Safety, Speed and Service

By C. E. Calkins

When you travel on the railroad, upon this you may depend,
That Safety First shall guard you 'til you reach your journey's end.
For the first consideration that the railroad has in view,
Is the Safety of its service. No other form will do.
While the aeroplane may speed a bit more swiftly on its way,
The railroad train is speedy too; It travels night and day,
No matter how the winds may blow, nor what the season be,
You must travel on the railroad for dependability.

When you travel on the railroad you will get the highest speed,
Consistent with safe service, and the comfort that you need.
There is something that's suggestive in a modern railroad car,
Of solid, home-like comfort, and when travelling afar,
The railroad train provides you with a pleasing atmosphere,
Of Safety, Speed, and Service, that all travellers hold dear.
So whether you are travelling for pleasure, or for gain,
The finest way to travel is aboard a railroad train.

When you travel on the railroad it's a pleasing thing to know,
That you'll get the best of service wherever you may go.
There are other ways to travel. You may take an ocean trip,
And travel clear around the world aboard a mighty ship.
You may travel in your motor car, or on board your private yacht,
But that of course depends on how much money you have got.
You may travel in a public bus, or in an aeroplane,
But for "Safety, Speed, and Service", you must travel on a train.
We hear a lot these days about depression. It has hit almost everything except the O. S. & D.'s, which are about as numerous as in the days of prosperity. Unfortunately they have not decreased in accordance with the reduction of freight shipments.

When freight checks over or short it is the result of an error made by someone whose duty brings him in contact with the shipments or the documents in connection therewith. The most prominent causes are the following:

1. Erroneous marking of freight.
2. Failure to mark or tag freight.
3. Old containers used and old marks not obliterated.
4. Shipping tags not securely attached.
5. Failure to issue bill of lading at time of shipment.
7. Failure to issue waybill.
8. Error in preparing waybill.
9. Failure to place waybill in the correct pouch to send it with the shipment.
11. Mishandling of waybill.

The first six errors originate with shippers; however, failure of our employees to detect and adjust, places the responsibility with the railroad, and may result in claim payment.

The next six errors are made by railroad employees, while the last mentioned may be either shipper’s or a railroad error.

By locating short shipments through matching overs against commodity index in our office during the past four and one-half years, we have succeeded in cancelling claims amounting to an average of approximately $25,000.00 a year. Had the overs and shorts not been brought together, the freight would have remained on hand until sold at a probable loss.

A very large majority of these shortages for which claims were filed were the result of incorrect marking, such as wrong consignee or destination.

Oversages of the character mentioned, it should be understood, represent only packages checking over on the New Haven. Such packages checking over on other roads, when loaded to them in error, are usually either applied to fill shortages by the holding road or sold by them and the proceeds retained.

It is urged that all who have anything to do with freight shipments or the documents in connection therewith, use every effort to reduce the number of shortages and overages.

At the present time we are experiencing considerable trouble in connection with shipments arriving at destination without waybill. This situation frequently delays the delivery of shipments and causes protests from our patrons, and may result in a loss of business because of the possibility of future shipments being turned over to our competitors.

There is an old saying—that it is much easier to keep out of trouble than trying to get out of it—and the same applies to Overs, Shorts and Damages. A little effort and judgment will prevent most Overs, Shorts and Damages, and the following suggestions are offered to this end:
1. Be sure you receive all of the packages specified in the bill of lading.
2. Be sure all marks and numbers on packages agree with the bill of lading.
3. Be sure all old marks are obliterated.
4. Be sure packages are in proper shape for transportation and containers meet with the classification requirements, and are sufficiently strong to carry contents to destination without loss or damage.
5. Be sure when tags are used that they are securely fastened. Cloth tags are superior to paper tags and their use should be encouraged.
6. Be sure waybill is issued and compare it with shipping order to determine if it agrees in every particular.
7. Be sure waybill is placed in the proper pouch and that it accompanies car or truck from your station.
8. Be sure freight is loaded to the proper car or truck.
9. Be sure freight is properly stowed, blocked or braced, to prevent damage in transit.
10. Be sure to issue astray waybills to cover freight received without waybill or in excess of items billed, marked for destinations other than your station, before packages are permitted to go forward.
11. Be sure that cars are inspected and cleaned and that station record is maintained of such inspections. Also that all protruding nails or other objects that are likely to cause damage are removed before loading.
12. Be sure to check freight bill with waybill to see that they agree.
13. Be sure to make careful check at time of delivery to see that number of packages and marks agree with freight bill.
14. Be sure to obtain proof of ownership, preferably the bill of lading, or paid freight bill carrying a short notation, before delivering packages received without revenue waybill. Many times the marks on packages do not indicate the correct consignee or destination.
15. Do not load any freight for which bill of lading has not been provided by shippers.
16. Employees at transfer points should be sure to make notation on original waybill of any shortages, damages, or other exceptions. Employees at destination should be equally careful in carrying notations of all exceptions to their station records so that all surrounding facts may be available for claim purposes if required.
17. Always be on the alert for shortages, damages, errors in marking, billing, or other exceptions in cars loaded by shippers or by other carriers. A failure in this respect may place the responsibility with us and possibly result in our paying a claim whereas the shippers or some other carrier may be at fault.
18. Be particular to determine nature and extent of damage and the cause, if possible; also if damage is visible or concealed. This information is important to the Freight Claim Department in handling claims.
19. Be on the lookout for damages due to inherent nature of the commodity, defects in manufacture, or other causes for which the carriers are not responsible.
20. Make thorough investigation of overages and shortages in an effort to adjust.
21. STUDY O. S. & D. RULES AND LIVE UP TO THEM.

During the year 1931 the New Haven paid out $36,000.00 for lost packages. This amount was a clear economic loss as it benefitted no one. A large part of these payments could have been saved with a little more care on our part.

A claim dollar is a lost dollar, as its equivalent is not returned. Help prevent loss and damage and thus add the dollars to our net income.
The Strawberry Special

Effective April 24 a new fast freight service was placed into effect for the shipment of strawberries to New England points from the Delaware Peninsula and from North Carolina, this being still another evidence of the intention of the New Haven Railroad to speed up its freight service to provide rapid transportation from producer to consumer, to meet present day distribution requirements.

The Strawberry Special is operated on substantially a passenger train schedule between New York and Boston, leaving Bay Ridge at 6:00 p.m. and due in Boston at 2:00 a.m. Second morning market delivery is assured to practically all New England points by this new service, of Delaware peninsula strawberries, while third morning market delivery is made from North Carolina.

The announcement of this new service was contained in a very attractive four-color leaflet describing the new service and giving the schedule of the train.

"It's an assurance of good returns," says the circular, "because your berries and other vegetables arrive in New England markets fresh—on the second morning from Delaware—on the third morning from North Carolina. When you route via the Strawberry Special your perishables ride in the most modern refrigeration equipment available—one an extra fare schedule. Yet it costs no more and practically guarantees good prices because they arrive at markets fresh."

Here is one more talking point for we New Haven Railroad folks, to add to those others—the Speed Witch, the Maine Bullet, and our "Accept Today—Delivery Tomorrow" policy.

Railroad Enterprise
The Bristol Press

The New Haven Road is to be commended for its enterprise in putting in operation a freight service known as the "strawberry special", which will handle with celerity shipments from Delaware and North Carolina to New England. It will run on practically passenger schedule. This is a part of the fast freight service that has undergone marked development by the New Haven lines during the past year or two, and it is greatly appreciated by the public. In passing it may be said that the New Haven Road is in splendid condition for meeting all transportation needs of its territory and it is furthermore keenly alive to all opportunities to make improvements and better service wherever possible.

"Honest and Trustworthy"

Muriel B. Passmore
West Hartford, Connecticut

"I congratulate the New Haven Road on having in its employ such an honest and trustworthy man as Mr. Angelo D'Agata, Section Foreman at Hartford, Connecticut.

"On April 11 I was unfortunate enough to have my pocketbook stolen from a popular clubroom here in Hartford and was put to considerable inconvenience, I can assure you. On April 13 I received a telephone call from Mr. D'Agata who said he had found a pocketbook belonging to me. The following day I drove over to his home and he had carefully wrapped the pocketbook in paper and gave it to me just as he had found it. Evidently the person who took it had thrown it over at the end of the street across from the clubroom and Mr. D'Agata picked it up from the railroad tracks.

"I was very grateful to Mr. D'Agata for being so kind as to take the trouble of calling me, especially since the pocketbook contained some important things such as my operator's license, keys and checkbook. I asked him what I could do for him to repay in some small measure the service he had done me. He would accept nothing so I thought it would be nice to write you and perhaps show my appreciation in this way."
Five Men Report Single Defect

Remarkable Performance Shows Providence Division Employees Wide Awake

The fact that the Providence Division employees are right up on their toes when it comes to watching out for and making proper report of any unsafe conditions, has been amply demonstrated by our reports of safety citations for the past several months, that division having been very much in the lead in the number of these incidents.

But this alertness was never more ably demonstrated than by an incident during the past month, where no fewer than five different employees of the Providence Division, at different points along the route of a train, noticed and reported a single defect!

On the day in question, as train No. 11 was passing Readville, signal station operator J. H. Steffy reported an unusual noise, as a result of which the train was checked as it passed Canton Junction and Sharon crossings and nothing unusual observed. The train was also examined by a car inspector while standing at the station at Providence, and nothing wrong was discovered.

The noise was reported again, however, by signal station operator M. A. Mignault at Hills Grove; by signal station operator F. L. Gardiner at East Greenwich, by crossing watchman C. M. Tallman at Davisville, and by A. J. Grant, section foreman at East Greenwich.

At Westerly a car inspector met the train and rode it to New London. He found that while the train was in motion the brake rigging came into contact with the safety bars, due to hanger pins being worn on coach 7936. While the defect did not constitute a source of danger, it did cause an unusual amount of noise.

"It is particularly gratifying to me," wrote S. F. Mackay, superintendent of the Providence Division, in commending these men, "that so many of our employees were on the alert and noted that there was something apparently wrong, and I want to thank each of you for your vigilance and prompt action. It indicates that you are closely observing the condition of passing trains for anything that affects safety of operation."

Safety Citations this month reached a new "high" for the year with a total of 55, and, the Providence Division again claims the majority with a total of 44 employees cited.

Following is a list of the citations:

- JOHN ONOFRIO, Section Foreman, New Haven, 86th entry.
- WALTER H. CAPWELL, S. S., Opr., East Greenwich, R. I., 7th and 8th entry.
- C. B. CUREAU, Signal Maintainer, Bridgeport, Conn.
- EUGENE C. GARDNER, S. S., Opr., Wood River Jct., R. I.
- GEORGE D. HEBERT, S. S., Opr., Cranston, R. I. (two entries).
- RALPH J. E. VASHON, S. S., Opr., Stonington, Conn.
- GUY F. COOK, S. S., Opr., Westerly, R. I.
- JOSEPH COTE, Car Inspector, Providence, R. I.
- JOHN F. DEMERS, Crossing Watchman, Wood River Jct., R. I.
- FRANK KEENAN, Crossing Watchman, Wickford, Jct., R. I.
- LOUIS M. MEYERS, Crossing Watchman, Providence, R. I.
- W. C. RUSSELL, Crossing Watchman, Berkeley, R. I.
- ALBERT J. ZEENDER, Police Sergeant, New Haven, Conn.
CHESTER DOLLOFF, Machinist's Helper, Providence, R. I.
JOHN ELLIS, Patrolman, Providence, R. I.
JOSEPH E. KEEFE, Brakeman, Boston, Mass.
JOHN MACDONALD, Maintainer, Providence, R. I.
J. A. MORGAN, S. S., Opr., Midway, Conn.
CHARLES PRIME, Track Walker, Providence, R. I.
FRED PROVENCHER, Leverman, Providence, R. I.
HOWARD F. ROCHFORD, Assistant Signal Maintainer, Providence.

New Steel Rails Ordered

It was announced on April 1 that the New Haven Railroad had placed orders with the Carnegie and Bethlehem Steel companies for 10,000 tons of 130-lb steel rails, to replace 107-lb rail in main line track. This is part of a program which eventually will see the heavier rail in service on the entire main line between New York and Boston.

At the present time we have 234 miles of track laid with 130-lb rail. The new rails just ordered will be of the 39-foot length, which we adopted several years ago, and which is six feet longer than the rails which previously had been standard for a great many years.

The gradual replacement of the 107-lb rail with the heavier 130-lb rail is one of a number of steps which the Company has been placing into effect during the past few years to make for still safer, smoother and faster operation of trains.

Other phases of this program have included the purchase of more powerful locomotives, both steam and electric, purchase of roller-bearing-equipped de luxe coaches for regular trains, third-tracking portions of main line, further extension of automatic signalling, strengthening of bridges, and modernization of freight terminals.
Reynolds and Casey Get 50 Year Pins

Two additions were made to the Fifty Year Honor Roll this month—the names of William H. Casey and H. J. Reynolds, while one name was dropped, F. E. Webb being transferred from the active fifty year honor roll to the pension honor roll.

On the night of May 3 at Will Oakland's Hunter Island Inn a testimonial dinner was tendered to Assistant Superintendent H. J. Reynolds to celebrate his completion of fifty years continuous service with this Company. It might be said that the railroad itself attended, as from the President down, all departments were represented and, in addition, a delegation of veteran commuters, all to render honor to a rare personality. Never before, in the memory of a score of old-timers at least, did any railroader receive such signal tribute.

The idea of a testimonial dinner originated, aptly enough, with passenger train service employees under Mr. Reynolds' jurisdiction, and a committee was formed with Conductor W. W. Apgar as Chairman. How efficiently this committee functioned may be gathered from the fact that, although 375 persons attended, there was absolutely no confusion in getting them seated.

At the speakers' table were Mr. Reynolds, J. A. Darcy, District Claim Agent, (Toastmaster) J. J. Pelley, President, Dr. J. M. Gibbons, General Attorney, M. G. Gonterman, Counsel, F. J. Wall, General Traffic Manager, E. E. Regan, Assistant General Manager, J. F. Loiland, General Manager, N. E. S. S. Co., H. E. Baily, Superintendent, H. L. Filer, Assistant Attorney, C. W. Merrill, General Chairman, O. R. C., J. L. Rowe, General Chairman, B. R. T., and Dr. C. H. Carroll.

"Jim" Darcy, a close friend of Mr. Reynolds, proved a toastmaster par excellence, notwithstanding his preliminary deprecatory remarks. Mr. Darcy started things by relating a few anecdotes about Mr. Reynolds, following this by a request to all present to stand in honor of Mrs. Reynolds, the faithful partner in her husband's career. Next the 50-year men present, who were grouped at one table, were asked to stand, and upon doing so were greeted with cheers. The toastmaster then asked all to bow their heads in silence for a few moments as a gesture of respect to the memory of G. H. Wilson, former Superintendent, New York Central Railroad Company and Wm. H. Dellert, former Master Mechanic of this Company, both of whom recently passed on.

F. J. Wall, introduced as the "biggest" man on the New Haven railroad, proved it by rising to his full 6 feet 4 inches of height, then proceeded to praise Mr. Reynolds, whom he has known since boyhood days, in unstinting terms.

