

THE PENNSYLVANIA RAILROAD SYSTEM

Broad Street Station
PHILADELPHIA, PA.

September 16, 1913

Pennsylvania Station
PITTSBURGH, PA.

15

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 September 1, 1913, under the pension rules. This list represents the usual monthly addition to a roll which now totals 3979 pensioners:

LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Month
ELI B. RUTH 674 N. 39th Street, Philadelphia, Pa.	CONDUCTOR	PHILADELPHIA	51	1
WILLIAM G. DOAK 300 S. Chestnut Street, Derry, Pa.	CONDUCTOR	PITTSBURGH	50	3
ALBERT CAREY 802 E. 21st Street, Erie, Pa.	ENGINEMAN	RENOVO	50	3
WILLIAM H. RILEY 901 W. Main Street, Chester, Pa.	CONDUCTOR	MARYLAND	49	1
SAMUEL T. KENNEDY 3822 Folsom Street, Philadelphia, Pa.	BOILERMAKER	PHILADELPHIA TERMINAL	46	4
WILLIAM J. STRICKLER 843 Walnut Street, Columbia, Pa.	ASSISTANT TRAIN MASTER	PHILADELPHIA	46	3
CHARLES C. IRWIN Bedford, Pa.	AGENT	BEDFORD	46	2
JAMES E. WINTERS Logan's Ferry, Pa.	ENGINEMAN	PITTSBURGH	46	1
ALFRED K. PIERCE 412 Erie Avenue, Renovo, Pa.	CONDUCTOR	RENOVO	43	10
EPHRAIM C. ROBBINS 721 N. Second Street, Millville, N. J.	ENGINEMAN	WEST JERSEY AND SEASHORE	43	8
JAMES F. QUINN 156 Fifth Street, Renovo, Pa.	CLERK	RENOVO	43	5
GEORGE T. MUSGROVE Clayton, Del.	TANKMAN	DELAWARE	42	1
WILLIAM A. BINGHAM 3829 Austin Street, Philadelphia, Pa.	ASSISTANT YARD MASTER	NEW YORK	41	2
WILLIAM C. HILLIARD Spartansburg, Pa.	CLERK	BUFFALO	40	11
DANIEL MILLER Duncannon, Pa.	LABORER	MIDDLE	40	10
ROBERT McNEILL 616 Cliferty Street, Pittsburgh, Pa.	CLERK	PITTSBURGH	39	8
JOHN M. FISHER 1919 Hope Street, Baltimore, Md.	BOILERMAKER	BALTIMORE	38	11
JOHN M. MISHLER 708 N. 42d Street, Philadelphia, Pa.	CLERK	PHILADELPHIA TERMINAL	38	10
MATHIAS KNIEWEL 1603 Lancaster Street, Baltimore, Md.	WATCHMAN	BALTIMORE	38	8

Name	Occupation	Division	Length of Service	
			Years	Months
WILLIAM KUHN 906 Sixth Avenue, Altoona, Pa.	CAR BUILDER	ALTOONA CAR SHOPS	38	7
TIMOTHY FEAN 22 Haddon Avenue, Camden, N. J.	WATCHMAN	WEST JERSEY AND SEASHORE	37	5
ALFRED HAMEL 2029 Thirteenth Avenue, Altoona, Pa.	SHOP HAND	ALTOONA MACHINE SHOPS	36	2
WILLIAM M. COLLINS Monmouth Junction, N. J.	LEVERMAN	NEW YORK	35	3
JEREMIAH J. LEARY 722 N. 38th Street, Philadelphia, Pa.	WATCHMAN	PHILADELPHIA TERMINAL	32	5
WILLIAM F. SARGENT 16 N. Edgewood Street, Philadelphia, Pa.	MESSENGER	GIRARD POINT STORAGE	32	
OWEN W. EBERT 109 Centre Street, Mauch Chunk, Pa.	BAGGAGE MASTER	NEW YORK	31	10
ROBERT PORTER Edgemoor, Del.	WATCHMAN	MARYLAND	31	5
JOHN A. HOWERTER 1249 Railroad Avenue, Sunbury, Pa.	CAR REPAIRMAN	WILLIAMSPORT	27	10
OWEN CLARK 621 Second Avenue, Altoona, Pa.	WATCHMAN	ALTOONA MACHINE SHOPS	27	3
WILLIAM VERRINDER 22 Ninth Avenue, Newark, N. J.	COLLECTOR AND SOLICITOR	MANHATTAN	22	1

