

# THE PENNSYLVANIA RAILROAD SYSTEM



## INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station  
PHILADELPHIA, PA.

June 29, 1914

Pennsylvania Station  
PITTSBURGH, PA.

II

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### 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 were retired as of June 1, 1914, and placed on the "Roll of Honor." The Roll of Honor now totals 4136 employes:

#### LINES EAST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
<b>JOSEPH BRUDON</b>	<b>MOTORMAN</b>	<b>W. JERSEY &amp; SEASHORE</b>	53	3
Cleveland and Deptford Avenues, North Woodbury, N. J.				
ARCHIBALD GREEN	ASSISTANT YARD MASTER	TRENTON	48	7
27 Edgemere Avenue, Trenton, N. J.				
GEORGE IRELAND	SUB-FOREMAN	NEW YORK	46	
553 South Clinton Avenue, Trenton, N. J.				
JOHN LOGAN	ENGINEMAN	ELMIRA	46	
420 Jefferson Street, Elmira, N. Y.				
JACOB FEATHERMAN	ENGINEMAN	ELMIRA	44	1
459 Franklin Street, Elmira, N. Y.				
CHRISTOPHER LINGENFELTER	WATCHMAN	ALTOONA CAR SHOP	45	10
504 East Pottsgrove Avenue, Altoona, Pa.				
ALBERT W. PRESTON	ASSISTANT ENGINEER	GENERAL OFFICE	43	10
Swarthmore, Pa.				
ANDREW NEWBERRY	ASSISTANT TRAIN MASTER	SUNBURY	43	7
60 Carlisle Street, Wilkes-Barre, Pa.				
WILLIAM F. MAY	BRAKEMAN	PHILADELPHIA	42	5
1215 Currant Street, Harrisburg, Pa.				
MANUEL F. GUTIERREZ	MACHINIST	ALTOONA MACHINE SHOP	42	
823 Fifth Avenue, Altoona, Pa.				
JOHN P. DAVIS	LABORER	WILLIAMSPORT	42	
Muncy, Pa.				
CYRUS T. REED	CAR INSPECTOR	PITTSBURGH	41	7
405 Center Avenue, Greensburg, Pa.				
ROGER MORGAN	MACHINIST	ALTOONA MACHINE SHOP	41	6
1211 Third Avenue, Altoona, Pa.				
JOHN E. ZEIGLER	ENGINEMAN	ALTOONA MACHINE SHOP	41	
1024 Sixth Avenue, Altoona, Pa.				
THEODORE VANDIVORT	ASSISTANT ENGINEER RIGHT OF WAY	GENERAL OFFICE	39	2
740 Ross Avenue, Wilkinsburg, Pa.				
DANIEL L. WILE	USHER	BALTIMORE	38	7
302 Robert Street, Baltimore, Md.				
GEORGE W. KRETTNER	ENGINEMAN	BUFFALO	37	8
Buffalo, N. Y.				
JOSHUA LIPPINCOTT	LABORER	NEW YORK	36	2
7021 Edmond Street, Tacony, Pa.				
CHARLES ELFRETH	GATEMAN	CAMDEN TERMINAL	34	11
819 Cooper Street, Camden, N. J.				
SAMUEL JOHNS	WATCHMAN	PITTSBURGH	33	10
Seward, Westmoreland County, Pa.				

Name	Occupation	Division	Length of Service	
			Years	Months
FREDERICK HORST 1114 Eighth Avenue, Altoona, Pa.	MACHINIST	ALTOONA MACHINE SHOP	33	3
JOHN C. HAMILTON Olean, N. Y.	ENGINEMAN	BUFFALO	32	9
CHARLES F. MILLER 650 Boas Street, Harrisburg, Pa.	CARPENTER	PHILADELPHIA	32	1
JEREMIAH K. MAURER 426 N. Second Street, Sunbury, Pa.	FOREMAN	WILLIAMSPORT	31	6
WILLIAM J. RANDOLPH 520 W. 6th Street, Wilmington, Del.	ENGINEMAN	DELAWARE	30	10
WILLIAM B. MILLER 1123 Ninth Avenue, Altoona, Pa.	MACHINIST	ALTOONA MACHINE SHOP	30	9
JOHN BARRIE Rutledge, Pa.	CLERK	GENERAL OFFICE	30	
WILLIAM MCGONIGAL 345 Summit Street, Knoxville, Pittsburgh, Pa.	CLERK	MONONGAHELA	27	2
JACOB C. SMITH 721 N. Queen Street, Lancaster, Pa.	CARPENTER	PHILADELPHIA	26	11
PENROSE O. SANDERS 737 S. Front Street, Steelton, Pa.	LABORER	PHILADELPHIA	23	8
AMOS KIEHL 819 W. Otterman Street, Greensburg, Pa.	CLERK	PITTSBURGH	23	4
THOMAS MCMAHON 747 Second Street, Williamsport, Pa.	LABORER	WILLIAMSPORT	17	5

