

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION

FOR EMPLOYEES AND THE PUBLIC



Broad Street Station
PHILADELPHIA, PA.

September 26, 1914

Pennsylvania Station
PITTSBURGH, PA.

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Thomson Scholarships Awarded

Frank Thomson, in whose memory the Thomson Scholarships were endowed, was President of the Pennsylvania Railroad from February 3, 1897, until his death on June 5, 1899. He entered the Company's ranks at the age of 17 as Apprentice in the shops at Altoona, Pa.

Samuel Lyell Leithiser, of Havre de Grace, Md., and William L. Butler, of New Philadelphia, Ohio, are the 1914 winners of the Frank Thomson Scholarships established in 1907 by the children of the late Frank Thomson, former President of the Pennsylvania Railroad Company, as a memorial to their father. Both the successful candidates this year will enter the University of Pennsylvania.

The Thomson Scholarships are awarded each year on a purely competitive basis and are open only to the sons of living or deceased employes of the Lines of the Pennsylvania Railroad System both east and west of Pittsburgh and Erie. Sixteen candidates took the examinations, which were held by the College Entrance Examination Board of New York City last June, the candidate

from the Lines East of Pittsburgh and Erie and the one from the Lines West of Pittsburgh who made the highest mark being selected.

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Mr. Leithiser is the son of Scale Inspector Isaac I. Leithiser, of the Maryland Division. He was born in Havre de Grace, Md., March 28, 1893. He attended the Havre de Grace High School until 1909 and then entered the Tome Preparatory School, from which he graduated in the Class of 1912. He then entered Johns Hopkins University and remained there until this past June. During the past two summers he was employed in the Engineering Department of the Philadelphia, Baltimore and Washington Railroad. He will take the course in Civil Engineering at the University of Pennsylvania.

Mr. William L. Butler, the successful candidate from the Lines West, is the son of Mr. E. R. Butler, Passenger Conductor on the Cleveland and Pittsburgh Division of the Lines West. Mr. Butler is nineteen years of age and resides in New Philadelphia, Ohio, graduating from the high school of that town in 1912. He will enter the University of Pennsylvania as a student in a scientific course.

What Thomson Scholarships Are For

The Frank Thomson Scholarships were designed to afford to sons of living and deceased employes of the Pennsylvania Railroad an opportunity for a technical education, so as to enable them to qualify for employment by the Company. Each year two four-year Scholarships are awarded.

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Since 1907, when the fund of \$120,000, which is deposited with the Fidelity Trust Company, of Philadelphia, was laid aside as an endowment for the Scholarships, sixteen young men have been given the means of educating themselves in technical schools. Already eight men have completed their college course, and are now working for the Company.

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The first year that the Scholarships were awarded, nine candidates, all from the Lines East, reported for the examinations, and on this occasion the two having the highest marks were given the Scholarships. They were William D. Rudd, of Media, Pa., and George J. Richers, of Altoona, Pa.

Mr. Rudd, who is the son of A. H. Rudd, Signal Engineer, graduated from the Sheffield Scientific School of Yale University in 1910, with a Ph.B. degree. He is at present Special Apprentice in the Motive Power Department.

Mr. Richers is a son of Henry A. Richers, who is employed in the Cabinet Shops at Altoona. He is a graduate of the University of Pennsylvania, and had spent one year there before receiving the Frank Thomson Scholarship. For the five years' work he received the degrees of B.S. in M.E. and B.S. in E. At present Mr. Richers is Motive Power Inspector on the Pittsburgh Division.

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Seven candidates took the examinations in 1908, the successful ones being Merrill E.

Gill, of Grand Rapids, Mich., and Harry W. Anderson, of Folcroft, Delaware County, Pa.

Mr. Gill is the son of Newton L. Gill, who is employed in the General Freight Department of the Grand Rapids and Indiana Railway. Mr. Gill is Rodman on the Tyronne Division and a graduate of the University of Michigan, with the degree of B.S.C.E.

Mr. Anderson, who is a son of J. H. Anderson, Chief Clerk, Insurance Department, is Rodman on the Trenton Division. He graduated from the University of Pennsylvania in 1911 with the degree of B.S.C.E., but returned to the University the following year, and at the close of the college year in 1912 received the degree of B.S. in E. from the Wharton School.

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Benjamin M. Snyder, of Elmira, N. Y., and Wallace B. Porter, of Youngstown, Ohio, were the successful candidates out of a list of eight who took the examinations in 1909.

Mr. Snyder, who is a son of B. M. Snyder, Engineman on the Elmira Division, is a graduate of the University of Pennsylvania, in the class of 1913, with the degree of B.S.C.E., and is now Rodman on the Elmira Division.

Mr. Porter is a son of James Porter, Tallyman in the Freight Station of the Pennsylvania Lines at Youngstown. He is at present Special Apprentice, having graduated from Harvard University in 1913 with an A.B. degree.

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Sixteen candidates appeared for the 1910 examinations, the winners of the Scholarships being George F. Wolfe, of Youngwood, Pa., and M. Roy Strong, of Cleveland, Ohio.

Mr. Wolfe is a son of George B. Wolfe, Locomotive Engineer on the Southwest Branch of the Pittsburgh Division of the Pennsylvania Railroad. He graduated from Lehigh University this past June, with a B.S. in C.E. degree.

