Ship by Rail

By C. E. Calkins

When you have freight to ship,
Just take this friendly tip,
And ship by rail.
Don’t trust it to a truck,
And the element of luck,
They may fail.
Reliability and speed
Are the elements you’ll need,
So ship by rail.

If you aim and wish to please
Your waiting consignees,
Don’t let ’em wait.
They may be in a hurry
For a shipment, and they worry
When’s it’s late.
Use the railroad when you’re shipping,
And you’ll find there’ll be no slipping
By a date.

You never need be nervous
When you use the railroad service,
It has speed
That no other transportation
Throughout this mighty nation
Can exceed.
The railroad’s like a friend
Upon whom you may depend,
When in need.
So take this traffic tip, and
When you’ve freight to ship,
SHIP BY RAIL.
Speed Witch Service Proves Highly Popular

On April 27 the New Haven Railroad placed into service something entirely new in the way of speedy freight service by putting in the schedules a de luxe freight train operating on a fast passenger schedule, yet at no increase in rates.

The “Speed Witch” is the name aptly chosen for this new train, and it is designed to give overnight service from southern New England points to the Philadelphia and Baltimore territory, and vice versa. It cuts in half the time required for the transportation of freight between these points.

The general speeding up of freight service by the railroads of this country in the past few years has greatly reduced the inventories necessary to be carried by merchants and manufacturers. This new train practically eliminates the inventory altogether!

An order received by a New England manufacturer today can easily be on display on the shelves of a Baltimore merchant tomorrow morning. Fish taken from New England waters today may be on the breakfast tables in Philadelphia in the morning.

“Do you market perishable goods?” queries one of the attractive circulars issued by the freight traffic department. “You may place them on distant retail counters tomorrow morning. Are you beset with demands for immediate delivery, on rush, hand-to-mouth orders? You may now reduce your time one-half. The ‘Speed Witch,’ a fast freight-flyer running on a passenger schedule over the Hell Gate Bridge Route, now puts your merchandise in the user’s hands overnight.

“Like any luxurious passenger train she speeds by night on a fast time schedule ... rushing New England goods to catch opening markets in Philadelphia and Baltimore ... hurrying southern shipments to New England merchants ... at the break of the business day.

“Hereafter you can definitely promise delivery—in a specified place at a specified hour and minute. Pack your goods, get them aboard the ‘Speed Witch’ and wire the consignee. A letter would be far too slow if mailed the same day.

“So now you may meet any demands for spot goods in a few hours’ time. You may operate much of your distributing machinery on a one-day basis. And say good-bye to such worries as ‘spoiled,’ ‘late for market,’ or ‘delayed in transit.’”

NE-1 and NE-2 are the symbols by which the “Speed Witch” is known in the operating department, while S-1, HS-2, and HD-2 are the connecting trains from and to Hartford, Springfield, New Britain and Waterbury.

Connecting with these trains at various points are motor trucks of the New England Transportation Company, which furnish a coordinated service with the “Speed Witch,” thus giving the entire section the benefit of the fast service afforded by this new train.

For instance, these motor trucks feed freight into Hartford for connection with the Speed Witch from Andover, Berlin, Bolton, Buckland, Burnhams, Chester, Cromwell, Deep River, East Berlin, East Granby, East Hartford, East Wallingford, East Windsor, East Windsor Hill, Ellington, Essex, Haddam, Hadlyme, Hazardville, Higganum, Hop River, Manchester, Melrose, Middlefield, Middletown, New Britain, Newington, Northford, Rockfall, Rockville, Rocky Hill, South Windsor, Suff-
field, Talcottville, Tariffville, Thompsonville, Vernon, Wethersfield, Willimantic, Windsor, Windsor Locks, and Winsted.

1500 MILES IN 96 HOURS!

How the "Speed Witch" can be used in emergencies also to speed forward long distance shipments is well illustrated by a letter received by S. F. Mackay, superintendent of the Providence Division, dated May 28, from the district traffic manager of a large manufacturing concern in his territory.

"I want you to know," writes this shipper, "that I deeply appreciate the wonderful cooperation extended by all concerned in the Providence Terminal in connection with recent movement of three carloads from Auburn to New Orleans, La.

"The departure of cars on the 'Speed Witch' made possible the excellent transit time. Each car arrived in New Orleans on the evening of the fourth day and was placed for delivery on the 5th morning, indicating the 1500 mile run was completed in 96 hours."

TAKING BUSINESS FROM TRUCKS!

Just how this "Speed Witch" service is operating to bring back to the railroad freight which formerly moved by motor truck over the highways is well illustrated by the following two letters from shippers:

"On May 13th we delivered to your local freight house a shipment of approximately 1,500 lbs. for one of our Baltimore customers routing the material via the 'Speed Witch.'

"We said nothing about it to any one connected with either the Pennsylvania or the New Haven Railroad, but did ask our customer to let us know when this shipment was ready for them at Baltimore.

"We are just advised that the material was available for them at 9:15 a.m., May 14th and they express their appreciation of this excellent service. Needless to say we are routing future shipments via this train."

And in a postscript he adds: "Just shipped 3,000 lbs. to an Elkridge, Md., customer in today's Baltimore car, which has been moving via truck."

"Here's a sample of what happens with the speeding up of freight service," says the other letter. "A customer sent us a

Many accidents are caused by sending the body out to work and the mind out to play.
June, 1931

Along the Line

substantial order. They were in a special rush for the goods, with the result that our salesman requested that we forward the order promptly by motor truck. Under ordinary circumstances we would have done this, feeling that the special conditions warranted special action.

"The 'Speed Witch,' however, resulted in our forwarding these goods via freight. Had we shipped them by motor truck the delivery would have been made the second morning. By shipping them via the 'Speed Witch' the shipment left here early May 4th. We had them picked up, delivered to the customer and on his shelf by 2:00 p.m. on the 5th, which was just about twenty-four hours faster than we could have gotten them through by motor truck."

An indication of the public response to the new fast service is indicated by the record of merchandise tonnage handled by the "Speed Witch" in its first four weeks of operation. Southbound the record shows:

<table>
<thead>
<tr>
<th>Week</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>1,318,639 lbs.</td>
</tr>
<tr>
<td>2nd</td>
<td>1,910,817 lbs.</td>
</tr>
<tr>
<td>3rd</td>
<td>1,948,029 lbs.</td>
</tr>
<tr>
<td>4th</td>
<td>2,304,554 lbs.</td>
</tr>
</tbody>
</table>

It is freely predicted that the "Speed Witch" is to be the forerunner of other similar speedy trains, and it is altogether likely that this new train will be a model which will be copied by railroads all over the country.

Just as we go to press with this issue, announcement is made of the "Maine Bullet," which will provide overnight service between Northern New England and points on the New Haven Railroad, including New York.

We suggest that if you have not already seen one, you secure from the freight department one of the beautiful colored circulars announcing the "Speed Witch" service, so that you may pass along to your shipper friends the good news of this fast modern transportation.

The Maine Bullet

Pursuing its progressive policy to speed up freight service between important cities to keep pace with the new demands of business as demonstrated by the inauguration of the Speed Witch, the fast train making overnight service between Boston, Philadelphia and Baltimore, which train has been received with remarkable favor by the shipping public, the New Haven Railroad, in cooperation with the Boston & Maine, will begin operation commencing June 15th of a new train to be known as the Maine Bullet between Portland, Maine, and New York City, which will provide overnight service between the principal points in Northern New England and stations on the New Haven Railroad, including the City of New York.

Leaving Portland the train will be operated through Dover, Lawrence, Lowell, Ayer, Worcester, Putnam, Hartford and New Haven to New York. Cars will be dropped and picked up at all of these points en route. Taunton, New Bedford and Fall River will be served through Lowell. Providence cars will connect with the Maine Bullet at Worcester. At Hartford the Bullet will pick up and drop cars for and from Waterbury, Plainville, New Britain, etc.

To and from Taunton, New Bedford, Fall River, Providence, Worcester, Hartford, New Haven and Bridgeport highway freight trucks will distribute freight from and to surrounding territory, thereby supplementing train connections to and from these points, giving the entire territory the benefit of this new fast freight service. Such service will also be operated to and from Dover, New Hampshire, Lawrence, Massachusetts, and other points on the Boston & Maine connecting with the Bullet.

The Maine Bullet will leave Portland, Maine, at 4:15 P.M. Eastern Standard Time, due New York 4:45 A.M. In the opposite direction the train will leave New York at 5:15 P.M. Eastern Standard Time, due Portland 5:45 A.M.
Three Additions to Our Half Century Honor Roll

This month we make three additions to our half century honor roll, Robert Burns, passenger conductor; William H. Mulcahy, yardmaster, and Ruel S. Harvey, chief clerk, all of whom entered the service of the New Haven Railroad in 1881, and thus have become recipients of the beautiful diamond studded gold pin, emblematic of 50 years of continuous service.

Two names we have taken off—that of J. M. Whitmore, chief clerk in the Auditor of Freight Receipts department, whose name has been transferred to the retirement honor roll, and that of George H. Skinner, who died a number of months ago, and whose name should have been taken off before. We thank the anonymous reader who kindly called our attention to the fact that Mr. Skinner’s name was still carried, and will appreciate always if any of our readers will call attention to any errors they may notice.

Robert Burns was born at Plymouth, Mass., Dec. 7, 1861. He entered the service of the New Haven Railroad, May 1, 1881, as a passenger trainman, and was promoted to be passenger conductor in June, 1891. His home is at 236 Court Street, Plymouth. He is married and has two sons.

The presentation of the half century pin to Mr. Burns took place in the office of the division superintendent, C. A. Mitchell, at South Station, in the presence of numerous officials and employes of the company.

Mr. Mitchell made the presentation and spoke of Mr. Burns’ long and faithful service, during which he has had an absolutely prefect record and has not been involved in any accidents. Mr. Mitchell extended his own and the management’s wishes for many pleasant years to come.

Among those present at the little ceremony were Superintendent R. O’Hanley of

Superintendent R. M. Smith, presenting service emblem and congratulatory letters to W. H. Mulcahy, yardmaster. The others in the photo, reading from left to right are: John Lynch, yard brakeman, who received his half century emblem three years ago; Jay D. Sperry, engineer; J. F. McGroary, chief clerk to superintendent; J. F. Doolan, assistant superintendent; Charles Palliser, yard conductor; A. J. Morenz, fireman; George Armstrong, yard brakeman; W. J. Dooley, foreman; N. J. Marooney, assistant foreman, and Thomas J. Gannan, general foreman.

