I Love a Locomotive

BY C. E. CALKINS

Tugboat Engineer

I love a locomotive, and I like to see it run.
To me it represents the greatest thing that man has done.
It's the majesty of motion. An achievement that's sublime,
The Monarch of the railroad, and the Conqueror of Time.
I like to lie and listen in a downy Pullman bed,
And hear the locomotive blowing signals, up ahead.
Though my train is hurtling onward through the mystery of night,
The engine whistle tells me that everything is right.

Then I know that up ahead there, there's a guiding master hand,
For whom the Monarch of the rail obeys the least command.
For though the mighty Monarch hath power to domineer,
His movements all are guided by a master engineer.
So I like to lie and listen in my downy Pullman berth,
For it's then the engine's whistle seems the sweetest sound on earth.
And soon its music lulls me to sweetly sleep and dream,
Of the luxury of travel in these modern days of steam.

And in the morning when I wake with raging appetite,
I hie me to the diner, and there, to my delight,
I find a service that compares, and choice of food that vies,
With the menus of the best hotels. The food that satisfies.
And later on, arriving safely at my journey's end,
I feel as though the railroad was a tried and trusted friend.
Yes, I love a locomotive, and Oh! I love to hear,
The chiming of its whistle sounded by the engineer.
An experiment in dining service which has received wide attention is the cafeteria or "counter car" which has been placed on the 7 o'clock morning train from New Haven to New York and on the 5:35 evening train out of Grand Central Terminal for the return trip.

The car, which is a remodelled steel coach, the interior of which, to quote newspaper stories, has been fitted up "to resemble a swanky cafeteria," is sheathed with panelling inside, even the roof receiving this treatment, giving the effect of a beam ceiling.

In the center of the car, on one side, is the kitchen, with oil-burner stoves, and with a counter in front to which patrons go to give their orders and to get their trays of appetizing breakfast or supper.

Self service at reasonable prices, and no tipping, are the keynotes of the new service, which is built up on the theory that many commuters either miss breakfast entirely or have to gulp it down in such a hurry that it does them little or no good.

"The Commuter finally gets a break," was the way the new service was announced in an attractive leaflet in humorous vein, which was decorated with an imitation wood-cut of the interior, and the outside illustration of which we have used as the heading of this article. "No longer need the Forgotten Man meet the cold gray dawn with foreboding in his heart and undigested toast in his stomach," said the circular. "Gone is the insidious divorce menace—the Commuter's Breakfast Table, gone the soul-destroying gulped coffee, the dash for the station, the dyspeptic ride to town."

"The Forgotten Man now may turn over for another nap, rise at a godly hour and enjoy a serene Counter Car Breakfast En Route To Town. Pine boarded walls and curtained windows dispel any vestiges of that morning after feeling. "Crisp bacon, iced fruits and hot muffins, topped off with delicious coffee from glass, home-sized coffee pots, put you in town on top of the world. The tariff is extremely modest, —and THERE IS POSITIVELY NO TIPPING."

For the return journey it was announced that an evening "pick me up" would be served.

It is too early yet to state whether or not the car will be successful. Operation was started on November 7, and will be continued at least for a couple of months until it has been given a thorough trial. If it is found to serve a real need, of course it will be continued.

The car has a seating capacity of 53.
This photograph and the one on the opposite page were taken by the N. Y. Times photographer on the first trip of our new cafeteria "counter car."

These are very comfortable, deep-cushioned stools, placed before counters and tables. Seated at the counters, one faces the windows, while the tables for four are arranged in similar fashion to the tables for four in the ordinary diner.

An attractive feature of the interior decorative effect are the lamp shades, of which there are sixteen decorated with cartoons by George Clisbee, New York newspaper artist, depicting humorously the life of the commuter. At each window are bright and colorful red curtains.

The work of remodelling the car was done at Westport by a local contractor, under the direction of Louis Ritter of that town, originator of the idea, and who is operating the car under an arrangement with the railroad company.

Mr. Ritter came from the west coast, and for some time was a commuter into San Francisco. He relates that the ferry boats running into that city had a cafeteria aboard where the commuters could get a bite of breakfast. He has now been a commuter on the New Haven Railroad for some time, out of Westport, and one morning when he had missed his breakfast he remarked to his neighbor in the train that he wished the New Haven Railroad would do the same as the San Francisco ferries, and provide a cafeteria on the train.

Being a man of action, he did not let the idea die, but enlarged on it and worked on it, and finally persuaded R. L. Pearson, General Manager, that it was worth a trial. Certainly if the newspaper publicity it received is any criterion of the interest in having such a car, it should be a success. Representatives of the New York Times photographic service, and of the Acme Photographic Service took photographs of the first trip, and other newspaper representatives paid visits to it, it was the subject of cartoons, and it has received the widest kind of publicity.
Along the Line

November, 1932

Five Serious Injuries to Employees On Duty in October, 1932

Yard Brakemen—In switching movement fell from car to ground when cars struck others. He fell with head toward car and as car moved about 20 feet after impact the edge of hopper struck him in back of neck, breaking neck.

Yard Conductor—Climbed up on top of car in order to give signal to engineer. As he stood up on edge of car his foot slipped, he lost his balance and fell to ground landing on both feet but fracturing his left heel.

Yard Brakeman—Was applying brake on car when another car was kicked in on same track striking car and Brakeman lost his balance and fell from car landing on his back fracturing four ribs.

Yard Brakeman—Attempting to go from side ladder to end ladder of car, in some manner lost his hold and fell to ground. He suffered fractured skull.

Yard Conductor—Pulling on operating lever of car to open knuckle, lever came up quickly account of lever keeper and cotter missing and he fell straddling rail bruising himself externally.

Aside from these injuries there were none reportable to Interstate Commerce Commission. It will be observed that all were due to falling.

This cause of injury has been brought to your attention before and it is earnestly hoped that we form the habit of thinking; that we look before jumping or stepping. Be sure of firm grip and safe foothold.

C. N. Woodward,
Assistant to General Manager.
Safety Citations Total Forty-Six
Crossingman Gately Cited Five Times

Safety Citations for the past two months totaled 46, with Crossingman James H. Gately heading the list, with five citations to his credit. This brings Mr. Gately’s total up to 32.

Our No. 1 man, Section Foreman John Onofrio, returned to the list after a short absence, being awarded his 87th citation. Crossingman Gately is hard at work to increase his number of citations, in an effort to overhaul Mr. Onofrio.

Patrolman George Shrang of Brockton performed what was perhaps the most outstanding of our acts this month. After the conclusion of his duties one evening during the past month, following an exceptionally heavy rainfall, he walked the tracks from Brockton to Montello in search of possible washouts. One was found at the Montello Station and the tower was notified, and the washout protected until a Section Foreman arrived.

Following are the citations:

1st Citation
- RICHARD N. BUMP, Crossing Watchman, West Mansfield, Mass.
- J. J. BURNS, Night Stationmaster, Hartford, Conn.
- VICTOR J. FISHER, Crossingman, West Barnstable, Mass.
- WILFRED M. HAMILL, S. S., Opr., Shannock, R. I.
- WM. C. MITCHELL, Crossingman, Weir Jct., Mass
- F. P. PATON, Stationmaster, Providence, R. I.

2nd Citation
- JAMES W. ARMSTRONG, Freight Trainman, New Haven.
- CLARENCE BRASILL, Crossingman, Beechwood, Mass.
- JOSEPH F. FORD, S. S., Opr., Hills Grove, R. I.
- D. J. KITRO, S. S., Opr., Providence
- WM. F. LAPORTE, Switchman, Providence.
- D. A. McCARTHY, S. S., Opr., Mystic, Conn.
- ALVIN J. NOSS, Agent, West Mansfield, Mass.
- MICHAEL PETERS, Section Foreman, New Haven.
- WILLIAM B. VANWORMER, Crossing Watchman, Mansfield, Mass.

3rd Citation
- SAMUEL E. BOWLER, S. S., Opr., Westerly, R. I.
- PATRICK T. CLARKE, Crossing Watchman, Kingston, R. I.
- LEVI CRAPO, Crossing, Davisville, R. I.
- JOSEPH F. FORD, S. S., Opr., Hills Grove, R. I.
- WM. F. LAPORTE, Switchman, Providence, R. I.
- LOUIS LUBOSKY, S. S., Opr., Shannock, R. I.
- WALLACE H. REYNOLDS, S. S., Opr., Davisville, R. I.

4th Citation
- PATRICK DALY, S. S., Opr., Wood River Jct., R. I.
- DAVID H. STONE, Crossing Watchman, Oxford, Ms.

5th Citation
- GEORGE W BEATTY, S. S., Opr., East Greenwich, R. I.
- ARTHUR B. GARDINER, Crossing Watchman, Wickford Jct., R. I.
- HARRY C. WILLIAMS, S. S., Opr., Hills Grove, R. I.

6th Citation
- JOHN ONOFRIO, Section Foreman, New Haven—87th entry.
- JAMES H. GATELY, Crossingman, Providence, 28, 29, 30, 31 and 32.
- WILLIAM A. BROWN, Crossingman, Davisville, R. I., 12th entry.
- RALPH J. E. VASHON, S. S., Opr., Bradford, 10th entry.
- BENJAMIN McCONNELL, S. S., Opr., Stonington, 9th entry.
- LOUIS M. MEYERS, Crossingman, Providence, 8th citation.
- WALTER S. GRIFFITH, S. S., Opr., Davisville, 7th entry.
- C. CUREAU, Signal Maintainer, Bridgeport, 6th entry.

7th Citation
- JAMES W. ARMSTRONG, Freight Trainman, New Haven.
- CLARENCE BRASILL, Crossingman, Beechwood, Mass.
- JOSEPH F. FORD, S. S., Opr., Hills Grove, R. I.
- D. J. KITRO, S. S., Opr., Providence
- WM. F. LAPORTE, Switchman, Providence.
- D. A. McCARTHY, S. S., Opr., Mystic, Conn.
- ALVIN J. NOSS, Agent, West Mansfield, Mass.
- MICHAEL PETERS, Section Foreman, New Haven.
- WILLIAM B. VANWORMER, Crossing Watchman, Mansfield, Mass.
November, 1932

Along the Line

GEORGE SHRANG, Patrolman, Brockton, Mass.
RALPH P. STILLMAN, Crossing-man, Guilford, Conn.
A. E. WILLIAMS, Flagman, Harlem River, N. Y.

Life
(Clipped by A. W. Sargent, Dining Car Superintendent)
Life is like a journey
Taken on a train
With a pair of travelers
At each window pane.
I may sit beside you
All the journey through,
Or I may sit elsewhere
Never knowing you.
But if fate should mark me
To sit by your side,
Let's be pleasant travelers,
It's so short a ride.

Train-Yard-Engine Service
Make Fine September Record
The best safety performance ever made on our railroad in train, yard, and engine service was during the month of September; there being but one injury reportable to the Interstate Commerce Commission, giving that branch of service a record of 1.52 per million man hours.
This compares with five injuries for September, 1931, and shows what can be accomplished when proper care is used.
October did not show as well. There were for the road five reportable injuries, including one fatality, all of which were in the train, yard, and engine service.
The hazards in this service must be kept constantly in mind. If this is done, much suffering and loss of life and limb will be avoided.
C. N. WOODWARD,
Assistant to General Manager.

Winter
The season of the year is approaching when it is probable that there will be cloudy and stormy weather, snow, ice and other disagreeable conditions when men in outdoor employment bundle up.
Men employed on or about tracks must be careful not to depend too much on ears covered by cap or muffler but must use their eyes.
Look As Well As Listen
It is regretted that during the Winter months there are many injuries due to slipping and falling. During the last Winter period, four employees were killed and nineteen injured from this cause. The danger of alighting from moving trains, made a habit while the ground is bare, is greatly enhanced under the slippery conditions prevailing during this period and to avoid danger requires constant vigilance and extreme caution.
Sand
Employees are urged to co-operate as far as they can toward eliminating this class of injury, caused by ice and snow particularly around stations, platforms, stairs and approaches, and on coach and engine steps and platforms.
See that they are properly sanded.
Let's have a safe Winter

MERRY CHRISTMAS 1932
MERRY CHRISTMAS 1932
Employees' and Taxpayers' Association
Organization Progressing Rapidly

Organization of the Railroad Employees' and Taxpayers' Association has progressed rapidly during the past month, with Connecticut having completed its program of organization of local units, and Massachusetts and Rhode Island employees having gone forward by forming similar associations.

The greatest enthusiasm has been shown all over the system and a large number of non-railroad members have been secured, perhaps the most outstanding of whom is none other than the Governor of Connecticut, His Excellency Wilbur L. Cross, who not only joined and expressed his sympathy with the movement, but sent a donation of $5.00 to help the funds.

W. S. Carr, assistant superintendent at Worcester, was made temporary chairman of the Railroad Employees' and Taxpayers' Association of Mass., and Joseph S. Pickford, stationmaster at Back Bay, was elected temporary secretary. Headquarters will be maintained at Room 459 South Station, Boston.

Rhode Island's organization is along a little different lines than Connecticut and Massachusetts, in that there will be no local units, the one organization covering the entire state. Thomas H. Hammond, freight conductor, of Providence, was elected President of the Rhode Island organization, James J. Flaherty, agent at Westerly, was made vice president, Wilbur C. Gilligan, carman, is secretary, and Edward J. Beckett, foreman electrician, is treasurer.

Temporary Chairman Carr of the Massachusetts association, reports that there is a very fertile field in that state for an organization of this kind and declares that "the results up to date have been nothing less than astonishing." He reports that attendance at the organization meetings has run from a low of twenty to a high of 525, and that 8,000 members were secured in the first twenty-eight days of organization.

Mr. Carr also adds that several business concerns have requested that he give talks before their employees to inform them of the aims and purposes of the organization and that a considerable non-railroad membership is being secured among the thinking public.

Mr. Carr also reports another interesting situation which came to his attention, where a banker, when applied to by three different concerns for loans, greeted the applicants with the question: "How do you ship your freight?" And then the banker pointed out that if they patronized cut-throat competitors of the railroads, thus damaging securities held by the bank, he would be loath to lend them any of the bank's money.

The complete list of officers of the Rhode Island association follows:

**Officers**

Thomas H. Hammond, President, Providence.

James J. Flaherty, Vice-President, Westerly.

Wilbur C. Gilligan, Secretary, Pawtucket.

