A Locomotive Speaks

By Clarence P. Milligan

Where have I been? Away, away,
Out of the dawn of another day.
The purple dusk enfolds my flight,
I plunge along in the thick of the night.

I rock the ground with my thunder tread,
Mine is the path where steel has led,
A dragon whose breath is the flare of fire
Across the land in a hot desire.

I trip alarms and roar along,
Smooth as the lilt of a rollicking song,
And I shake the dust of cities far
To pass in the night like a streaking star.

Locked in my heart is a molten flame,
An urge to speed I can never tame,
And yet I am led by a human hand
With a brain behind that can understand.

My task to serve; and my will to do
The bidding of men and a faithful crew,
And when the strain of long flight is done,
A happy journey to every one.
Bright Spots in 1931 Traffic

Tonnage Increased on Eleven Commodities Due to Service and Solicitation

Although there was a decrease of 3,328,570 tons of revenue freight moved by the New Haven Railroad in 1931 as compared with 1930, the situation was not entirely black. This is disclosed in the analysis of freight tonnage contained in the annual report of the Company, recently issued, for there are 11 different items of freight where we had substantial gains in tonnage.

The largest single item of gain was made in coke. In 1931 we handled 322,972 tons of coke, as compared with 275,257 in 1930 or an increase of 19 per cent.

The next largest gain in tonnage was in oranges and grapefruit, of which we handled 118,543 tons, an increase of 36,927 tons, or 40 per cent.

Another item on which there was a very substantial gain in tonnage was fresh apples. In 1931 we handled 54,260 tons of apples, as compared with 43,519 tons the previous year, or a gain of 24 per cent in the total tonnage.

Fresh vegetables was another item on which a gain was registered. We handled 1,231 more tons of fresh vegetables in 1931 than in 1930, the total tonnage handled last year being 124,723, or a gain of one per cent.

In miscellaneous products of agriculture we registered a gain of 29,296 tons in 1931 over 1930, handling in the former year 421,205 tons, or a gain of 8 per cent.

Turning to the classification "Products of Mines" we find that in addition to the substantial gain in coke shipments we registered gain in two other items, asphalt and salt. We handled 4,095 tons more asphalt in 1931 than the year before, a gain of 2 per cent and 4,308 tons more salt, or a gain of 6 per cent.

There were two items of increase in the manufactured commodities, an increase of 10,499 tons in news print paper and of 12,356 tons in soap and washing compounds. We moved 282,630 tons of newsprint paper, which was a gain of 10,499 tons, or 4 per cent. Of soap and washing compounds we handled 98,798 tons, an increase of 12,356 tons, or 14 per cent.

Shipments of fresh meats showed an increase of 8,943 tons over 1930, the 1931 tonnage being 241,904.

The gain in coke shipments is of course attributable to substitution of coke for coal, but most of the other items are direct evidence of response to good service and active solicitation.

The increased tonnage, for instance, in oranges and grapefruit, fresh vegetables and in apples is easily traceable to the wonderful service which we have built up from the South, coupled with the splendid facilities of the Boston Fruit and Produce Terminal and of the Providence Produce House, two of the finest in the East. Fruit and vegetables are received and kept in such wonderful condition at these produce houses that motor trucks come from as far as Bangor, Maine, to our Boston market, which is regarded as the heart of the produce market in the East.

The increase in wool shipments is without question due to the fact that in the last few years the New Haven Railroad has had its own representatives in the wool territory for several months of the year, specializing on that commodity, and during the rest of the season we have specialized in the wool trade in Boston, the wool center of the world.
The increase in tonnage in meats is unquestionably due to the splendid service which the New Haven Railroad has built up, specializing on that traffic with wonderful connections at Maybrook with the Western lines, cars which we receive there at 1.45 P. M. being rushed over to Boston on OB-2 in time for market there the following morning.

The apple business may be regarded as a sectional business—that is, if the crop in one territory happens not to be so good in any one season, it results in greater shipments from some other territory, which probably accounted for some of the increase in that traffic.

The increase in shipments of salt was definitely due to a concentration of solicitation in that commodity in an effort to build up our tonnage. The increases in news print paper shipments without doubt are due in part to the placing in service of the Maine Bullet and to other speedy service arrangements for the shipment of news print, as well as to an active solicitation campaign.

The fact that we have any items on which there were increases during 1931 we think is a very fine compliment to our traffic solicitors, and to the type of service we are rendering.

The Zenith of Railway Passenger Service

IRVING H. REYNOLDS
Milwaukee, Wis.

"I recently had the pleasure of riding from New York to Boston on the YANKEE CLIPPER and want to say that it is the finest train I have ever ridden on either in America or Europe—it does not roll—it glides. Having spent my boyhood in a ship building town (Mystic, Conn.) and later spent three years in New Bedford whalers I was naturally very much interested in the paintings in the cars.

"I certainly enjoyed my trip on the Yankee Clipper and hope to take it as often as business calls me to Boston.

"The character of the equipment, service and road bed marks, in my opinion, the zenith of railway passenger service in this country and, as far as I know, in any other."

A Fatal Injury to An Employe

A yard brakeman in a hump yard, boarded a cut of three cars, tested brakes and as brakes were apparently in proper condition, cars were cut off and started down hump. The last seen of brakeman he was standing on brake footboard.

Investigation developed that during the night, it had snowed, rained and frozen, but at the time of accident temperature had risen so snow was soft. It is believed that brakeman slipped off brake footboard, fell in front of cars he was riding, and was run over.

Inspection of car showed the hand holds, ladder tread, brake footboard, brake wheel and ratchet wheel were in good condition.

The brakeman was experienced and as he had worked 12 years in this yard, was thoroughly familiar with conditions.

Low Fares for Xth Olympiad

Attractive reduced fare rates for the Xth Olympiad Games which will be held in Los Angeles from July 30 to August 14 this year, and very attractive excursion fares will be in force for the benefit of those who wish to make the trip to California to see the games. Just exactly what the reductions will be will be announced in a later issue, but in the meantime we urge employes to keep the matter in mind and urge travel by rail upon any whom they may learn are contemplating making the trip.

A giant Olympic stadium was recently completed, located in Olympic park near the center of the City of Los Angeles, especially for the Xth Olympic Games with a seating capacity of 105,000 people.

It will be in this stadium that the opening ceremonies, "a parade of nations," will take place on July 30. The track and field athletics, lacrosse, field hockey, gymnastics, football, equestrian sports, and other events will be held in this mammoth stadium.
This unusually long box car aroused much interest when it came over our line to Meriden, with a shipment of a new aerial fire truck for that city. It is a Pennsylvania car of an experimental nature and is 70 feet 6 inches in length. Heretofore a shipment such as the above would have had to be moved on two flat cars and covered.

Some of the circus cars are even longer than this Pennsylvania box car. For instance, Ringling Brothers-Barnum & Bailey have a steel elephant car, which at this writing is at Harlem River, which is 72 feet 11 inches in length, with truck centers 60 feet 6 inches apart. They also have stock cars 73 feet 10 inches long, with truck centers 60 feet apart, and steel flat cars 72 feet 11 inches, with 59 feet 8 inches distance between wheel centers.

The Pennsylvania's "experimental" box car is equipped with a floor anchorage which enables the carrying of five automobiles without the practice of half decking.

The photographs were taken at Meriden and are used through the courtesy of the Meriden Journal.
Fire Prevention Efforts Save $40,000

Fire prevention efforts during the year 1931 resulted in a saving of $40,000 in fire insurance premiums for the year 1932, according to a report made by W. F. Hickey, Superintendent of Insurance, this being a saving of approximately 25% as compared with last year.

This very substantial saving in insurance premiums is possible because of the small amount of fire waste during 1931, when we had the lowest fire loss the New Haven Railroad has had since these records have been compiled, for the last 15 years. In addition to the direct money saving thus brought about, through the inspection, care, and protection of the property during the year, there must be added the benefit derived by the avoidance of handicaps and delays to service and operation which large fires always entail.

The total fire loss during the year 1931 was approximately $42,711, as compared with $202,247 for 1930, or a decrease of 79%. Our railroad fire insurance schedule totals $63,213,700, but the total valuation of our railroad property is seven or eight times that so that when we get through a year with a total fire loss of only about $43,000 (and half of that was collected from Insurance Companies) it is somewhat remarkable as compared with the total value of property to be protected.

The fire insurance premium which is payable for this year is the lowest premium that we have ever paid and is as low or lower than any railroad in the country.

Therefore Mr. Hickey requests us to extend his congratulations to the employees and officials on the result of their individual care and prevention and to bespeak a continuance of their efficiency, because as our premiums are based on the loss record of the preceding year the cooperation of the entire organization is necessary if we are to maintain or better our 1931 record, pointing out that this will be harder than ever and will mean we must keep out monthly fire loss below $3000.

"The Insurance Department," says Mr. Hickey, "is also grateful for the cooperation it has received in its other activities, including the handling of public liability and property damage insurance on highway coaches and trucks, where keeping of accidents at a minimum by safe operations results in a saving of hundreds of thousands of dollars, the handling of boiler and air tank insurance, where good care and maintenance result in saving of property and avoiding personal injury, the handling of elevator insurance, where careful operation and maintenance reduce the premium cost and save personal injury, the handling of burglary insurance where good protection and supervision reduce the cost to the Company; the complying with the I. C. C. Rules for handling explosives and dangerous articles, which also results in saving of property and avoiding personal injury; and in fact for the cooperation received from all our Companies in these and all the other activities of the Insurance Department."

The monthly statement of fires which is compiled by Mr. Hickey's department shows that for the month of February there were 14 fires with an estimated damage of $6,175.64. In January there were 10 fires with an estimated damage of $4,375.53. While the estimated damage for February is approximately a 40% improvement under the record of February 1931, it will mean that the succeeding months of the year must be a considerable reduction in the damages if we are to keep within that $3,000 average limit mentioned by Mr. Hickey and thus cut our losses down still further for the year.

Mr. Hickey's report for the year ended December 31, 1931 shows that of the total of 228 fires which occurred that year, more than two-thirds of them can be charged directly or indirectly to carelessness. "Matches—Smoking" still remains the most prolific cause of fires, 87 having been traced to this cause in 1931. If individuals will exercise proper care in the disposal of discarded matches and smoking material, and will refrain from smoking where it is dangerous and prohibited, we should be able to cut down this loss tremendously.

Trespassers were the cause of 32 of the 228 fires in 1931. Other causes were
Beauty in Train Whistles

The editorial below, from the Hartford Courant, was sent in by Mrs. Louise B. Flanagan, of the Auditor of Freight Receipts Department, while another reader, Howard C. Atcheson, of Hartford, sent in the subsequent letter to the editor.

BEAUTY IN TRAIN WHISTLES

(Hartford Courant)

When the wind is right and the city is still, the long shrill hoots of the locomotive whistles offer seven-league boots to the imagination. "Come aw-a-a-a-a-y," says the whistle, aw-a-a-a-y." Then, if you listen carefully, you may hear the engine whispering the names of the places to which it invites you: "Kalamazoo (chuff-chuff) Kankakee, (chuff) Medicine Hat, (chuff-chuff) and all way stations (chuff-chuff-chuff-chuff)."

Then the sound of the train dies away in the distance, throwing, back one last invitation as the engineer whistles at the crossing two miles down the line.

The train is going to New York, where it will meet another from Chicago, which, in turn, has met a mate from San Francisco. The whistle bridges all the miles between the Connecticut River and the Golden Gate with the quickness of a dream. Days and leagues and facts mean nothing to the whistle. You are on a peak in the Rock Mountains, and a tiny train crawls by a mile below the spot on which you stand. The desert is hot and chromatic, and a locomotive howls like a banshee on the other side of the mesa. Calgary is cold and snowbound as the engineer pulls the cord before a frozen crossing. And all the time you are lying in your bed, aching to follow the train to the places it describes.

At night at a distance, the railroad loses its utilitarian aspects. No longer is it carting prosaic potatoes and turnips from the field to the markets and equally prosaic salesmen from the manufacturer to the retailer. It is the shuttle on a magic loom, that darts back and forth through the web of memory, weaving a many colored pattern. Iron and steel then are transformed into the stuffs of romance to trim the dreams of those who must do their traveling only in their imaginations.

**THE TRAIN WHISTLES**

Their Sound Awakens Pleasant Memories in Minds of Many

To the Editor of The Courant:

I was very much interested in your recent editorial on "Train Whistles." It seems a common enough topic on which to write; yet how many countless thousands of people listen every day to the "two long and two short" of the locomotive? How the farmer's wife in the country arranges her whole morning's work to the whistle of the friendly local as it dusts along the track!

Different roads have distinct whistles, and certain crack trains of railways are again distinct in their whistles. Last autumn I journeyed from Wilkes-Barre to New York on the Black Diamond Express of the Lehigh Valley Railroad. The whistle was of the steamboat type, and how grand it sounded as the train wended its way over the mountains behind the giant mogul locomotive and then dipped down into the valleys, always to the tune of that wonderful whistle.

Often as I have traveled at night in the sleeper and heard the whistle, I have felt that much the safer, for it seemed to flash back to us that up front in the locomotive cab was a keen-eyed engineer, with the lives of many in his hands, who tells the passenger in his berth that "all is well."

I have been away back in the Northern woods with no habitation within miles and suddenly there came floating over the air the whistle of a train. What a wonderfully comforting sound it was, for it spoke of civilization!

Right out in West Hartford where I live, very often as I am turning out my light for the night I hear the roar of a New Haven locomotive and the whistle as up the track she thunders, and I say to myself, "The Montrealer's on time to-night."

Yes, I have to confess I like the whistle.
Signal Chairman O’Brien Great Safety Booster

J. F. O’Brien, General Chairman of the Brotherhood of Railroad Signalman of America, is tremendously interested in the Company’s Safety efforts as expressed in the various Safety Contests conducted throughout the year. He wrote to Mr. C. N. Woodward, Assistant to General Manager, asking that the certificate awarded to the New Haven Division signal employes for their 1931 performance be reproduced in ALONG THE LINE so that all the signalmen on our system might see it. We take pleasure indeed in complying with Mr. O’Brien’s request and also reproduce his letter below:

BROTHERHOOD OF RAILROAD SIGNALMEN OF AMERICA
Poughkeepsie, N. Y.

March 5, 1932.
File, SF-1

Mr. C. N. Woodward
Asst. to General Manager
New Haven, Conn.

Dear Mr. Woodward:

The signal employes on the New Haven System during the year 1931 conducted themselves in such a manner that Safety in train operation and Safety from personal injuries to themselves and other co-workers with whom they came in contact daily were their foremost consideration.

A great number of signal employes, on account of the nature of their duties, do not have a foreman directing their every movement throughout their daily eight
hours on duty, either through daylight or during the darkest night, for as you know the hours of service of a number of the signalmen are during the period that other employes enter into and enjoy slumber.

Our organization, The Brotherhood of Railroad Signalmen of America, at your request, entered into the Safety contest wholeheartedly, conducting special safety first meetings in our lodge rooms on various points over the System, and by the way, Mr. Woodward either you or your assistant Mr. Wride honored us with your presence and gave very interesting talks on safety matters, as did also, the Signal Engineer, Division Engineers and the Signal Supervisors.

At our regular monthly meetings of our organization, during the past year time was allotted to Safety First talks. The Local Chairmen of the various divisions were appointed through you to attend the divisional Safety meetings.

The record of performance during the year 1931 speaks for itself and while we believe that greater accomplishments can be brought to light, we dread the thoughts that our certificate award won by the New Haven Division signal employes be hidden from view so that other employes throughout the System cannot see it.

It is most natural that the Division Engineers, Signal Supervisors, Maintenance Signal Foremen, Signal Foremen, and all signal employes on a particular division that have earnestly co-operated in the Safety movement, that they throw out their chest just a little.

Now Mr. Woodward, I am going to request, as a representative of the signal employes whom I represent, to help expand the chests just a mite more by printing a copy of our Certificate on page No. 2 in the March issue of "Along the Line."

We are earnestly looking forward to the signal employes all over the System to produce excellent results throughout this year in that we will come to the end with a clean slate.