*If you take a chance—it’s an accident if you don’t get hurt.*
June, 1931 Along the Line

Conductor Does Good Bit of Salesmanship
Arnold Still Leads Traffic Tippers

We have 53 traffic tips to report this month, with our premier traffic tipper, H. E. Arnold, travelling auditor, again adding greatly to his lead and pretty well distancing the field. The only man really within hailing distance of him is his fellow-travelling auditor, P. P. Larkin, who sent in eight additional tips during the month, bringing his total to 44, just 14 behind Mr. Arnold.

Included in the tips this month is one of A. E. Smith, passenger conductor on the Plymouth roster, which is something more than just a tip. Mr. Smith did some missionary work among some prospective passengers to Chicago, who had practically made plans to travel via highway motor coach, and after convincing them that rail travel was much more comfortable, he purchased their tickets for them and made their reservations, delivering the tickets to them at their homes.

On the other side of the picture we have W. F. Farrar, ticket agent at New Bedford, who secured some very nice bus business for the New England Transportation Company—a movement of the Cosmopolitan Social Club in a special coach to Nantasket and return, and which, according to Harold Price, passenger traffic manager of the New England Transportation Company, is only one of several other special parties which have been secured largely through Mr. Farrar's assistance.

The list of traffic tips reported to us during April is as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Num.</th>
<th>Tot. inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. E. Arnold</td>
<td>Travelling Auditor, Providence</td>
<td>14</td>
<td>58</td>
</tr>
<tr>
<td>F. A. Blanchette</td>
<td>Agent, Willimantic, Conn.</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>A. Cousineau</td>
<td>Chief Revision Clerk, New Haven</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>M. F. Crowley</td>
<td>Freight Agent, Mt. Vernon, N. Y.</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>W. F. Farrar</td>
<td>Ticket Agent, New Bedford</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>A. J. Garrity</td>
<td>Patrolman, Providence, R. I.</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>T. J. Gagnon</td>
<td>Agent, Simsbury, Conn.</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Gertrude Halligan</td>
<td>Auditor of Passenger Receipts, New Haven</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>George S. House</td>
<td>Agent, Pleasant Valley, N. Y.</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>William T. Kilgour</td>
<td>Car Operator, Springfield Street Railway</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>P. P. Larkin</td>
<td>Travelling Auditor, New Haven</td>
<td>8</td>
<td>44</td>
</tr>
<tr>
<td>John F. Larkin</td>
<td>Vice President's Office, (Accounting)</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>F. P. Loomis</td>
<td>Freight Agent, Meriden, Conn.</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>H. A. MacLear</td>
<td>Res. Mat. Insp., Boston, Mass.</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>A. F. Moseley</td>
<td>Agent, Seymour, Conn.</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>W. J. Millette</td>
<td>Clerk, Springfield Street Railway</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>D. Nolan</td>
<td>Patrolman, Holyoke, Mass</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>C. L. Phillips</td>
<td>Travelling Auditor</td>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td>C. P. Quinn</td>
<td>Clerk, Auditor of Freight Receipts Office</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>E. A. Raleigh</td>
<td>Operator, Springfield Street Railway</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>C. F. Richter</td>
<td>(non-employe) Cambridge, Mass.</td>
<td>1</td>
<td>13</td>
</tr>
<tr>
<td>A. E. Smith</td>
<td>Passenger Conductor, Plymouth</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>John E. Willefsky</td>
<td>Conductor, Waterbury, Conn.</td>
<td>1</td>
<td>1</td>
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Accidents are costly both you and the company lose.
Yard Conductor Saves Two Lives
Rescues Two Tots from in Front of Trains

An especially noteworthy incident which we record this month was the heroic act of Joseph P. Shea, yard conductor at Hartford, who saved two three-year-old children from almost certain death when he noticed them playing on the tracks just prior to the approach of two trains.

Mr. Shea was off duty at the time and was walking down Sigourney Street, reaching the crossing as the gates had been lowered for trains 51 and 131. As the trains approached, he noticed two small children on the tracks, about 100 yards east of the crossing, one on track 3 in front of train 131, and the other on track 2 in front of train 51.

Both children were apparently too young to realize the seriousness of their situation, and Mr. Shea rushed down the tracks, reaching the boy on track 3 just in time to pull him clear of the track as No. 131 approached, whereupon he immediately ran over to track 2 and rescued the other boy from in front of train 51.

Mr. Shea did not report the incident until it came to official attention from other sources, whereupon he stated that it was not his intention to do anything about it as he only did what any other man would have done under the circumstances. He received letters of appreciation from the parents of the children, as well as commendation by representatives of the Connecticut Humane Society. His act was typical of the quick-thinking and quick-acting of a railroad man.

Another fine safety act of the past month was that of Ex-Section Foreman Mulvahill, now honorably retired on pension, who noticed a couple of small boys about the tracks and upon investigating found a keg of spikes there, also several spikes on the rails, which he promptly removed and notified our police department. Mr. Mulvahill showed the same fine spirit of cooperation as he always did when he was in active service and his quick action prevented a possible serious accident.

Mention is properly due in this column also of the splendid action of two boys, Robert and Clarence Parrish, of Great Barrington, Mass., who, when they discovered that two large trees had blown over during a storm, lying across the railroad tracks, went to work themselves and cleared the obstructions from the tracks. As a reward for their fine act the boys were presented with $10 gold pieces by Superintendent J. W. Cuineen.

Among the 18 citations this month we have Section Foreman John Onofrio back again with three, this time making a total of 82 to date.

Following are the names of the employees cited:

JOHN ONOFRIO, Section Foreman, New Haven, 80th, 81st and 82nd.
M. P. FRAZIER, Switchman, So. Braintree, TENTH ENTRY.
W. EMMERSON, Maintainer, S.S. 22, New Rochelle, SECOND ENTRY.
FRED E. WILBUR, Towerman, New Haven, SECOND ENTRY.
R. E. DUNBAR, Operator, Plainville, Conn., THIRD ENTRY.
GREGRENE HERBERT GARDNER, Crossingman, Providence, THIRD ENTRY.

And the following received Safety Buttons:

H. O. CLARK, Baggagemaster, Boston, Mass.
F. F. LAMBERT, Conductor, Boston.
J. H. McGEE, Trainman, Boston, Mass.
W. B. PECK, Combination Man, Buzzards Bay, Mass.
EDWARD W. PITCHER, Station Baggagemaster, Westerly, R. I.
C. A. POLLOCK, Passenger Trainman, Boston.
J. P. SHEA, Yard Conductor, Hartford, Conn.
F. W. WALLEY, Engineer, Boston.
Here is a picture of the section gang at Simsbury in 1886, on the old Canal Division. The photograph, which was owned by Section Foreman E. B. Carroll, one of our fifty year honor roll men, was taken about three quarters of a mile north of Simsbury.

The men in the picture, from left to right, are William Shannon, who was one of the old time water boys on Conductor Somer's train between Granby and New Haven more than sixty years ago; Daniel Seeney, John Burns and Mr. Carroll. Mr. Shannon and Seeney passed away many years ago. Mr. Burns learned the stone mason's trade about 43 years ago and is still so employed in Granby.

Mr. Carroll, in sending this picture, recalls that the old Canal Road had good equipment in those days. He remembers when the passenger cars were painted a nice yellow with gold stripes and the engines were all decorated with brass trimmings, while a picture of a lovely lady on the side of the tender was nothing out of the ordinary.

Mr. Carroll also states that their old hand car had a large gear wheel to which cranks were attached, and below that another smaller gearing, while in the axle was still another smaller gear. The wheels at that time had wrought iron spokes and were about 30 inches in diameter. Each turn of the crank would move the car about 23 feet, and generally the speed would average about 15 miles per hour.

This type of car, so Mr. Carroll points out, was abolished about 40 years ago, and the leather or pump car adopted, while now many sections have had motor cars for the past 10 years.

both for efficiency and for willingness to be helpful.

C. A. Mitchell, superintendent, presented the 50 year pin to Mr. Harvey in the presence of officials and employes at Taunton, speaking of his long and faithful service, during which time he has had a perfect record, and extending the best wishes of all.

Among those present were R. T. Cronin, F. S. Hobbs, Track Supervisor F. O. Hillers, Captain of Police T. M. White, Stationmaster H. C. Scribner, and others.

Mr. Harvey is married and lives at 94 Dean Street, Taunton.

The presentation of the half century service pin to David Frank Patt, switchman, Providence Division, who was added to the honor roll last month, was made in the office of Superintendent Stanley F. Mackay on May 11, before a group of officials and associates, including W. A. Dodge and E. F. Russell, assistant superintendents; L. W. Nolan, trainmaster; R. E. Wilson, assistant trainmaster; R. E. Webber, train dispatcher; J. S. Ruff, division engineer; E. W. Reynolds, crew dispatcher; R. S. Burns, yard brakeman; S. L. Tucker, general yardmaster; Howard W. Kingsley, passenger trainman, and W. S. Nichols, transitman.

In presenting the pin Mr. Mackay made reference to Mr. Patt's long and faithful service, stating that he has always been a steady and conscientious worker, seldom losing any time because of illness, vacations or other reasons, and thanked him on behalf of the management for the many years of service and duties faithfully performed.

A short sketch of Mr. Patt's service was contained in our last issue. Mr. Patt is a widower, with two married daughters, and lives in Valley Falls.

*Eternal Vigilance is the price of safety.*
June, 1931

Along the Line

9


William H. Mulcahy, yardmaster of the New Haven passenger terminal, was born in Westfield, Nov. 23, 1863, and entered the service May 2, 1881, as freight brakeman. On Nov. 1, 1894, he was promoted to be yard conductor, and in 1903 was promoted to be yardmaster, the position he still holds.

The presentation of the pin to Mr. Mulcahy was made by Superintendent R. M. Smith, before an assembled group of Mr. Mulcahy's fellow-workers in front of his office in the passenger yard.

Both Mr. Smith and W. F. Doolan, assistant superintendent, made complimentary remarks about Mr. Mulcahy's splendid record of exceptionally faithful and loyal service, and his fellow workers all shook Bill by the hand and wished him many more years of happiness and good health. Mr. Mulcahy lives at 24 Shelter Street, New Haven.

