The Game of Life

By C. E. Calkins, Tugboat Engineer

Our hats are off to the man who wins
On the field of struggle and strife,
Where success is the stake for which we play,
In the strenuous game of life.
There are those who try, but fail to win,
Though they’ve given the game their best.
But even the losers who stake their all,
May hold up an honored crest.

For it’s better by far to have played the game,
And tried for a winner’s share,
Than to put up the cowardly quitter’s plea,
That’s the game’s not conducted fair.
That Mighty Judge, who rules all things,
Makes the rules that govern the play,
And his laws that govern the Universe,
Show the wisdom of his way.

And I guess that Judge is wise enough,
Who will referee the game,
To give us a just decision,
And decide on the winner’s name.
So don’t be a quitter, but get in the game
And try for a winning prize.
For the game of life is fair for all,
And a winner is one who tries.
Yankee Clipper Celebrates Birthday
Changes Leaving Time

The eighteenth of March was the birthday of the Yankee Clipper, the flagship of our fleet of fast trains between New York and Boston, at which time the two trains had covered approximately 117,590 revenue miles, with a very fine record on time of performance.

In honor of the train's birthday, H. L. Densberger, Superintendent of Dining Cars, had placed on the dining car of both

Evelyn Gorham cutting the birthday cake on the John Bertram. Those in the photo, reading from left to right, are: R. D. Fitzmaurice, General Assistant; W. Flewellin, Train Conductor; Isaac Dixon, Traveling Chef; Miss Evelyn Gorham, granddaughter of Engineer Gorham; F. S. Randolph, Chef; J. H. Malone, Steward; H. L. Densberger, Superintendent of Dining Cars and Joseph E. Gorham, Engineer.
the east and west bound trains, a birthday cake surmounted with a model locomotive fashioned from frosting.

Little Evelyn Gorham, granddaughter of Engineer Joseph E. Gorham of Plymouth, came down to Boston to perform the little ceremony of cutting the birthday cake on the westbound train. It will be remembered that she was the same little girl who christened the train on the occasion of its first run a year ago. Her grandfather, who in his youth sailed round Cape Horn four times on clipper ships, and who took part in the radio broadcast when the Yankee Clipper was inaugurated, was present also.

At the New York end William G. Low, eighty-seven years of age and a member of the family of that name which was famed in shipping circles in the clipper ship days, came to the train and wielded the knife for the cake cutting ceremony there. The firm of A. A. Low & Brother, of New York City, were the owners of two of the clipper ships whose names are used to designate the cars of the Yankee Clipper, and beautiful oil paintings of which are in the cars so named. These two ships were the Surprise and the Great Republic.

With the change to daylight saving time, the schedule of the Yankee Clipper underwent a change, the time of departure being shifted from 3:30 to 4:00 p.m. daylight saving time.

Effective with the summer schedule, which will go into effect June 6, the Yankee Clipper, which at present does not run on Saturdays and Sundays, will run also on Sundays westbound, and on Saturdays the equipment will be used on a new train called the Yankee Clipper Special, leaving New York at 12:45 P.M., with the same running time and stops as the Yankee Clipper itself, four hours and three-quarters.

THE COVER

The striking cover design this month shows an airplane view of Hell Gate bridge and the easterly approaches, with a good view of the Harlem River Branch and the Hell Gate bulk yard. Copyright by Ewing Galloway.

Vice President and Mrs. C. E. Smith won a silver loving cup for the “most appropriate costume” at the recent ball of the New Haven Advertising Club held at the Lawn Club in New Haven. Mr. Smith was dressed as a railroad engineer, while Mrs. Smith looked charming in a sailor costume with a beautiful blue silk ribbon sash with the words “Yankee Clipper.” Leslie H. Tyler, editor of ALONG THE LINE, was general chairman of the ball.
Builds Beautiful Ship Model

The very beautiful model of the clipper ship, "Flying Cloud," pictured here, was built by Engineer John "Dido" Nickerson, taking pretty nearly three years of his spare moments. The model, which measures three and one half feet over all, is an actual scale model of the real "Flying Cloud," regarded as the most famous of all clipper ships, and which is the boat whose name appears on one of the sun parlor observation cars of the Yankee Clipper.

The story of this famous ship, which held the record for the quickest passage to California by way of Cape Horn, having twice completed this journey in 89 days, was told in the August, 1930, issue of this magazine.

Engineer Nickerson's model is a truly beautiful piece of work and must well repay him for the very many hours of long labor which he bestowed.

One of the most trying jobs of all in connection with it was the job at the end of rigging the ship—the stringing of the lines to the various spars, in their proper places, the making of the rope ladders, a glance at which will show the great number of tiny knots which it was necessary to tie, and this job alone took approximately seventy-three hours of Mr. Nickerson's time.

Among the material included in the model are 200 "dead-eyes" imported from Japan, 126 blocks nearly all of which were hand made, 5 life-boats, all of which were hand made from kiln dried soft white pine, over 200 fish-hooks, which were used for balcan links and jack-stays, 150 belaying
pins, 270 feet of twisted Scotch linen cord, 9 feet of chain (22 links to the inch), while the hull itself was made out of 3 feet of chain, 17 links to the inch, solid oak board.

We certainly extend our heartiest congratulations to Mr. Nickerson on the wonderful piece of work which he has produced.

It is almost impossible, without inspecting the model itself, to get an idea of both the beauty of the work and the infinite patience which Mr. Nickerson must have exercised to accomplish some of the things which he has. It is well worth a visit to the Railroad Y. M. C. A. in New Haven, where the ship is at present on display, to get a look at this beautiful model.

Providence Div. B. L. E. Banquet

The sixty-sixth anniversary dinner of Providence Division, No. 57, Brotherhood of Locomotive Engineers was held on Sunday, April 12, in Swedish Workingmen’s Hall at Providence. Number 57 is the oldest unit of the Brotherhood of Locomotive Engineers in New England. Approximately 150 attended this anniversary meeting, including Supt. Stanley F. Mackay, C. W. Booth, Master Mechanic, and L. D. Mitchell, General Chairman, Grand Council of America of the brotherhood.

The menu for the occasion gave honor on the front cover to George Benard, who is the oldest engineer on the Providence roster, by printing a picture of him oiling up his engine at South Station.

A. E. Benard, brother of George, acted as toastmaster for the banquet.

A very delightful banquet menu was served, including roast turkey as the piece de resistance.

The officers of Providence Division No. 57 are: E. C. Hodgdon, Chief Engineer; T. Briggs, First Engineer; Wm. Hogan, Second Engineer; T. Mallon, Third Engineer; W. E. Phelan, Secretary-Treasurer; C. A. Duquette, Guide; D. C. Horton, Chaplain; G. E. Lapham, Insurance Secretary; A. E. Benard, Local Chairman; C. Q. Duquette, Legislative Representative.


Mr. and Mrs. W. P. Carpenter, Florists at Providence Station, very kindly donated some beautiful flowers to decorate the head table.

Band Plans Progressing

The project for the new and enlarged railroad band, as outlined in the last issue of ALONG THE LINE, is progressing satisfactorily, we are informed by J. A. Horner, of 32 Spring Park Avenue, Jamaica Plain, Mass., who is treasurer of the revamped organization.

Mr. Horner tells us that it is their hope and aim to build up a musical organization which will be worthy of the railroad company they represent, and that it is the intention to give a few concerts during the summer months at different points along the line.

They would like, of course, to get engagements for such occasions as outings, garden fetes, smokers, or other times when band music would be appropriate. Anyone interested in getting such entertainment may get in touch with Mr. Horner, or with Mr. F. C. Williams, manager, or M. F. Villaflor, conductor. The latter two may be addressed care of Back Bay Station, Boston.
R. R. Employes as Fire Fighters

Patrick Reardon, Section Foreman at Stonington, and his men come in for high praise in an article in the Stonington Mirror, telling of a fire at Lord's Hill, that place, caused by sparks from burning papers, and which was stopped "only through the hard work of the men under the direction of Patrick Reardon of Stonington, Foreman on the New Haven Railroad." The Stonington Mirror continued: "The work of railroad men who did not hesitate to enter the burning brush to beat out the flames, in the face of great danger of injury, comes in for much favorable comment."

Just a Cigarette Butt

*New York Herald-Tribune*

A cloud of smoke hangs over half of Long Island, and the Jersey and Connecticut countrysides are spotted with smoke columns. Brush fires are running through the underbrush, licking up the dead trees, devastating forest land and menacing farm houses and barns set close to the woods. Nobody can say with precision just what cause the fires that rage at this season; but it is a safe guess that half of them are due to careless cigarette-smokers.

A mere cigarette butt tossed out the window by a thoughtless motorist may leave whole square miles of woodland black, the trees half dead, the insects gone, the birds without food and the game vanished for years to come. The dirt roads seem to the motorist so deep in mud that he cannot realize the tinder-like quality of the dead leaves that line the roadsides and carpet the forest floor. They start flaming at a spark; and the tiny fire, once begun, sweeps racing on. Even when the fire seems to be out it lurks, smoldering, in the dead stumps, awaiting only a fresh wind to roam anew.

If every cigarette-smoking motorist could be compelled to put in two hours of feverish work pumping water at a fire or spading dirt on a fireline, no more cigarettes would be tossed out of car-windows, at least until green leaves come and the dead leaves settle into mold. This post-snow, pre-leaf season is the most dangerous fire hazard of the year. In a dry April in the country every cigarette is a menace.

Facilitate Balchen's Rescue Trip

On the night of March 18, Raymond E. Quinn, Assistant Stationmaster at New Haven, received a telephone call from Mr. Randy Enslow in New York, asking him to endeavor to locate Bernt Balchen, the aviator, who it was understood was en route from New London to New York on one of our trains. Mr. Enslow wanted to reach Mr. Balchen in order to ask him to turn around and head back to Boston to take charge of a relief expedition in search of the missing members of the stricken ship Viking.

Mr. Quinn was successful in locating Mr. Balchen on No. 173, and arranged for him to talk by 'phone with Mr. Enslow, also arranging for accommodations for Mr. Balchen to Boston on Train No. 30.

Through the good work of Mr. Quinn, Mr. Balchen was enabled to start out on his rescue mission, carrying along in his amphibian plane some hundred pounds of food and medical supplies, together with 433 gallons of gasoline, in order that they might reach the location of the missing men. Unfortunately, the trip was fruitless as the rescue party was unable to locate any survivors of the disaster.
Washes Engines in Forty Seconds

A noticeable improvement in the cleanliness of our locomotives, both passenger and freight, will undoubtedly have been brought about by the time this issue of ALONG THE LINE reaches its readers, because henceforth locomotives entering Cedar Hill engine house will receive a daily wash instead of the periodical washing which has hitherto been the case.

An automatic washing device has been installed alongside the track at the entrance to the engine house, and every locomotive entering the engine house is automatically washed by the new machine, the washing process taking only forty seconds. So, no matter how grimy an engine may have become in its trip over the road, by the time it reaches its stall it is spick and span again.

The New Haven Railroad is the first New England road to adopt the new device, which consists of a series of spray nozzles so arranged on each side of the track that as the engine passes, a hot cleaning solution is sprayed on the engine at close range under from 80 to 100 lbs. pressure, cutting through grease and grime and washing it into a sluice below the track.

One of our 3500’s, coming in dirtied up from a trip to Maybrook and back, hauling 150 or more cars, after passing over this short stretch of track, enters the round house shining from front to rear coupler. There is an especial concentration of nozzles opposite the drivers which insures particular attention to cleaning the working parts.

When the washer is not in action, the nozzles are swung round giving greater clearance from the track, but as an engine enters upon an insulated piece of track, the two washing units, operated by a motor, swing automatically round and commence to flush the hot cleaning solution as the engine comes abreast, literally enveloping the locomotive in a cloud of spray which reaches and cleans many parts which it would be impossible to reach from the ground with a hose.

It is necessary, of course, for the hostler to close his cab windows tightly as the engine goes through the bath, as failure to do so would include the inside of the cab in the washing process.

The time required for a locomotive to be thoroughly washed by the new machine is approximately forty seconds, the hostlers operating through the washing machine at a snail’s pace. They come in dirty, and they come out clean and shining from headlight to tender.

The device is the invention of a Delaware & Hudson Railroad employee, and is
manufactured by the Transportation Equipment Corporation. Installations have been made on several other railroads, where they have been operating successfully for some time.

At Cedar Hill, the water for the cleaning machine is heated in a boiler housed in the fire pump house, to a temperature of 133 degrees. This boiler has a capacity sufficient to handle 12 engines an hour. The fire pump house also houses the motor for the operation of the machine.

Each unit of the washing machine proper has twenty-three nozzles arranged at such angles as to insure the most effective flat cutting spray. Towards the top, which is about seventeen feet above the track, the nozzles arch over the locomotive.

Besides the saving in time of cleaning engines, it is anticipated that the daily baths which will result will lessen the number of eye injuries because of cinders and coal being blown into the eyes of engine men and trainmen. Similarly, because of the clean condition of the engine, mechanical inspectors will be able more quickly to catch any defects which develop, before they become serious.

Installation of a similar washing machine is being begun at Southampton Street, so that engines going into that engine house will also receive their daily bath. When the two machines are in daily operation there seems little doubt that we will have a fleet of locomotives which will always be models of cleanliness.

Light Winter—But Cost Us Quarter Million

The winter of 1930-31 was a comparatively light one, so far as snowfall was concerned, and did not furnish very much use for the fifteen snow plows and thirty-six two-way snow flangers similar to those in the picture, taken at Providence. Yet in spite of the mild winter it cost the New Haven Railroad $229,185 for the four months, December to March inclusive, for snow and ice removal.

Snow plows such as that pictured here cost the railroad company approximately $9,000 each, and are part of the equipment which we must keep on hand in order that the railroad may maintain uninterrupted service. It is one of the many unobtrusive items of expense to the railroad rarely thought of by the general public. This equipment may be called on only two or three times during a winter, or mayhap not at all, yet it represents a capital expenditure of approximately $260,000.
Famous Clipper Ships—VII

The "Lightning"

The "Lightning" was another of the quartette of extreme clippers built by Donald McKay of East Boston, for the order of James Baines & Co., especially for the Australian trade. The "Donald McKay," which we told about in our February issue, was one of this quartette.

She was launched January 3, 1854, was 243 feet in length over all, 44 feet beam, and 23 feet deep, while her tonnage was 2,083. Her bow was extremely sharp, so concave, in fact, that her owners, not understanding the principle on which she was built, had this hollow filled in with timber, thinking to increase her speed. However, this false bow was washed away on one side on its first tryout and after arrival at Melbourne the other side was cleared off.