With best personal regards I remain,

Very truly yours,

J. F. O'Brien,
General Chairman.

New England "Vets" Meet

The New England Association of Railroad Veterans held a special meeting, Sunday, April 10. Harry Hamner, President, presided, and Alpheus M. Johnson, of Concord, N. H., was chairman of local arrangements. The speakers included His Excellency John G. Winant, Governor of New Hampshire; His Honor Robert W. Brown, Mayor of Concord, N. H., William A. McInnis of Concord, N. H., member of the Governor's Council. Charles B. Ross, of Lebanon, N. H., retired B & M Agent, a member of the New Hampshire Legislature, Charles A. F. Cummings, a director of the Association; Herbert P. Wells, Treasurer, A. M. Melvin, Past President, Levi Heath, and W. A. Little of Concord; Mr. Little is in his 60th year of service on the B & M; and the following charter members original founders of the Association: William F. Allan, James T. Dervan, Fred H. Sidney and Harry A. Whitehead.

In his interesting and appreciated address Governor Winant insisted a survey should be made of all existing systems of transportation, their values as-certained if possible, and these systems correlated with the railroads.

New Haven "Vets" Meet

The New Haven Veterans Association held its annual meeting in the railroad Y. M. C. A. Hall, on Saturday March 12. The officers were all re-elected and Edward O. Sexton of Springfield was elected Vice-President to succeed Wm. D. Ingersoll, deceased.

The reports of the Secretary and Treasurer showed that the association was in a prosperous condition. Several new members were elected. It was voted that sick visiting committees be appointed at the principal points on the system.

Mr. Not, a representative of the Erie Railroad, gave a nice talk punctuated with interesting stories, and many of the members also gave good talks and reminiscences of days gone by.

The meeting was opened with music and prayer by Vice-President Ed Kilmer. Lunch was served before the meeting began. The large attendance had a good time, and enjoyed the day.
HE'S MY BOY! Little Stories of Sons of Railroaders

ARNOLD and CHARLES HANSELL

The two fine looking young men whose picture appears on this page are Arnold D. and Charles Hansell, twin sons of W. B. Hansell, Steward of the Station Restaurant at New Haven.

The boys will be 16 years old on July 18 of this year and both are students in Hillhouse High School in New Haven.

Charles recently distinguished himself when he plunged into the icy water of Avis Pond, Hamden, Conn., to rescue two girl skaters who had fallen through the ice.

Charles was playing in a hockey game at the time and the girls had skated to another portion of the pond, where the ice was very thin. Hearing the cry of one of the girls as she plunged through the ice, Charles immediately skated in the direction of the cry, in company with two other boys.

The other two succeeded in rescuing one girl, who was a little nearer to the shore of the pond, while Charles struggled to save the other one, plunging in after her. His two friends came to his assistance as soon as they had got the other girl to shore and while trying to help him the ice broke again and one of them also was precipitated into the pond.

The other boy rushed to a wooded section nearby and finding the limb of a dead tree with the aid of two other boys succeeded in passing one end of it to young Hansell and they were pulled out of the water.

The Railroad Post of the American Legion at New Haven were to present to Charles at their meeting on April 18 the gold life saving medal of the American Legion for his splendid work on this occasion.

Arnold Hansell has also recently achieved local distinction, in another way. Arnold's principal hobby is model airplanes. He is Secretary of the Aero Club of Hillhouse High School and takes the keenest interest in everything pertaining to airplanes. The Fox-Poli theatre in New Haven, in conjunction with the New Haven Journal Courier, conducted a contest for the best models constructed by New Haven boys.

Arnold was the winner of the first prize of $15.00 in this contest, and a photograph of his model airplane display appeared in the Journal-Courier on April 6.

Both Arnold and Charles are active in the Whitneyville Congregational Church and both took part recently in an amateur play fostered by the church organization.

Mr. Hansell also has a daughter, Helen, who is an employee of the Southern New England Telephone Company at New Haven. It is no wonder that he and Mrs. Hansell, with three such splendid children, are justly proud of their little family. Mr. Hansell has been in the service of the New Haven Railroad for 22 years, and, as Steward of the Station Restaurant, is exceptionally well known and liked by all who patronize that fine eating place.
March 3, 1932

Dear Brothers:

I would like to bring before you a matter which I believe is of vital interest to us all, namely freight traffic. You all are undoubtedly aware of the fact that the railroads have, for the past several years, been steadily losing considerable tonnage to outside unregulated carriers. This movement especially for the last two years, has been so great that the roads have found themselves, in many sections, unable to operate profitably with the results that many trains have been eliminated, stations closed and along with this many of our men have been permanently thrown out of work.

In order that you may see just how much our craft has been affected, I submit the following figures: we had in 1920, including the C. N. E., 1690 scheduled positions; in 1925, 1460 positions; in 1929, 1115 positions and in October 1931 only 931.

It is very evident therefore, even if only as a matter of self-preservation, that it behooves each and every one of us, regardless of position, to do what we can to help stop this steady loss of traffic to outside carriers or we will be faced with still further eliminations of our positions.

Our railroad, the New Haven, due to its geographical location and also to the fact that it is primarily a short haul railroad lends itself very well to severe competition from both highway and water carriers. Our principal terminals are all within easy trucking distances and linked by excellent highways. In addition our principal sea-ports, New York, Bridgeport, New Haven, New London, Providence, Pawtucket, Fall River, New Bedford and Boston are served by independent steamship lines which, in connection with highway trucks pick up from and deliver to interior points. Recently, an oil pipe line has been put in operation from the oil distributing center at East Providence to Worcester and when completed will extend to Springfield. And as to passenger traffic the air lines between Boston and New York are carrying about 1000 per month potential "Yankee Clipper" passengers.

You probably all know that in contrast to all the regulations we are subject to from the Interstate Commerce Commission and state regulatory bodies, our competitors referred to above are practically free from any regulations. It is agreed, quite generally, among those in authority, that some sort of regulation for all carriers is at present our most urgent need. There are now various bills before congress and state legislatures to this effect. We should individually and as an organization communicate with our representatives to call to their attention the unfairness of the present situation and also the fact that the time has arrived when something must be done in this direction.

As for helping to keep what we have and secure new business, there is much that we can do, particularly as agents; we should make it our business to know what is going on in our community. Know our customers and their traffic needs, be on the lookout for freight that is moving against us and if possible find out why and the rate they are paying. Keep informed as to new constructions, such as public buildings, waterworks, highways etc., new manufacturing plants going to locate in your community, in fact anything that might develop new business. Secure all information possible and forward, along with any suggestions you might have to offer to your traffic bureau.

I am confident that if an intensive drive was made in this direction that it would prove to be of great benefit to the railroad and in turn to ourselves.

Fraternally yours,

(Signed) Omer McMurray.
Certificate F202, Division 29.
New Haven Railroad.
Two Departments Retain Clean Safety Slate

Signal and E. T. & C. Departments Finish Two Months Without Injury. All Making Good Showing

Two departments still maintain an absolutely clean sheet so far as employees' injuries are concerned, according to the figures for the first two months of the year issued by C. N. Woodward, Assistant to General Manager. The Signal Department and the Electric Transmission and Communication Departments are the two whose employees have completed the first two months without a single injury charged to them, the Signal Department with 175,353 man hours, and the E. T. & C. Department with 90,030 man hours.

The Bridge and Building Department, which got through the month of January without a single accident, fell from grace during February when the Boston Division had one 1-point injury. Otherwise that department maintained a clear record.

In the Station Service contest twelve of the sixteen stations still maintain a clear slate, only one station, Boston Freight Terminal, having dropped off the no accident list during the month of February with two injuries, one a 1 point and the other a 5-point injury. There was only one other injury in that classification, New York Piers, who already had one 5-point injury charged against them, having another similar injury during the month of February.

Fifteen of the twenty-one track supervisors are still proudly showing a big zero for the number of injuries so far this year. Three fell from that honor roster during the month of February, M. Sullivan of the Providence Division having a 1-point injury, C. W. Lentell of Hartford Division having two 1-point injuries, and C. J. Armstrong of the New Haven Division having a 15-point accident charged against him. These were the only accidents among the track supervisors forces during the month.

In the Mechanical Department, New York Division and Cos Cob Power Plant still maintain their clear records, Van Nest Shop, Boston and Hartford Divisions all falling by the wayside during the month of February, Van Nest with a 1-point injury, Boston with two 1-point and one 5-point, and Hartford with one 5-point injury.

In the Maintenance of Way and Structures Department New Haven Division had a 15-point accident during February, leaving New York in sole possession of the honor of so far having had no accidents whatever during this year.

In the Yard Service contest Providence Division fell out of the "No Injury" class, with two 1-point accidents and one 15-point, leaving the Maybrook, Dover Street, Hartford, Bridgeport and Springfield Yards as the five remaining points showing clean slates.

In the Stores Department the seven storehouses which went through the month of January without accidents continued through the entire month of February with the same clear record, while Roadway Stores, which had a 1-point accident in January, got through the month of February without any additional injuries.

In the Train, Yard and Engine Service, Hartford Division remains at the top of the heap with New Haven second, but Providence Division, which last month was third on the list, has dropped down to fifth place through having two 1-point, two 5-point, and one 15-point accident.

The standings as of February 29 are as follows:

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<th>Points per Million Men Hours</th>
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### Store Department

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<th>15 pt.</th>
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### Train, Yard and Engine Service

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### Maintenance of Way and Structures

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### Bridge and Building Department

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<th>Points 15</th>
<th>Total Charged Points</th>
<th>Worked Hours Man</th>
<th>Men Hours Points per Million</th>
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<th>Points 15</th>
<th>Total Charged Points</th>
<th>Man Hours Worked</th>
<th>Men Hours Points per Million</th>
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## Signal Department

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<th>Points 15</th>
<th>Total Charged Points</th>
<th>Man Hours Worked</th>
<th>Men Hours Points per Million</th>
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<th>Points 5</th>
<th>Points 15</th>
<th>Total Charged Points</th>
<th>Man Hours Worked</th>
<th>Men Hours Points per Million</th>
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Three More on Half Century Honor Roll

Three men were added to the Half Century Honor Roll for this month's issue of ALONG THE LINE, and we regretfully record the death of one man on the roll. The man whose death is recorded in this issue is Fred D. Broadley, Machinist, Boston Division, and the three additions to the Honor Roll are Elbridge E. Meacham, passenger conductor of the Boston Division, John J. Scannell, Engineer, New Haven Division, and Frank L. Theall, Operator, New York Division.

Mr. Meacham entered the service on March 13, 1882 as a freight brakeman. He was promoted to be train baggagemaster in November 1884, and to passenger conductor, July 4, 1904. Mr. Meacham's home is in Fall River. He was presented with his diamond studded gold button by Superintendent C. A. Mitchell on April 5.

Mr. Scannell was born June 22, 1864, and entered the service of the Railroad Company, March 15, 1882, at the age of eighteen, as an engine wiper. The following year, in April 1883, he was transferred to be locomotive fireman, and after seven years firing he was promoted to be engineer and has filled this responsible position ever since, and has a clear record.

Frank L. Theall, Operator at Darien, was born November 13, 1863 at Fishkill, N. Y. He commenced his service with the old New York, and New England Railroad at Fishkill Landing in March 1882, as a Bridgeman. On May 21, 1890 he left the New York and New England to come to the New York, New Haven and Hartford Railroad as operator, and

Supt. Baily congratulating Mr. Theall. Left to right, Mr. Theall, Mr. Baily and Capt. R. S. Clark.

was assigned to Rowayton Tower, then known as Five Mile River. Later he was transferred to Cos Cob, and on October 17, 1912, to Darien, and has continued at that place until the present time.

It is interesting to note that on the occasion of the presentation of the Half Century Service Pin to Mr. Theall there was present Captain Clark, also a fifty-year man, who was pilot of the Steamer Hart, which was in transfer service between Newburgh and Fishkill Terminal at the same time that Mr. Theall was employed as bridgeman at Fishkill, 1882 to May 1890. Mr. Clark received his fifty-year pin last month.

"Interested and Efficient Manner"

Hugh L. Thompson
Consulting Engineer
Waterbury, Conn.

"I am sure you will wish to learn of the interested and efficient manner in which your Bridgeport and New York men handled Mrs. Thompson's baggage yesterday, when we checked five bags on the eight o'clock train from Waterbury, not knowing that the car no longer goes through to New York. Although the tags were not the kind usually used on steamer luggage, but were small and insignificant, your Bridgeport men picked the pieces out as needing immediate attention and telegraphed to the Baggage Master at Grand Central Station, who arranged that they be taken from the next train immediately upon arrival.

"My impression of yesterday's experience with your men is so pleasant that I must pass the word on to you."

Our Cover

Our cover picture this month is another photograph by Albert B. Street, taken at the Cedar Hill Engine House and showing the front end of engine 3205 in her "new dress."

This is the first locomotive to be equipped with the air pumps relocated at the front end. Therefore they have been placed on the left side of the boiler, attached to the shell of the boiler, where, because of their weight and the vibration, it has been found that it is difficult and expensive to maintain them.

This vibration and weight, it was found, caused staybolts to break with consequent leaks in the combustion chamber, adjacent to and under the pump bracket. In order to replace the staybolts it was necessary to remove the pump and bracket, an expensive operation, and one which kept engines out of service for a long period of time.

It is felt that by locating these air pumps at the front end, as shown in the picture, that a considerable saving in maintenance costs will result.

Attention and Thoughtfulness

Frederick L. Gates
Cambridge, Mass.

"I do not know whether Conductor Stone, on the Puritan into Boston last Sunday, reported that one of his passengers had a fainting spell or seizure and required first aid treatment. But whether he reported the incident or not, I was the passenger and am writing to thank you, and him through you, for his kind attention and thoughtfulness in this little emergency. The provision of a wheel chair at the car platform was especially appreciated as these things (which fortunately come but rarely) leave me rather weak.

"Will you not convey to Conductor Stone my cordial thanks for his kindness."
A Cheap Vacation

Where are you going to spend your vacation this summer?

"The mountains," answer some; "The shore," say others. And, despite the respite from daily toil, there is a sameness about these annual vacations spent at the average summer resort in mountains or at the shore. "Would that we could go somewhere else, and do something different this year!" is the under-current thought.

"Something different"—vastly different—is possible for upstanding young American men. It is the Citizens' Military Training Camps. Here, for thirty thrill-packed and yet restful days this summer, it will be possible for clerk, bookkeeper, mechanic, and other typical young Americans to enjoy a unique experience. To secure admission for the Basic course the candidate must be between seventeen and twenty-four years of age.

Another important factor in considering vacation periods, for the average young man today, is that of expense. At Uncle Sam's nation-wide chain of more than fifty of these outdoor Camps, all necessary expenses are met by the Government. Transportation to and from the Camp, the best of wholesome food expertly prepared by experienced Army chefs, uniforms and equipment, quarters in a spotlessly clean tented city, laundry service and skilled medical treatment if needed—all this is furnished the campers by the U. S. Government. And there is no obligation for further military service entailed by attendance at these Camps. Their sole mission is the upbuilding of clean, healthful American citizenship.

The C. M. T. C. feature a wide variety of recreational and character-building activities. Sports abound—baseball, swimming, tennis, hiking parties, track and field meets. There is the manly lure of rifle, pistol, and machine-gun marksmanship and, at some specialized camps, the added thrills of working with monster big guns of the Coast Artillery and a few Camps also offer C. M. T. C. students an opportunity to go in for horsemanship.

The firm friendships fostered at these nation-wide Camps are cemented at the nightly gathering around a roaring campfire. Here, under the health-giving pines and the twinkling stars, "the bunch" render close harmony in old songs which countless generations of outdoor Americans have sung around many such blazing wood fires. Here grizzled old-timers of the Regular Army hold their youthful audiences spell-bound with yarns of the Far Places—stories that hold the bite and kick of real adventure as told by real adventurers.

Dances, movies, social gatherings and impromptu theatricals also help to speed the too-quickly moving period. For ambitious youths desirous of furthering their education, there is an added attraction in the many free scholarships offered by first rank institutions of learning throughout the country.

The thirty-day camping period is held during the months of June, July and August, depending upon the location of the Camp and the particular course it offers. At the end of the month's camping trip the fortunate youths in attendance return to office, factory or home bounding with health and vigor, springy, their morale high, their spirits pepped up to the nth degree. There are none of the symptoms of "that tired feeling" all too common after a hectic vacation spent at the average nerve-racking summer resort.

Interested young men are urged to write for illustrated literature and detailed particulars about these Camps, at the earliest possible moment for every year countless late-comers are turned away, each Camp having its authorized quota and the rule "first come, first served" obtains throughout.

