

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

January 31, 1914

Pennsylvania Station
PITTSBURGH, PA.

II - 5

The Railroad Roll of Honor

"I have considered the pension list of the Republic as a roll of honor,"-

President Grover Cleveland in a special message to Congress, July 5, 1888.

The following employes of the Companies in the Pennsylvania Railroad System retired as of January 1, 1914, under the pension rules. This list represents the usual monthly addition to a roll which now totals 4035 pensioners:

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
EDWARD CAVANAUGH 6020 State Road, Bustleton, Philadelphia, Pa.	ENGINEMAN	NEW YORK	50	10
WM. T. McCONNELL 1201 Third Avenue, Altoona, Pa.	FOREMAN	JUNIATA SHOP	50	5
MARTIN MUMMA 420 North Fourth Street, Sunbury, Pa.	FIREMAN	WILLIAMSPORT	49	10
ISAAC N. MYERS 817 Fourth Avenue, Altoona, Pa.	ENGINE INSPECTOR	ALTOONA MACHINE SHOP	48	6
DANIEL HOLLENBACH 213 Spruce Street, Sunbury, Pa.	CROSSING WATCHMAN	SUSQUEHANNA	48	5
JOSEPH D. GREENE 145 Carpenter Street, Mount Airy, Philadelphia.	AUDITOR OF DISBURSEMENTS	GENERAL OFFICE	48	4
CHARLES T. LUNDY Canton, Pa.	CONDUCTOR	ELMIRA	48	1
JOHN WELLER 512 Fourth Avenue, Altoona, Pa.	SHOP HAND	ALTOONA CAR SHOP	47	5
JOHN M. KIRBY Cape May, N. J.	HOSTLER	W. J. & S. R. R.	46	8
HARVEY S. ABBEY Watkins, N. Y.	CLERK	ELMIRA	45	9
JOHN S. REPINE Warner, Pa.	AGENT	CONEMAUGH	45	1
FRANK BARBER 3812 Hamilton Street, West Philadelphia, Pa.	ENGINEMAN	NEW YORK	45	
JAMES E. MARSDEN 138 West 25th Street, Baltimore, Md.	TRAINMASTER	BALTIMORE	44	11
LEVI J. STILL 140 West Market Street, West Chester, Pa.	BAGGAGEMAN	PHILADELPHIA	44	11
THOMAS HENCHY 67 Laight Street, New York, N. Y.	ASSISTANT FOREMAN	MANHATTAN	43	9
ROBERT A. RUSSELL 3924 Fairmount Avenue, West Philadelphia, Pa.	BAGGAGEMAN	PHILADELPHIA	43	6
HENRY L. MOYER Enhaut, Pa.	ASSISTANT FOREMAN	BALTIMORE	42	9
JOHN E. MILLER 801 Third Avenue, Altoona, Pa.	PAINTER	ALTOONA CAR SHOP	42	8
CHARLES H. REED 75 East Sunbury Street, Shamokin, Pa.	CONDUCTOR	SHAMOKIN	42	6
GEORGE W. MOYER Bon Air, Pa.	ENGINEMAN	PITTSBURGH	42	
FREDERICK A. HILSE 4709 Eastern Avenue, Baltimore, Md.	CAR REPAIRMAN	BALTIMORE	41	7