Under her bowsprit the "Lightning" carried a figurehead of a carved female in flowing drapery holding outstretched a golden thunderbolt. Her cabins were elaborately furnished and handsomely decorated, and the steerage quarters were comfortably fitted and well ventilated.

Aloft, she was heavily and strongly rigged, her main yard being 95 feet in length and the total height from the deck to the mainskysail truck 164 feet.

The "Lightning" loaded at Constitution Wharf in Boston, and sailed for Liverpool February 18, 1854, under the command of Captain James Nicol Forbes, and accompanied by Captain Lauchlan McKay, brother of the builder.

We will let the BOSTON ATLAS of that date tell of her departure:

"At two o'clock the 'Lightning' hove her anchor up, and at three o'clock discharged her pilot off Boston Light. She went down in tow of the steamer 'Rescue,' Captain Hennessy, and was piloted by Mr. E. G. Martin. Before the steamer left her she set her sails, fore and mizzen topsails, and had a moderate breeze from west to southwest. She appeared to go at the rate of 6 knots under this canvas, though she draws 22 feet of water, and has only 23 feet depth of hold. We have seen many vessels pass through the water, but never saw one which disturbed it less. Not a ripple curled before her cutwater, nor did the water break at a single place along her sides. She left a wake as straight as an arrow, and this was the only mark of her progress. There was a slight swell and as she rose we could see the arc of her forefoot rise gently over the seas as she increased her speed. At 5 p.m., two hours after the pilot left her, the outer telegraph station reported her thirty miles east of Boston Light, with all drawing sails set, and going along like a steamboat. We think her talented designer and builder, Mr. McKay, cannot improve upon her model. Her commander, being a pious man, was attended down the harbor by a select party of brethren and sisters of the church, who at parting gave him their blessing. This is much better than the dram-drinking and vociferous cheering which usually make up the parting scenes of the unregenerated."

Whether or not the religious character of her send-off was in any way responsible, we cannot venture to say, but certain it is that the voyage was to prove one of the most noteworthy ever sailed by a ship propelled by means of wind and canvas, as she was to set a record which has never been beaten for the greatest distance traveled during a twenty-four hour period—436 miles!

This record was made on March 1, and her log for that day read:

"March 1st. Wind south. Strong gales; bore away for the North Channel, carried away the foretopsail and lost jib. Set the log several times and found the ship going through the water at the rate of 18 to 18½ knots."

John P. Benson, famous marine artist, who painted the "Lightning" and the "Donald McKay," for cars of the same names in the Yankee Clipper, where these beautiful paintings are on display.
The "Lightning"

Holder of the record for the greatest distance sailed within twenty-four hours—436 miles. From the painting by John P. Benson in the car of the same name in the Yankee Clipper. Copyright by the New Haven Railroad.
knots; lee rail under water, and rigging slack. Distance run in twenty-four hours, 436 miles."

There was no steamship of her day that came within a hundred miles of approaching that splendid record, and a quarter of a century was to pass before the "Arizona" was to make the new record of 18 knots an hour by steam.

Her first Australian voyage commenced May 14, 1854, but she experienced light winds all the way, and the topgallant sails were not taken in during the entire passage. On her return voyage to Liverpool, however, she made a record trip of 63 days, and in ten consecutive days sailed a total of 3,722 miles, her best day's run being 412 miles. And, not to overlook the commercial side of the voyage, she carried home with her gold and dust to the value of approximately $5,000,000.

She continued in the Australian service until 1857, when she was chartered to carry troops and stores to Calcutta, following which she resumed her trips to Melbourne, always a great favorite.

The "Lightning," like the "Great Republic," met her end by fire while at her dock. She had completed her dockside loadings at her wharf at Geelong, Melbourne Harbor, on October 30, 1869, and was to finish, in the stream, the following day. At one o'clock in the morning of the 31st, it was discovered that she was on fire. An attempt to scuttle her at the dock failed and she was towed into the stream, where she was scuttled in 24 feet of water. A considerable portion of her cargo of wool, copper ore, tallow and leather was salvaged, but the ship had to be destroyed as a menace to navigation.

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**GOING DOWN!**

System figures for employees' I.C.C. injuries per million man hours—

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Reports so far received for April indicate twelve I.C.C. injuries. While the hours for April will not be available until the latter part of May, it now looks as though we would be slightly under three injuries per million man hours for April, thereby, for the first time, obtaining a month's record for the goal set for 1931.

You will note we have considerable to overcome for the remainder of the year to offset the relatively poor showing for the first quarter and we need some NO ACCIDENT MONTHS to help out.

The continued splendid cooperation of all employees during May and the succeeding months should enable us to repeat and even improve on this fine record which is indicated for the month of April.

C. N. Woodward,

*Assistant to General Manager.*
Railroads Establish Safety Record in 1930

New Haven Railroad Does Its Part, Carrying 1,662,346,000 Passengers One Mile, Without Train Accident Fatality

An extraordinary safety record was established by the railroads of the United States during the calendar year 1930, according to reports just filed with the Interstate Commerce Commission.

Only seven passengers lost their lives in train accidents in 1930, none of which was on the New Haven Railroad, the lowest number of fatalities ever reported by the Commission in any one year. This was a reduction of three under the previous low record of ten in 1927 and a reduction of 29 under the number of passenger fatalities in 1929.

Of the seven passenger fatalities last year, four resulted from a derailment due to obstructions placed on the track by persons unknown. The fifth fatality resulted from the derailment of a train by an automobile which had stalled on the track after having been driven off the highway and across the station grounds. The sixth fatality resulted from a train being derailed due to the expansion of rails caused by the excessive heat last summer. The seventh fatality resulted from one train backing into another.

Only One Fatality for Each 101 Million Passengers Carried

For each fatality in train accidents, the railroads carried 101,571,000 passengers. This was the best average ever attained by the railroads of this country.

In 1929, there was one fatality for every 84,030,000 passengers carried, which up to 1930 had been the best previous record. Passengers carried per passenger fatality in train accidents amounted to 21,845,000 in 1929.

The number of passengers injured in train accidents in 1930 was a new low record for any year, 790 having been reported compared with 1,742 in 1929 and 1,404 in 1928. For every person injured in 1930, the railroads carried nine million passengers, which was about twice as good a showing as in the preceding year.

Class I railroads of the United States in 1929 spent $298,000,000 for the improvement of safety and protection of employees and the general public, and tentative reports indicate that a slightly larger sum was spent for that purpose in 1930.

Killed by Carelessness

Although no persons were killed on the New Haven Railroad in train accidents, while we went about our job of carrying 1,662,346,000 one mile during 1930, there were three deaths to passengers during the year, each of which was due to foolhardiness of the passenger in attempting to board or get off a moving train. Even so, the New Haven Railroad carried 415,586,500 passengers one mile for each such fatality.

Employee Safety Increases

Safety to employees is increasing daily on the New Haven Road, and the enthusiasm of the employees in the work of accident prevention is showing great progress. Five meetings have been held under the auspices of the various general chairmen of the employee organizations, and others are scheduled.

The January record shows 7.82 casualties per million man hours worked. February was considerably better, with 3.94 casualties per million man hours, giving an average for the two months of 5.97, a reduction from the same period of 1930 of 71.5 per cent.

Boston Division leads the procession with a casualty rate of 3.55 for the two months. The Maintenance of Way and Structures forces show 2.56, Maintenance of Equipment 3.34, and Station Service 2.74 for the two months.

Good Grade Crossing Record

The Interstate Commerce Commission's figures show that 1694 persons were killed and 5,205 injured in automobile accidents at highway grade crossings during 1930.

Rhode Island, Connecticut and Massachusetts, in the order named, have the least fourth and third respectively in the number of automobiles registered per square mile.
Section Foreman Gets 79th Entry!

John Onofrio of New Haven, Again Commended!

Section Foreman John Onofrio “bobs” up once again and a 79th entry is made to his splendid safety record. John was following out his usual custom of giving a passing train the “once-over” when he noticed a large board sticking out of one of the cars. He quickly ran to the tower and the train was stopped and the condition corrected.

Seventy-nine commendations are seventy-nine reasons why we are proud of Foreman Onofrio and we are sure that he is going to add to it. With the good weather coming on, John ought to be able to break 100.

Edward O’Brien, Car Inspector at Stamford, is back again with a thirteenth commendation, for good safety work. Our list this month totals 29 commendations to the following employees:

- M. P. Fraser, Switchman, South Braintree, Mass., NINTH entry.
- C. J. Sullivan, Section Foreman, New Haven, FOURTH entry.
- Robert Lyden, Car Cleaner, Stamford, THIRD entry.
- Frank F. Wagner, Towerman, New Haven, gets a SECOND and THIRD entry for his safety work.

The following employees received their second commendation:

- Norman Andrews, Station Bagagemaster, Quincy, Mass.
- Wm. Burkhardt, Maintainer, Tower 3, Oak Point, N. Y.
- Nathan S. Clifford, Agent, Northbridge, Mass.
- Arthur Boon Gardiner, Crossingman, Providence, R. I.
- W. Rousseau, Brakeman, Ansonia, Conn.

And the employees listed below received a safety button and a first entry on their records:

- C. B. Berger, Switchman, Dover Street, Boston.
- William Burkhardt, Maintainer, Oak Point, N. Y.

Carl J. Erickson, Yard Brakeman, Boston.
- George Gamble, Engine Inspector, Hartford, Conn.
- Edward J. Garrett, Ticket Collector, Providence.
- H. D. Jones, Freight Trainman, Boston.
- C. W. Kirkman, Conductor, New York.
- Peter P. Loftus, Freight Conductor, New London.
- Robert Lyden, Car Cleaner, Stamford.
- John F. McNamara, Signal Maintainer, SS, Oak Point.
- Austin O’Toole, Section Foreman, Framingham, Mass.
- Frank Ryan, Crew Dispatcher, New Haven.

Working Model Locomotive

The little model locomotive pictured here is on exhibition at the Campello engine house, and is the work of N. A. Steele, formerly one of our locomotive firemen. The miniature engine operates on fifty pounds of steam, burns coal or charcoal, and is 33 inches in length.
New Club Formed by N.Y. Ticket Agents

A. Ross, Ticket Agent of the New Haven Railroad at the consolidated ticket office at 17 John street, New York, was one of the leading spirits in the formation of a new club in New York called the "Greater New York Dater Club," with the idea in mind that by meeting together occasionally new ideas might be developed, outlook broadened, and good fellowship promoted.

We take pleasure in printing below Mr. Ross's report of the new club:

Approximately 150 wielders of the ticket daters braved the inclement weather on February 17 to assist in the formation of this club and to voice their approval of the project...

There has never been a time in the history of railroad transportation when ticket men have had to exercise more effort to induce people to patronize the railroads than at present.

There is just as much competition today in railroad travel as in any other line of endeavor, and it requires salesmanship of a high calibre to offset the inroads that have been made in passenger revenues by buses, private automobiles, airplanes, etc. Traffic officials have conceded that the ticket agent or ticket seller is the most active agency of contact between railroads and public, and the ticket man's attitude at the counter often measures the standard of service offered by the railroad he represents and is accepted as such by the customer.

A few progressive ticket men conceived the idea that association among those who followed the same line of endeavor would be productive of new ideas, broaden the outlook, increase their efficiency and, in general, promote a closer feeling of good fellowship which would ultimately accrue to the mutual advantage not only of themselves, but to their employers and the public.

The management of the Cornish Arms Hotel not only put their commodious Grill Room at the disposal of the committee for the inaugural meeting, but also provided an excellent dinner, of which seventy-five ticket men took advantage.

The meeting was called to order by A. Ross, ticket agent, N. Y. N. H. & H., who, on behalf of the committee, greeted those in attendance and expressed his pleasure at the splendid manifestation of interest shown by their presence, despite the bad weather. Mr. Ross explained that it was necessary to elect a temporary organization before the proposed constitution and by-laws could be submitted for adoption, and designated Edward Whalen, city ticket agent, P. R. R., 17 John Street, New York, as chairman.

Mr. Whalen thanked the gathering for the honor of presiding and heartily endorsed the efforts of the committee in forming such a club.

Will Montgomery, assistant agent, Erie R. R., 17 John Street, New York, was named temporary secretary.

The constitution and by-laws were adopted unanimously in their entirety. Mr. Ross extolled the many good qualities of Joseph Ryan, ticket agent of the P. R. R. at 33rd Street Consolidated Ticket Office, and placed his name in nomination for the office of president. He was unanimously elected.

Walter J. Hageney, chief clerk in the New Haven Unit, 17 John Street, was the unanimous choice for the office of first vice-president, and after a spirited vote, Lester Holsneck, of the B. & O., gained the decision for the office of second vice-president. William Montgomery, of the Erie, was the popular choice for the office of secretary, and Kenneth Daritt, ticket agent of the Lehigh Valley at John Street, was the unanimous choice for treasurer.

After the officers had been installed, the president moved that a rising vote of thanks be extended to Mr. Whalen for the efficient manner in which he presided during the organization and election.

Mr. Ryan, the president-elect, thanked the members for their vote of confidence in electing him to preside over the destinies of the new club for the ensuing year, and said that with the cooperation of the membership he would endeavor to further the best interests of the ticket men.

A communication received from Mr. Fitzpatrick, general eastern passenger agent of the Chicago & North Western Lines, and his associates, conveyed their best wishes for the success of the new club, and the secretary was instructed to acknowledge it.
Arnold Still Leads Traffic Tippers
Larkin Not Far Behind

There was so much old-time material in our March "Old Timers'" issue that we could not find room even for the monthly grist of traffic tips, with the result that now, with a two months' supply, we have the very nice total of 126 tips to report.

Our premier traffic tipper, H. E. Arnold, still leads them all, having added eleven to his account since the last issue, while his runner-up, P. P. Larkin, gained one on him by turning in an even dozen, making his grand total 36 as compared with Mr. Arnold's 44.

