have so many "strangers within our gates" during the summer months to attend the Massachusetts Tercentenary Celebration. "It's up to us," as the saying goes, not only the folks in train service, but each and every one of us, to see that each traveler over the New Haven is made as comfortable as possible, that he may take away with him a pleasant recollection of the efficient and courteous service rendered by the New Haven Railroad.

Assistant Superintendent Vincelett has recently personally talked with a great number of passenger conductors, ticket collectors, train baggagemasters and passenger trainmen, up here on the east end of the road, stressing the importance of COURTESY, in the handling of the traveling public. He spoke at length on the importance of proper announcement of stations, and of connections at junction points.

Mr. Vincelett pointed out that the Company has spent considerable money to bring its passenger equipment and facilities up to a high standard, and it is hoped that each and every employee will feel that it is not only his pleasure but also his duty to see that his every action toward our patrons reflects that high standard that we are trying so hard to maintain.

To the traveling patron, the conductor, the ticket collector, the trainman, the ticket agent where he purchases his ticket—each and every one of these are—as far as he is concerned—The New Haven Railroad, and the impression that he receives from these representatives of the railroad is the impression that he will carry away with him of New Haven Service.

As Mr. Vincelett put it up to the men—"It's your responsibility." The service that sells, is the courteous service. In these days of keen competition, when each and every one of us is a potential salesman for the New Haven, let's try harder to make our service so attractive that in addition to selling, we will also sell a goodly portion of that all-too-lightly-prized commodity, GOOD-WILL, a commodity that will continue to pay dividends of surprising value to the New Haven and every other organization that can furnish it.

Mr. Vincelett put in a lot of time and effort in these talks, but the men were most attentive and interested, and we believe much good will come of them.

Midland Division

T. M. Buckley  Walter R. Fogg
CORRESPONDENTS

Dispatcher J. H. McLaughlin left July 1st for a two weeks' vacation in Maine. "Jim" thought he would take a real rest instead of motoring from place to place. His trick covered by J. E. Brady and C. H. Sutton covering relief job.

"Lead me through the fragrant woodland, let me hear the wild birds sing, Let me hear the crow a-cawing, while he gracefully takes wing.

We picture here John Spillane, spare section foreman at Campello, with his bride, the former Helen C. Sullivan of East Bridgewater. They were married June 21st at St. Margaret's Church, Campello, the ceremony being performed by the Rev. A. J. Hamilton. The couple left for New York following the ceremony, and are now making their residence at 66 South Leyden Street, Campello. The groom has worked for the New Haven Railroad about eight years.
I would hear the brown quail whistle out his cheery 'Bob, Bob White.'

Listen to the sky mate's answer, as she meekly says, 'Bob's right.'—A. G. W.

The inimitable general office operator, T. Carlyle Clark, spent the Fourth of July at Marblehead Neck basking in the sunshine and watching the mermaids.

"Experience is the child of Thought, and Thought is the child of Action. We cannot learn men from books."—Disraeli.

Road Foreman Sheldon started on his annual vacation July 1st. "Bert" decided that the most attractive spot on the Western Hemisphere is "Clear Block Camp" near East Thompson, situated on a lake, and all who are in that vicinity shouldn't miss looking the camp over. What place is more dear to any man than that where he spent his early days.

"Whither now have fled those dreams of greatness, Those busy, bustling days; those happy, festive nights, Lost between good and ill, that charmed our youth."—C. E. Brant, Agent, Dorchester, left June 28th for a few weeks' vacation at various beaches along the Atlantic Coast. Relieved by P. J. Larkin.