LINES WEST OF PITTSBURGH

M. R. MATHEWS 41 Geiger Avenue, Alliance, Ohio.	CONDUCTOR	EASTERN	49	6
CHARLES E. ROSS 6448 Eggleston Avenue, Chicago, Ill.	CONDUCTOR	WESTERN	48	3
W. F. BEARDSLEY Colonial Apartments, Park Avenue, West Mansfield, Ohio.	MASTER MECHANIC	EASTERN	47	3
ROBERT GREEN 614 Market Street, Logansport, Ind.	ENGINEMAN	LOGANSPORT	45	8
JOHN DICKSON 51 McNaugher Street, Allegheny, Pa.	OIL DISTRIBUTER	EASTERN	41	3
HERMAN HUMBERT 325 Kilgour Street, Cincinnati, Ohio.	STEVEDORE	CINCINNATI	39	11
W. H. PULLIAM 1428 Sycamore Street, Terrehaute, Ind.	TRUCK BUILDER	ST. LOUIS, VANDALIA	37	8
BARNEY CONNOLLY 817 Watt Street, Jeffersonville, Ind.	MOTIVE POWER LABORER	PENNSYLVANIA TERMINAL RAILWAY	35	6
HENRY SAYNER 2607 Holton Avenue, Wayne, Ind.	FIREMAN	WESTERN	34	2
CHARLES WESTERMAN 340 Denniston Avenue, Pittsburgh, Pa.	CLERK	PITTSBURGH	33	
JAMES H. TONER 238 N. Sixth Street, Steubenville, Ohio.	ASSISTANT BAGGAGEMAN	PITTSBURGH	32	6

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
	\$6,875,209.42	\$2,231,559.33	\$9,106,768.75
Total number of employes pensioned to September 1, 1913	5752	1849	7601
Pensioned employes who have died	2760	862	3622
Total number of employes on Pension roll September 1, 1913	2992	987	3979

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

ELI B. RUTH

LENGTH OF SERVICE, 51 YEARS 1 MONTH

Eli B. Ruth was born August 19, 1843, in the village of Lima, Middletown Township, Delaware County, Pa. He entered



ELI B. RUTH

the service of the Pennsylvania Railroad on July 6, 1862, as a trackwalker on the West Chester Branch. He was made a brakeman in January, 1863.

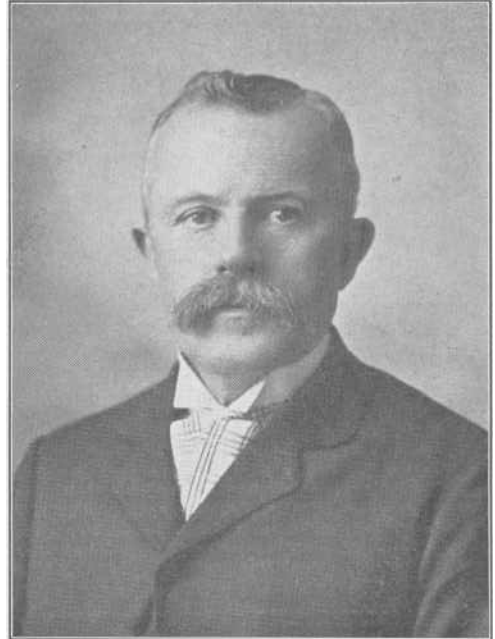
In February, 1864, Mr. Ruth was promoted to Freight Conductor, and in September of the same year he was transferred to the passenger service. At that time the terminal in Philadelphia for passenger trains was at Eleventh and Market Streets, where the Bingham House now stands.

In 1870 Mr. Ruth was promoted to be a regular passenger conductor, and he served

in that capacity for forty-three years one month and twenty-three days.