Before introducing the next speaker, Dr. J. M. Gibbons, Mr. Darcy remarked that he was taking a long chance in so doing, as Dr. Gibbons had expressly asked to be excused because he was not feeling well. However, as the Doctor had often in the past called upon him to perform when he was not feeling at all well, Mr. Darcy thought this was a good time to get even since the opportunity might never again present itself. Dr. Gibbons responded gracefully by pronouncing a brief benediction on the guest of the evening.

Mr. Regan, after firing a few heavy broadsides at the toastmaster, called to mind his contacts with Mr. Reynolds over a long period of years, delivered a glowing eulogy on his worth as an operating officer, his sterling character and readiness to defend those under his charge from criticism whenever it seemed unfair or unduly harsh.

Mr. Loiland, the next speaker, said he had not had the good fortune to know Mr. Reynolds over as long a period of time as the others present, but was of the opinion that there must be one dominant quality in Mr. Reynolds' make-up to make such a gathering possible and that quality must be character.

Mr. Pelley said he believed that during the time he has been with this Company he has probably come in contact with Mr.
A small part of the several hundred who gathered to do honor to Hubert J. Reynolds on the occasion of his fiftieth anniversary of service with the New Haven Railroad.
Reynolds, through his frequent trips into Grand Central, more often than most of the officers present. During that time he has been impressed with Mr. Reynolds' integrity and has acquired a feeling of deep friendship toward him, and that feeling alone was the only reason for his presence at the dinner. Mr. Pelley said that during his experience as an operating officer, he has reached a conclusion which he believes to be absolutely true, that is, that an officer may deceive his superiors for a limited length of time, but the men under his charge not at all. They get to know his true stature in very short order. It was evident from the number of Mr. Reynolds' subordinates present and their enthusiasm, that they placed a very high valuation on his integrity and squareness. This reference to "squareness" brought forth instant and prolonged applause, interrupting Mr. Pelley's closing remarks for several minutes.

Mr. Baily recalled his first friendship with Mr. Reynolds made more than 40 years ago, which has broadened out into a sincere friendship with the passage of time. He reviewed Mr. Reynolds' service record in detail and brought the festivities to a climax by presentation of the 50-year pin.

J. S. Twomey, who has commuted on the New Haven for many years, acting as spokesman for the commuters present, congratulated Mr. Reynolds on the completion of a half century of service and his successful supervision of a branch of the service which has continually to cope with the peculiarities of an exacting traveling public.

All of the speakers wished Mr. Reynolds continued good health and expressed a desire that he might still be with us many years hence.

Mr. Reynolds responded by thanking every person present for the wonderful reception given him, and addressing his

Gathering at the presentation of fifty year pin to "Bill" Casey: Left to right (standing) J. E. Cosgriff, Agent, Bristol; L. W. Larkins, G. Y. M., Waterbury; R. T. Lambert, Station Baggage master, Hartford; S. P. Koch, Stationmaster, Hartford; R. W. Johnston, Assistant Chief Train Dispatcher, Hartford; J. L. Vogt, Yardmaster, New Britain; J. P. Curran, Crew Dispatcher, Hartford; C. J. Mulvihill, Agent, Plainville; J. E. Leitch, Agent, New Britain; R. J. Beith, Assistant Division Engineer, Hartford; J. C. Kelly, Train Dispatcher, Hartford; J. C. Owers, Division Accountant, Hartford.

subordinates said that he appreciated thoroughly the co-operation they had given him in the past and which he was sure they would continue to render in the future.

During the course of the speech-making a long distance telephone call was received from C. H. Motsett, Peoria, Ill., who not being able to present in person, tendered his congratulations to Mr. Reynolds over the wire. In addition, telegrams were received from B. R. Pollock, Dr. F. V. Bradley, Bobbie Shafto, W. J. Havard, and H. C. Oviatt.

A dramatic touch was imparted shortly after the dinner started, by the arrival of A. R. Whaley, former Vice president. Mr. Whaley, burdened with the infirmities of age and ill health, was practically carried into the dining room, determined to be present in order to pay his respects to an old friend and subordinate.

* * *

At a luncheon given in his honor on April 11 at the Hotel Bond in Hartford, William H. Casey, trainmaster, was presented with his diamond-studded gold emblem, symbolical of completion of half a century of service with the road.

More than a score of his friends and associates gathered round the luncheon board and paid tribute to the fine character, manliness, loyalty, and good fellowship of “Bill” Greer, with E. E. Regan, assistant general manager of the company, playing a leading role, having come up from New Haven especially to be present at the little ceremony attendant on presenting Mr. Casey with his fifty-year pin.

The actual presentation was made by J. J. Snavely, superintendent of the Hartford Division, who dwelt in his remarks on “Bill” Casey’s wonderful record of service, during which he had many times given unspingly of himself in the interests of his company, always with a loyalty and devotion to duty which is typical of the true railroader.

Mr. Casey was born at Great Barrington, Mass., November 25, 1863. He began his railroading when eighteen years of age, starting as a brakeman in April 1882. In April 1891 he was promoted to be freight conductor, and in May 1908 was made assistant trainmaster. Mr. Casey also served for a period of eleven years as a passenger conductor, his runs being on the old Berkshire and Highland Divisions, and he still holds his rating as conductor, being the No. 1 man on the Berkshire roster.

On September 25, 1927 Mr. Casey was promoted to be assistant superintendent, at Waterbury, being transferred to Hartford on September 28, 1930, when the Waterbury Division was merged with the Hartford Division.

* * *

Mr. Webb entered the service as a fireman on the old Norwich and Worcester Railroad on May 20, 1880, and his first work was firing engine No. 3, known as “Wm. P. Green” in work train service.

Mr. Webb was recently honored by the Brotherhood of Locomotive Engineers with a presentation of a 40-year Service pin, as related elsewhere in this issue.

Mr. Webb is quite rightly proud of the fact that he retired after this long period of service with an absolutely clear record.

Let’s Stop Fatal Injuries

In the year 1932 our record in Safety has improved in all Departments, and with the exception of fatal injuries to employees, shows a material gain.

At the present time we show an increase of 14% in fatal injuries to employees on duty. There is no necessity for this increase. Our men are experienced and with proper care and observance of rules this condition should not exist. While we are now going strong in safety work and have passed through 36 days without a fatal injury there should be determined efforts on the part of all employees to prevent another fatality this year.

In 1931 we went 130 consecutive days without one. We can and must improve the record of 1931.

C. N. Woodward,
Assistant to General Manager.
May 16, 1932.
Traffic Tip Interest Increasing

111 Tips Submitted During Month, Largest Number to Date

One hundred and eleven traffic tips were submitted by various employees during the past month, this being the largest number turned in in any one month since the system of traffic tips was instituted. H. E. Arnold, Traveling Auditor of Providence, continues to uphold his reputation as our premier traffic tipper, by submitting 25 tips during the month bringing his total up to 230.

P. P. Larkin, Traveling Auditor, also continues his good work, submitting 9 tips during the past month and taking his total past the 100 mark.

The next man in point of numbers for the month was E. C. Finney, Agent at Canaan, with 8, while C. J. Sprauer, Agent at White Plains, followed closely on his heels with seven.

Don't forget to send in traffic tips promptly as soon as you hear of any prospective business—of anyone who contemplates making a trip, or who contemplates shipping freight; if you hear of some contracts being awarded which will require the shipping of materials; or if you learn of some shipper who is using other service than ours where our traffic representatives might be able to divert the business to our own lines. Don't forget that this getting of business is everybody's business!

The tips submitted during the past month are as follows:

TRAFFIC TIPS

<table>
<thead>
<tr>
<th>Name</th>
<th>New Tips</th>
<th>Total Tips</th>
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<tr>
<td>E. M. ALLEN, Chief Clerk, Waterbury Freight House</td>
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<td>H. E. ARNOLD, Trav. Auditor, Providence, R. I.</td>
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<td>H. J. BARDEL, Agent, No. Bellingham, Mass.</td>
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<td>M. A. BARYSYAN, Agent, Van Nest, N. Y.</td>
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<td>H. A. BEATTY, Agent, East Walden, N. Y.</td>
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<tr>
<td>G. P. BICKNELL, Agent, Print Works, R. I.</td>
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<td>2</td>
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<tr>
<td>H. A. BLANCHETTE, Agent, Willimantic, Conn.</td>
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<tr>
<td>P. C. BLAKESLEE, Loco. Engr. Derby, Conn.</td>
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<td>H. I. BLANCHARD, Frt. Condr. Hartford, Conn.</td>
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<td>EDW. BRAGG, Chief Claim Clerk, Waterbury, Conn.</td>
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<td>M. M. BUCKLEY, Cashier, Brockton, Mass.</td>
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<td>GEORGE CARROLL, 40 Audubon, Street, Providence, R. I.</td>
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<td>H. C. CASH, Agent, Cordage, Mass.</td>
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<td>A. S. CHARTIER, Agent, Valley Falls, R. I.</td>
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<td>R. CHAMBERS, Starter, Sprg. St. Ry.</td>
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<td>E. F. CRONAN, Agent, Florence, Mass.</td>
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<td>M. F. CROWLEY, Agent, Mt. Vernon, N. Y.</td>
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<td>A. R. DEALTRY, Investigator, Frt. Claim Dept.</td>
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<td>R DILLON, Asst. Chief Clerk, Waterbury, Conn.</td>
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<td>E. L. DOIL, Agent, New London, Conn.</td>
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<td>J. W. ENNIS, Shelton, Conn.</td>
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<td>B. F. FARROW, Agent, Lonsdale, R. I.</td>
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<td>E. C. FINNEY, Agent, Canaan, Conn.</td>
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<td>C. H. FRANCISCO, Agent, Greenwich, Conn.</td>
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<td>F. L. FOWLER, Agent, Oak Lawn, R. I.</td>
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<td>A. R. GATES, Trav. Auditor, New Haven, Conn.</td>
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<td>A. R. JENKINS, Agent, East Foxboro, Mass.</td>
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<tr>
<td>P. P. LARKIN, Trav. Auditor, New Haven, Conn.</td>
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</table>
Railroads' Remarkable Record

Only One Fatality Per 150,093,000 Passengers Carried

The railroads of the United States in 1931 established an extraordinary safety record in the transportation of passengers, according to reports filed with the Interstate Commerce Commission.

Only four passengers lost their lives in train accidents in 1931, the lowest number of fatalities ever reported to the Commission in any one year. This was a reduction of three under the previous low record of seven in 1930 and a reduction of 32 under the number of passenger fatalities in 1929. The relative reduction in passenger fatalities in 1931, compared with 1930, was more than twice as great as the reduction in passenger miles.

Of the four passenger fatalities last year, three resulted from one accident, when a passenger train was derailed. The fourth fatality resulted from a collision between two trains.

For each fatality in train accidents, the railroads carried 150,093,000 passengers. This was the highest average ever attained by the railroads of this country.

In 1930, there was one fatality for every 101,141,000 passengers carried, which up to 1931 had been the best previous record.

The number of passengers injured in train accidents in 1931 was also a new low record for any year, 493 having been reported compared with 790 in 1930. For every passenger injured in 1931, the railroads carried 1,218,000 passengers. In the preceding year the railroads carried 896,000 passengers for every passenger injured.

This remarkable safety record in 1931 has been brought about by the railroads through improvements in and the better physical condition of equipment, installation of heavier rail, constant improvement in signaling devices and operating methods, and through the concerted efforts of both officials and employees to promote safety in every way possible.
Two Million Miles on the Rail

By Joseph Dillaway Sawyer

(note: Joseph Dillaway Sawyer, New York business man, on April 20 started his 720th round trip New York to Boston. Carl E. Ziebe, employed in the Public Office of the Grand Central Ticket Office, referred to below as "Ticket Master"—asked Mr. Sawyer to write a few lines of his reminiscences for ALONG THE LINE, which we take pleasure in printing here.)

When these words were coupled with the letters N. Y. N. H. & H. R. R., they absorbed a big slice of my eighty-three years.

Yes, Mr. Ticket Master, as I board the train today, April 20, 1932, to make my seven hundred and twentieth (720th) round trip between Boston and New York, piling up my railroading record to close to two million (2,000,000) miles of travel, I'll obey your request, and gladly reminisce a bit as I speed across my loved New England.

One of my earliest trips to New York, some seventy years ago, was made to satisfy a boy's desire to see the largest ship in the world at that time, the Great Eastern. Later, the grind of business leaped into the saddle and forced me decade after decade to ride the rail, beginning when horses drew cars uptown to connect with locomotive.

The trip between New York and Boston is delightful, especially by the Shore Line, fringed occasionally by beach, inlet, and bayou, and near by the open sea. Equipped with pad and pencil, I have sometimes written a complete brochure in a single night, and as for daylight writing, it may have rivalled in length in seventy years the telegraph lines that link New York with a nearby town.

The reason for all this railroading was my control of manufacturing plants in Connecticut, Massachusetts, and Vermont, which gave excellent opportunity to feed the restlessness that was my birthright. As for Vermont, every ten days or two weeks for some thirty years found me at the Burlington Mills at Winooski, yet I never saw this beautiful state by daylight.

Spotlights? Certainly, many of them, Mr. Ticket Master, I'll bring a few to the fore. On a cold morning January 1, some fifty years ago, at exactly six a. m. a crash. Thrown from my berth in a Mann boudoir car, the worst sort to occupy in an accident, I crawled out, stood on frozen ground in nighties and saw the locomotive had turned a somersault, and was lying in a gulley some seventy-five or one hundred feet below the tracks at Pelhamville, several of the cars switched to the right and left. The reason was that the station platform had blown across the track, and the locomotive had skidded. Only one person—the fireman (a recent bridegroom) was killed. I held him when he died.

Spotlight No. 2 was when an armed bandit snatched a vest containing about three hundred dollars ($300) from under
Along the Line

May, 1932

Spotlight No. 3. When the Sound steamboat Rhode Island ran on Devil’s Reef at Narragansett Pier some fifty years ago, and broke into tooth picks, I had to use the New Haven road to reach my natal town of Boston. The storm was fierce; the pounding waves terrific; the iron ladder on which I climbed to the boat deck broke in one place while I was climbing. When we reached the boats, they were filled with the crew and roustabouts; the hog frames twisted in two like match sticks, while the cabin floor rose to within three feet of ceiling. Chandeliers crashed, and the cargo began to wash out. With but seventy-five passengers, there was an ample supply of life preservers. With a fellow passenger a Mr. Sturtevant whom I’ve never seen since, we built a raft, placed it in the bow, which was fast to the reef. When morning dawned, the Rhode Island had swung parallel to the shore, and we landed on the rocky cliff by life boat, reaching Wickford Junction by an ox team and Boston about seven o’clock p.m.

Spotlight No. 4. Occurred in the blizzard of 1888, when I beat the New Haven Road to Stamford by twenty-four hours, walking through the storm without overcoat or gloves from Mt. Vernon (where I left the blocked train) to Stamford.

Among side ventures that came to me on the New Haven road was a connection I made with the Mansfield Coal Mines. Yes, there were others, perhaps a baker’s dozen, but we have reached the South Station, Boston.