A postal card addressed to the C. M. T. C. Officer at the U. S. Army post nearest you, to the Adjutant General of the Army, Washington, D. C., or to the U. S. Information Service, 39 Whitehall Street, New York City, will bring application blanks and further information about this great boon to Young America.
Celebrating 64th Wedding Anniversary

Mr. and Mrs. John Hervey celebrated their 64th wedding anniversary on March 23rd at their home on Avon Street, Framingham, Mass., where they received greetings and congratulations from a large gathering of friends. Mr. Hervey is one of the few surviving veterans of the Civil War, having served with distinction throughout the war, participating in many engagements and battles while serving with the Union Army. He is a pensioned engineer and ran passenger trains for many years between Framingham and Marlboro.

Truck Gardens for Furloughed Men

In order to try to alleviate the situation caused by necessary lay-offs of men because of the continued depressed state of business, the company will be glad to cooperate with furloughed men by allowing them to use company land for truck gardens.

Any employees interested should get in touch with G. R. Kent, general real estate agent, who is located at New Haven.

Seven Serious Injuries For March 1932

**SECTION LABORER**—Unloading ice by use of tackle and tongs. The cake of ice slipped from tongs and tongs in bounding back struck him on head.

**SIGNAL MAINTAINER**—Fell from platform, at interlocking machine, to floor spraining left ankle, left shoulder and back.

**MECHANICAL CARPENTER**—Operating ripping saw and fingers of left hand came in contact with saw.

**PASSENGER CONDUCTOR**—Sorting mail pouches in baggage compartment fell over a pouch as train lurched, straining back.

**FREIGHT ENGINEER**—Chest and stomach burned when flue gave way from flue sheet.

**MACHINIST**—Standing on a ladder improperly placed, slipped and fell to ground, bruising back.

**FREIGHT CONDUCTOR**—After completing work at desk in caboose attempted to get up from desk and his left knee struck brace which supports desk.
“Nick” Scalia to Run Washington Pilgrimage Again June 4

Arnold Passes 200-Mark in Traffic Tips

We have many wide-awake “traffic-tippers” and business getters among the employes of the New Haven Railroad, but it would be pretty hard to find one who is the beat of Nicholas Scalia, Tally Clerk employed at the L. C. L. Transfer Station at Cedar Hill. Some of our readers may recall that in previous issues of the magazine we have told of Mr. Scalia’s annual pilgrimage to Washington. It might be that some men would give up the project this year, throwing up the sponge and saying “It’s no use to run it this year business is too bad.”

Not so Nick Scalia. Nick, if anything, is more enthusiastic than ever and he is to run this annual excursion just as he has run it every year since 1928. In other words, he not merely gives a traffic tip, but he hustles around and actually gets the business and sees the matter all the way through, going down to Washington himself with his clan. His efforts have resulted in several thousand dollars additional revenue to the New Haven Railroad.

Mr. Scalia conceived the idea of this pilgrimage to Washington to pay a visit to the shrine of the Immaculate Conception, in February 1928, believing that he could get enough Italian people in New Haven who would be interested in making the trip to fill a car. He broached the subject to J. F. Doolan, Assistant Superintendent, who immediately got in touch with W. P. Read, General Passenger Agent, who very gladly cooperated to the fullest extent with Mr. Scalia in his project. The result was 172 round-trip excursionists.

New Haven, Conn.
April 11, 1932.

Dear Mr. Arnold:

It has come to my attention that you have now passed the two hundred mark in the “traffic tips” which you have been sending in with regularity during the past two years.

I wish to express to you my personal thanks and congratulations on the splendid interest you have been and are taking in getting business for the New Haven Railroad. After all, that is part of the job of every one of us — without business we would have no jobs.

If every employe of the company took as keen an interest in securing and keeping business as you do, I am sure we would experience a substantial gain in gross income.

Yours sincerely,

(Signed) J. J. Pelley.

Mr. H. E. Arnold,
Traveling Auditor,
Providence, Rhode Island.
Each year since then Mr. Scalia has made arrangements for similar pilgrimages, and last year 350 passengers took advantage of Mr. Scalia’s excursion. He sells a ticket which includes the complete trip, transportation each way, all expenses in Washington, and if after the accounting is over there is any money left, every cent of it goes to a worthy charity.

So we believe that Nick Scalia certainly rates the honor of being one of our best business getters.

Mr. Scalia’s excursion this year will be on Sunday, June 5, leaving New Haven on the Saturday night before. Mr. Scalia would appreciate any assistance which might be given by any other employes of the Company in the way of stimulating business for this pilgrimage.

H. E. Arnold, our most prolific “traffic tipper” this month passes his two hundred mark in the number of tips submitted, and received a personal letter from President Pelley, thanking him for his efforts. We take pleasure in printing a copy of Mr. Pelley’s letter.

C. F. Richter, of Cambridge, Mass., one of our most loyal boosters although not a railroad employe, again appears in this month’s list, bringing his total up to 19 tips submitted. This wonderful interest shown by one not employed by the company should be a matter of inspiration and encouragement to our rank and file to keep their wits about them and send in tips of any prospective business.

The list of those submitting tips during the past month follows:

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<tr>
<th>Name</th>
<th>New Tips</th>
<th>To Date</th>
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<td>H. E. ARNOLD, Traveling Auditor, Providence</td>
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<td>B T. BARROW, Agent, Lonsdale, R. I.</td>
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<td>W. BASSETT, Agent, Cos Cob, Conn.</td>
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<td>T. M. BILLINGS, Agent, Mt. Carmel, Conn.</td>
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<tr>
<td>F. V. BRUTCHER, Agent, Mansfield, Mass.</td>
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<td>J. B. CAMPBELL, Agent, Ry. Ex. Naugatuck, Conn.</td>
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<td>GEORGE CARROLL, Providence, R. I.</td>
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<td>S B. CAPWELL, Agent, Quidnick, R. I.</td>
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<td>G. W. CORDES, Patrolman, Westfield, Mass.</td>
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<td>JOHN T. COX, Aud. Freight Receipts Office, New Haven</td>
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<td>S. L. CRAIG, Agent, South Norwalk, Conn.</td>
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<td>GEORGE EDEN, Secretary R. R. Y. M. C. A. New Haven</td>
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<td>B. F. FARROW, Agent, Lonsdale, R. I.</td>
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<td>P. E. FARMAN, Operator, Springfield Street Railway</td>
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<td>WALTER HARRISON, Accounting Department New Haven</td>
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<td>REGGIE KING, Mechanical Department New Haven</td>
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<td>H. M. KOCHERSPERGER, Retired Vice-President, New Haven</td>
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<td>P. P. LARKIN, Traveling Auditor, New Haven</td>
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<td>A. J. NOSS, Agent, West Mansfield, Mass.</td>
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<td>JAS. B. POWERS, Clerk, Master Mechanic, Harlem River</td>
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<td>C. F. RICHTER, Non-Employe, Cambridge, Mass.</td>
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<td>T. J. RILEY, Agent, Milford, Conn.</td>
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<td>C. J. SPRAUER, Agent, White Plains, N. Y.</td>
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<td>J. P. TAYLOR, Agent, Medfield, Mass.</td>
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<td>PAUL J. WARD, Chief Clerk, Oak Point, N. Y.</td>
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<td>JOSEPH WORSLEY, Clerk, Freight House, Waterbury</td>
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Proper Loading of Less Carload Freight
Vitally Important

By G. Marks
Assistant to General Manager

The question of proper loading of freight is one of vital importance to carriers, shippers and consignees. How much damage is chargeable to improper loading and stowing nobody really knows, but every freight agent, foreman and employe on the station platform has seen the regrettable and expensive results of failure to observe care and caution in loading, and every claim officer can cite numerous instances where losses and dissatisfaction with freight service were the direct outcome of failure to follow well established, safe practices in stowing less carload freight. While there is no way of estimating the total cost of the thousands of damage claims which the railroads must pay each year because someone disregarded the loading instructions or used poor judgment, we find that this is one of the main causes of claims.

To get an idea of conditions chiefly responsible and their relative frequency and to see how loading efficiency at various stations compared, a special check was made. Reports on the same loading station were obtained from various agents in such a way as to produce a fair sample of the work done at each station. Out of 838 cars on which reports were made there were 185 exceptions to the loading, the main exceptions being:

1. Barrels or other heavy freight not properly loaded or braced to prevent falling over.
2. Load not properly leveled before car doors were closed.
3. No effort made to separate light from heavy freight in opposite ends of car.
4. Car not in good condition or clean.
5. Freight not loaded to prevent falling against or through crates enclosing a fragile article.
6. Shipments of glassware in cartons not stowed with other light packages to prevent crushing or falling.
7. Long pieces of freight not loaded to prevent shifting through crates enclosing fragile article or against such article.

Careful consideration of the above by all concerned would be very helpful in assisting our CAMPAIGN OF FREIGHT CLAIM PREVENTION.

Women Stockholders Slightly Outnumber Men

The division of the ownership of the capital stock of the New Haven Railroad is divided almost equally between men and women stockholders, according to a tabulation in the annual report of the Company for the year ended December 31, 1931, while trustees and guardianships and insurance companies and other corporations continue to be large holders of our stock.

The common stock is held by 7,574 males, 7,829 female stockholders while there are 2,293 trustees and guardianships. In the preferred stock the division between male and female holders is even closer, there being 4,487 male holders of preferred stock as against 4,434 female, and 1,097 trustees and guardianships are listed as holders of the preferred stock.

The average number of shares per stockholder of common stock is 84.4 and of the preferred 45.8.

The majority of the stockholders are residents of the states in which the New Haven Railroad operates, 14,482 of the 18,623 common stock holders being resident in those states, or 77.76%, while in the preferred stock 8,605 of the 10,703 stockholders or 80.39% are residents of the four states of Massachusetts, Connecticut, New York, and Rhode Island.

The total number of individual stockholders, both common and preferred, is 29,326.
70th Birthday Dinner to Murtha; Welch Gets 40-Year B.R.T. Pin

On Thursday, March 17, Charter Oak Lodge No. 118, Brotherhood of Railroad Trainmen, at Hartford, tendered to James A. Murtha, Sr., a banquet on his reaching his 70th birthday, the date he had received from the B. R. T. payment of his insurance policy.

The affair was made an occasion of an "Old Timers" banquet to begin with, for in addition to Mr. Murtha's insurance, Lodge No. 118 presented him with a Dunhill pipe and a package of smoking tobacco, Mr. Murtha being a confirmed smoker.

On conclusion of the presentation to Mr. Murtha, Michael F. Welch, Yard Conductor at Hartford, was presented by the B. R. T. with a 40-year membership pin, this presentation also being made by Trainmaster Casey, and in acknowledging receipt and expressing his appreciation of the emblem, Mr. Welch advised those present that it was a peculiar coincidence that this presentation should be made by Mr. Casey, as it was Mr. Casey who initiated Mr. Welch into the B. of R. T., forty years ago.

After the ceremonies, a very fine banquet was served by the members of the Lodge and a very pleasant evening was enjoyed by all of those who were in attendance.

Left to right are John Brumaghin, former Yard Conductor at Hartford; M. F. Welch, Yard Conductor; seated is James Murtha, Sr., then Wm. M. Casey, Trainmaster, and James F. Brady, former Freight Brakeman and later employed in Hartford Baggage Room, and who has also been placed on the retired list.
About Our Half Century Men

J. Frank Whitney

J. Frank Whitney, Locomotive Engineer, and Number 44 on this month's Half Century Honor Roll was born July 17, 1862, at Springfield, Mass., and has spent all of his life, except for the past few years, in Springfield, he now residing in Blanford, which is located approximately 22 miles outside of Springfield.

He entered the service as locomotive fireman on November 28, 1879, and tells some very interesting stories of the service at that time. When he first started to work as a fireman, he received $36.00 per month. Later as he advanced in service, he received $48.00 per month, and when he was first set up running, his wages were $60.00 per month. In addition to operating a locomotive, the enginer was obliged to take care of necessary minor repairs on his locomotive.

When promoted to engineer, he worked on the passenger switcher at Springfield and also for spare road work with engine No. 70, known as the “Dragon”.

One of his most thrilling experiences was during the blizzard of 1888. On Monday, March 12, 1888, he was ordered to double with engine 75 to Hartford, with Engineer Morse, with train 49, and on arrival at Hartford, Engineer Slocum, who was the regular engineer on the run, took charge of the engine being handled by Engineer Morse, Mr. Slocum not being able to get to Springfield on account of the storm. Both engines took water at Hartford and on arrival at Berlin they again took water, after which they were unable to start the train. In the meantime, the snowplow had been started from Hartford but could not lower the scraper because of the depth of the snow. They coupled onto the rear of No. 49 at Berlin, assisting them over the switch, then coupled onto the head end and with four engines they could only make Meriden, where the train remained until Wednesday night. In the meantime four additional engines had arrived at Meriden and were coupled onto the train, moving it a short distance, and with the assistance of the section forces clearing the track, they finally got started.

In the meantime, the turntable had been cleared so they could turn their engine and return to Berlin. On arrival at Berlin, flagman of train 53 stopped them and advised that train 53 was on the ground north of Berlin. They immediately went to the assistance of that train and finally arrived back in Springfield Thursday night.

Mr. Whitney has handled practically all types and sizes of steam locomotives but has not handled the electric locomotives, he preferring to remain on runs out of Springfield, his place of birth and home town.

Mr. Whitney fired the first 18" cylinder engine “Venus”, made at Hartford, and during his years of service he has witnessed many changes in the types and sizes of locomotives, as well as other equipment.

In his earlier days, the engine house at Hartford was west of the present Passenger Station where the Connecticut State Armory is located at the present time, and during those days the trains ran through the Passenger Station.
The Spirit of Service

Here is another splendid example of the fine spirit of service which exists among New Haven Railroad employes. This time the incident took place at Bridgeport and the date was March 4.

When 1st NE-1—the Speed Witch—arrived at Bridgeport on that date it was found that a door was missing on one of the cars in the train.

Yard Conductor N. C. Cooke, Yard Brakemen Amos E. Kullberg and Edgar L. Easter, and Car Inspectors Stephen Medvecky and Miles B. House, immediately turned to and worked like beavers transferring the contents of the damaged car into another car.

As a result of their efforts it was possible to have the transferred shipments forwarded on that train and without any delay to the Speed Witch.

The men were the recipients of commendatory letters from H. E. Baily, Superintendent of the New York Division, and from C. N. Woodward, Assistant to General Manager, who presented each of the men with the Safety and Efficiency button which is awarded for meritorious service of this nature.

With our employes showing this wonderful spirit of service, it seems certain that we shall be able to do more than hold our own with our competitors. We congratulate these men at Bridgeport and are sure that this is only one incident, which has come to our attention, of many similar happenings which take place whenever occasion arises.
MOSTLY PERSONAL

Providence Division

F. A. Lindopp, Correspondent

Lua Kenyon, operator in our local telephone exchange, who has been away on leave of absence for several months, has returned to the service. Her many friends thought she had gone housekeeping, not having heard from her for so long a time, but a suggestion of that sort is met with a blush and smile, so I guess we were all wrong. However, we all are glad to have her on the job again.

We extend our sincere sympathies to Arthur Ross, Chief Clerk to Superintendent Mackay, on the death of his mother.

Local friends of Paul B. Spencer, Engineer of Structures, were shocked when informed of his sudden death at his home in New Haven. While his headquarters were at New Haven, his duties brought him to Providence often and he was here the day of his death. He was a gentleman for whom we held high esteem and our sorrow goes out to his bereaved family.

A Charity Dance was held at the Providence Division Club House, Auburn, February 26, 1932. It was sponsored by the girls of our local telephone exchange and the Committee of Arrangements consisted of Margaret Grady, Chairman, Florence Ward, Anna Garvin and Ella Word. There was a delightful group of people present, real good music and some delicious refreshments.

The accompanying photograph is one of Ernest Arnold, Passenger Conductor, and the late Mrs. Arnold. It was taken in Roger Williams Park a few years ago and it depicts Ernest at the throttle of his Stanley steamer. From his posture, with his right hand resting upon the hood frame, and his left hand securely clinching the steering lever, we draw the conclusion that Ernest really was fearful of the thing bursting forth into speed, although there is no evidence of any one in the rear to give it a start. He claims it really was a self-propelled car, that the two forward lamps are not marker lamps but placed there to expedite runs during the dark hours, and that the lever was installed on the steering gear in preference to a wheel because the wheel made him dizzy. At this point in the history Ernest yelled, “All Aboard,” and went on his way to Bristol.