Edward J. Beckett, Treasurer, Providence.
November, 1932

Executive Committee
Thomas H. Hammond — Ex-officio.
J. J. Flaherty
Edward J. Beckett
Wilbur C. Gilligan

Board of Directors
Thomas H. Hammond James J. Flaherty
Arcangelo Pescosolido Daniel S. Shea
Frank E. Ware Arthur H. Riani
John F. Golden Reginald Hipwell
Wilbur C. Gilligan Charles Duquette
Frank S. Fenn James M. Gaynor
William H. Gilfoil Edward J. Beckett

Legislative Committee
Wilbur C. Gilligan Arthur H. Riani
Frank E. Ware John F. Golden

Following is a list of the officers and committees of the various local units which have been organized in Connecticut:

<table>
<thead>
<tr>
<th>Unit</th>
<th>President</th>
<th>Vice-President</th>
<th>Secretary</th>
<th>Treasurer</th>
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<tr>
<td>Hartford Unit</td>
<td>J. W. Coleman</td>
<td>T. J. Donahue</td>
<td>R F. Hogan</td>
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<tr>
<td>Danbury Unit</td>
<td>M. T. McDermott</td>
<td>J. D. Cunningham</td>
<td>E. B. Burns</td>
<td>B. E. Daley</td>
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<td>New London Unit</td>
<td>J. K. Atticks</td>
<td>R. J. Duggan</td>
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<td>New Britain Unit</td>
<td>J. E. Leitch</td>
<td>W. H. Callaghan</td>
<td>J. J. Rahaley</td>
<td>J. J. Smithwick</td>
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<tr>
<td>Waterbury Unit</td>
<td>J. H. Greer</td>
<td>J. A. Grocut</td>
<td>J. J. McCarthy</td>
<td>M. P. Malone</td>
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<tr>
<td>Bridgeport Unit</td>
<td>C. R. Freeman</td>
<td>L. P. Bristol</td>
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Joseph S. Pickford
John Coffey, Secretary
T. P. Singleton, Treasurer

Willimantic Unit
H. A. Blanchette, President
E. H. Carlson, Vice-President
S. J. Riggles, Secretary
G. W. Bedford, Treasurer

Putnam Unit
W. J. Smith, President
C. D. Prentice, Vice-President
George Günsalus, Secretary
Louie Gareau, Treasurer

Manchester Unit
Gilbert H. Hemmenway, President
William Johnson, Vice-President
Russell L. Muir, Secretary
John Fynes, Treasurer

Torrington Unit
E. W. Plumb, President
A. T. Erwin, Vice-President
Marion Peterson, Secretary
George B. Latour, Treasurer

Winsted Unit
W. J. Walker, President
Eugene Hayes, Vice-President
J. J. Walsh, Secretary
Miss K. C. Doherty, Treasurer
Meriden-Wallingford Unit
F. P. Loomis, President
J. J. Keevers, Vice-President
C. S. Kelly, Secretary
E. F. Wagner, Treasurer

Milford Unit
William R. Benjamin, President
Thomas J. Riley, Vice-President
Gerard A. Walsh, Secretary
Henry C. Peck, Treasurer

Bristol Unit
J. E. Cosgriff, President
W. F. Murphy, Vice-President
Irene S. Farrar, Secretary
H. L. Spencer, Treasurer

Guilford Unit
William C. White, President
Chester M. Knox, Vice-President
Leo C. Rowe, Secretary
Michael J. Murray, Treasurer

West Haven Unit
J. F. Doolan, President
Harold E. Norton, Vice-President
G. Harry Scott, Secretary
F. H. Wager, Treasurer

New Haven Unit
F. H. Lincoln, President
J. F. Dray, Vice-President
W. P. Conley, Secretary

Membership Committee
John Pratt, J. J. Hefferman, Chairman

Legislative Committee
A. Mackrille, Wm. Zang
O. A. Weber, Frank Hardy
Harold Perry, Robert Layman
George J. Snow, Chas. F. Butler
H. B. Fay, James Schlegel

Law Enforcement Committee
L. E. Hastings, Joseph Matz
August Eirich, James Heerin
S. F. Butterfield

Publicity Committee
Jas. O'Connell, Jas. Tierney
Jas. Butler

Executive Committee
C. D. Bolio, John B. O'Brien
Chas. F. Butler, P. R. Leete
John Mangan, G. G. Butler

East Haven Unit
William Jaspers, President
E. A. Wilson, Vice-President
R. A. McGuigan, Secretary
E. L. Keay, Treasurer

South Norwalk Unit
D. W. Harford, President
T. J. Lyden, Vice-President
J. A. Quinlivan, Secretary
S. L. Craig, Treasurer

Naugatuck Unit
John J. Barry, President
Howard W. Holton, Secretary
John A. Currier, Treasurer

Canaan Unit
E. C. Finney, President
Edward Ashman, Vice-President
Henry J. King, Secretary
Victor M. Coe, Treasurer

Branford Unit
E. L. Bartholomew, President
Miss Marjorie McCarthy, Vice-President
C. H. Johnson, Secretary
W. H. Clapp, Treasurer

Committee Chairmen
Membership—L. J. Pierson
Legislative—Pere Walmo
Law Enforcement—George Olver & Wm. J. O'Neil
Publicity—Howard Williams.

Executive Committee—Officers; James Doyle, Frank Sveda

Ansonia-Derby-Shelton Unit
A. P. Whalen, President
James M. Ennis, Vice-President
Miss Anna O'Connell, Secretary
Francis Callahan, Treasurer

Hamden Unit
James T. Martin, President
James J. Shea, Vice-President
L. E. Gifford, Secretary
H. S. McIntosh, Treasurer

We do not have available as we go to press with this issue, the list of officers and committees of the local units in Massachusetts, with the exception of the Boston General Offices unit, and the Readville unit, which are as follows:
November, 1932
Along the Line 11

Boston General Offices Unit
President, Charles W. Seibert
Vice-President, Robert B. Brown
Sec'y Treasurer, William B. Smithers
Legislative Committee, H. A. Ives, G. H. Rounds.
Publicity, Howard Gomez, Louis Pol litt.
Membership, Ernest C. Doull, Sara McNearney
Law Enforcement, Lieut, R. Hodkins, Leo Higgins
Executive, John A. Kay, G. H. Slack

Readville Unit
President, S. P. McDonough
Vice-President, J. E. Tobin
Treasurer, J. E. Cooper, Jr.
Secretary, Miss N. F. Bullock
Legislative, G. I. Towner, G. E. Dowling
Law & Enforcement, W. J. Agnew, E. A. Marple
Publicity, A. M. Armour, J. O. Leavitt
Membership, L. J. O'Toole, P. Guarino
Executive, J. F. Gallagher, T. Donegan

Good Police Work
SERGEANT H. C. HEINOLD
State Police
Westbrook, Connecticut

"Recently we were able to effect the arrests of several men in connection with a motor truck hold up in North Branford; this same gang have without a doubt been connected with railroad thefts and have been under investigation by Captain T. C. Moran of your Company; in fact the captain supplied our officers with much valuable information and assistance and I would like to convey to you our appreciation.

"I have worked with Captain Moran in many parts of the state and want to assure you that he will always have our cooperation and our highest respect for his ability.

"This letter is perhaps uncalled for but having worked with the captain on the railroad angle of this case and therefore knowing that he has devoted a lot of time to this matter I thought that perhaps you would be interested to know that his assistance was of very material help in rounding up this gang."

"QK'd" Ben Pollock

Charles F. Hoffman, 2nd trick operator at New Milford, Conn., enjoys the unique distinction of having told the fastest operator in the United States to hurry up. This was back in the days when Ben Pollock was on the system. Hoffman was located at West Patterson and about five minutes before a train was due at his station he began to get a message telling about the movement of a special inspection train. The message was coming over at a moderate rate, though a beautiful "hand," and Hoffman, anxious about the train which was coming along clicked back "Q. K". Immediately the operator at the other end speeded up to about 65 words a minute, all beautifully clear Morse. It came so fast that Hoffman was compelled to break every few words so that he could catch up in writing the message.

A couple of days later Mr. Pollock walked into the office and greeted Charlie with the remark, "Well, Hoffman, did you get it 'QK' enough?" And then Hoffman realized that he had told the fastest operator in the country to hurry up!

As a matter of fact Charlie Hoffman himself is no "slouch" as an operator, and is reputed as being one of the fastest on our system.

"Extreme Courtesy"
HELEN GAUNTLLET WILLIAMS
New Haven, Connecticut

"On behalf of the family of my cousin, the late William Wallace Urquhart, of 142 Hicks Street, Brooklyn, New York, I wish to thank the New York, New Haven and Hartford Railroad for their great kindness in allowing the ten o'clock express from New York to stop at Saybrook that we might go to Essex for the services in the family plot there, and also for allowing the Washington Express to stop at Saybrook for our return in the afternoon of October 25th. I would like also to speak of the extreme courtesy of the conductor of the ten o'clock train, and the kindness and solicitous care of all with whom we came in contact. Will you kindly convey to them our most sincere appreciation?"
Patronize Station Restaurants

Officers and employees of the New Haven and affiliated companies can help to increase our income by patronizing our restaurants in the passenger stations at Providence, New London, New Haven, Bridgeport and Hartford. Those who are regularly employed and have meals away from home, either at lunch or while out of town, should consider the advantages offered at our own eating places. While many officers and employees are regular patrons at restaurants operated by the Company, others have their meals elsewhere. Our restaurants have not escaped the effects of the general falling off in business, and further curtailments in the force employed might be avoided by increased receipts.

Our restaurants serve food of the very best quality and of sufficient variety to please anyone. Prices compare favorably when the discount allowed employees who sign their name on the back of the check is considered. Specials are offered daily, priced at 60 cents, which cost an employee 45 cents. Examples are listed below:

Choice of
Broiled Fresh Mackerel
or
Broiled Sword Fish
* * *
French Fried Potatoes
Stewed Tomatoes
Bread and Butter
Choice of
Pie
Pudding
Ice Cream
* * *
Coffee Tea Milk

Choice of
Chicken A la King
or
Beef Stew
Potato Croquettes
* * *
Boiled Onions
Rolls and Butter
Choice of
Pie

A New Zealand Railway train on the Hamilton Railway Bridge, in Auckland.
In addition to the special meals offered, a variety of food is offered at comparatively reasonable prices.

One of the objections voiced is that a gratuity or tip to the waitress is necessary. This is a mistaken idea as all waitresses understand that employees of the same company are not expected to increase the cost of their meals by giving tips or gratuities. Patronage of employees resulting in increased income is encouraged as this helps to maintain employment.

Let's all do our bit to help by eating the meals we have away from home at our station restaurants.

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**Warned of Fire**

*Selectmen Of Town Of Andover, Connecticut*

"On behalf of the Town of Andover, we wish to express our appreciation to the engineer of the "Maine Bullet" in sounding the fire alarm Thursday night, September 15th, 1932.

"A large house belonging to Clarence R. Sadd and located near the center of Andover caught fire shortly before the eastbound "Bullet" arrived. The engineer,* seeing the fire as soon as he came down the valley, sounded the fire alarm all the way from Bolton to Hop River. His whistling aroused many people who immediately sent aid to the fire."

*H. L. Richardson.*

---

*The Roloxia Limited of the New Zealand Railways at Carmy, Auckland.*
What Are They Singing?
BY KENDALL EMERSON, M. D.
Managing Director, National Tuberculosis Association

The appearance of the cheery little Christmas seals on Thanksgiving Day marks the beginning of the second quarter century of the organized fight against tuberculosis in the United States. The design this year shows a little boy and girl, dressed in the costume of the Middle Ages, standing in the snow and lustily singing a carol in the warm red glow of a nearby window.

It is expected that during the campaign many persons will ask, “What are they singing?” The answer may very well be, “A hymn of thanks for the protection Christmas seals have given in the past, and a plea for the continuance of that protection.”

The picture is especially appropriate because a large proportion of the funds raised by the sale of these seals is used by tuberculosis associations throughout the United States for discovering the disease among children and guarding them from it.

Why do children need such protection and how is it accomplished? It is a surprise to most people to learn that tuberculosis is one of the greatest causes of death among infants under one year of age, and that many children are so seriously infected they break down with the active disease during the “teen” age.

It took thousands of tests and reports to develop the safeguards that now ward off this insidious disease from children. One doctor supervised the X-raying of thousands upon thousands of children and spent many years analyzing the carefully kept photos and records of each case. Other physicians made test after test upon children with a substance called tuberculin, which reveals years before the active disease flares up whether tubercle bacilli exist in a child’s body. In such cases preventive treatment can be undertaken immediately. Careful observations have shown the effect of sunlight, diet, and sleep on the growing child and their effect upon the treatment of tuberculosis.

The Research Committee of the National Tuberculosis Association searches tirelessly for a cure for the disease, as well as making intensive efforts to improve existing means of discovery and treatment. The outstanding feat of this group to date has been the development of a new pure tuberculin, which assures greatly increased accuracy in testing children for infection.

This committee also has devoted itself to the improvement of X-ray technique and X-ray materials, and noteworthy progress and contributions to this science have been made both in the methods of taking the photographs and in the materials used in their manufacture.

And so, bit by bit, our modern knowledge about tuberculosis has been pieced together. Those facts as they concern children are as follows:

The majority of the entire population of the United States have tubercle bacilli in their bodies, even though all do not break down with the disease.

These bacilli may invade the body during childhood and even infancy.
The tuberculin test will show whether or not a child has been infected with the bacilli.

A child who has the bacilli in his body may have a condition known as the "childhood type of tuberculosis", which is often shown by the X-ray as darker shadows in the glands between the lungs, or in the lungs themselves. (This, of course, is not the active disease, but it is a warning that the "seeds" of the disease are present and that the child is in danger of breaking down with active tuberculosis if his health is not carefully watched.)

To keep children healthy, they should not be permitted to come into contact with a person who has tuberculosis. They should at all times be given proper amounts of sleep, day-time rest periods, good food, and play in sunshine and fresh air.

These facts point the way for the work and programs of many tuberculosis associations. Some provide free tuberculin tests, and X-rays if needed, for all school children. Others maintain a preventorium to which children who have the childhood type of tuberculosis may be sent free for treatment. Still other associations maintain free summer camps to which children who are underweight and generally under par are sent to be built up physically and thus aided to fight off tuberculosis.

So it is that the design of the little Christmas seal is appropriate. The singing children are both hymning their thanks and making a plea. And that plea is directed at you, because it is you who buy and use Christmas seals and thus make it possible to protect all children from tuberculosis — the disease that kills more persons between the ages of 15 and 45 than any other disease.
The Safety Contest Standings

Station Service
NINE MONTHS ENDING SEPTEMBER 30, 1932

<table>
<thead>
<tr>
<th>Stations in Ranking</th>
<th>1 Point</th>
<th>5 Points</th>
<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providence</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>301,578</td>
<td>0</td>
</tr>
<tr>
<td>Harlem River</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>148,036</td>
<td>0</td>
</tr>
<tr>
<td>Bridgeport</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>129,630</td>
<td>0</td>
</tr>
<tr>
<td>Worcester</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>129,083</td>
<td>0</td>
</tr>
<tr>
<td>Maybrook</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>101,338</td>
<td>0</td>
</tr>
<tr>
<td>Waterbury</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>60,295</td>
<td>0</td>
</tr>
<tr>
<td>New Bedford</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>49,526</td>
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</tr>
<tr>
<td>Fall River</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>31,856</td>
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</tr>
<tr>
<td>New London</td>
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<td>0</td>
<td>28,882</td>
<td>0</td>
</tr>
<tr>
<td>Danbury</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>23,943</td>
<td>0</td>
</tr>
<tr>
<td>Springfield</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>10</td>
<td>97,147</td>
<td>10.29</td>
</tr>
<tr>
<td>Boston Freight Terminal</td>
<td>3 5</td>
<td>1</td>
<td>0</td>
<td>10</td>
<td>763,230</td>
<td>13.10</td>
</tr>
<tr>
<td>New York Piers</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>10</td>
<td>421,146</td>
<td>23.74</td>
</tr>
<tr>
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<td>1</td>
<td>0</td>
<td>5</td>
<td>178,091</td>
<td>28.07</td>
</tr>
<tr>
<td>New Haven</td>
<td>7</td>
<td>1</td>
<td>0</td>
<td>12</td>
<td>343,601</td>
<td>34.92</td>
</tr>
<tr>
<td>Brockton</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>28,163</td>
<td>71.02</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>15</td>
<td>5</td>
<td>0</td>
<td>40</td>
<td>2,835,466</td>
<td>14.10</td>
</tr>
</tbody>
</table>

Yard Service
NINE MONTHS ENDING SEPTEMBER 30, 1932

<table>
<thead>
<tr>
<th>Yards in Ranking</th>
<th>1 Point</th>
<th>5 Points</th>
<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dover St., Boston</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>184,324</td>
<td>0.27</td>
</tr>
<tr>
<td>Hartford</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>172,657</td>
<td>0</td>
</tr>
<tr>
<td>Bridgeport</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>128,681</td>
<td>0</td>
</tr>
<tr>
<td>Springfield</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>113,939</td>
<td>0</td>
</tr>
<tr>
<td>Worcester</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>202,228</td>
<td>4.99</td>
</tr>
<tr>
<td>Harlem River</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>343,986</td>
<td>10.63</td>
</tr>
<tr>
<td>New Haven</td>
<td>8</td>
<td>0</td>
<td>1</td>
<td>23</td>
<td>684,114</td>
<td>33.62</td>
</tr>
<tr>
<td>Boston Freight Terminal</td>
<td>3 5</td>
<td>2</td>
<td>0</td>
<td>13</td>
<td>373,164</td>
<td>35.02</td>
</tr>
<tr>
<td>Providence</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>17</td>
<td>479,612</td>
<td>35.44</td>
</tr>
<tr>
<td>Maybrook</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>21</td>
<td>208,899</td>
<td>100.52</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>20</td>
<td>3</td>
<td>3</td>
<td>80</td>
<td>2,891,606</td>
<td>27.67</td>
</tr>
</tbody>
</table>