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

Clerk P. Edward Murphy of W. C. McAllister's office, who was overcome by the heat a short time ago, was united in marriage to his former school day sweetheart, Miss Mary E. Crowley, of Winfield St., So. Boston, June 15th at the rectory of The Gate of Heaven Church, So. Boston. A reception was held at the Bay View Bungalow of E. Seventh St., which was attended by about eighty guests, who included Miss McKenzie and Mr. Prescott Skinner. All present were unanimous in voicing that "Eddie" knows how to pick out the good ones. Several vocal numbers were enjoyed by those present, which included a recitation by Mr. Skinner, "The Face on the Bar-room Floor," and a solo, "The Stein Song," by Mr. Skinner also. Good luck, "Eddie," and may all your troubles be little ones.

"Asleep, awake, by night or day, The friends I seek are seeking me; No wind can drive my bark astray, Nor change the tide of destiny."—J. E.

A very pretty wedding was solemnized in the rectory of St. Margaret's Church, Dorchester, 7:30 p. m., Monday, June 30th, when Miss Mildred Slavin, stenographer for Master Mechanic Sederquest, was united in marriage to Mr. Joseph Lynch, also of Dorchester.

A reception was held in the Fitzedrick Bungalow, Mattapan, after the ceremony where a large number of guests were assembled, which included Miss Edna Sullivan, also from the master mechanic's office.

During the course of the festivities the happy couple departed on their honeymoon, which will include several of the large cities. On their return they will reside in a newly furnished apartment in Quincy.

Many valuable gifts were received, which included a nurse of gold from the bride's associates in the master mechanic's office.

We wish Mr. and Mrs. Lynch the best of luck and hope prosperity will be their constant companion.

"Love is not altogether a delirium, yet it has many points in common therewith. I call it rather a discerning of the infinite in the finite—of the ideal made real."—Carlyle.

Engineer Riley is attending the B. L. E. Convention at Cleveland, Ohio.

The rambler roses along our right of way and at the various stations along the line are in full bloom, and attract much favorable comment from our traveling public.

Engineers Watkins and P. I. Riley have returned from a trip to Bradford, N. H.

The new passenger cars now being used on the Midland Division are greatly appreciated by our patrons.

At the recent graduation exercises of Boston College High School, John Day, son of Michael Day, veteran section foreman at Fairmount, was awarded a $1000 scholarship for the full A. B. course at Boston College. In addition to this, the young man also won a prize in classics.

Old Colony Division

W. R. GREGG Correspondents

Conductor John H. Garland's fiftieth railroad anniversary was appropriately recognized on June 16, when he was presented with a fifty-year service emblem by Superintendent S. F. Mackay, with the hearty congratulations of the Company upon his length of service and fine record.

Mr. Garland completed fifty years' service on May 15th. The presentation occurred, however, on the anniversary occasion on which he was promoted to be a Conductor, thirty-five years ago.

Mr. Garland was born in Bethel, Vermont, and commenced life by chopping wood for use on locomotives of the Central Vermont. Subsequently he got a regular railroader's job on that line; and in 1880 decided to cast his fortunes with the Boston, Clinton and Fitchburg. He commenced work with that Company as a trackman, but a year later became a brakeman.

In due time the B. C. & F. was absorbed by the New York, New Haven and Hartford, and so John Garland became a member of the New Haven family.

His home is in New Bedford where he has a host of friends, many of whom are regular patrons of his train, "The Whaler."
Supt. S. F. Mackay fastens 50-year pin on Conductor Garland’s lapel.

Engineer George E. Townes is being heartily congratulated on the graduation of his son, Merton, from West Point. Merton himself is almost a railroader for after graduating from the Taunton High School he got employment with the Bridge Department, and was just getting to be a regular when he won an appointment to the Military Academy. At West Point he played class football and gained good rank in marksmanship.

William E. Deane, Freight Clerk at Taunton, was granted a pension recently on account of failing health. Mr. Deane had forty-nine years’ service of which he is justly proud. We hope he will be able to enjoy his pension for a long time.

Another new pensioner is Frank V. Lang, Agent at Melville. Mr. Lang has thirty-one years’ service to his credit. His first work was at Framingham as an Operator, subsequently being promoted to position of Agent at Bolton, after which he transferred to the southerly end of the division, where he has remained. Mr. Lang was well liked by employees and the public, and will be missed by his friends.