Name	Occupation	Division	Length of Service	
			Years	Months
MATHEW D. CARROLL 229 Madison Avenue, Allegheny, Pa.	LABORER	CONEMAUGH	41	1
HENRY STUMP 456 Farson Street, Philadelphia, Pa.	CONDUCTOR	SCHUYLKILL	40	10
ROBERT A. BARNETT 7435 Race Street, Pittsburgh, Pa.	CONDUCTOR	ALLEGHENY	40	10
KEPNER WAGNER 128 Twelfth Street, Renovo, Pa.	SHOP HAND	RENOVO	40	7
HENRY F. HARTMAN 609 Fourth Avenue, Altoona, Pa.	CABINET MAKER	ALTOONA CAR SHOP	40	6
ABRAHAM LOWMAN Titusville, Pa.	CARPENTER	BUFFALO	38	7
JOHN A. CORNELL 317 South Avenue, Elmira, N. Y.	CARPENTER	ELMIRA	37	10
JAMES B. DOWLIN 556 Noble Street, Norristown, Pa.	CARPENTER	SCHUYLKILL	36	6
CHARLES L. NEWKIRK Kingston, W. Va.	NIGHT WATCHMAN	MIDDLE	36	
MICHAEL J. MURPHY 2903 Broad Avenue, Altoona, Pa.	MACHINIST HELPER	ALTOONA MACHINE SHOP	35	10
GEORGE E. STOUT 2024 East Bitch Street, Philadelphia, Pa.	CLERK	CAMDEN TERMINAL	33	7
ADELINE DECLINE 327½ Halliday Street, Jersey City, N. J.	STATION CLEANER	MANHATTAN	34	7
CHARLES JONES 1526 West Seventh Street, Wilmington, Del.	PAINTER	MARYLAND	33	8
JAMES B. LEWIS 525 Stevens Street, Camden, N. J.	FLOAT MASTER	CAMDEN TERMINAL	33	6
MICHAEL W. MILLER 630 Cumberland Street, Harrisburg, Pa.	SWEEPER	PHILADELPHIA	33	4
JACOB C. WOOD Lemoyne, Pa.	ENGINE PREPARER	MIDDLE	32	5
THOMAS MCCARTHY Black Creek, N. Y.	LABORER	BUFFALO	32	4
JOSEPH L. OLIPHANT Beverly, N. J.	TICKET EXAMINER	PHILADELPHIA TERMINAL	32	
AUGUST MEYER 142 Clendenny Avenue, Jersey City, N. J.	BAGGAGE PORTER	NEW YORK	31	10
LEWIS E. ANDERSON Sheffield, Pa.	WATCHMAN	RENOVO	30	8
ELIAS W. OSBORN 20 Beck Avenue, Newark, N. J.	BRIDGEMAN	NEW YORK	30	4
MARGARET FERGUSON 325 Warren Street, Jersey City, N. J.	ATTENDANT	NEW YORK	30	4
STEPHEN BONNELL 8 Magnolia Avenue, Jersey City, N. J.	BUNK ROOM ATTENDANT	NEW YORK	30	
JOHN T. BENSON Wyoming, Del.	CARPENTER	DELAWARE	27	11
FRANK G. FOY 7012 McCallum Street, Philadelphia, Pa.	WATCHMAN	PHILADELPHIA TERMINAL	24	
ZACHARIAH SPANGLER 424 N. Water Street, York, Pa.	CROSSING WATCHMAN	BALTIMORE	18	7