Maintenance of Way and Structures
NINE MONTHS ENDING SEPTEMBER 30, 1932

<table>
<thead>
<tr>
<th>Divisions in Ranking</th>
<th>1 Point</th>
<th>5 Points</th>
<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providence</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>834,081</td>
<td>3.60</td>
</tr>
<tr>
<td>Boston</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>6</td>
<td>1,567,627</td>
<td>3.83</td>
</tr>
<tr>
<td>New York</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>6</td>
<td>1,019,877</td>
<td>5.88</td>
</tr>
<tr>
<td>Hartford</td>
<td>5</td>
<td>1</td>
<td>0</td>
<td>10</td>
<td>1,049,138</td>
<td>9.53</td>
</tr>
<tr>
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<td>0</td>
<td>2</td>
<td>1</td>
<td>25</td>
<td>1,019,877</td>
<td>13.27</td>
</tr>
<tr>
<td>Other Departments</td>
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<td>1</td>
<td>0</td>
<td>3</td>
<td>105,009</td>
<td>47.61</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>10</td>
<td>6</td>
<td>1</td>
<td>55</td>
<td>6,459,466</td>
<td>8.51</td>
</tr>
</tbody>
</table>

Stores Department
NINE MONTHS ENDING SEPTEMBER 30, 1932

<table>
<thead>
<tr>
<th>Storehouses in Ranking</th>
<th>1 Point</th>
<th>5 Points</th>
<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven General Stores</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>131,634</td>
<td>0</td>
</tr>
<tr>
<td>New York Division</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>61,064</td>
<td>0</td>
</tr>
<tr>
<td>New Haven Division</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>40,780</td>
<td>0</td>
</tr>
<tr>
<td>Boston Division</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>38,002</td>
<td>0</td>
</tr>
<tr>
<td>Providence Division</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>31,170</td>
<td>0</td>
</tr>
<tr>
<td>Montowese Scrap Yard</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>20,873</td>
<td>0</td>
</tr>
<tr>
<td>Hartford Division</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>20,033</td>
<td>0</td>
</tr>
<tr>
<td>Roadway Stores</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>23,991</td>
<td>41.68</td>
</tr>
<tr>
<td>Readville Stores</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>7</td>
<td>160,610</td>
<td>43.58</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>8</td>
<td>528,157</td>
<td>15.15</td>
</tr>
</tbody>
</table>
### Track Supervisor's Force

**NINE MONTHS ENDING SEPTEMBER 30, 1932**

<table>
<thead>
<tr>
<th>Supervisors in Ranking Order</th>
<th>Injuries</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haggerty, W. H., N. Y.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>O'Connell, J. M., N. H.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Spencer, H. P., N. H.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sullivan, W. T., Boston</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Maconi, D., Boston</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Quigley, H. O., Boston</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Smith, J. H., Hartford</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Conley, E., Hartford</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cronin, F. P., N. H.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Barrett, M. M., Boston</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>287,958</td>
</tr>
<tr>
<td>Armstrong, C. A., N. H.</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>132,082</td>
</tr>
<tr>
<td>Total</td>
<td>9</td>
<td>3</td>
<td>13</td>
<td>4,302,427</td>
</tr>
</tbody>
</table>

### Train, Yard and Engine Service

**NINE MONTHS ENDING SEPTEMBER 30, 1932**

<table>
<thead>
<tr>
<th>Divisions in Ranking Order</th>
<th>Injuries</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hartford</td>
<td>3</td>
<td>2</td>
<td>0</td>
<td>938,185</td>
</tr>
<tr>
<td>New York</td>
<td>10</td>
<td>2</td>
<td>1</td>
<td>1,424,201</td>
</tr>
<tr>
<td>Boston</td>
<td>20</td>
<td>12</td>
<td>1</td>
<td>2,111,959</td>
</tr>
<tr>
<td>Providence</td>
<td>2</td>
<td>5</td>
<td>1</td>
<td>778,162</td>
</tr>
<tr>
<td>New Haven</td>
<td>33</td>
<td>10</td>
<td>4</td>
<td>1,815,779</td>
</tr>
<tr>
<td>Total</td>
<td>68</td>
<td>31</td>
<td>7</td>
<td>7,068,322</td>
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</tbody>
</table>

### Signal Department

**NINE MONTHS ENDING SEPTEMBER 30, 1932**

<table>
<thead>
<tr>
<th>Divisions in Ranking Order</th>
<th>Injuries</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>276,866</td>
</tr>
<tr>
<td>New York</td>
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<td>151,068</td>
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<tr>
<td>Boston</td>
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<td>0</td>
<td>0</td>
<td>150,444</td>
</tr>
<tr>
<td>Providence</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>108,156</td>
</tr>
<tr>
<td>Hartford</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>66,327</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>752,861</td>
</tr>
</tbody>
</table>

### Bridge and Building Department

**NINE MONTHS ENDING SEPTEMBER 30, 1932**

<table>
<thead>
<tr>
<th>Divisions in Ranking Order</th>
<th>Injuries</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>324,720</td>
</tr>
<tr>
<td>Boston</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>319,808</td>
</tr>
<tr>
<td>Hartford</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>173,829</td>
</tr>
<tr>
<td>Providence</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>141,954</td>
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<tr>
<td>New York</td>
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</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1,240,200</td>
</tr>
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</table>

### Electric Transmission and Communication Department

**NINE MONTHS ENDING SEPTEMBER 30, 1932**

<table>
<thead>
<tr>
<th>Departments</th>
<th>Injuries</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transmission</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>399,224</td>
</tr>
</tbody>
</table>
Mechanical Department

NINE MONTHS ENDING SEPTEMBER 30, 1932

<table>
<thead>
<tr>
<th>Division or Shop in Ranking</th>
<th>Injuries</th>
<th>Total Points</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York Division</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Van Nest Shop</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Boston Division</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>New Haven Division</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Readville Shop</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Hartford Division</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Providence Division</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Cos Cob Power Plant</td>
<td>8</td>
<td>0</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>22</td>
<td>15</td>
<td>1</td>
<td>112</td>
</tr>
</tbody>
</table>

Every Letter a “Selling” Letter

The accompanying illustration is a picture of a very beautiful stamp issued by the Traffic Department, a supply of which has been put in the hands of the various departments for placing upon all outgoing letters.

The stamp itself is in two colors, blue and gold, with the lettering left white giving a three color effect. This illustration, merely in black, does not in the least do justice to the original.

The background is a deep blue, surrounded by a border of gold. The lettering, “In ‘Serving New England’ The New York, New Haven and Hartford Railroad Company would like to Serve You,” stands out in white against this blue background. The train appears in black and gold.

Any employees desiring a small supply of these stamps to use on personal letters going to people outside the railroad family may secure some by writing to the Editor of ALONG THE LINE, New Haven, Conn.

A Planned Slump

(New Haven Evening Register)

The Interstate Commerce Commission’s figures on railroad accidents for the second quarter of this year show that the New Haven Road has achieved second place among the 21 railroads of its class in the matter of employee safety, with a record of 2.03 casualties per million man-hours worked; this was bettered only by the Atlantic Coast Line’s 1.81 ratio. Included in the 21 roads are such lines as the Pennsylvania, New York Central, Union Pacific, Southern Pacific, Great Northern and the Lackawanna.

Only two passengers have been killed in train accidents on the New Haven during the past 16 years, with one stretch of 12 whole years, without a single such passenger fatality. Last year only four passengers lost their lives in train accidents in the whole country. For each fatality the railroads carried more than 150,000,000 persons.

There still is some hazard connected with railroad operation, of course. There will be jumping on and off moving trains. Uninvited “guests” on freights will be killed or injured. Grade-crossing accidents aren’t altogether eliminated.

But even these deaths are being whittled down, year by year. The New Haven Road’s progress is shown by its figures for the 19 years since its organized safety efforts were begun in 1913. That year there were 326 deaths. Ten years later they had been more than cut in half. Last year the number of fatalities had been cut to 84. If the second quarter average of 15 is maintained during the rest of this year, 1932 will see a further drop.
Traffic Tips

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<td>H. E. ARNOLD, Traveling Auditor, New Haven</td>
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<td>C. J. DALY, Rodman, Harlem River</td>
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<tr>
<td>W. FITZPATRICK, Ft. Traffic Dept. New Haven</td>
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<td>H. M. KOCHERSPERGER, Retired Vice-President</td>
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<td>F. M. RANDALL, Agent, Barrowsville, Mass.</td>
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<td>H. A. ROBERTS, Agent, Needham Heights, Ms.</td>
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<td>C. J. SPRAUER, Agent, White Plains, N. Y.</td>
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<td>FRANK SVEDA, Engineering Dept. New Haven</td>
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Looking Backward

BY MRS. LOUISE FLANIGAN

Come, let's take a trip down Memory Lane to the dim and almost forgotten past of fifty years, when railroads were young and the nation was built through their help. They "linked" the East and West, "coupled" the North and South, "signalled" the plodder who followed the path of Lewis and Clark to the far recesses of the Western lands. Covered the "trackless" deserts, "switched" through dense forests, climbed lofty mountains, made home "ties" in every corner of the "globe." The "lantern" shone far over vast prairies that are today some of our largest cities. They supplanted the pony express, the prairie schooner, and all primitive means of transportation.

Today they are the finest mode of travel. Every luxury is covered in a trip one takes on our winning trains. The railroad man whom we remember, with ruddy cheeks and cheery smile, is fast passing on and we are proud to read of our half century men receiving their honor medals. It is a gratifying custom and a most worthy one.

My mind goes backward to the "brakie" with flowing tie, gingham jumper and Scotch cap who mounted icy cars equipped with hand brakes, old link and pin, long-hour trips and small pay, but happiness lived in their hearts. Many a young life went out in the call of duty. Heroes were they, unheralded and unsung, but on His roll of honor they are enrolled. Many a weary hour was spent on a sidetrack to await the fast train, but none were troubled; songs were composed and sung and all gathered in the caboose like one family.

When the long run was over and darkness fell, the welcoming light of the signal gave them "right of way" to old "Water Street Yard." Back to loved ones who never ceased to watch and wait, to the mothers, wives and children who have all taken part in our great railroads, they traveled many a mile in thought over the perilous trip of their loved ones. They, too, earned their share in the honor roll. God bless those who remain of olden days, a silent thought of those who have crossed the trestle that spans eternity. My thoughts are with them tonight. May the signal of His terminal shine clear when we leave on the last train of life's railroad.

To our massive systems of railroads we wish success. They have been one of the chief factors in the upbuilding of our country and have given employment to thousands of our great railroad family.
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 5th day of the month to be used in the current issue.

Vol. 8 November, 1932 No. 11

The New Haven System includes: 2101 miles of road with 5263 miles of track, on which operate 808 steam locomotives, 154 electric locomotives, 1 electric Diesel locomotive, 2065 passenger train cars, including 365 multiple unit cars, 36 diners, and 38 rail motor cars; 20,067 freight cars. It also includes 125 steamships and other types of floating equipment, and over 800 units of revenue equipment operating on the highways.

It’s About Time

The only surprising thing about the newly formed Railroad Employees’ and Taxpayers’ Association being organized in the various states, sponsored primarily by railroad employees but open to all interested in a sound solution of the country’s transportation problems, is that some such steps were not taken long ago.

For a number of years now, we as railroad employees have suffered—not in silence, for we have grumbled about it a good deal—while a big share of our business has been taken right out from under our noses, with resultant reduction in employment in our ranks, through an absolutely unfair condition.

We have complained about the situation in talking with our neighbors, our officers have pointed out the facts in addresses before organizations of various kinds, and legislation has been proposed to remedy the situation—but little actual progress in correcting it has so far been made.

It is apparently inseparable from our system of government that in order to secure legislation to remedy any situation, no matter how flagrant the evil, no matter how sound and common-sense the case, no legislative action can be secured unless a very concrete organized demand is made.

The best case in the world, sponsored only by an unorganized majority, seems foredoomed to failure. Yet the same case, with organized sponsorship, can quickly be pushed through to a successful conclusion.

We believe, therefore, that we as railroad employees are to be congratulated for having at last started this organization. Already there is a big enrollment of members other than railroad employees, for the cause is a just one and appeals to every fair-minded person.

Yet without this organization, we certainly could not expect the general public to become greatly excited over our plight. Their attitude naturally was: Well, if the railroad men themselves are doing nothing about it, why should we bother?

And so we again re-affirm our belief that we as railroad employees are to be congratulated on the formation of the Railroad Employees’ and Taxpayers’ Association. Let’s now make up for lost time!

Mullin President Eastern Vets

P. Joseph Mullin of the Boston Terminal Company, was elected President of the Eastern Association of Railroad Veterans, at its annual convention held October 1st and 2nd; at Boston. This organization is a national body representing 250,000 members. Mr. E. G. Buckland, Chairman of the Board of the New Haven Railroad was the principal speaker at the convention.
Our Communication System

Efficient means of communication have become so commonplace to us that we have come to take them very much for granted. Yet, an occasional peek behind the scenes to see the organization and setup which makes it possible for communication from one to another in the railroad business to be handled so promptly and easily, will not be amiss. It was recognized in the very early stages of railroad- ing that one of the most important requirements for the safe operation of trains would be a fast and reliable means of communication.

The invention of the electric telegraph by Morse in 1837 was the first step in the solution of this problem and as soon as the telegraph was developed to a point of dependability it was adopted by railroads as a means of communication. The first train order to be handled by telegraph was reported to have been issued by Mr. Minot, General Superintendent of the Erie Railroad in 1851.

But telegraph, for the dispatching of trains, has now been superseded to a large extent on almost all railroads by the use of the telephone. The New Haven Railroad was the first in the country to completely replace all telegraph with telephone for all of its train dispatching. That was in 1927 and January 1930 saw the elimination entirely of the use of the Morse code as a means of communication, except for a few telegraph channels superimposed on telephone circuits. The only other telegraph equipment in use at the present time are the telegraph printer machines or teletypes which are used locally for furnishing information to the ticket offices, information desks, station master’s offices, and other locations pertaining to train services and other information necessary for the traveling public, as well as the principal hump yards and at the Cos Cob Power Plant.

The vastness of our private telephone system may be readily realized by the knowledge that we have more than 26,000 miles of wire and more than 5,200 telephones, making approximately 23,000,000 calls a year, and that the total value of the telephone plant, owned exclusively by the New Haven Railroad, is approximately $3,300,000.

The use of the telephone has proved to have a great advantage over the previous Morse operation for the dispatching of trains. The contact resulting from direct conversations between dispatchers and station attendants has resulted in better understandings, greater cooperation and flexibility of operation; while the direct communication which has been made possible between the dispatchers and train crews at stations where there are no attendants, at siding telephones, at points where track changes or construction work affecting train operation is under way, and at the scenes of accidents, has been of tremendous advantage.

Through our telephone system, it is possible for one to telephone directly from any one point on the railroad to any other point without use of Bell System facilities and resultant toll charges. Between some of the points of heaviest communication traffic are several circuits available for such service. For instance, between Boston and Readville there are 9 tie trunks, between New Haven and Harlem River 5, between New Haven and Boston 4, New Haven and Bridgeport 3, New Haven and Hartford 4, New Haven and Providence 3, New Haven and Grand Central 3, Providence and Boston 4, Providence and Fall River 3, and there are several where there are two circuits.

Our Cover

Our cover picture this month depicts “Communication” and is another example of the beautiful photography of Albert B. Street of New Haven.

This picture, by the way, was hung in the exhibit of the National Alliance of Art and Industry in New York recently, and was one of the few chosen to be reproduced in London by the annual, “Modern Photography and Commercial Art and Industry.”
available. In addition, telephone message circuits operate over the entire system connecting with passenger and freight stations, signal stations, and all other outlying points requiring communication service.

The largest telephone switchboard on the system is that at New Haven which has 684 extension telephones and 19 city trunk circuits. Boston ranks second with 422 extension telephones and 39 city trunk circuits. Then comes Harlem River with 218 extension telephones and 22 city trunk circuits. Providence has 211 extension telephones and 14 city trunk circuits. Hartford has 121 extension telephones and 10 city trunk circuits.

Automatic dial equipment is in service at New Haven, Boston, Harlem River, Hartford and Readville, whereby all intercommunication is handled by direct dialing, without going through a switchboard operator.

A very useful arrangement in connection with our telephone service is the conference circuit arrangement, whereby as many as five persons can be connected together for a telephone conference. Three local telephones can be connected with one long distance circuit, or one phone can be connected with either two, three or four other phones locally.