The continued interest in the traffic tip game is most gratifying. Certainly we need to have every employe of the company wide awake to get all the business we possibly can. So send in your tips promptly to the passenger or freight traffic departments. They will receive immediate attention.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Department</th>
<th>Total Tips</th>
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<tbody>
<tr>
<td>H. E. ARNOLD, Traveling Auditor</td>
<td>New Haven</td>
<td>44</td>
</tr>
<tr>
<td>ROBERT J. ASHTON, Train Baggagemaster</td>
<td>New York</td>
<td>2</td>
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<tr>
<td>PEARL BAKER, Aud. of Frt. Receipts Office</td>
<td>New Haven</td>
<td>1</td>
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<tr>
<td>H. A. BLANCHETTE, Agent</td>
<td>Willimantic, Conn.</td>
<td>4</td>
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<tr>
<td>FRANCIS J. BREEN, Clerk</td>
<td>Roxbury, Mass.</td>
<td>3</td>
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<tr>
<td>R. C. BROWN, Agent</td>
<td>Berlin, Conn.</td>
<td>9</td>
</tr>
<tr>
<td>H. BUSSING, Asst. Engineer</td>
<td>Hartford, Conn.</td>
<td>2</td>
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<tr>
<td>D. P. CAREY, Supt. of Shops</td>
<td>Readville, Mass.</td>
<td>1</td>
</tr>
<tr>
<td>J. W. COLEMAN, Chief Clerk</td>
<td>Supt., Hartford</td>
<td>1</td>
</tr>
<tr>
<td>JOHN P. COOKE, Public Relations Dept.</td>
<td>New Haven</td>
<td>2</td>
</tr>
<tr>
<td>A. COUSINEAU, Trav. Rate Inspector</td>
<td>New Haven</td>
<td>6</td>
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<tr>
<td>J. D. CUNNINGHAM, Agent</td>
<td>Danbury, Conn.</td>
<td>2</td>
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<tr>
<td>M. F. DAVIS, Chief Clerk to GYM</td>
<td>Springfield, Mass.</td>
<td>2</td>
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<tr>
<td>M. J. DENT, Rate Clerk</td>
<td>Holyoke, Mass.</td>
<td>11</td>
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<tr>
<td>RAYMOND DILLON, Asst. Chief Clerk</td>
<td>Waterbury, Conn.</td>
<td>1</td>
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<tr>
<td>W. E. DICKINSON, Chief Clerk</td>
<td>M. of W., New Haven</td>
<td>4</td>
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<tr>
<td>H. G. DOE, Train Baggagemaster</td>
<td>Campello, Mass.</td>
<td>4</td>
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<tr>
<td>G. DONOGHUE, WB Clerk</td>
<td>Holyoke, Mass.</td>
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<tr>
<td>A. A. DRUMMOND, Aud. of Frt. Receipts Office</td>
<td>New Haven</td>
<td>1</td>
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<tr>
<td>KENNETH DUELL, Clerk Aud. of Frt. Receipts Office</td>
<td>New Haven</td>
<td>1</td>
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<tr>
<td>TOM FEWER, Signal Maintainer</td>
<td>Baychester, N. Y.</td>
<td>1</td>
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<tr>
<td>E. C. FINNEY, Agent</td>
<td>Canaan, Conn.</td>
<td>3</td>
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<tr>
<td>J. C. FLORIO, Storekeeper</td>
<td>Springfield, Mass.</td>
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P. P. LARKIN

Two Months

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<td>H. B. ANDERSON, Spec. Appr.</td>
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Jogging Memories of the Commuters
(The New York Sun)

They still shout, “All aboard!” and “Tickets, please!” but lately the conductors on the New York, New Haven & Hartford trains have acquired a new announcement. As the stations approach they go through the cars shouting the name, such as “Grand Central, Grand Central Station!” and then add the helpful hint, “Don’t forget your parcels.”

Commuters and frequent travelers were astonished when they first heard this personal note of consideration and thought maybe it was one conductor—perhaps one who had an absent minded wife—but they soon learned that it is the customary cry on this road. It’s beginning to sink in, too—preoccupied men now instinctively reach for their hats when they hear mention made of parcels, and ladies, seeing the men preparing for departure, gather together all their equipment.

All that is needed is to jog people’s memories on wet days so they’ll take umbrellas along, and it will be an ideal plan perfectly executed.
"Perfectly Equipped Train and Splendid Personnel"
MISS DOROTHY M. FLYNN
Fall River, Mass.

"A Yankee Clipper trip from New York to Providence on March 20th is something I shall always like to recall, and a pleasure I feel I must tell you about.

"The New Haven is certainly to be complimented and commended for its perfectly equipped train and for its splendid personnel. No train, not even one with the Clipper's luxurious appointments, could be successful without the real interest, cooperation and friendliness of its employe. Certainly the Clipper can boast of all these. For everyone on the train, from Mr. Barton, Mr. Hinckley and Mr. French, on down, was at all times the cordial host.

"With due permission, obtained from Mr. Doran, who had Mr. Smith from the New York office and the steward of a Springfield train escort me to the Clipper's diner and introduce me, I visited the dining car kitchen. It was immensely interesting and I marveled at the amount of excellent work done in such limited quarters. Chef Lowery was perfectly fine, as were all his assistants, especially the clever young "Broiler Chef," who made such perfect muffins.

"Dinner was excellent and Steward Lowery and his waiters gave me perfect service.

"All in all, I felt like a queen in her own domain!

"I even visited the engineers, with Mr. Barton, at New Haven and had my first glimpse at the workings of a locomotive. The whole trip certainly augmented and cemented the proprietary interest I have always had in the 'New Haven' because of my father's years of friendship and close association with its officials.

"It was a great success and I want you to know how fine your men were, how much I enjoyed meeting them and how sincerely I appreciate their courteous attention.

"With best wishes for you and the 'New Haven.'"

"Comfortable — Cheery — Pleasantly Immaculate"
EDITH CHRISTIANA WOOLLEY
Newton Highlands, Mass.

"I made it a point to come home from a Southern trip, by the way of New York so I could have the pleasure of trying out the much talked of 'Clipper.'

"I did so, and felt so 'at home' on it and was so delighted, that my trips to New York and back are going to be always on the Clipper!

"Everything so comfortable, so cheery and so pleasantly immaculate. And the service; conductors, waiters, porters, all so unusually courteous.

"There is only one suggestion I could make.

"I love scenery—the observation end of the train—but, I do not smoke! Every one was smoking from the long observation train into the end, therefore I was excluded. Perhaps some time the extreme end observation compartment might be kept free of smoke, as you have so thoughtfully in the dining car (which by the way is a gem).

"Thanking you for your unlimited thought of your patrons."

"Most Courteous Officer"
MR. CLIFFORDS, Manager
Sarnoff-Irving Hat Store
Chelsea, Mass.

"In regard to a little incident that happened on the last excursion I wish to state that William J. McGarry who happened to be the officer in charge of the train was one of the most courteous officers I ever met. He was always looking out for the passengers and their comfort and very kind to the elder people, including my mother, whom he got a blanket when she got kind of cold and a glass of water when she was not feeling good, always ready to assist in any way any of the passengers.

"I wish you would call his attention to this and I would recommend him for any position you might have that would be of more advantage for him as he is deserving of it."
"A Propitious Combination"
C. B. LARRABEE, Associate Editor
Printers’ Ink

"Once in a great while there is a propitious combination of circumstances which results in unusual satisfaction.

"This propitious combination occurred to me last evening in the dining car of train 59 from Boston. The meal was good and the service was excellent. There is no particular way in which a traveler can express his appreciation to a railroad or its employes except as I am doing. I certainly admire greatly the courteous treatment received from Mr. W. G. Carpenter, the steward, and the thoughtful service of the waiter, who was known to me only as Number six. Will you please convey my appreciation to these two men?"

(NOTE: Waiter No. 6 was Kernal Perkins.)

"Along the Line" Travels
In a letter from Henry Cotterell, Sr., of the Railway and Locomotive Historical Society, Inc., a paragraph reads:

"You will be surprised to learn that every copy of ALONG THE LINE I get goes on to Ireland. We have a member who is a bank manager in Dublin and I supplied him with prints of over 300 engines of the P.R.R. and one time I sent the ALONG THE LINE to him and he was interested to ask me to forward it all the time. He was particularly interested in the clipper ship stories. And before I sent it to him it was used in a church to help the young German people learn to read English."

"Helped Considerably"
JAMES S. COLLINS
Principal, Quincy Public Schools

"Recently it was our privilege to have Captain T. M. White visit us to talk to our entire school membership on the subject of 'Safety.' I am very sure that he helped us considerably and that the children of our school will be much more mindful, not only as far as the railroad is concerned but also in all traffic conditions.

"We shall be pleased to have Captain White visit us at some future date and wish to thank the New Haven Railroad for allowing him to render this service to the public."

Impressed byCourtesy
JAMES J. CURRAN
Boston, Mass.

"On February the eighteenth, last, I had occasion while travelling to New York on train number nine to have my lunch in the diner. Mr. C. E. Foley was the steward in charge.

"The meal was excellent. I enjoyed it. I hope again always to come into contact with a steward like Mr. Foley. He understands the running of a dining car and impressed me with attention to detail and courtesy.

"Nor must I forget the waiter. He was number three."

(NOTE: Waiter No. 3 was B. T. Chisholm.)

"Nearly 100% Perfect"
THE RIRCO STORE
Providence, R. I.

"You will please be advised that the service that your Olneyville Freight Station has rendered us is nearly 100% perfect. Your representatives now call us when a freight shipment is in and your agent calls within a day or two or three days at the most when we notify him of a damage.

"The other day our truck lost a joint of pipe, dropped it in the street. Someone took it into your freight station and your freight station took interest enough to call this store and tell us.

"This is only what anyone should do, but how many have any time for the other fellow? We appreciate this on the part of your agent. We thanked him through the phone and we thanked him personally because it is wonderful.

"Your agent has called here a number of times. I was busy in other parts of the building and store and never had a chance of saying hello until the other day. He seems like a pretty good sort of a chap. He seems fair and reasonable, on to his job and businesslike. If he continues on, we will never have any trouble getting on with him. You would be lucky if you had a lot more like him.

"We want you to know the facts as they are and that your getting out and checking them up a bit has worked wonders."
“Never Traveled in Greater Comfort”

THOMAS DICKSON
New York

“During the past twenty years I have travelled innumerable times over your Road between New York and Boston. “On Sunday night last I went to Boston on the Owl and came back on Monday night. I want to state that I have never travelled in greater comfort anywhere before. The train was beautifully handled, the roadbed was in such perfect shape that there was little or no vibration, the equipment immaculately clean and the service rendered by the porter was pleasing and courteous in every respect.

“The time allowed the passengers at the Boston Terminal is a tremendous comfort and convenience and I quite frankly state that while in years gone by I did not look forward to the trip with any great amount of pleasure, today with the great improvement in your service, one can look forward with pleasure to the trip, getting a full night’s rest, and I am sure you will be compensated by increased travel.

“In ending, I cannot say too much for the excellent way in which your travellers are looked after.”

He’s One of Our Good Friends

MILTON ABRAMS
New Britain, Conn.

“I am indeed thankful from the bottom of my heart to Mr. Calahan, a veteran conductor on the New Britain via Berlin division, and to yourselves for holding such a kind worker.

“It has indeed been a pleasure to have him on the line while traveling every day. May I mention that he was considerate enough to advance me a round trip fare when I forgot my book (commutation). This was indeed necessary for a compliment which I felt should be extended through the media of your journal.

“The engineer has been one of my best pals. Always a kind word which costs so little. A helping hand to those who falter by the way.

“The ticket agent is the jolliest fellow yet born.”

(Note: The men referred to are Conductor W. H. Callaghan, Engineer George Denny, and Ticket Agent W. I. Gill.)

Gets Ticket He Left Behind

W. J. NEIDLINGER, JR.
Providence, R. I.

“Received the ticket O.K. and thank you very much for the message forwarded me at New London. Such a rush the last minute I had left it behind.”

(Note: The above is letter received by M. J. Golden, ticket agent at Saybrook. Mr. Neidlinger had left his ticket on the outside of the ticket window. Mr. Golden got in touch with the conductor at New London, informing him of the situation, and Mr. Neidlinger requested it be mailed to him, as he travels back and forth frequently.)

Praise From Admiral Sims

ADMIRAL WM. S. SIMS
Boston, Mass.

“I wish to express my appreciation of the services of one of your conductors, Mr. John J. Leary, of Train No. 28 that left New York at 6. P. M. on Feb. 14.

“My wife was on the train, but I was late and missed it. I telegraphed to New Haven, and Mr. Leary was most sympathetic and helpful in having the telegram delivered and in sending a reply; and Mrs. Sims wishes me to express her gratitude for such comforting and efficient services.”

Yankee Clipper Dining Service “Tops Anything”

A NEIGHBOR RAILROAD OFFICIAL

“I want to take this opportunity of complimenting you upon your excellent service. I have observed many of the so-called ‘smart’ ones and the service on your ‘Yankee Clipper’ tops anything I have seen.”

“Most Courteous”

R. E. PALMER
New Rochelle, N. Y.

“I enclose herewith coupon from my commutation book, in accordance with request made by you in the form attached, and wish to express my appreciation of the method in which this matter was handled. “May I also congratulate the New Haven Road in having a man as conductor on train 283, March 16th, who was most courteous. He is a credit to your organization.”
A Railroad Museum

What Have You?

The printing of our "Old Timers’" issue has brought out the fact that there are in existence many historical railroad relics in our territory. Many of these interesting relics are in the hands of employees, particularly the older men, and bid fair sooner or later to be thrown into the junk pile and lost forever.

Believing that the providing of a place on the railroad, under New Haven Railroad auspices, where these things could be gathered together, would result in the preservation of many things of historical value, it has been decided to start a railroad museum.

For instance, pieces of old-time rail, particularly any fraught with historical significance; old links and pins; old type lanterns; old time tables, passes, tickets, and so on, would be of value.

If you have anything of this kind which you would be willing to contribute to a New Haven Railroad Museum, kindly write to the Editor of ALONG THE LINE and inform him what you would be willing to send. Due credit will be given, of course, to those making contributions.

His Favorite Magazine

"I just received my copy of ALONG THE LINE and was so enthused over it and the doings of the ‘New Haven’ that I felt I had to write you this letter.

"It was through your courtesy that my name was placed on the list of those who receive ALONG THE LINE and there is only one other magazine which shares the same place in my esteem—that one is my weekly ‘Saturday Evening Post.’ That and ALONG THE LINE are my favorites.

"I take a great deal of pride in ‘my’ New Haven Road and read with great interest all the news I can find about it. To me it is America’s finest railway. The Yankee Clipper, the Merchants and the Knickerbocker are like brothers to me. In the year 1933 I am coming to New York for an audition at the Metropolitan Opera House (I am a singer) and I will then have a chance to ride the trains I so often dream about, the Yankee Clipper and the Merchants.

"You certainly issue a splendid little magazine and are to be complimented.

Oldest Timetable in Existence

A prominent operating official of the New Haven Railroad, on reading the March "Old Timers’" issue of ALONG THE LINE, informs us that he believes the old Taunton Branch timetable reproduced on page 23, which is the property of W. F. Fellows, manager of the Providence Railroad Station Restaurant, is the oldest railroad timetable in existence in the United States.