Miss Alicia Davis, Mechanical Department Clerk in the Division Accountant’s office, has at last yielded to Cupid’s wiles, and became the blushing bride of Mr. Bernard J. Conaty, Traffic Manager of the Taunton Oil Cloth Company. The happy couple have established their home at 27 James Street, Taunton, but Alicia still finds she cannot resist the allurements of railroading and will continue her work with the Company.

The picture in our column this month is Malcolm Scott, Jr., son of Mac Scott, the gentleman with the aldermanic figure, who labors in the Passenger Department. Young Mac is a good looking youngster, getting his good looks no doubt from his mother’s side of the family. This picture was taken on the sands of the beach at Honolulu on the occasion of Mr. Scott’s recent visit there.

A startling bit of information that was unearthed this month was the news that Sid Owen will sail on September 1 to make his home in England. Sid has been in the Mechanical Department Office for a number of years and has been very popular with the members of his office force. The many friends of Sid’s will
be sorry to hear that he is to leave us and he leaves with the best wishes of all.

After last year's G. O. A. A. golf tournament, we all realized that we had a first class golfer at the head of this railroad, and now we find that Mrs. Pelley is also within the same classification. She recently won a prize in the New Haven city amateur championship tournament, getting second low gross for the afternoon round with 101. The picture of Mrs. Pelley is through courtesy of the NEW HAVEN TIMES.

Another Yellow Buildingite who was the recipient of a gift from his fellow workers—traveling bag and a traveling set of toilet articles—was A. S. May, upon the occasion of his retirement as Treasurer of the Company. On his last day of work in the office, the office force, led by T. F. Paradise, our new Treasurer, assembled in Mr. May's office and he was presented with the little souvenirs by Mr. Paradise. Mr. May then said good-bye to all the members of the office force who had labored with him for a number of years and he was visibly moved at the parting.

Paul Behler, the golden-voiced tenor of the General Manager's Office, has returned after a short session of sickness. Paul's general ailment hasn't been definitely settled but it is understood that he has had "Logos on the Bogos." When asked how he felt on his return Mr. Behler responded by saying that he felt "bigger and better than ever." During his siege of sickness the boys alternated in visiting him, bringing with them the usual oranges, lolly-pops, cracker-jacks and wise cracks.

Nine enthusiastic tennis players—(so they say)—of the Passenger Dept. went out one night recently to practice up on their game. Led by Frank Hardy and Mr. Burtiss they spent several hot hours perfecting their game and now that it is perfected they are wondering what it is all about. They intended to challenge the girls in the department but the girls insist that they want opposition. What a break!

Everyone about the building was sorry to hear that "Bill" Gordon, Cost Accountant of the road, who has been in the service for many years, has followed the footsteps of his brother, Fred Gordon, who a couple of years ago left to take up a position with J. E. Slater. With both the Gordon brothers with him, "Jim" Slater will begin to think he is back with the New Haven Road again! We wish Bill the best of luck in his new position.

From Freight Agent O'Brien's Force

Now that the bathing season is here in earnest, Johnnie McKeon of Freight Agents' force, has reserved his usual "ring-side" seat at the Gulf, in Milford. Almost any evening or Sunday afternoon he may be found there, and he certainly does enjoy "looking them over."

Has anyone noticed the flower garden in front of the Water Street office, for which we have to thank Mr. Mulligan, the watchman at Canal Shops? He certainly has done a nice job, and we appreciate it.

Mr. O'Brien recently returned from the American Railway Association Freight Station Section Convention at Louisville and reports an enjoyable time.

Miss Mary Scully is spending her vacation on a motor trip along the New Jersey beaches.

It is rumored that the reason Fred Goodwin sold out at Colonial Park and moved to the city is that he didn't like the beach pajamas. "Reo" Grandy is acquiring a nice coat of tan at Short Beach, where he is to be seen frequently with his paints and canvas.

