

ELECTRIFIED TRAINS TO BABYLON START

**Bands Play, Long Island Towns
Parade and Planes Drop
Flowers on Special.**

SPEECHES AND FIREWORKS

**Old-Time Engineers and Earliest
Commuters Ride in First Cars
Over the Extension.**

The electrification of the Long Island Railroad from Jamaica to Babylon was celebrated yesterday, when the first through train, a special of fourteen cars, left the Pennsylvania Station at 2:15 o'clock, carrying officials, old commuters and about a thousand guests.

Railroad stations along the route were decorated with flags and bunting. Sirens, bands and cheering crowds greeted the train as it arrived. Five airplanes from Mitchel Field dropped flowers on the train at Freeport and flew over it in V formation to Babylon, where a celebration was staged in the baseball grounds near the newly remodeled station.

Among the old-timers on the train was James Barnum, 87 years old, who lives at Port Washington, L. I. For fifty-seven years he was an engineer, and he ran the first steam train to make the journey to Babylon. It consisted of a locomotive with funnel smokestack and three wooden coaches. Before that one, trains had been run only to Flushing.

Another veteran engineman was George H. Donaldson, 82 years old, the oldest engineer in continuous service on the South Shore Division. He remembers the first train which was operated into Babylon, on July 22, 1868. He is one of the few enginemen still living who ran the locomotives Eppin and The Pewit in 1867 and 1868, when the line to Babylon was being constructed.

The special guest of honor on the trip was John P. Conselyea of Springfield, Queens, the oldest Long Island commuter, who three years ago won the commuter prize, having commuted for fifty-eight years. William A. Simons of East Rockaway was also on board. He traveled on the first passenger train that ran on the south shore.

Band Plays at Jamaica.

When the train arrived at Jamaica 250 representatives of civic organizations met and boarded the special. They had their own band to augment that already on the train.

The first intimation of the elaborate preparations that had been made by officials at the towns along the line to greet the first electric train carrying passengers came at St. Albans. The crowds and enthusiasm of welcome increased as the train stopped for a few minutes at Lynbrook and Rockville Centre, where the school children and citizens were lined up.

Previous to the arrival of the special at Freeport there was a parade of 2,000 persons through the streets to the railroad station. Giant firecrackers announced the arrival. Seventy-five delegates boarded the train there. The bands played. The airplanes swooped low and dropped clusters of lilacs.

There were more than 4,000 persons waiting at Babylon. The train drew in to the babel of fire sirens and the bursting of aerial bombs. For several weeks the town has been preparing for the celebration and was elaborately decorated.

The Long Island Railroad Sunrise Train Band headed the procession from the station to the baseball field, where a speakers' stand had been erected. Delegations of Boy and Girl Scouts, school children and firemen were in the welcoming parade.

Chester O. Ketcham, Chairman of the Entertainment Committee and a commuter for forty-one years, read an address of welcome in the place of Eminent F. Newton, Village President, who was out of town. He said the fortunes of Babylon and of every other village along the line were closely knit with those of the Long Island Railroad.

"We believe a closer cooperation between the road and the communities served by it will result in the mutual benefit of both," he declared.

"Good-bye 'Choo-Choos,'" sang.

Between speeches, the school children sang. One of the songs was "Good-bye 'Choo-Choos,'" by Miss Elsie Hess of Merrick, L. I., in honor of the event, and sung to the tune of "Old Black Joe."

P. H. Woodward, General Passenger Agent of the railroad, said:

"Everything comes to those who hustle while they wait. Today marks the realization of many dreams for many years."

The conclusion of Mr. Woodward's speech and those which followed, by E. L. Phillips, President of the Long Island Lighting Company, and Frank Holly, President of the Long Island Association, were partly drowned out by the bursting of the day fireworks.

After Mr. Conselyea was introduced to Mr. Donaldson as the oldest commuter, and Mr. Donaldson as the oldest engineer in continuous service, there was a parade through the town, headed by the Babylon Fire Department.

Among the railroad officials in the official party were Eugene Wright, Secretary of the railroad; Donald Wilson, General Freight Agent; H. L. Des Anges, Marine Superintendent, and Joseph F. Keany, General Solicitor.

Babylon now become the terminus of the longest continuous electric line on Long Island, forty miles from the Pennsylvania Station. Two new island platforms will accommodate the passengers transferring from the electric trains to the shuttle trains, operated by steam, which will carry passengers to Montauk Point. Through electric trains, without a stop at Jamaica, start operation between New York, Brooklyn and Babylon today.

Last night a reception was held in honor of the railroad's electrical mechanical and civil engineers at the Southward Ho Country Club, formerly the James Hazen Hyde estate. Mr. Woodward was the host. Guests included the operating and traffic officials of the Pennsylvania and Long Island railroads and members of the club.

YEAR IN JAIL FOR CONTEMPT.

**Woman Who Refused to Give Up
Papers Freed at Last.**

Mrs. Margaret Callaghan, 61 years old, of 785 East 158th Street, who, on June 24, 1924, was committed to jail for an indefinite term by Surrogate James A. Foley for contempt of court, was released yesterday.

Mrs. Callaghan was committed when she refused to give up \$16,000 of bonds and mortgages owned by the estate of her sister, Mrs. Ellen Connor of 1,230 Fulton Street, Brooklyn. She said her sister gave her the papers, that she intended to keep them and affording

to her attorney, the prospect of jail with a doctor and nurse calling every day, with a comfortable bed and with no housework delighted her.

Mr. Kleckting said Mrs. Callaghan was triumphant because she may keep the papers, but regretted leaving the jail resume housework. Her release was brought about by her attorney, who feared confinement would injure her health. The bonds she holds, it is said,

are worthless.

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