### LINES WEST OF PITTSBURGH

Name	Occupation	Division	Length of Service	
			Years	Months
H. O. HUKILL Bellevue, Pa.	PURCHASING AGENT	GENERAL OFFICE	54	2
THOMAS SWANEY 130 W. Chalmers Avenue, Youngstown, Ohio.	FOREMAN CAR INSPECTORS	ERIE AND ASHTABULA	46	8
THOMAS MOYLAN 430 New York Avenue, Whiting, Ind.	SECTION FOREMAN	CHICAGO TERMINAL	44	1
WILLIAM HARKNESS 81 E. Lincoln Street, Columbus, Ohio.	PASSENGER ENGINEMAN	AKRON	43	
JOHN BEAMER 410 W. Market Street, Logansport, Ind.	LOCOMOTIVE CARPENTER	LOGANSPORT	42	3
JAMES A. HINTON 320 Long Street, Cambridge, Ohio.	MACHINIST	MARIETTA	41	2
MRS. MARGARET MELLON 7528 Hamilton Avenue, Pittsburgh, Pa.	MATRON	PITTSBURGH	33	9
M. A. VANBUREN 17 Highland Street, S. E., Grand Rapids, Mich.	ENGINEMAN	NORTHERN	33	5
CHARLES W. LONG 34 Fifth Street, Aspinwall, Pa.	YARD BRAKEMAN	EASTERN	30	5
SAMUEL DEACON 208 High Street, Xenia, Ohio.	CARPENTER	CINCINNATI	30	
ISAAC W. BAKER 706 West Creighton Avenue, Ft. Wayne, Ind.	FREIGHT CAR BUILDER	WESTERN	27	
WILLIAM GLOVER 127 Monitor Avenue, Ben Avon, Pa.	CAR CLEANER	EASTERN	25	
CHRISTIAN BUKGER Brazil, Ind.	CROSSING WATCHMAN	ST. LOUIS	10	7

## Facts About the "Roll of Honor"

Amount paid since Retirement plan was established on January 1, 1900 . . .	Lines East of Pittsburgh	Lines West of Pittsburgh	Pennsylvania Railroad System
	\$7,568,548.75	\$2,449,429.73	\$10,017,978.48
Total number of employes placed on Roll of Honor to June 1, 1914 . . .	6121	1972	8093
Roll of Honor employes who have died . . . . .	3009	948	3957
Total number of employes on Roll of Honor June 1, 1914 . . . . .	3112	1024	4136

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



**H. O. HUKILL**

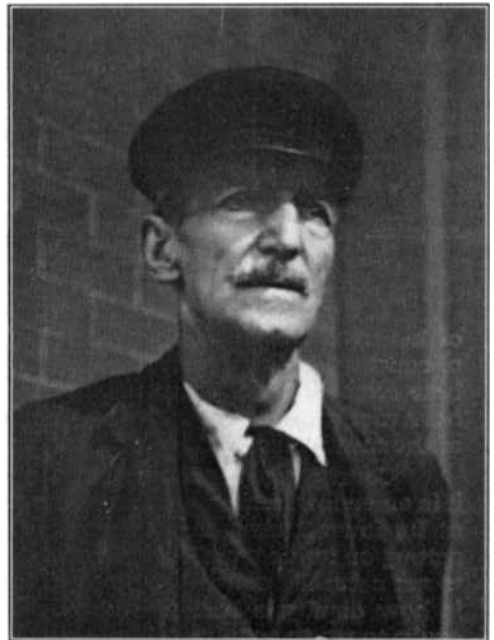
LENGTH OF SERVICE, 54 YEARS 2 MONTHS

When it was announced, at a meeting of the Board of Directors of the Pennsylvania Company on May 27th, that H. O. Hukill, Purchasing Agent of the Pennsylvania Lines, would retire under the rules of the Pension Department on June 1st, the following minute was adopted :