Pat Dundon has moved to Edgewood Avenue, and we reckon things will now hum in the West End Association.

Otto Weber is doing his best to demonstrate to the crowd at Water Street "what the well-dressed man will wear" this summer. Witness the white trousers, panama hat, etc.

It won't be long now before the name of our House "B" messenger, Harry Woods, will be in bright lights on Broadway. His first effort in the theatrical line is "Bringing up Father," which is being put on at the Stony Creek Hippodrome shortly.
Along the Line

July, 1930

Boston Terminal Co.

WILLIAM HILTZ, CORRESPONDENT

Walter V. Wentworth, Night Foreman of the Car Department, was united in marriage to Rosalind MacQuarrie on Sunday, June 15. This is Walter's second visit to Hymen's altar, his first wife having died several years ago, leaving him two children. The happy couple are spending their honeymoon at Atlantic City.

James Morrissey, leverman in tower one, whose marriage was announced in this magazine last year, is now the proud father of a baby girl. Little Miss Morrissey made her appearance on Monday, June 23, and tipped the scales at 6½ pounds. Mother and daughter are both doing well. Congratulations, Jimmy, Lindbergh has nothing on you.

Mr. Franklin S. Robinson of the Power House and Miss Anne Dugan were married June 8 in Somerville. Their honeymoon was spent in a visit to Niagara Falls, down the Hudson to New York City, and Atlantic City. Mr. and Mrs. Robinson will be at home to their many friends after July 4th in Dorchester. His fellow employees presented them with a chest of silver.

Polish Up the Niblick!

Better polish up on your games, you golf players, in preparation for the annual golf tournament of the General Offices Athletic Association at New Haven, to be held from September 1 to 15.

Harry E. Norton, Division Accountant at New Haven, is chairman of the committee in charge, and issues a cordial invitation to golfers at all parts of the New England System to compete in this tournament, as he would like to make it a real system affair.

Entries will close for the tournament on August 23, and any desiring to enter, or wishing any further information, should address Mr. Norton at New Haven.

Tumors and Cancers

(Continued from Page 16)

cure cancer. Secret remedies are all fakes. Any remedy of any value is studied by the medical profession and the truth told to the doctors throughout the world. Nothing is patented or kept secret. Your doctor is your friend.

By a Member of the Staff.

MASSACHUSETTS GENERAL HOSPITAL

WITHIN THE REACH OF ALL

A clergyman, anxious to introduce some new hymn-books, directed the clerk to give out a notice in church in regard to them immediately after the sermon. The clerk, however, had a notice of his own to give with reference to the baptism of infants. Accordingly, at the close of the sermon he announced. “All those who have children they wish baptized, please send in their names at once.” The clergyman, who was deaf, supposing the clerk was giving out the hymn-book notice, immediately arose and said: “And I want to say for the benefit of those who haven’t any that they may be obtained from me any day between three and four o’clock, the ordinary little ones at fifteen cents, and the special ones with red backs, at twenty-five cents each.”

“YANKEE CLIPPER” PICTURES STILL AVAILABLE

We still have a limited supply of “Yankee Clipper” pictures available for distribution to any employee requesting them.

This is the picture that appeared in the April issue of “Along the Line,” and shows the “Yankee Clipper,” eastbound, opposite the Cedar Hill Station. It was taken by Mr. Albert B. Street.

The prints are printed on a good grade of paper, suitable for framing.

Requests should be addressed to Mr. Leslie H. Tyler, Editor, Along the Line, General Office Building, New Haven, Conn.
What Others Say

A Young Booster
J. W. Alsop, Hartford, Conn.
My small daughter Corinne, age eighteen, who is at Bryn Mawr College, lost her valise on the way home about two weeks ago. I thought it would be good practice for her in learning the ways of the world to try and get it back herself. She carried on all her negotiations through a Mr. Quinn, who is connected in some way with the New Haven Station. She says his name is Ray (how she knows that I do not know).