Reminiscences? Yes, Mr. Ticket Master, no more delightful experience can be mine than to listen to the murmur, whizz, and grind of the wheels. Here, segregated, I create my world with visions and people of the past. Not a single customer of the thousands I knew; not a single leading dry goods commission man of those days who has not “gone West.”

I have lived a strenuous, and in many ways, a delightful life. As the shadows lengthen, and we too near the journey “West”, the following lines seem fitting:

* “The Christening.”

“Life is the stocks, on which that Ship of Ships,
The Soul, rests while it builds; when it is done,
God christens it with Death, and then it slips
Superbly down the ways, its voyage begun
Upon the deep, illimitable sea
Of its uncharted Immortality.”

*Written by a Miss Love, and published in a New York newspaper.

The old Boston and Providence engine No. 29, the “Paul Revere”, with Francis E. Newell (whose death is recorded in this issue) at the throttle.
Good Employee Safety Record in March

A very good record of employee injuries was made during the month of March, when the casualties were only 1.82 per million man hours, as compared with 4.99 for the month of March in 1931. This resulted in the pulling down of the casualty rate so far for the year, that is for the first three months, to 2.65 casualties per million man hours as compared with 5.65 for the first three months of last year.

In four of the Safety Contests during the month of March—the Electric Transmission and Communication, the Stores Department, the Station Service, and the Bridge and Building Department—all points went through the entire month without a single additional injury. In fact if anything, two points gained ground through corrections in the tabulations. In the Station Service group, Providence Division which in last month’s tabulation had one 1 point accident charged against it has had this erased when the facts of the incident had been brought to the attention of Mr. Woodward, and similarly the Boston Division in the Bridge and Building Department.

In the Track Supervisors Forces 19 of the 21 Supervisors went through the entire month without any additional injuries. The only two injuries in that contest during the month were a single point injury under T. D. Prentice, and a 5 point injury under F. O. Hilliers, both New Haven Division.

In the Yard Service, 7 of the 10 points went through the entire month without any additional injuries. Maybrook tumbled from the top all the way to the bottom through a single 15 point accident. New Haven had one additional 1 point injury and so did Harlem River.

In the Signal Department 4 out of the 5 divisions maintained a clear record during March and still maintain a clean slate for the three months of this year. Hartford had a 5 point injury thus spoiling its clear slate for the year so far and putting it at the bottom of the list.

In the Mechanical Department 5 of the 8 points maintained clean slates during the month of March, Cos Cob now being the only one to maintain a clean slate for the entire year to date. New York Division had one 1 point injury, New Haven Division had one 5 point injury and Readville Shops had one 1 point and one 5 point.

In the Maintenance of Way and Structures Department three of the five divisions went through the month of March without a reportable accident, though New York Division is the only one left which still maintains a clear slate for the entire three months. Hartford had one 5 point injury and New Haven Division one 1 point and one 5 point injury during the month.

In the train, yard and engine service Hartford Division was the only one which managed to go through the entire month without an additional injury and still maintains its place at the top of the heap.

The only other change in the ranking in the train, yard and engine service was a change of position between New York and New Haven, New Haven having dropped to third place and New York gone up to second.

The tabulations follow:

### Signal Department

<table>
<thead>
<tr>
<th>Divisions in Ranking Order</th>
<th>1 Point</th>
<th>Injuries 5 Points</th>
<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven</td>
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### Track Supervisor’s Force

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<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
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**Totals** ........................................................................... 7 1 1 27 1,420,510 19.01

### Yard Service

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<tr>
<th>Yards in Ranking Order</th>
<th>Injuries</th>
<th>5 Points</th>
<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
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**Totals** ........................................................................... 7 1 2 42 1,007,343 41.69

### Maintenance of Way and Structures

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<th>Division in Ranking Order</th>
<th>Injuries</th>
<th>5 Points</th>
<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
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**Totals** ........................................................................... 8 2 1 33 2,095,837 15.75

### Mechanical Department

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<th>Division or Shop in Ranking Order</th>
<th>Injuries</th>
<th>5 Points</th>
<th>15 Points</th>
<th>Total Points Charged</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
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**Totals** ........................................................................... 9 4 1 44 2,617,713 16.81
### Station Service

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<th>Total Points</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
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### Bridge and Building Department

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<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
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<tbody>
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<td>100,535</td>
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</tr>
<tr>
<td>New London</td>
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<td>82,993</td>
<td>0</td>
</tr>
<tr>
<td>Providence</td>
<td>0</td>
<td>0</td>
<td>56,834</td>
<td>0</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>0</td>
<td>0</td>
<td>385,347</td>
<td>0</td>
</tr>
</tbody>
</table>

### Stores Department

<table>
<thead>
<tr>
<th>Storehouse in Ranking Order</th>
<th>Injuries</th>
<th>Total Points</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven General</td>
<td>0</td>
<td>0</td>
<td>46,501</td>
<td>0</td>
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<tr>
<td>New York Division</td>
<td>0</td>
<td>0</td>
<td>22,872</td>
<td>0</td>
</tr>
<tr>
<td>New Haven Division</td>
<td>0</td>
<td>0</td>
<td>14,375</td>
<td>0</td>
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<tr>
<td>Boston Division</td>
<td>0</td>
<td>0</td>
<td>12,836</td>
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<tr>
<td>Providence Division</td>
<td>0</td>
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<td>10,871</td>
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<tr>
<td>Montowese Scrap Yard</td>
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<td>0</td>
<td>7,010</td>
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<tr>
<td>Hartford 'Division</td>
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<tr>
<td>Roadway Stores</td>
<td>1</td>
<td>1</td>
<td>8,384</td>
<td>119.26</td>
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<tr>
<td>Readville Stores</td>
<td>2</td>
<td>7</td>
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<tr>
<td><strong>Totals</strong></td>
<td>3</td>
<td>8</td>
<td>187,019</td>
<td>42.24</td>
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### Train, Yard and Engine Service

<table>
<thead>
<tr>
<th>Division in Ranking Order</th>
<th>Injuries</th>
<th>Total Points</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hartford</td>
<td>3</td>
<td>3</td>
<td>337,327</td>
<td>8.89</td>
</tr>
<tr>
<td>New York</td>
<td>4</td>
<td>24</td>
<td>501,720</td>
<td>47.83</td>
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<td>New Haven</td>
<td>14</td>
<td>44</td>
<td>648,573</td>
<td>67.84</td>
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<tr>
<td>Boston</td>
<td>7</td>
<td>57</td>
<td>733,028</td>
<td>77.76</td>
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<tr>
<td>Providence</td>
<td>2</td>
<td>37</td>
<td>267,056</td>
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<td><strong>Totals</strong></td>
<td>30</td>
<td>165</td>
<td>2,487,734</td>
<td>66.33</td>
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### Electric Transmission and Communication Department

<table>
<thead>
<tr>
<th>Departments</th>
<th>Injuries</th>
<th>Total Points</th>
<th>Man Hours Worked</th>
<th>Points per Million Man Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Communication</td>
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<td>0</td>
<td>80,883</td>
<td>0</td>
</tr>
<tr>
<td>Transmission</td>
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<td>0</td>
<td>55,667</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>0</td>
<td>0</td>
<td>136,550</td>
<td>0</td>
</tr>
</tbody>
</table>
The Yankee Clipper

By *G. D. Allen

Rolled from the yards
As if from a bed,
The glittering limited
Is quickly sped.

Made up and ready
For the Clipper’s run
Awaiting the hoghead
To give her the gun.

The passengers enter
And exclaim in delight
At the picture of comfort
That unfolds to their sight.

But now it is time
To take up the flight
And an “o-three hundred”
Is coupled on tight.

Out of the terminal
And past the tower
The Clipper is drawn
By electric power.

Slow thru the tunnel
Then faster and faster
As the motor answers
The touch of a master.

Up off the Central
And onto the “main”
For the Yankee Clipper
Is a New Haven train.

The board must be clear
For the Clipper you’ll find,
As she rolls to the Eastward
In the race against time.

New Haven! At last
And right on the dot.
The motor is finished
But steam’s on the spot.

The big “thirteen hundred”
Is quickly connected
To a long fast run
She will soon be subjected.

A toot of the whistle
The hiss of the air
The Clipper is off
With no time to spare.

On thru the sunset
Perhaps thru the rain
To the fast running limited
Is always the same.

Over a river
And now near the Sound
While far up ahead
The drivers still pound.

From daylight to darkness
From snow into rain
Nothing must stop
This fast running train.

Time has been fleeting
But the Clipper is fast
And now she must pause
’Tis Providence at last.

The engine is panting
She’s made a fast run
But the end is not yet
For the trip is not done.

Providence to Boston
Is less than an hour
When riding the Clipper
The symbol of power.

South Station!
The end of the run
Right on time
The Clipper is done.

Back to the yards,
As if to a bed
The glittering limited
Is quickly sped.

*Son of Jerome L. Allen, Ticket Agent, Port Chester, N. Y.
HE'S MY BOY!  *Little Stories of Sons of Railroaders*

THE HALPIN QUARTET

Daniel B. Halpin, employed at the Cedar Hill Transfer since 1923, has as fine a quartet of boys as can be found anywhere, and certainly has every right to be proud of them. It is with pleasure that we picture them on this picture. Dan, Jr., William Howard, Robert J., and Kenneth J. and all graduated from St. Francis Parochial School in New Haven.

They are typical outstanding American young men. Dan, Jr., has the honor of being the late Knute Rockne’s last football manager. During his early days in school he found time to sell newspapers and also to act as a golf caddy at the New Haven Country Club. Later while at Boardman, he finished his days as a caddy and after graduation was employed on the construction of the Yale Golf Course, being made assistant professional to Ben Thompson. Ambition finally led him to Notre Dame University, where he graduated in 1931.

William Howard also did caddying at the New Haven Country Club in his spare time during his school days. While at Hillhouse High School from which he was graduated, he followed his hobby of golf and later secured a job with the New Haven Railroad at the Cedar Hill Transfer. Eventually however he left railroading to enter the employ of the National City Bank in New York City, continuing his studies at Yale at the same time and
is expected to be in the graduating class of 1932.

Robert J., followed along very closely in the footsteps of his brother William, as far as Cedar Hill Transfer, but he left there to accept a position with Rice, Miller & Company, brokers of New York City. Eventually, however, he landed at Notre Dame, where his brother was then football manager. He plays baseball, basketball, and was one of the many squads composed of "Varsity" players under the instruction at the South Bend College of Hunk Anderson and Coach Tom Yarr. He decided to follow in the footsteps of Dan Hanley, a former school-mate, and is at present attending Northwestern University at Evanston, Ill., where he expects to graduate in 1934.

Kenneth also did caddying and sold newspapers in his spare time while at school, and after graduation from St. Francis school, attended St. Michaels Seminary at Winooski, Vt., and later entered Hillhouse High, where he has acted frequently as a sports writer for the New Haven Journal Courier. He will be in the graduating class of 1932, after which he expects to enter Northwestern University.

We congratulate Dan Halpin on his fine quartet of boys.

"Splendid Cooperation and Personal Interest"

HIRAM S. Cady
Chicago, Ill.

G. E. Bagre  John O'Connell

G. E. Bagre

"Please permit me to express sincere appreciation of the splendid cooperation and personal interest displayed by Mr. John O'Connell, Assistant Baggage Master at New Haven, and one of the station masters on duty at 11:45 P.M., Wednesday evening, March 2nd.

"While a guest of Mr. Thomas F. Clark of New Haven that evening, I recalled having left my handbag at Hartford, and the genuine interest taken by Mr. O'Connell and the station master* mentioned—whose name I failed to obtain—is gratefully recalled."

*G. E. Bagre.

Accidents Which Should Have Been Prevented

YARD BRAKEMAN—Was walking toward ladder to get down from top of car when he caught his foot in cuff of overalls and fell to top of car, rolling off to ground. His pelvis bone and two ribs were fractured.

HOSTLER—Had spotted engine at water plug and was climbing over coal to get to the tank when coal moved under his feet and he fell over side of tender to ground—a distance of 12 feet—fracturing skull.

TRUCKER—Assisting in handling a crate of freight weighing about 600 lbs., 10 ft., 7 in. long, 7 ft., 9 in. high, and 19 1/2 in. wide, when crate tipped over and he was caught underneath same, fracturing rib and bruising back.

FREIGHT CONDUCTOR—Strained back lifting on drawbar which had pulled out when air was applied on train.

ENGINE PREPARER—Had right ankle burned by steam; while disconnecting hose, it slipped from hand.

KEY PUNCH OPERATOR—Cut hand closing window by pushing on glass instead of using handles on window casing.

FIREMAN—Shaking grates when shaker bar slipped off grate shaker pin. Bruised shoulder.

CONDUCTOR—Attempted to open trap door. Trap door came up suddenly, bruising shin.

MACHINIST HELPER—Had right eye burned while draining lubricator on engine.

TRAIN BAGGAGEMAN—Right arm and hand bruised, falling over steam valve.
These interior views at Woodmont Tower, one of the beauty spots at the west end of the road, show that the men in that signal station are just as fastidious about the appearance of the inside of the building as they are about the care of the grounds outside. Both these pictures are of the middle floor, the top one showing the clothes closets and the "Rocky Mountain Eagle", while the lower shows the tool rack.
In April, 1932, Two Employees Received Fatal Injuries

Road Freight Brakeman. Fell from car and was run over as the train was making a switching movement. He was attempting to cross over the end of a low side coal car when he fell; cars were moving in a smooth and easy manner and there were no jerks or jars, which would cause him to fall. Inspection of car showed it to have all safety appliances in good condition. The brakeman was thoroughly experienced, having been in the service twenty years, most of which were spent in the territory in which he was working.

Road Freight Flagman. In alighting from moving train to throw switch and derail, slipped and fell, his arms being caught under wheels of last car in train. He was an experienced man, a qualified conductor, and thoroughly familiar with the work he was performing, and the physical characteristics of the territory through which his train was being operated. Train was moving slowly and there was no unusual jolt, jerk, or jar, which might have caused him to lose his balance.

Let us be on our guard against such accidents.

"Speed Witch" Helps Them Get Business

"We want you to know the value that the new Philadelphia to Worcester service we find the Speed Witch will be to us. It certainly is going to be an advantage not only in delivering but it is going to help us get business. "We had a shipment leave Philadelphia on the 7th from the Dill & Collins Company and it arrived here the 8th and we were able to make delivery to our customer by 2.30. Heretofore on the kind of paper in this particular shipment other mills could get it in here before we could and it meant that we lost business occasionally. We have given instructions to our mill to ship everything via this train from now on. Heretofore it has been coming in by boat to Boston."
Appointments

Floyd J. Pitcher, Assistant Engineer of Structures, was promoted to Engineer of Structures, with the same headquarters, at New Haven, succeeding P. B. Spencer, effective April 1. Mr. Pitcher was born on February 6, 1888, at Somerville, Mass., and is a graduate of the Massachusetts Institute of Technology. In October of 1910 he began railroad work on the Boston and Maine, in the office of the engineer of structures, and in April, 1916, he left the railroad to become connected with E. W. Wiggin, consulting engineer at New Haven.