It will do no harm to call attention to some of the suggestions which are found in the local railroad telephone directories which state the use of the word "hello" in answering the telephone, for instance, should be avoided and an informative response substituted such as "Mr. Brown speaking" or "Mr. Brown's office, Jones speaking," or "Superintendent's Office, Car Clerk speaking". Calls should always be answered promptly.

Of great importance, both from the point of view of efficient transmission and from the point of view of courtesy to the person at the other end of the wire, care should be taken always to speak distinctly.

The P. B. X. switchboard at New Haven. Those in the picture, from left to right: Evelyn Walker, Ruth Nettleton, Edna Crane, Carrie Norton, Gladys Hall, Helen Fitzgerald, Anna Willis, and Bernyce Hall, Chief Operator.
and directly into the transmitter. Millions of dollars have been spent by the Company in the construction of telephone circuits which will provide good commercial transmission and by not speaking directly into the transmitter or by not speaking distinctly or clearly, the efforts and money spent in this direction will have availed nothing.

"A courteous, although businesslike tone, is the first essential in the use of the telephone," reads another of the pointers. "This is especially valuable when dealing with the public; as at such times employees should remember that they are representing the railroad and that the Company will be judged accordingly."

The very pleasant greeting, "New Haven Railroad—Good Morning!" which for some time now has been the manner in which telephone calls have been answered at the various company switchboards indicates that the forces of our Communication Department are making sure that the public’s judgment of the Railroad in its telephone dealings will be a favorable one.

Another matter of courtesy and efficiency in the use of the telephone is the suggestion that the persons who make the calls should be ready to talk as soon as the line is connected.

Use of the railroad’s telephone facilities, it is pointed out, should be limited to railroad business and to the shortest possible time. In this connection each call to city costs the Railroad Company approximately five cents. Also, when city lines, either outgoing or incoming, are in use for personal business they are not available for the purpose that they were installed, namely, to serve the public.

Our telephone and telegraph communication service to points off the line of railroad, excepting telegraph service to connecting railroads, is paid for at the Telephone and Telegraph Companies’ full commercial rates. Therefore, this service should not be used when more economical means of communication will suffice. In this connection attention is called to the use of air mail service.

Night messages and night letters filed any time during the day and up to 2:00 A.M. are transmitted by the Telegraph Company at a convenient time during the night, and in cities and large towns are delivered by messenger the first thing in the morning. Bear in mind that the time feature of this service is approximately the same as Air Mail Special Delivery service to airport points where next morning arrival is shown and much more expensive.

Illustration:—

Night letter, 50 words, New Haven to Chicago—$0.60.
Night letter, 100 words, New Haven to Chicago—$1.20.
AIR MAIL Special Delivery, unlimited number of words—$0.18. Delivery approximately the same.

All of the communication forces and facilities come under the jurisdiction of J. D. Rogers, Superintendent of Communication, reporting to H. A. Shepard, General Superintendent of Electric Transmission and Communication.

Cooperation of all concerned in the proper use of the Railroad Company’s communication facilities will be helpful both in reducing expense and in having the facilities available to serve the public.

**Speed Upon the Rails**

*By George A. White*

*Freight Handler*

*Boston*

You have heard of the "Cannon-ball"
With its speed upon the rails
And of the "Flying Yankee"
You’ve heard us tell some tales
But now the old New Haven,
Has a train that hits the ball
The fastest in America,
The train that beats them all.

From New York on to Boston,
With that smoothly working team
The engineer at the throttle,
And the fireman at the steam
Up grade and down grade
Their speed it never fails
To reach the terminal market
By speeding o’er the rails.

To gain an early market
Boston merchants should combine
To use the fastest of them all—
It’s called the "Speed-Witch” line.
The above is a plan showing the telephone, (direct wires for communication purposes only) arrangements between New Haven and New Y
message, and block circuits, and tie trunks (except P. B. X. boards), exclusive of the circuit which would require a separate diagram to show.
New York Division

J. R. Casey, CORRESPONDENT

On October 19, as Train HN-8 was passing through New Rochelle, a coupler yoke broke on RDG-14347, resulting in considerable damage to several cars in the train. Inasmuch as there was only one car inspector on duty at New Rochelle, Foreman A. H. Schnirring, with Car Repairmen Bert Simons and John Trompa, were sent from Oak Point to assist in making repairs. After their arrival an inspection showed there was no coupler yoke on hand which would fit RDG-14347, loaded with merchandise destined to Cedar Hill. In the ordinary course, it would be necessary to wait until the following day to get a coupler from Oak Point. That would mean the car would not go forward until October 21, a delay of two days. To avoid this delay, Messrs. Schnirring, Simons and Trompa, with the assistance of Car Inspector W. J. Kelly, Electrician James Litchfield and Assistant Electrician W. A. Anderson, transferred the merchandise to another car, which went forward in Train HN-2 on the morning of October 20.

The fine spirit of cooperation and team work exhibited by these men is a source of great satisfaction. Employees of this type are an asset, since they can always be depended upon to do the best in the job.

Those indefatigable big game hunters, Chief Dispatcher Trihey and Dispatcher Quinn, added another trophy to their collection when they snared a young barn owl in the men's lavatory one night last month. The owl employed all the woodlore and resourceful cunning it possessed, but Messrs. Trihey and Quinn, ably assisted by Marine Dispatcher Wagner and Operator Kelly, not to mention an impromptu net, fashioned from a broomstick and a wastepaper basket, soon brought the intruder to bay, effecting the capture in the most approved Frank Buck “Bring 'Em-Back-Alive” style. The feathered marauder was left for Prof. F. J. McGann, Curator of the Lost and Found Department, but was surreptitiously released by Third Trick Chief Ben Breitegan and Dispatcher Danny McDonald, who feared a repercussion of bad luck.

Jim Reilly, of Mr. Hyland's office, another big game hunter, spent a week in this year's Adirondacks recently and reports better luck this year. Actually saw a deer. In fact, one tried to run down the shade—put out the lights and plug the keyhole, but it will do no good, for here comes Colonel Snoop. He sees all—hears all and is now established in a new home, and his wife is on the road to recovery. We are all hearty in wishing you better luck from now on, Ray.

After the birth of a second son, Foreman John Doherty got rid of his dog. Maybe the son was like the kids “down by the Winegar Wolks, where they tie all the children to fences and logs, to keep ‘em from biting the dogs”, only John chose to get rid of the dog before it got bit.

For the benefit of the young eggs who may still be in circulation, we publish an “ad” that should interest them. Advice to the lovelorn immediately and cheerfully given, no charge, by Charles A. Haggerty, Jr. Are you getting a bid to the wedding as your reward for that last match you assisted in making, Charlie?

It is understood that on the All American Football Team this year should appear the name of Francis, What-a-man, Stanley. Frank is modest and will not talk about his great playing with a certain Bridgeport team, but he does carry some newspaper clippings to show the unbelievers, that explain how without him the team would be a flop. He is now seriously considering drop-kicking so he can score all the points for his team.

During the month of October two safety first meetings were held at Track Supervisor Haggerty’s office, New Rochelle, and nearly all maintenance of way, B. & B., and signal foremen were present at either one or the other of these meetings. Maintenance Engineer T. P. Polson presided at both the meetings. We were successful in getting a couple of good snaps of the gangs. Meet the crowd.

THE BOYS SLIP ONE OVER

We have received this picture, with the following cut line:

“Lock the door — pull down the shade—put out the lights and plug the keyhole, but it will do you no good, for here comes Colonel Snoop. He sees all—hears all and NOSE all. You guessed wrong; it is not Schnozzle Durante, but New Rochelle’s Walter Winchell, Ralph Hartwell, in person.”
November, 1932  Along the Line

Left to Right: Bonding Foreman Tom Moore, Section Foreman Herman Dehnel, Jim Fluskey, Dennis O’Neil, Joe Belardo, Leonard Scinto, Tommy Durkin, Nick Cardone, Jimmy Sanger; Work Train Foreman Tommy Geoghegan, N. Y. W. & B. Section Foreman Hughie Adams, and Frank Meehan.

TOM FEWER’S NOTES

“Grandpa speaking”, is the manner in which our youthful signal foreman at New Rochelle, who hails from Yonkers, answers the phone since the blessed event occurred several weeks ago. Grandpa and child are doing nicely.

Fred Miller’s (of Bussman’s bridge gang) efficiency at his duties around drawbridges is due to the fact that he is at home over the water. Fred was a Chief Boatswain’s Mate in the United States Navy during the world war and saw plenty of action on his many trips across the Atlantic.

Phelim Tuckey, S. S. 14, is not only a “bridge tender” by day but also a “bridge player” at night. He claims leadership of the bridges and second only to Culbertson.


The boys were disappointed when they heard that John V. Farley, New Rochelle yardmaster, had resigned his commodoreship of the Echo Bay Yacht Club. They had figured on a day's entertainment at Echo Island. Perhaps the next anniversary will be held on the Island.

The mystery of the disappearance of Mr. "Judge" Cotter's umbrella while at S. S. 14 has been cleared up to the satisfaction of all concerned.

George Elliott, Assistant Division Maintenance Engineer, reminds one of Jerry Travers, leading golfer who was replaced by Bobby Jones. Mr. Elliott does not miss a "putt". While at Pelham Bay Drawbridge recently, he remarked to the affect that boat traffic on the river might be diverted to the New Haven "Boulevard of Steel", if it were not for certain regulations.

Leonard Van Gemmet, an all round athlete who works at the Van Nest Shop, (often referred to as "the place where anything can be made"), won the local tennis championship and would like to meet some of the boys from along the line in a contest this winter in an indoor court.

"The voice with the smile wins." So Fitz-gibbon, the Harlem River telephone man broadcasts. The boys regret that they are unable to become personally acquainted with the charming operators on the New York Division. They have to be contented with just hearing their voices.

Corney Casey, B & B Department, says he was unable to organize the Waterbury-Baychester Baseball team this year because all of his spare time was spent in teaching his young son the fine points of the national pastime.

Charles Harrington of S. S. 14 is playing a good game of football with the Mamaroneck All Stars this season. Charles plays right end for the home town team and needless to say many of his cheering admirers are of the opposite sex.

It has been reported that John Ness and Lampman "Lightnin" Joe of S. S. 22 under the coaching of Chief Jack Donovan and Captain Archie DeWitt are forming a football team with intentions of playing Al-Ma-Ma Team of the Mystic Nights of the Sea.

Fred Thieme of S. S. 38 and Tom Bourke of S. S. 28 attended the Springfield Exposition this year accompanied by two pretty girls who entered the horse riding contests. These two bachelors "Nutmeggers" seldom miss a horse show. There's a reason!

Ray Hecker of Mr. Polson's office was missed by the fair sex at the beach this summer. Ray and his father, Engineman Hecker of Oak Point, spent the week-ends at Candlewood Lake from all reports enjoyed their bungalow very much.

Indications are and "the record proves it" that the New Haven and especially the New York Division has gone safety wise! The writer has heard many discussions by members of the railroad family in regard to Motor Vehicle Transportation. It is food for thought and action on the part of every railroad employee. Many points of information can be gained by reading the circular distributed by the "Railroad Employees and Tax Payers Association of Connecticut."

Stamford

A. L. GAUDIO, CORRESPONDENT

Vito Benedetto bought a new harmonica and is daily practicing the "Giovenessa" air. Benny expects to join the Old Soldiers Band when he gets good. Much luck, Ben.

Norman Knobel and Chris Columbus both celebrated their anniversaries on October 12. Knobel his wedding—Chris his discovery.

Steve Smith, Horace Coughlin and Wes Burd have been re-engaged to furnish the plant with steam heat for the winter. It's a treat to have these smiling faces in our midst once again.

John Mable is also getting familiar to us again. Every so often he's performing spare service.

Leighton Winniewisser is a pretty busy boy in the West Haven political arena. He says that much will come out of nothing this election.

Sorry to hear A. L. Gaudio's resignation from political life on account of illness.

Frank Guider, car inspector, is always on the jump moving from one end of the yard to another. He's an impromptu servant—and dependable.

Does Bobby Lyden like to flirt with the fair sex? And how! He's the beau brummel of them all—and what a heart breaker!

We are glad to hear that Nellie Quinn has recovered from her recent illness and is back on the job.

Mrs. Lynch, of the car department, is a rather active person. Her chores are so excellently accomplished that there's always a smile on her face from dawn to dusk.
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Mr. and Mrs. Wm. Merckling. Mr. Merckling is Car Inspector at Stamford and Mrs. Merckling worked for many years for George Dyer in the Car Department.

Mr. and Mrs. Wm. Merckling. Mr. Merckling is Car Inspector at Stamford and Mrs. Merckling worked for many years for George Dyer in the Car Department.

Van Nest
William Howard Barry  
Correspondent  
THE NOON DAY CLUB MYSTERY  
By William Howard Barry  
Mike Flynn went out to take a smoke  
Of course this is no sin,

He grabbed his pipe from off the shelf;  
And packed the baccy in.  
Then loaded to the flowing brim  
He stuck it in his mouth;  
Then yelled begob I'm pissed;  
As he quickly yanked it out.  
He looked it over, up and down  
Then raised a hullabaloo,  
His old dudeen from stem to bowl;  
Was painted every hue.  
The Devils, says he, just for that  
I'll put them on the spot,  
Today they'll drink no java;  
For I'll bust their coffee pot.

The above jingle is a sort of a synopsis of what is to follow, and will give you a working idea of the scene that led up to the crime.

We don't know who threw the overalls in Mrs. Murphy's chowder, how old Ann is, why a chicken crosses the street, neither do we give a tinkers hoot, who killed cock robin, our sleuthing abilities now are all centered and taxed to the limit in an endeavor to discover and unmask the pirate who scuttled the ship, or to be more explicit, the vandal responsible for the perforating to the exact equivalent of a porus plaster, the hull of our coffee pot.

The java boiler referred to, is jointly owned and operated by the members of the noon day club, an aggregation of willing workers at the Van Nest shops, and used expressly for the purpose of brewing a cuppa coffee to sip at their noon day meal and wash down the eclairs, cream puffs, etc., but sad to relate, a few days ago, the old caffeine cooker sprung a leak and left them without their "good to the last drop" potion.

We can advance no plausible reason why this should happen, as the pot was practically new, having been in use not more than nine years, and while we hesitate to accuse anyone of the crime, yet we have a suspicion it was some one seeking revenge for a fanciful wrong, or a practical joker with a distorted sense of humor.

We have gathered oodles of incriminating evidence, just circumstantial of course, but closely scrutinizing the foot prints in the sand, we can discern faintly, the hand prints of Mike Flynn, the big iron and steel man, Mike, the emuler of the hero who inspired the writing of that well known poem entitled "Under The Spreading Blacksmith Tree, The Village Chestnut Stands," Mike, the master mind of our blacksmith shoppe, but why; perhaps you ask, do we suspect Mike, well here is one logical reason.

Mike, be it known, is an inveterate smoker, and would be lost without his mid day drags out of the old weed incinerator. Now this pipe, as valued in dollars and cents, is worth about ten half coupons, but sentimentally; it is a priceless possession to Mike, on it he cut his first, and colored his last teeth, and it has been rumored; that it is a twin, if not the original pipe, John Smith was smoking when Pocahontas, daughter of big chief boil on the neck, mistaking him for a forest fire, doused him plenty with scuttles of aqua.

At noon time, one day not long ago, Mike sauntered into the club's lunch room to get his hooka, and have a few gurgles to animate him for the afternoon's work, but when he picked it up, he saw his old smoke stack decorated with every known, and many recently discovered
colors, a masterpiece of a futurist painter's nightmare.

Was he hot, and how, also plus, the flaming youth was just a hunk of ice, and Dante's Inferno a cold storage compared to the torridity of Mike, and the invective he exploded would melt Babbitt and make a mule skinners vocabulary of cuss words seem amateurish and sweet, like a maiden's prayer at twilight.

Yes sir, Mike was all aflame and burning up like a fire in a celluloid factory, and were it not for the recent heavy rainfalls dampening things up around here; we would have been treated to a repetition of the burning of Rome, the last days of Pompeii and other such six alarm conflagrations of the past, in the spectable of Van Nest burning, while Mike, like Nero, was doing some hot fiddling.

Mike was certainly chagrined (Park Avenue for fit to be tied) as he looked for a guilty face among those innocents seated about the festive board, nonchalantly sipping their coffee.