Mr. Strong is a son of Arthur W. Strong,

The crying evil of the young man who enters the business world today is the lack of application, preparation, thoroughness, with ambition but without the willingness to struggle to gain his desired end.—*Theodore N. Vail.*

Telegraph Operator on the Cleveland and Pittsburgh Division of the Pennsylvania Lines. He graduated from the Case School of Applied Science at Cleveland, Ohio, and is at present a member of the Engineer Corps on the Cleveland and Pittsburgh Division.

The Present Scholarship Holders

Aside from the two who were awarded the Scholarships this year, six other young men will continue their college courses this fall.

John James Colwell, of New Florence, Pa., a son of John M. Colwell, Freight Conductor, who is now a student at the University of Pennsylvania, and Robert Francis Hohman, of Fort Wayne, Ind., a son of Henry Hohman, Machinist, who is now a student at Stevens Institute, were winners of the Scholarships in 1911.

Herbert Ridgway, of Camden, N. J., a son of M. V. Ridgway, Passenger Conductor on the West Jersey and Seashore Railroad, who is now a student at Cornell University, and Edward McKinley French, of Cleveland, Ohio, a son of H. A. French, who before his death was Division Freight Agent of the Marietta Division of the Pennsylvania Lines West, and is attending Case School of Applied Science, were winners of the Scholarships in 1912.

Henry Grove Rutledge, of Perryville, Md., son of Charles P. Rutledge, Conductor, who is attending Johns Hopkins University, and Joseph Summers, of Oneida, Ohio, a son of Philip Summers, Mail Carrier, who is attending Ohio State University, were winners of the Scholarships in 1913.

How to Compete for Thomson Scholarships

The General Managers of the Pennsylvania Railroad and the Pennsylvania Lines West of Pittsburgh have just issued a notice calling attention to the opportunities offered to sons of all Pennsylvania Railroad employes through the Thomson Scholarships Trust Fund.

The notice says:

The terms of the Trust provide that eight scholarships shall be established for a period of four years each, which have been awarded. These eight scholarships will be maintained in succeeding years, providing the income is sufficient therefor, the university, college, or technical school selected by the candidate to be subject to approval by the Railroad Company. To fill the vacancies due to the completion of the scholarships awarded in

1911, two scholarships will be awarded for the four years beginning with the year 1915-1916.

Competitive examinations, open to the sons of living and deceased employes of all the Pennsylvania Lines East and West of Pittsburgh, including the Erie and Western Transportation Company; Cumberland Valley Railroad; Long Island Railroad; New York, Philadelphia and Norfolk Railroad; Baltimore, Chesapeake and Atlantic Railway; Maryland, Delaware and Virginia Railway; Grand Rapids and Indiana Railway; Vandalia Railroad; Pennsylvania Terminal Railway; Cincinnati, Lebanon and Northern Railway; Wheeling Terminal Railway and Waynesburg and Washington Railroad, will be held in June, 1915, for the two 1915-

1916 scholarships. These examinations will embrace subjects corresponding, in general, to the entrance requirements of the scientific departments of the higher class universities, colleges and technical schools.

"Particular attention is directed to the fact that while applicants already in College are not precluded from competing for the Scholarships, the primal intention of the donors in establishing the Trust Fund for the maintenance of the Frank Thomson Scholarships was to give to worthy sons of employes an opportunity to secure a technical education and better fit themselves for service with the Pennsylvania Railroad Company, which opportunity they would not otherwise have. Applications from students already in College will be given the consideration they merit, keeping in mind the intention of the Donors of the Trust Fund, and such applicants, to secure consideration, must obtain a mark of at least 50 per cent. in all the branches in which they are examined.

"The successful candidates will receive an appropriate certificate from the Company entitling them to payment by the Trustee (The Fidelity Trust Company of Philadelphia), for each year during which they shall attend such university, college or technical school as may be chosen, of a sum not to exceed six hundred dollars (\$600) in equal quarterly payments."

The College Entrance Examination Board of New York City will again act as the agent of the Railroad Company to conduct the examinations for the year 1915-1916. Information regarding rules, regulations and requirements will be furnished to candidates desiring to enter the competitive examination, upon application in writing to the College Entrance Examination Board, Post Office Sub-Station No. 84, New York City, N. Y. In the written request for circular of information, mention should be made of THE FRANK THOMSON SCHOLARSHIPS.

The John Clark Sims Scholarship

As a memorial to the late John Clark Sims, formerly Secretary of the Pennsylvania Railroad Company, two free scholarships were established at the University of Pennsylvania in 1909.

It was originally intended to establish one scholarship at the University of Pennsylvania, but the responses to the request of the John Clark Sims Memorial Committee for subscriptions were so liberal that it was possible to found two scholarships. In view of Mr. Sims' long connection with the Pennsylvania Railroad, one scholarship was made open exclusively to Pennsylvania Railroad employes, or to sons of living or deceased employes of the Pennsylvania System.

Awards of the Sims Memorial Scholarship for Pennsylvania Railroad employes are

made upon the basis of competitive examinations, in the same way as the Frank Thomson Scholarships are allotted. The second scholarship is given to such person as may be nominated by the Trustees of the University of Pennsylvania.

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Joseph Patterson Sims, son of John Clark Sims, who before his death was Secretary of the Pennsylvania Railroad, was awarded the "John Clark Sims" Scholarship in 1909.

David Jones Cloward, son of T. T. Cloward, General Foreman of the Pennsylvania Railroad Shops at Wilmington, Del., was awarded the scholarship in 1912.