

Tracks 50,000,000 Years Old

Giant Dinosaur Footprints, Dug from Ledge Along Boston and Maine Right of Way at Holyoke to Form Historical Exhibit in North Station—Geological Professors and Students Much Interested

TRACKS 50,000,000 years old are to be installed at the North Station of the Boston and Maine Railroad.

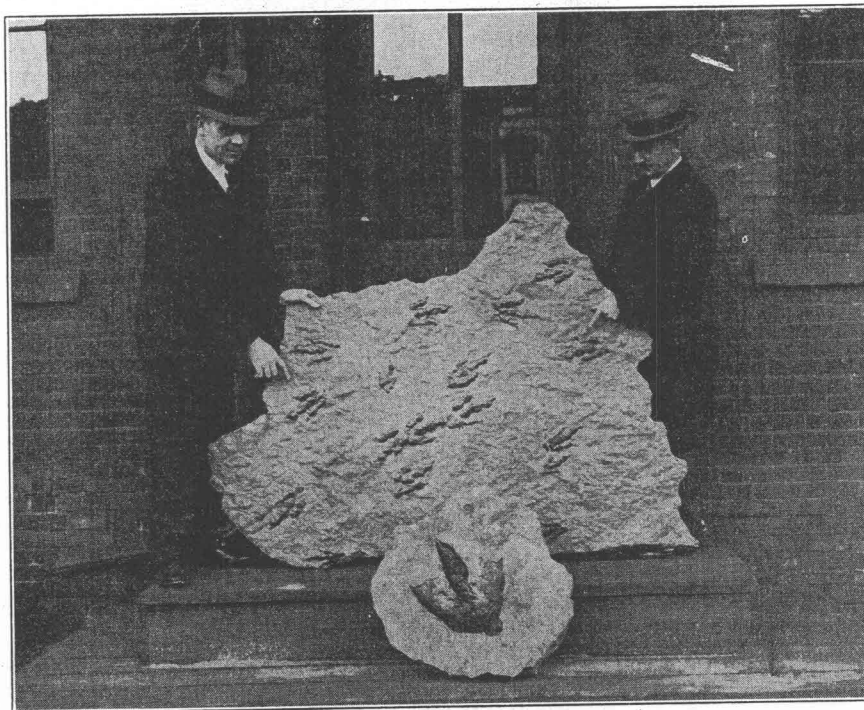
Dug from a ledge, located along our Connecticut River route of the Fitchburg Division the tracks—made in prehistoric days by giant dinosaurs—are now being prepared for an exhibition at the Boston terminal of our road.

Similar tracks have been found in the past at various places in the vicinity of our road in the Connecticut Valley but the flood of last spring, which did extensive damage in that region, bared some especially fine specimens on our property.

General Agent S. T. Callahan of Holyoke learned of the new and valuable finds and after geological

professors had confirmed the absolute authenticity of the tracks, and had told of their historical value, it was decided to have some of the better specimens removed and prepared for an exhibit at the North Station.

The ledge, bared by the flood, is approximately two miles north of Holyoke. It contains about



GIANT DINOSAUR TRACKS FOR NORTH STATION EXHIBIT

General Agent S. J. Callahan of Holyoke (left) and Vice-President Arthur B. Nichols shown examining one of the sets of giant dinosaur tracks which have been dug from a ledge along our Connecticut River route. The larger rock is the "reverse" side of the tracks showing how the giant reptiles forced their footprints into the sand some 50,000,000 years ago. The larger track (in smaller rock at bottom of photo) is the "front" side of an exceptionally large track

LL

Pass, good for a lifetime. It is core of active service.