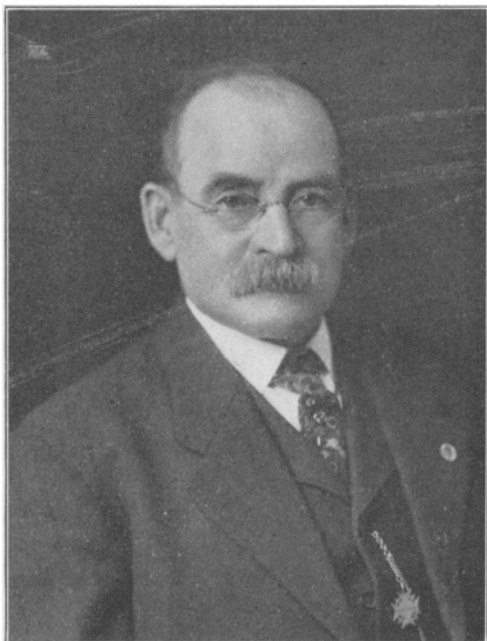
LINES WEST OF PITTSBURGH

LAWRENCE SHUSTER 1913 Third Avenue, New Brighton, Pa.	CONDUCTOR	EASTERN	50	9
JAMES P. ORR 441 Maple Avenue, Edgewood Park, Pa.	ASST FREIGHT TRAF. MGR.	PENNA. LINES	48	5
JOHN FITZGERALD Wooster, Ohio.	TRUCKMAN	EASTERN	43	9
D. J. QUILLINAN 131 North Walnut Avenue, Chicago, Ill.	ASSISTANT AGENT	CHICAGO TERMINAL	41	6
WILLIAM R. STAGE Knightstown, Ind.	STATION AGENT	INDIANAPOLIS	41	5
GEORGE CONFER 2214 W. Third Street, Dayton, Ohio.	BAGGAGEMAN	CINCINNATI	40	3
JAMES B. HOMMEL 449 South Seneca Street, Alliance, Ohio.	ENGINEMAN	EASTERN	39	3
REUBEN N. LOOMIS 57 Steuben Street, Crafton, Pa.	CLERK	STAR UNION LINE	35	9
J. W. M. EHRMANN 3004 Hoagland Avenue, Ft. Wayne, Ind.	WORK INSPECTOR	WESTERN	34	4
CHARLES HELD East St. Louis, Ill.	CAR INSPECTOR	ST. LOUIS, VANDALIA	32	6
GEORGE MAXWELL 327 North Huron Street, Wheeling, W. VA.	CLERK	PITTSBURGH	31	4
JAMES HANLON 1278 East 74th Street, Cleveland, Ohio.	CROSSING WATCHMAN	CLEVELAND & PITTSBURGH	15	10

Six women employes of the Pennsylvania Railroad have retired in the past two years. Twenty-seven women are on the pension rolls of the Company. Their average length of active service was 28 years and 1 month.

Among those placed on the Roll of Honor the first of January, 1914, was Margaret Ferguson, an employe on the New York Division. She had been with the Company 30 years and 4 months.

Men Now Retiring Who Have Served the Pennsylvania Railroad More Than Half a Century



EDWARD CAVANAUGH

EDWARD CAVANAUGH

LENGTH OF SERVICE, 50 YEARS 10 MONTHS

Edward Cavanaugh, when a lad but sixteen years of age, went to work for the old Camden and Amboy Railroad as Depot Hand. The first day's work of his half century of service with the Company was done on Washington's Birthday in 1863.

After Mr. Cavanaugh had been with the Railroad for six years he asked to be transferred to the New York Division, where he was made Fireman. Ten years later he was promoted to Engineman, and prior to January 1, 1914, when he retired, he had been running regularly as an engineman on the New York Division.

Mr. Cavanaugh is a native of Kingston, N. Y.; he was born there September 25, 1847. He resides at 6020 State Road, Bustleton, a suburb of Philadelphia.

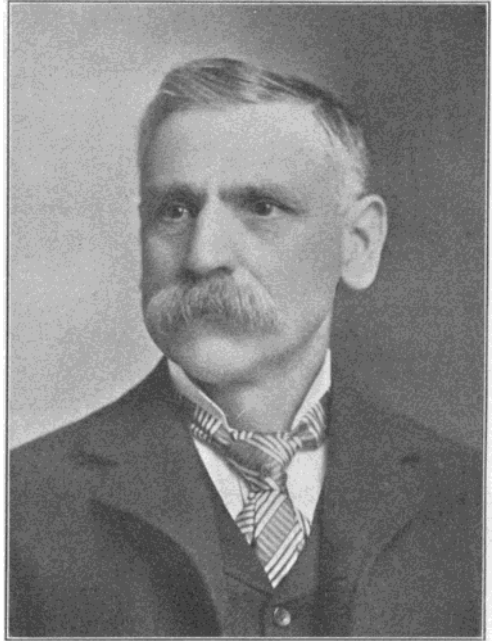
LAWRENCE SHUSTER

LENGTH OF SERVICE, 50 YEARS 9 MONTHS

When the Eastern Mail of the Fort Wayne Route rolled into Pennsylvania Station on Wednesday afternoon, December 31, 1913, a sprightly, rather elderly man, tin box in hand, stepped down on the platform and walked briskly into the station. Conductor Lawrence Shuster had made his last trip as an active employe—he had completed 50 years of service with the Pennsylvania.

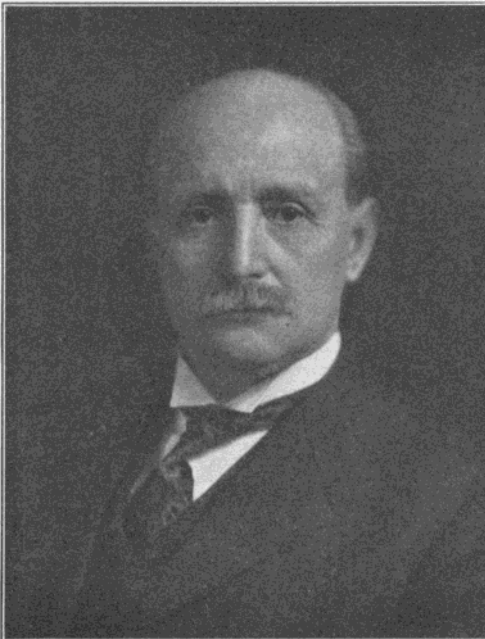
Mr. Shuster's run for a number of years was on the Metropolitan Express and the Eastern Mail, between Pittsburgh and Crestline.