I received from her today a triumphant letter in which she says on her way back to College last week that Mr. Quinn met her at the train and returned her bag to her. She is very loud in her praises of his courtesy and kindness and for that reason I am writing you this letter to say your road has one young patron who is very much of a booster as a result.

I would be pleased if you would convey to Mr. Quinn my appreciation of his kindness and courtesy to my daughter.

("Ray" is none other than our genial Assistant Stationmaster at New Haven.)

Another Bouquet for "Ray"
S. P. Farber, Advance Trailer Service Corp., New York
My dear Mr. Quinn:—I wish to acknowledge receipt of my bag that I lost in front of your station at New Haven and which was delivered to me this morning via American Railway Express.

Allow me to compliment you on the extraordinary vigilance and care exercised by your management in recovering this article. I have been a constant traveler on your railroad for the past twenty years and cannot recall a single instance wherein I had cause for complaint regarding your service and this particular instance of your efficiency and courtesy is certainly gratifying to say the least.

Conductor Guards Man's Money
Talking today with Mr. A. S. King, General Manager of the New Haven Times, he said he wanted to call attention to the good work of the conductor on train 294 last night in taking care of a man who was somewhat under the influence of liquor.

It seems that this man got on at New York and flashed a couple of large rolls of bills. The conductor persuaded him to put the money in his pocket and on the rest of the trip kept an especial watch to make sure that nobody took advantage of the man's condition to relieve him of his money.

When the train arrived at New Haven the man attempted to give the conductor a good-sized bill which, however, the conductor refused to accept. He saw to it that the man got safely from the train with his money still intact.

Mr. King thought that the conductor handled the situation in a meritorious manner and thought he was deserving of commendation.

(Conductor on train 294 out of New York June 16 was J. A. McCabe.)
Frank H. White, engineer, Boston Division, died Sunday, June 29, at South Braintree, at the age of 62. Mr. White was unmarried and had for years made his home with Engineer Preston E. Foss. Following in the footsteps of his father, who was at that time an engineer on the road. Mr. White began his railroad career as waterboy at the age of 18 on the work train between Mansfield and Walpole. In a few months he became a locomotive fireman, and in 1891 was promoted to engineer, in which capacity he served until May of this year, when his health gave out. Mr. White is survived by a sister, living in Taunton, and one brother, George White of the Yarmouth SS Company.

PENSIONERS

John Connell, former employe at Cedar Hill Engine House, died June 22. He was born April 17, 1855 and entered railroad service in 1881 at Belle Dock. Two years later he was transferred to Coal Bridge, New Haven, where he remained until June, 1924, when he went to the Cedar Hill Engine House. He retired from active service in November of 1924, with a record of 43 years continuous railroad service. Mr. Connell made his home at 146 York Street, New Haven, Conn.

James Graham, former inside joiner, Readville Shops, died June 14. Mr. Graham started work at the old Roxbury Shops as a carpenter on August 25, 1879. He transferred to Readville in October, 1903 in the same capacity, and served at this point until January, 1921, when he was retired on a pension.

Dennis W. Howard, former assistant track supervisor, Midland Division, died June 8 at his home in Franklin, Mass. Mr. Howard was born August 3, 1865, in Ireland. He began his railroad career in May, 1897 as section foreman at Putnam, Conn. In September of the same year he became work train foreman at Franklin, remaining there until 1908 when he was promoted to general foreman at Readville. In 1920 he became assistant track supervisor, and he served in this capacity until October, 1925 when he was retired on a pension.

Mr. Howard is survived by his wife, five daughters, and one son, Dr. James W. Howard, a dentist at Franklin.

John Deloughery, former carpenter, Hartford Division, died June 25. Mr. Deloughery was born March 19, 1869 and entered railroad service as a carpenter in July, 1885, at the age of 16, under Foreman B. K. Mason at Hartford. He spent his entire 44 years of continuous railroad service in this capacity, retiring on a pension in October of last year.