Ruel S. Harvey was born at Manchester, N. H., May 11, 1863, and entered the service as a timekeeper in the roadway department. In 1882 he entered the superintendent's office as office boy, and two years later was promoted to be spare telegraph operator.

In 1888 Mr. Harvey was made chief clerk to superintendent, in which position he made an enviable record for himself,

Switchman David Frank Patt receives fifty-year diamond studded emblem from Supt. S. F. Mackay, of the Providence Division, in the presence of division officials and associates of Mr. Patt's.

The quickest way to make the railroad safe is to start with yourself.
"Promptness, Thoroughness, Courtesy"

A. E. Knowlton
Associate Editor

"Friends in Hartford 'phoned us last night that they had placed my young daughter, Helen, on the 7:12 train for New Haven. I was much upset when I failed to see her come up the New Haven station ramp on its arrival at 8:06. I got in touch with your uniformed officer at the station and he took me to the desk man upstairs.

"I want to commend both of them for the promptness, thoroughness and courtesy with which they had the stations at Berlin and Meriden searched to see if she had got off there by mistake and then had the train paged at Bridgeport and South Norwalk to see if she had inadvertently remained aboard. The fact that our friends had actually placed her aboard the 7:06 train at Hartford and that she was safely on her way by trolley to Short Beach while we were hunting for her does not detract in the least from the admiration I have for the efficiency and helpfulness of your police."

Close Connection Arranged

Irving L. Matson
Marshfield Hills, Mass.

"Dear Mr. Fitzmaurice:—

"I wish to express a word of appreciation for the kind assistance rendered Mrs. Matson and myself last Sunday which enabled us to take the 9:30 A.M. train to Springfield with only two minutes leeway in schedule after our arrival in Boston on the morning train from Greenbush.

"When I spoke to your Mr. Fessler* Saturday morning about the possibility of our making the connection, I really did not hope for more than a little extra attention in case something came up which ordinarily would cause a delay in the prompt arrival of the train at Boston, so that we could have the full two minutes in which to cover the distance through the station from one train to the other."

"If Mrs. Matson had been in her usual good health we certainly would have followed general custom and taken our own chances, but under the circumstances it occurred to me that if you were given information in advance of our intentions we would receive whatever consideration that could reasonably be granted.

"The Sunday morning train from Greenbush to Boston arrived on time, and not only that, it pulled in beside the Boston & Albany train for Springfield, with only a platform for us to cross.

"We did not, at first, realize we were landing so close to the Springfield train, not until two gentlemen** spoke to us from the station platform informing us of the fact. We were then accorded every assistance and one of the gentlemen stood by, located, and saw us aboard the car where we had engaged seats.

"Please accept our sincerest thanks for your great kindness and attention and also please convey this sentiment to others of your organization who helped to make our journey so convenient and comfortable."

*Charles H. Fessler, Chief Clerk
**G. Franklin Folkins, Chief Crew Dispatcher, and Thomas T. Baldwin, Jr., Trainmaster of the B. & A. R. R.

The keynote of safety is care and caution.
"Humaneness and Personal Service"

F. J. ODINE, Asst. General Manager
American Moistening Company, Providence, R. I.

"May I record, please, the fine bit of cooperation and help received from your organization.

"To identify ourselves, may I state, please, that we are a subsidiary of and all our products are manufactured in the shops of the General Fire Extinguisher Company, Providence.

"Two of our sales engineers, Messrs. Guill and Morrison, were involved in a serious accident in which two automobiles collided in the town of Guilford, Conn., on May 11, resulting in the passing on of Mr. Guill and the still precarious condition of Mr. Morrison.

"Being charged with the duty of collecting data regarding the accident, hospitalization and the usual duties to do with death, our Traffic Department kindly sought for me to help your railroad police through Mr. William P. Conley, captain.

"Mr. Conley rendered invaluable assistance in a cool and sympathetic manner, and certainly did greatly lighten my personal burden.

"In an occasion of this sort, there is a given amount of red tape to be complied with, and Mr. Conley, being thoroughly conversant with statutes and regulations, accompanied the writer a good portion of a day and with his aid the writer very successfully performed a disagreeable errand.

"The incident certainly displays that there is a humaneness and a desire for personal service in your organization, and I want to thank Mr. Conley and your company."

"Left Brief Case Home—Railroad Got It!"

JOHN J. SHUK, Jenkins Valves, Bridgeport, Conn.

April 27, 1931.

"I wish to bring to your attention an experience which happened to me just last week, while riding on one of your trains.

"Boarding the 10:43 A. M. train at Bridgeport, bound for Worcester, I dis-covered that I had left a brief case containing information necessary for my visit, at home. I explained the circumstance to the Pullman Conductor. He was doubtful about being able to help me, but when we reached New Haven, he very courteously called a Mr. Robert Keegan to my aid.

"Mr. Keegan took my home telephone number and destination and said he would take care to see that my bag would be placed on train 51, arriving in Worcester at 4:49 P. M., and that my bag would be left with the station master there.

"He handled this so nicely and with such dispatch that I feel he should be personally complimented for the good service he rendered on this occasion.

"Through his kindness, I was able to keep my appointment on time."

Proud to Be Part of This Great Organization

"I desire to thank you for putting me on your mailing list so that I may be able to get a copy of your valuable little paper—ALONG THE LINE—as it comes to me every month, so full of interesting news about so many of the old timers and the news of what the great New Haven R. R. is doing for their men both in active service and those who have been retired. It surely makes a man feel proud that he was at least a part of this great organization.

"While my part was of very small interest to the rank and file of the great old New Haven, to me it seems wonderful after my 35 years of service with the finest body of men in the world, both administrative and subordinates.

"I have found out that the New Haven has the greatest number of fine men in its employ that I have ever met anywhere in the country. I have been down here in Florida since January 1st and am going to try and stay here until May 1st, as I want to get all the sunshine possible as the doctors tell me that is my only hope.

"For 35 years I was employed by the N. H. R. R. and on August 15th, 1927, I had a cerebral hemorrhage that caused a paralytic shock and I have not been able to walk since.

Dark spots are danger spots.
"As I sit here and read ALONG THE LINE and wonder at the great things that go on in the great railroad world around me, it makes a man think of what might have been if I had not taken this terrible shock. But thank God I am no worse. And thanks to the good old New Haven R. R. and the best wife a man ever had I am enjoying what few years of life I have left.

"Wishing all a Happy New Year and the best wishes to ALONG THE LINE,

I am, sincerely yours,

A. W. Falls—Lake Como,
Retired Switchman—1st St. Yds.,
So. Boston, Mass."

Record in Cargo Discharging

A new and welcome business at Belle Dock was the recent cargo of cotton seed meal on the Steamship Meddo, which arrived on April 9. The cargo consisted of 1500 tons (30,000 bags) of cotton seed meal destined to 21 different stations in the tobacco growing sections of Connecticut and southwestern Massachusetts, as well as 2000 bags for local delivery. It represented 54 carloads, all of which were delivered at stations on this line with the exception of two carloads.

It was necessary to have quick dispatch in the unloading of the boat, and the owner stated that it was necessary to discharge at the rate of one thousand bags per hour.

The boat was docked and ready to discharge at 7:00 A. M., April 9, and the discharging was completed and all bags loaded aboard the cars for movement at 7:00 P. M., April 11, or a total discharging time of 31 hours, and we now have the promise of further cargoes of the same commodity.

Not only was the revenue earned by this company considerable, but the shipper, as well as the owner of the vessel were thoroughly satisfied, as is shown by the following letter to Agent J. B. O'Brien from Gus H. Ashcraft of the Ashcraft Wilkinson Co., of Atlanta, the shippers:

"We wish to take this opportunity to express to you our appreciation of the intelligent and efficient manner in which you have handled the transaction pertaining to the Steamship Meddo.

"This being the first cargo of cotton seed meal we had ever shipped into New Haven, and understand it was the first cargo of meal ever brought into that port, we endeavored to cover every particular, so as to insure against misunderstanding and mishaps. A great deal of this correspondence you probably have thought unnecessary. However, at the time we were issuing instructions and giving these details, we were not as sure of your ability as you have since demonstrated in handling this cargo. It seems that every complication developed that could arise to confuse the handling, and we feel that you have certainly taken the matter in hand and handled as well, if not better, than had one of us been there.

"Assuring you of our appreciation of your earnest work on this shipment, and that we expect to increase our business through that port at every opportunity."

Has the Auto "Skun" A Mile!

Charles L. Gleason of Hanover, Mass., was inspired to write the following bit of verse while riding on the gasoline rail car on the Rockland Branch, following a talk before the Board of Trade by George Rounds.

"Mr Rounds gave us a nice talk on railroad conditions," says Mr. Gleason, "and he mentioned the gas car on the branch, and as I was riding to Rockland the following morning I was inspired to pen the following:

"A ride up on the Toonerville
Surely gives you quite a thrill.
A little bumpy it may be,
To offset that, though, you can see
The scenery good both near and far—
A regular observation car.
There's the factory and the pond,
And there's Rocky Run just beyond,
Those leafy pines around the bend
Mark Indian Head, and as we wend
Our way atop it banks so steep
The car goes past the Lovers' Leap.
It has an auto 'skun' a mile,
Come on, let's all give it a trial!

Make Carefulness a Habit.
Appointments

Norman S. Buckingham, Assistant General Counsel, who began in the law department of the New Haven Railroad as a clerk in 1898, after graduation from Milford high school, was elected General Counsel of that company at a meeting of the Board of Directors held in New York on April 28, filling the vacancy caused by the recent death of Benjamin I. Spock.

Mr. Buckingham, who for the last half dozen years had been Mr. Spock's assistant, was born in Milford April 30, 1881. Following several years' service as a clerk in the law offices of the railroad, Mr. Buckingham was appointed Chief Clerk of that department in 1905. While holding this position he studied law and in 1912 was admitted to the bar in Connecticut. Shortly thereafter he received appointment as Assistant Attorney.

He continued in this position until 1916, when he was appointed Assistant Solicitor. Two years later he was made a Counsel for Connecticut.

In 1923 Mr. Buckingham was appointed Assistant to Vice President E. G. Buckland, and in 1924, when Mr. Spock was appointed General Counsel, Mr. Buckingham became Assistant General Counsel. His work in this office has been largely of right hand man to Mr. Spock, thus eminently qualifying for his present promotion.