Heretofore, he informs us, a table dated 1842, had been considered the oldest, but Mr. Fellows’ Taunton Branch table antedates that by five years, being dated September 30, 1837, and we again reproduce it here.

If anyone knows of an older timetable, we’d like to hear about it.

"Will you write and tell me what the name of the train is (February issue) that graces the front page of the magazine this month? It is splendid, who took it? A. B. Street?

"Thanking you for the good times you are giving me with ALONG THE LINE, I am

Yours truly,
Robert C. Sellon.
Burbank, Calif."
CARE OF THE EYES

By a Member of the Staff
Massachusetts Eye and Ear Infirmary

A very common symptom of eye trouble is headache. Headaches may originate in errors of refraction (farsightedness and astigmatism) or from disturbance in muscular balance. They occur usually after use of the eyes for close work and are often situated over the eyes. They may also occur in the back of the head. They are often relieved by sleep although in some cases they attack the patient when he first wakes in the morning, especially if he has been overusing his eyes the night before.

Diseases of the eye, such as iritis and glaucoma (hardening of the eyeball) may also give rise to headache. It must not be assumed that the eyes are always to blame, because headache is often a prominent symptom of other diseases, such as nephritis, brain tumor, sinus disease, arteriosclerosis, or constipation. It is therefore wise to have the eyes examined by a doctor who can view the situation from a general medical viewpoint, rather than by someone without medical training who merely "fits glasses."

All patients in need of glasses do not complain of headache. They may have instead a sense of strain or weariness after using the eyes for close work.

Pain in the eyes themselves is usually associated with some inflammatory process irritating the sensory nerves such as iritis and corneal ulcer. It may also emanate from disease of the sinus referred to the eyes.

Blurry vision may mean trouble with the internal parts of the eye or may come from errors of refraction. This is due to a weakening of the power of accommodation and can be corrected by proper glasses.

Double vision is indicative of muscle trouble, often a paralysis of one of the muscles that rotate the eyeball. A doctor should be consulted at once.

In the general use of the eyes the illumination should be adequate and should be placed so that the patient does not get the light directly in his eyes. The book should be held about fourteen inches away.

The commonest form of eye injury is a cinder in the eye. If the foreign body is imbedded on the surface of the eyeball it is wise to send the patient to a doctor who will remove it under aseptic conditions.

A small sliver of steel may enter the eye and not leave any trace to external examination. The patient should be sent immediately to the hospital for x-ray.

When a laceration of the eyeball has occurred a piece of sterile gauze should be placed over the eye and a doctor called. No handling of the eye should be permitted as infection may be produced.

When chemicals have gotten in the eyes first aid can be given by washing the eyes with a saturated solution of horic acid. A doctor must then be called to determine the extent of the burn.
Twilight on the River
(Springfield Republican)

The New York, New Haven & Hartford railroad has never advertised itself among the "scenic routes." But while the Rockies and the Alps offer their great panoramas, their snow peaks and glaciers, one may doubt that from any railroad there is a lovelier view than from the New Haven, on certain April evenings, from the Windsor Locks bridge to the sweeping curve as the train turns the river bend into Springfield.

The sun in its setting must be exactly adjusted to the timetable of the road, and the Connecticut be as clear and calm as the proverbial millpond, if the scene is to be at its best. Under these ideal conditions, which have lately prevailed, the traveler from the south looks across the river, after having passed the Windsor Locks bridge, to the line of low hills on the western shore with an orange sky behind them. The smooth surface of the river takes on the same tone, like a broad ribbon of orange satin. Even the water rushing over the Enfield dam is so smooth and so colored as to continue the illusion and to suggest a river, not of mere water from the Vermont and New Hampshire hills, but of a pale olive oil pressed from the fruit of Italian groves. If train and sun are working perfectly together, the orange, both in the western sky and on the river, fades as the train nears Springfield. The river takes on a pale silver and then the steel blue of oncoming night, broken by the reflected lights of the bridges and of the city, including the modernistic crimson of neon signs, while the Campanile, showing white under its floodlights, marks a further contrast. Some of us have traveled far to see sights that cannot compare with this, at our own doors, in its loveliness.

Likes Our Dining Service
B. S. Aal
New York City

"I would like to compliment you on the excellence of the meal I have just enjoyed aboard this train* today. It was the 'Southern Special' that I found so pleasing.

"The waiter, number three, named Moo-dee, was also very efficient and attentive.

"My way of expressing praise of your service is to say it belongs in a class with that of the Great Northern and Baltimore

Seen and Heard

Traveling to Boston on Train No. 8 on a recent trip we were especially favorably impressed with the very distinct announcements of stations by the trainman, who we learned was H. W. Leach.

At New Haven in particular, where the train is split, one half going Shore Line and the other half going to Hartford and Springfield, we are quite sure that no one in that car could possibly have misunderstood the destination of that particular car, or the fact that it would be necessary to change to the train on the opposite track if bound for the Hartford line.

And after all, there is only one reason for making station announcements, and that is so that the passengers on the train may understand where they are and what is the next station. Trainman Leach quite apparently realizes this, and that it is necessary to do more than just bark or growl something unintelligible.

The conductor on the same train was also a fine example of the fine and cheery presence which we believe all conductors should strive for. As he came through to collect tickets, he did it in a finely courteous way, acting as though he were pleased to have such nice passengers on his train. Certainly he seemed to act much more the part of the kindly host than of the suspicious watchdog. The latter are rare on the New Haven Road, thank goodness, but we have seen some who by their demeanor seem to indicate that everybody on the train is under surveillance and suspected of trying to cheat the company. But just the same, we'll bank on it that Conductor C. L. Smith, who is the cheery conductor we mentioned above, and all the many others who are equally courteous and affable, are just as quick to spot the occasional imposter as is the chap who mistrusts everybody!

and Ohio, and after three days of railroad food and service, yours is doubly appreciated."

*The Yankee Clipper
How NOT To Do It

What is the fare to Boston?

Grrr! Ya got the wrong party. You'll have to call the rate clerk.

Here, Bill, here's the fare to Boston.

Haw, haw, ho—that's a good one. Ha! Ha! Ha!

Hey, Bill!

Yah gotta have a muzzle on him. Here Bill, tie this poach in the corner.

Bet you gave em a jolt back there that time Bill.

I sure did, but it's good for their livers. We've got to get a jolting.

Fifty pounds overweight! You'll have to pay excess baggage charge, sign here.

Which Is
Making Friends for the Railroad

IM SORRY MADAM, BUT YOU'VE BEEN CONNECTED WITH THE WRONG DEPARTMENT. IF YOU'LL HOLD THE WIRE A MOMENT, I'LL HAVE YOU TRANSFERRED TO THE RATE CLERK.

WHAT IS THE FARE TO BOSTON?

HELLO-OPERATOR, OPERATOR- PLEASE TRANSFER THIS CALL TO THE PASSENGER RATE CLERK.

DON'T WORRY MADAM, WE'LL BE OK WITH ME. DOGS ALWAYS DID LIKE ME ANYWAY-HAVE ONE OF MY OWN AT HOME.

THE SILENT GREETING

Boy! That was a beautiful start all! But the folks behind don't know we're moving yet.

YES, WE'VE GOT TO MAKE EM GLAD TO RIDE TRAINS SO THEY'LL LEAVE THEIR CARS IN THE GARAGE.

TWO HUNDRED POUNDS SIR! YOUR TICKET ENTITLES YOU TO 150 LBS-FREE. SO WE'LL ONLY HAVE TO CHARGE YOU FOR FIFTY POUNDS-WILL YOU KINDLY SIGN THE VALUE DECLARATION?

SURELY THAT'S FAIR ENOUGH.

NH 1369
Changes in Our Half Century Honor Roll

Five employes who have completed fifty years of service with the New Haven Railroad have been added to our Half Century Service Honor Roll this month, two of whom had completed their fifty years of service some time back, but it was only recently that this fact came to light. The men are: David F. Patt, David W. Harford, George B. Mapes, Theodore A. Spreyer, and E. P. Flood.

David Frank Patt, Switchman at India Point on the Providence Division, completed his fifty years of railroading in 1926, but it was only recently that the fact became known and the presentation of the pin made.

Mr. Patt entered the service in 1876 as office boy. Shortly thereafter he became water boy, working on various passenger trains. He subsequently became Crossing Tender at Darlington, and Yard Clerk at Valley Falls. In 1884 Mr. Patt became yard brakeman at Providence and covered this position for a number of years.

For some time past he has been Switchman at India Point, and he is still active in this position. Mr. Patt makes his home in Valley Falls. We hope to print a picture of Mr. Patt in a forthcoming issue.

David W. Harford, Drawbridge Engineer-Leverman at South Norwalk, Conn., completed fifty years of service on November 1, 1928. Mr. Harford was born October 7, 1864 at South Norwalk, and entered the service November 1, 1878 as Assistant Drawbridge Tender at South Norwalk, promoted to Drawbridge Tender, June 2, 1888, transferred to Drawbridge Engineer, December, 1918, title changed, January 1, 1920, to Drawbridge Engineer-Leverman, in which capacity he has served up to the present time. All of Mr. Harford's service has been at the same post.

When Mr. Harford was presented with his fifty-year pin he recalled the fact that each day he walks over the spot where the house stood in which he was born. His father before him was the drawtender for a number of years and the house in which they lived was known as the Railroad House, and was located alongside of the bridge.

When young David reached the age of 14, he assisted his father after school and on Sundays, having the title of Assistant Drawtender at the rate of $20 per month. After 2½ years of this he gave up schooling and devoted his entire time to his work.

Mr. Harford told several stories relating to the old time hand operation of the bridge and recalled the fact that his father had a 24 hour assignment and was required to open the bridge at any hour of the night or day, his meal times being regulated by the tide. Mr. Harford is very active in civic affairs in his home town and has held a number of important posts on the Fire and Building Boards.

George Briggs Mapes, passenger conductor on the Boston Division, was presented with a fifty year pin by Supt. Carl Mitchell in the presence of a large gathering of his fellow workers.

Mr. Mapes was born July 18, 1865 and entered the service in January, 1881 as a
passenger brakeman. In June, 1886, he was promoted to be Train Baggage man, working in that position until his promotion to passenger conductor in July, 1887. He has held this post since that time.

Theodore A. Spreyer, Division Foreman, Roofing, Tinsmith and Plumbing, New York Division, was presented with a diamond studded fifty year pin in the office of Maintenance Engineer Polson on March 12th. The presentation was made by Engineer Maintenance of Way A. L. Bartlett in the presence of Chief Engineer E. E. Oviatt, Supt. H. E. Baily, Mr. Polson and members of his staff.

Mr. Spreyer was born April 17, 1864 and entered the employ of the New Haven & Northampton R. R. at New Haven on February 5, 1881. In 1886 the N. Y., N. H. & H. R. R. absorbed the New Haven and Northampton and Mr. Spreyer was given the title of General Foreman of Tinners, Plumbers and Roofers, on the Western District, continuing in that capacity until 1895 when the supervision of plumbing was made a separate division of the Maintenance Department. His title was then changed to Foreman Tinsmith and Roofer.

In May, 1913 he was transferred to the Shore Line Division, and in 1914 was appointed General Foreman Tinsmith and Plumber on the New York Division, with headquarters at Bridgeport, where he is at present actively employed.

Mr. Spreyer is married and the father of two children. He is a member of many railroad and fraternal clubs.

F. P. Flood, Clerk, Readville Shops, was presented with a fifty year pin in the presence of a large gathering of his fellow workers by Supt. of Shops D. P. Carey on April 7th. Mr. Carey paid glowing tribute to Mr. Flood, as did several other speakers, upon his loyal and faithful service.

Mr. Flood was born September 18, 1863 at White River Jct., Vt. In 1865 his parents moved to Norwood and he has lived there ever since. In April, 1881 Mr. Flood entered the employ of the New York and New England R. R. at the old Norwood car shops and on June 22, 1907 transferred to Readville Shops where he is still employed.

Mr. Carey in presenting the pin recalled the fact that when he first hired out as messenger boy at Norwood Shops, Mr. Flood was then time clerk, and he little thought that it would some day be his great pleasure to present him with a fifty year emblem.

Four of our Half Century Service Honor Roll members have been honorably retired from the service during the past month. They are: Duncan J. McPherson, Bradford Bosworth, Patrick Collins, and Sherman Mallett.

Bradford D. Bosworth, Passenger Conductor on the Providence Division, entered the service in 1872 as a spare trainman. In 1892 he was made Passenger Con-
ductor and for a number of years had performed his duties on the P. W. & B. Branch. Mr. Bosworth was born July 9, 1856, but he is still hale and hearty despite his years.

Sherman B. Mallett started his career on the old Housatonic Railroad in 1880, as a mason helper. In 1881 he was made roadmaster’s clerk at Hartford and in 1903 transferred to the office of chief engineer, serving at the post until his honorable retirement on pension.

Duncan J. McPherson was storekeeper at Water Street, New Haven. He came to work on June 21, 1870, at what is known as Belle Dock, under R. S. Dowd, then agent for the old Hartford Road, which was prior to the consolidation with the New York and New Haven Railroad. From that time until 1881 he was employed in a clerical capacity. In 1881 he accepted a position as yard clerk, coming over to Water Street Yard under the New York, New Haven & Hartford Railroad Company. He worked in that position up to 1887.

From 1887, he has been in charge of signal lights and acted as local storekeeper in supplying crews with necessary material and equipment. Practically his entire time, since he began his railroad career, has been spent working nights.

Mr. McPherson is a member of the Admiral Foote Post, G. A. R. He served under General Daniel Sickles in the Civil War, and actually participated in the Battles of the Wilderness and Gettysburg. He was one of the few who personally witnessed the surrender of General Robert Lee to General Grant at the McLane's old form house at Appomattox Court House, Va.

There is a wide circle of New Haven employes who claim Mr. McPherson as a friend, and many are the wonderful tales he can tell of Civil War days—and wonderful, too, are the stories of the changes in railroading which he has witnessed.

Patrick A. Collins was engineman on the Old Colony Division, and was born December 25, 1860, at Marlboro, Mass.

At the age of 17, Mr. Collins entered railroad service as house helper at Fitchburg, Mass.

His first duties were as a helper on a sawing machine for wood burning locomotives. The Old Colony Division was at that time known as the Boston, Clinton and Fitchburg Railroad from Fitchburg to Mansfield. Later it gained control of the New Bedford Branch and was known as the Boston, Clinton, Fitchburg and New Bedford Railroad.