Elmer H. Perkins, former passenger conductor, Boston Division, died June 18. Mr. Perkins was born August 22, 1859, and entered railroad service as a passenger trainman in May, 1898. In 1903 he became train baggagemaster, in 1910 ticket collector, and three years later he was promoted to passenger conductor, in which capacity he served until October, 1928, when he was retired on a pension.

William Shoebottom, train baggagemaster, New York Division, died May 5. Mr. Shoebottom was born August 12, 1853 and entered railroad service in 1870 as trackman on the New York Division. In 1883 he transferred to train service as a passenger trainman, and in 1901 was promoted to train baggagemaster, in which capacity he served until September, 1921 when he was retired on a pension.

John H. Sniffen, watchman, New York Division, died June 9. Mr. Sniffen was born October 22, 1849 and entered railroad service in October, 1882, as a freight trainman at South Norwalk. He became yard clerk in 1914, later holding the position of watchman. He was retired on a pension in May, 1921.

Wilbur C. Wheeler, agent, Old Colony Division, died June 26 at his home at Bristol Ferry, R.I. Mr. Wheeler was born at Upton, Mass., June 23, 1855, and entered railroad service in April, 1876, as assistant agent at Pratts Junction, Mass. Four years later he became agent at Bristol Ferry, where he remained until March of 1921, when he was retired on a pension. At the time of his retirement Mr. Wheeler had a record of 45 years continuous railroad service with the New Haven, of which 41 years were spent as agent at Bristol Ferry.

William E. Wetmore, crane operator, New Haven Division, died June 28. Mr. Wetmore was born August 29, 1863 and entered railroad service in May, 1887 as locomotive fireman at New Haven. In 1902 he became stationary fireman, and two years later crane operator, in which capacity he served until May, 1925, when he was retired on a pension. Mr. Wetmore made his home at 709 Woodward Avenue, New Haven, Conn.

Thomas White, mason foreman, Providence Division, died June 17, at his home, 11 Quaide Street, Providence, R.I. Mr. White entered railroad service in September, 1881, as section laborer at Providence. In 1903 he became mason foreman and served in this capacity until April, 1926, when he was retired on a pension. Mr. White had a record of 45 years continuous railroad service at the time of his retirement.
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<td>32 Geo. W. Cobb</td>
<td>Agent</td>
<td>Aud. Frt. Rec.</td>
<td>1877</td>
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<tr>
<td>33 Patrick H. Broderick</td>
<td>Yardmaster</td>
<td>Old Colony</td>
<td>1877</td>
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<tr>
<td>34 Francis P. Leary</td>
<td>Dist. Bridge Foreman</td>
<td>New Haven</td>
<td>1877</td>
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<td>35 Martin E. Griffin</td>
<td>Section Foreman</td>
<td>New Haven</td>
<td>1877</td>
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<tr>
<td>36 John J. MacDonald</td>
<td>Engineer</td>
<td>New York</td>
<td>1877</td>
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<tr>
<td>37 William Merrigan</td>
<td>Chief Clerk</td>
<td>Aud. Frt. Rec.</td>
<td>1877</td>
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<tr>
<td>38 Elmer E. Lacy</td>
<td>Enginein</td>
<td>Old Colony</td>
<td>1877</td>
</tr>
<tr>
<td>39 J. M. Whitmore</td>
<td>Section Foreman</td>
<td>New Haven</td>
<td>1877</td>
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<td>40 Patrick A. Collins</td>
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<td>New Haven</td>
<td>1877</td>
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<td>41 Daniel O'Brien</td>
<td>Agent-Operator</td>
<td>New York</td>
<td>1877</td>
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<td>42 David Gould</td>
<td>Passenger Conductor</td>
<td>Hartford</td>
<td>1877</td>
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<td>43 Charles I. Fitch</td>
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<td>Providence</td>
<td>1878</td>
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<td>44 Evelyn T. Bray</td>
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<td>New Haven</td>
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<td>45 Hugh J. Hill</td>
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<td>46 John H. Lynch</td>
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<td>1878</td>
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<td>47 Samuel G. Smith</td>
<td>Asst. Cashier</td>
<td>Midland</td>
<td>1878</td>
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<td>48 Edward S. Bill</td>
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<td>Danbury</td>
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<td>49 S. F. Ticknor</td>
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<tr>
<td>50 Thomas Martin</td>
<td>Crossing Watchman</td>
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<td>51 Edwin A. Putnam</td>
<td>Engineman</td>
<td>Providence</td>
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<td>52 Giles B. Packer</td>
<td>Foreman Frt. House</td>
<td>Old Colony</td>
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<td>53 WILLIAM E. LOVELL</td>
<td>Passenger Conductor</td>
<td>New Haven</td>
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<tr>
<td>54 Henry J. Whelan</td>
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<td>Real Est. Dept.</td>
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<tr>
<td>55 Elmer E. Damon</td>
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<td>56 A. H. Ryder</td>
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<td>1878</td>
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<td>57 N. E. Nickerson</td>
<td>Traveling Store Keeper</td>
<td>New Haven</td>
<td>1878</td>
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<td>58 Joseph Donley</td>
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<td>Old Colony</td>
<td>1878</td>
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<tr>
<td>59 M. D. Crowley</td>
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<tr>
<td>60 Merrill H. Smith</td>
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</tbody>
</table>