The impulse to commit a couple of justifiable homicides was strong in Mike, but before it got the better of him, he dashed out the doorway, vowing to end their coffee drinking, and from this we base our suspicions, but as such evidence is not conclusive, no action was taken, though we don't do anything, thusly, when Mike received his pay check; Fred Fries cashed it for him but deducted $1.00 to pay for damaged coffee pot, this was a sad blow to Mike as with tears in his eyes he pleaded for it's return, saying he wouldn't dare go home without the full amount of his pay, so those big hearted he men of the Noon Day Club, put their heads together, went into a huddle and after a short conference returned the dollar to Mike. The mystery remains unsolved, but like the java in the pot, it will eventually leak out. Adios.

SHOP GOSSIP
By William Howard Barry

Dan Moran of the Inspection staff is back on the job after a brief vacation spent on the Island, the onion made famous namely Bermuda. He says he had a hot time and left there with Jim Onofrio is working days now and can help you may wish to ask.

Our old friend Henry Snyder just papered his rooms. Henry used tacks, as he doesn't intend to stay in East Haven.—You all know "Helloa Pal" Parrott Stemmier. Well, he has gone hunting up Sullivan County way, and previous to leaving he told us a fish story. It seems Parrott was fishing up in Maybrook and had a pull on his line. He used bullfinch for bait, and as he was pulling in, he pulled in a barrel, as his bait had gone in the bung of the barrel. He broke open the barrel and there was a seven-pound pickerel that had swallowed his bait and could not get out of the barrel. When "Polly" comes back from his hunting trip, we'll hear another.

Business must be good in the Barber College in Bridgeport, as "Poker Face" Brecklin fell asleep waiting for a ten-cent haircut.—"Banjo" DiElsi has one of them secret service mustaches. —"Jimmy the Carp" has bought a car and rides home every night now. Jim he's no gotta da lice yet.—Howard White has just papered his rooms. —Trooper Murphy is now a Corporal in the cavalry. The boys are going to give a banquet on him in the near future. Get your name in now.

-Mike Onofrio has seen all the big games at
November, 1932
Along the Line

The Bowl and so has "Ray" Williams. He's a West Haven Cop, too.—Dan Gerone, "The Wizard", has charge of the Train Control during "Bob" Hooper's absence, and Dan has a whole new outfit, gloves and all. That's helping prosperity.—George Morris is now a citizen and is going to put a flag on top of the coal pocket, but is undecided which one to put up.—We thought that "Swift" Doolan was the only chiseler at the roundhouse, till the night of the Hallowe'en Social given by the G. O. A. A. There were quite a few others from the roundhouse who "crashed the gate".

Speaking of the Social, who was that very attractive looking woman seen in the company of Frank Staley. Let's in on it, Frank.—Smoky Jim Hackett is starting to save his nickels now for that next trip to Canada.—We wonder who takes care of Corp. Burns' house at night, now that he's working nights.—Joe Covino lost one of his teeth. We can't blame it on the 'Polinky's' candy now.—We are thinking of organizing a band to be known as the roundhouse band. All we need is a place to practice. Details will be given later.—Until then, keep your eye on your tools.

Canaan, Conn.

Mrs. Ella (McIntyre) Carter was for full thirty years proprietor of the Canaan Station's Restaurant wherein she established an enviable reputation. Her pies were known and praised in many lands. All "West End" railroad workers as well as nearly every one of the System's officials know Mrs. Carter and her famous "Pie Counter" behind which the photographer caught her about five or six years ago. Although "bed ridden" for twenty-seven months past, this gracious lady seems just as cheerful today as she did when the photo was made. She is mostly pleasantly situated in the home of Mrs. E. Roy Laffargue, her niece, on the Salisbury road, on a pine Knoll overlooking the Station and one mile distant where her friends are always welcome.

This writer confesses to having eaten something like 17,000 sections of those celebrated pies.
MARGARET FITZGERALD, Correspondent

Thomas Costinguay, Inspector, has gone into the poultry business on a small scale. He has a few hens and has wondered why they didn't lay some eggs, and along came a real egg-man, Robert Cook, and told him he had the wrong kind of hens. I think he should have had roosters. Did I get the story right, Mr. Cook?

Miss Elizabeth Clare of the Billing Department has a new boy friend. His name is Mikey and he's Captain of the Fire Department in a neighboring city. She and her girl friend paid him a visit the other night after Lizzie had taken her Tuesday night horseback lesson. When they arrived they found no one on the first floor of the department and therefore proceeded upstairs. Half way up Lizzie stopped on the staircase and stamped her feet, shouting "Fire, Fire!" From everywhere and nowhere men came, sliding down poles, running here, running there. Finally Elizabeth called out "There's no fire." The stillness and silence of the night is better described by Elizabeth. The lights were turned on our Fair Liz and if she wasn't frozen up by the minute, she'd have liked it!

A special communication of Oxford Lodge, A. F. & A. M., was held in Masonic Hall for the official visitation of the Right Worshipful District Deputy Grand Master Leroy A. Rollins and suite of Whitinsville. During this session of the lodge, Mr. Tibbets, an engineer on this Road, was presented a past master's jewel by W. M. Howe, Engineer, and H. A. Ware, Yard Conductors, in behalf of the Masonic Brothers of the Road. Those present from this terminal were: W. S. Carr, Asst. Supt.; H. E. White, General Foreman; J. W. Fraser, Asst. Foreman; C. Borgeson, Chief Clerk; R. T. Scott, Engineer; E. W. Adams, Engineer; W. M. Howe, Engineer, and H. A. Ware, Engineer.

A meeting was held at Worcester Tuesday, Nov. 2, in connection with the Railroad Employees' and Taxpayers' Association of Massachusetts. The situation was very thoroughly explained by W. S. Carr, Assistant Superintendent, and nominations of temporary officers were made. Much enthusiasm was shown and petitions have been issued and are now coming in quickly. Everyone is getting busy among friends and acquaintances so as to help realize the aims and objects of the organization.

New London
George B. E. June, Correspondent

New London unit of the Railroad Employees and Taxpayers Association met on October 25 and the following officers were elected: President, J. K. Atticks, Vice-President, J. J. Howard, Secretary, Richard J. Duggan, Treasurer, E. B. Partridge.


Dan Shea until a short time ago one of our Yard Conductors, will be pleased to see his friends at his new address No. 1 State Street where he has opened up an attractive up-to-the-minute Periodical Store. Good luck, Dan!

H. Harvey, Kincaid, traveling freight agent for the Pennsylvania Railroad, made his last call last week at the local freight office, after 50 years of service. He was born October 1. All who were so fortunate to have met him will miss his regular visits and pleasant smile. Best wishes to you, Harvey!

Friends of Courtland Brown, Special Agent on C. V. Railroad at New London, will be sorry to hear of his death here recently.

Our deepest sympathy to C. E. Turner of the signal department on the death of his wife on October 8th.

General Offices
New Haven
John Cooke, Correspondent

We are happy to announce the recovery of three of our co-workers who were operated upon during the past month: F. P. Kinney, Freight Traffic Manager; Bill Curran, of his office, and Roy Williams, of the Purchasing Department, were the invalids.

And the swell news has come to us that Charlie Hill of the Maintenance of Way will soon return to work, completely cured, after an illness of several years. And Tommie Regan of the same office is coming along in fine shape and was recently transferred to Laurel Heights Sanatorium from the Wm. Wirt Winchester Hospital.

Why not plan to send Tommie a Christmas card! That grinning carrot-topped lad would appreciate it!

And still another “victim” among our workers was Marty Kane, the clearance expert, who broke a couple of his ribs while attempting to repair his gas-chariot. Marty returned to work after a cool party and was thoroughly wrapped up with bandages and tape.

We extend our sincere sympathy to Miss Ann McGowan of the Purchasing Department on the recent loss of her father, and to Marion Feeley of the Valuation Department in the loss of her dad.

Our noon-time bowling league is still packing them in at the Railroad Y. M. C. A. The twenty teams are battling it out for the old "alma mater", with the outfit of Goodale-Walker in first place at the present time. Hank Hislop is holding down the high average with a score of 108. We extend our congratulations to Tony Carlo, newly elected Justice of the Peace in Allington, Tony has promised a 10% discount to all G. O. A. A. members on their marriage fee. Here's a chance to do a little saving!
Fred Lincoln of Belle Dock has been elected President of the New Haven Unit of the Railroad Employees' and Taxpayers' Association, with Joe Dray and William Conley as his assisting officers.

Dave Miller of the General Manager's Office was awarded a "Purple Heart" at a special ceremony conducted by the East Haven Post of the American Legion on Armistice Day. The presentation was made by a regular army officer in the presence of a large gathering of East Haven's citizens.

The G. O. A. A. Thanksgiving Dance at Spring Glen Club on November 23 is expected to be one of the high lights of the social season. A large gathering is anticipated and the music will be furnished by Jack Lawlor's Society Orchestra. Otto Gress, head-man of the Social Committee, is in charge of the arrangements.

We extend a welcome to A. L. Ralston, who has moved to our local Mechanical Offices, coming here from Van Nest.

We extend our best wishes to two of our Bullard Building girls, recently married. Miss Dot Keating was married on October 12 to Lyman White, both of the Auditor of Freight Receipts. The honeymoon was spent at Niagara Falls and in Canada, and they will make their home at 40 Whittlesey Avenue, New Haven. And Miss Elsie Olsen of the same office was married on October 8 to Eugene Bragaw. They will make their home in Westville. Elsie was an employee of the Steamship Auditors' office since 1923.

Our Glee Club will warble on December 3 at Buckingham Hall in Waterbury, with six other Glee Clubs, for the benefit of the unemployed. Each club will sing two numbers, and the united clubs will join in on eight other songs. The clubs represent the "cream of the crop" so far as Glee Clubs go.

And a big cheer to two especially swell guys who have joined our Proud Fathers' Club. Hollis Coyle of the G. M.'s became a proud papa of a baby girl on November 6, while Tommie McKeon of the Station joined the club during the past month. Incidentally Tom's brother Jim joined the club last month. You can't beat this McKeon family!

And word has reached us that M. Ward Jones, formerly of the Valuation Engineer's Office, is now a full-fledged member of the Royal Canadian Northwest Mounted Police. Monte left the service about a year ago and trained at Regina. At the last report he was at Edmonton, the last post on the rail-line in Northwest Canada. And Monte always had a "rep" for getting his man.

And our congratulations to Howard Sampson of the Valuation group. Howie married last month.

Providence Division

The Railroad Employees' and Taxpayers' Association of Rhode Island has organized and already has on its membership roll many hundreds of railroad employees. Employees have awakened to the unfair competition which is being waged, and the movement undertaken by the employees through this Association is a most natural and legitimate one. It seeks to protect capital invested in railroads and at the same time protect the jobs of thousands of railroad employees. It is a movement that all railroad men should be interested in. If you have not already
signed a membership application blank, ask your immediate superior to get you one, and join the membership swell.

As this issue goes to press, we have the report that Vincent Nave, Mason Foreman, employed in our Bridge and Building Department at Providence Station, is about to be married. This news will please many of Vincent’s friends, and we will await further developments and give details in the next issue.

Fletcher Warren, employed in the Ticket Office at Providence Station, is wearing a free and easy smile these days because of the birth of a daughter. We extend our congratulations to Mr. and Mrs. Warren.

**Northup Avenue Shop**

**N. G. SYVerson, Correspondent**

Edgar Thompson was married October 15, 1932 and departed on his Honeymoon the same night for the big city by way of the Providence Line, and on account of rain had several days extension of his honeymoon, so that they would be sure to see all of the big City of New York. Judging from his talk they had a wonderful time, and all wish him a prosperous future.

John Conway also sailed for New York on October 15th by way of the Providence Line, and was next door neighbor to Eggie and his bride on the boat.

Carl Emil Clauson, formerly at Charles Street, is now back on the Northup Avenue payroll.

Thomas Whitehead, former President of MDA Local No. 2 is back on his old job at the Shop.

Jim Harding is also back on the job at the Shop.

Ted Putney, Car Inspector at Yard 12, reports the arrival of a 9 lb. boy, October 2nd.

George Plant, also reports the arrival of a son during the month of October at his home.

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Louis Pearson, formerly of Northup Avenue and Charles Street Engine House is also back on the job at Northup Avenue.

Fred Putney, Car Inspector at Yard 12, reports the arrival of a 9 lb. boy, October 2nd.

George Plant, also reports the arrival of a son during the month of October at his home.

L. Solitro, Car Cleaner at the Providence Passenger Station is saying “Watch my smoke”, and the boys are anxious to know just what he means. You tell them, Carl.

Edward Kamps and T. J. Thompson attended the recent meeting of the Eastern Car Foremen’s Association in New York.

Frank Putney is again making his trips to Boston, and some of the boys think that he will do the same thing as Eggie did some time this winter.

Bill Lockwood has kept the boys at the Shop pretty well supplied with apples this past season, as he had a very large crop this year.

T. K. Edwards was confined at his home with the Grippe during the month of October, and we understand he will be back on the job before Election Day.

Antonio Pelino was also confined at his home with the Grippe attack, and will no doubt be back soon on his job.

Wreckmaster Kamps and his men have been instructed on the use of gas masks in case of wrecks of cars containing chlorine gas, etc.

The winter weather is here again, and due care must be exercised by all to prevent accidents. Sand is stored at various points, and a handfull here and there will turn the trick. Don’t forget our I. C. C. record. No I. C. C. accident on the Providence Division Car De-

partment since November 20, 1929. Let’s make it 5 years, if possible, without an I. C. C. accident. It can be done if all will try.

**GENERAL YARD NOTES**

The boys are anxious to hear that story about Pat Fontaine washing his hands in a new hand basin that had not been connected up. Some of the boys would also like to visit that place. So tell them all about it, Pat.

Art Ross, we understand is very good at telling pirate stories, and we also understand that some people are very interested when he is telling them, because so many Walt Disney fans.

Joe O’Rourke as you all know is supposed to be a good bowler, and is a member of the General Yard team. Now Joe has his off nights, and does not roll very high, but when it gets to a stage when he throws the first three balls down and doesn’t hit one pin, we are of the opinion that it is more than a night off, and a substitute should be put in his place.

We are sorry to report that after going 7 months without an I. C. C. accident, that two should happen in October. Nevertheless let’s not get discouraged but roll up our sleeves and work hard, and see if we cannot better that record of 7 months. And do it with the winter months included. We need it more than ever.

Walter Austin, one of the unfortunates, we understand is at home and slowly recovering from injuries received to his back and all the boys are hoping to see him back on the job soon.

Ed Raymond we understand is confined at the hospital at present and his condition has improved considerably. We trust that he will soon be fully restored and back to work.

We don’t intend to say anything in this issue about Ed Burke, as he does not like publicity. However, it won’t be fair to Ed if we did not mention the fact that he did discard that so much talked about straw hat.

Dick Tombs, we understand, told Ed the story about Rocky Point and the silk handkerchief, and was on the verge of telling a Scotch story when the party got broke up by a slap to the “bread basket”. How about that, Dick?

Dan Rose says that shoe leather don’t last long on his job now, and no doubt will have the blacksmith make some horse shoes that can be screwed on to the bottoms, as this running back and forth from one yard office to the other keeps him on the go; but Dan swings a wicked broom, so they say, and is the same happy warrior.

**Providence Engine House**

**R. H. HIPWELL, Correspondent**

All the employees of Charles Street Engine House are observing the bright smile appearing on Boiler Inspector Bob Attwell’s face lately. Well, Bob, maybe it is due to the fact that the hockey season is to start soon. And though Bill has been defeated several times, he is still fighting on. Wish you luck, Bill, and keep fighting. You are bound to win some day. Stick to your ideals.
November, 1932
Along the Line

Bridge No. 18.72, Slades Ferry, Fall River, Massachusetts, has at last yielded to the assault of oil tankers. This bridge, a double deck structure, with highway on the lower level and railroad tracks on the upper level, spans the Taunton River between the Town of Somerset and the City of Fall River and has a swing span. For several years the structure has withstood these assaults but finally yielded about 3:05 P. M. Sunday, November 6, when Oil Tanker “Hagen”, being guided by two towboats, crashed through the fender protecting the steel jacketed cylindrical piers supporting one end of the fixed span at the Fall River end of the Draw. These piers were damaged and forced out from under the steel span, resulting in one end of this span dropping into the river. The New Haven Company has during the past year ceased its train operations over this bridge. Luckily there was no one on the highway level when the accident occurred. Photo shows position of span following the accident.