William Herbert Worden, building foreman in the Maintenance Department, retired from active service November 12, 1931, “Herb”, as he was commonly known, entered the service as a Section Laborer in February, 1899, and continued in that capacity until June, 1901, when he transferred to the position of Bridgeman and continued as such until June, 1910, when he was promoted to the position of Bridge Foreman. In August, 1919, he received further promotion to the position of District Bridge and Building Foreman, continuing in that capacity until July, 1924, when, following force reduction, he resumed his position as Bridge Foreman, which position he held up to the time of his retirement on pension, effective November 12, 1931. During his service, which extended over a period of nearly thirty-three years, “Herb” proved himself a capable, dependable and congenial servant, and his many friends and associates will miss the contact, the pleasure of which has been theirs for so many years. He retires with our sincere wishes for good health and happiness in the years to come.

James William Walsh, Section Foreman, retired from active service at the close of the day, January 21, 1932. Jim entered the service as a section laborer at Fall River, Mass., in April, 1887, and was promoted to the position of Section Foreman at the same point in November, 1895, which position he held at the time of his retirement on pension. He has a son, James A., who is a Section Foreman on the Providence Division, also a brother, William A., a Former Section Foreman, who retired on pension a few years ago. His entire service of nearly forty-five years was spent on the Providence, Warren and Bristol Branch with headquarters at Fall River. He is to be complimented for his good service record over so long a period and he retires with the best wishes of his many railroad friends and associates.

Car Inspection Department

G. B. Massey, Correspondent

We are happy here to comply with the request of the Editor in the April issue, and print the photograph of the six fine sons of General Foreman A. N. Thompson. He certainly has every right to be proud of his family.
fine sons of a splendid dad

left to right, front row: thomas j., arthur, and horace; back row: lloyd, raymond, and edgar thompson; all sons of a. n. thompson, general foreman at providence.

thomas j. thompson is employed as a. r. a. checker at northup avenue shops under general foreman syverson. thomas is married and has a young daughter about two months old and is very much attached to his wife and daughter. we cannot blame him, because we all think the same—that she is a perfect daughter.

arthur thompson is attending junior high school at east providence and is just as good as he looks.

horace thompson is attending east providence high school and is on the hockey team, and from all reports is quite a player, going under the name of "speed" thompson. he is a member of the demolay council of riverside.

lloyd thompson is state master council of the demolay and is frequently called upon to install officers at the different demolay councils in rhode island. a recent installation of officers was witnessed by the writer and the work was well carried out and lloyd received much praise for the way it was done. lloyd was among the delegation of the demolay that went to washington, d. c., on washington's birthday and the trip was well worth while.

raymond thompson is a clerk in penniman's grocery store, riverside. he is quite a fisherman and a gunner. he came in one day after being out on the providence river, with 15 ducks, which was very good for raymond.

edgar thompson is quite well known at northup avenue shops, where he has worked under mr. syverson as a helper at one time. he played behind the bat on the ball team and made two or three home runs in the last game played.

general foreman thompson is proud of his sons, who are very much attached to the home. they have all passed through high school with the exception of arthur, who is getting along fairly well. while mr. thompson is a grandfather, he is also a great grandfather of engineer alex thompson's son's daughter, 9 months old. he is very proud of the thompsons being well represented and they praise and think a lot of the glorious flag, the stars and stripes, that is always flying to the breeze when such occasions warrant.

general foreman thompson is very much interested with his men as regards safety first and before he leaves for home, he always warns them to be careful and avoid accidents.

we had two small accidents during the month of march, one man jumping out of a box car and spraining the instep of his right foot, no time being lost on account of the accident. another car inspector got some foreign matter imbedded in the top lid of his right eye, something that had blown from the roof of a car. the day this accident occurred was a windy one. no time was lost on account of the accident. we are still working with safety first in mind and our aim is for a creditable year.

northup avenue

john j. warren, m.d.a., correspondent

the boys in the general yard office are anxious to know who is that young man from northup avenue shop that attends the hockey games at the auditorium together with a lady friend, as they certainly can cheer and boo. is that you, johnny?

s. scuncio is now trying hard to remember what boat he came over on some 30 odd years ago so he can fill out some important papers, but to date neither of the domenics have been able to help him.

while our accident record at northup avenue shop is good, we must bear in mind that it takes less than a second to break any accident record. therefore it is the duty of all to keep safety first foremost in our minds and practice safety daily. as that old saying goes, "practice makes perfect."

ed grogan, carman helper, has been granted a leave of absence for the purpose of visiting his parents and relatives in ireland, and is sailing the latter part of april. bon voyage, ed.

w. h. lockwood, storekeeper at northup avenue, after spending the short winter in the city, has now moved back to the farm, and is busy nights and mornings getting the ground in shape for a record crop this year.

w. j. cashman, oiler, has returned to work after an illness of two weeks.

l. a. lake, car inspector, reports the arrival of an 834-pound boy at his home, march 5th. mother and son are doing nicely.

boston division

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

Correspondents

John F. Mannion, passenger conductor of the Boston Division, attended town meeting in middleboro, March 7, and succeeded in bringing about the election of every candidate on his slate. All of the railroad workers who attended the meeting said that John's eloquence, while speaking in behalf of his candidates, is what carried the day—I mean the election. John was at his best, so it is reported.

We are pleased to hear that our old friend William B. McDonough, Ticket Agent at Braintree, will soon be seen in the Braintree ticket office. "Mac" has been "under the weather" for a few weeks.
Pensioned Conductor, Lot Crocker, visited the boys in the Conductor's Room, March 15. Lot was busy shaking hands for man a minute.

Frederick Lawrence Murphy, better known as Judge Murphy, was elected Constable in Braintree on March 7.

This is evidence of Judge Murphy's popularity among the folks in the town of Braintree.

The members of the Passenger Train Employees Association mailed almost a bushel of Easter Cards to our old friend Harry E. Pundon, who is vacationing in New York City. Harry will be busy reading for some time to come.

Fred H. Bradford, ticket collector, Boston Division, has bid in run 410 which was held formerly by Joseph La Fontaine.

Brakeman C. O. Hatch, Boston Division, is again doing relief work in the South Station terminal dormitory.

Joseph E. Keefe, brakeman, Boston Division, on duty on train 267 on March 31, discovered a flag pole lying on northbound track at Quincy. The pole had been blown down by the wind. No doubt that the watchful eye of William Keefe averted delay to several trains if not a derailment.

Tom Murchie, first trick, Forest Hills spent a part of February down in Florida and upon his return was confined to his home for a week suffering from a severe cold. Evidently the balmy breezes around Key West weakened Tom's ruggd down-east constitution.

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Signalman John Sawyer of Framingham has returned to work after being laid up at home with pneumonia for five weeks.

Pensioner Matt. Ahearn of Needham Heights, who was for many years custodian of the Needham Engine house, has recovered from a recent illness.

Time and depression failed to dim the sartorial display of our Beau Brummel, Tom Clark, on Easter Sunday.

Dispatcher Sheehan was one of those on the Avenue displaying the new Eatonian derby.

In recognition of his being the last of the "Old fashioned telegraph operators" some historian has presented Joe Laberge with a silver plated telegraph key, which is now on display at Room 453, South Station. It has been reported that representatives of the Smithsonian Institute are desirous of placing both Joe and key in that institution. Incidently Mr. Laberge is to be envied by his less fortunate brothers of the professional, a profession which in the glorious past has furnished such illustrious men as Edison, Carnegie, Munsey and many others.

Howard Belcher, agent at North Abington, was re-elected to the office of Selectmen by the voters of that town, who evidently appreciate a good official and keep him in office.

Bruno Migliorini, of the roadway department, South Braintree, was a candidate for the board of health of the town of Braintree at the recent town meeting. Although not elected, he was accorded a very flattering vote and looks for better luck next time.

Mr. and Mrs. Charles A. Lindow, 43 Hunt Street, Atlantic, celebrated their Golden Wedding Anniversary on March 15 with a dinner party. They were married at Woodstock N. B. March 15, 1882. Mr. Lindow is employed at the Wollaston station.

George B. Pierce, signalman at Braintree tower, has resigned as President of the Braintree Pinochle Club. He will, however, continue on the board of directors and act in an advisory capacity.

Bert Whiting, agent at North Eastham, left Boston on March 16 for a two months' trip to California. Dave Roche, of Foxboro, is covering the job and is much pleased with the Cape Cod scenery and weather.

Operator Tunis Hill has laid aside his old telegraph sign "AR." Tunis has been told it stands for "also ran" and he says he never was in that class.

Passenger Conductor Thomas Murphy, of South Braintree, has returned from his usual spring trip to the southern training camp of the Boston Braves at St. Petersburg, Florida.

"Dick" Dyer, of Taunton, has been covering the ticket agency at Braintree and entertaining the natives with tales of his boomer days that took him from Mexico on the south to Alaska on the north.

James Fraser has taken another jump down on the Cape, this time from Yarmouth to Brewster.

Readville Shops

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

GEORGE EDMONSTON, M. D. A.
CORRESPONDENTS

Henry Hughes is a diamond in the rough—even Walkowski and Chmielenski can't Polish him. Dave Wilson's piston rod fits are excellent, but Herb Benner deserves some credit in that connection for not a day passes but Herb gives Dave "fits" and gratuitously.

While on the subject of fits we hear that "Fritz" i. e. Hon. John F. Fitzgerald is seeking a political alliance with our ex-Cambridge politician, Johnny Higgins, who is now a Dorchester neighbor of the famous "Honey Fritz." Another of our Dorchester celebrities, James Lindsay MacNay of the Valve Gear Dept., is diligently training at Franklin Field in his spare moments with the bowling-on-the-green championship as his objective. And Jim is one of

Dainty Miss Agnew just loves her snow white pair of bunnies.
Mrs. "Pete" Ruzzano, lovely bride of Pete of the Locomotive Erecting Shop, at the wheel of their luxurious honeymoon limousine.

Greater Boston's best on the bowling green. The well-known wrecking firm of Stockman & Wise report business is mending with the help of Dr. Bill Hurst, specialist on tools and machinery, recommends Dobb's Solution for all counter-shaft ills. (Medical Adv.) "Believe it or Not." Al Young is known as The Old Master among his Readville associates.

General Supervisor of Production Eddie McDonough, in spite of multifarious duties and cares, still retains that school girl complexion and refuses to impart the secret of it to his associates. Possibly Doc McGaffigan's medical intuition may assist us in discovering the source of genial Eddie's pulchritude.

Ralph I. Kirshkalm of the Locomotive Tool Dept., and a talented musician, with his charming fiancee.

Joe Carnabucci, front-end expert of the Readville Locomotive Boiler Department, as he looked when a job in the Royal Italian Navy. Joe is capable, industrious, and very popular with his Locomotive Shop associates, is happily married, has two pretty children, and a lovely home in Boston. We hereby inform Victor Emanuel and Mussolini that their late Signor Carnabucci is well satisfied with his "New Haven".

Guy DeMiglia's flattering vote in the recent Dedham selectman contest was gratifying, not only to his associates in the Rod Department, but also to his host of friends in all departments of Readville Shops.

Although the bowling season is past we want to spread on the record that goat-gobber "Bad Bill" Harris is undisputed Readville champion at knuckle-pins—but Glen Crandlemere and Eddie Deltano gave Henry Hilchey, the grizzled old wristpin "champ," a run for his money.

Operating a Bullard vertical turret lathe ranks as the most appetizing occupation in the opinion of those who daily marvel at the gastronomic achievements of our "Big Three" Bullard operators, Nick Malvone, John Campbello and Eliot Baker.

E. M. McDonough, General Supervisor of Production and S. P. McDonough, Chief Clerk to Superintendent Carey, were noted together at the March meeting of the New England Railroad Club. Stately Robert Geist, looking at the pair of "Macs" said to sprightly Charles Dooley, "Charlie, what other point of similarity is there in Eddie and Steve besides their names?" Said Charlie, "I give up, Bob, what is the other point?" "Embonpoint!" gravely retorted Bob.

Speaking of aldermanic proportions we have warned Fire Chief Clark that he threatens to rival Florrie Capone in the matter of abnormal abdominal development, but Mr. Clark warmly retorted that Bachrach has forthcoming a portrait of Charles in the full splendor of a Fire Chief's regalia and that he will consenscend to furnish a copy to adorn a page in ALONG
Among Readville Locomotive mechanics there are probably no two men more popular, nor more highly respected than Henry Hughes and Donald Graves, President and Secretary, respectively, of Locomotive Department Local M. D. A. Both of them measure up in the fullest degree to that great title, "A man's man". They are unusually capable mechanics and the most congenial and helpful of shopmates, and they are discharging their official M. D. A. duties with rare energy, integrity, and tact. We regret to state that Mr. Hughes' health this past winter has caused his admirers grave concern, but we are all hopeful that the summer will find our likeable Henry O. K. physically.

THE LINE and thereby prove to all our employees that the New Haven can number among its many other "Bests" the best proportioned Fire Chief on any railroad on our continent.

Carstensen, the burly Viking, whose specialty is cylinder boring, sprung an old one on our two epicures, Larry O'Toole and Johanson, when he said to them: "Want to know a good recipe for rabbit livers?" But our friend Carstensen took the sting out of the old "gag" by furnishing each of our epicures with a dressed hare from his big rabbit ranch in the hinterland of Norfolk County.

READVILLE
By George Edmonston

There's Lamb, the "Model T" expert, being advised to use the manifold as a water jacket because his pet exhausts through the radiator since he overhauled it. He knows Ford's last trouble was a faulty rear end master gear which he removed one tooth at a time on the way home with a hammer and chisel. Incidentally his passenger, Holmes, qualified that day as a marathon contester as his job was pushing every time the car centered on a missing tooth.

By the way, ever met any of our traveling freight agents? No, well, dig up a traffic tip and send it in. After twenty years observation of the business life in his home town your correspondent thought he knew something about it 'til he met the courteous J. F. Josselyn. Say, that fellow is a traveling business directory, he not only knows everybody but also what everybody is shipping. Boys, you ought to meet him. There's only one way to do that—a traffic tip.

John Sikora, Machinist Apprentice, is the proud possessor of a letter from the management complimenting him on his spirit of cooperation in helping an injured trainman at Hyde Park some time ago. Fine work, John, but then you are one of "us".

Graves, Johns and Company are likely to run out of a job on the "track moles" by their persistent industry, especially since the appearance of the guest artist, Robert Geist.

Eddie McLaughlin, in bis long absence, was received with open arms.

The carpenter's craftsman, Rancourt, on equal distribution is a gifted humorist.

Wetzler says in his 30 year's absence from gasoline motors he has forgotten a few of the tricks.

As the pugilistic superiority of "Whitie" and his late opponent is still an undetermined factor, we suggest a match at the next M. D. A. smoker.

Baily, our versatile mechanic, by getting a day job becomes a source of much eloquence and perturbation. While Dunn assumes the solitude and peace of the night.

Our Power Chief is so in the habit of looking down on the rest of us that he misses any reservoir which is hung on the rafters.

Yesterday (Sunday) spent a most satisfactory day in New Haven. Pass privilege more acceptable than ever. Deluxe cars an added joy to a mechanic, amiable trainmen, arrival on time, but dinner, the most outstanding joy of the day, lunchroom in New Haven depot. Roast turkey dinner, a fine bird, cooked to a turn, followed by a tasty shortcake at a surprisingly low price, and on top of that the musical brogue and smiling service of our Elizabeth Fitzgerald. Perhaps the low prices are due to the complete absence of bad bills. I don't mean that it is a credit house, but as in all eating places, an occasional customer with a faulty memory will just walk off.

It happened twice Sunday noon. But it didn't work. You see, they have a snappy bobbed red-head behind that cash register, and with a rah-tat-tat of wooden heels she pursued him out into the marble concourse and pretty soon back she would come with an added sparkle in her eyes. It did not need the sharp ring of the register to tell us she collected.

These interrupted working days bring to mind the saying about the devil and idle hands; the other week-end some of the boys were looking for amusement on a local corner when along came Abie Cohen in his Sunday best. He was greeted by the information that, "We won't get it started," and an ancient Ford was indicated. Obliging Abie pushed up his sleeves, then the hood, and went to work like the expert he is. Nothing wrong with the coils, wiring, etc. Then he stepped in to see how it acted, but a remorseful Joker pulled him out just as the unknown owner of the "track moles" saw. The carpenter's craftsman, Rancourt, on equal distribution is a gifted humorist.