"Henry Orville Hukill was born at Steubenville, Ohio, May 25, 1844. After attending public school at that place until sixteen years of age, he entered the service of the Steubenville and Indiana Railroad Company, March 19, 1860, as Messenger in the Superintendent's Office. He learned telegraphy, and in 1863 became an Assistant Operator; and on April 12, 1864, he entered the service of the Pittsburgh, Fort Wayne and Chicago Railway Company and the Cleveland and Pittsburgh Railroad Company as Telegrapher and Clerk in the office of the Purchasing Agent at Pittsburgh. He was advanced to the position of Chief Clerk to the Purchasing Agent January 1, 1877, continuing in that capacity until June 1, 1887, when he was made Assistant to Purchasing

Agent, holding that position until January 1, 1894, when he was appointed Purchasing Agent of the Pennsylvania Lines, and continued at the head of that Department until his retirement, June 1, 1914, under the regulations of the Pension Department—an unbroken record of more than 54 years.

"Mr. Hukill's long service in the Purchasing Department was noted for the sound judgment and business principles which governed him in all his official relations. The contracts made by him for materials and supplies aggregated enormous sums of money, but his constant study of market conditions and his knowledge of values enabled him to make these purchases under terms that were advantageous to the Company, and at the same time fair to the manufacturers. The integrity of his character and the genial and winning nature of his personality won the esteem and friendship of his associates, and the Board of Directors takes great pleasure in expressing its appreciation of his able and faithful service, and wishes for him many years of happiness and health."



**JOSEPH BRUDON**

## JOSEPH BRUDON

LENGTH OF SERVICE, 53 YEARS 3 MONTHS

Joseph Brudon, Motorman, whose faithful service with the Pennsylvania Railroad extended over a half century, was born in Bristol, Pa., May 27, 1849.

Mr. Brudon entered the service of the railroad on what was then the Camden & Amboy Railroad, February 18, 1861, before he had reached the age of twelve. He was placed in the "gig-top" of the ancient locomotive to transfer signals from the trainman to the engineer. In November, 1866, he was put in charge of the stationary steam plant in one of the leading hotels of its day,

"The Stockton," at Cape May; the hotel was owned at that time by what was then the West Jersey Railroad. He held this position during the season the hotel was open and fired on the road when the hotel was closed until 1872, when he was promoted to Engineman. From that time until the electrification in October, 1906, he ran trains between Camden and Atlantic City, Cape May, and other seashore points. Mr. Brudon was noted for his carefulness and reliability as an Engineman. At the time of the electrification he quickly acquainted himself with the new principles of electric service, and served in the capacity of motorman the last eight years of his service."

## What Lincoln Said to Workingmen

Mr. Lincoln, on March 21, 1864, replied to a committee from the Workingmen's Association of New York City as follows:

"No man living is more worthy to be trusted than those who toil up from poverty—none less inclined to take or touch aught which they have not honestly earned.

"The most notable feature of a disturbance in your city last summer was the hanging of some working people by other working people. It should never be so. The strongest bond of human sympathy, outside of the family relation,

should be one uniting all working people, of all nations and tongues and kindreds.

"Nor should this lead to a war upon property or the owners of property. Property is the fruit of labor, property is desirable, is a positive good to the world. That some should be rich shows that others may become rich, and hence is just encouragement to industry and enterprise. Let not him who is houseless pull down the house of another, but let him labor diligently and build one for himself, thus by example assuring that his own shall be safe from violence when built."

## "Some of the Finest Manners I Have Met"

An extract from an address delivered by the Right Hon. Viscount Haldane, Lord Chancellor, before the Associated Societies of the University of Edinburgh

"It is worth the while of everyone, and from every point of view, that of his own worldly interest included, to practice himself in the social virtue of courtesy and urbane manners. But it is more than a social virtue. In its best form it arises from goodness of heart. Some of the finest manners I have met with I have met with in cottages, because there I have found some of the most considerate of people.

"Courtesy is an endowment which men can acquire for themselves, and it is an endowment which is well worth acquiring. I have, to put its utility at its lowest, seen many instances of gifted men ruining their chances of getting on in life simply from want of manners. It is well worth while to try to act naturally and without self-consciousness, and, above all, kindly. That is how dignity is best preserved. Some men have a natural gift for it. All ought to try to acquire it."