	Started Service in	Division
O. A. Abell	1885	N. H.
F. W. Joslin	1885	Fitch.
G. W. Calkins	1885	N. H.
H. P. Hutchins	1886	N. H.
C. D. Ray	1886	Fitch.
A. E. Wells	1886	Fitch.
W. S. Hutchins	1886	Fitch.
H. S. Hardy	1886	N. H.
FOREMEN — M/W		
W. A. Little	1873	N. H.
David Sinclair	1875	Port.
J. T. Dolphin	1880	Port.
F. E. Lyman	1880	Port.
E. E. Libby	1881	Port.
J. E. Lyman	1881	Port.
P. H. Spillane	1882	Port.
A. W. Savage	1882	Fitch.
M. Baker	1882	Fitch.
G. E. Boles	1882	N. H.
H. M. Valia	1883	N. H.
P. Murphy	1883	Port.
M. Flaherty	1885	Term.
M. F. Ogle	1885	N. H.
W. Herlihy	1885	Port.
F. Mason	1885	Fitch.
T. Murphy	1886	Port.
A. F. Miller	1886	Fitch.
M. Moynihan	1886	Port.
A. D. Jewett	1886	Port.
FOREMAN — MECH.		
S. P. Doran	1883	Term.
FREIGHT AGENT		
W. H. Kirkpatrick	1882	Fitch.
FREIGHT CASHIER		
J. J. Bancroft	1886	N. H.
FREIGHT CREW DISPATCHERS		
A. E. Steere	1881	Term.
T. W. Sutherland	1881	Term.
GENERAL FOREMAN — MECH.		
R. W. Band	1885	N. H.
GENERAL YARDMASTER		
F. A. Gray	1878	Port.
HELPER — STORES		
J. Desmond	1886	Term.
HOSTLER		
G. E. Jenkins	1883	Fitch.
MATERIAL INSPECTOR		
J. H. Thompson	1881	Mech.
OPERATORS		
C. M. Bardwell	1884	Fitch.
C. S. Hutchinson	1886	Port.
STATION BAGGAGEMASTER		
J. J. Quill	1884	Port.
SUPERVISOR — B. & B.		
J. E. Buckley	1886	Fitch.
SWEEPER		
P. Bumpstead	1880	Term.
SWITCHTENDER		
J. Garland, Sr.	1886	Fitch.
TICKET AGENTS		
C. K. Miller	1882	N. H.
J. T. Shaughnessy	1885	Fitch.
G. H. Miller	1886	Port.
TOWERMEN		
W. E. Bedell	1881	Term.
O. S. Hutchinson	1882	Term.
W. G. Bedell	1882	N. H.
J. E. Matson	1884	Fitch.
TRACKMAN		
T. Ryan	1886	Term.
TRACK SUPERVISOR		
P. J. Higgins	1881	Port.
TRAIN DISPATCHERS		
J. F. Mocklar	1883	Port.
F. Falvey	1883	Term.
J. E. Holloren	1886	Fitch.
TRAINMAN — PASSENGER		
T. J. Dormady	1879	Fitch.
TRAVELING CAR AGENT		
J. P. Quilty	1886	System
WATCHMAN — M/W		
J. J. Collins	1886	Term.
WATCHMAN — MECH.		
J. W. Daley	1883	Port.
S. Monson	1886	Term.
YARD BRAKEMAN		
J. S. Evitts	1886	Port.

Safety "Show" Has Ups and Downs

By Frank R. Bradford

DIRECTOR OF SAFETY AND FIRE PREVENTION

EVERYTHING seemed propitious for a swell "Safety Show"—the acts had been rehearsed, we all knew our parts—the weather was exceptionally good, equipment and properties were in fine shape. The stage was set.

other divisions look like Major Bowes' Amateurs in comparison.

Unlike the other groups in their departments, Terminal-Portland Locomotive Maintenance actually reduced their number of accidents while "Eastern Car" lowered their casualty rate and Concord Shops cut theirs more than in half.

Along came the Terminal Division Engineering Department boys to "streal" the "Show."

Working in the hottest "spot" of the entire system under the heaviest congestion of traffic and probably the worst of weather conditions, this outfit has put on their "act" without a single reportable casualty (to and including December 22nd) and only four "lost time" injuries. Having worked over a million and a half man-hours in almost perfect safety these boys "brought down the house." Give them a hand—they deserve it.

But the "Show" must go on. The performance of 1937 has started. Will it be safe or just a lot of grief? It's up to you.

The curtain is up—lights on—the leader's baton is raised.

GO INTO YOUR DANCE and MAKE IT SAFE!

Dinosaur Tracks

(Continued from page 4)

the floor of the great sinking basin of central western Massachusetts in the late Triassic days. Some were flesh-eaters and others were plant-eaters. Some of them were so large that, walking on their hind-legs (fore-legs were a short sort of limb) they could sit on their tails and munch the foliage at the tops of the trees.

