

# THE PENNSYLVANIA RAILROAD SYSTEM

Broad Street Station  
PHILADELPHIA, PA.

August 15, 1913

Pennsylvania Station  
PITTSBURGH, PA.

10

## 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 Companies in the Pennsylvania Railroad System were retired as of July 1, 1913, under the pension rules. This list represents the usual monthly addition to a roll which now totals 3934 pensioners:

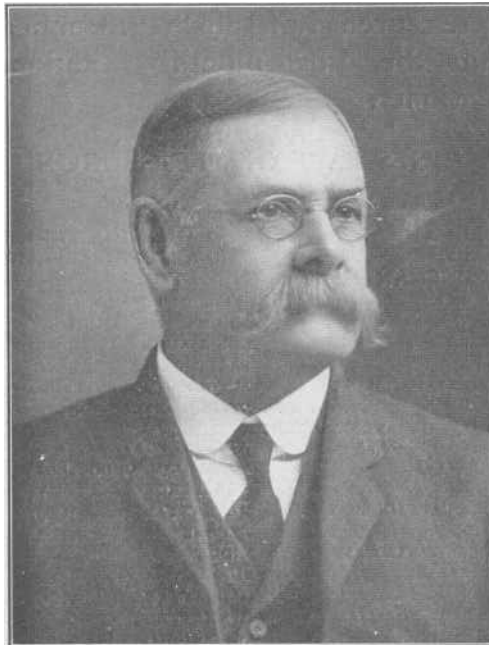
### LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
GEORGE W. BLAIR	FOREMAN	PHILADELPHIA TERMINAL	50	8
SAMUEL ALLOWAY	CLERK	PHILADELPHIA TERMINAL	50	6
JOHN MANNING	ENGINEMAN	NEW YORK	50	
JOHN J. MARSHALL	LABORER	WILLIAMSPORT	49	2
JACOB BECK	ENGINEMAN	MIDDLE	47	10
MATTHEW D. WILEY	CLERK	CONEMAUGH	46	7
WILLIAM FESTER	CLERK	BALTIMORE	46	3
GEORGE W. HIKES	CARPENTER	ALTOONA CARPENTER SHOP	45	8
WILLIAM W. CRAMER	CLERK	MONONGAHELA	45	5
FRANK C. STOUGHTON	SUPERVISOR AND ASSISTANT TRAIN MASTER	WILLIAMSPORT	45	3
JOSEPH FLEIG	CARPENTER	ALTOONA MACHINE SHOP	44	8
ANDREW D. CULLEN	FOREMAN	PITTSBURGH	44	8
JOHN M. STERRITT	SHORE CAPTAIN	MANHATTAN	43	10
MARTIN NEE	FOREMAN	TYRONE	43	8
SAMUEL WILSON	TRACK WATCHMAN	MIDDLE	42	8
MICHAEL McMAHON	LABORER	BUFFALO	42	1
GEORGE LEVINESS	CLERK	MANHATTAN	41	10
WARREN DOBBS	ASSISTANT FOREMAN	MANHATTAN	41	1
HENRY C. MILLER	BLACKSMITH	ALTOONA MACHINE SHOP	37	7
JOHN RYAN	LABORER	NEW YORK	35	6
ALBERT CAIN	CONDUCTOR	MIDDLE	33	7
JAMES CONNOLLY	SWEEPER	NEW YORK	33	1
BARTON L. BENNET	CARPENTER	ELMIRA	31	10
DAVID VAN REED	ENGINEMAN	ALLEGHENY	30	1
JAMES F. RANDOLPH	CARPENTER	NEW YORK	28	10
WILLIAM F. FAIRES	CLERK	GENERAL OFFICE	26	9
MICHAEL P. BUTLER	BOILER MAKER	PHILADELPHIA TERMINAL	23	
JAMES H. PATTERSON	CLERK	PHILADELPHIA	22	10
EDWARD W. STEWART	TRUCKER	MARYLAND	21	6
MICHAEL DONOGHUE	WATCHMAN	PHILADELPHIA TERMINAL	20	11
EDWARD M. ROBINSON	GATEMAN	NEW YORK	20	