At that time, wood sheds for fuel supply purposes were located at various points, among them being sheds at Sterling Junction, Pratts Junction, Marlboro Junction, Framingham and Mansfield. These sheds had a capacity of about 300 cords each.

There were five wood burning locomotives in use at that time, namely the "Sterling," "Leominster," "Northboro," "Rollstone" and "Washacum."

When Mr. Collins was promoted to fireman in 1881 the wood burning locomotives had become obsolete. Five years later he became engineer and has served on the Old Colony Division continuously since that time, covering all kinds of service.

In June, 1925 Mr. Collins qualified as operator on the Brill Gas Rail cars and operated one between Marlboro and Taunton for about two years. Mr. Collins' entire record has been without suspension or reprimand.

Every employe should be on the alert to GET TRAFFIC! Keep eyes and ears open and send in traffic tips to the freight traffic or passenger traffic department! That's everybody's job!
Appointment

Effective March 1, L. W. Holbrook was appointed General Agent at Portland, Me., succeeding G. J. Browne, transferred to Worcester.

Mr. Holbrook was born in Rockland, Mass., May 20, 1895, and attended public and high schools there. In September, 1913, he entered the service of the New Haven Railroad as freight clerk at Rockland, under Abel T. Sampson. Beginning in July, 1915, he had a slight break in service during which he worked in local shoe factories, but he came back into the New Haven service at South Weymouth in March, 1916, as clerk and baggage master. In January, 1918, he went as agent at Bourne­dale, Mass., continuing there until April when he went to Weymouth Heights, working there until June, 1919.

His next move was to Holbrook where he continued until December, 1920, when he was transferred to Clarendon Hills. The latter agency was closed in May, 1921, and Mr. Holbrook was then appointed ticket collector at Pemberton station, Nantasket Beach branch, later doing spare agent's work on the Boston division. In January, 1922, he was assigned as Ticket Clerk at Back Bay, and after nearly two years here went back to Weymouth Heights as agent.

On August 1, 1925, he was appointed traveling freight agent, in which position he has covered the Cape territory and the Boston switching territory. We asked Mr. Holbrook to send us a picture but he declined, saying that he had none, and instead sent us a picture of his children, a mighty nice looking family. We take pleasure in printing their pictures here. The two youngsters in the foreground are twin girls, age 18 months, the young lady at the left is Grace, age nine, the boy at the right, Robert, age eight, while at her side is Eveline, age five.

Organization Changes

Effective April 1, W. H. Foster, former General Superintendent of New York Division and Connecting Railroad, was appointed General Assistant at New York.

R. D. Fitzmaurice, former General Superintendent Lines East, effective the same date was appointed General Assistant at Boston.

At the same time the jurisdiction of E. E. Regan, General Superintendent at New Haven, was extended to cover the entire system, including the New York, Westchester & Boston Railway Company, the New York Connecting Railroad Company, and the Union Freight Railroad Company.

Old Railroad Song Wanted

Who has a copy of the music and words of the old-time railroad song entitled, “On the N. Y., N. H. & H. R. R.—We’ll Get to Boston on Time.”

A. E. Spette, president of the General Offices Athletic Association Glee Club, is anxious to secure a copy of this song, but diligent search has failed to bring one to light.

Does any of our readers happen to own a copy which he would be willing to lend to Mr. Spette for a few days?

We never heard the song ourselves, but if it’s as good as its title is true, it must be a corker!

Mr. Spette may be addressed in care of the Passenger Traffic Department in New Haven.
A special "Boom the Railroads" meeting of the New England Association of Railroad Veterans was held April 26, at Bridgeport, the first of a series to be held in all parts of New England, and proved the most enthusiastic in the 19 years' history of the organization.

P. Joseph Mullin, President of the Association, presided and pointed out the aims, objects and accomplishments of the Association in the past; and how the organization was trying to make itself worth while by boosting the railroads. This movement has the approval of all New England railroad presidents and President Mullin declared that if the railroad veterans get behind it, they are bound to put it over and bring about a return to the railroads of the business lost to the unregulated independent bus and truck lines, which through unfair, ruinous competition have taken away business from the interstate carriers, the railroads, who are subject to all sorts of state and federal regulations that prevent their competing with the unregulated highway trucks and buses. President Mullin's remarks were received with an enthusiastic ovation.

Brother Warren S. Keay, of the B. & M., spoke along the same line, and said if railroads wanted cooperative pension plans and other privileges they should work along the lines suggested by President Mullin, and see that the merchants they trade with patronize the railroads in shipping goods, instead of the independent truck and bus lines. "Get behind your organization, build it up, increase the membership, and with a solid front demand justice for the railroads which provide you with a livelihood, and who hope also to provide for you in your old age, but you must reciprocate and do everything possible to increase the amount of freight and passenger traffic on the railroads."

Brother Ben E. Chapin, of Newark, N. J., editor of our official journal, The Railroad Employee, in his talk endorsed President Mullin's and Brother Keay's remarks, and also called attention of the members to the dangers of Sovietism and Communism and to beware of insidious, communistic propaganda.

Brother Peter O'Hern of Springfield, Mass., the next speaker, who is the Supervisor for the New England Transportation Company, also endorsed the sentiments expressed by the previous speakers; and outlined the history of the transportation industry since the introduction of trucks and buses; he called upon the members of the organization to do everything possible to secure additional business for New England Railroads.

Other interesting speakers whose remarks were of the same nature were Veterans Charles O'Brien, Bill Lockwood and Nate Curtis. Meetings of this nature are sure to produce results. The President of the New England Association of Railroad Veterans, P. Joseph Mullin, Baggage Agent at the South Station, Boston, suggests this slogan: "Boom the railroads for a return of prosperity."

The meeting closed with the singing of "America," Herby Wells, our Treasurer, at the piano.

A wonderful meeting was also held in Boston, Sunday, April 19, P. Joseph Mullin presiding. Some five hundred veterans, their families and friends attended. In addition to the musical program and refreshments, there was a splendid address by Lieut. Governor William S. Youngman, of Boston. In the course of his talk Lieut. Governor Youngman insisted that the traffic that had been split away from the New England railroads to the public highways should be returned to the railroads. His remarks received the hearty endorsement of the railroad veterans who realize that the railroads are losing an enormous amount of business to unfair competitors, the independent bus and truck lines. Herbert P. Wells, Treasurer of the Association was chairman of the entertainment program, Past President Charles A. F. Cummings, and P. J. Moran, New Haven, retired veterans were the reception committee.

Keeler Reelected Head of New Haven Vets

President John H. Keeler and all the other officers of the New York, New Haven and Hartford Railroad Veterans Association were reelected at the annual meeting of the organization held at the R. R. Y. M. C. A. in New Haven on March 7. The other officers are: Clement P. Quinn, Secretary; Warren Jacobs, Asst. Secretary; F. J. Curtis, Treasurer; Vice Presidents, W. E. Ingersoll, E. E. Regan, J. J. Snively.
N. H. R. R. Vets Reunion June 6

John H. Keeler, president of the New Haven Railroad Veterans Association, announces that plans for the annual reunion meeting of the Association are well under way, the meeting to be held at Wilcox’s Pier Restaurant on Saturday afternoon, June 6, at 12:00 o’clock noon, Eastern Standard Time. Ladies are invited.

Trolley cars pass the railroad station in New Haven at frequent intervals for Savin Rock, so that it is very convenient for railroad men to attend.

The business meeting will be short, and will be followed by a very delightful program of entertainment. This will include orchestral music, and as a special feature, the New Haven Railroad Glee Club, of the General Offices Athletic Association, which consists of fifty voices—all employees of the New Haven Railroad—will give a program of three-quarters of an hour.

This glee club has built up a splendid reputation in musical circles, has broadcast half a dozen times, including New York stations, and has been in great demand for banquets and meetings of chambers of commerce and similar organizations throughout New England, and also has appeared at Woolsey Hall, the famous musical center of Yale University.

**Prizes to be Awarded**

As a special feature of this re-union meeting, three valuable prizes will be awarded to members attending the meeting. One of these will go to the member in good standing who has traveled the longest distance, (timetable mileage) to attend the meeting; another to the oldest member in good standing attending the meeting, who is still in active service with the New Haven Railroad; and the third to the oldest member in good standing attending the meeting, who is no longer in active service of the New Haven Railroad.

Shore dinner or a-la-carte dinner will be served between twelve and one o’clock, to be followed by a reception in the meeting hall, after which the meeting will be called to order. After the short business session the program of entertainment will begin, at the conclusion of which the members will be free to follow their own inclinations—taking advantage of the many amusements or dispersing to their respective homes.

Employe Heads Twenty-Ninth Division Veterans Association

For some time the Veterans of the Blue and Gray Division, living in the State of Connecticut, have been working on plans for the organization of a Connecticut Post. This work was brought to a culmination at a most enthusiastic meeting held on March 1 at the American Legion Club Rooms, East Haven, Conn., when the former soldier veterans, present from all parts of the State, voted to affiliate in a body and form a Connecticut Post of the 29th Division, there now being 38 Posts in various parts of the Eastern States, its headquarters being in New Jersey.

At the meeting a Constitution was adopted and the following officers were elected for the ensuing year:

**President**—David J. Miller of East Haven, an employee in C. N. Woodward’s office in the General Office Building at New Haven, through whose efforts this Post was organized.

**Vice-President for Hartford County**—Joseph F. Bushnell of Windsor.

**Vice-President for Fairfield County**—Charles Joseph Fairhurst of Norwalk.

**Vice-President for New London County**—Benjamin F. Jones of Groton.

**Vice-President for Litchfield County**—George F. Pearce of Waterbury and an employee in the Hartford Division Accountant’s office.

**Secretary-Treasurer**—George F. Klopfer of New Haven.

**Sergeant-at-arms**—Thomas Richard McAviney of Hamden.

A Charter has been issued by the parent organization making the Connecticut Post No. 38.

The object of the organization—The promotion of fellowship among its members by periodically meeting and to perpetuate the record of the 29th Division in the World War.

There are at least 1000 former members of the division in Connecticut among whom are a considerable number of railroad men. All who are desirous of joining and also becoming charter members are urged to communicate with the Secretary, George F. Klopfer, 70 Girard Avenue, New Haven, Conn.
Engineer's View of the Railroad Situation

(Continued from the February Issue—being extracts from a talk by Engineer H. L. Richardson, before the New London County Pomona Grange)

"As far as the family car is concerned, you cannot get along without it. The automobile has done more for the rural agriculturist and his family than anything else I have ever known. But how about the motor coaches and trucks that are stealing the roads from you? Not only are the passenger bus and freight lines capitalizing on the public roads to their own profit, but they are fast stealing them from the public, as well. Already their traffic is a hindrance, a menace to other motorists, and if it continues to grow at its present rate it will not be a great while before all cars will be crowded off the highways entirely. The enormous trucks and trailers are growing larger, longer, and wider all the time, until it has become dangerous for cars and farm vehicles to pass. Accidents are growing more numerous. Legislation must be invoked at once, if we are to curb them.

"The solution rests with the public. In realizing it, they should not forget that the railroads build, maintain, and pay taxes on their own right-of-way, and operate efficiently with comparatively little interference to the motoring public. I believe that the public roads should be preserved for the purpose for which they were intended—use by the people who pay the major portion of the cost.

Motor Coaches and Trucks

"Is the motor coach a necessity? Yes, in rural districts that are not served by trolley or steam railroads. In rural localities motor coaches are usually small, few in number, and do not constitute a real menace when you consider the number of people they serve, many of whom have no other means of transportation.

"Is the motor coach a necessity between such cities as New York and Boston, or between Norwich and New York or Boston? No; the New Haven Railroad gives better service, more comfort and safety between such points.

"Is the motor truck a necessity? Yes; this country could not get along without them. In rural service and short hauls, such as building roads, hauling freight between manufacturing plants, warehouses and railway terminals, nothing is their equal. But when you come to consider them running between cities that are served by the railroads, that is another story.

"Everyone here today is interested in good roads. You hire the railroads to transport road building material at a very low rate per ton. Then, after the roads are built, you allow auto trucks and busses to use these same roads to compete with the railroads, causing you unusually large expense for repairs; and you are not even privileged to use them yourself with comfort and safety. For the use of highways auto trucks and busses pay very little in this and adjoining states.

* * * * *

"Auto coach and truck competition has caused the railways of these United States to reduce the number of men employed from two million to a million and a half, or about the number employed in 1922. If we do not have some form of government regulation for highway carriers, the railways will not earn enough money to maintain their present efficient standards; I will not have a job; and you will be completely driven from your best highways, the ones you have built and paid for.

"The auto and bus companies make their own rates, competing with the railways which cannot make their own rates. They destroy your highways that were built for smaller and lighter cars, driving the private autoist and the farmer with his small truck off the highways, and making their use extremely dangerous.

"The railways are strictly regulated, at great expense to themselves, in the interest of public safety. The number of persons being killed on our highways is five times as great as the number being killed upon our railways. Why, then, should not commercial carriers on the highways be as
strictly regulated in the interest of public safety as the railways are?

**Railway Passenger Trains versus Auto Busses**

“What does a passenger get for his money when he buys a ticket on the New Haven Road for a little less than four cents a mile? He gets comfort, with safety thrown in for good measure. On the average passenger train, considerable space, weight and power to pull same are allotted to one passenger. You are riding in a new de luxe coach with individual seats, running on roller bearings, and as comfortable as the best car builders know how to build. You are riding on heavy rails, supported by a rock ballast road bed which does not heave or settle with every change in the weather. You are protected by fixed signals, automatic train control, which, in connection with cab signals, warn the engineer of any unusual condition.

“Every car in the train on which you are riding was thoroughly inspected before it left the terminal. The engine pulling the train on which you are riding was thoroughly inspected at its terminal by experienced men who do nothing else. Passengers reading, talking, relaxing, or maybe sleeping, do not realize that watchful eyes are always looking for anything that might be wrong with the train. The engineer at the throttle is not an amateur, learning to run a locomotive, but a well seasoned veteran of the rails who has probably been in the service nearly forty years, and who knows the road just as well as you housewives know your kitchens or your husband knows his barn or garage. On the other side of the cab is the fireman, with something like twenty years of experience. He is also an engineer, perfectly capable of handling the train, but reduced to firing because of unregulated auto bus and truck competition. Weather conditions in New England do not affect safe operation of railway trains.

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**Railways versus the Auto Truck**

“The railways do and will for many years to come, haul the heavy and bulky freight. Auto truck operators do not want that kind of freight and could not move it in quantities any great distance if they wanted to. With the speeding up of freight service, reducing delays of freight cars at terminals and also between terminals, it is very evident that where the railways operate they can and do give better service than the auto truck.