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Most of us spend our off days looking for work for which we are particularly adapted to

John and Francis Pozynsk, sons of John Pozynsk of the Readville Locomotive Department.
help out, but fail. Yet our sense of cooperation here at Readville is immense. We love to help the other fellow and so we suggest to our General Secretary, Mr. Towner, that he start a sub agency for some international tourist concern on a commission basis.

George Edmonston, Vice-President of Locomotive Department, M. D. A. Local, expert steam and air gauge maker and repairer, scholarly contributor of essays, special articles, and witty stories and paragraphs to our defunct Mechanical Department News, of which paper he was a valued assistant editor, an indefatigable booster of our New Haven System and his home town, Quincy, of which lively city on the South Shore his brother, William, is a City Councillor and President of the Chamber of Commerce.

Southampton Street
Isaiah Dapkeen, Correspondent

All of the employees of the Boston Division have tightened up in their safety first efforts. The winning of the Safety Plaque by another Division does not look so good to them and it is very apparent that CARELESSNESS on the Boston Division will be a forgotten word.

This, That and Something Else:

Going through the Round House at Southampton Street, we heard that Bill Dunn is going to build a fence around his house so he could tell the boys that he has something around it; that Luke Muldowney, our melodious songster, announces that he is to sing over Station W.L.O.E.; and Shorty Wright states that although many of the boys have seen fit to "knock" him, he refuses to say anything about them; that Eddie Muir's marriage intentions are published and that he is something around it; that Archibald doesn't move to Boston, instead of their recent illness.

Mike Cullen believes sandals are the coming think in footwear; very comfortable and easy on corns, off the job.

There are no hot boxes when Ike Smith rides them.

We understand that Tom Walsh bought a bandana handkerchief for Easter.

The title of George LeBlanc's new song: "My aunt tis' of thee."

Paul Brezdecas has a new recipe for hair restoring, 'Graphite to Malt'.

Sandy Williams has developed into an accomplished linguist—he has lately mastered Bohemian.

Eddie Eggleston says Prince Albert tobacco is good chewing and excellent for the teeth.

Harry Beck was heard to say that he wished the 17th of March would come around more often, as he enjoys wearing a Shamrock.

Dominick McHugh and Gene Wyman claim the water at the "E" Street Bath was not cold this winter.

We have just learned that our old friend Jim McHugh is a veteran of the Boer War and what impressed him most were the shells that missed him.

Dick Warren says his Angora cat has grown to an enormous size since its return from the hospital.

Doc O'Hara still approves of the five year plan.

The boys would like to know the next time Angus McKinnon takes a trip on the B & A, and we also hear that he has a cure for T. B. (B & M Liniment).

Pete McLean says P & G soap is very good to shave with, until the fresh air strikes it.

Marty McDonough keeps the boys in line enforcing Rule 26.

Noon Hour Friday—Scene—Wheel House.

McKinnon—"Have a pork chop, Foley."

Foley—"Not today, try one of these kippers Angus, they come from your home and they make good brain food."

McKinnon—"O yea! then you should eat a whale."

Pat Curran still thinks it an inside job.

Jim Hester claims he can tie a knot with a cigarette (Believe it or not).

Tom McMahon is seriously considering a trip to Shanghai.

Pat Herrity hopes and still thinks the bill allowing the sale of 3.75% beer will go through.

Johnny Horan says painting is his job.

Phillip Picillo is not riding the back-covers any more.

We are pleased to note that Al Cunningham and George Miller are back on the job following their recent illness.

There's stories told upon the Rip, and I reckon there's some of them true.

But the best we heard, came from one we all know as stocky Jimmy McHugh.

We have heard him tell of the African war and China, many a time;

We will have to go some to beat this one—When we read the date on the dime.

Now it was great when he told this one—and the boys were in a shiver.

The pile of stones he could not count, and when he swam the Zanzibar River.

He told about the big snow storm and the old hat box so tattered and torn.
The whistle blew when he started to tell about the shamrocks green in the mossy dell.
We heard him say he saw a clock with the twelve apostles on it,
But Jimmy, take care, St. Peter is there and you will account for this story so rare.
I want to state that Jimmy is straight, he never told a lie.
But Pete Melan believed him when told his rabbit would multiply.
There’s queer things seen where he has been.
And I guess he won’t be sore—To tell us all about Ladysmith when surrounded by the Boers.
But this is true, they stole his shoe, and someone accused Sepon.
You can’t put 16 into 6, for he couldn’t get them on.

I am not so good as some of the boys;
Dick Warren can tell a few,
But he will have to go some
To equal Jimmy McHugh.

Foreman J. Minigan, with his wife and son,
orecently visited New Jersey to be present at the wedding of his niece. Joe looked pretty snappy leaving the South Station.
George Macumber recently returned from a visit to relatives in Cleveland, Ohio.
Enoch Huntley has a talented daughter who is making good as a dancer on the New York stage.
Enoch is very proud of her accomplishments.
Bob Scott is out sick and we hope he will soon return.
Dick Moran is anxiously waiting for June 24—there is a reason.

New Haven Division

F. E. MYLOTT

FRED F. OULETTE

Stop— look —Listen—our “Buddy” George Rogers, “Battle Ax”, known as the speed merchant of the Station Force, who can be found any day as “King Fish” in his office and who has high hopes of joining the famous “Coast Guard”, gave a very fine exhibition of his ability to qualify on a recent visit to New London, by putting on his act as Jay Walk er on soft concrete. Be careful, George, don’t work up a moisture.

The sensation of the daily newssies on the Lindy kidnapping must certainly give a thrill to the self appointed Literary Leader of the Cedar Hill Brigade, Moe Friedman (this knowledge having been gained from Colliers’) when he sits back and thinks of his glory of yesterday and reviews the famous kidnapping episode which he put over himself (without an accomplice) in the closing hours of the day (with the aid of a box of stolen sweets). He certainly did love the old ballad, “In the Shade of the Old Apple Tree”. Then again, we hear him saying, “Them amateurs make me sick.”

The story of Sheridan’s March to Sea has nothing on the efforts of our esteemed friend, Mike J. Sullivan, of the Division Accountant’s force, is showing his stuff in the wee hours of the morning via the Sandy Hollow and Razor Alley route, whistling his favorite tune, “Button up your overcoat—you belong to me.” By the way, Mike knows what to do with his famous “badge” (not from a correspondent school) when he wants to get a front row seat at a fire.

Economy hit home on all four squares when it came around the corner to Brother Edward Sheehan, as he has gone in for a new brand of cigars and is putting on his act as Jay Walker on soft concrete. Be careful, George, don’t work up a moisture.

Evidently our correspondent who won the laurels as “Pathé News”—“sees all and knows all” must be going in for higher honors, as he was planning to get everyone interested in the doings of “The Shadow”.

Walter Baker, one of our assistant train clerks, was seen coming out of a jewelry auction a few days ago. Looks suspicious for a staid bachelor. His excuse was, “I was only there a few minutes to kill time.” That’s as good as any.

They say for a small fellow—he is a big shot.

Edmund (Obie) Kanoff, whose name graced the pages of “Along the Line” a few months back, can hardly wait for the new issues as he felt when he made the grade he would stay put. For the March issue he called six different offices to get a copy and we can say what disappointment was registered when the rubber stamp failed.

Our old standby who has made quite a reputation as a “Dry Pioneer”, has spread out his activities so much of late he finds time now to address meetings—a regular soap box orator.

Birds of feathers flock together, is a saying which applies very well to Brothers Hollis Elzie, Carl Rogers and Jim Nugent of the Division Accountant’s force, as they are noticed every day departing together for the chow house, and there is a question in our minds if there isn’t something to the stories we hear about matching nickels to see who will pay for the cigars, as we judge by the aroma that is the price tag on the “segar”, as Andy would say.

By the way, Jim Nugent, the Way Freight Clerk, is so enthused over the details that he has been noticed standing on the platform catching the numbers of engines going through on the line, and boy, what a sigh of relief goes up from Jim when he sees OB-2 go through.

By the way, who says there is no Santa Claus, as Frank Ford has been noticed sporting around with one of his new Christmas ties, also with a new minstrel collar.

Just a word to Ernie Carreer of the Division Accountant’s force, who has assumed the added responsibility of building bird cages; he has been noticed standing on the station platform watching the numbers of engines going through on the line, and boy, what a sigh of relief goes up from Jim when he sees OB-2 go through.

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Of course, last, but not least, we cannot let the chance go by without saying a word in behalf of some of our other co-workers, especially Lulu McIntosh and Gladys Newton, who certainly seem very pleased to get back to Danbury at the very earliest opportunity.

Along the Line
We were going to let "Judy" Murphy go by this month without any further comments other than the mention of his fancy English bag with a candle in it, but when he thinks he can high- 
hat the regular staff of reporters when cordially 
greeted in a nearby restaurant, then we must 
on open up. Says William, I was only fooling.

Ed. Rutz, of the ticket office, who has quite 
a "rep" as an actor, was playing to a crowded 
house recently and was frequently interrupted 
by the squalling of a child in the audience. At 
last the noise grew so unbearable that Ed. aban-
donised his lines and said, "Ladies and gentlemen, 
unless this play is stopped, the child cannot possibly 
stop going on. We're all with you, Ed., and so 
was the kiddie.

Al. Cowes, our famous "elevator" operator, 
who has gained fame as a miner, wrestler, tug, 
parachute jumper, and what not, was asked re-
cently who was really the boss in his house. Al. 
spoke right up and said, "Well, the lady assumes 
command of the children, servants, dog, cat and 
the man who can say pretty much anything else 
please to the goldfish." Leave it to Al. to run 
the establishment, just as he runs the elevator.

Talking with Paul Bell recently and he seemed 
to be off everybody. Says Paul, "I's requested," 
then accusing us of double crossing him because 
we have not sent in our dream numbers to him— 
so boys, send him the dream numbers to keep 
Paul quiet.

Max Codn, of the Division Accountant's force, 
says whenever Ed. Sheehan and Bus Jllson get 
the story comes to us that our favorite oper-
tor, "Dot" Bochat, recently took a trip and left 
word with the Pullman porter to call her at 7:30 
A. M., and felt quite disturbed when he failed 
to call her as directed, and asked him, "Why 
didn't you call me at 7:30?" The porter replied, 
"Ah did, maam. Ah said 'seben-thirty' and you 
all said de line was busy, and when Ah pustised, 
you all said, 'So your old man Git off de line, 
or I'll knock you fer a goal.' So Ah did," 
That's the way the story goes and we won't 
change it.

Since Frank Goble has arrived in the electric 
ser ice he must have brought along some magic 
precription, as our Pal Jim Allen is stepping 
right along. Way and without don't 
likel to let out any secrets but we hear that he 
takes his "segar" and goes right up to the "tur-
leke" shows.

His many friends will be glad to hear that 
Engineer Tom Lyons hao returned to service and 
is back on the firing line again in good shape. 
We hear that Fireman Bailey Sprague has re-
turned to his home recently from the hospital, 
after his recent illness, and is on the road to re-
cover.

By Edwin C. Finney, Canaan, Conn.

With the passing of Canaan as a C. N. E. 
terminal, Patrick J. Delanye, No. 2 on the 
engineers' rosters, moves on to Pine Plains. 
Max Codn, made his first trip to Canaan and 
February 1892, when as a Poukeepsie and East-
ern brakeman at Boston Corners, he was loaned to 
the P. R. & N. E. On the first trip he was 
on an engine with Engineer Lewis Hester of 
Canaan when they backed into the south yew 
to watch the pull to Way and would never have 
Housatonic R. R. with flags flying. Next time, 
afer a Simsbury turn his conductor became despondent, reduced two cars on a spur below 
Grant's and resigned at the end of the run. 
Later in the winter, it is related, someone found 
two car loads of frozen apples on that spur.

New London 
By George B. E. June

"Old Man Depression" may be well known 
elsewhere, but New London Freight House 
doesn't know him. From 6 a. m. to 8 p. m. daily 
except Sunday finds our boys traveling at 
speed, loading and unloading trucks for the "Bu-
let and Speedswitch" cars and freight to the New 
England trucks. We practice what we preach: 
"Receive today and deliver tomorrow". No back 
freight here. Chief Clerk "Mike" Tiziani sees to 
that, and how!

Arthur Freschet, Signalman, has been trans-
ferred to Worcester. Good luck, Arthur, we 
are sure to miss you here. His family has joined 
him there.

It is with keen regret that the old associates 
of the late E. H. Wilson, Traveling Auditor, 
learned of his sudden death. He was at one 
time clerk in the local freight office, after which 
he became attached to the accounting department 
at New Haven. He was held in high esteem by 
all who knew him.

Charles Ryley, Assistant Foreman at the New 
London Line Dock, is seriously ill at his home. 
All the boys are hoping to see "Charlie" back 
on the job soon.

The boys in the Freight House wish to extend 
sincere sympathy to "Dave" McDowell and fam-
ily for the death of his good wife. "Dave" was 
until very recently Freight House Foreman here. 
He is a brother to James McDowell, Former 
Agent at Harlem River.

Friends of Henry Dunn were shocked to hear 
of the injuries he received in an auto accident 
while on his way to work recently. He was for-
merly Yardmaster at New London and at present 
is Night General Yardmaster at Worcester. His 
friends here are hoping to hear of his speedy re-
cover.

Worcester Terminal 
Margaret Fitzgerald Correspondent

Worcester Freight Stations have completed a 
period of six months without one lost time acci-
dent, which testifies to the good work of all con-
cerned.

Worcester Yard has had one reportable acci-
dent since October, 1931, which was unfortunate, 
as the employee involved laid off and did not re-
port the accident until some time later.

This is a particularly good performance in view 
of the fact that the traffic at Worcester is more severe than in other yards on the System, 
due to more snow and ice during the winter 
months.

The contest between the Bowling Teams of the 
Freight Office and Freight House at Madison 
Street, resulted in a close and fought victory for 
the office team. This was the game that was to 
decide the Championship of Bowling at the New 
Haven Railroad. The margin of victory was so 
small that there still exists in the minds of all 
the players that the question of superiority is in 
doubt. To settle for all time this doubt, the 
office and freight house have again made arrange-
ments at the Recreation Alleys for another "con-
"flict", and fireworks are promised by all.
John Hoffman, O. S. & D Clerk, on his departure from the office the other night found a cute little dog in his "lizzie". He's anxious to find the owner for fear of being "pinched for kidnapping". When Johnnie does any kidnapping it's going to be a BABY—say, five feet two, eyes of blue. Hey, What.

Saturday, March 19, George Hurlburt, Freight Clerk, must have had his Easter togs on. Say, brother, the renowned Jimmie Walker couldn't have cut a better figure. What a dashing clerk he made that day. In fact, Jennie Farrell, Way, (Betty Gow's boy friend, and who hasn't heard of Betty Gow?) formerly worked on the butter and egg counter at the Worcester Market. Can't tell, it might be our Henry, He doesn't say "yes" and he doesn't say "no".

Ladies and Gentlemen, Dan Sweeney was seen getting off the Hadwen Park Car the other night. Hurrah! Dan spent a dime.

Howard Hubbard, known to "Us Fellas" as Who? (just you ask us why the "who") and Harry Beach are contemplating a week-end trip to Millbury to enjoy a quiet fishing trip. It takes a lot of heavy thinking to decide whether or not to travel as far as Millbury, 'spically these hard times. Harry says, no refreshments.

**Putnam**

By George Gansalus

Effective April 1 Section 468 on the Branch was abolished. Section Foreman James Hussey displaced Section Foreman Pagnetti on Section 310 at Webster. We are sorry to lose John Pagnetti, with whom we were just feeling well acquainted.

We are glad to welcome Agent W. H. Gillis to the Branch as Agent at Danielson, displacing Agent Louis Pagquin who we hope will not stay too far away.

It is expected by press time that our old friend Del Dagenais at Central Village will have returned from Florida and then we can listen in awe to some of those fish stories.

The last deserter has fallen into line. Section Foreman Trudeau is seen wearing a pair of "Safety First Shoes."

Harry Hooker is being kept busy during hours off duty selling PURE HONEY. They tell us he is getting to be a favorite amongst the "Sisters of the Skillet."

About the busiest Official on the New London Branch is Train Master Smith. O. K., Bill, but be sure you wear your spats at times when they are not loaned.

Recently after one of the severe rain and sleet storms in the vicinity of Quinnebaug Station a New England Truck was stuck in the mud near the freight house. They tell us that Agent Bill Murray as usual put his shoulder to the wheel. Customary occurrence for you, Bill.