In August, 1918, Mr. Pitcher entered the service of the New Haven Railroad as a draftsman in the engineering department, and in October 1920 was appointed assistant engineer of structures, the position he held until his promotion to be Engineer of Structures.

* * *

Omer McMurray, traveling freight agent, was transferred to Atlanta, Georgia, effective April 25. Mr. McMurray was born at Warren, R. I., April 7, 1894. He entered the service of the New Haven Railroad in 1917 as a telegraph operator on the Old Colony Division at East Taunton. Subsequently he worked at various stations and a year ago was appointed traveling freight agent at the New England Steamship Company, the position he held until his present appointment.

A Few Safety Suggestions

BY WM. HOWARD BARRY

Van Nest Shop

Be careful today, lest you be a car full to-morrow.
Don't throw the twig that tripped you, in the path of your neighbor.
If you see danger ahead, avoid it, and warn the other fellow.
Don't jump over a hole, walk around it, it might be a bottomless pit.
Don't monkey with a machine of which you know nothing, it may be a fool killer.
Never try pushing a load up a hill, it might get balky and roll back and over you, then, curtain.
Think well before you act, impulsiveness has deprived many of life and liberty.

AND REMEMBER

Because you have never met with an accident, is not a guarantee of immunity, many who never died before, will die to-day.

A careless act may cause a catastrophe. Don't risk a life time of pain, for a moment of pleasure.

Your carelessly carrying on, may result in your carefully carrying off.
Be careful now and always, it is much better to have your friends gather around your beer, and say what a good fellow you are, than to have them gather around your bier and also beer, and say what a good fellow you were.

A Grateful Mother

MRS. FLORENCE B. HARTH
Rye, New York

"This is just a mother's way to say 'Thanks' to you* for the quickness with which you stopped the train last Monday morning when my daughter, Jean, fell from it.
"We feel that it was just a miracle which saved her from injury or worse!
"If you have ever witnessed a near tragedy of any member of your family you can perhaps understand my feelings as I watched my daughter from the window, and seeing what I did, you can just see how grateful I am.
"Trusting that you will accept my appreciation in these mere words."

*Engineer A. L. McBrien.
Patronizing Home Industry  
*(From the Westerly Sun)*

We believe in trading at home. We believe in helping our own taxpayers. There is only one larger taxpayer in Westerly than the New York, New Haven and Hartford Railroad, and that is the Bradford Dyeing Association. The New Haven Road in common with every other railroad today is suffering because of competition from bus lines and the many independent truckers.

Experience has shown it is not a kindness to keep some truckmen in business. They will carry loads so cheaply that they are not able to replace their own equipment when it is worn out. The cost of trucking not only includes the labor, gasoline and oil, but the wear and tear on the truck. Then there must be a fund laid aside to buy a new truck when one is worn out. That is called depreciation. Yet most truckmen do not consider these items of cost. If they did, many of them would be not able to compete with the railroads as long as they do.

The facts are, as was shown the other day when officials of the New Haven Road spoke in Westerly, that cartage of freight is cheaper by rail than by truck. The merchants themselves in Westerly appreciating what the New Haven Railroad has done for Westerly in the past in the line of train service, both freight and passenger, are determined they shall turn their business to the New Haven Railroad, the biggest taxpayer in town.

The New Haven Railroad has always been very liberal with Westerly. It built us a fine station some 20 years ago. It has refused to let advertising agencies cover that station over with advertising signs as is done in other sections. It has protected the town. The policy of the New Haven Railroad has been to get in step with the ideals of Westerly.

During the past year the grounds around the railroad station have been beautified. In a few years when the rose bushes and shrubbery have been given a chance to grow, Westerly will be one of the prettiest spots seen from the windows of a passenger coach. And not only will it be a pretty spot, but it will be a busy spot too. All passenger trains stop at Westerly with the exception of the "Limiteds". There is no station anywhere which gets any better service than does Westerly.

Atlantic City Connection With the "Senator"

Attention is directed by a Passenger Traffic Department circular to the Atlantic City connection at New York (Pennsylvania Station), between The "Senator" and P. R. R. train in 1085, as follows:

<table>
<thead>
<tr>
<th></th>
<th>Daily</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lv. Boston</td>
<td>The &quot;Senator&quot; 177</td>
</tr>
<tr>
<td></td>
<td>Providence</td>
</tr>
<tr>
<td></td>
<td>Westerly</td>
</tr>
<tr>
<td></td>
<td>New London</td>
</tr>
<tr>
<td>Lv. New Haven</td>
<td>177</td>
</tr>
<tr>
<td></td>
<td>Bridgeport</td>
</tr>
<tr>
<td></td>
<td>Stamford</td>
</tr>
<tr>
<td></td>
<td>Due New York (Pa. Sta.)</td>
</tr>
<tr>
<td>Lv. N. York (Pa. Sta.)</td>
<td>P.R.R. 1085</td>
</tr>
<tr>
<td></td>
<td>Due Atlantic City</td>
</tr>
<tr>
<td></td>
<td>e—Except Sunday.</td>
</tr>
<tr>
<td></td>
<td>x—Except Saturday and Sunday; Will not run</td>
</tr>
<tr>
<td></td>
<td>May 30, July 4 nor Septem ber 5.</td>
</tr>
</tbody>
</table>

This connection affords a thirty minute earlier arrival at Atlantic City than is the case when passengers are routed via North Philadelphia. On Saturdays and Sundays, when P. R. R. No. 1085 is not operated, the connection is made with P. R. R. train 1029 leaving North Philadelphia at 6.59 P. M., due Atlantic City 8.05 P. M.

SELL EXCURSIONS!

Every Sunday there are many attractive excursions by New Haven Railroad to places of interest.

These excursions offer a wonderful opportunity for employees all over the system to show their salesmanship.

Sell them to your friends! See the list of excursions during June, on the back cover of this issue.
B. of L. E. Honors Two Veterans


B. of L. E. Division No. 64 at Worcester, Mass., united with the Ladies Auxiliary in giving a dinner at Pythian Hall on February 7 in honor of two retiring veteran engineers. The men so honored were Frederick E. Webb of Worcester, Mass., in the employ of the New Haven Railroad for fifty-two years, retired February 4, 1932 with an absolutely clear record, and Frank B. Woodis of North Brookfield, Mass., in the employ of the Boston and Maine Railroad for 38 years, retired Christmas, 1930.

The esteem in which these men are held by their fellow employees was shown by the filling of the hall to capacity. Numbered among the guests were some from Springfield, New London, Norwich and Putnam. Mr. Webb and Mr. Woodis were each presented with a purse of gold. Mrs. Webb was presented with a beautiful bouquet of flowers. John B. Granger very ably made the presentation. Herbert L. Richardson of Norwich, Connecticut, spoke of the splendid and loyal service Mr. Webb and Mr. Woodis had rendered the railroads.

New Haven "Vets" Annual Re-union

The annual re-union of the New York, New Haven & Hartford Railroad Veterans' Association will be held at Wilcox's Pier Restaurant, Savin Rock, West Haven, Conn., on Saturday afternoon, June 11, and a cordial invitation is extended by President John H. Keeler to all employees with twenty or more years' service to attend the meeting.

A luncheon will be held at 12 o'clock, Eastern Standard Time, following which a good entertainment will be given in the hall over the restaurant, starting at 1 P. M.

Mr. Keeler urges members to bring along their families and make a real holiday outing of it at Savin Rock, with its many amusements and attractions.

Trolley cars for Savin Rock pass directly in front of the railroad station at New Haven, and Wilcox's is only one block from the trolley station at Savin Rock.
Passenger Conductor George H. Hamilton took the Nantasket Beach run on April 30. The many attractions at the beach resort will not cause George to lose interest in the Boston Braves. He is one of the Braves' loudest boosters.

George Broderick, Agent at North Scituate, has been confined to his home for some time on account of sickness. It is hoped that he will soon be able to resume work. His place is being taken by J. E. Kierstead.

Yard Clerk Herman Leonard of Taunton has bid in the third trick in Taunton yard after being on the second trick for several years.

Passenger Conductor Charlie Remick has returned from a two-week's vacation spent visiting his son in North Carolina. Engineer George Cannon, of Hyannis, has resumed work after a long lay off, suffering from an injured foot.

The boys on the Milton freight say that Flagman Dick Keating must have discovered the fountain of youth. He looks twenty years younger since coming on that job.

R. B. Taylor, signalman at South Braintree, spent the last three days of April at Johnson City, N. Y., visiting friends.

Martin Welch, signalman at Southampton St., was off duty during the latter part of April on account of sickness and death of his mother, who passed away on April 26. We extend our sympathy.

George B. Pierce, signalman at Braintree, was held up on his way home on the night of April 26. George did not wait for the highwayman to make known his intentions but let him have a solid right to the jaw and the hold-up artist went down for the long count. Among his associates George is known as "One Punch Pierce".

William B. McDonough, Ticket Agent at Braintree, returned to work on April 8 after a long sickness. On April 15 he had the misfortune to fall down a flight of stairs, injuring his head and shoulders, and is again confined to his home. It is hoped that he will soon be able to resume duty.

E. M. Wise, signalman at Whittenton Junction, who passed away on April 21, after a long illness, was a very faithful employee, with 31 years service to the company, and was held in high esteem by all who knew him, who regret his passing.

The many friends of Passenger Conductor George M. Hobbs, of Woods Hole, are sorry to hear of his long confinement in a New Bedford hospital, suffering from strained ligaments of the back.

The death of Mrs. Casavant, wife of Conductor Joel A. Casavant, of the Boston Division, occurred on March 19 after a short illness at her home in East Providence, R. I. Mrs. Casavant was well and favorably known for her kind and charitable deeds. We sympathize with Conductor Casavant and daughter, Marguerite, in their loss.

Ernest H. Phelps, Baggage Master, Boston Division, returned from a vacation on April 13. Mr. Phelps, while away, visited the South Sea Islands and points of interest along the South American coast, and then went to California. Mr. Phelps has a home in California in which his wife and two children are now living. He has two daughters attending U. C. L. A. Both are expected to graduate this year.

The condition of Enos D. Carver, Passenger Conductor, of North Easton, shows steady improvement.

Cornelius Dee, formerly Section Foreman at Fayville, is now located at Raynham Section.

The many friends of John Drugan of Taunton Yard are pleased to learn he is on the road to recovery.

Al Shaw of Providence has returned to work after a siege of the Flu.

Milan A. Brayton, Passenger Conductor, has again resumed work after being away two weeks on account of a severe cold.

Passenger Conductor E. E. Meacham is now wearing a broad smile. Have you noticed his 50-year pin?

Chas. E. Hoye, Jr., son of Engineer Chas. E. Hoye, of Taunton, is again on the honor list at Holy Cross College. Each year he attains this honor. Fine work, Charles!

Anna Goodman, formerly of the Ziegfield Folies Company, and now News Agent at Braintree Station, recently visited Dedham, Mass. Anna, on her return home to Braintree boarded a trolley car routed to Providence instead of
This old freight receipt and timetable were given to W. G. Lucuyer, Ticket Agent at Taunton, by L. B. Goward, 73 Winthrop Street, Taunton. Mr. Goward thinks these sixty year old documents might be of some interest to the readers of Along The Line. They are certainly well preserved.

Boston, and got as far as Walpole before she discovered her mistake. She was six hours making the return trip home. We hope Anna will be a little more careful in the future while riding on street cars.

We are pleased with the appointment of Fred Mulligan as Chairman of the Board of Registrars of Voters in Braintree. John Manion may be a delegate at the National Convention in Chicago and he may deliver radio addresses, but Fred has got it "all over" John as Chairman of the Board of Registrars of Voters in Braintree. Good boy, Fred!

The members of the Passenger Train Employees' Association were treated to some very clever pool playing by Milan A. Brayton, Conductor of the Boston Division on April 30. Milan made several runs of one.

Manly E. Davis, Boston Division Conductor, has returned to the service after an absence of three months. Manly was quite painfully injured by an automobile in Braintree.
John Manion has been elected as a district delegate at the Democratic National Convention to be held in Chicago.

Thos. Devine of Supt. Mitchell’s Office reports one boy, 7 lbs. 12 oz., who arrived on April 1. (Not an “April Fool” joke.)

Readville Shops

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

GEORGE EDMONSTON, M. D. A.

CORRESPONDENTS

Congratulations to Harry Baldwin, who is now the proud father of a most winsome wee bit of femininity.

“Johnny” Moran, our great all around vaude-vilist and entertainer, is in constant demand at social affairs in Greater Boston and as far away as New Bedford.

Outside of Boston, Norwood and Quincy contribute the greatest number of Readville employees. Norwood proudly boasts of being the home of our two General Foremen, Messrs. J. J. Donovan of the Locomotive Dept., and A. C. Meyer of the Car Dept. But the Quincy contingent now cockily call attention to the fact that on May 27, President J. J. Pelley, esquired by Vice-President A. P. Russell, will speak in Quincy under the auspices of the Quincy Chamber of Commerce.

And for good measure, our Quincy friends point out that Readville’s Supervisor of Bonus and Production, the popular and handsome Frank Whitaker, finds Quincy a most congenial place of residence.

Larry O’Toole’s activity in the Erecting Dept. is fast regaining for him the sylphlike elegance of form reminiscent of when he was the Apollo of Nuttings on the Charles.

Arthur Yeomans is a man of few words but what he does say is electrifying.

“Bo” MacMillan is fast rounding into shape.

Our sympathy is with Fred Mather, whose Foxboro residence was reduced to ashes while Fred was at work.

Boiler Inspector Charlie Stokes suggests a low water alarm for Robbie’s Hudson, the radiator of which occasionally boils over.

Mcintosh never lags—even when lagging.

Carl Assmus is fooling ‘em all—he hasn’t topped off a boiler as yet.

Bill Wager is our best bet when it comes to “Air”, also the multifarious boiler fixtures and appliances.

The “Pops” season is on at Symphony Hall. Wager, Thurston, Galloway and Kowalski kindly notice.

Billy O’Neill persists in remaining the despair of ambitious mothers and their receptive daughters.

Arthur Blood served as a Superior Court juror at Dedham during May.

Inspector Scott’s new spor roadster looks speed plus, but Abner, after watching wheels being turned all day, why spend your nights keeping the wheels revolving?

ANSWERS TO CORRESPONDENTS

(Interested): No! “Connie” hasn’t married the “old lady” yet.

(Dolly): Charles Mixer Ward is his full name. No! He has given up the stage for awhile. Yes, we agree with you that he resembles Jack Oakie. In fact, Jack is our pet name for Mr. Ward. No, to your last question, for

Sergt. Peterson, militaryocrat and Loco. Valve gear expert, looks over Privates Ritchie and Letasz, machinist apprentices, doing “kitchen police” at Fort Wright.

Mr. Ward is still heart whole and fancy free. His great ambition just at present is to get Mr. O’Donnell, D.D., safely married.

(Boilermaker): Naw! Yuh got Bill Patten all wrong. He’s no John D. Rockefeller, nor Geo. Holst. When mention is made of Bill’s roll they mean his nautical gait acquired on the decks of square riggers that Bill sailed over the Seven Seas.

(W. Weeks): Billie Miller, our erstwhile shopmate, is now with the Canadian National at Stillarton, N. S. His sister is married to Major J. J. MacKenzie, the handsomest railroad man in Canada.