August 15, 1887. His father was local freight agent of the Pennsylvania Railroad. He is a graduate of Ada High School, Ohio Northern University, A.B., 1911, Yale University, M.A., 1912, and Yale Law School, LL.B., 1915.

Mr. Meyer was instructor in Ada High School for two years—1908 to 1910. He started work for the New Haven Railroad June 1, 1915, as Assistant Attorney and continued in that capacity until he enlisted in the Army as a private, July 1, 1917. He attended the Officers' Training School at Camp Mead, Md., and served overseas from July, 1918, to March, 1919, being one of six brothers in the A. E. F., and was a First Lieutenant in the 145th Infantry.

Mr. Meyer was discharged from the Army in May, 1919, and re-entered the Law Department June 1, 1919, as Assistant to A. P. Russell. He was appointed Assistant Commerce Counsel March 3, 1920; Commerce Counsel, October 1, 1921; and Assistant General Counsel, May 1, 1931.

Mr. Meyer is not married. He is a member of the Graduates Club, New Haven; Yale Club, New York; Army and Navy Club, Washington.

His hobbies are music and gardening.

Effective May 1
William W. Meyer, Commerce Counsel, was appointed Assistant General Counsel, with office at New Haven.

Mr. Meyer was born in Ada, Ohio, August 15, 1887. His father was local freight agent of the Pennsylvania Railroad. He is a graduate of Ada High School, Ohio Northern University, A.B., 1911, Yale University, M.A., 1912, and Yale Law School, LL.B., 1915.

Mr. Meyer was instructor in Ada High School for two years—1908 to 1910. He started work for the New Haven Railroad June 1, 1915, as Assistant Attorney and continued in that capacity until he enlisted in the Army as a private, July 1, 1917. He attended the Officers' Training School at Camp Mead, Md., and served overseas from July, 1918, to March, 1919, being one of six brothers in the A. E. F., and was a First Lieutenant in the 145th Infantry.

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Mr. Meyer is not married. He is a member of the Graduates Club, New Haven; Yale Club, New York; Army and Navy Club, Washington.

His hobbies are music and gardening.

Bronson Jewell, Assistant Commerce Counsel, was appointed Commerce Counsel, with office at New Haven, effective May 18.

Mr. Jewell was born in Kansas City, Mo., but lived most of his boyhood in Washington, D.C. He is a graduate of Oberlin College, Oberlin, Ohio, and of Columbia Law School in New York City. He was admitted to the New York bar in 1914.

Immediately after graduation from Columbia University, Mr. Jewell went to
Minneapolis, where he was admitted to the Minnesota bar, and remained there until 1919, punctuated with three years in the service of Uncle Sam—serving six months on the border with the First Minnesota Field Artillery and afterwards in the National Army.

At the end of his military service he again took up law practice in Minneapolis, but in the Spring of 1920 was offered a position as Examiner with the Bureau of Formal Cases of the Interstate Commerce Commission. He began his duties in that capacity July 1, 1920, and continued until his appointment as Assistant Commerce Counsel on June 1, 1928, the position he held until his present promotion.

Henry D. Boynton was appointed Assistant Commerce Counsel, effective May 18, taking the place of Bronson Jewell, promoted.

Mr. Boynton was born June 30, 1885, at Washington, D. C., and attended grade and high schools there.

On leaving school he secured a job as clerk with the Southern Railway in the Passenger Traffic department. That was in 1902 and he continued with that railroad for seventeen years, going up through the grades as stenographer, secretary to the General Passenger Agent, secretary to the Passenger Traffic Manager, Rate and Divisions Clerk, and Chief Rate Clerk.

In 1919 he went with the United States Railroad Administration as Traffic Assistant, later going into the law department. In the meantime he was studying law, and was admitted to the bar in Washington, becoming Attorney for the Division of Law of the Railroad Administration.

In October, 1929, he went to New York City to become attorney for the Delaware & Hudson Railroads, from which position he comes to the New Haven Road as Assistant Commerce Counsel.

Mr. Boynton is married and has six children, four girls and two boys, one of the girls being married.

HEARD AND SEEN
ALONG THE LINE

On a recent trip on train No. 54 we noticed a very courteous act on the part of Conductor Herbert Scoville. As the train arrived at the Hartford Station there were two ladies getting off there with three bags which they had placed in the aisle awaiting the train stop. Mr. Scoville, with a polite, "Are these your bags, madam?" picked them up and carried them down the steps to the station platform for the passengers. These are just the little acts of courtesy which go very far in creating a friendly feeling on the part of the passengers for the New Haven Railroad and its employees.

Another Somerville Story in the Saturday Evening Post

In the Saturday Evening Post for June 20 will appear another of the delightful series of railroad stories by A. W. Somerville. Those of our readers who have read some of the previous stories by Mr. Somerville will look forward with interest to his next, which is entitled "The Foundation Job."

By special arrangement with the editors of the Saturday Evening Post, we hereafter will be able to notify our readers in advance when these stories are coming along, so that those who wish to read them may be sure to secure a copy of that particular issue.

Our Cover

Our cover photograph was taken at Cedar Hill Engine House and shows one of our engines receiving its "bath" at the automatic washer recently installed there.
How NOT To Do It

18 Along the Line
June, 1931

HAW! HAW! BET YA DON'T PUT IT ON WITH OUT DROPPING IT.

Hey! Frank! Dump this trunk over on the 8.17 and don't drop it under the engine. GRUNN.

Whatya want Grunch? Er-er-will you please rush my trunk to the 8.17 and-er-er-will you please handle it with care.

Grunch. All-right Grunch.

Grunch. Look out Grrench.

Why the Grunch came Blankety Blank railroad again next time I'll use my bed.
June, 1931
Along the Line

Making Friends for the Railroad

[Comic strip with dialogue and characters]

UR Way?
Along the Line

Published by and for the Employees of the New Haven System

LESLIE H. TYLER, Editor
New Haven, Conn.

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

Permission is given to reprint, with credit, in part or in full, any article appearing in Along the Line.

All contributions must be in hand by the 10th day of the month to be used in the following month's issue.

Vol. 7 JUNE, 1931 No. 5

The New Haven System includes: 2120 miles of road with 5297 miles of track, on which operate 810 steam locomotives, 144 electric locomotives, 287 multiple unit cars, 2254 passenger train cars, including 285 multiple unit cars, 36 diners and 36 rail motor cars; 23,713 freight cars. It also includes 155 steamships and other types of floating equipment, 258 motor coaches and 90 motor trucks operating on the highway.

DIABETES

By a member of the Staff, Massachusetts General Hospital

Diabetes is caused by failure of the human pancreas to produce enough insulin. The result is that food is not utilized normally by the body. Sugar collects in the blood and the body tissues become soaked with sugar; fats are incompletely burned and the partially burned residue is poisonous. The patient suffers from "acid poisoning" which, if severe enough, may end in fatal diabetic coma.

We do not know the cause of diabetes. All we do know is that people who are overweight are much more likely to develop it than those who are of normal or below normal weight. It is possible, moreover, that large amounts of sugar, candy, sweet drinks, etc., taken over long periods put too great a strain upon the pancreas and tire it out.

Diabetes may come on at any age. It may be present for long periods without symptoms. This is one of the reasons why everyone should have a specimen of urine examined by a physician at least once a year. The earliest symptoms to appear are increased thirst, increased hunger, the passage of larger amounts of urine, loss of weight in spite of greater intake of food, and last, itching of the skin. When diabetes becomes more severe and acid poisoning sets in, the appetite is lost, the patient loses ambition, and pains in the legs become troublesome. Later come nausea, vomiting, abdominal pain, (sometimes mistaken for appendicitis), and drowsiness developing into unconsciousness.

The untreated diabetic is often troubled with boils; he may be more susceptible to tuberculosis than normal individuals, and he is always in danger of infection and gangrene of the feet.

The treatment consists in putting the patient on a diet low in sugar and starch and not too high in fat. Although his pancreas is producing too little insulin, it may yet produce enough to take care of this smaller diet. If sugar still appears in the urine, more insulin than that produced by the patient’s own pancreas may be necessary. Such insulin can be given only by hypodermic syringe. It cannot be taken by mouth. Even patients unconscious because of acid poisoning may often be completely restored to health if seen early enough and enough insulin be given. Without prompt and sufficient treatment patients in coma always die.

Since the discovery of insulin, diabetes can be controlled if the presence of sugar in the urine be discovered early enough.

Every person should have his urine tested for sugar once a year, preferably as part of a general annual physical examination.

Be safe think before you act.
Mostly Personal

New Haven Division

F. E. Mylott, Correspondent
Fred F. Oulette, Correspondent

The gang in Room 440 feel all "dressed up" since the expert interior decorators, better known as "Pals," were on the job and applied the brush in such an able manner under the supervision of John "Pal" Spence.

Our Correspondent has been waiting patiently to hear from a certain distinguished Yard Brakeman, known as "The Playboy of the Hill," who had promised faithfully to furnish his photo for publication. Step up, Gene, and don't be bashful.

Word is passed we have a first class telephone operator at Cedar Hill—ringing in numbers and then going speechless.

While it is probably not known, New Haven Division boasts of quite a magician in its ranks in "Rajah" Williams. He thinks nothing of throwing five spots to the four winds in the morning and picking them right out of the air in the closing hours of the day.

From all accounts a certain prominent member of the station force must be taking Jello as a food tonic of late.

By the way, it takes the boys of the station force to crash into the new items of the day as to "Who's Who." What a send-off our Information Clerk McGrath got recently. It goes without saying it was well deserved.

Want Ad—Fred Bremmer of the Shore Line is in the market for wooden toothpicks.

From his "oratory" endeavors of late we are led to believe "Nate" Shea "the" Baggage-master of the Shore Line, has taken a course as a political or evangelist leader. By the way, "Nate" was made a member of the Yellow Dog Club at New London—initiation being conducted by the Great St. Bernard, Ira Comstock, assisted by D. E. Shea and W. J. Duggan at that point.

Gather round one and all to hear the latest doings of the day. "Bus" Jillson gave a very splendid public demonstration recently of his own conception of "Give the Little Girl a Hand" and "How." Bus is watching the routes to see when "Tex" will be in New Haven again.


Report unsafe conditions think of the other fellow.
Along the Line

June, 1931

Much pleasure is afforded in publishing a picture of the daughter of "Rudy" Clugman, Information Clerk at New Haven Station. We understand why he feels so proud as a father. The little lady's name is Sheila Barbara.