## LINES WEST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
J. Q. McCLELLAN . . . . .	PASSENGER ENGINEMAN . . . . .	WESTERN, NORTHWEST SYSTEM . . . . .	49	1
CHARLES F. McCOY . . . . .	BAGGAGEMAN . . . . .	ERIE AND ASHTABULA . . . . .	47	11
JEFFERSON FISHER . . . . .	CLERK . . . . .	GENERAL OFFICE . . . . .	44	5
WILLIAM BLACKHORN . . . . .	CROSSING WATCHMAN . . . . .	LOGANSPORT . . . . .	42	11
JOHN FOX . . . . .	TALLYMAN . . . . .	CHICAGO TERMINAL . . . . .	42	1
KARL MEIER . . . . .	CAR BUILDER . . . . .	WESTERN, NORTHWEST SYSTEM . . . . .	40	8
ALBERT OTT . . . . .	CROSSING WATCHMAN . . . . .	INDIANAPOLIS TERMINAL . . . . .	40	2
FREDERICK VOLKERT . . . . .	CONDUCTOR . . . . .	NORTHERN, GRAND RAPIDS AND INDIANA RAILWAY . . . . .	39	10
ELMER H. ROGERS . . . . .	ENGINEMAN . . . . .	WESTERN, NORTHWEST SYSTEM . . . . .	39	4
JAMES P. GILMORE . . . . .	MACHINIST . . . . .	LOGANSPORT . . . . .	30	7
ANDREW J. VOTAW . . . . .	COOPER . . . . .	EASTERN, NORTHWEST SYSTEM . . . . .	27	4
JOHN DAVERN . . . . .	CROSSING WATCHMAN . . . . .	PENNSYLVANIA TERMINAL RY. . . . .	27	
GARRETT LEE . . . . .	CROSSING WATCHMAN . . . . .	ST. LOUIS, VANDALIA RAILROAD . . . . .	22	4
STEPHEN CONLEY . . . . .	LABORER . . . . .	CLEVELAND AND PITTSBURGH . . . . .	11	6

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



**GEORGE W. BLAIR**

LENGTH OF SERVICE, 50 YEARS 8 MONTHS

George W. Blair was born in Carlisle, Pa., June 20, 1843. He entered the service in 1861 as a machinist on the Philadelphia Division. He was made an usher in the General Office at Philadelphia in 1878,

in 1885 he was made Foreman on the Philadelphia Division, and in 1904 he went to the Philadelphia Terminal Division in the same capacity in the Maintenance of Equipment Department.



**SAMUEL ALLOWAY**

LENGTH OF SERVICE, 50 YEARS 6 MONTHS

Samuel Alloway was born July 12, 1844, in Philadelphia, Pa. His first occupation with the Pennsylvania Railroad was in 1862, in the General Agent's Office in Philadel-

phia. He was made Delivery Clerk on the Philadelphia Terminal Division, March 1, 1900, and continued in that employment until his retirement.



**JOHN MANNING**

## JOHN MANNING

LENGTH OF SERVICE, 50 YEARS

John Manning was born in Woodbury, N. J., June 17, 1843. He entered the service of the Company June 29, 1863, as a brakeman. The following year he was

made a fireman. In August, 1871, Mr. Manning was promoted to be an engineman on the New York Division. He had thus served the Company for 42 years as an engineer.

## The Pennsylvania Railroad's Pension System

One of the first acts of Mr. A. J. Cassatt on becoming President of the Pennsylvania Railroad in 1899 was to recommend to the Board of Directors that without delay a plan be placed in operation to pension employes who had reached the age of seventy years.

Records just compiled show that during the thirteen years and six months the plan has been in operation, a total of 7478 men have received payments through the pension funds of the Pennsylvania System of \$8,913,157.50 out of the earnings of the various companies. Of this amount, \$6,727,792.22 have been paid on the Lines East of Pittsburgh, and \$2,185,365.28 have been paid on that portion of the Pennsylvania System West of Pittsburgh.

Of those who have received pensions, 3544 have died, so that at the present time there are 3934 men on the pension rolls of the Company. Of these, 2949 are on the Lines East of Pittsburgh, and 985 West of Pittsburgh.

This plan, inaugurated by Mr. Cassatt, of taking care of faithful employes in their old

age, provides that the entire pension shall be paid by the Company. Every employe must retire at the age of seventy. In case of physical disability at the age of sixty-five the employe may be retired. The pension amounts to 1 per cent. of the average salary or wage for the ten years previous to retirement, multiplied by the number of years the man has been in the employ of the Company.

No man may enter the service of the Pennsylvania Railroad after attaining the age of forty-five. So that any man retiring at seventy thus receives at least 25 per cent. of his average annual salary of the previous ten years. Employes retire without any obligation whatever to the Pennsylvania Railroad, and many of them engage in outside occupations. The only stipulation is that they may not, under any conditions, re-enter the service of the Pennsylvania Railroad System.

The plan applies to every employe without regard to rank. Within the past five years two Vice-Presidents and the General Counsel have been retired upon exactly the same conditions as control the case of a trackwalker or a brakeman.