WILLIAM G. DOAK

LENGTH OF SERVICE, 50 YEARS 3 MONTHS



WILLIAM G. DOAK

William G. Doak was born on May 18, 1848, and on May 20, 1863, he entered the employ of the railroad as a brakeman.

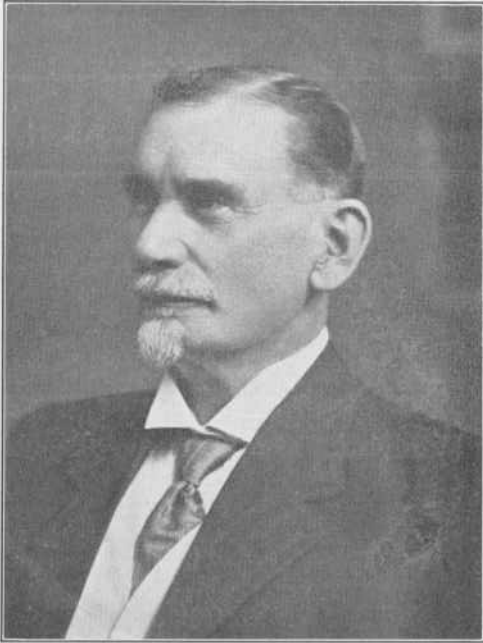
Mr. Doak was promoted to be a flagman in 1857, and in 1869 he was made Conductor. He served in this capacity until his retirement.

It is a singular coincidence that Mr. Doak and Mr. Carey were born on the same day, entered the service of the Company within ten days of each other, and retired from active work on the same day, after continuous employment with the Company of more than a half century.

ALBERT CAREY

LENGTH OF SERVICE, 50 YEARS 3 MONTHS

Albert Carey was born on May 18, 1848, at Erie, Pa. On June 1, 1863, he entered the service of the Company as a brakeman



ALBERT CAREY

on the Western Division of the old Philadelphia and Erie Railroad.

Mr. Carey became a fireman in 1865, and three years later was promoted to be an engineman. In 1880 he was made a regular passenger engineman, and he served in that capacity until his retirement.

Mr. Carey estimates that during his active connection with the Railroad he traveled some 3,000,000 miles and hauled about 2,500,000 passengers. He said recently that he attributed his success as an engineman to "right living, a cool head, and strict observance of the rules of the Company."

During all Mr. Carey's long service, he was never the subject of any discipline.

Praise for Pennsylvania Railroad Pension System

—From *Scranton (Pa.) Tribune*, August 25, 1913.

Legislation is said to lag behind the conscience of the people. Although there are many good laws upon our statute books, many of which are not kept, the majority of people are much better than the law requires them to be. In the industrial world we are getting away from the old individual selfishness—"Every man for himself, God Almighty for us all, and the devil take the hindmost."

It is very refreshing to discover that a business organization known as one of the soulless corporations has grown a heart so big that it would not go through the doors of any legislature in the land. While we would be among the first to condemn the Pennsylvania Railroad Company for some of its attitudes in controlling legislators, we wish to be among the first to congratulate the Pennsylvania Railroad upon its liberal policy in respect to its own employees.

Since the beginning of the year 1900 the Company has paid out \$8,913,157 in pensions to the men who have been in its service for years. During the past thirteen years a total of 7478 men have received payments through the pension fund. Of the total amount, \$6,727,792 was paid from the treasury of the Pennsylvania Lines East of Pittsburgh, and \$2,185,365 from its Western lines. The pensions are available for all employees. Among those retired there have been two Vice-Presidents and the General Counsel under exactly the same rules as apply to conductors or trackwalkers.

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While praising the Pennsylvania Railroad pension scheme as a policy of sound administration and wise economics, we cannot fail to be pleased with what it means as an appreciation of human fidelity. Robert Louis Stevenson said that the chief characteristic of the Duke of Wellington was that "he did his duty as naturally as a horse eats hay." The men who do their duty in obscurity are just as worthy of honor as those who do it in the conspicuous national arena. The British Government pensioned the Duke of Wellington generously. The lesser men who hold steadily to the task that benefits their capacities are no less worthy of reward in due proportion.