Boston Division

C. A. Boardman
Joseph LaFontaine
T. M. Buckley
Frank E. Murphy
Walter R. Fogg

George Bartlett, signalman at Readville Transfer, has returned from his annual fall hunting trip through Maine. Georgie had his usual good luck and bagged his legal quota of big game.

Among the Democratic highlights who attended the recent State Convention at Lowell was former Selectman of Norwood, J. P. Riley Signalman S. S. 234 Readville.

Signalman Frank Mosher, of S. S. 237, South Boston, has returned from an extended trip through New York State.

Operator Johnnie Murphy, Readville S. S. 234, recently sprained his wrist at one of Boston’s largest bargain emporiums reaching for one of their de-luxe specials.

Among the best known feline pets on the Boston Division are “Ponty” of Bridgewater, received from Detroit with a carload of autos. “Jane” the rat hunter of South Bay Tower, whose lineage is rather hard to trace, and “Ve­lie” of S. S. 237 from whom great things are expected.

F. F. Stoddard, of the Boston Terminal, took two days’ leave of absence and toured all the New England States. The depression has passed.

P. W. Rovat, Agent at Kingston, Massachu-
Harry White, agent at North Falmouth, completed 21 years of service at that one station on October 15. In the 60 years that the Woods Hole branch has been in operation there have been only four agents at this station.

Henry Haley, signal maintainer on the South Shore, has been kept busy of late acting as shepherd for a flock of goats that are herded our right of way.

Conductor Fred Mulligan was Master of Ceremonies at that monster Democratic Rally held in Braintree October 26. Addresses were made by the Governor and other candidates for state offices, including our own John Foley, Agent at Neponset and candidate for the House.

Conductor John Stratton says it may rain all night at Greenbush but it's always clear in the morning.

George B McClellan, pensioned yard master, and wife, celebrated their 44th wedding anniversary at Braintree on October 22.

A. R. Lambert of Stoughton, third trick signalman at Weir Junction returned to work on October 8. He spent the summer as agent at West Falmouth, and was recently married and has just returned from a wedding trip.

The deer season opened a little prematurely on the Boston Division. On October 26 train No. 851 killed a 200 pound deer near Myrics and on October 31 train No. 827 killed 120 pound doe near Easton.

On Saturday October 29 Lester B. Snow, signalman at Buzzards Bay, and wife observed the 22nd anniversary of their wedding, entertaining a party of relatives and friends at their home.

Among those added to the sick list are George Bird, signalman at Southampton Street, confined to the Cambridge hospital and A. C. Beaton, Signalman at Fall River, confined to his home for the past month.

Ambrose Ballou, agent at Sandwich, has returned from his Nova Scotia homestead after returning the crop of spuds and attending to the other fall chores.

The name of William F. Sullivan, Track Supervisor South Braintree should be added to the list of New Haven employees awarded the Purple Cross for wounds received in France.

Conductor Stephen Bennett enjoyed one week's vacation the latter part of October. Mr. Bennett visited, during his vacation trip, Quebec and Montreal and other places of interest in Canada.

Thomas S. Barry, baggagemaster, Brockton Station, enjoyed the World's Series in New York. Tom who is some baseball fan, says Babe certainly can hit them hard.

Michael P. Frazier, who has been recently pensioned has left for an extended vacation in Frankville, Nova Scotia. Mr. Frazier was employed as a brakeman and switchman for a period of 43 years. That's sticking it out some, I guess!

Cly Berry, conductor, Providence Division, who was stricken with an attack of acute indigestion and taken to the hospital on October 9 is reported as very much improved.

Fred LaBump, ticket collector, Boston Division, enjoyed (heavy on the enjoyed) another vacation the latter part of October. Fred is just as crazy on vacations — so are the spare men when Fred is vacationing.

Pensioned Conductor Herbert A. Foster paid his old pals a visit in the Conductors' room, South Station on October 21. Needless to say the boys were pleased to see Herbert who is looking fit as a fiddle.

John J. Lyden, ticket collector, Midland Division, is out of the service account of sprained ankle.

Southampton Street Engine House

ISAIAH DOPKEEN, CORRESPONDENT

Now is the time for all loyal employees of the New Haven Railroad to do a real service to themselves and their employers by obtaining members for the Railroad Employees' and Taxpayers' Association of Massachusetts, which stands for a great cause, one that is reasonable and justifiable. So much so that each and every employee should make every effort possible by soliciting membership from among their neighbors and business acquaintances. The larger the membership in the Association, the better chance we will have to combat and correct the unfair competition between the buses and trucks against our railroad. We must bear in mind that with an immense organization, we can secure favorable action by the National and State Governments, and when this will have been accomplished, we will have effective statutes that will compel equalization of taxes and provide additional employment all over the railroad. Let us all get together and do something for ourselves.

Our unit here is No. 9, and William H. Dunn is its Chairman. Get application blanks from him.

We hear that Charlie Sullivan, Hostler's Helper, is the proud father of a newly born son. That Wally Edgar, the rock-ribbed, and Billy Carter, the dyed-in-the-wool, are exceedingly quiet these days, but never mind, boys, your champ may go over big on the other side if he moves back. Cy Young is advertising for boarders. Pat Lonergan says his uncle is a Senator now. John LeRoy has a grin like a halved watermelon, since election day, and Jim Todd is still wearing rubbers. Now is the time for would-be aspirants to write for titles to get on the band wagon of our champ, Billy Dunn. Material Supervisor, we understand, is just breaking into the game, but Paul Bowser will surely bring suit against him for breaking up the game. Anyhow, we hear that Messrs. Dunn, Razey and Muir went to a wrestling match one Wednesday night to see Dynamite Dunn do his stuff, and it seems that there was a German and an Italian wrestling, and Dunn stuck up for the Italian and the German wrestler socked him. They were separated, but Bill did not show up the next day in the shop. The reason why Peggott and Mulloy are late these days is because LeRoy can't get his car started in rainy weather.

South Boston Passenger Yards

W. L. HILL, J. P. COFFEY, CORRESPONDENTS

"TAKEN FOR A RIDE"

Strange things I've seen where I have been, (I am an artist, brave and bold)

But those Randolph folks have their secret tales

That made my blood run cold.

Strange things I've seen where I have been, (I am an artist, brave and bold)

But those Randolph folks have their secret tales

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That made my blood run cold.
That I was going to a party;
 Down there they called it "May".
The night was fine, going down the line,
 And I was overjoyed.  
I was not wise that all the boys
 Were taking me for a "ride".
The lights were few around that chateau,
 And I was spic and span.
We had a date with Myrtle—
 But we met her old man! 
I ducked my head when I heard that voice;
 Three guns blazed in the dark;
My buddy ran, but I passed him,
 When I heard that old man bark.
I took a hike I did not like
 When I heard my buddy call.
For it was every man for himself
 Or "Pop" would get us all!
I did not know how far to go;
 I wrestled with fright and fear.
The stars came out and danced about
 For they knew that it was not wise that all the boys
 Were taking me for a party; 
I was going to a party;
 Or he'll have it told in poetry
 By that blighter, J. P. C.

HE LAUGHS BEST WHO LAUGHS LAST.
Of the doings down at Holbrook
 You have had your share of laughter,
 But still you'll laugh some more
 When I tell what happened after.
The gang were feeling good and fine
 And laughing at the joke,
When suddenly from Foley
 Came a cry of "Holy Smoke".
Their faces straightened out at once
 And one of them did run
 At the sight of Pat McDonnell
 With his hand upon his gun.
"Line up here, my boys," he said,
 And all but one obeyed.
"You too, Tom!" said Patsy,
 Then Laughlin got afraid.
"Now who'll come clean and tell me
 Which of you has got the gun."
And Peters' knees were knocking
 As he said, "'Twas all in fun."
Pat then began to frisk them,
 And he tackled Laughlin first.
Tho' McKinnon wasn't crying,
 He had visions of the worst.
"You've been under observation
 Since the middle of last May.
You've got to quit this foolishness,
 And I'll take this gun away."
"Can I go home," said Foley,
 With a face as bold as brass.

"I've got to go to Medford;
 You can see it on my pass."
The gang then came to Sandy,
 When their plans had all gone wrong.
Don't spill the beans to anyone.
 Keep your teeth tight on your tongue.
Don't even talk to Frankie,
 The only one who got scot free,
 Or he'll have it told in poetry
 By that blighter, J. P. C.

At last the Hallowe'en dance of Local No. 2
 is over, and all of President Horan's worries are
 at an end. Congrats, Johnnie, on coming through
 on the right side, which, due to the apathy
 and the hard times we are experiencing, was
 quite an accomplishment.

Among the earliest arrivals could be seen the
 Chief, accompanied by Mrs. Eggleston and
 their four-year-old daughter. I was glad to notice
 that Mrs. Eggleston was looking wonderful after all
 the trouble she has had. The little girl was
 "rarin' to go each time the orchestra struck up.
 While speaking of the orchestra, I must say
 that it came up to our expectation. A big band
 for Billy Higgins and his Rythm Boys of

Frankie Burns got astray and went into the
 Chemistry class of the school. Had he got away
 sooner, he might have been able to tell us that
 you cannot mix Corn Meal and Floor Wax.

10:00 P. M., and the notables have arrived.
 Sitting in a group on one side of the hall,
 I could see General Foreman W. L. Hill, and
 Foremen A. Sullivan, J. Walsh, M. Fallon, J. Maguire,
 and Bob Evans.

Among the absent foremen is James Lester
 Burbidge. Another notable absentee is Myrtle,
 but, although I am putting the two names in
 close proximity, I have no grounds for suggest-
 ing that they were out together. Jim tells me
 that he was so tired after his vacation that he
 stayed home that night.

The first of the foremen to dance was not the
 youngest, but, of course, we are all acquainted
 with that familiar song:
"The Older the Fiddle, the Better the Tune."
I shall have some more to say about this later
 on.

Frankie Fairburn would make a wonderful
 Master of Ceremonies. He was as busy as a
 bee introducing his bevy of beauties to the Supen-
 visory Forces and others, and, although Mr.
 Hill was eager enough to get his assistants on
 the floor, he did but little dancing himself.
 Bob Evans had for an excuse that the only dancing
 he ever did was the Maypole Dance as a school-
 boy in the old country, and, after watching him
 for a while, I am convinced that he was telling
 the truth. Bob's terpsichorean accomplishments
 are not so good as his vocal efforts; this is the
 penalty for paying so much attention to his
 larynx and so little to his pedal extremities. Our
 charming stenographer, Miss E. Sullivan, did
 not go short of partners. As a consolation to
 the many boys who were disappointed, I have
 been looking around a bit and find that there is
 a wonderful floor in her office, and if she would
 sacrifice a portion of her lunch period for suggest-
 ing that they were out together. I could get
 some of those Railroad Musicians, members of the
 Starving Six, to supply the music.

How about it, Edna?
 While dealing with Edna, there is one point I
 should like to bring to her notice. Quite a few
 of the boys were disappointed when you went
home with Andy Sullivan, and I am sure that if you heard the chorus of "Ohs!" as you went out, boy, you and Andy would go back to the old name of O'Sullivan. Well, Edna, I think you are entitled to commendation on your choice of an escort, and reverting to a previous paragraph, I like to say: "The Older the Fiddle, the Better the Tune."

Jim Conroy said he had two reasons for not going. The first was that he had not cashed his cheque and the other that he had to bathe the baby.

Dave Twomey had a ticket but did not go. (N.B. No refund on unused tickets.)

Dick Warren said he never dances the first month of the year, and as this was the first month of the year, he was not present. Happy New Year, Dick.

Pat Kelly was buzzing around, looking for a chance to grab J. P. C.'s partner, and, I succeeded in doing so, A. McKinnon called Coffey on one side to suggest a new idea in refreshment. You only need take four of these cherries, said Angus, but, after emptying the bottle, they both came to the conclusion that it would take all the cherries that ever grew on Mr. Washington's tree together with a sharp blow from "George"'s axe, to give anybody the least semblance of a headache.

J. Alexander was there and, although he is a good car cleaner, the fact that he is not well versed in art was evidenced in his remark that the statues of the various females were badly knocked about. Some of them, he said, had their arms broken off above the elbows.

J. McGuire butted in on one of Frankie's dances. I had an idea that a certain electrician from Jamaica Plains was still a very young man, but I have been compelled to change my opinion after seeing him leave the floor every time the orchestra played a fast number.

Imagine J. P. C.'s embarrassment when, after introducing Miss Smith to a friend, she turned around and said: "My name is Butler. I am Ike's stepdaughter." Johnnie McGuire could not dance. His feet were all banded up after his initiation to his new job on the air brakes.

Joe Kelly was there without his better half, and now I can tell you the reason. Since the dance Joe has joined the Proud Fathers' Club.

Dover Street Yard Office

We often wonder what Assistant Yardmaster Betts would look like if he got excited. "How are yuh lad," the greeting of our Assistant G. Y. M. And it makes no difference if you are four or forty-four. Well, I suppose our working nights kind of makes a fellow lose sight of a lot of things.

Old Man Amadon paid us a visit last week and he looked as well as ever.

Raymond Coleman has gone on a trip to Montreal to help relieve the depression. Who's there? Don't call them "Jim Crowe" cars. No. No! They are to be known as "partitioned" cars. Oh my gladiola!

Yardman Killem met with a painful accident at Boston Terminal, but even with an arm in a sling it is hard work to do nothing.

Mr. Carr was in the office and talked to about 50 men about organizing a Railroad Employees' and Taxpayers' Association, a splendid thing and we are 110% with him for we are to open a fight for our own jobs and those of our co-workers.

Isn't it awful the way Arthur Warner gets his face so dirty; and speaking of dirty faces, our General Yardmaster is a good laundress, or rather I should say, a laundry man. Watch him sometime when he is washing his overalls. Boy, what a sight!

Our sympathies to Conductor Jones who went into the hospital for an operation. We hope for a speedy recovery.

Say, Mr. Editor, it must try your patience reading this drivell sent into you. If I were you I would tell my correspondents to send in something we can understand, or we'll bust. Good luck to you!

(Note: What makes you think I read it?)

Readville Shops

JAMES COOPER, Sr., M. D. A.
W. AGNEW, M. D. A.
A. M. ARMOUR

GEORGE EDMONSTON, M. D. A.
Correspondents

The Readville Branch of the Railroad Employees' and Taxpayers' Association of Massachusetts has organized for an aggressive campaign against the unregulated motor truck and bus menace. The local officers are listed elsewhere in this issue.

An enthusiastic meeting was held on October 31, 1932, the chief speaker being William S. Carr, Assistant Superintendent, Worcester, Mass. Mr. Carr earnestly exhorted his auditors to further their best interests by starting at once on a vigorous, constructive, and educational drive in their respective communities to the end that employment, wages and working conditions be safeguarded, and the money we pay out in town, county, and state taxes be not expended in subsidies to the unregulated rivals of our railroad, viz., those motor truck and bus operators who are literally taking the bread out of our mouths.

Mr. Carr's eloquent appeal was punctuated by frequent outbursts of applause from the appreciative audience, that numbered fully 600, and included Superintendent D. P. Carey, as well as General Foremen Meyer and Donovan.

The Readville branch is certainly pointed to go places if capable leadership is a criterion. Its President, "Steve" McDonough, Chief Clerk at Readville, is an experienced, resourceful, and tactful executive. Its Vice-President, "Jack" Tobin, is President of the Locomotive M. D. A. Local, and well known in the Neponset section of Boston. Its Treasurer, "Jimmie" Cooper, Jr., is also Treasurer of our M. D. A. Locomotive Local, and a resident of Mansfield. Its Secretary, Norah Bullock, is ex-Secretary of the Readville Clerk's Lodge, and lives in Dedham. When it comes to the Legislative Committee, we are content to "LET THE LEGISLATIVE CHIEF" , because George Towner and George Dowling, the former General Secretary of the M. D. A. and the latter President of the Readville Clerks' organization, as well as Chairman of their Grievance Committee, surely have the talents to successfully direct our legislative activities. "Bill" Agnew and "Eddie" Marple have had ample and varied experience in politics. "Bill" the West Roxbury section and "Eddie" in Dedham. Larry O'Toole of the Locomotive Department and "Patsy" Guarino of the Stores Department are excellent selections. "Jack" Gallagher and "Terry" Donegan may be depended upon to put a capital "E" in our executive efforts. "Jack" Leavitt and "Alex," Armour will try to at least keep Along the Line informed of Readville activities in the foregoing.
Along the Line

Readville Shops were greatly saddened by the death of their beloved shopmate, James J. Doran, at his Norwood home on October 27. Born in Ireland, October 14, 1854, the late Mr. Doran entered the service at Norwood Shops on July 15, 1903, as a machinist, transferring to Readville Shops in 1907, where he worked continuously until his last illness.