**New Haven Motor Car**

**VICTOR SUCCI**

**CORRESPONDENT**

Since the Lenten season ended, Silent George Wilkes goes to a dance or party every night. What are you doing George, making up for lost time?

About a month ago Joe Bagon said he strained his back and he went to see the doctor. After a couple of weeks of daily treatment we began to see through the scheme—he has beaten the gang in acquiring a fine coat of tan.

Mr. Kelsey's clerk, Roy Craw, likes onions so well that the boys have nicknamed him "Onion Snatcher." That caused our genial Roy to stop eating them and now he answered the boys only in monosyllables.

After an extended illness, John Piercey is with us again. Happy days, John, old kid!

Uncle John Gainty is mourning the loss of a nephew doesn't do things by halves.

Jimmie Porter recently learned to his sorrow that his Essex coupe was not the equal of a Studebaker truck.

During recent noon hours Jay Misner lit his pipe and some of the boys complained about the cabbage leaves he was smoking, when in walked VanHaften with a smile on his ruddy face and a cigar between his teeth. One by one the boys strolled out of the car, leaving Jay and Van finish their smokes. A few minutes later Jay reeled out, pipe in hand and pale as a ghost, exclaiming "Boys, that was too much." We wonder if it would be too much to ask Van to kindly change his brand.

Owing to the departure of Eddie Kochis, we have the smiling face of Jimmy Johnstone in our midst. We are glad to have you with us, Jim!

**Cedar Hill News**

**E. C. GLEASON, M. D. A.**

**CHARLES P. CACASE, M. D. A.**

**WALTER DOOLAN, M. D. A.**

**ANTHONY DEPOTO, M. D. A.**

**CORRESPONDENTS**

**REMINISCING. I WONDER:**

If my "old buddy" and "roommate in crime" Frank Mylott, who of late has been taking sly pot shots at yours truly, remembers a certain
Lloyd Gainer, a member of the Arctic Hose Co., is now wearing glasses, also Charlie Hansen, our "Swedish Nightingale," Mittie White, the boy machinist, who was laid up with the grippe, has since returned to work. Rumors have it that one of our well-known boilerwash men is painting the bassinette. We also hear that Dom Puleo is on the stove.

Steve Jackymczuk bought a pair of Safety First Shoes, so he could save his "fingers" from getting hurt, as he explained it. Ed Gleason, the pumpkin picker from Long Hill, is teaching his son to play the cornet, as he has a lot of room out there to play. Uncle Walt went into one of the barber colleges for a ten-cent shave, and the barber put a hot towel around Walt's neck; Walt said, "Ha, you're choking me," to which the barber replied, "Watta you wanna for a dime, an electrocution."

Doolan bought his son a bike for Christmas and the kid has to ride him home from work on the handle bars. "Wild Bill" Piscik has bought a horse and wagon, and it's not a one-horse town now. Johnnie McNeil takes his bath in the shower room every Saturday night, so as to cut down the gas bill.

Firpo "The Evangelist" bought a Bible and will soon be up on the green, nights, playing the bass drum. One of the boys says they found Lindbergh's baby in Uncle Pete's tool box, looking for a plane. We wish to take this opportunity of extending our best wishes to Charles Munro in his latest venture.

The boys all wish for a speedy recovery of George Keller, Electrician, who is at Newington undergoing treatment. They also wish to extend best wishes to Messrs. Thomas Shanley and Frank Baldassare, who are confined to their homes, suffering from results of accidents. In

**BY UNCLE WAL-T**

Looks like good times are here again, as we see sugar bowls on the counter in Harry Blakeslee's Cafeteria. Tony "Ginsberg" Lappell brought the wife and kiddies to his brother's shop in Hartford to have their hair cut for Easter. Bill Griffin has worn out two cigarette machines and now can roll a perfect cigarette. George Morris, the big coal and ash man from the Pit, is in the market for a used car.

This picture is somewhat reversed as you will note. For instead of "Pansy Malone" taking "The Killer" thru the "little black door", "The Killer", just after digesting an Al Capone novel, has risen to the occasion, by taking our "Pansy Malone" for a ride.
BARTHOLOMEW "BARK" ONOFRIO

We have a real secret to tell about our good looking New Haven Division Boiler Clerk, namely, that he is so bashful he would rather have his picture taken than eat. Recently a picture was taken of some of the boys while "Bark" was juggling his past pasta fazool in the office. Indignant at the ruse, he stormed into the Boss' office and ordered his picture to be taken, which was done and which we are glad to present above for your approval.

looking over my book of birthdays, I find the following:

Axel Sten Oscar Friberg, born in Jonkoping, Sweden, and his age is 25 years, will shortly be passing around the cigars.

George Cronk, born April 20, 1885, Sprout Brook, N. Y.

Vince "Nancy" White, born April 27, 1894.

William J. Martin, born April 16, 1892.

Don "Patsy Malone" Loeffel, born April 26, at the Bronx, N. Y., and you will have to ask him the year, as there is a long story attached to that.

We hear the Charlie Burns and Peter DeTrick, two of the boys from the middle shift, are anticipating "Blessed Events." John Flagge, Machinist on the second shift, is the proud father of a bouncing seven pound boy.

Buster Jillson the Guilford Maestro, Rotarian and Loan, who last month showed the natives how to overcome "ole man depression," by raising everything on his place in the form of vegetables, chickens, eggs, cream and even to the extent of making his own cheese, recently addressed the younger element of the town at the Town Hall on the subject of "What Lies Ahead." In the midst of Buster's speech, a number of boys in the rear of the Hall in their anxiety to show their appreciation to his remarks, started to give the old Maestro his alma mater cheer. The rest of the crowd taking this up as a signal, started to give it to him from all corners of the Hall with the result that the deluge of grapefruit—pardon me, I mean cheers resulted in Buster being rushed off the platform into the fresh night air. In case some of our good readers are not acquainted with Buster's alma mater cheer. This
is to say that it consists of one making a peculiar nasal resonance that has been named for New York City's northermost borough, or if this explanation is too deep, it is the borough in which our own "Pansy Malone" Loefel was born.

"Bark" Onofrio, who is pictured elsewhere in this month's magazine, and who detests publicity, "Oh Yeah," delivered a five minuteoration from the roof of the engine house to all who cared to listen the other noon hour, that when he was three years old he could read or write in three different languages. The people in the town of Benevendo, Italy, were so elated that they immediately proclaimed him as one of the marvels of the time and predicted that when their prodigy reached the age of fifteen he would be a Cardinal. Bark tried hard to live up to his reputation that he established as a youngster, but the nearest our Bark, who recently came into plenty of "jack," was to act as a bat boy for the St. Louis Cardinals.

We hear that Louie Cappell is always seen after work picking clams at the Milford Shores. Hope they are doing him some good. Wonder why he always wants to give some to Charles Caecase—it's a mystery.

Gus Gustafson had his teeth extracted. Now he has liquid for meals. He said by gumney—I don't like the Use!

Archie Naleau offered Gus a steak sandwich. He refused this but accepted Louis Cappell's clams. Hope they do him some good.

Did you notice Tony Cacase's new hat? No, he didn't buy it in a fire sale!

Welcome to our newcomer, Win Collins, at the West Bound Rip Track.

Had His Orders

Traffic Officer (sharply): "Didn't you see my signal?"

Motorist: "Yes, but my wife told me not to stop on the way!"

Not Too Deep

Pat: "How's your husband?"
Mrs. O'Regan: "He's underground now."
Pat: "I didn't know it—poor man!"
Mrs. O'Regan: "Faith, he's got a good job in the subway."

Specialist

Tammy: "What does LLD after a man's name mean?"
Timmy: "I guess it means that he's a lung and liver doctor."

The Annual Bowling Banquet of New Haven Division M. D. A., Local No. 1, at Villa Sorrento, April 2, 1932, was largely attended and one of the most successful affairs held by the Local. After enjoying an excellent chicken dinner, E. Westerholm, acting in the capacity of toastmaster, introduced William Jaspers of the General Manager's Office, who gave a short, lively talk and expressed his pleasure at being able to attend. He was followed by H. Gaffney of the General Foreman's Office at Cedar Hill Engine House, who made a few general remarks and also expressed his pleasure at being present. Mr. Westerholm then passed out medals to the members of the winning team of the League, the Merchants, composed of A. DePoto, Captain, A. Hemingway, C. Savino, P. Medley and C. Monroe. The various prizes for high scores were then passed out and all present enjoyed an entertainment of singing and dancing offered by the best professional talent obtainable.

The above picture is of our genial Material Supervisor Leo "Ponzi" Witterwell and although an injustice has been done to him, "showing him behind the bars", nevertheless Leo is regular and "can take it". Even though we are not in accord with his shopping tours on Washington Avenue, every Saturday night.

The above picture speaks for itself. In case you do not know, it represents the strong family relationship existing between the Stores and Mechanical Departments.

Reading left to right: Obie "Dogrobber" Kannon, Gene "Rosie" Rosadina, Freddie "old man" Esposito, Billy "Handsome Waiter" Keyes and Pete "Republican" Ferrucci.

New York Division

J. R. Casey, Correspondent

Operator J. E. McInerney has returned from a vacation in Havana. Mac says Havana is a wonderful place all right; but then South Norwalk isn't so bad either, most of the time.

Operator J. W. Donovan, New Rochelle Junction, is back on the job, after a few weeks spent in Florida.

Frank J. Hunt, Superintendent of Baily's office, has a hobby of collecting used paper match clips. He will be grateful for any contributions.

Assistant Yardmaster J. Hantz, Oak Point, back to normal after a six weeks stay in Miami, Florida.

NOTES BY TOM FEWER

Signal Maintainer

James B. Furnace, District Foreman, B. & B. Department, who lives in Port Chester, is the proud owner of a complete set of Along the Line since the first copy was printed. Jim is quite a contract Bridge player and is going to challenge the card players in New Haven B & B Department to a little game soon.

Bill Losaw, Bill Bardo and Tom Mitchelle of New Haven, were inspecting on the New York end recently and were reminiscing of the day of 20-minute service on the Harlem River Branch. How times have changed, they agreed; and proceeded to get lost on the Bronx subway on their home from S. S. 4.

Charles Harrington of S. S. 14 is quite a champ at Contract Bridge in his home town of Westchester, but is lost when playing in good competition with players in New Rochelle.

Ray Hecker of Harlem River, and Ralph Hartwell of New Rochelle office, are to play off the finals in the Auction Bridge Contest at a benefit boxing bout to be held in Cos Cob Yacht Club.

Chief Clerk Casey of Baychester would like to start a baseball league on this end of the road and have a team from each Department. He contends the B. & B. Department could turn out the best team. Casey played once with the Waterbury Bearcats.

The other day it looked as though the Japanese were charging S. S. 12, Westchester. The men were approaching with gas tanks, tools, etc. But it turned out to be Binding Foreman, Tom Moore, and James McMahon of Stamford with some Chinese Bonders from Dublin, Stamford, to renew the broken bonds.

It has been reported that Miss Gertrude Tiger of Harlem River, who is the social leader in her home town of Stamford, is to have a bridge whist at her home and invitations have been sent out to all the girls in the Harlem River offices. The maintenance foreman are to act as waiters (singing) and entertainers.

Michael Feary, Anchor Bridge Maintainer, of New Rochelle, is receiving congratulations due
to the stork paying his home a visit for the third time. Mickie is quite "chesty" these days.

Emile Whitehead, pensioned Train Director, formerly of S. S. 12, sends his best regards to all the boys and states there is a great deal of excitement on his farm in Hopewell, N. J.

Leonard Van Gammet, of Van Nest shop, a graduate of Pratt Institute and a former football star, aspires to be an aviator. He almost flies in his Packard touring car from New Rochelle to Van Nest every morning.

Train Dispatcher Tom Redding is the leading voice in a quartet of Motor Gas Car operators on the Harlem River Branch. Tom has a very pleasant baritone voice and expects to sing a few numbers at the next dinner of the New Haven Railroad Club, Jack Service of S. S. 12 and Old Sport Putnam of S. S. 3 will accompany the quartet with a banjo and mandolin.

Bert Seaman, Boat and Train Director of S. S. 8 is a leading politician in the Bronx and reports that the City Manager form a Government is coming to the Bronx soon.

Conductor E. Robert Rahemend, of the Harlem River Branch work train, has been observed, while phoning, to hold the receiver to his left ear, stand on his right foot, and twist his left foot around his body so that the conversation will drain to the proper part of his anatomy.

John McNamara, Jr., now at Port Chester, is reported to have broken the hearts of a few nurse girls in Pelham Manor.

Handsome Johnnie Cormodela, anchor bridge-man at Oak Point, is in training to be a life guard at the beach this summer, on his days off. Last summer he rescued a few pretty dames from Glen Island's deep waters.

NOTES BY RALPH HARTWELL

Timekeeper

Spring! Spring! Spring! Everywhere we see signs of Spring! All along the line we see the Section Foremen, their gangs and other forces having to execute their work out-of-doors, have thrown aside heavy winter clothing for lighter apparel. You say it is true that Spring has "come" to New York Division.

We hear that the other day when several gangs were congregated at Cos Cob for laying new steel on the bridge, "Spring-fever" got the best of Section Foreman James Sanger, better known as Jimmy Old Greenwich, and he demonstrated his agility, and the fact that "A man is only as old as he feels!" He gave a demonstration of how a person can and should vault a fence if necessary.

We hear that Jimmy Litchfield, at New Rochelle, has organized a new social club. No facts about the club or its activities can be learned. Tell us about it in the next issue, Jimmy.

We hear that the other day a young man whose first name is Johnny broke a new mirror which "Ali", the operator, had just purchased from Agent Walker. Seven year's bad luck, Johnny. That is, if you're superstitious.

We hear that Assistant Supervisor Arthur Chassey has earned his wings. He did a little flying the other day in his Chevrolet car, resulting in said Chevrolet turning over on its side and Mr. Chassey just escaping bad injury. That was lucky, "Art", but don't try it again.

It is good to see Supervisor Haggerty's forces 'way up on top in the safety contest. We hope the boys can stay up there, as taking in consideration the business of the New York Division, it is a double feather in their caps to be on top in the Safety contest.

We notice on last month's issue of this paper and its back cover: There are some railroads, according to the artist who drew the pictures, that use eight-bolt angle bars; that use spikes turned around backward; that team up a right-hand man and a left-hand man for spiking operations; that use guard-rails on the outside instead of the inside of the running rail; and that still have some laborers who do not wear safety shoes. Constructive criticism helps us all, so we pass this along to the artist who drew the pictures on the back of last month's issue.

From the Maintenance Engineer's office we hear that Sid Wilson recently refused a ride in Walter Aspell's Auburn. Sid says that when it comes to going to Boston in less than five hours, he prefers the Yankee Clipper.

From the Division Accountant's office we learn that the unpleasant weather of the latter part of March was sufficient to give their Mr. Christ a bad enough cold to keep him away from his duties for a few days. Glad to know it was nothing serious, Leo.

The writer wishes to thank Maintainer Fewer for the honor he bestowed upon him in last month's issue by referring to him (the writer) as "Chief Clerk". Better be careful, Fewer, it might give a poor lowly timekeeper a swelled head to call him a "Chief Clerk". And furthermore, I do not live in Stamford.

As this goes to press, all the boys are extending their best wishes to Track Supervisor's Clerk, J. E. McGuinness, who is confined to his bed with a bad attack of grippe. Get well soon, Joe.

Van Nest

WM. HOWARD BARRY

CORRESPONDENT

VAN NEST SHOP BOWLING LEAGUE

By J. F. Durkin

The Van Nest Shop Bowling League season closed March 22. Although at one time it was necessary to suspend the schedule temporarily, the season was nevertheless a successful one.

The teams as a whole were so evenly matched that practically each week there was a change in the league standing, and four of the teams remained in the fight for the Championship right up to the second last week, at which time the Tool Dept. cinched first place. This, however, did not take a particle of interest away from the final games, due to there still being three teams in the running for second and third prizes, the remaining teams fighting to better their position.

On the final night of the schedule, the Welders, with a chance to go into a tie for a prize by taking four points, met the Assembly Dept. but after taking the first game with apparent ease, they were defeated in the second game, which was one of the closest and most thrilling of the season, this defeat of course putting the Welders out of the running.