(L. Nevers): Yes, Letasz is still serving time but Johnny is not a bad kid, even if he is a machinist apprentice.

(Nick, Baker, et al.): We put your query to Sergt. Wm. Laskey, our governmental authority, and he affirms there is no legal basis for the assertion that residence in Quincy is not considered residence in these United States.

READVILLE

By George Edmonston

There’s so many missing faces among those present these days that one is almost surprised to know those one sees.

There’s Gen. Vice-Pres. Cooper, in black sweater and grimy face, waving his hands like a shipwrecked sailor. Can’t be sick, for his face is the picture of humor. Ah! We found he’s a rigger. You ask him, boys, how the rope splicing goes. He says the job is worth the price of admission.

And so it must be, for from the floor one can see many strange sights.

There’s Inspector Alex Armour with his Ben-dictine posture scrutinizing the production of his old assistants.

There is V. P. Edmonston (if you can make out through that sooty black exterior), and say, if you are not mistaken, his bread-basket...
SAFETY AT READVILLE

A feature connected with the numerous Safety First activities at Readville is a show case located in the locomotive shop for the exhibition of goggles damaged while being worn by various employees:

These goggles are clear cases of where the eyes of the men who were wearing the goggles were saved, the cards beneath giving a complete history of the accident. These goggles were saved and put on display for all the workmen to see due to the fact that they are concrete evidence of the values of goggles being worn at all times by those designated to wear them.

In connection with this display, one of the fundamental reasons for advertising the damaged goggles is to bring home to all the necessity and importance of wearing goggles at all times when at work, as in the past cases have occurred where a man lifted his goggles only to find he was not quite done with the job, and he would strike another blow, which has resulted in some foreign substance striking the eye, resulting in its loss.

Seems to be shrinking an inch or two. Well, running boards sure demand exercise.

Mike O'Toole! What's he doing on his knees on that greasy floor? Saying his prayers? Oh, no! He's lining guides. If you don't know it, he's doing a close job of it. Why he's worn out one eyebrow already.

Jones sure is a miracle man. While doing front or rear ends he still can keep clean enough so one can see the color of his eyebrow. Seems he spends his noon hour touching up the old Studie. Maybe, though, he touched up somebody with that bumper, eh, Mr. Jones?

The greatest surprise of all to some was to find Tom Hardgraves really passing the time of day with his old "side-kick," Big Bill.

And Frank Kremer can now make faces at the valve gear and motion work. Young "Red" Hardgreaves is helping to amuse Frank Potroline on the Cyl job.

Frank wishes "Don" Gurney were back because he is sure of 200 or 300 per cent; you see, figuring the way he's working and the paid percentage he surely knows Red hasn't learned how to write plain English yet.

It's not only the "green-horns" that are off the count either. Experienced men like Eddie Force and John Irving find conditions unfavorable to over-production but we'll all get acquainted—or maybe we'll all get a break like the gang on the wheel job some day.

Only an expression of sadness can fitly say how we feel at the happenings to so many of our Supervisory force.

Still, there are bright spots like our association with Sammy Goldberg. Yes, as a conversationalist in and out of good form he is without a doubt the writer's match. Indeed when Sammy appeared with a doubledecked "Shiner" your Vice-President was accused of being mad at being outtalked. But Sammy relieved the situation by admitting it was a present from the Mrs. at his loss of bonus. However he gracefully sat down to pull on Kremers Guide Bolts and shortly he was bargaining for a stronger pull as against a second shiner.
Genial Mr. Sweetster, after a session with a contrary flueblower, had the side of his head wrapped up and one surprised friend, on inquiring for the Sweetster version of the latest events, received a lurid expression of his roster right of such queries. There's Graves! Now he's a boy who landed squarely on his feet as Radial Drill Operator when he was tossed from the balcony. All his damage so far is cracked eye-glasses.

One of the peculiarities of the present pessimistic viewpoints is that at least one half the wild rumors are said to have originated with this writer, and it is remembered that this writer has repeatedly published his very real distaste for the rumor and its creator.

**South Boston Passenger Yards**

O. D. Saunders, Pres. M. D. A.

CORRESPONDENT

What's the matter with having a Proud Grandparents' Club on this road? Some of our liveliest workers would be eligible for membership. Look these over—Dick Warren, Florence Johnston, Jim Clancy and John Buckley.

If you hear of Frankie Burns mooing or chasing a bull don't get excited as he is on a milk diet and feels he is growing horns.

I understand Pat Mitchell joins the 'I Do' club June 1, 1932. Good luck, Pat.

Glad to see our old friend Thomas Loughlin, Carman, back on the job after his recent trip to the Panama Canal Zone and the West Indies.

Tom says he never saw so many bananas in all his life as he saw at Jamaica in his short stay there and another pastime he enjoyed very much was throwing coins in the water and watching the natives dive for them. No mention made of the denomination of the coins.

Welcome back to James Malone, Pipe Fitter, after an extended trip through the south and West. Jim says its all right to go sight-seeing but there is no place like home and the home folks.

Miss Edna Sullivan, Stenographer, General Foreman's Office, and Miss Frances Flaherty of the Dining Car Department, made a hurried trip to New York to attend the Dining Car Stewards' Annual Ball. We are sure that Frances went to the Ball, but Edna—well, you know John is in New York and between the Fifth Avenue Buses, the dance and walking Broadway, the two girl friends used four bottles of foot lotion to keep the hot dogs cool.

The sympathy of all is extended to the following who are on the sick list, with the hope that they will be back on the job soon: Malcolm L. Blanchard, Joseph Connolly, James A. Carney, Phillip D'Andrea, Mrs. Margaret H. Greene, Mrs. Alice M. Jennings and Foreman William Young.

**LIVES ARE CHEAP**

When I was young I lived in a city near Paris on the Seine River and was very fond of rowing—one day three well dressed men came down to the shore of a forest and carried a small boat across the river, which task took about two hours. The first half hour they talked to each other about things which I did not understand, finally, one of them spoke to me and asked me if I understood Chemistry. "No," I said, "I do not." "Well, the best part of your life is gone," he remarked. After the use of foremen, damage so far is cracked eye-glasses.

All the time the conversation was going on I noticed a squall coming up and I asked the three gentlemen if they could swim and they all answered 'NO'. Just then the boat capsized and I yelled to them, "That's too bad, because all your lives are gone."

John Seyon, Carpenter.

Our sincere sympathy is extended to one of our inspectors, Reginald E. Creighton, who recently had the misfortune to lose two little girls, aged 5 and 3 years, by a fatal accident. It appears that Mrs. Creighton had filled a glass container with kerosene oil and while turning it upside down to place it on the back of the oil stove it slipped from her hands onto the hot stove and exploded. The flames from the burning oil spread around the room and caught the clothes of the two children who were standing nearby. Mrs. Creighton, who was severely burned on the hands and arms, caught up the children and carried them outdoors, extinguishing the flames, but not before they were so badly burned that they died a few hours later. She then rushed to another room and rescued two younger children and carried them to safety unharmed. After performing these heroic acts she collapsed. Mr. Creighton is a general favorite in and around the South Station and his many friends both here and at South Boston contributed quite liberally to aid him in his hour of trouble.

**Southampton Street**

Isaiah Dopkeen

CORRESPONDENT

The General Foreman's office has been repainted and rearranged in a very efficient manner, there being a neat wire fence dividing the clerks' quarters from the space where desks are placed for the use of foremen.

We notice that the fire fighting brigades have been reorganized in the engine house. It is hoped that there will be no occasion for a fire call, but if there is, a fire will be a short lived affair if recent fire drills are any criterion.

SEE HERE—It is well to remember that it is illegal to remove, displace, damage, destroy or carry off any safety device, safeguard, notice or warning furnished by an employer, or to in-
terfere with the use of any method of progress adopted for the protection of the employees.

The worker who robs the First Aid Box, removes a safeguard, fails to wear goggles, scoffs at reasonable orders, takes unnecessary risk, or stands idly by and without protest sees another employee do one or all of these things, thereby shows the wrong attitude, and the boys again re­-move care aside to the detriment of life and limb.

It is hard to keep a good man down—but carelessness will do it.

There is one thing that we should take seriously, and that’s accident prevention.

Going through the round house, we found Eddie Logan as communicative as a clam. His longest word is “yes” and the shortest “no”.

Jim Todd hasn’t been around the engine house looking for lost tools for some months and the boys are wondering if he is well.

Air, air,—Gus Miller has a very studious look and we are wondering if he has discovered something new. Bill Healey of the third shift told us that he was going to study medicine; his recent experience with doctors convinces him that some of them take life easily.

Mike Hanaway is a milk fiend, he brings in a pint and on his lunch hour buys another; he says it is to get his back up.

Dick Unwin is still waiting for his son and heir.

Chief Engine Dispatcher Morrissey discarded his black derby for a straw hat April 30.

John Weschrob is around with a sore nose; Lena must have some fist.

We greet the short wave station WLCCU, 345 Adams Street Dorchester, Mass., owned and operated by Inspector Irving J. McLean. This station sends and receives. We hope in the next issue to give more particulars regarding this interesting station.

“Put and Take” isn’t always a gamble. When you put more vim into your safety efforts you’ll take more profits out of your work.

Another way to start the day off wrong is to go to bed at 2 A. M.

The annual dance of the Midland Division Local, M. D. A., was held at Intercolonial Hall, Dudley Street, Roxbury, on Friday evening May 6. The affair proved to be a great success, there being over 600 people in attendance, due mainly to the efforts of the following committee: George Piggott, Floor Marshal, John Moriarty, Chairman, Adolph Greenwald, Treasurer, and Edward Logan, Ernest Wright, George Chubb, Edward Muir, Frank Ryan, Michael Hanaway and James Burke. The proceeds of this dance will go toward defraying the expenses of the annual Field Day which is to be held on or about the 17th of June. Among the guests at the dance were a number of our prominent officials.

Providence Division

F. A. Lindoff, Correspondent

The Men’s Bowling Tournament ended with an evening of entertainment at the Shrine Club in Providence on May 5. The boys gathered early and had a preliminary of bowling, following which they sat down to dinner and thoroughly enjoyed themselves. Following the dinner, Stanley Mackay, Superintendent, made presentations of prizes to the various winners, which were in the form of a very elaborate and suitably inscribed key purse. Awards were made to Gordon Plant for high string record of 153 and high average of 104, and to Eddie Weis’ Senators, the winning combination consisting of Ed­die Weis, Arthur Chartier, Ed. Zeller, John Bell and Ed. Russell.

Following the presentation it was voted to en­gage alleys for next winter’s tournament. The tables were then cleared and a short program of entertainment was presented. Frank Penn and Joe O’Rourke put on a specialty and sang “What Can I Do For You”. They were well made up for their parts and brought forth much applause. Following the entertainment, the boys again re­turned to the alleys and spent the rest of the evening blowing smoke and presenting alibis for their failure to do something during the past season.

Local friends of Floyd Pitcher were much pleased with his promotion to Engineer of Struc­tures and extend their congratulations.

We are glad to see Eddy Beckett around once more, following an operation for appendicitis.

Luke Nolan, Chief Dispatcher, has just un­dergone an operation and we are all rooting for a speedy recovery.

The girls in our Local Telephone Exchange held another dance in the Club Rooms at Auburn on May 3rd and the affair was another big suc­cess. It was well attended and everyone went away much satisfied with the evening’s enter­tainment.

Daniel Connors, Section Laborer, retired on pension effective March 1, 1932. He entered the service as a Section Laborer in October, 1893 and left in July, 1895, returning in March, 1898 as a Section Laborer at Plainfield, Conn. In May, 1923 he transferred to the section at Woonsocket, Rhode Island, as a Section Laborer, where he remained until compelled to retire be­cause of physical disability. He was placed on the pension roll March 1, 1932, and his friends wish for him an early recovery and good health for the years to come.

The many friends of Zoeth B. Smith, formerly employed as a Mill Foreman at Valley Falls Shops and now retired on pension, extend their deep sympathy in the death of his wife, Mrs. Fannie A. (Larkin) Smith, on May 10.

Railroad Post for Veterans of Foreign Wars is being organized and the charter is now open. Mr. B. G. Brennan, located at Department Head­quarters, Room 303, 72 Weybosset Street, Providence, would like to know of anyone interested in becoming a member of this post. The charter is still open.
The Annual Joint Memorial Service of the New England Association of Railroad Veterans and Ladies' Auxiliary was held at Robert Burns Hall, Boston, Sunday, May 15, 1932. The Memorial Service Committee included Herbert P. Wells, Chairman, Frederic H. Sidney and Harry Hamner. The Memorial Address was delivered by Rev. Ralph M. Harper of Winthrop, Massachusetts, and the program included selections by the Lotus Male Quartet and the reading of the roll of departed members. One hundred sixty-two members have died during the past year, sixty-two from the Boston and Maine, fifty-six lost nine members by death.

Someone was good enough to send the Correspondent the following verses entitled, "Sad But True", and he takes pleasure in dedicating it to Frank Samuel Fenn, Captain and "anchor" of the Limiteds' bowling team.

For years I've bowled—but even so,
My average score is mighty low;
My arm is strong enough, but still
Those cussed pins I cannot spill.

My teammates cry: "What's wrong with you?"
And I reply: "I wish I knew!"
And when we're getting near the top
Then's just the time I'm sure to flop.

But now and then, I have a night
When I can knock 'em left and right!
Why, I can sweep the alley clean
Of all the splits you've ever seen,
Which makes my Captain shout with joy,
And urge me on with "Atta Boy!"
And, to myself, I proudly say:
"At last, by gum, I've found the way."

"I know the swing that I should make,
I know the stride that I should take;
I've learned just how to hold the ball,
And now, by gosh, those pins'11 fall!
My days of puny scores are through;
I'll show those birds a thing or two—
I'll leave 'em trailing in my dust,
I'll leave the bottom place—or bust!"

And so, next week, as we begin,
I say, "Here's one we're goin' to win."
But when I've rolled a frame or two,
My Captain growls: "What's wrong with you?
Last week you thought you'd learned the trick—
But now—oh gosh—you make me sick!"
Oh boy, but you should hear him storm
As I return to my old form!

The moral is, if dub you are,
Don't think you'll ever be a star.
Some days you'll shine—and then you'll think
That you, at last, have crossed the brink!
But, oh, how well we duffers know
That once a dub—we're always so!
A flash of form—and then, alack,
We're soon back in the same old track.

Northup Avenue Shop

W. G. Syverson, Correspondent

W. Rivers and L. A. Lake, Car Inspectors on last trick, are not what their names imply—wet: only when it rains.

T. F. Egan is again putting in some new dah-lia bulbs, and will later display some more of those large beautiful flowers.

Joseph McGill is in the market for an assortment of gladiola bulbs, or in fact anything that will produce "perty" flowers.

W. G. Syverson has planted several rose bushes and other flowers, and will no doubt have his desk decorated the latter part of the summer.