While speaking of "Rudy" we have to admit he is in a class by himself as a fancy "crooner." Boy, he holds them spellbound; when he starts singing off the train moves.

He tells us the story of an inquiry that was passed on to him by the remark, "How is it the New Haven trains are always run on the train board as running ON TIME?"

Fishermen may come and fishermen may go, but our hats are off to Brother Craw at the Motor Car for his splendid exhibition of the "Highland Fling" while demonstrating the proper method of "handling" a live crab.

John Spaulding, "the Jack Okie" of the station force, is one boy who can show us all the way to take "applause."

Engine Jim Black showed he was entitled to the degree "Master of Art" in speech-making after the very able manner he handled the presentation made to Engineer Henry Gay in the way of a fancy skull cap, woolen scarf and felt slippers, so the cool breezes would not disturb Henry.

Engine Mike Keenan is around showing all the boys a ticket he claims belongs to him from East Redding to New York—ticket being dated year 1857. All the gang are in a huddle now to find out how old is Mike.

By the way, Mike sure does love to tell us all about the buildings of marvel in the "Old Sod." Why—says Mike—the buildings there are so high they have to take off the chimneys to let the moon go by, O. K. by us, Mike.

It is certainly a pleasure to note the splendid spirit of friendship extended by the Towermen along the New York Division—they are there on the spot to give the boys a glad hand when they pass by.

Quite a few of our boys are off on account of sickness, Firemen Johnson, Curtiss and Landolt. From latest reports they are showing marked improvement and we will all be glad to see them back with us again.

The shouting we hear every day from the Motor Car is not the distant sound of the motors but rather the cheering of the "galler gods" who gather hither to attend the checker contests held between Brother Conrad and Herbie Armstrong. What artists they be, and they take this means to issue a System challenge.

Brother Victorson of the Cedar Hill force evidently got so bored waiting for the cigar lighter and coat hanger which was promised him, he finally called for it—but now he will probably have to wait until the Christmas season rolls around, as it would hardly be proper to present it at this time.

His large circle of friends take this opportunity to extend their sincere expressions of sympathy to Assistant Chief Train Dispatcher H. Donnelly, whose mother died recently.

The hand of welcome is extended to Dispatchers H. Campbell, F. Atwood, F. Savage and T. J. Condon, who have been transferred from New London to New Haven.

Last, but by no means least, they don't let this opportunity go by without once more extending our very best wishes, one and all, to our esteemed friend, Joe Carroll, better known as "Judge," who has been transferred to the Boston Division as Assistant Superintendent.

He goes forth with the very warmest feelings of the entire rank and file and we simply say our loss is Boston's gain.

It is pleasant news to hear that Jim Belinger, Agent at Mt. Carmel, is back on the job after having been off for some time on account of sickness.

Advance dope from the "Stove Pipe Committee" gives us the information that Firemen Sam Gamester and Jim McNamara have taken post graduate courses in the domestic art and are now full-fledged members of the club.

Trainmaster Hoyt, our champion story teller, tells us this one he overheard recently at the telephone booths at New Haven Station:

A country gentleman entered one of the booths and deposited his nickel. Operator, of course, inquired, "Number, please?" Our visitor replied very much disturbed, "Number, Hell, I want my peanuts."

General Offices
New Haven

JUNE, the month of brides, is here again and with it come many announcements of engagements, weddings, etc. Little Cupid gathered his bow and arrows and went a-hunting, and with great success, if results mean anything. Most of his activities were centered on the Ballard Building and most of our news is from there.

One of the most popular of our engagement announcements is that of Miss Elsie Bluege and Francis A. Flaherty, both in the office of Auditor of Freight Receipts. Elsie is our popular Secretary of the General Offices Athletic Association, having held this post for...
June, 1931
Along the Line

Miss Elsie Bluege and her fiancé, Frank Flaherty

And in the same office we have Miss Mary Kenny and Robert Hyde, two of our well known young people, and Marguerite L. Cronin and Russell A. McGuigan, whose engagements have been announced recently. And news has also reached us of the engagement of Miss Mary E. Geraty of that office and Michael J. Haggerty, formerly of the Auditor of Disbursements office. Mike will be remembered as one of our star bowlers on our championship G. O. A. A. team.

Continuing in the same office we learn of the engagement of Miss Jane Caroline Burgey and Marshall Adams of Westville, Conn., and Ruth Shapiro's engagement to Dr. William Josephs.

And the stork has been busy in the office, for we find that he left a baby boy at Alban Russell's, and a baby girl at Art Brockway's home. Mrs. Brockway will be remembered as Miss Marguerite Nichols, a former Auditor of Passenger Receipts employe.

Gosh, what a busy office that has been!

We would like to take this opportunity to express our sympathy to Bill Neenan of the Auditor of Disbursements upon the death of his mother, and to Tom Leavitt of the Law Department upon the passing of his father. We also extend our sincere sympathy to Jim Reynolds of the Bullard Building upon the death of his father. We had the pleasure of knowing Jim's father, one of our railroad policemen, and we know that the memory of this splendid man will linger long in the hearts of those who knew him.

The recent death of George Jones cast a shadow over the general offices where he had worked for a number of years in the Engineering Department. The esteem in which he was held was attested by the large number of his fellow employes attending the funeral services on May 25.

Another death that brought sorrow to a number of us was the notification of the sudden passing of William Dowling in New York. Mr. Dowling was employed in the Treasurer's Office for a number of years.

Some good news, for a change, has reached us. Ted Keller of the Auditor of Disbursements office is reported as greatly improved at St. Raphael's Hospital, and it looks as though Ted will soon be back with us.

Miss Muriel Slavin, one of our charming girls in the General Manager's Office, will be married on June 20 to William Schleicher, Yale, '27. Muriel has been working in the G. M.'s for the past eight years and her very pleasant manner has made her a large number of friends.

The annual banquet of the G. O. A. A. Glee Club was held on Saturday, May 23, at Murray's Patio in New Haven. Fifty people attended the banquet and arrangements were capably handled by President Al Spette. The Glee Club gave several selections during the evening and several of the members gave solos which met with great applause. The club has

It pays to be careful, the more careful you are the better it pays.
had a very successful season and the get-together was in the nature of a celebration over their successful year.

We would like to take advantage of the opportunity to welcome to our fold the Misses Ives and Beatty of the Law Department. We only hope these girls will like us as much as we already like them.

We extend our sympathy to Max Miller of the Engineering Department upon the death of his mother.

Hartford Division

J. W. Coleman, Correspondent

The many friends of John H. Hynes, retired Night Stationmaster at Hartford, will wish to extend to him congratulations on his recent marriage at Long Beach, Calif., to Miss Viola E. Bailey. In a letter from Mr. Hynes, dated May 7, he enclosed to the writer a clipping from the Long Beach newspaper, in which the notice appeared, and which Mr. Hynes confirmed in his communication. The present Mrs. Hynes is a native of Old Town, Me. In his letter Mr. Hynes advises that he and his bride are contemplating a trip East next Fall and his many friends will be very glad to see both him and Mrs. Hynes.

Friends of George Gould, Electrician at Waterbury, will be grieved to learn of the death of Mrs. Gould, which occurred on May 8.

Recently a bowling match was held at Waterbury, between the teams from Hartford and Waterbury, and the box scores are given herewith, from which it will be noted that in both contests the Waterbury boys were the winners. In connection therewith, the Waterbury employees have a 25-man bowling team and they wish to issue a challenge to any 25-man combination on the System. Letters in connection therewith may be addressed to J. J. Gleason, at Waterbury, Conn.

Wreckers, Waterbury

Team No. 2

Palzer ........................................... 107
Booth ........................................... 103
Stemmer ......................................... 117
Laudette ......................................... 105
DeNapoli .......................................... 107

539 509 525 1573

Hartford

Pritchard ......................................... 79
Stone ........................................... 97
Whittemore ...................................... 95
Martin ........................................... 89
Mattson .......................................... 105

465 451 483 1399

Supervisors, Waterbury

Team No. 3

Coffey ........................................... 95
Barnes ........................................... 103
Gianelli ......................................... 127
DiLeo ........................................... 99
Duke ............................................. 124

648 489 526 1563

Hartford

Jackson ........................................... 92
Preisel ........................................... 79
Bieth ............................................ 90
Peck ............................................. 92
Wolff ............................................ 119

472 441 454 1367

Edward L. Buggie, for approximately 40 years connected with the Railroad Company in the capacity of Clerk at Hartford, in the Freight Offices, and later with the Accounting Department at Hartford, died at St. Francis Hospital, Hartford, on May 9.

Edmund Zinzer, Chief Clerk to F. A. Kirk, Division Freight Agent at Hartford, was married on Saturday, May 16, to Miss Irene Semrau. Miss Semrau was formerly employed in the Motor Vehicle Department at

This old group photo, the property of Operator Massey, at Berlin, was taken at that point in 1889. Those in the picture, from left to right, are: Nathan Thrasher, agent; Seth Stanley, clerk; Edward Thrasher, freight house helper; Edward Garrity, switchman; James Garrity, station helper; Michael Kinney, switchman; John Cashman, switchman; Fred Blynn, baggagemaster, and William Lynch, switchman.

Ladders have been the downfall of many a good man.
June, 1931

Along the Line

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On conclusion of the reception, Mr. and Mrs. Zinzer left for a short wedding trip, taking with them the best wishes of a large circle of friends.

On Sunday, May 17, a young girl, approximately ten years of age, approached the Ticket Office Window in charge of Ticket Clerk James Caldwell, and requested a ticket for the Montreal Excursion, offering the Ticket Clerk a ten dollar bill. Mr. Caldwell inquired if her mother was with her, and she replied, "No," that her mother had sent her for the ticket. At the same time Samuel Fern, Clerk in the office of the Station Bagagemaster, Hartford, was at the window turning in his receipts, and between Mr. Fern and Mr. Caldwell they decided to hold up the sale of the ticket, Mr. Fern taking the girl in charge and proceeded to the Baggage Room where he questioned her and she gave what she said was her name. On calling up the name given, on the telephone, he found that the information given by the girl was incorrect. In addition, she gave two or three more fictitious addresses, finally, however, giving her correct name, permitting Mr. Fern to get in communication with her mother, and she requested that he bring the child home, which he did. It developed that apparently they had no knowledge of the fact that she had endeavored to purchase a ticket to Montreal, having no information that she had any such thought. It would appear to be a very commendable piece of work on the part of both Mr. Caldwell and Mr. Fern.