“A freight train consisting of 150 cars leaving New York for Boston is many times more likely to arrive at its destination without accident or delay than is one motor truck running between the same cities.”
A Homesick New England Boy in California

With apologies to G--e P. W---y

(Editor's note: These verses were written by Charles W. Whittlesey, Rotarian, and friend of General Superintendent E. E. Regan, through whose kindness we print them here.)

By the Gold-Topped Boston State House

By CHARLES W. WHITTLESEY

There's a Boston girl a settin' and I know she thinks of me.
For the wind is in the Elm Trees and the Breezes Thro them say:
"Come you back, you wand'r'ring Yankee, come you back to Boston Bay."

Come you back to Boston Bay
Where the misty harbor lay
With its winter, spring and summer and autumnal brilliant ray.

On the road to Boston Bay
Where the Cod Fish romping play
An' the dawn comes up some hours, 'fore it crosses Frisco Bay.

I'm sick of dusty road-sides, with that dryness in my throat
With those cool and distant Snow Caps, so near, yet so remote
For the College Bells are ringing in the towers of dear old Yale
Where waters blue, Long Island Sound, are specked with many a sail.

Ship me back to old New England, where the best is really good
Where the good old Ten Commandments too, are somewhat understood.

Two Pieces of Good Track

The picture at the left was taken from the Harrison Square Station, looking south,

while the photo at the right was taken from the East end of the Pelham, N. Y., station, looking east. Two examples of fine track—one on our lines east and the other on our lines west.
Providence Division

F. A. Lindoff, Correspondent

We are pleased to print photograph of Garret H. Cullinan, Passenger Conductor, whose death was reported in the February issue. Mr. Cullinan resided in East Providence and was very well known here, and his sudden death was felt keenly by his many friends.

Bradford D. Bosworth retired from active service at the close of the day, February 16, 1931. Mr. Bosworth, more familiarly known as "Brad," entered the service April 6, 1874, as a Passenger Brakeman and on December 2, 1900, was promoted to the position of Passenger Conductor, in which capacity he served up to the time of his retirement on pension effective February 17, 1931. "Brad" has spent his entire railroad career extending over a period of less than two months short of 57 years on the Providence, Warren and Bristol Branch, there being a few months during a single Summer when he worked elsewhere on the Road. He ranks number 8 on "Our Half Century Service Honor Roll." He surely will be missed by his Railroad associates and his many friends among the commuters on the Providence, Warren and Bristol Branch. Mr. Bosworth is to be commended for his fine record over a period of nearly 57 years and retires with our hearty wishes for good health and happiness during the years to come.

C. H. Blayes, Clerk at Phillipsdale Station, is reported to have been seen at Ticket Window, No. 16, at Grand Central Station, in New York, quite late during the night of March 28, and his friends are curious to know more about his trip to the big city.

James H. Lovell has retired from active service. "Herb," as he is familiarly known, entered the service of the New York, Providence and Boston Railroad as a Storekeeper at the West Exchange Street Shops, Providence, under J. H. Anderson, Master Mechanic, and continued employment in the Mechanical Department up to the time of the establishment of the Stores' Department, when he transferred to that Department and has continued to serve at the Charles Street Stores up to the time of his retirement on pension, effective April 1, 1931. During his 48 years of service he has proved himself a dependable and faithful employee and he retires with the very best wishes of his associates and many friends for the future.

In the March, 1931, issue we reported the retirement of Thomas W. Healey, Trackwalker, effective March 15, 1931, after having served the New Haven Company faithfully and well for a period of nearly 43 years. He is sorry to report his death at Attleboro on April 16, following a few days' illness. He is survived by his widow, five sons and one daughter, also twelve grandchildren, to whom we express our sincere sorrow.

We welcome back to the Providence Division Robert E. Wilson. "Doc" spent many years on the Division prior to his going to the Midland Division and we are glad to have him in the family once more.

Section gangs on the New York-Boston main line are out in force with pneumatic tie tamers following up tie renewals and whipping the track into condition for another year.

As this issue goes to print we are having a nice new front door installed in the Office Building at Providence. The lawns in front of the Office and Express Buildings are being reseeded and hedge plants placed at the corners, in an endeavor to have our property compare favorably with the city park across the terrace. If good putting greens develop you're going to have a hard time discouraging the local golf "bugs" from using the hedge plants for bunkers and holing 'em in one or more.

Danbury Division

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

On April 7th, a quiet but pretty wedding took place at St. Mary's church, Bethel, when Miss Grace Drumm, formerly personal stenographer to the Division Engineer, was united in marriage with John J. Gilbride, sales representative of the New York Telephone Company in Mount Vernon. Rev. John J. Fitzgerald of New Haven, uncle of the bride, performed the ceremony.
The bride made a very charming appearance in her gown of white lace over satin, with a white horsehair hat. She carried a shower bouquet of white rose buds and baby breath. Her sister, Miss Marie Drumm, was maid of honor and the groom was attended by Walter McDonald of Bethel.

After a wedding breakfast, which was served at the home of the bride's mother, the young married couple departed by motor for a wedding trip to Washington, D. C. Upon their return they will reside in their newly furnished apartment at 70 East Fourth street, Mount Vernon.

Mr. Cross has decided that in order to keep a personal stenographer he had better look to the opposite sex as Miss Drumm was the third successive personal stenographer to the Division Engineer to resign her position and take up housekeeping.

On Monday evening, March 30th, a safety meeting, sponsored by the Brotherhood of Railroad Signalmen of America, was held in the V. F. W. Hall at Danbury. A general invention was sent to employees of the Danbury Division and the response was very gratifying. General Chairman James F. O'Brien presided. He opened the meeting with a few remarks on safety, and then introduced Mr. C. N. Woodward, assistant to the General Manager, as the first speaker of the evening. Mr. Woodward gave a very interesting talk on what was being done on the New Haven System in connection with safety and what we have accomplished in the past year. Mr. C. H. Morrison, Signal Engineer, was the next speaker. He spoke briefly on safety and congratulated the Signal Department on their good work in keeping accidents down. The remainder of the speakers, all of whom gave very interesting talks on safety, were Mr. A. A. Cross, Division Engineer, Mr. W. L. Mulkins, Assistant Superintendent, Mr. J. McIntosh, Master Mechanic, Mr. F. T. Mauer, Division Accountant, Mr. F. H. Palmer, Signal Engineer, Mr. P. J. Hurlihe, Track Supervisor, Mr. A. Lown, Assistant Track Supervisor, Mr. J. Coffey, Assistant Track Supervisor, Mr. E. O. Newton, District Bridge Foreman, Mr. G. A. Mulley, Trainmaster, Mr. E. E. Myers, Train Dispatcher, Mr. L. W. Bova, General Foreman, and Mr. J. Hall, Local Chairman of the Brotherhood of Railroad Trainmen.

Jim Fitzgerald, alias Moe Ginsburg, the swooning saxophone player from Pecowic, recently gave Mr. L. W. Bova a demonstration of what an accomplished saxophone player can do. He was accompanied by L. B. Merrill.

We regret very much to report the death of Samuel W. Lesher, on March 30th, 1931, due to monoxide gas poisoning at Hopewell Junction.

Mr. Lesher was born July 21st, 1877, at White Deer, Pennsylvania, and entered the service as extra operator November 13th, 1897, was appointed agent at Sandy Hook, July 22nd, 1902, and was appointed agent at Hopewell Junction, April 17th, 1906, which position he held until the time of his death.

Mr. Lesher’s passing was a distinct shock to all of us.

The Danbury Division Bowling League season for 1930 and 1931 came to a conclusion on the evening of March 10th, and the annual bowling banquet and entertainment was held at the Washington Arms Inn, Marbledale, Conn., on March 31st at 7:30 P.M.

The boys all gathered around the festive board and partook of a very nice chicken dinner, during which Jim Nagle put on a show which was very nice.

Mr. Astor A. Weaver, chief clerk at Danbury freight office retired from active service on a pension April 1st, 1931. Mr. Weaver was born at Elmira, Ontario, March 17th, 1860, and entered the Company’s service as clerk at Hawleyville, Conn., on December 12th, 1889, transferred to Danbury freight office as clerk in the spring of 1892. Was promoted to chief clerk January 15th, 1915.

On February 21st, it was our pleasure to entertain three bowling teams of the G. O. A. A. Association. Bowling took place at the Recreation Center Alleys in Danbury.

Team No. 1 of Danbury trimmed team No. 1 of New Haven with scores of 1659 to 1675, while Danbury team No. 2 nosed New Haven team No. 2 with scores of 1574 to 1584.

The Danbury Division girls, however, were not so fortunate as the New Haven girls trimmed them by a considerable margin.

After the bowling everyone journeyed to Newton where Mr. Parker put on a very nice chicken dinner at the Edmonton Town Hall Auditorium, after which dancing was enjoyed until 12 o’clock.

We enjoyed ourselves very much and hope that our friends in New Haven did also.

It is expected by the time this issue comes off the press that Miss Grace M. Drumm, stenographer in the Division Engineer’s office, will have joined the ranks of those “Happy though Married.”

We understand that Miss Drumm will be married on April 7th, at Saint Mary’s Church, Bethel, Conn., to John J. Gilbride of Mt. Vernon.

The entire office force with whom she works unite in wishing her a very happy married life.

There are given below statistics of the Danbury Division Bowling League which finished the season March 19th.

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<th>Team Standing</th>
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**HIGH TEAM TOTAL**

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<th>Department</th>
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<tr>
<td>Division Engineers</td>
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<td>Engine House Office</td>
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<tr>
<td>Drafting Room</td>
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<tr>
<td>Signal Department</td>
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</tbody>
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Midland Division

T. M. BUCKLEY, CORRESPONDENT

Operator Jas. Lacey has bid in third shift at Fitchburg Mass., and is covering same.

Operator Harry Parmenter third at Framingham Center, was absent from duty for about three weeks, account sickness. We are glad to see him back on the job. Operator J. E. Brady covered his job.

Operator F. M. Butler, formerly agent at Hyde Park, has taken agency at Foxboro vice J. O'Brien who selected the Boston Division.

Assistant Superintendent Carr is now a "Grand-daddy." Master James Joseph Nagle was born Ash Wednesday in New Haven, where Mr. Carr's daughter (Mrs. Nagle), resides. "Bill" doesn't mind it so much now, but we are wondering how he will feel when the youngster is old enough to call him "Gramp." We think he has the honor of being the youngest "Grand-daddy" on the system. "Bill" says the little fellow looks just like his grand-daddy and we hope he will have the same "pep." Best wishes to Mr. and Mrs. Nagle and hope their new arrival will be a comfort to them always.

Hartford Division

J. W. COLEMAN, CORRESPONDENT

Recently when the Division Engineer's forces were working in the vicinity of Bolton Notch, Conn., they took some snapshots of the cut at Bolton, and they are attached hereto, showing conditions as they existed at the time and as will be noted the sides of the cut were covered with ice. One of the pictures shows the old wooden bridge over our tracks. This bridge while still in use, has, to a great extent, been replaced by a new concrete bridge at another location.

"Childhood symbol of innocence, symbol of the eternal marriage between love and duty has ever been a source of inspiration to mankind. We approach all problems of childhood with affection. Theirs is the province of joy and good humor. They are the most wholesome part of the race, the sweetest—for they are fresher from the hands of God. We live a life of apprehension as to what their opinion may be of us; a life of defence against their terrifying energy; we put them to bed with a lingering sigh of relief and of devotion. From humble cottager to lowly Christ, childhood has stirred the most tender emotions that thrill human breasts. Poets and lyrists, statesmen and philosophers have made childhood the theme of their most beautiful phrases and theses."—From Sioux City Tribune.

Engineer Rollock and wife have returned from their annual trip to Florida.

Engineer George Kingston passed away Saturday, March 28, after a lingering illness at the Camay Hospital. He was an old New York & New England man, promoted to Engineer, October 28, 1895, and at time he was taken sick was on trains 131-138. Not being able to work he had just received a pension. Sympathy is extended to Engineer Sam Landon in his recent bereavement in the passing away of Mrs. Landon.

Joseph T. Schofield, pensioned trainman, writes in to express the hope that all his old friends on the Naugy are enjoying good health. The letter comes from Arnprior, Ont., where he is living, on the main line of the Canadian Pacific. "I never see any one here that is of the Old Timers," says Mr. Schofield, "and it gets lonesome sometimes. I hope to be able to get over to see some of the old boys this summer." If any of Mr. Schofield's old friends wish to write him they may address him at Arnprior, Ont.
Here is a photograph of the employes at the New Britain Freight House in 1908. The top row, left to right—Fred Orcutt, deceased. A. Bonenfant, deceased. Walter Hold, not now in service. Thomas Glynn, not in service. A. Long, now a U. S. Railway Mail Clerk. Wilson Boyle, pensioned. J. J. Barry, at present Agent at Naugatuck.

Seated on the platform, left to right—Wm. Alexander, not in service. Jos. G. Woods, now Prosecuting Attorney, New Britain. Wm. Lahey, not in service.

Third row, left to right—Fred H. Pritchard, not in service. Wm. Cafferty, not in service. Wm. O'Brien, not in service. Miss E. McGrail, since married to J. E. Cosgriff, Agent at Bristol. Miss Catherine Klune, not in service. Miller Card, not in service.


The above picture shows Engineer F. M. Gray, of the Western Division roster, who runs between New Haven and Maybrook and lives at 103 Lombard street, New Haven, with his six stalwart sons. Mr. Gray is secretary of the general committee of Adjustment of the Brotherhood of Locomotive Engineers. There are no girls in the family. Mrs. Gray does not appear in the picture as she was behind the camera taking the photograph.

We think it will be hard for any of our readers to match this for a fine family of boys.
General Offices
New Haven

John Cooke, Correspondent

Among the recent additions to our Proud Fathers’ Club we have Bill Beyerle of the General Manager’s office. Bill’s beaming face as he trotted in with a box under his arm, told the story itself and all he had to say was “It’s a girl,” as he preferred the smokes. Congratulations, Bill!

Kay Sullivan, now Mrs. Richard Jones, also had a visit from the Stork. Kay’s youngest being a strapping girl. Kay will be remembered as a former General Manager’s office worker, and a former Secretary of the G. O. A. A.

Evelyn Deacon of the Passenger Department, now Mrs. Bert Harvey, became the mother of a baby boy a few weeks ago.

John Douglas, of the Freight Traffic Department, is recovering from a very serious operation performed at the Worcester General Hospital several weeks ago. Mr. Douglas had been in poor health for some time past and his many friends are hoping for an early and complete recovery.