H. C. Nunn, last trick inspector, had his job at Hump Receiving Yard, as he wanted very much to get partners with Ike.

E. J. Grogan, who was granted a 90-day leave of absence, sailed out of Boston, Sunday, April 24. A number of his fellow workers saw him off. He will visit his parents and relatives in Ireland. Ed was also given a traveling bag at a farewell party, held in his honor at the home of Inspector Joseph Acciola.

Several of the boys are sending in their money for tickets to the New England Railroad Club Annual Banquet to be held in Boston, May 10. No doubt that a good time will be had by all who go.

Charles Fogell, Carman, has been granted a 30-day leave of absence during the month of May. Charlie will no doubt spend most of this time touring the States and Canada.

Clint says the next time he has a toothache he will let the dentist pull the tooth, as he says he is not as good a dentist as he thought he was.

Alber Russell, Car Inspector on second shift at the Departure Yard, had his crop of winter hair slashed off on April 7. Lo! and behold! What a change it made. He seems like a young boy now.

Rose bushes have been distributed to several of the boys at the Shop, and no doubt that all will be strutting along this summer with rose buds in their button holes.

Safety First

By Joseph F. Plant, Car Inspector

The majority of men work for wages because they have to. It means their living and existence. We have a lot to be thankful for, that we are healthy and able to work. To continue to work, we must practice Safety First.

SAFETY FIRST: Stop and think what those two words really mean. They might mean the saving of a limb, or life itself. Remember what has gone before us. Stop and think of the boys we once knew, who were unfortunate enough to pass on, leaving their families struggling along through life without proper support, just because someone did not practice Safety First.

Practice Safety First not only on the job, but going to and from work and at home. No matter where we happen to be, there is always danger.

Along our State Roads now there are signs designating speed limits of twenty, thirty and forty-five miles an hour; also caution signs on dangerous curves and cross roads. Our work is on the same principle. In other words, we can work faster at some times than at others, but no matter what speed we attain, practice Safety First.

Don't take chances. Those who take chances are stunting. They should join a circus and earn big money. But don't forget what happens to the chance takers. They do good tricks many times, but there comes a time when something...
gives wrong and the trick doesn’t work. Result: A wooden overcoat and a lily in the hand. It is better to stop and proceed with caution, than to take chances.

**New Haven Division**

**F. E. Mylott**

**Worcester Terminal**

**Margaret Fitzgerald, Correspondent**

Harry White, Engine House Foreman, is convalescing from an appendix operation. Cheer up, Harry.

Bill Sullivan, Jackson Street Tower, has been off duty not less than six to seven weeks on account of ill health. Sore Bill.

Another bowling match was held Wednesday night, April 27, between the Office and Car Inspector's Office. It was a pretty close match, Harry J. Pilet being the Star Bowler (?) of the evening. We heard the City League is trying to get Harry J. to join their team. It'll be JUST TOO BAD if he does. So long, Harry.

Signs of Spring at Worcester Terminal: "Sam" Durkee seen parking out near Holden in his new car. Some snappy roadster, Sam. Charlie Roberts escorting a couple of young women home from the movies. "Cy" Southworth, strolling along Main Street "looking them over" *** ***

We are sorry to learn of the death of John J. Murphy, Boston Delegate to the Mechanical Department Association General Board. Mr. Murphy had a great many railroad friends in Worcester who attended the services.

**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**

Pop O'Dell of the Westbound Rip, is still of the impression that he needs a new derrick. We know he does!

Louie Cappell, our train line man, was seen going in a store on Church Street and buying a $1.49 pair of shoes. Yes, he wore them one day, and now he is trying to sell them at $1.25. We think they were "Depression Shoes".

**WISE CRACKS**

By Charles F. Cacase

Irate Employer: "Late again: have you ever done anything on time?"

Clerk: "I bought a car."

Maid (to absent-minded professor): "Here's the doctor, sir!"

Professor: "I'm not receiving visitors today. Tell him I'm sick."

Officer (to couple in parked car): "Don't you see that sign, 'Fine for Parking'?"

Driver: "Yes, Officer, I see it and heartily agree with it."

Eddie Gougher, a former Time Clerk, has a new job at the Westbound Rip; he's picking up now.

So let's all practice Safety First and establish a new record for no accidents on our Providence Division, which will benefit both ourselves and our employers.

Wm. Collins is his assistant in picking up, while Barney Coleman does the bossing. Isn't that something?

I think Mr. and Lapine are still burning—we mean the burning outfit. Yes, and they do burn you up. Ask Cacase, he knows.

Charles Cacase is heard every day singing and imitating "Bing" Crosby and Russ Columbo. What's the idea, Charlie?

**BOWLING**

In one of the most interesting games of the year, Rommel's Crushers of the New Haven Station gave Depo's Pets of the Cedar Hill Engine House a sound lacing in a total pinfall match. Parillo, of the winners, had a grand total of 378. Scores:

**Depo's Pets**

Savino . . . . . . . . . 95 111 89 295
DePoto . . . . . . . . . 117 105 98 320
Munro . . . . . . . . . 115 108 110 333
Milando . . . . . . . . . 127 108 106 341
Medley . . . . . . . . . 96 96 89 281

**Rommel's Crushers**

Wallace . . . . . . . . . 99 103 99 301
Rommel . . . . . . . . . 106 108 111 325
DeLuca . . . . . . . . . 114 77 97 288
Perillo . . . . . . . . . 105 135 138 378
Capello . . . . . . . . . 109 88 102 299

**Total**

550 . . . . . . . . . . . 528 492 1569

**REMINISCENCES OF A CORRESPONDENT**

I Wonder:

If "Bark" Onofrio remembers the day he made an appointment with a young Miss in the M. M.'s office at Harlem River to secure tickets for them for the best musical show in New York? The young lady lived up to her bargain in securing the tickets and while they were at the theatre she suggested a night club to visit. Our bashful loudspeaker had other intentions, for he suddenly developed a fever and it was necessary for the young lady to throw "Bark" in a taxi and place him on a train for New Haven, leaving a great sigh of relief when she completed the job.

If Norbie "Wallacabucker Club" Johnson remembers the days when he used to play with the Branford Hustlers? And in a crucial pinch one Sunday afternoon in Driscoll's patch when the farmer boys were in a position to score, who should come up to the bat but the old stickler. The natives immediately started yelling, "Cum mon, you punk, sock that apple," etc., etc., and what did the good ole Stickler do? The same thing that he always did, but accommodate the home-towners by fanning without even taking his bat off his shoulder, with the bases jammed and two out. And when he came to bat again the next time the good ole home town fans showed their appreciation by giving him the Bronx cheer, such as is usually reserved for prohibitionists and kidnappers.
May, 1932

Along the Line

A couple of buddies are pictured above, namely, Louie "The Rap" Rapuano and Johnny "Pee-wee" Snyder, discussing the Coal Pocket sityeashun.

If Harry Blakeslee remembers the days when he used to reign supreme on the "Richard Peck" during the Yale and Harvard boat races at New London?

If Leo "Ponzi" Witterwell still climbs the Alps in Shuberts Theatre, the same as he used to do in the olden days?

If it is a fact that Tommy "Silver Flute" Murphy, the apprentice, acts the part of a female impersonater at all amateur socials?

If Don "Handsome Harry" Loeffel and the Missus still receive bags full of mail and visits from agents concerning matters of an intimate nature?

If Ed "Huntington St." White remembers the day he dropped a young lass out of his Graham Paige because she knew Norbie the "Stickler" Johnson?

If Marion Granfield still remembers some of her old boy friends, namely Johnny McLaughlin, Jim Blake, Eddie McKeever and "Doudgie" Byrnes?

If Frank Mylott remembers how close he came to joining New Haven's finest? His job of directing traffic at the corner of Ferry and Grafton Streets, one early Sunday morning, was so perfect that it had the neighbors in Fair Haven talking about it for months.

If Mort "Rifkeh" Go to the Tahta, Voloshin, remembers the days he was a bad boy and instead "MIKE", THE BLACKSMITH

Emilio "Mike" Bianchi, the ladykiller Blacksmith at Cedar Hill Engine House, is above pictured in his pony skin coat. "Mealy" who is looking for a housekeeper, lives at 145 Congress Ave., and to date has received 250 letters for the job.

If being placed in a corner, was hung out the file room window and remained suspended from the ledge of the window with his body dangling against the side of the building until his cousin, "Lamp Black" Rosenthal, rescued him?

If Tommy McKeon remembers how innocent and pure he was the first year that he worked for the New Haven and when the word "damb" finally came out of his mouth with a big hunk of Level Head as a chaser the whole office force was shocked to a fare thee well?

If Dave O'Connor remembers the sound medical advice he rendered following the birth of his first son, about the marvelous wonders a F. P. could be put to. As we look back over these many years we see that Dave was preaching on a subject that he never practiced.

If Dick Case remembers the day he told one of his old boy friends, Hughie Foster, that he would have to work Saturday afternoon? Hughie, however, had other intentions, and tying a half dozen coats together, made a strong rope, and shinnied out of the file room window, never to return again.

PRATTLE TATTLE

Aside to Frank Mylott: The old weather-beaten, banged-up old man, who you mention as being the self-appointed literary genius of this column, is an untruth. I am sorry to say that he has nothing whatsoever to do with this or any other column that I know of. For your information, we have four correspondents whose names are enumerated above, and each contributes his share towards the monthly output of this column. Well, we took a trip up to the Horse Barracks to see Corp. Burns and Trooper Murphy ride. You know both boys work here at the enginehouse. Corp. Burns is the front end decorator and Murphy is an apprentice in "Cowboy" Woliver's gang. Well, we want to tell you those boys can sure ride a horse. The Corporals ride like an Indian, you know, "Sitting Bull", while "Marco" Murphy's horse stood right on his hind legs. Must have heard the National Anthem.

Since Firpo, "The Evangelist", has joined the new church, he has taken unto himself a wife, and Firpo is a new man now. Ain't religion wonderful!! He has also started a bank roll with Uncle Pete of thirteen dollars, and when he heard of the people hoarding money, he started to draw on Pete. Now he is broke again.

Harry Blakeslee has a wonderful assortment of pipes in his cafeteria. We all wonder who will take care of the farms this summer, as the boys are all here from Maybrook.

Mitty White got a basket of Easter Bunnies for Easter. Rumors have it that one of our engine wipers is painting the bassinet. "Baby Face" O'Loughlin says things are picking up at Cedar Hill.

WILLIAM JOHN BLUITTE

After breaking several cameras, "Wild Bill", our first trick engine dispatcher, was finally snapped in the above congenial pose. Mr. Bluite is celebrating his 54th birthday the 29th of next month and we take this opportunity of wishing him luck.
Lloyd Gainer, the fireman of the Arctic Hose Co., has taken a flat near the shore in Milford to be near the water. Fireman save my child, but who will save the Fireman?

We wonder how Alex. gets along now without Garrity to help him with his trick knee. One of the boys mixed lamp black with bath powder belonging to Vinc. White, but Texiera got it by mistake.

We are glad to see Tom Bohan back to work. There’s a load off his mother’s mind. Tom Shanley is back to work sporting a Shillelah. Hugh Shannon has bought a piano and is going to take lessons.

Novack says his car runs like a clock. Yes, sir, the one over the Production Board, and his name is not Novack, it’s “High Polish”, Adam Dombrowski. Tony Lappell is not going back in the fruit business for a while yet. Doolan has planted a garden and has chiseled all his seeds and bulbs and until next month keep your eye on your flag.

New York Division

J. R. CASEY, CORRESPONDENT

Al (Tiger) Lyons, Master Mechanic’s office, has moved his racket headquarters from Yorkville to Harlem (advt.)

Chris Damsgaard, Wreckmaster, at Harlem River took another dive into the sea of matrimony, Wednesday, April 20, with a lady he’s known since childhood. Good luck, Chris.

Johnny Farley, Yardmaster at New Rochelle, affirms that the Buick is still percolating very satisfactorily. A great help to those bum dogs, eh, Jack?

Gertrude Tiger is said to be a fast and snappy auto driver.

E. P. (Chubby) Reginault, that effervescent, rotund gourmand of Mr. Lofland’s staff, says if there’s anything he craves besides chicken dumplings, it’s more chicken dumplings. Boy, page Mr. McGann.

J. J. Reilly, versatile sportsman of Mr. Hyland’s office acted as referee at a smoker given by St. Anthony’s R.C. Church on April 28. Jim looks pretty snappy in whites.

Jim Bowman, Division Examiner, recently moved from Wilton to East Norwalk. It being the time of the year when the sap rises in the trees and in country roads, too, forsooth, the moving van got stuck in the mud and arrived at destination two days late under white flags.

Push-em-up Bradley, Assistant Yardmaster at Harlem River, has bought himself a new Hupmobile.

Sol Belmont, Oak Point, also has taken unto himself a car, vintage and origin unknown. Sol has trained that gas-wagon to run between home and work, but nowhere else, to the present writing.

A. E. Williams, Freight Conductor and Committeeman, has been confined to Fordham Hospital because of a ruptured appendix. Latest reports say he is coming along nicely.

Theodore Thursee of Oak Point and Mrs. Thursee are planning a European trip to start this month. It seems Theodore is no sooner back from somewhere than he is getting ready to go some place else.

What’s this? Ed Tobin, Stenographer, Oak Point, has fallen for a certain sweet woman. In the spring a young man’s fancy, etc. etc.

Charlie Schmitt, Oak Point, is building himself a fine reputation as a go-getter with the Company’s customers. Several have expressed appreciation for his efforts in their behalf.

Billy Gordon, Crew Dispatcher at Oak Point, commutes from Springdale via 1924 Ford to Stamford, train to New York. Now the old Henry ain’t what she used to be, so troubled with asthma, she just can’t get going some of these snappy mornings. Sometimes doesn’t get to Stamford in time to make the connection. At any rate, that’s Billy’s story and he vows he’ll stick to it.

Just a short time ago J. C. Maloy, genial General Yardmaster at Harlem River, and Paul J. Ward, Chief Clerk to Mr. Cotter, had occasion to be in Danbury. After looking over the town from the depot, they decided to go back to New York by bus. They got aboard one. Enroute they enjoyed immensely the rugged and picturesque panorama of the Connecticut hill country, but were rather rudely awakened by arriving in Bridgeport instead of Stamford. Does altitude affect the eyesight, or what were these fellows looking at when the bus came in.

Mrs. D. M. Best, Stenographer in Superintendent Baily’s office, has returned to her desk after three-months leave of absence.

SIDELIGHTS ON THE REYNOLDS BANQUET

One phase of the Committee work, the selection of a Toastmaster, was well received by everybody, and Jim Darcy (“Roastmaster”, he called himself) will undoubtedly be in demand for future functions.

The Toastmaster enjoyed the company of the “big shots” and then ordered them to do his bidding.

C. H. Mottsett, former Supt. of the New York Division, phoned to Mr. Reynolds (during the dinner) from Peoria, Ill., that he was cheering for him and sorry that he could not be present.

Passed red lights in New Rochelle en route to the Inn and enjoyed it, but with a motorcycle escort you can do things like that.

A. R. Whaley, retired Vice-President, was on hand.

Will Oakland—HELLO, HELLO, HELLO, Everybody, etc.

Bob Townley, who works for Mr. Reynolds, became very excited during the revue and lost his lower (Reward).