"Jim" Doran was a faithful worker and most congenial of shopmates. He was a man of rare goodness, kindness and integrity. He raised a fine family who are among the most respected in Norwood.

Readville was represented at the last rites by Company and M. D. A. officials and many sorrowing shopmates.

John T. Dewar, lately clerk in Mr. Carey's office, after his retirement on pension last May, left for a health building trip through Canada. Greatly benefited by the trip, "Jack" arrived back at his Dedham home in October and the first object to meet his gaze as he entered the living room was a wonderful easy chair that had been contributed by his late office associates and placed there during his absence so that Jack would have a complete (and most grateful) surprise awaiting him on his return home. And maybe Jack is not most appreciative of the thought and action of his erstwhile pals. He is simply tickled pink. And let it be said that there are few more worthy of such remembrance than "Jack" Dewar.

Raymond's "Uncle Eph" and his rustic entourage were in Boston the Saturday that Elmer Thurston and ye Ed. visited Southampton Street but we doubt if "Uncle Eph's" riotous reception exceeded in warmth that tendered Inspector Thurston by his old college chums at the roundhouse. From General Foreman Croumey and C. M. I. Walter Peterson down to George Clark, everybody gave Elmer the glad hand. Coincidentally, "Uncle Eph's Day" is always the occasion of Johnny Urbaneck's "big toot".

We at Readville are greatly concerned over the inroads of the motor trucks, but George Fader's most particular concern is engine and tender trucks.

Art and arithmetic generally don't mix, but Eddie Barrett admirably combines both in his daily stunt of numbering and lettering locomotives going out of the Shop. Both Eddie and Charlie Allen are good mixers, in fact Charlie can mix paint or anything else like nobody's business. He's been known to have even Harry Pringle all mixed up.

A watch don't need to be diamond studded to run efficiently, but none of our engines are complete until studded by Eddie Fottler.

Sez Bill Hatch: "Caps off to Boiler Inspector Frankie Dwyer." And it is the same Frankie who daily puts the famous Reservoir Twins, Ham and Hydro, through their paces.

"When the frost is on the pumpkin" and Borea's blasts also become frosted, we have a double welcome for Engineer Tom Maney on his daily grooming and inspection of the Locomotive Department's heating equipment. And with winter at hand, it is touching to see the tender solicitude of Robinson, Sharkey, Martin, et al. They can't bear to see any engine go out of the shop unless it is well-jacketed.

Harry Baldwin is on leave of absence and sailed for England on the Brittanic. We all wish Harry a pleasant trip and sojourn among the old folks at home, and we earnestly hope that Harry finds time to call on our old college chum, Henry George Moxham, the erstwhile Wm. M. Harris, stalwart son of "Bill" Harris, Locomotive Department's famed knucklepin artist. The picture was snapped atop the Harris home in Back Bay.
Along the Line

November, 1932

John Capone of the Locomotive Department and his little sister, who was convalescing after a severe illness when this picture was taken.

“George Ariss” of the Locomotive Department. Mr. Moxham for years was in charge of the Automatic Machine Department here, but some months ago returned to England.

Billy Flaherty says he voted the straight Democratic ticket on November 8. Harry Pringle claims that an utter impossibility, for the reason that the Democrats were not straight. Frank Flood (Rep.), James Horner (Dem.) and L. C. Smith (Soc.) are arbiters of the controversy. Frank O’Neil is stakeholder, so you can see who the real winner will be.

That sartorial sombreness shown by Bill Galloway, our popular “pop” man, is superb. Dressed solemnly in an oxford gray suit, dark overcoat and hat, and carrying a bag, he looks for all the world like a clergyman. In fact when he alighted from the bus last Saturday a youngster stepped up, tipped his cap, and asked Bill if it was boys’ confession day.

Some morning Doherty is going to shock the engineer on the shop train by being at the station when he pulls in. These early morning sprints don’t seem to agree with our popular committeeman.

Inspector Elmer Thurston’s “Bungalow on the Briny” at Onset, Buzzard’s Bay. Elmer and Mrs. Thurston and Miss Shirley are on the porch.

And still Rawley’s overalls are made by the Hyde Park Awnning Company.

Sidelights

By “Algernon Swift”

We wish that Mike O’Toole would lay off trying to install oil burners and stick to brake valves. That recent job that he did for Eddie Moran was terrible, and if it wasn’t for the fact that Mrs. Moran had some coal in her bin from last year, all the Morans would have frozen to death.

We are glad that “Gigolo” Graves is a little more sociable now.

Now that Summer has gone, we miss the tonic that our popular foreman used to show us after our day’s work was o’er.

Wetzler has changed, sure enough! He don’t mind going down the yard six or seven times a day and the thoughts of “don’t know noodings” and “chust a shoemaker” are furthermost from his mind.

“Tom” Keane, daredevil driver of the Locomotive Shop’s Fire Department.

Bart McDonough, Locomotive Department, is equally at home in the cab of an “I-4” or at the controls of an electric truck.
The Misses Gladys and Beatrice Pfaff, twin daughters of Machinist John Pfaff.

After several attempts of Louis Willard to fix Van Wart's press, "Van" hopes that they will put Mays or some other mechanic on it. "Van" says apprentices should practice on somebody else's work.

Fred Hammond returned to work minus several pounds around the abdominal region. Maybe it's tennis, Fred!

Along the Naugy

PATSY BOXX, CORRESPONDENT

Eight bowling teams were organized at the Waterbury Terminal recently, and the official bowling season started October 18 at Genlot's bowling alleys.

Trains S-1 and NA-2 started running again on October 10. Conductor Bob Callaghan and Engineer Dan Brennan are covering these jobs.

Signal Foreman James Garside and Mrs. Garside have returned from a vacation spent in Santa Monica, Cal.

Conductor Bill Barnes and Brakeman John Willefsky attended a Republican rally at Bunker Hill recently.

The Naugatuck road switcher was restored to service on October 10. Conductor Judd Harper and Engineer Herb Hoyt were the successful bidders.

Brakeman Jack Shepard has been seen several times in the past month on the lonely road between Seymour and Oxford. It is rumored that Jack will cast his vote in Seymour.

Conductor Al Johnson and Engineer Jack Hazelton have bid in one side of DN-1 and ND-2. Conductor Rudy Lamel and Engineer Fred Benson the other side.

The entire Division was saddened to hear of the accident which proved fatal to Brakeman Edward Sharkey, on October 27, in Waterbury yard. Ed's host of friends extend their sympathy to the bereaved relatives.

James Garside was elected chairman and Bill Bragg secretary and treasurer of the new railroad bowling league recently formed.

Bill Beasley has given up his conductor's rights and is flagging for Frank Packard on the Waterbury-New Haven local.

Slim Bronson made the trip between the Waterbury freight house and the yard office in thirty seconds, under the orders of Harry Petersen, with the waybills for the Speedwitch and DN-1.

The old reliable, John Smith, track supervisor, was on deck on the opening night of the bowling league and intends to roll the high three strings before the close of the season. More power to you, Mr. Smith.

Joe Danaher has bid in the pilot conductor's job on the Western Union motor hand-car working between Ansonia and Devon.

Frank Packard has bought a new palm beach suit and is preparing for his annual trip to Florida, and expects to leave with the birds.

Bill Stroker, passenger conductor, has bid in in 411. On account of this run starting out of Hartford, Bill is compelled to stay in Hartford nights. Understand Larry Kennedy has provided him with accommodations at the Kenny Tower Hotel.

John O'Rourke, passenger conductor on 158, etc., has returned to work, after several days' vacation in Washington, D. C.

Railroad Post No. 119, American Legion

A. H. Westphal, Adjutant

We take this opportunity publicly to thank the Management for its generosity in providing club rooms and headquarters for this Post in the offices formerly occupied by the Signal Department.

Since our organization in 1929 we have felt the need of suitable quarters wherein we could carry on our welfare and social activities.

Although we are a unit of a national organization, we are also a part of the New Haven Family, an organization of employees and former employees, and as such we urge every railroader to support our public activities.

Before this goes to press and before Thanksgiving comes around we will have raffled off 20 turkeys, and the money realized on the raffle will be used to buy and fill Christmas baskets for the needy families of Railroaders—and our baskets have always been filled to overflowing.

We were told by District Auxiliary officers that although we still boast of being the only bachelor post in the vicinity, our days of single blessedness are numbered—and that they are going to marry us to an Auxiliary—fancy that!

Maybe our offspring will be a fife and drum corps, or perhaps we will be expected to raise a family of Boy Scouts. Well, it can be done.

WE ARE CONVINCED THAT—Fred Webber doesn't know the difference between ham and corned beef. Sol Chasid has a way of changing ham into salmon. Jim "Lafayette we're here" DuBois is still wondering how he got back from Guilford. The State election is a thing of the past. Because Sonny Griffin has 50 new members and re-ups. Capt. Conley can make a speech. Despite the depression and without the aid of an affiliated unit, we are going to forge ahead this year as never before. When our House, and Ways and Means Committees finish cleaning, redecorating and furnishing our new club rooms, we will have a home to be proud of. Dues are due and you should re-up. If you wish to wise-crack your buddies you should give the low-down to the Adjutant. You should "drop" into the club rooms whenever you can—and that's that.

Note: Have we your correct mailing address? If you wish to get your Post notices, make sure that we have your new address.
Michael Campbell, Blacksmith Helper at Dover St., died on October 8. Mr. Campbell was born June 6, 1864, and entered the service in May, 1923, as a Blacksmith at Dover Street, and was in active service until his death.

Rufus G. Crafts, pensioned Midland Division Ticket Collector, died suddenly on October 31. Mr. Crafts was born February 28, 1855. He entered the service in the Spring of 1879 as a Brakeman at Boston, became Passenger Conductor in 1883, Drawing-room Conductor in 1888, and Ticket Collector in 1895. He was retired on pension in August, 1927. Funeral services were held from the Grace Universalist Church in Franklin, Mass., on November 2, and were attended by a group of Mrs. Crafts’ railroad friends.

Charles William Crane, Leverman at Framingham, died on October 6. Mr. Crane, who was 52 years of age, started in service in 1893 as a Crossingman on the Boston Division and became Leverman at Framingham in 1905.

Daniel H. Dailey, pensioned Freight Flagman, died on October 13. Mr. Dailey started railroading at the age of 16, in October, 1882, as a Brakeman at Fall River. He became Flagman in November, 1905, and was retired on pension in the Spring of 1928.

Charles Davis, Signalman, New York Division, died on October 23. Mr. Davis was born May 2, 1858. He entered the service in 1889 as a Machinist in the Signal Department at Bridgeport, and was promoted to Signalman at the Canal Shops in New Haven in 1918. Mr. Davis retired on pension in April, 1927.

Willis Perlin Davis, New Haven Division Yard Clerk, died on October 26. Mr. Davis was born April 8, 1869, and entered the service in 1892 as a Clerk at Plainville. He was made Billing Clerk in 1895, and General Clerk in 1897, transferring to the New Haven Division in June, 1903, as a Yard Clerk. He was retired on pension in February, 1930.

James Joseph Doran, Machinist at Readville, died on October 27. Mr. Doran was born October 14, 1854. He entered the service in July, 1903, as a Machinist at Readville Shops and was in active service until his death.

William F. Fox, Section Foreman of the New Haven Division, died on October 30. Mr. Fox was born November 19, 1854, and entered the service in December, 1871, as a Section Laborer at Holyoke. He was promoted to be Section Foreman in 1874, and retired on pension in April, 1925. In March, 1929, Mr. Fox was presented with a diamond studded 50-year emblem.

The many friends of Albert Franklin Hazard, Passenger Conductor, are grieved by the news of his unexpected death at his home in East Providence on the night of November 12. Mr. Hazard entered the service in August, 1906, as a Passenger Brakeman, was promoted to Train Baggagemaster September 15, 1912, promoted to position of Ticket Collector January 11, 1919, and received further promotion to the position of Passenger Conductor December 27, 1923, in which capacity he was serving at the time of his death. He is survived by his widow, to whom we express our profound sorrow.

John Reed Helfrick, Lineman, New Haven Division, died on October 27. Mr. Helfrick was born July 23, 1875, and entered the service as a lineman at New Haven, in the Communication Department, in December, 1920.

Frederick William Jacobs, Leverman, New Haven Division, died on November 5. Mr. Jacobs was born November 19, 1861, and entered the service in May, 1897, as a Leverman, retiring on pension on July 1, 1931.

John McDonald, Watchman at New Haven Shops, died on November 4. Mr. McDonald was born September 11, 1879, and entered the service in August, 1919, as a Car Repairer at New Haven Shops. He became Watchman in April, 1923, and was in service until his death.

Bartlett Lanigan, Crossing Watchman of the New Haven Division, died on November 7. Mr. Lanigan was born March 4, 1854, and entered the service in 1893. He was retired on pension in February, 1928.

David McAllister, Watchman at the Midland Division, died on September 8. Mr. McAllister entered the service as a Watchman at the Boston Freight Terminal and in July, 1932, retired on account of ill health.

John B. McCarthy, pensioned Passenger Conductor, Midland Division, died on November 2. Mr. McCarthy was born April 28, 1853, and entered the service in May, 1883, as a Brakeman, promoted to Freight Conductor in 1893 and Passenger Conductor in March, 1888. Mr. McCarthy retired on pension in December, 1923.

Duncan Joseph McPherson, Lampman at New Haven, died at his home in New Haven on November 6, at the age of 83. Mr. McPherson entered the service in June, 1870, at Belle Dock in New Haven on the old Hartford Railroad. For sixty-one years Mr. McPherson worked at that point, the majority of his service being on the night shift, and it was Mr. McPherson’s boast that he had worked 50 years nights. In January, 1931, he was honorably retired on pension and received the congratulations of his superiors on his splendid record of service. Mr. McPherson was an active member of the Admiral Foote Post, G. A. R., and served under General Sickles in the Civil War, taking part in the Battles of the Wilderness and Gettysburg. He was one of the few who personally witnessed the
November, 1932
Along the Line

surrender of General Robert E. Lee to General Grant at Appomattox Court House, Va. He was a member of our half century service honor roll. He leaves a wide circle of friends who loved this jovial gentleman, who was known affectionately to them as the "Colonel". The funeral services were held on November 9 and were attended by a large crowd of his railroad friends, who bid adieu to a beloved fellow worker and an outstanding gentleman. We extend our sincere sympathy to his bereaved widow.

John J. Morris, Leverman, New York Division, passed away on November 5. Mr. Morris was born June 12, 1875. His first service was on the Housatonic R. R. at Bridgeport, when he entered the service in June, 1892, as a Section Laborer. In January of the following year he became Carpenter, in 1896 Lampman, and in July, 1901, became a Leverman on the New York Division. He was retired on pension in August, 1931.

Cornelius J. Murphy, Crossingman of the Boston Division, died on September 22. Mr. Murphy was born in Ireland, January 1, 1860, and entered the service as a Crossingman at Myricks in November, 1918. He had been in active service until his death.

David H. Murphy, Midland Division Ticket Collector, died on October 25. Mr. Murphy was born April 13, 1838, and entered the service in October, 1889, as a Yard Brakeman on the N. Y. N. E. R. R. He was promoted to Road Brakeman in November, 1889, Passenger Brakeman in 1890, Ticket Collector in 1897, Passenger Conductor in 1906, and Ticket Collector in 1909. He was retired on pension in November, 1927.

Lorenzo B. Nickerson, General Agent of the Freight Department at Bridgeport, died on October 21. Mr. Nickerson was born October 29, 1852, and entered the service in October, 1869, as a Freight Clerk at Bridgeport. He was promoted to be Chief Clerk in 1872, to Freight Agent in 1896, Commercial Agent in August, 1901, and General Agent at Bridgeport in October, 1915. Mr. Nickerson was presented with a diamond studded emblem and enrolled as a member of our fifty-year club, some years ago. In February, 1930, he retired on pension, after more than 60 years of faithful service.