Mr. Shuster was born November 19, 1846, and was first employed by the Fort Wayne as Passenger Brakeman in 1863. He was made Baggage Master in 1877, and in 1884 was promoted to the position of Conductor.



LAWRENCE SHUSTER

Notes About Retired Employes



JAMES P. ORR

JAMES P. ORR

James P. Orr's record with the Pennsylvania Lines was an enviable one. For eighteen years he held various clerical positions, while for more than thirty years he was an officer of the Company.

In commenting on Mr. Orr's work as an officer, one high in the councils of the railroad said :

"Up to April 1, 1883, Mr. Orr occupied various positions with the Pennsylvania Company, being appointed Division Freight Agent on that date. His next promotion was to the position of General Freight Agent on April 1, 1897, which title he held until July 1, 1908, when he was appointed Assistant Freight Traffic Manager.

" During the 30 years as an officer, he has earned for himself, among both railroad and shipping interests, a reputation of which any man might justly be proud. His opinions

and views, expressed always upon conservative lines and only after careful analysis and complete consideration of all phases of a question, have been received with the respect due to a man of unwavering honesty of purpose and have been looked upon as guideposts for rate structures that will long outlive his period of service. This is particularly true as to the enormous iron and steel and allied tonnage moving in the large territory under his jurisdiction.

"In Mr. Orr's latest position as Assistant Freight Traffic Manager he has had especial charge of the Ore, Coal and Coke traffic of the Pennsylvania Lines West, running into millions of tons in 1913.

"Up to the last five years Mr. Orr represented his Company on the Official Classification Committee, where his earnest and forceful efforts lifted him to a position of unqualified authority in the deliberations of the Committee.

"Mr. Orr retires from the service in the full vigor of manhood, with every prospect of enjoying a long period of well-earned rest after the arduous duties so well performed, and carries with him the love, respect and esteem of his associates, together with their hope that he may long enjoy health and prosperity and all good things due one who has striven earnestly and well."

* * * *

G. F. CHICHESTER, General Baggage Agent of the Long Island Railroad Company, retired January 1st, after serving the railroad faithfully and efficiently for more than half a century-fifty-one years, to be exact. He will receive a comfortable pension from the Company as long as he lives.

Mr. Chichester entered the employ of the Long Island Railroad during the days of the Civil War, as Station Agent. Since that time he has been Passenger Conductor, Express Agent at various points, Superintendent of Stables and General Baggage Agent.

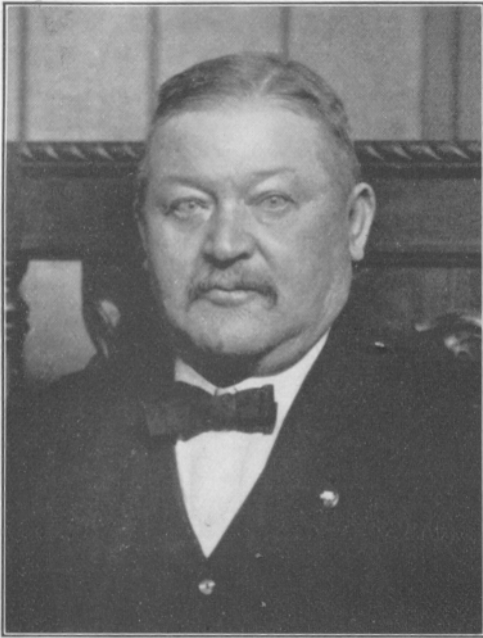
WILLIAM SARVEY was Passenger Engineman on the Elmira Division for 23 years of his 45 years of service with the Company, and in all that time no passenger was injured on any train handled by him.