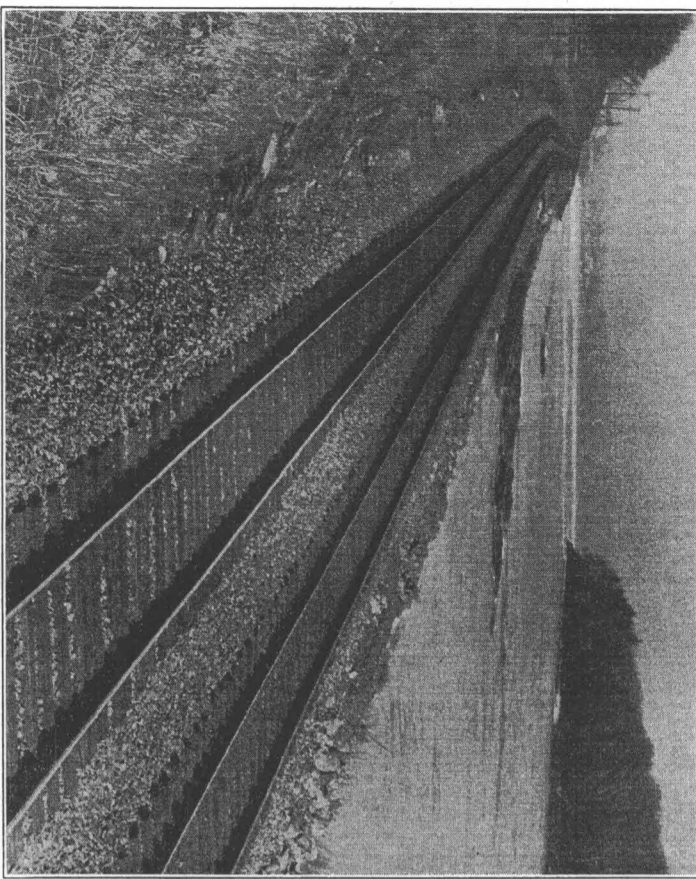
Some of them were four-toed and some three-toed. It is the latter species of these huge reptiles which left the tracks that are to be preserved in the Boston and Maine exhibit.

Two geological experts, John M. Carmody, and his son, Walter J. Carmody, are completing the work of removing the tracks and preparing them for exhibition in the North Station.

Experts in geology, who have examined them, have pronounced them the most perfect specimens they have ever seen. They range in size from the tiny lizard tracks to the 18-inch tracks spaced several feet apart, showing how fast the giant reptiles covered ground in prehistoric days.

A Long Drink

The railroads use annually approximately 400 billion gallons of water for locomotive boilers, an amount sufficient to supply a city with a half million population for almost a dozen years.



WHERE DINOSAUR TRACKS ARE SECURED AT HOLYOKE

The ledge in the upper center of the photograph is the location where the prehistoric reptiles cavorted about the Connecticut River, along what is now our line from Springfield to Greenfield and White River Junction. A huge section 16 by 14 feet has been chiseled out from the rock and it contains tracks which geologists state are "invaluable" as a historic exhibit.

eleven different species of tracks made by the dinosaur family, ranging from small reptilian tracks to the large dinosaur tracks.

The newly uncovered tracks range in size from one-half inch to 18 inches in length, and are so numerous on this ledge that they run into each other from all different angles, some being almost obliterated by larger ones. There are at least one hundred tracks to ten square feet. They are found for about a mile along our right of way.

Millions of years ago, during the Mesozoic era, in the Jurassic and Triassic periods, when Central Western Massachusetts was a great sinking basin, sediments kept piling up on the floor of the valley, carried there by water (probably by flood water, or sea water). This sediment kept piling up to a thickness of one and a half miles to two miles.

All the while this Triassic strata kept piling up, geologists state, more or less steady sinking of the basin took place while the sediments accumulated. These layers were very fine sands, to coarse deposits, that are known as Longmeadow Sand Stone, and Sugar Loaf Conglomerate. The waters that brought these deposits to the valley, remained for some time, leaving thin layers of sandy mud at the present location.

Then, agitation of the water during its recession caused ripple-marks which also may be seen on the ledge. After the retreat of this water the surface was exposed to the air in a more or less soft condi-

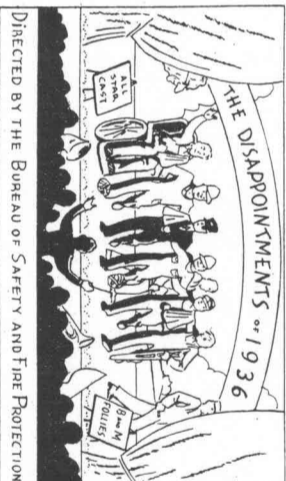
tion for a time. During this time, various dinosaurs ranging in length from less than four feet to fully thirty feet, walking on two legs, tramped over this surface, sinking their feet into the soft sediment.