Two superannuated excursion steamers, the Seabird and the Albertine, laid up at the Church E. Gates Lumber Yard Pier, 152 Street and East River, were discovered afire at 3:50 a.m. May 9. Assistant Yardmaster E. Hantz turned in the fire alarm, and together with Captain Wagner of Transfer 15, worked vigorously to check the flames by the use of hose from the Transfer, until the arrival of the fire engines. Despite their efforts and those of the fire department, however, both boats were destroyed. The fire department captain commended both Wagner and Hantz for their good work in preventing the fire communicating to the adjacent lumber yard.
RALPH HARTWELL'S NOTES

DIED—suddenly, May 6, 1932, the Six Day Week. Sadly mourned by all Maintenance of Way Foremen. Buried immediately to prevent the moans and groans of the mourners from disturbing the peace of the country-side, as the demand for "Crying Towels" far exceeded the supply. Flowers were omitted (nobody had any money to pay them). The grave bears the marking, "R. P. I. P." (rise if possible.)

The Stamford Bonders send us the following which they term as their answer to the Pelham Bay Mermaid:

"It is no surprise to us that a certain Maintainer in the vicinity of S. S. 14 mistook us for part of the Chinese Army, as our equipment does resemble Heavy Artillery. But we want this Maintainer to know, also the Pelham Bay Mermaid to know, that we are only vicious when we see one of the Baboons which now and then venture out of the woods at Westchester. It might, however, be well for the Maintainer to wear some mark of identification so we will not mistake him for one of these Baboons.

"(Signed) Sergeant T. Moore and His Twelve Gunners from the Chinese Army."

By the way, has everybody met the "Overall Boys", Thomas O'Grady, and Helper George Richardson? There must have been a fire sale somewhere.

We hear that Bill Minnis was up in Port Chester the other evening and took an awful trimming at cards from Foreman Jim Fluskey. Better luck the next time, Bill.

It has been noticed that Chief Daly has been looking quite "uppish" since that ride home in a Lincoln Roadster.

Believe it or not, Dot Furnis, of Mr. Polson's Office, was off since the last issue of "Along the Line" to have an operation for appendicitis and 'ere a month is o'er is back on the job. Sorry to hear about it, Dot, but glad that you are back so soon.

We hear that Time Clerk Davidoff recently bought a bicycle for "the little fellow", and has since been seen on said bicycle. That's the boy, Dave, break it in for him.

Andy Pizzanni of Mr. Hyland's office, says, for one, he was glad when Lent was over this year. He ate so many fish sandwiches that he nearly turned into one. Try soup sandwiches instead-

"Along the Line 39"

"He has been stationmaster and ticket agent at South Norwalk since April 12, 1918, when he succeeded the late George W. Harris."

"He has been with the New Haven railroad for a quarter of a century."

"He was born in picturesque Balladola in Galway county in the west of Ireland."

"Came to America with his parents when he was six months old. The family settled in Stamford."

"As a boy he hung around the telephone offices of that city and by the age of 15 he knew the code like an expert."

"He was only 15 when he was hired as a telegraph operator by a commercial company in New Britain."

"Transferred next to Waterbury and Holyoke and finally at Greenwich, all in a period of ten years."

His first connection with the railroad occurred in 1907 when he was appointed telegraph operator and assistant agent at Greenwich.

"He is now in charge of the South Norwalk railroad stations and all passenger travel in and out."

"He is very formal in his speech and never betrays any agitation when phone calls interrupt his work."

"He was married to Miss Alice Chambers of West Hurley, N. Y."

"They live at 9 Couch St."

"He has been district deputy for the Knights of Columbus for two years in a territory embracing Greenwich, Stamford, New Cannaan, Westport and this city."

"Is a democrat and was a candidate for the common council from the second district last autumn."

"A fine example of American public service." Sincere sympathy is extended to Christian J. Ottmer of the Division Storekeeper's office at Van Nest, whose wife died on April 13, being survived by her husband, one daughter, Ruth, and one son, Norman, as well as by her mother, Mrs. Belle Wade, a sister, Miss Martha Colman, and a brother, Z. R. Colman. Mr. Ottmer has worked in the Division Storekeeper's Office for twelve years, prior to which he was in the General Freight Agent's Office at New Haven, and for two years in the Marine Department at Harlem River.

Stamford Engine House

A. L. GAUDIO
CORRESPONDENT

Patty Keenan is on the last shift attending the steam engine. This night work gives Patty plenty of time to work in his garden these nice beautiful mornings.

Joe Coma is now on the first trick again—after working nights for a few months. Joe says that he will have to get used to seeing the sun—for it hurts his eyes when the old sun comes out brightly.

Tony Glica is wielding the old shovel on the middle shift—making the coal fly from bin to tank of engine. Tony says muscular work is good—recommends it.
Along the Line

May, 1932

The Stamford operator asked Bob DeCesare if he could take her to the circus. Bob's reply wasn't heard. Altho Bob's answers wan't heard he was heard for when Mr. Halliday walked in the office he asked him for a couple of tickets for Ringling. Since Bob was unable to obtain any free passes he's worrying what to do—to please the lady.

Johnny Leonard, now at Bridgeport, a few weeks ago bought a Willys-Knight coupe to travel from home to work. One day he parked in front of a box car at the engine house and forgetting to put the car in neutral let out his clutch before he knew it allowing the car to go into the box car. Be careful Johnny, and save the car.

VAN NEST APPRENTICE

Special Apprentice Paige and Machinist Apprentice Goepferick have completed their time at Van Nest and left the service. The remaining apprentices are sorry to lose them.

Bob Wasson and Arnold Newman have come back to Van Nest. Bob has been at Readville for a time and often recalls some incident which helped to make his stay in Boston enjoyable. Arnold does not say much about Stamford but from all accounts he enjoyed himself at this point.

Hartford Division

J. W. Coleman, Correspondent

The friends of C. V. Wood, Superintendent of the N. E. T. Co. at Hartford, will regret to learn that he is confined to Hartford Hospital, where he underwent an operation recently for appendicitis. He is making rapid recovery and it is expected that he will soon be back at his desk.

In previous years we have called to the attention of those interested, the wonderful display of roses in Elizabeth Park, Hartford, and many of the employees took advantage of the opportunity of seeing this wonderful display. We therefore wish to remind all interested that on or about June 19 of the present year will be the proper time to make the trip to Elizabeth Park to see the rose gardens in full bloom.

The many friends of F. H. Ellsworth, Division Engineer, Hartford, will be pleased to learn that he is recovering from his recent illness. A visit to his home recently developed the fact that he was recovering and was in hopes of being able to sit up for a short period within the next few days. His general condition, with the exception of the cause of his illness, he states, was good and as usual he was very much interested in the "goings on" on the Railroad.

The friends of Wm. V. Palmer, former employee of the Railroad Company, and father of F. C. Palmer, Chief Train Dispatcher at Hartford, will be exceedingly sorry to learn that he is ill at St. Joseph's Hospital, Willimantic.

Mr. Walton Collins, employed in the Division Engineer's Office at Hartford, is receiving congratulations on the birth of a baby girl on April 18.

Frank S. Whalen, Passenger Trainman, has been placed on the retired list and his many friends will extend to him their best wishes for his future health and happiness.

Presentation of the fifty-year service emblem to "Bill" Casey recalled to mind some humorous sides to his service, one of them being that while working out of Van Deusenville, on his way to report for duty each morning his route took him by a lake in which some of the other employees would have fish lines out all night, and Mr. Casey, reporting early in the morning, would pull in the lines, collect the fish that had been caught during the night and when the others showed up they would have empty hooks. This worked very fine until one morning, pursuing his usual tactics, he pulled in one of the lines and was surprised to find a good-sized "brook" herring on the hook, and from the tall grass nearby a head stock up and shouted, "Casey gets them all!"

Another incident was that "The King," as he was commonly known, and our late lamented friend and associate John Carr, former Trainmaster on the Waterbury Division, were attending a meeting, and on leaving the hotel in the morning they were passing down the hallway, the transom of one of the rooms being open, and

In connection with the recent high water in the Connecticut River, the usual Spring freshet, which, however, this year assumed the greatest height since the flood of 1927, here are three snapshots taken in 1927, at Longmeadow, Mass., two of them showing train No. 50, and another of train No. 47 (in center).

All of these pictures were taken on November 6, 1927, and were contributed by J. F. McDonald, Train Baggagemaster.
the voices of a man and a woman in the room could be heard in a rather heated argument. Without any warning to "King" Casey, Mr. Carr reached over and grabbed the King's straw hat from his head and threw it over the transom into the room referred to and then Mr. Carr beat a hasty retreat down the hall, with the "King" after him. The proprietor was at first somewhat alarmed as he thought there was a fire in the building, but it was the desire of the two to get around the corner before the occupants of the room found out who threw the hat into the ring.

Mr. Casey enjoys all manner of sports, being an ardent sport lover, his principal pastime, however, in the past has been a quiet game of the national game known as poker and it is reported by those who have participated in this game with him that he has an uncanny way of coming out of each sitting with considerable more than he started with.

"ON THE NAUGY"

P. H. Boxx, Correspondent

Train Baggagemaster Larry Brennan has returned to work after several weeks of illness.

Brakeman Romaine Baum is still confined to his home by convalescing from an operation he underwent at the Bridgeport hospital. The boys hope to see Romy back on the local freight soon.

Towerman Pete Reardon of Bank Street Junction motored with his family to Boston Sunday April 17 and spent the day with relatives. Charlie Carey from Hartford covered Bank Street Junction on that date.

Mrs. F. W. Nelson, wife of Master Mechanic, spent a day recently with old friends in Waterbury.

The contractors are getting ready to start eliminating the highway crossing at grade just north of Thomaston, known as Plymouth Hill.

Night Yard Clerk "Slim" Cunningham of Ansonia yard has been off sick for several weeks. Danny Reidy is substituting in his place.

Engineer Ed. Guernsey and Fireman Art Abell are keeping 158 and 465 on time.

The many friends along the "Naugy" of Jack Gleason, Flagman, who was fatally injured in the Derby yard and who died later in the Griffin hospital at Derby, extend their sympathy to the bereaved family and relatives. Jack's smile will be missed by many.

Railroad Patrolmen Austin Gould and Mac. Spear are to be commended for the wonderful service they rendered at Derby to Flagman Jack Gleason on the night of his fatal injury.

Passenger Conductor Dan Maloney on train 442, etc., was recently off for a few days. Spare Conductor George Stroker covered the job.

Passenger Conductor J. H. O'Rourke had the misfortune to lose his wife by death on May 2. His many friends extend their condolence to him.

Miss Mae Driscoll of the Waterbury Freight Office expects to give an exhibition of cooking very soon. Mae is a member of one of the cooking schools in Waterbury, where she acquired the art.

Ticket Agent "Bill" Bacon at Naugatuck expects to serve peas that were grown in his garden at a supper to be given on May 15. Bill has the distinction of having the earliest garden crop in his vicinity.

Because of the section force on the Waterbury Branch being abolished, Section Foreman Lunny displaced Solly Morris of the East Waterville section. Solly is acting as assistant foreman for Section Foreman Pat McGarty at Bank Street Junction.

The many friends of Bill Budd, Highland Conductor, who died at Hopewell Junction on April 28, were grieved to hear of his death. Bill had a host of friends along the "Naugy" who extend their sympathy to the bereaved family. The many friends of Engineer Fred Wooden are wishing him a speedy recovery. Fred is confined to the Poughkeepsie hospital due to a partial shock.

General Offices

New Haven

John Cooke, Correspondent

As predicted last month, the Glee Club's first annual concert was a big success. Compliments by the score poured in to the boys. Professor Leopold, well known New Haven music critic, in his review in the New Haven Times said, "Here is a chorus of outstanding excellence—one that has no peer in this locality—". And the crowd who enjoyed the concert joined him in his praise.

In the annual balloting for officers in the General Offices Athletic Association M. K. Dugan was returned to office as President. Other officers elected include W. H. Burns, First Vice-President; Henry K. Hislop, Second Vice-President; Harriet Hackett, Third Vice-President; Elsie Bluege, Secretary, and E. L. Bartholomew, Treasurer. Charlie O'Connor and John Cooke were elected to the Executive Committee.

WHEN THE GHOST WALKS

By Joe Cullen

There's a day in the month, or the week, just take an earful of my talk, A day, in whose praises, I speak, The day when The Ghost Takes a Walk.

It lights up on our maps with a gleam, All frowns on this day, quickly fade, We feel like a cat licking cream, When The Ghost Takes His Gay Promenade.

Ask any if this is not so, He'll answer, at once, "Why, Sure Mike!" His face will light up in a glow, On the day that The Ghost Takes a Hike.

He'll think, if he has brains to think, Ten per cent cutting and all, "I'd surely be quite on the blink, If the Ghost didn't saunter at all."

It's shoes for herself and the baby, And fricasseed chicken and all, And for me? A new Kelly? Well, maybe, When Ray Farrell sprints through the hall.

So this is the ditty I'm singing, For all other days you can squawk, In our ears all the joy bells are ringing On the day when The Ghost Takes a Walk.

Mrs. F. Douglass, Jr., the former Lucy Spinelli of the Purchasing Department, was a recent visitor in the General Offices. Mr. and Mrs. Douglass are now conducting the Cottage Inn at Falmouth, Mass.
Charles Hansell, son of W. B. Hansell, Steward of the Station Restaurant at New Haven, receiving the American Legion medal at the hands of Major Charles E. Lockhart at a special meeting of the Railroad Post of the American Legion. At the left are the two girls Charles saved from drowning. Next to Charles is his father, while on the extreme right is Fred Webber, Commander of the Railroad Post.

The GOAA's dinner dance on May 6 was enjoyed by approximately 85 couples. Dancing was from 9 till 3, with supper being served at midnight. The Social Committee's "head man," Otto Gress, was in charge, and as usual made a good job of it.

The Valuation Department's Alderman, James Beatty, spokesman for the 17th ward, is the latest addition to our Proud Fathers' Club. Jim has started "Junior" in training for a political career.

Our sincere sympathy is extended to Grace McGuire of the Station group, in the sad loss of her mother.

Our Editor, Leslie Tyler, was General Chairman of the New Haven Advertising Club's Ball, held at Seven Gables on April 30. A number of our members were among the 500 who attended. One feature of the ball was a novelty horse race, with six horses entered. Leslie Tyler's horse, "Yankee Clipper," won the race and the RR folks cleaned up on their bets.

The Executive Committee of the GOAA sat in session recently and when the smoke had cleared it was discovered that they had made the following appointments for the year: Joe Heerin, Chairman of Athletics with Henry K. Hislop as Assistant Chairman; Otto Gress, Chairman of the Social Committee with Miss Grayce Warren as his Assistant; Leslie H. Tyler, Chairman of the Publicity Committee; Bullard Building Bill Morse, Chairman of the Discount Committee. The various committee chairmen will appoint members of their committees and approval will be given at the next meeting of the Executive Committee.

Hank Hislop, Chairman of Golf for the GOAA has issued the Spring call for the start of the golf season. Seasoned golfers such as Harry Norton, Frank Maurer, Neil Shanley, Joe Mulligan, etc. have answered the call.