As the Welders took two points from the Assembly Dept. and the Jr. Supervisors took four from the Inspection Dept. it was found that a tie existed for second place, decided by the team captains that they would have a play-off on March 24, to decide the winners of second and third prizes, respectively. As the
two teams concerned in this match were most colorful in the league, it was necessary for the Alley Owners to make special arrangements to handle the large crowd of bowling fans that were on hand to witness this important match. Each team had considerable backing, with the backers of the Assembly Dept. taking their all on Bergemosco, the "Masked Marvel," on account of Lou having so much confidence in himself and being the father of the statement that Slack, his opponent, was a "cousin." However, Slack took the bull by the horns at the outset and the match was hardly under way before Lou was on the defensive and at the conclusion was hanging on the ropes bewildered and wondering what it was all about. Slack's teammates, John Gray and Ed Brady, sensing that their opponent's were becoming panicky, put everything they had on the ball and instead of this match being a closely contested affair, it was a slugging match, with the Jr. Supervisors doing all the slugging. However, the night was not lost for the fans, as the three games bowled by the Jr. Supervisors was the finest exhibition of team bowling seen this season, with Slack putting on an individual show that was worth the price of admission alone.

The Tool Dept. got off to a slow start, but began hitting their stride after the first round and in the last round led by Frank Laperuta, they put on a spurt that the other teams could never catch, proving that their opponent's were handicapped account of members of the team being forced to give up bowling, they stuck by their guns and finally with the addition of Al Deritioso, they became a threat to all other teams.

The Assembly Dept. won third prize, were "in and outers" during most of the season, but by some fine bowling the last few weeks, they finished in the money.

The Welders held the lead throughout the first two rounds but unfortunate in losing the services of Capt. Pete Gray on account of illness and although Walter Wendt who replaced Pete, gave a very good account of himself, the loss of Pete seemed to have a mental effect on the other members of the team from which they never recovered.

The Armature Dept. was the most improved team in the league. This team was the victim of some bad breaks throughout the early season, but they kept plugging and after strengthening their team with the addition of Frank Briggs, came on to finish in fifth place, and I dare say they were the strongest team in the league at the finish.

The Inspection Dept. did very well considering the fact that on three different occasions they were handicapped account of members of the team being forced to give up bowling, they stuck by their guns and finally with the addition of Al Deritioso, they became a threat to all other teams.

The Sr. Supervisors were right up among the leaders during the first part of the schedule and showed indications that they would be in the fight to the finish, but after the loss of Ed Ball they were weakened considerably and they lost many close games that they would have otherwise won and eventually dropped to seventh place.

The Machinists were the mystery team, as circumstances forced this team to change its personnel so often it was never known for certain just who would bowl under their colors. However, they finally became organized during the last round and besides making it miserable for the league leaders, they hung up the team high score for the season (607), which is also the highest three-man team score ever made by a Van Nest Shop team.

Frank Laperuta took the prize for high average with 168 and Bob Kelt took the prize for high individual game with 223. Walter Wendt turned in a 226 game and Pete Gray a 225 game, but the league rules state that a man must be in at least 50 games to win an individual title.

Evenson was the most improved bowler. Starting in as a new man he improved steadily and finished with an average of 129. His average for the last five weeks was 150 and it is expected he will be one of the best next season.

In the Two-Men tournament which was conducted as an added attraction, the Old Men (Slack and Frankland) defeated the former title holders, the Scotch-Wop team (Gray and Laperuta) and took the Championship, which they successfully defended, proving superior to all other two-men teams in Van Nest Shop.

Each and every member of the league must be commended for the part they took in making the Bowling League a success this year as it has been in past years. There was always an intense rivalry between the various teams in the league but always of the friendly variety, and each bowling night was thoroughly enjoyed by the members of the league. As the large number of bowling fans from the shop who journeyed to the alleys each Tuesday night to witness the games.

It is worthy of note that the Manager of the Bowling Alleys, Carl Duane, made comment to the effect that the fellows from Van Nest Shop were about the finest bunch of sportsmen that visited his alleys. There was never an instance where a match was marred by argument, and as was the case in the Van Nest Baseball League, the writer, although not an active bowler, found it a pleasure to be associated with the members of the Bowling League.

Deaths

The personnel of the Van Nest shops; extend their sincere sympathy to Messrs. Frank and Dominick Laperuta, and Patsy Martucci in their bereavement over the loss of their dear mothers, who went to their eternal rest during the month of March.

Births

The Easter bunny visited the family of Raymond Diefenback a week in advance this year, and stopped off at St. John's Hospital, Long Island City to present Mrs. Diefenback with a beautiful girl baby. This blessed event is the fifth in the Diefenback home.
Bridgeport Engine House

J. PORTER, M. D. A.
CORRESPONDENT

Having successfully struggled through the last full moon, Joe Fitzgerald should be normal for a while. That is, if he keeps away from the fire house in Winsted. Some say that Joe's heart was broken when they took the rope off the fire bell, and put in an electric siren. Joe always figured he could fall back on that rope.

But then it isn't the moon that affects Howard Massey. Perhaps it's the Atlantic?

Quotation: "I don't know what the boys will do for cigarettes now. I'm going to give up smoking." J. Daley.

And all the boys said "Thanks Jack." A pack of cigarettes lasts twice as long now.

When it comes to girls, "Red" Warner is very cosmopolitan. New Haven, Bridgeport, Danbury, New London; even Boston knows him in pursuit of the girls. And his running mate, Wellington, is only a very short distance behind him, and that is due to his shyness.

Tom Toohey and Andy Gooley were visitors to the City Hall the 17th of last month. We are advised that Frank Ryan and Mike King attended the ceremonies at New Haven.

Oak Point Engine and Car Department

A. HARRIS
CORRESPONDENT

After a long and steady aim, Cupid's arrow finally struck, and this time it's Charlie Horstman. It's about time; he's been keeping us guessing long enough. The pretty bride is Joe Menegalli's sister, oiler at Harlem River yard, and the ceremony took place on April 10. And of course, the honeymoon was spent at Niagara Falls. Lots of luck, Charley, but don't forget a photo of yourself and bride.

Talking about marriages, they say man yearns for woman and after marriage the "y" is silent. Joe Moll, Car Inspector at Harlem River, is so enthused over his profession of car inspecting, that he confirms the report he's coaching his son to be a car inspector. But, here's the catch: He has three children and they are all girls. Time will tell (don't misunderstand). Who knows but years hence the railroad will want female inspectors to induce traveling. Who would travel in buses then?

They say Chris Hellthaler and Tony Langeotti, capable inspector at Harlem River, when seen walking together, represent the Mutt and Jeff cartoon. Most of you know who fills Mutt's place.

Then we have Bill Ferrier, electrician at the Express Building, who resembles the famous Andy Mellon. Bill says that's no credit, unless one actually has the financial credit.

Artie Weimer is making wonderful progress in conditioning "Kerikosluki," the wrestler, for his coming bout in the near future. Anyone desiring a match with this 200-pounder, write to Manager Weimer.

Everyone is mighty glad to see Frank Gallagher back and able to smile away the thought of a recent attack of sickness that affected the whole family.

Anthony Clark is getting very uneasy nowadays; we are not quite sure whether it is marriage or the sacking that is ailing him. Brace up Anthony, and take it like a sport.

"Happy Larry" Neverman is on the warpath again, and let it be known that rarely a fish in waters from the Coast of Maine to Florida, is safe until "Happy" pulls in for the season. Ever try deep sea fishing?

Anthony Guardo, millman, is maintaining that old tradition, "show wood and say nothing." Good luck Tony, we'll be seein' you again for some good news.

Bert Simons says, never be proud of your independence of others, but you may well be proud that you can work helpfully with others.

Well, boys, the Big Circus belonging to Barnum and Bailey came into town and was unloading at Harlem River yards on April 5. Funny thing about car inspectors; they all wanted the job of inspecting this train. Guess you all got the idea, economical of course.

Stamford Engine House

A. L. GAUDIO
CORRESPONDENT

Henry (Pop) Knobel has commenced sowing his spring crop. His planting ground is so beautifully arranged that he is considered the best horticulturist in New Canaan.

Steve Smith bought a new "De Soto" the other day. And since the purchase he's hardly at home. He doesn't say where he's bound, but it is certain that she takes up most of his time.

After an absence of many years Goodyear Doolan is now back on the middle shift. He's the boy with the great big smile; always happy and go-lucky. It is a pleasure to bask in his sunny smiles.

Did you ever meet the chap with the "euphonious voice"? If you haven't, let me introduce him: Mr. James Littlefield, of New Rochelle, Stamford Y. M. C. A., and Waterbury, Ct. A man with a more pleasing personality can't be met. Every one who knows him will vouch for what I said.

Harry Bagley, the steam heat man, is anticipating receiving his "soldier's bonus." He says that just as soon as he gets it he's going to build himself a "shack." If President Hoover keeps his word Harry will have to postpone buildings. Won't that be a tough break?

Strange, too, Frank Somers is also looking for his bonus. But from the appearance of things he seems to be in the same boat with Bagley.

Allow us to express our sorrow in behalf of Clem Bellair's departure for G. C. T. Being for the best, we extend him our best wishes and much luck.

George Wendell and Clarence Theall are on the night shift. Both doing well—

It was much more of a surprise to some of the boys as to "how does Bob like working seven days per week." Although the direct answer is unknown it is believed that he fares well.

D. L. Sawyer has at last brought his car into use. He kept it on jacks all winter and up until the first of April to decide whether or not he would buy a new machine or still manipulate the old one.
Hartford Division
J. W. COLEMAN, Correspondent

The many friends of Mr. F. H. Ellsworth, Division Engineer, at Hartford, will be pleased to learn that he is recovering from his recent illness. Mr. Ellsworth has been confined to his home for several weeks, but he is now improving and it is the earnest hope of all of his friends that he will be back on the job at an early date.

Charter Oak Lodge No. 118, Brotherhood of Railroad Trainmen, and the Ladies' Auxiliary thereto, are planning a dance and reception to be held at Hartford at 8 p.m., May 26. This will be an occasion where the Old Timers can enjoy themselves to their hearts' content, as part of the program will include the old style round and square dances.

William H. Casey, Trainmaster, completed 50 years of service with the Railroad Company on April 10. Complete write-up on the presentation of the fifty-year service pin will appear in our May issue.

The annual Spring freshet is on in the Connecticut River. While it has not as yet reached the flood proportions of two or three years ago, at the present time it has reached a height of 17.1 feet and it is still rising. The recent rains coupled with the mild weather has brought about an earlier than usual freshet.

John Long, Crossing Watchman at Hartford, has recently been placed on the retired list. He formerly was a section hand and later was employed as Crossing Watchman, but because of his advanced years and at his request, he has been retired.

The writer recently paid a short visit to Miss Mary McCarty, retired Steward of the Hartford Station Restaurant, and her many friends will be pleased to learn that she is enjoying good health.

The employes on the Hartford Division are accomplishing excellent results in accident prevention and as a result thus far this year are leading in many of the Departments. A continuation of this excellent work will insure the awarding of one or more plaques to the Hartford Division for 1932.

In issues of "Along The Line", we have, each Summer, called attention to the wonderful flower garden in Elizabeth Park at Hartford, and during the week ending April 10th, the National Flower and Garden Exhibit was held in the State Armory at Hartford, and while the residents of Hartford and vicinity are accustomed to wonderful floral displays in their public parks, there is no question but what the display in the State Armory during the period mentioned was one of the finest that was ever given at any point.

The large drill shed in the Armory was just filled with flowers of every kind and description, days being set aside for the display of the different species of flowers and the results in the way that the exhibits were arranged were clearly indicative of the time and thought that had been given to the display. This is the first time that the National Flower and Garden Show has ever been held at Hartford, and from the attendance there is no question but what there will be similar future displays held here.

Waterbury

Waterbury Railroad Bowling League completed their eleventh successful year and have already elected officers for the coming year.

The season just finished was close and exciting with two teams tied for first place, namely Workers and Cardinals. The following scores were rolled to break the deadlock:

**CARDINALS**

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**WORKERS**

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- **500** 628 1569
- **513** 484 533 1530

**NOTES BY PATSY BOX**

Operator
Ansonia, Conn.

Passenger conductor Ed Starr has been off sick for several weeks, caused by infection of one foot, he underwent an operation at the Winsted hospital and has returned home where he is recuperating. Ed is the oldest conductor in length of service employed on the "Naugy" and has a host of friends who wish him a speedy recovery.

Spare Passenger conductor Bill Stroker is covering 153, etc., in place of conductor Starr; spare baggagemaster Tony Marzone is working the baggagemaster's job on 150, etc., in place of Bill Stroker.

Passenger Conductor Jack O'Rourke, better known as "Cap", completed 50 years of service with the New Haven road on April first and we all hope he will make it 100 years. Cap at the present time is covering 465, etc.

Engineer Eddie Curley is putting DH-1 and HD-2 over the road, while Jom Callahan is bringing the Speedswitch into Bridgeport on time.

Pensioned Train Dispatcher Del Peckham recently paid the boys a visit at Waterbury. Del looks the picture of health and is enjoying himself in the flower garden at Middlefield, Conn., and extends an invitation to the railroad boys to come over and see him.

Signal Maintainer Johnny Clark is shining up the old fishing pole, getting all set for the trout season on April 15; as usual, John will bring back the little ones and tell you about the big ones that got away.

Track Supervisor John Smith recently walked from Torrington to Waterbury over the track. Mr. Smith says this is the way he keeps fit.

Passenger Conductor Jim McFarlane has been off with a strained back for several days; Billy Barnes covered his job.

Second trick Operator Tom Halligan at Ansonia was a recent visitor in New York. There have been several discussions amongst the boys as to the nature of the various visits Tom is making to New York lately.
Jack Gallagher, yard conductor in Ansonia Yard, holds the record for speed via auto between Ansonia and Brewsters.

Second trick Operator C. R. Bavier at Seymour recently moved to Middlebury for the summer months so he may enjoy his regular dip in Lake Quassapaug.

Mike McDermott, chief clerk for Assistant Superintendent Cuineen at Danbury was a recent visitor in Waterbury.

**New Haven**

**John Cooke, Correspondent**

The General Offices last month received the news of the sudden death of two of its well known workers, and of a former worker. The first of these to pass away was Edward J. Wilson, former Traveling Auditor, who died suddenly on March 16. Ed had been working on the day previous but died suddenly on the morning of the 16th. He was well known on the New Haven System and was respected and loved by everyone who knew him. For a number of years Mr. Wilson was Chief Traveling Auditor, but later had been acting as Traveling Auditor, in which capacity he traveled all over the System.

Paul B. Spencer, Engineer of Structures, passed away suddenly at his home in New Haven on March 26. Mr. Spencer came to the New Haven in 1905, after three years of railroad work with the N. Y. O. & W. Railroad. He was appointed Engineer of Structures in October, 1920. Mr. Spencer took a keen interest in the affairs of the General Offices Athletic Association, and held office as president from 1922-23. He will be sadly missed by his hundreds of railroad friends.

Cliff Bradley, a former Accounting Department worker in the Yellow Building, died suddenly last month. Cliff had been working in the office of Local Auditor in Grand Central Terminal for the past couple of years. The funeral services were held in Stamford and in New Haven and were attended by many of his co-workers.

Francis Duchelle of the Auditor of Disbursements, severed his railroad connections on the 31st of March, having accepted a position with the Public Utilities Commission. "Duke", as he was affectionately known, was presented with a beautiful desk set, a handsome leather traveling bag and a pass case, by his Accounting Department associates, with whom he was extremely popular. We wish "Duke" all the luck in the world.

The outstanding social event of the season for the City of New Haven, from the G. O. A. A. viewpoint, will be the First Annual Concert of their Glee Club. The concert is scheduled for April 21st at Troup Junior High School and, while this is written prior to the Concert, we are sure that the boys will live up to their splendid reputation, and give the audience an event they will remember for a long while. And, incidentally, it will give them an opportunity to exhibit their new tuxedos.

We might also take this opportunity to congratulate the Club, and especially their very capable director, Marshall Burwell, on the way they have come along in the past year. Every one of the forty-odd members of the Club is enthusiastic about the Club's activities, and with such enthusiasm it is no wonder that they have progressed as far as they have. They have already made a reputation for themselves in musical circles and have received acclaim at every performance.

A. W. Bowman, Assistant Treasurer, will be confined to New Haven Hospital for several weeks. Mr. Bowman has been in poor health for the past few months and his many friends wish him a quick return to health.