Angie Fappiano, of the Freight Traffic group, has returned to her duties with renewed vim and vigor after an operation for appendicitis.

The engagement of Eleanor Blakeslee, of the Pass Bureau, to George H. Anderson, of Elizabeth N. J., was announced at a bridge given recently in her honor. Eleanor is one of our prettiest and most popular office workers and it looks as though our Jersey friend stole her right out from under our noses. The boys in the building have not yet recovered from the shock.

The annual elections of the General Office Athletic Association, were held during the past month. M. K. Dugan was given an overwhelming majority in his election for a seventh term, after attempting to decline the nomination. The nominating committee spiked Mr. Dugan’s efforts to drop out of the picture by unanioumously nominating him to head our group of 1,400 members.

Billie Burns, of the Bullard Building, is our new First Vice President, and Henry K. (Hank) Hislop, is our Second Vice President. Miss Harriet R. Hackett of the Signal Dept., is Third Vice President, and Elsie J. Bleuge was again returned as Secretary. Roy Bartholomew swamped his opponent in the race for treasurer and Otto Gress, Art Barr and Jack Enright are the new Yellow Building members of the Executive Committee. Clem Quinn, O. Olson, Joe Moorehead and Marcy Lynch of the Bullard Building were elected to the Executive Committee, as was D. McNamara of the Railroad Station.

The annual bowling banquet of the G. O. A. A. Bowling Leagues was held on Saturday, April 18, at Rainbow Inn. Approximately 250 of the bowlers, male and female, sat down to the chicken dinner. President M. K. Dugan delivered the season’s prizes for good bowling, with his usual appropriate remarks, using his best “master of ceremonies” manner. There were no speeches—making the affair a huge success. The evening was spent in dining and dancing, the members cavorting around until the wee hours of the morning.

The news of the death of Mr. B. I. Spock was received with genuine regret by the workers in the general offices. Mr. Spock was extremely respected by those fortunate enough to come in contact with him and the sympathy of the entire group goes out to his family in their sorrow.

The annual membership drive of the General Offices Athletic Association is now under way with Percy Odel as Chairman of the membership committee. It is hoped to bring our total up to last year’s, that is, about 1400. So if you have not joined and you want to get a hundred dollars’ worth of amusement for one buck, just let a yell out and Percy will answer your summons.

We have received news of the engagement of Hazel Harcke, of the Executive Bureau of the Freight Receipts Dept., to Mr. W. Alton Koch of Hamden. Hazel has been employed in the Freight Bureau for a number of years and her pleasant disposition and charming personality has won her a host of friends who join in wishing her a happy future.

Jack Carroll of the Supt. of Car Service office is receiving congratulations upon the arrival of twins at his home. Congratulations, Jack!
Boston Division

C. A. Boardman

Joseph LaFontaine

Frank E. Murphy

Correspondents

Ticket Agent D. P. O'Brien, Newport, spent 10 days in Florida during March, J. C. Lavallee taking his place.

W. D. Carleton, formerly agent at North Plymouth, has taken the Agency at Bridgewater, after being at Hingham for a few weeks.

James Golden, agent at Barnstable, is one of the happiest men on the Cape and enjoys being called "Papa." It's a boy, born February 23, and named James, Jr.

Walter Enos, Agent at Scituate, is on the sick list but is improving. Charles Bowles from way down Bass River way is covering the job during Walter's absence.

Fred Little has moved further down the cape, leaving Yarmouth for the Agency at Brewster, and Bill Boyers going from Brewster to Wellfleet.

Charles Wilson, Ticket Agent Fall River station was off sick for a week and was relieved by A. J. Pratt from Taunton.

Train Dispatcher I. B. Shaw has put his automobile in commission after being out of service for a year, and is now exercising it between Taunton and Boston.

Ticket Seller Mumford, Quincy, is off duty on account of sickness. David McLeod from Whitman doing the relieving.

Dave Roche bumped off of third track at Cotley Jct., now covering Somerset and Somerset Junction, agent and operator.

E. C. Lane, for the past four years agent at North Scituate, has taken the agency at Hingham, where he will be right at home.

Boston Division Train Dispatchers have moved from Room 453 to Room 455, where they are more quietly located.

At a meeting of the Division Engineers' bowling team (South Station League), held on April 16th, 1931, Howard Gomez was the unanimous choice for captain for the season of 1931-32.

Mr. Gomez has the distinction of being the first man to be honored as unanimous choice to this important and highly lucrative position. Good luck, Howard!

Conductor Frank Wood has gone to Miami, Florida, for a few weeks.

John Doggett, conductor, Boston Division, has returned to the service from a visit to Provincetown inspecting his real estate which suffered considerably during the last northeast storm.

Conductor Dennis Donovan is temporarily out of service on account rheumatism.

Arthur Frawley, conductor, Boston Division, has been appointed collector of the Conductor's Mutual Benefit Association.

We are informed that the stork visited the home of Louis Shallies, brakeman, Boston Division, on March 5. Mother and baby girl, who weighed nine pounds at birth, are doing very nicely.

Passenger Conductor, Mike Kent, has been sick for several weeks. He is reported as improving and will quite likely be back in the service soon. We hope so.

Harry H. Buckler, brakeman, Dover Street Yard, and James A. Anderson, pensioned yard conductor, are making a trip around the American continent. They left Boston, March 15, and expected to be in Los Angeles around March 22. From there they intend to visit Seattle, New Orleans, Baltimore, Washington, and other American cities.

John C. Skinnion, switchman, Dover Street Yard, has been elected by Lodge 507, B. of R. T., Boston, to represent said lodge at the convention of the Brotherhood of Railroad Trainmen to be held at Houston, Texas, May 21. Mr. Skinnion is treasurer of Lodge 507, an office he has held continuously since May, 1900. This is the sixth convention of the B. of R. T. that Mr. Skinnion has attended.

Conductor James Guymont, and Ticket Collector, Frank L. Johnson, are reported sick.

Clarence C. Hunt, passenger trainman, who was out of the service for several months, on account of illness, is back to work.

Mrs. Edna Reed, wife of Conductor Charles E. Reed, deceased, sustained a shock last January. Mrs. Reed, in talking with Wm. J. Dunham, president of the Passenger Line Employees Association, extended an invitation to railroad workers while in Attleboro to pay her a visit. We hope that railroad men while in Attleboro will call and see Mrs. Reed.

The Passenger Train Employees Association room, South Station, was well filled with employees from practically every department of the railroad on April 15 when Assistant General Manager, Clayton N. Woodward called the General Safety Committee meeting to order.

Mr. Woodward, after very interesting remarks, during which he stressed the great need of practicing safety at all times, introduced the following speakers: Frank W. Mahler, General Chairman of the Brotherhood of Locomotive Enginemen, and Firemen Charles W. Merrill, General Chairman of the Order of Railway Conductors; Samuel F. Donald, General Chairman of the Brotherhood of Railroad Trainmen; Herbert A. Sears, Chairman, Brotherhood of Locomotive Engineers; R. D. Fitzmaurice, General Assistant; Ronald O'Hanley, Supt. Midland Div.; E. E. Regan, Genl. Supt.; C. A. Mitchell, Supt. Boston Div., and Edmond J. Long, President, Mechanical Department Association.

All the addresses were very instructive, clear and concise. The point stressed by most of the speakers was the desire of placing the New Haven Railroad in the safety first division of class one railroads. This, it was explained, can be accomplished through genuine cooperation of management and the employees.
The following officers were elected for the Passenger Train Employees Association for the coming year: President, W. J. Dunham; Vice President, J. A. Burckett; Treasurer, F. B. Darby; Financial Secretary, E. S. Tibbitts; Recording Secretary, M. A. Silva. House Committee: C. E. Cordes, J. A. Shea, L. H. Howes, A. Chassey, F. H. Bradford, H. S. Reynolds, C. P. Remick, F. J. Keating, R. S. Barrows.

Engineer A. C. Lounsbury has gone into the business of heating doughnuts and coffee.

John Skinnion, yard brakeman, Dover street, Boston, was retired on a pension effective April 18. Mr. Skinnion was in the service 37 years. We will miss John very much.

Assistant Superintendent George H. Wright, who retired on a pension on April 1st, has received many manifestations of esteem and best wishes from his associates on the Boston Division.

He was presented with a beautiful clock by the Track Supervisors, Section Foremen and Section men. A training chair, large travelling bag, a leather case containing a set of toilet articles, a pipe, cigars and tobacco from train service and station service employes.

Mr. Wright wishes, through these columns, to express his thanks to those who so thoughtfully and generously remembered him on this occasion and regrets that he cannot thank each and every one personally.

George began his railroading 42 years ago as station baggagemaster at Clinton, afterwards entering the train service on the Providence Division, later being promoted to Assistant Trainmaster and Assistant Superintendent on the Boston Division.

Mr. Wright is the father of three sons, Raymond was killed in action in France during the World War, Lester a clerk in the Division Accountant's office, and Russell employed at Cities Service offices at East Braintree.

Mary E. Barrett, daughter of Track Supervisor M. M. Barrett at Middleboro, is at the Middleboro Hospital recovering from an operation for appendicitis.

B. O. Hackett, of the engineering department, is using a brand new set of drawing instruments.

"Mei!" E. Thomas, former Assistant Engineer of the Valuation Department, pensioned, calls to see his old railroad friends occasionally.

The midway of the South Station is nearly renovated and revised and we hear many complimentary remarks on the excellence of its appearance.

Fire Claim Agent N. B. Gardner is receiving congratulations on the birth of another boy. Both baby and mother are doing well.

New York Division
J. R. CASEY, CORRESPONDENT

John Farley, of New Rochelle yard, is commodore of the Echo Bay Yacht Club. It has been rumored that Johnny is going to invite the boys to the club when he invites the New Haven Railroad Club to have one of their summer meetings on Echo Island.

William Graham, formerly signal maintainer at S.S. 12, is now established in the real estate and insurance business at 4016 82nd Street, Jackson Heights, Long Island.

"A "safety first" meeting, under the auspices of the Brotherhood of Railroad Signalmen of America, was held at the Knights of Columbus Hall, New Rochelle, in March.

Arrangements for the meeting were made by the Huguenot Lodge, Local No. 84, and the meeting was conducted by James F. O'Brien, general chairman, who presided as toastmaster.

The principal speakers were C. N. Woodward, assistant to the general manager of the New Haven system, P. T. Polsen, division engineer, O. F. Dorward, signal supervisor, Norwood; A. C. Arterburn, Foreman, New Rochelle; Arthur Wilke, foreman, Stamford, Conn.; William Bayless, foreman, New Haven, Conn.; J. J. Kilgallon, chief of Local No. 84; James Brown, foreman, South Norwalk, Conn.; Thomas F. Fewer, local chairman, Local No. 84, New Rochelle; and William Lonagan, Boston and Westchester Railroad, White Plains.

Mr. Woodward spoke briefly on the safety work on the New Haven system, and congratulated the employes on the good record for 1930, and urged a better one for 1931. The number of accidents had been greatly reduced during 1930. Mr. Polsen urged efficiency, which, in turn, would result in fewer accidents. The other speakers touched briefly on some phase of "Safety First."
Recent Deaths in Our Family

Frank N. Allen, pensioned Engineer of the Boston Division, passed away on March 31. Mr. Allen was born April 7, 1873, entered the employ of the railroad in 1895 as a Fireman at Mansfield, Mass., was made Engineer in 1905 and retired on pension in October, 1930. Most of Mr. Allen’s service was on the Old Colony Division.

Beach H. Baker, pensioned Engineman, Waterbury Division, died on March 31st, in his 78th year. Mr. Baker started to work in 1876 as a water boy on the work train at Waterbury. A year later he became fireman at Naugatuck and in December, 1882, was promoted to be engineer. He retired on pension in May, 1923.

On March 30th, Charles Bemis, former Clerk, Passenger Department at Boston, passed away in his 78th year. Mr. Bemis was with the passenger department at Boston for 37 years and was a familiar figure in the Fall River Line Office on Washington street for a number of years. He retired on pension in November, 1905.

Lewis Bray, former Locomotive Engineer, Providence Division, passed away on March 18th. Mr. Bray was born Oct. 31, 1858, started his railroading as a fireman on the old N. Y. & N. E., in August, 1881, was made engineer in August, 1886, and retired on pension in February, 1927.

Martin V. Brennan, pensioned Baggage master, Boston Division, died on March 31. Mr. Brennan was born June 11, 1859, entered the employ of the railroad in January, 1884, as Freight Brakeman at New York, became Passenger Brakeman, New York Division in 1886, and Through Baggage master on the Shore Line in 1892. He retired on pension in December, 1899.

We have been advised of the death of Mrs. Harriet Clark, on April 25th. Mrs. Clark was born February 28, 1845, and in August, 1883, entered the employ as matron at the Hartford Railroad Station, serving loyally and faithfully in that position until her retirement on pension in October, 1922.

Patrick H. Coffey, former Station Baggage master, Providence Division, died on April 20. Mr. Coffey was born Feb. 22, 1862, and entered service in July, 1880, as Laborer at Stonington. In 1896 he was promoted to be car inspector and in August, 1898, Station Baggage master. He was retired on pension in March, 1929.

We have been advised of the death of Thomas H. Corcoran, pensioned Machinist, New Haven Shops, who passed away on April 10th. Mr. Corcoran was born July 4, 1857, entered the services as Machinist Helper at New Haven Shops in 1877, was promoted to be Machinist in 1893 and was honorably retired on pension in May, 1921.

James A. Cross, former Delivery Clerk at Springfield, died on April 2nd. Mr. Cross was born September 12, 1853, and entered the service in April, 1880 as Clerk at Springfield Freight House, where he worked loyally and faithfully until his retirement on pension in July, 1922.

Daniel Gallienne, former Crossingman, Boston Division, died on April 3rd. Mr. Gallienne was born Sept. 26, 1847, became Section Laborer at Marion, Mass., in May, 1874, and Crossingman in 1894. He served at various points on the Old Colony and Boston Divisions and was pensioned in November, 1921.

Thomas W. Healy, former Trackwalker, Providence Division, died on April 17. Mr. Healy was born Dec. 16, 1857, entered service as Sectionman on the P. W. & B. Branch in April, 1888, and was honorably retired on pension in January, 1931.

George J. Kingston, pensioned Engineer of the Midland Division, died on March 28th. Mr. Kingston retired on account of ill health in January. He was born Dec. 25, 1869, entered service as Fireman on the N. Y. & N. E. R. R. in 1898, was made engineer in October, 1895, and has served continuously since on the Midland Division.