The many friends of Samuel P. Koch, Stationmaster at Hartford, will extend to him their sympathy in the death of his brother, which occurred during the past week at Milton, Penn.

To all of our friends who have previously taken advantage of our notices of "Rose Week" at Elizabeth Park, Hartford, we would again call your attention to the fact that on or about June 21, the roses should be in full bloom at Elizabeth Park and those who have previously seen the beautiful gardens at that time of the year, as well as those who have not had occasion to do so, will undoubtedly wish to take advantage of this opportunity.

A Corner in the Home Garden

This charming picture was made in the garden of Miss Mae Healy, 95 South Street, Willimantic, Conn. Miss Healy is the daughter of Section Foreman Healy at Willimantic. Photo courtesy of Hartford Courant.

Careful men recognize dangerous conditions and warn others.
Danbury Division

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

Johnny Hastings offered a pretty good alibi when questioned as to who popped him on the nose, but it didn’t go over too big with the boys.

Ross Noyes has recently rented a home on Wooster Heights. He intends running in competition with Clyde Newton in raising chickens.

Conductor Bill Delaney on the 10:00 P. M. Merchandise Extra, was looking over his train from the caboose, and by observing its running condition, and as he looked out while rounding a curve cast of Briggs one night recently, was struck on the side of the face. He thought for a moment that a member of the crew was having a little fun with him and expressed himself rather forcibly. However, Flagman Lemay convinced him that this was not the case. Shortly they discovered that a wood lark had struck Bill and fell dazed inside the caboose. Lemay is very fond of birds and took it home and says that it has proved to be quite a songster and is now giving his canary a few pointers on how to warble.

Frank Bullis of Maybrook, N. Y., admits that he drove all over Dutchess and Ulster Counties trying to find Orange County, offerings as an alibi for the old slogan—“Never cross a bridge until you come to it.” Frank made a trip to Poughkeepsie with some of the boys to attend a meeting and on the way back, not being sure of just where the highway bridge was, thought that if he kept on driving he would likely reach it. What we are unable to figure out is how Jack O’Rourke expected to get Frank out of difficulty by using a Pike County, Penn., map. If it had not been for Buck Hile discovering these two gentlemen trying to use a Penn. map in New York State there is a question whether they would be home yet. O’Rourke, of course, said, “Ise the President,” and that was enough for Frank. But let us say he had no desire to be the “Gent of Honor” at any more of these events. He says he is going to stick to the hack and rails and let Bullis and O’Rourke use the highways.

Grand Central Terminal

Charles Moeller and Irwin Keenan of the Passenger Department have recently returned from their vacations which were quiet ones spent at East Port Chester, Conn., and Hempstead, L. I., respectively. Roy Phillips has been on the sick list for the past week or more. E. B. Smith always has that worried look, but there is no need to ask the reason, because we know the sale of Montreal excursion tickets is always on his mind. George Fitch is pretty busy these days getting the camps in shape to leave New York the latter part of June and the first part of July; all of them want to leave the last couple of days in June, but George usually spreads them out to the satisfaction of all concerned.

A. E. Malumphy (after every mail), of the Construction Engineering Department at Grand Central Terminal, certainly comes around with strange tales these days; don’t know where he picks them up but if he ever loses his job with the New Haven the Burns Detective Agency could use him very well. Walter “Red” Johnson of the same Department is certainly an ambidextrous chap, first he is with you and then he is on the other side; can tell you all about cows, pyramids and even knows a lot about Ruth and Naomi.

F. Lyons in the Claim Department has challenged Dewitt Sanders, Investigator of the Law Department, to a game of old-fashioned, honest-to-goodness golf; one of Mr. Lyons’ coworkers has agreed to be the umpire using strict miniature golf rules. F. J. Zwick of the General Attorney’s Department is due for congratulations having recently been admitted to the Bar.

New York Division

J. R. Casey, Correspondent

“Shotgun” Jim Reilly of Mr. Hyland’s office, has opened a school in the Van Nest section of the Bronx for instruction in the art of sharpshooting. “Doc” Ross, who was an accomplished gunman, and what not, in the late World War, will act in an advisory capacity. As an inducement to membership, the first six ranking students of this school, in the summer class, will be invited on Mr. Reilly’s annual shoot in the Adirondacks this fall.

Having organized the multitudinous duties of his job on a split-second time schedule, Frank McGann of Mr. Bailey’s office, recently found it necessary to have Mrs. McGann make him a present of a wrist watch, just so he could keep himself checked up.

The New York Division Rifle Club, which has progressed tremendously since its inception about a year ago, is planning extensive improvements in the Club House for the coming winter season. Prominent among the decorations will be trophies which “Shotgun” Reilly has brought back with him from his various hunting forays, one of the specimens being a beautiful stein.

Bill Moroney recently returned from the convention of the Brotherhood of Railway Clerks, held in Denver, Colo.

Sid Wilson, chief clerk to Mr. Polson, will divide his spare time about as usual this summer, i. e., working in his flower garden and fishing in the Sound.

The gang at Asstt Supt.’s office at Oak Point. Left to right; G. Nimphins, W. Donoghue, C. G. Schmitt, Geo. Blount, M. Fookes, Leo Galagher, and J. Doherty. We are indebted to Tom Fewer, Signal Maintainer at New Rochelle Jct., for this snapshot.

Keep your mind on your work.
Recently a severe fire presented itself in the rear of Norwood Station. J. P. Riley (Sig. Stn. Opr. at S. S. 284 Readville), who happened to be passing near the scene, at the time, immediately called the office to arrange for protection of our property in case it was required. The fire was in the old Fales grain shed and burned to the ground.

Another case was at Franklin, Mass., where a laundry was involved. Conductor Lambert and Engineer Walley with their men moved our cars to safety and made sure there was no danger to railroad property.

"What is initiative? I'll tell you; it is doing the right thing without being told.

But next to doing the right thing without being told is to do it when you are told once." —E. H.

The Spring time-table seems to be working out satisfactorily, and in connection therewith wouldn't it be an opportune time to read the special instructions in back of same, also our own rules. If we keep constantly in touch with these things we are bound to become "Rusty" and perhaps allow certain loose practices to creep into our daily routine of work, which, if allowed to develop eventually mean our becoming involved in irregularities which are hard to explain and perhaps connect us with idleness. There is no better recommendation than a clear record.

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

T. Carlyle Clarke, the veteran telegrapher in the dispatchers' office received a visit, recently from Mr. M. J. Scully, of the Public Utilities Commission. Tom is always glad to see his young friend, because it rekindles old memories and brings to mind the many times in the sweet long ago when he was drug clerk in Northampton, Mass., and during his spare time he used to wheel Mr. Scully around in his perambulator, and as Mr. Scully often states, he would sure be ungrateful if he didn't remind "Carlyle" how much he appreciates what he did for him.

"Whither now have fled those dreams of greatness, Those busy, bustling days, those happy festive nights. Lost between good and ill, that charmed our youth."

The death of Frank H. Potter, former Putnam man, occurred at his home in Webster. Mr. Potter for a number of years was engineer on the road. Engineer Potter was an old New York & New England R. R., man and one of the best. He had been sick a long time. The heart-shaped flower garden in front of the office building is looking fine in spite of the late spring.

Work has been started on the under pass—tracks 1 and 2 at Bellevue Station.

The new signals at Readville and Chickering are a great improvement.

Engineer G. E. Rollock is off sick with rheumatism.

Engineer S. Bokelman has returned to work, bidding in on the Franklin work train.

The rank and file extend success to Asst. Supt. Vincelott at his new headquarters at Middleboro.
The City of Boston has started work at Morton street, a new bridge under road, and room for four track.

The above is a photograph of Paddy Jordan, turntable man at Park Square Station up to the time that station was closed. Paddy worked for the Boston and Providence, the Old Colony and the New Haven, his total service covering a period of 51 years up to the time of his retirement.

Providence Division
F. A. Lindopp, Correspondent

The Correspondent has received this communication from "Sincere Friends and Employees" with regard to the transfer of William F. Fellows, Steward at the Providence Station restaurant to a like position at New London:

"The Union Station, Providence, R. I., has a rather lonesome look with the loss of one of the familiar figures, Mr. William F. Fellows, congenial manager of the station restaurant, who always met his help and friends with a happy smile. Everyone feels his loss keenly. We envy the New London employes their new Manager, who will receive one pleasant associate, as he is to be Manager of New London station restaurant. He has left us, but his friendship will always hold a pleasant memory with us, and we wish him all the success in the world."

We wish Mr. Fellows much happiness and success in his new position.

The many friends and associates of Nelson Peloquin, passenger conductor, were very sorry to hear of his death on May 9, 1931. Mr. Peloquin entered the service in 1871 and in June, 1896, was promoted to the position of passenger conductor, which position he held up to July 18, 1930, when he retired on pension.

We extend our congratulations to William S. E. Walsh, formerly employed as a clerk in the Maintenance of Way Department and now employed in the same capacity in the Law Department at Providence.

He was graduated from Northwestern University in June, 1930, with the degree of L.L.B., and successfully passed examinations and was admitted to the Rhode Island Bar on May 13, 1931. In recognition of his achievement, his loyal friends presented him with ten volumes of the "General Laws of Rhode Island," together with an Index.

Local friends of George Jones, Office Assistant to the Chief Engineer at New Haven, were very much grieved to learn of his sudden death on May 21.

The Division Accountant's office has again come into the limelight through its marine adventures. Sam Marshall was around signing up fishermen for a trip out into the Atlantic on Sunday, May 17, and succeeded in signing up Fred Stremlau and Bill Graham, who, with Sam, sailed from these beautiful shores in a 30-footer to try their luck at deep-sea fishing.

They all took plenty of bait and lured in anticipation of a pleasant week-end and thoroughly enjoyed the trip out to the fishing grounds, but when they reached their destination the waters of the Atlantic were somewhat different from those of Narragansett Bay, and the unusually rough waters soon asserted their influence and Bill Graham is reported to have been "counted out" first. Bill did everything that was not conducive to stability of the future conduct of Sam and Fred, both of whom succumbed later, although Fred insists he was able to sit up and eat part of his lunch, much to the annoyance of other members of the party.

Bill laid out on deck, not being conscious of the fact that he was being burned on one side only, and he reported for duty on Monday morning a picturesque fishermen.