The General Offices Athletic Association's annual balloting for officers takes place during the early part of this month, with the ballot box closing on April 15. M. K. Dugan, our popular president, was again prevailed upon to run and his opponent, who allowed his name to be used in order to comply with the by-laws, will be Leslie H. Tyler. For 1st Vice-President William Burns and Jack Tarren of the Bullard Building are the caitifdates. For 2nd Vice-President the names of Henry K. Hislop and Frank Coady of the Railroad Station were presented. For 3rd Vice-President Harriett Hackett and Mae Lutenbach.

For Secretary Elsie Bluege, our present office holder, will be opposed by Edith Pierson. For Treasurer Ray Bartholomew runs against Arthur Hague of the Bullard Building. The Executive Committee this year elects two new members and the selection will be between Harry McQueeney, Joseph Auerhammer, John Cooke, and Charles O'Connor.

And, incidentally, the Association is running its membership campaign during the month of April, with your correspondent as Chairman of the Membership Committee and hoping very much that he will make a good job of it, despite the depression, 10% cut, etc.

The G. O. A. A. Social Committee, under the direction of their zealous Chairman, Otto Gress, announce that they will run a dinner-dance on May 6 at Semon's Colonade. The tickets for the dinner-dance will be priced at the extremely low price of $2.50 per couple, with dancing from 9 till 2. The reservations must be made in advance and tickets may be secured from any member of the Social Committee or from the Editor of ALONG THE LINE in Room 413-A in the Yellow Building.

The wind-up of a very successful season, the Annual Bowling Banquet, was held on Saturday evening, April 9, with Pete Purcell, Chairman of Bowling, acting as Master of Ceremonies. A couple of hundred bowlers and their friends enjoyed the festivities at Semon's Colonade, and the annual prizes for excellence in bowling were awarded. The party, incidentally, was a Wow!

'Big Mike' Villano of the Storehouse, who has hundreds of friends in the Railroad, and especially in the G. O. A. circles, where he is very popular, will leave us shortly to pay a visit to his home town in Italy. Mike will sail in the early part of May and plans to spend about six months in his old home. His friends are preparing a rousing send-off for him. Bon-voyage, Mike!
John Ahearn, pensioner, died on March 8. Mr. Ahearn served as Carpenter at New Haven Shops for 41 years retiring on pension in May 1915.

John Francis Barrett, Painter, Providence Division, passed away on March 10th. Mr. Barrett was born March 1, 1864. In September 1895 he entered the service of the Signal Department, and transferred to the Providence Division Bridge and Building Department in July 1907. Ill health forced him from active service on February 24, 1932.

Henry A. Beaudry, Providence Division Yard Brakeman, died on February 28th. Mr. Beaudry was born January 25, 1887 at Taunton, Mass. He became a Freight Brakeman at Providence in September 1919 and worked actively at the post until March 1930.

Alonzo Wm. Bennett, Assistant Watch Engineer at Cedar Hill Engine House died on March 31. Mr. Bennett was born in Canada on April 10, 1866. He entered the service in April 1923 as a Carpenter at Cedar Hill, transferred to Assistant Watch Engineer in November of the same year, and was actively employed until the time of his death.

Clifford S. Bradley, 2nd, Accountant at Grand Central Terminal, died March 27, following an operation for appendicitis. He had been ill only a few days.

Mr. Bradley was born May 21, 1891 in New York City. His first service with the New Haven Railroad was as office boy in September 1912 in the office of the Auditor of Freight Receipts. Since that time he had been in continuous service with the Company with the exception of a period during the World War when he was in the service of the United States Navy. He was made Chief Clerk to the Assistant to the Comptroller in April 1925 and was appointed Accountant in July 1926, continuing in that position until October 1929, when he was transferred to New York City with the same title, all his service up to that time having been in New Haven.

Services were held both in Stamford and in New Haven, the latter at the parlors of Beecher and Bennett being attended by many of his former associates.

Mr. Bradley lived at Stamford, and is survived by his wife and one daughter, Joyce, eight years old, and a sister.

Frederick P. Bradley, Midland Division Machinist and a member of our Half Century Service Honor Roll died on March 5th. Mr. Bradley was born August 30, 1855. He learned his trade at the Mason Machine Works in Taunton and in June 1874 started railroading on the Old Boston, Clinton and Fitchburg Railroad at Taunton. He was transferred to “A” Street in 1889 and later the same year he went to Roxbury where he served as Assistant General Foreman for 18 years. In the Spring of 1922 he went to Southampton Street and from there back to “A” Street where he labored faithfully until November 1931.

Dennis John Cliggotte, Switchtender at New Haven, passed away on March 20. Mr. Cliggotte was born in Ireland on August 13, 1876 and had been in service since 1923 as a Switchtender at New Haven.

E. G. Collins, Supervisor of the Electric Transmission Department, died on March 11th, in his 64th year. Mr. Collins entered the service as a Supervisor in the E. T. & C. Department, in November 1907. He was appointed Supervisor of the territory between New Haven and New York on April 1, 1914, a post he held until ill health forced him to retire in April 1927. Mr. Collins passed away at the home of his sister in Quincy, Ill.

Wm. Curran, pensioner, died on March 26. Mr. Curran was born in Newfoundland in May 1862. His first service on the road was in 1899 as a section laborer at New Haven. He served in various capacities since that time, his last active service being as Truckman at Readville Shops, from which point he retired on pension in the Fall of 1928.

Bridget Dolan, Car Cleaner at Providence, died on March 20th. Mrs. Dolan was born July 18, 1861. She entered the service in 1892 as a Car Cleaner at Charles Street, Providence, and performed her duties faithfully and conscientiously until her retirement on pension effective April 1, 1923.

John J. Donnelly, Watchman in the New York Division Mechanical Department, died on March 20th. Mr. Donnelly was born in March 1862. He entered the service as a Waterboy at Bridgeport in 1870. He subsequently became Brakeman, Fireman and in 1883 was promoted to be Engineman. Mr. Donnelly retired on pension in December 1924. Mr. Donnelly until the time of his retirement was a member of our half century service honor roll.

Leonard Eaton, pensioned Crossingman, died on March 4. Mr. Eaton was born May 13, 1848. He entered the employ of the Old Colony Railroad at Mansfield, Mass., in May 1882, and served in that capacity until his retirement on pension in January 1927.

Michael E. Enright, Telegrapher, New York Division, died on March 23rd. Mr. Enright was born January 29, 1871. He entered the service in 1910 and has worked on the New York Division since that time.
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<td>1880</td>
</tr>
<tr>
<td>Edward J. Lee Dol</td>
<td>Engineer</td>
<td>Providence</td>
<td>1880</td>
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<tr>
<td>Ernest W. Arnold</td>
<td>Engineer</td>
<td>Providence</td>
<td>1880</td>
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<tr>
<td>William Holbrook Cook</td>
<td>Passenger Conductor</td>
<td>New York</td>
<td>1880</td>
</tr>
<tr>
<td>John Rogers</td>
<td>Signalman and Operator</td>
<td>Providence</td>
<td>1880</td>
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<tr>
<td>Patrick J. Griffin</td>
<td></td>
<td>New Haven</td>
<td>1880</td>
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</tbody>
</table>
NAME
61 George B. Mapes
62 Francis P. Flood
63 Arthur H. Davis
64 Robert Burns
65 Wm. H. Mulcahy
66 William Aldrich Brown
67 Frank Ford
68 Charles E. Brice
69 Myron P. Billings
70 Alfred Mackrille
71 James Stanley
72 Llewellyn Whitney
73 Frank M. Crafts
74 Thomas H. Dunn
75 George S. Vincent
76 James Henry Crawford
77 John McDermott
78 Joel A. Cassavant
79 T. F. Paradise
80 Jackson T. Sanford
81 Alfred F. Carter
82 Frederick A. Ross
83 Elmer E. Knapp
84 Elbridge E. Meacham
85 John J. Scannell
86 Frank L. Theall

OCCUPATION
61 Passenger Conductor
62 Record Clerk
63 Passenger Conductor
64 Passenger Conductor
65 Yardmaster
66 Passenger Conductor
67 Watchman
68 Station Baggagemaster
69 Passenger Conductor
70 Passenger Conductor
71 Passenger Conductor
72 Passenger Conductor
73 Engine
74 Engine
75 Engine
76 Engine
77 Section Foreman
78 Clerk
79 Passenger Conductor
80 Engine
81 Passenger Conductor
82 Passenger Conductor
83 Collector
84 Passenger Conductor
85 Passenger Conductor
86 Operator

DIVISION
Boston
Boston
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New Haven
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New Haven
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New York

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Recent Deaths in Our Family

James Joseph Fitzgerald, Engineer, New Haven Division, died on March 10th. Mr. Fitzgerald was born October 17, 1885, at Washingtonville, N.Y. He entered the service as a fireman at Danbury in December 1905 and was promoted to engineman in the fall of 1908.

The many friends of John R. Greene, Passenger Conductor, were very sorry to hear of his death in Brooklyn, New York, March 20, 1932. Mr. Greene retired on pension about two years ago and since that time has resided in Brooklyn. His body was interred in North Burial Ground, Providence, and George Towne, David Butters, John Cloutier, Arthur Heath and Charles O'Connor, Providence Division Trainmen and Conductors, acted as bearers.

Mr. Greene entered the service as a Yard Brakeman on the Providence Division in May 1890, was promoted to be Passenger Conductor in 1901 and retired on pension in February 1930.

Frederick Leslie Jones, Yard Conductor at the New York Division died on March 7th. Mr. Jones was born August 28, 1876 at Walton, N.Y. He started railroading as a Yard Brakeman at Harlem River in November 1915, and was promoted to Yard Conductor in December 1920.

George Peter Kane, New Haven Division Yard Conductor passed away on March 12th in his 60th year. Mr. Kane entered the service in September 1898 as a Freight Trainman on the Shore Line and was promoted to Conductor in December 1908.

Festus Manning, Freight House Laborer at Cedar Hill Transfer, died suddenly on March 12th in his 60th year. Mr. Manning entered the service in October 1920 at the Cedar Hill Transfer and had performed his duties faithfully at that point until his death.

John Edward Martin, Watchman at Watuppa, expired while on duty at that point on February 22nd. Mr. Martin was born October 11, 1866. He entered service as a Freight Clerk at
Fall River in October 1888 and transferred to Watuppa as Freight Clerk in August 1918. He was made Watchman at that point in May 1924.

**Charles J. Mattson**, Blacksmith Helper at Readville Shops, died on March 4th. Mr. Mattson was born January 1, 1868 in Sweden. He entered the service in June 9, 1924 at Readville and was actively engaged until the time of his death.

**John Alvert McDonald**, Telegrapher, New Haven Division, died suddenly on March 23rd. Mr. McDonald had been employed as a telegrapher on the New Haven Division since the Spring of 1904.

**Daniel Moriarity**, Boston Division employee, passed away on February 25th, in his 60th year. Mr. Moriarty became a Sectionman on the Boston Division in April 1892, was promoted to Section Foreman in 1904, and voluntarily took a Crossingman's position in January 1932.

**John Nigosante**, Section Laborer, New Haven Division, died suddenly on February 24th. Mr. Nigosante had been in active service since August 29, 1927 and had worked steadily until the time of his death.

**Michael F. O'Connor**, Fireman on the Danbury Division, died on March 19th. Mr. O'Connor had been in service since January 10, 1905 all of his service having been in and around Danbury.

**Joseph H. Paul**, Telegrapher, Providence Division, died on March 16. Mr. Paul was born September 8, 1885 and entered the service in October 1905 as a Clerk. He transferred to telegrapher in 1906 and has been actively employed since that time.

**Wm. H. Sarvis**, pensioned Danbury Division Car Cleaner, died on March 4th. Mr. Sarvis was born October 3, 1849. He entered the service of the N. D. & C. R. R. in April 1876 at Dutchess Junction. In 1914 he transferred to Beacon as Car Cleaner and was retired on pension in May 1923.

**James Clark Shaughnessey**, Engineer of the New Haven Division, died on March 9th. "Jim" Shaughnessey, as he was affectionately known to his many friends, was born January 7th, 1877. He entered the service as a freight brakeman on the New Haven Division in 1899, transferred to the position of Fireman in February 1901 and was promoted to be engineman in March 1904.

**Charles S. Spalding**, Assistant Trainmaster, who retired from active service September 16, 1927, died at his home in Providence March 6, 1932. He entered the service of the New York and New England Railroad September 4, 1879, in the capacity of relief operator at Franklin, Mass., and numerous promotions advanced him to the positions of Chief Train Dispatcher and Assistant Trainmaster, which latter position he held on the Providence Division at the time of his death. He is survived by his widow, to whom we express our profound sorrow.

**Paul Bertram Spencer**, Engineer of Structures, and one time president of the General Offices Athletic Association died March 26 at his residence, 75 Marvel Road, New Haven. He was born at Boston, Mass., October 6, 1881; the son of Lafayette and Mary Batchelder Spencer, receiving his technical education at Worcester Polytechnic Institute.

Mr. Spencer entered railroad service with the New York, Ontario and Western Railroad at Middletown, New York, in 1902, taking service with the New Haven Company November 20, 1905, and remained continuously in the service of the New Haven Company, with the exception of about one year's time when he was engaged in railroad construction work in Florida on the Charlotte Harbor and Northern Railway. He was appointed Engineer of Structures of the New Haven Company on October 1, 1920, and occupied that position at the time of his sudden death.

Mr. Spencer was a member of the American Society of Civil Engineers, Connecticut Society of Civil Engineers, American Railway Engineering Association, Anawan Lodge A. F. & A. M., Cable Club, Order Eastern Star, New Haven Railroad Club, Alumni Contact Committee of Worcester Polytechnic Institute, and gave much time and valuable assistance to society committee work.

Mr. Spencer took a keen interest in the affairs of the G. O. A. A., and was the Association's third president serving in that office in 1921-22.

He is survived by his widow and a daughter, Doris M. Spencer, as well as relatives in Providence, R. I., and Brooklyn, Conn.

The passing away of **Patrick J. Barrett**, March 10, closed a career of 49 years of faithful service with the New Haven Railroad. Mr. Barrett began railroading at the age of 14, when he entered the service of the old New York and New England Railroad at "A" Street Engine House in 1883. He later became a fireman and fired all of the best trains on the New York & New England R. R., including the Long Island & Eastern State, Washington Express, White (or "Ghost") and the Air Line Limited, and the New England Limited. He was later employed at the "A" Street Engine House as hostler and in September, 1918, became ash pit foreman at the Southampton Street Engine House, which position he held at the time of his death. He was born March 5, 1870. His interment took place from his late home, 376 School Street, Watertown, Mass.

**Alonzo Stevens**, Agent, Boston Division, died on March 20th. Mr. Stevens was born August 2, 1855. In August 1871 he became agent and worked actively until his retirement on pension in the fall of 1917.

**George Andrew Vance**, Fireman of the Providence Division died suddenly on February 27th. Mr. Vance was born September 24, 1873. He started his railroading in September 1898 as a Fireman on the Providence Division.

**Burwell G. Wingood**, Signalman, New Haven Division, died on March 10th. Mr. Wingood entered the service in December 1917 as a Signal Helper in the Signal Department, was made Assistant Signalman in May 1918, and Signalman in March 1928.
In Recognition of Long and Faithful Service

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

**RETIREMENTS**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
<th>Position</th>
<th>Division</th>
<th>Years of Service</th>
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<tbody>
<tr>
<td>1</td>
<td>Avery Clark</td>
<td>Tax Commissioner</td>
<td>System</td>
<td>52</td>
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<tr>
<td>2</td>
<td>George A. Petrie</td>
<td>Engine Watchman</td>
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<td>3</td>
<td>David M. Brandts</td>
<td>Pipefitter</td>
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<td>4</td>
<td>Thomas Sayers</td>
<td>Baggage Porter</td>
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<td>Nehemiah Sarles</td>
<td>Clerk</td>
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<td>John P. O'Donnell</td>
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<td>Boston</td>
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<td>7</td>
<td>William A. Mayer</td>
<td>Carpenter</td>
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<td>Nathan A. Barrows</td>
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<td>9</td>
<td>Michael J. Pendergast</td>
<td>Crossingman</td>
<td>Hartford</td>
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DON'T STEP ON RAIL

MANY FALLS AND SPRAINS ARE CAUSED BY THIS PRACTICE

STEP CLEAR OVER

POSTER No. 107, Committee on Education, Sales Section, American Railway Association