Then, due to exposure to the sun the mud became hardened, holding the tracks intact. Some time later, more water was spread over the valley, bringing with it, another layer of mud, covering the tracks and sealing them in the hardened mud. New layers were then deposited and more tracks stamped into it, each layer being sealed by the preceding one. This process was repeated over and over during the entire Mesozoic era until thousands of layers were piled up. Thus the footprints were sealed in the earth.

During this time the strata were laid down level, creating a vast plain, but later as a result of an earth-crust disturbance, the strata were tilted toward the east upward about 20 degrees. Finally, after long ages of wearing away (erosion) of the overlying strata, the tracks which are now present in the remaining layers became exposed.

The land reptiles, called dinosaurs, began in the late Triassic period, reached their climax in both size and diversity of forms in the Jurassic and Cretaceous periods, after which they completely vanished from the earth.

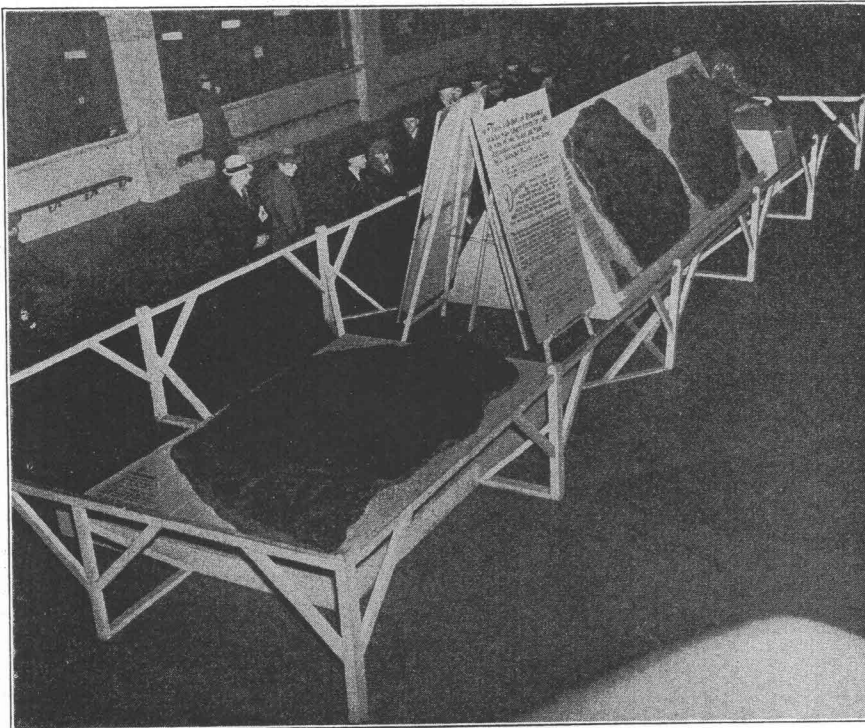
Professors and geological experts have determined that dozens of species of dinosaurs roamed (Please turn to page 5)



DIRECTED BY THE BUREAU OF SAFETY AND FIRE PROTECTION

Mar. 1937

General View of Dinosaur Tracks Exhibit in North Station



Thousands of persons have been attracted to the Dinosaur tracks exhibit in the concourse of our Boston Terminal. Hundreds of parents have brought their children to see the exhibit, the source of which was described in the last issue of the Employees Magazine. Many school and college teachers have brought their classes to see the exhibit. Geological professors who have viewed it pronounce it one of the best ever assembled. It will remain in the station for about six weeks longer.

Our Service Is Best!

THE following is from a letter signed by J. Glickman, traffic manager of the *New York Herald Tribune*.

"We desire you to know that this office has always considered the service rendered by the Boston and Maine as second to none and your system of maintaining records in connection with newspapers forwarded in baggage cars is, in our experience, unparalleled in the railroad business."

Dr. Hazzard New Surgeon at Portsmouth, N. H.

Dr. Lawrence R. Hazzard, of 84 Congress Street, Portsmouth, N. H., has been appointed railroad surgeon at Portsmouth, N. H. He succeeds the late Dr. Luce.