Accounts of the trip vary, but there seems to be an assured fact that these deep-sea fishermen will think a long while before they set out again into the Atlantic on a 30-footer.

Bill Graham found it necessary to shave a couple of days afterwards, and instead of starting on the side that had been badly sunburned, he started on the side on which he had lain and had no difficulty in getting a clean shave there. However, when he got on to
June, 1931
Along the Line

his vacation the first of May. He visited in Maine for a few days, then went to New York and reports a pleasant trip and the auto doing 70 per hour when called upon for speed.

Relief Train Dispatcher J. P. Lyons and family enjoyed a three-days' visit to New York city the last week in May.

Passenger Conductor George Tower expects to resume duty soon, after a long sickness.

Carl Perry, agent at Sagamore, is off sick and Charles Bowles is handling that station.

Dispatcher Smith has turned gardener and has about one-half acre already planted. We understand he is going to raise canned peas and succotash. Orders should be placed early as he expects quite a rush.

It is with regret that we report the death on April 17, of Mr. William H. Seeley, pensioned former Chief Clerk of the Division Accountant's Office. Mr. Seeley started railroading as a Telegraph Operator in 1882 and became General Freight and Passenger Agent of the Poughkeepsie and Eastern Central New England Railways, later working for the combined Industrial Bureau in Boston. Later Mr. Seeley was Chief Clerk to the Division Engineer and to the engineers at Annapolis and Danbury, being pensioned January 1st, 1930.

Gus Schwartz, Maintenance Foreman at Danbury and Boney Wheeler, Maintainer at Derby Junction, visited Mr. Stone, pensioned Signal Supervisor of the Waterbury Division.

To their great surprise, when they stepped off the train at Boston, they were greeted by Boston's famous flying brigade. However this generous hospitality did not allow them to forget their mission and they report Mr. Stone as well as can be expected.

We regret very much the death of Mr. Tom Maun, Dispatcher at Hartford, formerly located on the Waterbury Division. He died on April 14th. Tom acquired many staunch friends on the Danbury Division and was held in high esteem by all who knew him.

W. W. Kealy, Agent at Lenox, is again able to be around after an operation for appendicitis. We also understand that Mr. C. M. Beatty, Agent at Red Hook, is recovering from an operation for appendicitis.

W. J. Mackay, second trick Operator at Canaan, is in the Danbury Hospital. Last reports are that he is getting along very well.

Harry Cooper has been assigned to handle the station at Hopewell Junction on account of the death of Sam Lesher.

The trout season is on in full blast up the Berkshires. Road Foreman Bart Daley and Section Foreman John Keane of Hawleyville, have already reported a large catch. Other old-time fishermen should watch their step as these gentlemen are after the record.

The following is an article on Robert B. Taylor, signalman and operator at South Braintree, which appeared in the QUINCY LEDGER on April 6, in Warren L. Rand's column, headed, "Quips and Quirks."

BOBBY TAYLOR

Little, but oh my—Braintree's little man with big ideas—that's Bobby Taylor—one of the best proofs I know of that good things come in small packages—won nine baseball championships in six years—that's what the little fellow did—for the past six years Bobby has been coaching and organizing school boy teams at

(Continued on Page 31)
We have been advised of the death of Mr. C. A. Bradford, pensioned Train Baggage Master, Boston Division, on May 15. Mr. Bradford was born Feb. 28, 1854, entered the service in July, 1893, as Passenger Trainman on the Old Colony Railroad, made Train Baggage Master in 1899 and retired on pension in June, 1927.

Frank Breit, retired Assistant Foreman, New York Division, died on May 15. Mr. Breit was born June 9, 1864, and in October, 1888, became machinist helper at Bridgeport. He was promoted to be machinist in 1888, leader machinist in May, 1891, and Assistant Foreman in May, 1920. In March, 1926, Mr. Breit was honorably retired on pension.

Edward J. Calnan, pensioned Freight House Foreman, New Haven Division, passed away on April 28. Mr. Calnan was born May 28, 1861, entered the service in August, 1882, as Freight Handler at Westfield, and in 1885 was made Freight House Foreman at that point, serving faithfully until his retirement on pension in 1919.

George A. Clark, hostler, Hartford Division, died on April 28. Mr. Clark became a fireman on the old Western Division in October, 1890. He was promoted to be engineman in November, 1892, and in January, 1908, became Enginehouse Foreman on the Highland Division. In July, 1908, he was made Locomotive Hostler and retired on pension in November, 1927.

William H. Cone, Stationary Engineer, Providence Division, died on May 18. Mr. Cone was born Nov. 9, 1852, and started in as a deck hand on the Ferry Boat at Thames River. He was later promoted to be fireman and oiler, and in October, 1889, became Stationary Engineer on the new drawbridge at Thames River. He was retired on pension in June, 1915.

William B. Dowling, cashier in the treasurer's office at New York, died suddenly on May 25, in his 54th year. He was born Dec. 1, 1877, and entered the employ of the New Haven Railroad in July, 1899, in the mail department of the general superintendent's office at New Haven, as a messenger. In August, 1900, he transferred to the treasurer's office as office boy, was promoted to be clerk, and on Feb. 24, 1909, was transferred to New York. In May, 1920, he was promoted to be chief clerk of the New York office, and on Jan. 1, 1928, was appointed assistant transfer clerk. In July, last year, he was promoted to be Cashier, the position he held at the time of his death.

Mr. Dowling, during the period of his service with the company, made a host of friends because of his genial good nature and always helpful attitude. He was one of the leading spirits in the New York Division Rifle Club, where he will be very sadly missed, as will he also by his many friends and associates at Grand Central Terminal.

Edward Ambrose Flynn, Assistant Yardmaster, died May 3, 1931. Mr. Flynn entered the service in June, 1904, as a yard clerk and on May 9, 1911, he was promoted to the position of Assistant Yardmaster.

William H. Ford, former freight conductor, Hartford Division, passed away on May 17. Mr. Ford entered service in March, 1880, as a Car Inspector at Belle Dock. In November, 1888, he became Freight and Passenger Brakeman on the Hartford Division, and in May, 1893, was promoted to be Freight Conductor. In July, 1927, Mr. Ford retired on pension.

Telesphore Fournier, former Signal Maintainer, Providence Division, died on May 17. Mr. Fournier was born Aug. 30, 1864, and in February, 1890, became Trackman at Central Falls, R. I. In 1891 he was made Signalman, and in 1897 became Maintainer, serving at various posts on the Providence and Old Colony Divisions. He retired on pension in March, 1930.

William W. Fowler, pensioned trimmer, Readville Shops, passed away on May 4. Mr. Fowler was born Jan. 12, 1845, entered the service in March, 1866, as Foreman, Mill Room at Roxbury Shops, and in 1903 transferred to Readville Shops at Joiner-Trimmer. He was forced to retire on account of ill health in February, 1924.

Stewart Fox, former Section Foreman, Danbury Division, died on May 17. Mr. Fox entered the service as Section Laborer at Hibernia, N. Y., on the Old C. N. E. Railway, in 1893. He later was promoted to be Foreman, serving faithfully at the post until his retirement on pension in January, 1930.

John W. Golden, Crossing Gatemen, New London Division, died on May 1. Mr. Golden was born May 30, 1861, became a Freight Brakeman on the Providence Division 1899, Flagman in October, 1900, and Conductor in June, 1908. In 1924 Mr. Goldman became Crossing Gatemen on the New London Division and was retired on pension in May, 1925.

W. D. Ingersoll, pensioned engineer, Danbury Division, died on May 7. Mr. Ingersoll was born Oct. 16, 1851, entered the employ of the Housatonic R. R., at Bridgeport as fireman in April, 1872, was made engineman in September, 1878, and retired on pension in December, 1916.

Watch your health as you do your wealth.
George C. Jones, Office Assistant in the Engineering Department, died on May 21, after an operation at St. Raphael's Hospital, New Haven. Mr. Jones was born July 28, 1879, and entered the employ of the railroad as a laborer at the New Haven Freight Station in March, 1902. He transferred to the Engineering Department in 1903 as stenographer and advanced through the various grades in the office and in 1920 was appointed Office Assistant. Mr. Jones' pleasing personality and sterling character made for him a large number of friends, and it was with deep regret that the news of his death reached us.

James P. Kelley, former Freight Conductor, Providence Division, died on May 10. Mr. Kelley was born in September, 1859, and in 1897 became Freight Brakeman on the Providence Division. He was promoted to be Freight Conductor in March, 1902, and retired on pension in December, 1930.

Charles Luffe, former Towerman, Providence Division, passed on at his home on May 9. Mr. Luffe entered the employ as a Xingman on the Providence Division in April, 1898. He served as Towerman and Xingman at various points on the Providence Division and retired on pension in April, 1928.

E. B. Noble, Foreman, New Haven Shops, passed away on April 27, in his 88th year. Mr. Noble was born June 28, 1844, and in May, 1873, became Cabinet Maker and Draughtsman at New Haven. He was made General Foreman in July, 1893, and in 1905 became Foreman of the Car Department. In September, 1914. Mr. Noble retired on pension after many years of loyal and faithful service.

John J. O'Brien, who was employed in the Police Department for over 30 years, died at his home, 199 Read Street, Bridgeport, Conn., on May 6.

Mr. O'Brien entered the service of this Company in 1899 as Lampman at Bridgeport and was transferred to the Police Department as a watchman in 1905 at Bridgeport. He was promoted to Sergeant, August 4, 1919.

Nelson Peloquin, former Passenger Conductor Providence Division, died on May 9. Mr. Peloquin was born Oct. 28, 1858, and started his railroading in 1871 as a sectionman on the P. W. & B. Branch. He transferred to the position of freight brakeman on the Providence Division in 1875, was made train baggagemaster in April, 1884, Freight and Passenger Conductor in June, 1892, and passenger conductor in June, 1896. In July, 1930, Mr. Peloquin was honorably retired from the service on a pension. He had started for California for a vacation, but was compelled to return home because of illness, and he died two years later.

Frank H. Potter, engineman, died at his home in Webster, Mass., after a long illness. Mr. Potter was an employe of the New York & New England Railroad and was well known in Putnam, where he spent his boyhood and received his schooling. He was a member of the BOLE.

James Reynolds, who was employed as Watchman at New Haven shops since Dec. 8, 1927, died at his home, 23 Atwater Street, West Haven, Conn., on April 29.