Mr. Sarvey's career was not without its exciting incidents. This incident is related by one who knew of some of this Engineman's experiences :

"Some 12 or 13 years ago, while coming North on No. 9, now known as No. 7, having the General Superintendent's private car on the rear of the train, when he applied the air north of Gowley, on Troy hill, he discovered that the brakes would not hold. He again and again called for hand brakes, and in the meantime the speed of the train became so great that he dare not reverse the engine for fear of throwing the train from the rails as a result. Passing Troy the suction was so great that it extinguished all the lights in the station, and at a point just north of Troy station, at a sharp curve, Mr. Myers was thrown from his berth, and crawling on his hands and knees, for he could not stand up and walk on account of the momentum of the train on the curves existing at that point, to the speed indicator, he glanced at it and, turning to Job, the porter, said, 'Job, she registers 90 miles an hour and the pin is half bent too.' While coming into Troy the signal was 'red' against him, but was changed to clear as he whistled long and hard. The train was stopped about one and one-half miles north of Troy at the foot of the grade."

* * * *

L. E. ANDERSON, Crossing Watchman, enjoys a distinction such as few do. At the age of seventy, Mr. Anderson retired after thirty years of service, and not one day's work did he lose on account of sickness. It is not often that a man of seventy can say that every tooth in his head is absolutely sound and has never been treated. Such is the condition with Mr. Anderson, one of the best-known old employes on the Renovo Division.



ZACHARY T. MOYER

When Mr. Moyer retired as Passenger Conductor on the Sunbury Division, he received from his Superintendent this letter of congratulation concerning active service :

"I wish to congratulate you upon your retirement from active service as a Passenger Conductor, on December 1, 1913, after more than 43 years' service on the Pennsylvania Railroad, and express to you the appreciation of the Pennsylvania Railroad Company for your loyal and efficient service during that period.

"Your record being such, it is a pleasure to commend you for the same, and I wish you many years of health and happiness."

During the last 13 years of his active service, Mr. Moyer was in charge of the through Philadelphia-Wilkes-Barre express trains, between Pottsville and Wilkes-Barre, taking charge of these trains upon their establishment in 1900.

Mr. Moyer was born at Tamaqua, Pa., October 1, 1847. He served creditably through the Civil War, enlisting in the 48th Regiment, Pennsylvania Volunteers, in Feb-

ruary, 1863. He participated in all the battles from the Wilderness to Appomattox Court House, including the siege of Petersburg and the blowing up of the fort; he was present at the surrender of General Lee.

After receiving an honorable discharge at Alexandria, Va., on July 17, 1865, at the close of the war, he enlisted in the U. S. Army at Reading, Pa., on December 6, 1866, continuing until December 6, 1869. During his term of service with the Regular Army he was assigned to the Department of the Platte, guarding the construction gangs while building the Union Pacific Railway, assisted in the construction of Fort Russell, and was at Cheyenne, now the capital of Wyoming, when the engineers were making the original survey.

* * * *

B. FRANK THORN, in his official capacity as Passenger Agent, is no longer greeting his friends at Rahway Station. He retired December 1, 1913, after 39 years of service. This is what the Elizabeth Journal says about Mr. Thorn's retirement :

"Mr. Thorn is a native of Plainfield, and has been a resident of this city since April 1, 1859. and occupied the house in which he now lives since 1861. For two years he resided in Leesville Avenue. Before entering upon his career in railroad circles he was employed in grocery and hardware stores here and also in the latter at Elizabeth.

"Fraternally, Mr. Thorn is connected with Lafayette Lodge, No. 27, F. and A. M. and also Lafayette Chapter, No. 26, Royal Arch Masons. He is a member of the First Baptist Church.

"During his exceptional term of service at the local railroad station his efficiency, uniform courtesy and good will won him a host of friends among the traveling public, who are pleased that he has attained the Company's honor roll."

Mr. Thorn now resides at Fulton and Commerce Streets, Rahway, N. J.

BENJAMIN S. BROWN is another of the retired employes of the Railroad who saw much service in the Civil War. He was mustered out in Vicksburg, Miss., and immediately afterward he returned to New Jersey, his home, and entered the Company's employ as Laborer on the old Camden and Amboy Railroad. In 1884 Mr. Brown was made Assistant Yardmaster in Trenton.