Here are pictures of the now famous Bullard Building Cod-fishing trip which turned out to be such a good boat-ride... Twenty-one in all they spent a whole day fishing in the Sound but came back without fish. In every other way the trip was a huge success. At the left we see the committee, with W. Mangen, Fred Kinsella and Leonard Alling, reading from left to right. Picture number two shows C. Nelson, G. Hill and A. T. Frisbee, with Tom Fogarty on top. Picture number three shows W. Mangen (left) being "rescued" by Dick Worth, and the fourth and last picture shows "Captain" F. G. Nutley.
Recent Deaths in Our Family

Peter Albert Batch, Engineman, Providence Division, died on April 17. Mr. Batch was born in New York City, August 9, 1886. He entered the service in July 1886 as a fireman, and was promoted to engineman in April, 1893.

Alonzo William Bennett, Assistant Watch Engineer at Cedar Hill died on April 1st, in his 67th year. Mr. Bennett entered service as a Carpenter at Cedar Hill in the Spring of 1923. He subsequently became Machinist, and in June 1925 was made Assistant Watch Engineer.

Marcus W. Bowcock, pensioned Freight Brakeman, passed away on April 21st. Mr. Bowcock was born December 15, 1871. He started railroading in the Summer of 1891 as a Freight Brakeman on the Old Colony, was promoted to Passenger Trainman in June 1902 and retired on pension in December 1925.

James T. Brady, pensioned Baggage Porter of the Hartford Division passed away on April 19, in his 69th year. Mr. Brady started railroading in October 1894 as a Freight Brakeman on the old C. N. E., became Yard Brakeman in 1904, Freight Brakeman on the Highland Division in 1905 and resigned in October 1917. He re-entered the service as a Baggage Porter at Hartford in the Summer of 1919 and was granted a gratuity in September 1931, on account of ill health.

In the April issue of "Along The Line", a group picture was published, in which Mr. Brady appears, this picture having been taken in connection with testimonial given to James Murtha, retired Yard Brakeman. Mr. Brady could tell many interesting stories of the earlier days of railroading and he will be missed by his many friends. It was only within a week prior to his death that he called at Division Headquarters at Hartford, having just returned from a trip to Cleveland, Ohio, and at that time seemed in good spirits and talked enthusiastically of the new railroad station at Cleveland.

Wm. J. Budd, Freight Flagman, died suddenly at his home in Poughkeepsie, N. Y., April 29. Mr. Budd entered the service on February 28, 1911, as Freight Brakeman, and was promoted to Freight Conductor on September 17, 1912.

Hugh Burns, Engineer of the Providence Division, passed away on March 25. Mr. Burns was born March 5, 1875 in Providence, R. I. In November 1899 he became a fireman at Providence, and was promoted to Engineman in September 1911, a position he held until the time of his death.

Thomas John Dalton, Freight Conductor of the New Haven Division, died suddenly on April 7. Mr. Dalton was born in West Stockbridge, Mass., January 25, 1892. He started railroading in the Summer of 1912 as a Freight Trainman at Danbury. He was promoted to Flagman in June 1913, and to Freight Conductor in August 1916.

Wm. H. Dellert, pensioned Master Mechanic, New York Division, died at his home in Bethel on April 15 from the effects of a chronic heart ailment. Funeral services were held at 11:00 A. M. on April 17th at the home of Mr. Dellert's parents in the town of Bethel, with the body conveyed to St. John's Church, New York, N. Y., for services at 2:00 P. M. A special train was made available. A very large assemblage gathered to pay last respects. Present were Superintendent H. E. Baily and his staff, Master Mechanic O'Meara and members of his staff, besides many other former associates. Mr. Dellert, born November 22, 1860, entered the service of this Company as a locomotive fireman on June 15, 1882, was promoted to locomotive engineer June 13, 1887, to Road Foreman of Engines January 1, 1905, to Master Mechanic February 1, 1924. He retired August 1, 1929. Because of his uniring energy in the fulfillment of his duties, he was looked upon for many years as the "Iron Man" of the Mechanical Department. His passing is genuinely regretted by all who knew him.

Wellington Eddy, Engineer on the Yard Switcher at Boston, died on May 8, at the age of 57 years. Mr. Eddy started in railroad service at Hartford on the old Western Road, and later up to four years ago was running on the Bar Harbor and the State of Maine between Worcester and New Haven. He was a splendid man, well respected and beloved by his fellow employees. The funeral was held from his home in East Jaffrey, N. H., and was largely attended with delegations of Engineers from Hartford, New London and Worcester, all of whom sent floral tributes. He was a member of Division 205, Hartford, B. of L. E., and of Orient, No. 162, A. F. and A. M.

Michael E. Enright, operator at S. S. No. 2 for many years, died on March 23, after a short illness. Mr. Enright, born January 29, 1871, entered railroad service December 31, 1910.

Israel Gallison, pensioned Train Baggage master of the Old Colony Division, died on April 29th in his 69th year. Mr. Gallison entered service in April 1892 as a Switchman at South Station. In May 1897 he transferred to the position of trainman on the Old Colony Division, was promoted to train baggagemaster in June of the same year and retired on pension in May 1929.

Herbert Elmer Hicks, Ticket Seller at Back Bay Station, died on April 30. Mr. Hicks was born in Newton, Mass., May 23, 1887. He entered the service in November 1913 as a ticket seller.

John D. Hood, Freight Clerk at Springfield, died on April 7. Mr. Hood was born December 14, 1887. He started railroading in July 1907 at Springfield as a Freight Clerk, and came with the New Haven Railroad in the consolidation of stations in June 1931.

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<td>Fred A. Baker</td>
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<td>Providence</td>
<td>1876</td>
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<td>1876</td>
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<tr>
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<td>Yard Trainman</td>
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<td>Horace P. Pond</td>
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<td>William F. Pendergast</td>
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<td>Robert D. Bradley</td>
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<td>J. Frank Whitney</td>
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<tr>
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<td>A. F. Amadon</td>
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<tr>
<td>Frank Ford</td>
<td>Watchman</td>
<td>New Haven</td>
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<td>Charles E. Brice</td>
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<td>Myron P. Billings</td>
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<td>Alfred Mackrille</td>
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<td>James Stanley</td>
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<td>Llewellyn Whitney</td>
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<td>Frank M. Crafts</td>
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<td>Thomas H. Dunn</td>
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<td>George S. Vincent</td>
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<td>James Henry Crawford</td>
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<tr>
<td>John McDermott</td>
<td>Flatman</td>
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<td>Joel A. Cassavant</td>
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<tr>
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<td>1882</td>
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<tr>
<td>William H. Casey</td>
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<td>1882</td>
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<tr>
<td>H. J. Reynolds</td>
<td>Assistant Superintendent</td>
<td>New York</td>
<td>1882</td>
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IT IS OUR DESIRE TO HAVE THIS HONOR ROLL ACCURATE. IF YOU KNOW OF ANY OMISSION OR CORRECTIONS, PLEASE LET US KNOW.

Recent Deaths in Our Family

Richard James McCarthy, Section Foreman of the New Haven Division, died on April 13th. Mr. McCarthy was born July 27, 1873 and entered the service in May 1896 as a Section Foreman at Milford.

James McLoon... The sudden death of Conductor “Jim” McLoon occurred April 16 at Quincy, Mass. He was a retired conductor having been for half a century with the New Haven Road. He was well known by all travelers on the New York and Boston runs. His funeral was attended by a delegation of old railroad friends and associates. The officiating minister spoke at length of his friendly nature and added “the passing of Jim McLoon removes the old New England type who helped build the Nation and who was as steady and reliable as the time-tables, signals and trains which he served on for so many years.” He was 73 years old and left a wife, son and two daughters and a brother Charles “Dick” McLoon, also a retired Conductor.

James Allen Muir, Freight Conductor, died while on duty on May 1st. Mr. Muir was born in Bathurst, N. B., February 18, 1869. He started in service in the Summer of 1890 as a Freight Brakeman on the Highland Division, was made Freight Conductor in April 1899 and was in active service at the time of his death.

Mr. Muir was Conductor on AB-2 and BA-1, between Boston and Hartford, and on leaving Boston on April 30, after the train had gone a short distance, he advised members of the crew that he was not feeling well and went into the cupola of the caboose to rest. On arrival at Manchester, the other members of the crew were unable to arouse him and it was found he had died of a heart attack.

James P. Nolan, Agent and Operator of the Hartford Division, died on April 13, in his 78th year. Mr. Nolan had been in active service since May 1903.

He was well and favorably known to the employees in the vicinity of and operating through Hartford, where he was employed during practically his entire service with the Company.
John E. Lindstrom, Providence Division Freight Conductor died on April 10. Mr. Lindstrom entered the service in 1903 and had been actively employed until the time of his death.

Francis E. Newell, probably the oldest railroad man in this vicinity, died of pneumonia on March 25. He was born in Dover, Mass., January 27, 1836. He could remember as a boy driving cattle from Dover to Brighton Stock Yards before the Charles River Railroad was built, there being no railroad beyond Brookline. He moved to Dedham and entered service of the Boston & Providence Railroad at that point in July 1857. In 1859 when coal was substituted for wood as fuel he fired the first coal-burning locomotive on the Dedham Branch. He was promoted to engineer some six years later and for many years ran the “Paul Revere.” His entire service was between Boston & Dedham in great contrast to the territory covered by engine crews to-day. He retired from service in 1895, two years after the Haven leased the Old Colony and for many years thereafter resided in Dedham with his daughter, Eva F. Drake, wife of former Passenger Conductor Webster N. Drake. For the last few years he was a familiar figure at banquets of the New England Railroad Veterans Association being present last January when nearing his 96th birthday.

Glen William Parr, of the Mechanical Department, N. Y. W. & B. Ry. died on April 26. Mr. Parr was born June 19, 1884 in Ithaca, N. Y. He entered Service in May 1912 as a Pipefitter in the Union Port Shop and was in active service at the time of his death.

James W. Rushton, Carman at Readville, died on April 2nd in his 85 year. Mr. Rushton had been in service since January 1905 and had been working until recent illness forced him to retire.

Eugene H. Spencer, retired train baggage-master of the Danbury Division, died during the past month. Mr. Spencer was born November 10, 1851 in Winsted. He served on the old Naugatuck Railroad and for 42 years ran between Winsted and New York, and after his retirement conducted an antique shop in Winsted. Besides his wife he is survived by three sons.

Edward Fred Sponheimer, Carman at Harlem River, died on April 6. Mr. Sponheimer was born in New York City on October 2, 1892. He entered the service in May 1925 as a Carman Helper at Oak Point Car Shops, transferred to Harlem River in April 1926 and was promoted to Carman in the latter part of the year.

Eugene J. Sullivan, of New Bedford, Passenger Conductor, passed away April 8 after an illness of six weeks. He had a record of 42 years service, the last 24 of which were served as a Passenger Conductor. He leaves a family of 5 children, 1 daughter a Nurse, 2 daughters school-teachers, 1 married and a son attending college. He was a man of sterling qualities and leaves a host of friends.

Edward S. Webber, pensioned Danbury Division Operator, died on April 26th. Mr. Webber was born August 27, 1866. He started in service as an Agent and Operator in April 1882 and in March 1929 was honorably retired on pension.

Warren A. Vogt, retired Locomotive Engineer, died at his home in Somers, Conn., May 2, 1932.

Edward M. Wise, Telegrapher at Whitten-ton Jct., passed away on April 21. Mr. Wise was born August 1, 1880. He started in service in January 28, 1901 and had been actively employed until the time of his death.

What Our Employees Think

Letters from Our Readers

SUGGESTS A “BOOSTER” BUTTON

I am a constant reader of our magazine and am interested in many of its projects toward creating harmony and cementing friendship and cooperation between our executives and employees.

I received a few “courtesy cards” and placed them in my pass case.

Before the opportunity presented itself for using them, some of the cards became slightly dirty through constant use of pass case.

The idea of presenting a card to the recipient of our service is a good one, but I think my idea of a button hits the nail on the head.

I am not an artist but I trust my model or picture of a pin or clasp for ladies or gentlemen is understood. This pin would apply to all classes of service on our system and may be used to attract patronage to passenger service, freight service, steamship, motor trucks for freight, motor coach and bus, restaurant, dining and sleeping car service. The cost of this advertising may be prohibitive.

My idea would be that all employees or executives coming in direct contact with the public be given a supply of these buttons and see to it they are conspicuously displayed on their person. All our patrons will be seeking one (for example like our calendars.)

I do not mean that we should be too hasty in our desire to offer this pin, but to and from work I ride with at least two strangers a day.

It is easy to proffer a service button to patrons in our daily tasks and contacts. Space prohibits me from going into details of distribution but the job can be made easy by various distribution points on our system.

Frank C. Allen,
Room 553, South Station.
In Recognition of Long and Faithful Service

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

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Position</th>
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<th>Years of Service</th>
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<td>Frederick E. Webb</td>
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<td>2</td>
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<td>John W. Burger</td>
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<td>10</td>
<td>John Long</td>
<td>Crossing Watchman</td>
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<td>11</td>
<td>Owen P. McAloon</td>
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<td>12</td>
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<td>13</td>
<td>William H. Worden</td>
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<td>14</td>
<td>Warren G. Robinson</td>
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<td>Boston</td>
<td>30</td>
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**EXCURSIONS DURING JUNE**

Sell Tickets To Your Friends!

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<tr>
<th>From</th>
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<tr>
<td>Springfield, Hartford, Meriden</td>
<td>New York</td>
<td>Each Sunday</td>
</tr>
<tr>
<td>New Haven, Bridgeport</td>
<td>New York</td>
<td>Each Sunday</td>
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<tr>
<td>Boston</td>
<td>New York</td>
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</tr>
<tr>
<td>New Britain, Bristol, Waterbury,</td>
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</tr>
<tr>
<td>Naugatuck, Seymour, Derby, Shelton,</td>
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</tr>
<tr>
<td>South Norwalk</td>
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<tr>
<td></td>
<td>Meriden, Hartford,</td>
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<tr>
<td></td>
<td>Springfield</td>
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<tr>
<td>Bridgeport, New Haven</td>
<td>Hartford, Springfield</td>
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</tr>
<tr>
<td>New York</td>
<td>Boston</td>
<td>Each Sunday</td>
</tr>
<tr>
<td>Providence, Pawtucket, Attleboro,</td>
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<td>Each Sunday</td>
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<tr>
<td>Mansfield</td>
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<tr>
<td>Newport, Fall River, New Bedford,</td>
<td>Boston</td>
<td>Each Sunday</td>
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<td>Taunton</td>
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<tr>
<td>New York</td>
<td>Derby-Shelton, Ansonia,</td>
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<td></td>
<td>Waterbury, Thomaston,</td>
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<td></td>
<td>Torrington, Winsted</td>
<td>Each Sunday</td>
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<tr>
<td>Waterbury, Bristol, Plainville,</td>
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<td>Winsted, Torrington, Thomaston,</td>
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<td>Pittsfield, Lee, Stockbridge, Great</td>
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<td>Danbury</td>
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(You can secure details as to fares or schedules for any of the above excursions from the local agent. They offer fine opportunities for all employees to show their salesmanship!)