John F. Stringer, crossingman, Old Colony Division, died on May 19. Mr. Stringer was born May 7, 1845, and in April, 1888, became night watchman on the Old Colony. In February, 1904, he was made Crossingman and served until his retirement on pension in January, 1925, on the Old Colony Division.

Boston Division—Continued

the Noah Torrey school and during his reign as master mind of that team he has delivered six championship teams—during that six years he was also manager and coach of the Monatiquots, of Braintree Sunset league fame, and spearred the banner three of those years—although Bobby is an ardent follower of every branch of sport—baseball is his favorite—when that little feller went to High school he weighed between 80 and 90 pounds—84 pounds to be exact—weighing slightly more than the bat he swung, he lifted the pill over the Town hall on more than one occasion—a feat that some of the baseball giants have been unable to duplicate—living next door to the ball field. Bobby became interested in kid baseball and there isn't a kid in that section of the town who doesn't rate Babe Ruth, Jack Dempsey, Lou Gehrig and a few more only second to Bobby Taylor—only once during his six years as an organizer of juvenile teams has the little fellow had any trouble at all with the players and that was the first away from home game he ever chalked up for his outfit—the game was over and waiting for a train to go home the kids started a battle of grapefruit, oranges, etc., in a fruit store—Bobby, being so small and so many times having been taken for one of the kids, didn't know whether to run with the kids or not—he stayed, however, and it cost him dollars to repair the damage—but can he handle kids—came the next Saturday and Bobby left the “racketeers” at home—as punishment—never from that day to this has Bobby ever had any further trouble with his “men”—Bobby has secret ambitions this year of dragging the Braintree Sunset league back into action—and he no doubt will realize his ambitions—Bobby is one in a thousand—not many would devote every spare hour they have to help the kids—hunt around all night for enough automobiles to transport the team to a game—that's one of the many things Bobby does—oh, yes—this world and baseball alone needs many more Bobby Taylors.

Use your head as well as your hands.
<table>
<thead>
<tr>
<th>NAME</th>
<th>OCCUPATION</th>
<th>DIVISION</th>
<th>ENTERED SERVICE</th>
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</thead>
<tbody>
<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 Term.</td>
<td>1870</td>
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<td>3. Charles Leonard</td>
<td>Agent and Operator</td>
<td>New Haven</td>
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<td>4. John Fitzgerald</td>
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<td>1872</td>
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<td>5. William Henry Cone</td>
<td>Passenger Conductor</td>
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<td>1873</td>
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<td>6. Eugene Byron Chase</td>
<td>Crossing Watchman</td>
<td>Boston</td>
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<td>7. Walter B. Spencer</td>
<td>Passenger Conductor</td>
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<td>8. Thomas F. Mulehay</td>
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<td>1874</td>
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<td>11. Harry Leeds Hill</td>
<td>Agent</td>
<td>Boston</td>
<td>1875</td>
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<td>12. W. L. Nye</td>
<td>Revision Clerk</td>
<td>Danbury</td>
<td>1875</td>
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<td>13. Frank Greene</td>
<td>Train Caller</td>
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<td>1875</td>
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<td>14. Thomas Colbert</td>
<td>Machinist</td>
<td>New Haven</td>
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<td>15. Fred P. Broadley</td>
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<td>Midland</td>
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<td>16. John C. Coleman</td>
<td>Section Foreman</td>
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<td>17. Patrick H. Broderick</td>
<td>Dist. Bridge Foreman</td>
<td>Danbury</td>
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<td>18. John L. MacDonald</td>
<td>Passenger Trainman</td>
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<td>19. Rufus P. Wands</td>
<td>Ticket Collector</td>
<td>Hartford</td>
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<td>20. George W. Cobb</td>
<td>Engineer</td>
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<td>21. David F. Patt</td>
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<td>22. Elmer E. Lucy</td>
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<td>23. Daniel O'Brien</td>
<td>Passenger</td>
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<td>24. David Gould</td>
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<td>25. Charles I. Fitcho</td>
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<td>26. Evelyn T. Bray</td>
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<td>27. Benjamin F. Conklin</td>
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<td>28. Hugh J. Hill</td>
<td>Yard Trainman</td>
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<td>29. John H. Lynch</td>
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<td>30. Samuel G. Smith</td>
<td>Asst. Cashier</td>
<td>Boston</td>
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<td>31. S. F. Ticknor</td>
<td>Agent</td>
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<td>32. David Martin</td>
<td>Engineer</td>
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<td>33. William E. Lovell</td>
<td>Engineman</td>
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<td>34. Elmer E. Damon</td>
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<td>35. N. E. Nickerson</td>
<td>Freight Agent</td>
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<td>36. Joseph Donley</td>
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<td>37. Merrill H. Smith</td>
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<td>38. William S. Lewis</td>
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<td>39. Horace P. Pond</td>
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<td>40. David A. Hartford</td>
<td>Draw Tender</td>
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<td>41. Frank E. Brown</td>
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<td>Engineman</td>
<td>New Haven</td>
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<td>43. George C. Black</td>
<td>Chief Clerk to Asst. to G.M.</td>
<td>New Haven</td>
<td>1879</td>
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<td>44. William F. Pendergast</td>
<td>Foreman Machinist</td>
<td>Readville</td>
<td>1879</td>
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<td>45. Alfred L. Lincoln</td>
<td>Freight Conductor</td>
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<td>46. Fred H. Alley</td>
<td>Foreman Tinsmith</td>
<td>Boston</td>
<td>1879</td>
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<td>47. Robert D. Bradley</td>
<td>Agent</td>
<td>Providence</td>
<td>1879</td>
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<tr>
<td>49. George E. Bernard</td>
<td>Engineman</td>
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<td>50. Samuel S. Landon</td>
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<td>Midland</td>
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<td>51. J. Frank Whitney</td>
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<td>Hartford</td>
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<td>52. John J. Dwyer</td>
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<td>53. John J. Drummy</td>
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<td>54. Daniel J. Maloney</td>
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<td>1880</td>
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<td>55. William H. Schlosser</td>
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<td>Boston</td>
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<td>56. A. F. Amadon</td>
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<td>57. Dennis Lehman</td>
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<td>58. Daniel Murray</td>
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<td>59. Edward P. Carroll</td>
<td>Section Foreman</td>
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<td>60. John H. Garland</td>
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_Safety first rests with you—be careful._
NAME
61 Fred E. Webb
62 Avery Clark
63 John A. Marooney
64 James D. Cunningham
65 Edward Lee Doll
66 Ernest W. Arnold
67 William Holbrook Cook
68 Eugene S. Meramble
69 Edward P. Lewis
70 John Rogers
71 George B. Mapes
72 Theodore A. Spreyer
73 Francis P. Flood
74 Robert Burns
75 Wm. H. Mulcahy
76 Ruel S. Harvey

OCCUPATION
Engineer
Tax Commissioner
Passenger Conductor
Agent
Freight Agent
Passenger Conductor
Engineer
Engineer
Passenger Conductor
Passenger Conductor
Passenger Conductor
Foreman Tinsmith
Record Clerk
Passenger Conductor
Yardmaster
Chief Clerk

DIVISION
ENTERED SERVICE
Midland 1880
New Haven 1880
New Haven 1880
Danbury 1880
New Haven 1880
Providence 1880
Providence 1880
Danbury 1880
Boston 1880
New York 1880
Boston 1881
New York 1881
Midland 1881
Boston 1881
New Haven 1881
Boston 1881

Along the Line

About Our Half Century Men

Benjamin F. Conklin, Assistant Cashier at Pier 37, North River, is No. 27 on this month's honor roll.

Mr. Conklin was born March 13, 1864, on Grant Street, on the lower East Side of New York City. Left an orphan at an early age, he found it necessary to shift for himself, and in April, 1877, became bank messenger in the old Centre Street Depot in New York City. Later he was promoted to a clerkship and covered various positions in the New York City freight stations, where he is now employed as Assistant Cashier and Abstract Clerk at Pier 37.

Mr. Conklin recalls many interesting and amusing experiences in the railroading game of the "eighties." When he started to work as a messenger the depot in New York was at Centre Street, next to the Tombs, and the freight cars were brought from 42nd Street, Grand Central Depot, down to the Centre Street Depot, with teams of four horses and a driver. The old style freight cars had platforms at both ends so that the driver could stand and handle his team.

After a year or so Mr. Conklin was promoted to a clerkship, copying waybills with the old style water and brush. When the old Centre Street Depot was closed, he transferred to Pier 50, and he says that the years have slipped by so swiftly that he hardly realizes that he has completed more than 50 years of service.

Mr. Conklin recalls that Mr. Cornelius Vanderbilt, who knew him as the "Centre Street Messenger," stopped him one cold winter's morning and advised him to secure a job in the Big Depot, instead of travelling back and forth to the Centre Street Station, but Mr. Conklin preferred the job he was on and so he stuck to it.

Mr. Conklin is married and has two married sons. He lives with his wife at 73 St. Mark's Place in New York City. Always a cheerful and friendly worker, Mr. Conklin advises the younger generation to adopt his motto, "Keep Smiling," as an aid on the pathway of life.

The A-B-C of safety always be careful.
# In Recognition of Long and Faithful Service

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

## Retirements

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Position</th>
<th>Division</th>
<th>Years of Service</th>
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<tr>
<td>1</td>
<td>James M. Whitmore</td>
<td>Chief Clerk</td>
<td>General Offices</td>
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<td>2</td>
<td>Peter McKean</td>
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<td>Providence</td>
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<td>3</td>
<td>Peter F. Christie</td>
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<td>4</td>
<td>Edgar A. Carrier</td>
<td>Clerk and Operator</td>
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<td>5</td>
<td>John Lynch</td>
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<td>James J. Egan</td>
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<td>Wm. F. Needham</td>
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<td>Forrester H. Clemons</td>
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<td>Laborer</td>
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<td>Truck Repairer</td>
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<td>Owen McDonnell</td>
<td>Tool Room Man</td>
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<td>Frank E. Balda</td>
<td>Mechanical Supt.</td>
<td>Lines East</td>
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<td>25</td>
<td>Frank A. Vertraun</td>
<td>Trackwalker</td>
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</tbody>
</table>
In Recognition of Long and Faithful
SERVICE
As long as men shall live and build, as long as they shall
strive for worthwhile achievements, there shall be honor
and glory in work well done.
THERE IS NO MAGIC ABOUT SAFETY
JUST COMMON SENSE