*Honorably Retired*
33

July, 1930
Along the Line

61 T. M. Prentice
62 William S. Lewis
63 William R. Brown
64 William H. Getchell
65 George C. Black
66 William F. Pendergast
67 Alfred L. Lincoln
68 Francis L. Lowden—*
69 Fred H. Alley
70 Robert D. Bradley
71 G. E. Stanford
72 Charles E. Champagne
73 George E. Benard
74 Nelson D. Coe
75 Samuel S. Landon
76 J. Frank Whitney
77 John J. Moriarty—*
78 John J. Dwyer
79 Theodore Shields
80 Clinton L. Baker
81 William M. Pennoyer—*
82 Edwin J. Spall—*
83 Preston E. Foss
84 John J. Drummey
85 Daniel J. Maloney
86 William H. Schlosser
87 James F. Murtha, Sr.
88 A. F. Amadon
89 Frank V. Taylor—*
90 George H. Skinner
91 Dennis Lehan
92 Lot Crocker
93 David A. Buckley
94 Daniel Murray
95 Edw. P. Carroll
96 John H. Garland
97 Fred E. Webb
98 Joseph Martin—*
99 Avery Clark
100 John A. Marooney

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. Rec.
Engineman
Engineman
Clerk A. R. A. Bureau
Engineman
Engineman
Section Foreman
Agent
Train Baggagemaster
Engineman
Lampman
Clerk, Accounting Dept.
Engineman
Passenger Conductor
Passenger Conductor
Engineman
Yard Brakeman
Asst. Gen'l Yardmaster
Leverman
Passenger Conductor
Passenger Conductor
Passenger Conductor
Asst. Signalman
Drop Pit Foreman
Section Foreman
Passenger Conductor
Engineman
Section Foreman
Tax Commissioner
Passenger Conductor

New Haven
New Haven
Waterbury
New Haven
New Haven
New Haven
Readville
Providence
Providence
Old Colony
Providence
Boston
New Haven
Providence
New Haven
Midland
Hartford
Hartford
Hartford
Hartford
New York
Old Colony
New York
New Haven
Old Colony
Midland
Waterbury
New Haven
Hartford
Boston
New York
Providence
Providence
Boston
Providence
Midland
New Haven
Old Colony
Midland
Hartford
New Haven
New Haven

*
Honorably Retired


cp

About Our Half Century Men

WILLIAM E. LOVELL, engineer, and No. 53 on our Half Century Service Honor Roll, was born June 20, 1858, at Stonington, Connecticut. He began his railroad career at the age of 11 as a water boy at Stonington, working under Superintendent A. S. Matthews.