Locomotive Efficiency

Many railroads now operate steam locomotives in passenger service a distance of 500 miles or more before replacing them with fresh locomotives whereas some years ago they were changed each 100 or 150 miles.

Amazing But True

A modern steam locomotive pulling a train of 13 Pullman cars can be accelerated to 90 miles per hour on a level track in about three miles or a little more than three minutes.

Life of a Tie

Due to chemical treatment, the average life of a cross tie used by the railroads is now from 25 to 30 years. Before this practice of treating ties was adopted, the average life was from five to eight years.

Five Hundre

THE Safety officers of : Employees in train serv engines and cars? What can reply some mention was m: grip and a safe foothold." Th

"As to why men fall from eng cannot say about others, but I h three or four very hard falls. I fe regarded my Dad's advice to me was about like this, 'Kid, you a you will be jumping around the ways remember to have a hold w the time.' (My Dad was a brak times I fell, I did not have a hold I was on a balance and my next ho of dirt. I always tell student bra hold with one hand at all times, a good advice for all employees."

W. B. HINT

The importance of this subject by an analysis of the train serv United States railroads during th being a representative year. It is s a total of 367 employees killed and duty in train service accidents, involved in getting on or off loco or falling from this equipment.

During the first six months of show on a number of roads that fell from trains or cars not in n moving equipment. This appears fact that men feel they can ta when the equipment is standing moving.

Trainmen tell us that the most falls from cars and engines is mind" complex. Few have said t less. It is more a matter of tho while hurry enters into the mat usually discloses that there was judgment. What confirms the "y cause in many instances of falls i the injured man to say what ca has real difficulty in rememberi doing.

Some men are all dressed up fo cuffs on their overalls, likely to bolts, nails or cut-off levers of fre tied shoes and ragged, greasy glov a long swinging key chain of th pulled many a man from a car an

The law requires that cars an equipped with safe grab irons, l safety features. Failure to compl penalty, and this law is closely cl fully obeyed. Failure to use th solely with those who are doing men instead of using the grab ir brake step, will catch hold of which may spin around and the ground.

Country Day School Boys Inspect Dinosaur Exhibit



These young men from the Country Day School For Boys of Boston made an inspection tour of the North Station Terminal Area recently. They were especially interested in the animated reproduction of a Brontosaurus, which forms a part of the Dinosaur exhibit in the North Station Concourse

Service Brings Praise

WHEN the streamlined "Flying Yankee" came into the North Station one night recently, Mr. O. A. Acuff of the Horton Manufacturing Company of Fort Wayne, Ind., found that someone had taken his bag by mistake and had left one that appeared almost identical. Mr. Acuff, bound for Hartford, Conn., was considerably annoyed.

Station Master George W. Miller got busy, however, found that a man in Yarmouth, Me., had the bag and within an hour it was on its way to Boston. In the meantime Mr. Acuff was offered, and accepted the hospitality of the Hotel Manger for the night and when he awakened at 7 o'clock the next morning, his bag was in his room. The following letter to Station Master Miller is ample indication that such courtesy and fast-thinking, together with action, on the part of any employee brings results in the form of satisfied patrons.

Dear Mr. Miller:

I want to thank you for all the trouble you went to, and the delivery of my bag to my room in the Manger Hotel, at 7:00 A.M. Saturday, as well as for the comfort of the hotel room Friday night.

It is acts as you here performed that brings the traveling public to realize that your railway is much more than a large soul-less corporation, but an organization of men and women rendering a SERVICE to those who travel in and through the territory you SERVE. And, may I say, and sincerely, that you, personally, should come into your share of the credit for this SERVICE.

It is useless for me to say that we will remember, and kindly, the courtesy you extended to me in this case, in the conduct of our business in New England.

Again, thanking you and your associates for this kindness, I am,

Sincerely Yours,

O. A. ACUFF.

Philatelist In Our Midst

IT IS said that Herbert W. Davis, Chief Clerk to Superintendent Twombly at Dover, is a philatelist (postage stamp collector to the uninitiated). We understand he has been at it more or less since boyhood and has a fine collection of United States and British North America stamps. We wonder how many more collectors we have in our railroad family?

DISASTEROUS FLOOD OF
AND MISSISSIPPI RIVERS
OF LIFE WAS LESS THAN
COUNTED FOR ON OUR
HIGHWAYS—
R-38500 LIVES
OUT BY THE AUTOMOBILE