We have been advised of the death of Louis Lynch, former Section Foreman on the Midland Division, who passed away on March 17th. Mr. Lynch started in as Sectionman on the N. Y. & N. E., at Millville Heights as a Trackwalker, and was promoted to be Section Foreman in 1896. He retired on pension in June, 1930.

On April 5, 1931, Thomas Maroney, former Carpenter, Hartford Division, passed away. Mr. Maroney entered the service in 1878 and for thirty years served faithfully and loyally as car repairer and carpenter at the Hartford Shops, retiring on pension in July, 1908.

E. S. Marsh, former Operator and Clerk, New York Division, died on April 13. Mr. Marsh entered the service in August, 1887, as Agent at Wilton and in subsequent years served as Agent in various posts on the New York Division. Mr. Marsh retired on pension in October, 1928.

It is with deep regret that we announce the passing of John McGann, General Foreman, on April 30.

Mr. McGann was a railroad man of the old school, entering the service January 3, 1888. He worked his way up through the various grades until he reached the position of General Foreman at South Boston Passenger Yards, which position he held since August 6, 1905. He had a forceful ambition to carry him through his many trials and they were many, in the years gone by. It is rather difficult to dwell upon any one of his fine qualities,
they were so numerous, but we will speak of the love he held for all that worked under him, and also of the love that his employes had for him. He had a human heart and was noted for his square dealings.

When the Safety First Campaign was inaugurated, he went into this with the determination to put it through as far as possible, with the result that there has not been an I. C. C. accident among his forces since December 8, 1926, which has not been equalled.

He is survived by his wife, three sons, one daughter and five grandchildren.

On April 12, A. L. Merritt, former Yard Clerk, New York Division, passed away. Mr. Merritt was born October 3, 1856, entered the service in April, 1888, as Switchman at Portchester, was made Yard Clerk in December, 1888 and retired on pension in January, 1925.

William B. Miller, former Lampman, Providence Division, died on April 23rd. Mr. Miller was born in March, 1852, became Water Boy at Providence in 1868, Lampman at Providence in 1894, and was honorably retired on pension in December, 1917.

Thomas B. Mitchell, pensioned Crossingman, Providence Division, died on March 20th, at the ripe old age of 94. Mr. Mitchell was born July 25, 1837, entered the service in January, 1875, as Crossingman at Pawtucket, R. I., and served at Dexter Street, Pine Street, Central Street, and Walcott Streets in Pawtucket, and at crossings in Darlington, R. I., until his retirement on pension in July, 1895, after more than fifty years of loyal and faithful service.

We have been advised of the death of John Monahan, former Locomotive Engineer, New York Division, who passed away on March 25th in his 81st year. Mr. Monahan entered the service as a hostler at New York in 1872. In 1877 he was promoted to be fireman and in 1883 became engineer, working in that position until his retirement on pension in September, 1918.

Edwin A. Patt, former Switchman, Providence Division, died on April 19th. Mr. Patt was born Nov. 15, 1857, entered the service in Sept., 1893, as Switchman, Providence Division, and retired on pension in January, 1931.

Frank H. Potter, pensioned Engineer, New London Division, died on April 22nd. Mr. Potter was born July 30, 1866, became Fireman at Putnam, Conn., in July, 1890, and later became Engineer on the New London Division. He was retired on pension on account of ill-health in August, 1922.

Robert J. Powell, pensioned Section Laborer, Midland Division, died on April 18. Mr. Powell entered the employ of the railroad in 1889 as Section Laborer and retired on pension in October, 1924, after 35 years of loyal and faithful service.

Richard Ring, former Carpenter, Providence Division, died on April 22nd. Mr. Ring was born Oct. 26, 1854, and entered the service in July, 1898, as Carpenter at South Station, Boston, and has worked since that time as Carpenter on the Boston and Midland Divisions. He was retired on pension in April, 1928.

John Scanlon, former car cleaner, Providence Division, died on April 19th. Mr. Scanlon became a Track Laborer on the old Old Colony Railroad in June, 1885. In 1897 he transferred to the Stonington Colony Railroad as Machinist Helper and in 1890 became Car Inspector on the Providence Division. He served faithfully on that division until his retirement on pension in September, 1930.

W. H. Seeley, former Chief Clerk, Danbury Division, died on April 17th. Mr. Seeley was born May 2, 1867, entered service at Pine Plains, on the old N. D. & C. R. R., in 1882 and later served at various points on the old C. N. E. R. R. and Danbury Division. In 1918 he was appointed Chief Clerk to the Division Engineer at Danbury and in 1921 was made Chief Clerk to the Division Accountant, serving in the position until ill health forced his retirement on pension in January, 1930.

Alfred Smith, Locomotive Engineer, Providence Division, died on April 8. Mr. Smith started his railroading in October, 1880, as Wiper on the old Providence & Worcester. In 1886 he became Fireman on the Providence Division and was made Engineer in April, 1891. He was honorably retired on pension in January, 1927.

Benjamin I. Spock, General Counsel of the New Haven Railroad, died suddenly in Bermuda, on April 21. Mr. Spock had suffered from heart trouble for the past two years, ever since a fall down stairs at that time. A week or so before his death his doctor advised him to take a rest and he and Mrs. Spock left for Bermuda, intending to return about May 1. (Continued on Page 46)
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<th>OCCUPATION</th>
<th>DIVISION</th>
<th>ENTERED SERVICE</th>
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<tr>
<td>1 William Stephen Lucey</td>
<td>Station Master</td>
<td>New Haven</td>
<td>1869</td>
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<tr>
<td>2 Fred A. Baker</td>
<td>Switchman</td>
<td>Boston</td>
<td>1870</td>
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<tr>
<td>3 Charles Leonard</td>
<td>Agent and Operator</td>
<td>New Haven</td>
<td>1872</td>
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<tr>
<td>4 John Fitzgerald</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>1872</td>
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<tr>
<td>5 William Henry Cone</td>
<td>Passenger Conductor</td>
<td>New York</td>
<td>1873</td>
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<tr>
<td>6 Eugene Byron Chase</td>
<td>Crossing Watchman</td>
<td>Boston</td>
<td>1873</td>
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<tr>
<td>7 Walter B. Spencer</td>
<td>Passenger Conductor</td>
<td>New York</td>
<td>1873</td>
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<td>8 Thomas F. Mulcahy</td>
<td>Passenger Conductor</td>
<td>Boston</td>
<td>1874</td>
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<tr>
<td>9 Charles R. Densmore</td>
<td>Passenger Conductor</td>
<td>New York</td>
<td>1874</td>
</tr>
<tr>
<td>10 Edward E. Starr</td>
<td>Conductor</td>
<td>Hartford</td>
<td>1874</td>
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<td>11 Harry Leeds Hill</td>
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<td>Boston</td>
<td>1875</td>
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<td>12 W. L. Nye</td>
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<td>1875</td>
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<td>14 Thomas Colbert</td>
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<td>15 Fred P. Broadley</td>
<td>Machinist</td>
<td>Midland</td>
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<tr>
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<td>17 Patrick H. Broderick</td>
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<td>18 John L. MacDonald</td>
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<td>19 Rufus P. Wands</td>
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<td>20 George W. Cobb</td>
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<td>Aud. Frt. Rec.</td>
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<td>24 Daniel O'Brien</td>
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<tr>
<td>25 David Gould</td>
<td>Agent</td>
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<tr>
<td>26 Charles I. Fitch</td>
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<td>27 Evelyn T. Bray</td>
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<td>28 Benjamin F. Conklin</td>
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<td>Providence</td>
<td>1878</td>
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<tr>
<td>29 Hugh J. Hill</td>
<td>Yard Trainman</td>
<td>New Haven</td>
<td>1878</td>
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<tr>
<td>30 John H. Lynch</td>
<td>Section Foreman</td>
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<tr>
<td>31 Samuel G. Smith</td>
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<td>32 S. F. Ticknor</td>
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<td>33 Thomas Martin</td>
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<td>34 William E. Lovell</td>
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<td>35 Elmer E. Damon</td>
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<td>36 N. E. Nickerson</td>
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<td>37 Joseph Donley</td>
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<td>38 Merrill H. Smith</td>
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<td>1878</td>
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<tr>
<td>39 William S. Lewis</td>
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<td>Midland</td>
<td>1878</td>
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<td>40 Horace P. Pond</td>
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<td>41 David A. Harford</td>
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<td>42 Frank E. Brown</td>
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<td>1879</td>
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<td>43 William H. Getchell</td>
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<td>New Haven</td>
<td>1879</td>
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<td>44 George C. Black</td>
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<td>Readville</td>
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<td>45 William F. Pendergast</td>
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<td>46 Alfred L. Lincoln</td>
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<td>47 Fred H. Alley</td>
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<td>49 G. E. Stanford</td>
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<td>50 George E. Bernard</td>
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<td>51 Samuel S. Landon</td>
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<td>Hartford</td>
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<td>52 J. Frank Whitney</td>
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<td>53 John J. Dwyer</td>
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<td>54 John J. Drummy</td>
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<td>55 Daniel J. Maloney</td>
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<td>56 William H. Schlosser</td>
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<td>57 A. F. Amadon</td>
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<tr>
<td>58 George H. Skinner</td>
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<td>1880</td>
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<tr>
<td>59 Dennis Lehan</td>
<td>Passenger Conductor</td>
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<td>1880</td>
</tr>
<tr>
<td>60 Daniel Murray</td>
<td>Drop Pit Foreman</td>
<td>Midland</td>
<td>1880</td>
</tr>
</tbody>
</table>
About Our Half Century Men

Frank Ernest Brown was born June 9, 1866, and entered the service of the New Haven Road on April 2, 1892, as Locomotive Fireman, being promoted to Engineer on January 24, 1895. He had, however, previous railroad experience, having started in 1884 as a Brakeman at Fishkill Landing on the New York and New England Railroad. In 1885 he left the New York and New England to enter the employ of the New York City and Northern R. R., operating between High Bridge and Brewster, as Brakeman, continuing in that capacity until 1886, when he gave up railroading to enter the regular army and was stationed at Arizona until 1887, when he was transferred to Nebraska, and was honorably discharged in 1891.

He had many interesting experiences during his service with the Army, but the one he most vividly recalls is the blizzard of 1888, at which time he was stationed at Nebraska and on the date of the storm was on guard duty and as he recalls it at 9 A.M., the sun was shining brightly and in less than one half hour the blizzard was raging to such an extent that it was only with the greatest of difficulty that they could get in their outside guard. The storm continued for twenty-four hours and there was about 20 feet of snow on the level when the storm was over.

On being honorably discharged from the army in 1891, he returned east to railroad service on April 2, 1892. On his return to service, he worked mainly between Hartford and Harlem River, later between New York and New Haven, and has for the past 15 years been handling passenger trains out of Springfield, and for the past three years has been on the same run, trains 51 and 90, Springfield to New Haven and return.

During his term of service he has handled every type of motive power on the system, including the electric locomotive. He states that in his early days, a 14 car freight train out of Hopewell was considered a heavy train, or 30 cars with an assisting engine.

He recalls that in his early days it frequently took from 50 to 75 hours for a round trip of freight service between Springfield and Harlem River, and he distinctly recalls one trip leaving Hartford, at 12:30 P.M., Thursday, and arrived back in Hartford at 2:50 A.M., the following Monday morning, having been held up on the return trip at Fairfield for a period of 12 hours by signals, his time return for that trip showing 7 days and 9 hours, the regulation day at that time being 12 hours per day.

Mr. Brown is six feet tall, weighs 230 pounds, is in robust health, resides at Hartford with his daughter, and is working each day on his run, trains 51 and 90.
Boston General Offices

Banquet Winds Up Bowling Season

The General Office Bowling League of Boston, came to a close for the season 1930-1931, on Monday evening, April 27, 1931.

The final get-together of the season took the form of an excellent banquet and entertainment held in the Hotel Essex at Boston.

The past bowling season proved very successful, due to the hard work and time given to the handling of the League by the Secretary-Treasurer, Charles Kerwin. In appreciation for his endeavors the members of the various teams presented Mr. Kerwin with a beautiful English briar pipe, pouch and supply of tobacco.

FINAL STANDING

<table>
<thead>
<tr>
<th>Team Department</th>
<th>Won</th>
<th>Lost</th>
<th>Pers.</th>
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<tr>
<td>2 New Eng. Transp. Co.</td>
<td>84</td>
<td>16</td>
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<tr>
<td>4 Division Engineers</td>
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<td></td>
<td>.560</td>
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<tr>
<td>6 Accounting Department</td>
<td>30</td>
<td>50</td>
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<tr>
<td>5 Real Estate (Office)</td>
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<td>56</td>
<td>.440</td>
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<tr>
<td>8 Real Estate (Drafting)</td>
<td>42</td>
<td>58</td>
<td>.420</td>
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<tr>
<td>7 Boston Freight Terminal</td>
<td>39</td>
<td>61</td>
<td>.300</td>
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</table>

PRIZE WINNERS

Highest Single String, Kirwin Team 6... 135
Highest 3-String, Tot., A. MacLellan, T'm 2 833
Highest Average, C. MacLellan, Team 2... 97
Highest Single String Team, Team 4... 589
Highest 3-String Total Team, Team 2... 1400

AVERAGES

<table>
<thead>
<tr>
<th>Team</th>
<th>Aver.</th>
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<tr>
<td>C. MacLellan</td>
<td>97</td>
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<tr>
<td>Cole</td>
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<td>Mahoney</td>
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<td>Warus</td>
<td>96</td>
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<td>A. MacLellan</td>
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<td>Martin</td>
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<td>R. Bowman</td>
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<td>C. Bowman</td>
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<td>Magbery</td>
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<td>A. Emerson</td>
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<td>Nickerson</td>
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<td>Furdon</td>
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<td>Murphy</td>
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<td>Boyd</td>
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<td>O'Hanley</td>
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<td>Kay</td>
<td>83</td>
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<tr>
<td>D'Espirlosa</td>
<td>82</td>
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<tr>
<td>Magee</td>
<td>80</td>
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In Recognition of Long and Faithful SERVICE
As long as men shall live and dwell, as long as they shall strive for worth while achievements, there shall be honor and glory in work well done.

### March Retirements

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Title/Position</th>
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<td>1</td>
<td>Bradford D. Bosworth</td>
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<td>2</td>
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<td>3</td>
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<td>4</td>
<td>Nicholas W. McEwen</td>
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<td>5</td>
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<td>Providence</td>
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<td>6</td>
<td>Frank W. Worthley</td>
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<td>Joseph H. Worden</td>
<td>Clerk</td>
<td>New Haven</td>
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<td>8</td>
<td>Albert Sheldon</td>
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