* * * *

JOHN WELLER and his father served in the same Company during the Civil War. Mr. Weller is now 70 years of age and has retired from active service. He was born in Germany, but came to America with his parents when he was 7 years old. He settled in Altoona after the War, and was one of those who assisted in the construction of the Car Shops.

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M. STOKES MASON, who was retired last month, was Conductor on the New York Division. In chronicling his retirement, the Trenton, N. J., Gazette says :

"Mr. Mason, who is now more than 66 years of age, was a faithful employe of the Company for nearly two score years. During the past 14 years he was Conductor on the Princeton Branch. During those years he carried hundreds of thousands of students on his train. It was always a pleasure for him to walk through the cars and collect the tickets and give out the information asked of him."

* * * *

DANIEL HOLLENBECK was 70 years old December 29, 1913. He retired three days later, after 49 years of faithful service. He is truly a Northumberland County man ; he was born in Lower Augusta Township, Pa., and has never lived more than 15 miles from the borough limits of Sunbury, Pa.

Mr. Hollenbeck entered the employ of the Company as Laborer at Selin's Grove Junction. He was made Track Foreman ten years later, and he worked in that capacity

for 21 years. The Sunbury Item of December 31, 1913, says that Mr. Hollenbeck " was never seriously injured nor suspended for carelessness in performing his duty, and more than once he received favorable mention for the condition of the track and road-bed which was under his care."

* * * *

CHARLES JONES was a popular Painter on the Maryland Division. Upon his retirement his fellow employes presented him with a gold-head cane engraved with this inscription :

" Presented to Charles Jones by the painters of the Pennsylvania Railroad Company, December 31, 1913.

* * * *

DAVID I. GRAEFF

Mr. W. B. McCaleb, Superintendent of the Philadelphia Division, gives this interesting sketch of David L. Graeff, a retired employe of the Company, who on February 18th will be 93 years old :

" Mr. Graeff was born in Lancaster, Pa.,



DAVID L. GRAEFF

in 1821. His father was a Swiss immigrant, who located in the Pequea Valley, Lancaster County.

“ Mr. Graeff enlisted in the United States Navy as Landsman in 1842, but owing to injuries received from an accident on board ship, he was honorably discharged after fourteen months of service. He returned to Lancaster in 1843 and resumed work at his trade in a brass foundry. Mr. Graeff was married that year, his wife being the twenty-first and last child of her parents. In 1843 he entered the machine shop of Supplee Brothers, in Columbia. After learning the machinist trade he was employed by the Railroad in 1864. In 1867 he left the Company and returned to Supplee Brothers, but re-entered the Railroad’s service in 1869, and his employment was continuous from that time until January 1, 1900, when he was placed on the Roll of Honor.

“ Mr. Graeff is enjoying good health and can be seen almost daily on the streets of Columbia. His eyesight is very poor, due to cataracts having formed on both eyes. He has been a life-long member of the Episcopal Church.”

* * * *

ROBERT A. BARNETT made his last trip on the Buffalo Flyer on December 31st, after 41 years of service on the Allegheny Division. Mr. Barnett was one of the conductors on the Buffalo Flyer from the first day it was put in operation. He was in the passenger service for 32 years; prior to this time he worked on freight trains. “Forty-one years is a long time in the tumultuous, bustling life of a railroad trainman,” said the veteran conductor, speaking of his retirement, “and I expect more than once to feel the lure of the old game in silent retirement. But I am not just going to mope away and die soon. I am too young and well preserved. I am going to make a visit to California soon and visit some old places, and when I get back I will try and find some place to keep my restlessness curbed.”

* * * *

ABRAHAM LOWMAN, who has lived at Titusville, Pa., for many years, and who retired from active work on January 1, 1914, served the railroad 38 years and 7 months as Carpenter and General Repairman. Mr. Lowman began his work with the B. N. Y. & P. and the W. N. Y. & P., which were later merged with the Pennsylvania.

The Pennsylvania’s Pension Department

Amount paid since Department was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
\$7,174,129.97	\$2,326,370.08	\$9,500,500.05	
Total number of employes pensioned to January 1, 1914	5897	1903	7800
Pensioned employes who have died	2874	891	3765
Total number of employes on Pension roll January 1, 1914	3023	1012	4035