Nine years later, in 1878, he became engine wiper and during the same year he obtained a job as a locomotive fireman. Mr. Lovell's father had been an engineer, working for many years when wood-burning engines were operated, and from an early date the boy yearned to follow in his father's footsteps.

For eight years he served as fireman, learning every day more and more about the workings of the mighty iron horse. On May 1, 1886 his dream was realized and he was promoted to an engineer, and he is still serving in this capacity.

He lives at 52 Sassafras Avenue, Providence, with his good wife, who has shared his joys and sorrows for more than half a century. They have one son who is married and lives with them.

Mr. Lovell has spent the greater part of his service running between Providence and Groton, and Providence and Worcester, though during recent years he has been engineer on a switcher in the Providence Yards.

William E. Lovell
In Recognition of Long and Faithful Service

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

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Division</th>
<th>Years of Service</th>
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<tbody>
<tr>
<td>1</td>
<td>Eber A. Crowles</td>
<td>Passenger Conductor</td>
<td>Hartford</td>
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<tr>
<td>2</td>
<td>George J. Godfrey</td>
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<td>New York</td>
</tr>
<tr>
<td>3</td>
<td>Francis P. Leary</td>
<td>Freight Agent</td>
<td>Hartford</td>
</tr>
<tr>
<td>4</td>
<td>Francis L. Lowden</td>
<td>Engineer</td>
<td>Providence</td>
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<tr>
<td>5</td>
<td>John J. Moriarty</td>
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<td>Hartford</td>
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<tr>
<td>6</td>
<td>William M. Pennoyer</td>
<td>Lampman</td>
<td>New York</td>
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<tr>
<td>7</td>
<td>Frank P. Taylor</td>
<td>Leverman</td>
<td>New York</td>
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<td>8</td>
<td>Joseph J. Martin, Sr.</td>
<td>Section Foreman</td>
<td>Hartford</td>
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<td>9</td>
<td>John Colbert</td>
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<td>10</td>
<td>William A. Deane</td>
<td>Crossing Gateeman</td>
<td>Old Colony</td>
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<tr>
<td>11</td>
<td>John L. Wright</td>
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<td>12</td>
<td>William Boynton</td>
<td>Cashier</td>
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<td>George H. Pratt</td>
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<td>John J. Sullivan</td>
<td>Delivery Clerk</td>
<td>Hartford</td>
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<tr>
<td>15</td>
<td>T. J. Gallagher</td>
<td>Train Dispatcher</td>
<td>New York</td>
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<td>Edgar C. Davis</td>
<td>Towerman</td>
<td>Providence</td>
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<td>John H. McCusker</td>
<td>Flagman</td>
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<td>20</td>
<td>Thomas R. Johnson</td>
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<td>Harry E. Norris</td>
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<td>Thomas A. Hogan</td>
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<td>25</td>
<td>Louis C. Wessl</td>
<td>Switchtender</td>
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<td>26</td>
<td>Harry A. Pellet</td>
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<td>Danbury</td>
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<tr>
<td>27</td>
<td>Henry Carr</td>
<td>Assistant Foreman</td>
<td>Readville Shops</td>
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<tr>
<td>28</td>
<td>Stewart Fox</td>
<td>Section Foreman</td>
<td>Danbury</td>
</tr>
<tr>
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<td>30</td>
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<td>Painter</td>
<td>Readville Shops</td>
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<td>32</td>
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<td>Agent &amp; Operator</td>
<td>Old Colony</td>
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<td>33</td>
<td>Hagos Chilingirian</td>
<td>Coal Shoveler</td>
<td>Providence</td>
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</table>
CROSS CROSSINGS CAUTIOUSLY

LAST YEAR
2485 KILLED
6804 INJURED
24% ran into side of track
HELP LESSEN CROSSING ACCIDENTS THIS YEAR