Ephraim Pratt, Crossingman, Boston Division, died in Kingston, Mass., on October 23, in his 75th year. Mr. Pratt entered the service as a Station Baggagemaster at Kingston, Mass., on the Old Colony R. R. in 1886, was made Clerk in 1889 of the Old Colony and Plymouth Divisions, Baggagemaster and Switchman of the Boston Division in 1917, and Crossingman in 1925. He was retired on pension in March, 1928.

John W. Robinson, Building Foreman, died on October 29, in his 74th year. Mr. Robinson entered the service as a Carpenter at Bridgeport in March, 1891, and served as Foreman at Plainfield, Saybrook, New Haven, and in 1913 returned to Bridgeport. He retired on pension in March, 1931.

Edward Phillip Sharkey, Yard Brakeman at Waterbury, was fatally injured on October 27. Mr. Sharkey was born September 22, 1886, and entered the service as a Yard Brakeman at Waterbury in December, 1919, and was in active service until his death.

Alfred C. Sheffield, Foreman Car Inspector, retired, died on October 17 at his home, 42 Hollywood Street, Worcester, Mass, in his 83rd year. Mr. Sheffield was born in Norwich, Conn., April 24, 1850. He was married October 13, 1870, at Old Field, Setauket, Long Island, N. Y., to Adeliza Jayne, who survives her husband. Mr. Sheffield leaves one daughter, Bessie Jayne Sheffield, who is a highly accomplished musician, and is well known in music circles. Mr. and Mrs. Sheffield celebrated their 62nd wedding anniversary on October 13, receiving friends' congratulations and many gifts.

Mr. Sheffield entered the service of the Norwich and Worcester R. R. at Norwich, Conn., November, 1877, as a Carpenter. His first work was in the car shops which are standing today intact, and which at one time were the largest in the world. At that time said shops were in charge of John B. Martin, Master Car Builder. In 1878 a complete train was built in these shops for the N. & W. boat train, at that time the best known train in New England. Mr. Sheffield was very proud of the fact that he helped build this train.

In 1879, soon after the boat train was completed, Mr. Sheffield, or better known as "Sheff" to his railroad friends, was transferred to Worcester, Mass., as Foreman Car Inspector. He remained in this position until February 1, 1910, when he retired.

Mr. Sheffield was a man of outstanding character and habits of home loving disposition, a kind and considerate husband and father, always ready with a kind word and a helping hand to those in need. He was a member of the First Baptist Church at Worcester, Mass., New England Association of R. R. Veterans, and will be greatly missed by all.

John J. Schweinfest, Passenger Conductor of the New York Division, passed away on October 9. Mr. Schweinfest was born February 6, 1874, and became a Yard Brakeman at Harlem River in January, 1910. He was made Passenger Trainman in 1912, Train Baggagemaster in August, 1916, Ticket Collector in March, 1928, and Passenger Conductor in November, 1928.

Michael J. Turbert, Patrolman, died on October 13. Mr. Turbert was born November 9, 1858, and entered the service in February, 1923, as a Crossingman on the New Haven Division. He was made a Patrolman at Milford in June, 1929, and was in active service until his death.

Charles Freemont White, Machinist at Van Nest, died on October 9. Mr. White was born September 15, 1863. He became a machinist at Van Nest in December, 1922, and was in active service until his death.
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<th>NAME</th>
<th>OCCUPATION</th>
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<td>1 William Stephen Lucey</td>
<td>Station Master</td>
<td>New Haven</td>
<td>1869</td>
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<td>2 Fred A. Baker</td>
<td>Switchman</td>
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<td>1870</td>
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<td>3 Charles Leonard</td>
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<td>Boston</td>
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<td>7 Thomas F. Mulcahey</td>
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<tr>
<td>8 Charles R. Densmore</td>
<td>Asst. Station Master</td>
<td>New Haven</td>
<td>1874</td>
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<tr>
<td>9 Harry Leeds Hill</td>
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<td>1875</td>
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<td>10 W. L. Nye</td>
<td>Revision Clerk</td>
<td>New Haven</td>
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<td>11 Frank Greene</td>
<td>Dist. Bridge Foreman</td>
<td>Boston</td>
<td>1876</td>
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<td>12 John L. MacDonald</td>
<td>Passenger Trainman</td>
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<td>1876</td>
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<td>13 Rufus P. Wands</td>
<td>Ticket Collector</td>
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<td>14 George W. Cobb</td>
<td>Switchman</td>
<td>Boston</td>
<td>1877</td>
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<td>15 David F. Pratt</td>
<td>Section Foreman</td>
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<td>1877</td>
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<td>16 Daniel O'Brien</td>
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<tr>
<td>17 David Gould</td>
<td>Agent-Operator</td>
<td>Hartford</td>
<td>1877</td>
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<td>18 Charles I. Fitch</td>
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<td>1877</td>
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<tr>
<td>19 Evelyn T. Bray</td>
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<td>1878</td>
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<tr>
<td>20 Benjamin F. Conklin</td>
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<tr>
<td>21 Hugh J. Hill</td>
<td>Yard Trainman</td>
<td>New Haven</td>
<td>1878</td>
</tr>
<tr>
<td>22 John H. Lynch</td>
<td>Section Foreman</td>
<td>Boston</td>
<td>1878</td>
</tr>
<tr>
<td>23 Samuel G. Smith</td>
<td>Agent</td>
<td>New Haven</td>
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<td>24 Thomas Martin</td>
<td>Engineman</td>
<td>Providence</td>
<td>1878</td>
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<tr>
<td>25 William E. Lovell</td>
<td>Freight Agent</td>
<td>New York</td>
<td>1878</td>
</tr>
<tr>
<td>26 N. E. Nickerson</td>
<td>Agent</td>
<td>Providence</td>
<td>1878</td>
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<tr>
<td>27 Joseph Donley</td>
<td>Passenger Conductor</td>
<td>New Haven</td>
<td>1878</td>
</tr>
<tr>
<td>28 William S. Lewis</td>
<td>Passenger Conductor</td>
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<td>1878</td>
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<tr>
<td>29 Horace B. Pond</td>
<td>Drawbridge Operator</td>
<td>New York</td>
<td>1878</td>
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<tr>
<td>30 David W. Harford</td>
<td>Asst. Marine Supt.</td>
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<td>1879</td>
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<tr>
<td>31 Robert S. Clark</td>
<td>Engineman</td>
<td>New Haven</td>
<td>1879</td>
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<tr>
<td>32 William R. Brown</td>
<td>Chief Clerk to Asst. to G. M.</td>
<td>New Haven</td>
<td>1879</td>
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<tr>
<td>33 William H. Getchell</td>
<td>Foreman Machinist</td>
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<tr>
<td>34 George C. Black</td>
<td>Freight Conductor</td>
<td>Providence</td>
<td>1879</td>
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<tr>
<td>35 William F. Pendergast</td>
<td>Agent</td>
<td>Providence</td>
<td>1879</td>
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<tr>
<td>36 Alfred L. Lincoln</td>
<td>Asst. to Aud. of Pass. Rec.</td>
<td>Boston</td>
<td>1879</td>
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<tr>
<td>37 Robert D. Bradley</td>
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<td>Providence</td>
<td>1879</td>
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<tr>
<td>38 E. E. Stanford</td>
<td>Engineman</td>
<td>Providence</td>
<td>1879</td>
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<td>39 George E. Benard</td>
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<td>40 Samuel S. Landon</td>
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<td>41 J. Frank Whitney</td>
<td>Engineer</td>
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<tr>
<td>42 John J. Dwyer</td>
<td>Passenger Conductor</td>
<td>Providence</td>
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<td>43 John J. Drumme</td>
<td>Passeneger Conductor</td>
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<td>1879</td>
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<tr>
<td>44 Daniel J. Maloney</td>
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<td>1879</td>
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<tr>
<td>45 William H. Schlosser</td>
<td>Passenger Conductor</td>
<td>Providence</td>
<td>1879</td>
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<tr>
<td>46 Dennis Lehan</td>
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<td>Providence</td>
<td>1879</td>
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<tr>
<td>47 Edward P. Carroll</td>
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<td>48 John H. Garland</td>
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<tr>
<td>49 John A. Marooney</td>
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<tr>
<td>50 James D. Cunningham</td>
<td>Freight Agent</td>
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<tr>
<td>51 Edward Lee Doil</td>
<td>Passenger Conductor</td>
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<td>1880</td>
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<tr>
<td>52 Ernest W. Arnold</td>
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<td>Providence</td>
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<tr>
<td>53 William Holbrook Cook</td>
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<td>1880</td>
</tr>
<tr>
<td>54 John Rogers</td>
<td>Signalman and Operator</td>
<td>Providence</td>
<td>1880</td>
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<tr>
<td>55 Patrick J. Griffin</td>
<td>Passenger Conductor</td>
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<tr>
<td>56 George B. Mapes</td>
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<td>Providence</td>
<td>1881</td>
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<td>57 Francis P. Flood</td>
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<tr>
<td>58 Arthur H. Davis</td>
<td>Passenger Conductor</td>
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<td>1881</td>
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<tr>
<td>59 Robert Burns</td>
<td>Yardmaster</td>
<td>Providence</td>
<td>1881</td>
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<tr>
<td>60 William H. Mulcahy</td>
<td>Passenger Conductor</td>
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<td>1881</td>
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<tr>
<td>61 William Aldrich Brown</td>
<td>Watchman</td>
<td>Providence</td>
<td>1881</td>
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<tr>
<td>62 Frank Ford</td>
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<td>Providence</td>
<td>1881</td>
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</table>
## NAME | OCCUPATION | DIVISION | ENTERED SERVICE
--- | --- | --- | ---
63 T. J. McNamara | Chief Clerk | New Haven | 1881
64 Charles E. Brice | Station Baggagemaster | New Haven | 1881
65 Myron P. Billings | Agent | New Haven | 1881
66 Alfred M. Mackrell | Revenue Assistant | Boston | 1881
67 James Stanley | Section Foreman | New Haven | 1881
68 Llewellyn Whitney | Clerk | New York | 1881
69 Frank M. Crafts | Engineman | Providence | 1881
70 Thomas H. Dunn | Passenger Conductor | New Haven | 1881
71 George S. Vincent | Floatman | Providence | 1881
72 James Henry Crawford | Passenger Conductor | Providence | 1881
73 John McDermott | Treasurer | New Haven | 1881
74 W. A. Cassavant | Freight Agent | Boston | 1881
75 T. F. Paradise | Caretaker | New York | 1881
76 Jackson T. Sanford | Passenger Conductor | New Haven | 1881
77 Alfred F. Carter | Operator | New Haven | 1881
78 Frederick A. Ross | Passenger Conductor | Providence | 1881
79 Elmer E. Knapp | Engineman | New Haven | 1881
80 Elbridge E. Meacham | Engineer | New Haven | 1881
81 Frank L. Theall | Operator | Providence | 1881
82 John H. O'Rourke | Passenger Conductor | New York | 1881
83 William H. Casey | Trainmaster | New Haven | 1881
84 H. J. Reynolds | Assistant Superintendent | New Haven | 1881
85 J. F. Moore | Passenger Trainman | New York | 1881
86 F. D. Baker | Engineer | New York | 1881
87 E. J. Moore | Passenger Conductor | New York | 1881
88 William A. Marsalow | Passenger Conductor | Providence | 1882
89 Gardner L. Bradford | Engineer | New Haven | 1882
90 Ernest R. Whittier | Assistant Treasurer | New Haven | 1882
91 Charles H. Knights | Asst. to General Manager | Boston | 1882
92 C. N. Woodward | Ticket Clerk | New Haven | 1882
93 John W. Cox | Engineer | New Haven | 1882
94 Charles M. Button | Yardmaster | Providence | 1882
95 James Langley | Tinsmith | Providence | 1882
96 Albert L. Fuller | Engineer | New York | 1882
97 Michael J. Connors | Baggage Porter | New Haven | 1882
98 James Smith Allen | Smoke Inspector | Boston | 1882
99 George C. Dustin | Stationmaster | New York | 1882
100 Peter J. Hunt | Delivery Clerk | Providence | 1882
101 Walter H. Eddy | | | |

---

**"One of Best Meals"**

**CHARLES E. FROHMAN**

_Sandusky, Ohio_

"In traveling from New York to Boston on the "Puritan" on Tuesday, October 4th, I had dinner in the dining car of which E. J. McDonald was steward."

"I merely wish to write this letter in appreciation of the fact that I enjoyed one of the best meals that has been served in dining cars in a good many months, although I travel quite a bit."

"You doubtless receive many complaints and probably you will be happy to receive word from someone who appreciates your service."

---

**Appreciates Courtesy**

**GEORGE F. ADEE**

_New York_

"I am writing to thank you* very sincerely for the trouble you took in my behalf in delivering my bag to the Graduate Club late Friday night. It saved my life."

"I assure you I appreciate your courtesy, and that of the other officials of the New York, New Haven and Hartford Railroad who forwarded the bag from New York."

* R. E. Quinn, Assistant Stationmaster.
**In Recognition of Long and Faithful Service**

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

---

<table>
<thead>
<tr>
<th>Retirements</th>
<th>Division</th>
<th>Years of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Patrick H. Broderick</td>
<td>Section Foreman</td>
<td>New Haven 56</td>
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<tr>
<td>2 Elmer E. Damon</td>
<td>Passenger Conductor</td>
<td>Hartford 52</td>
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<tr>
<td>3 George M. Hobbs</td>
<td>Passenger Conductor</td>
<td>Boston 48</td>
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<tr>
<td>4 Jesse A. James</td>
<td>Station Agent</td>
<td>New Haven 41</td>
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<tr>
<td>5 Charles H. Baker</td>
<td>Yard Brakeman</td>
<td>Hartford 38</td>
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<td>6 John W. Nestor</td>
<td>Foreman</td>
<td>Boston 34</td>
</tr>
<tr>
<td>7 George Rico</td>
<td>Work Train Laborer</td>
<td>Boston 32</td>
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<tr>
<td>8 Robert F. Schmidt</td>
<td>Clerk</td>
<td>New Haven 30</td>
</tr>
<tr>
<td>9 Frank J. Wermers</td>
<td>Storehouse Helper</td>
<td>Boston 30</td>
</tr>
<tr>
<td>10 Henry A. White</td>
<td>Switchman</td>
<td>Providence 30</td>
</tr>
</tbody>
</table>
"Gimme One, me sister's got it"

A ragged, dirty newsboy blurted, "Gimme one, me sister's got it," and dropped on the marble counter a single penny that tinkled lonesomely. He was buying one of the first Christmas Seals sold in the United States for anti-tuberculosis work. The need was great. He knew. His sister had it.

Today Christmas Seals help protect you and your family, for although the death rate from tuberculosis has been reduced two-thirds it still kills more people between 15 and 45 than any other disease. Your pennies make possible free clinics, nursing service, preventoriums, and educational work that mean cure for some, relief for many, and hope for all.

*In the lobby of the Philadelphia "North American," Dec. 13, 1907

THE NATIONAL, STATE AND LOCAL TUBERCULOSIS ASSOCIATIONS OF THE UNITED STATES

BUY CHRISTMAS SEALS
EXCURSIONS DURING DECEMBER

Sell Tickets To Your Friends!

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>When</th>
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<tbody>
<tr>
<td>Springfield, Hartford, Meriden</td>
<td>New York</td>
<td>Dec. 4-11-18</td>
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<tr>
<td>New Haven, Bridgeport</td>
<td>New York</td>
<td>Dec. 4-11-18</td>
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<tr>
<td>($1.50)</td>
<td>($1.25)</td>
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<tr>
<td>Waterbury, Naugatuck, Seymour,</td>
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<td>Dec. 4-11-18</td>
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<tr>
<td>Ansonia, Derby-Shelton, South</td>
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<tr>
<td>Norwalk</td>
<td>New York</td>
<td>Dec. 4-11-18</td>
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<td>($1.00)</td>
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<tr>
<td>Boston, Providence, New London</td>
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<td>Hartford-Springfield</td>
<td>Dec. 4-11-18</td>
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<tr>
<td>Bridgeport</td>
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<td>New York and 125th Street</td>
<td>Derby-Shelton, Ansonia, Seymour, Naugatuck, Waterbury, Thomaston, Torrington, Winsted, $1.50</td>
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</tr>
<tr>
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<td>($1.50)</td>
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| Get schedules from your local agent.

The S. Z. Field Co., Printers, 44 Crown St.