

CONGRATULATIONS



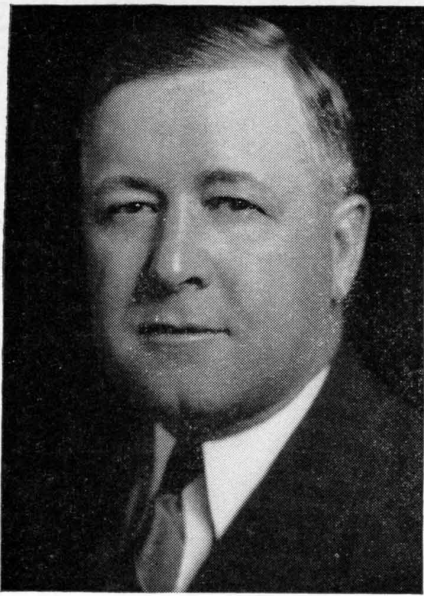
**R.C. Randall Becomes Erie
Operating Vice President**



**Many Others Advance to
More Responsible Posts**



**All Promotions Carry
Effective Date of Dec. 1**



R. C. Randall

TOGETHER with 13 other Eriemen, Raymond C. Randall, one-time yard clerk, assumed added responsibilities in a new position on the railroad Dec. 1. He was made vice president in charge of operations and maintenance, succeeding Harold D. Barber who has been granted a leave of absence.

Mr. Randall started working on the Erie at Marion in 1906. A native of DeGraff, Ohio, the new operating chief worked as general yardmaster at Marion and Hammond.

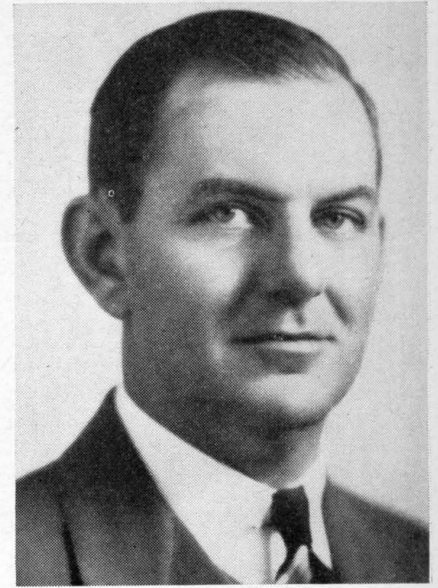
He was named trainmaster at Chicago in 1926 and superintendent of terminals with headquarters at Jersey City in 1929.

In 1938 Mr. Randall was promoted to assistant general manager of the Western District in Youngstown and 21 months later was made assistant to vice president in Cleveland. He was appointed general manager of the Eastern District July 16, 1941, and became vice president for personnel at Cleveland Oct. 1, 1948.

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Mr. McInnes, the new assistant vice president, will report to Mr. Randall. The position of vice president—personnel has been abolished and such activities in the operating department will be administered by Mr. McInnes. A graduate of Dartmouth, he joined the Erie as a clerk at the Duane Street docks in New York City in 1930. He was named foreman at the New York 28th Street station Oct. 30, 1933, and a month later was promoted to yardmaster at Hornell. In 1937 he was advanced to inspector of operation at Cleveland. Within three months he was trainmaster for the Mahoning division with headquarters in Youngstown.

On March 1, 1940, Mr. McInnes was promoted to superintendent of the Buffalo-Rochester divisions. He was assigned as assistant general manager of the Western District at



M. G. McInnes

Youngstown July 16, 1941, and transferred in the same capacity to Eastern District headquarters in Jersey City March 17, 1942. He became general manager there a year ago. He is a native of Boston.

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G. C. White, new Eastern District general manager, began as a stenographer in 1925 in the office he now heads. Four years later he was advanced to secretary to the general manager at Youngstown. He was promoted to division clerk at Sala-

	FROM	TO
RAYMOND C. RANDALL	Vice President—Personnel Cleveland	Vice President—Operations & Maint., Cleveland
MILTON G. McINNES	General Manager, Eastern District Jersey City	Assistant Vice President Cleveland
GARRET C. WHITE	Assistant General Manager, Eastern District Jersey City	General Manager, Eastern District Jersey City
ELMER J. STUBBS	Supt. of Transportation Cleveland	General Supt. of Transportation Cleveland
H. HALE CLARK	Assistant to Vice President Cleveland	Supt. of Transportation Cleveland
STANLEY F. McGRANAHAN	Superintendent Jersey City	Assistant General Manager, East. District Jersey City
J. PHILIP ALLISON	Superintendent Salamanca	Assistant General Manager, West. Dist., Youngstown
HARRY A. BOOKSTAVAR	Superintendent Huntington	Superintendent Jersey City
FRANCIS J. MULLIGAN	Assistant Superintendent Chicago	Superintendent Huntington
THOMAS J. SANOK	Assistant Superintendent Jersey City	Superintendent Salamanca
THOMAS E. McGINNIS	Assistant Supt. Transportation Cleveland	Assistant Superintendent Jersey City
EDWIN J. ROBISCH	Trainmaster Marion	Assistant Superintendent Chicago
ARTHUR H. SPECKER	Trainmaster Huntington	Trainmaster Marion
JAMES M. MOONSHOWER	Chief Dispatcher Huntington	Trainmaster Huntington



G. C. White

manca in 1933, inspector of operation at Cleveland in 1937, and trainmaster at Jersey City in 1939.

Mr. White was appointed superintendent of the Buffalo-Rochester divisions July 16, 1941, and furloughed for army service in 1944. He was a lieutenant colonel. Returning to the Erie in 1945, he became superintendent of the New York division. He was appointed assistant general manager at Jersey City Oct. 1, 1948.

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E. J. Stubbs moves up from superintendent of transportation to the newly-created position of general superintendent of transportation. Born in Lewisburg, Ohio, he attended Ohio State and Ohio Wesleyan universities before going to work on the Erie in 1913. He held various positions at New York, Oil City, Sharon and Meadville until he was named freight agent at Akron in 1920. He was transferred in the same capacity

to Duane Street station, New York, in 1928. He worked as assistant superintendent of terminals from 1929 to 1933 and chief clerk to superintendent of transportation until 1936 when he was named superintendent of transportation.

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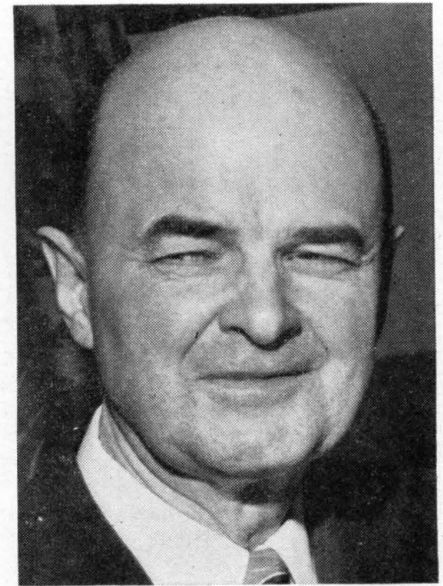
H. H. Clark, a native of Buffalo, was graduated from Cornell in 1926 and took his first job as a levelman with the Lehigh Valley Railroad. He transferred to the Erie in 1928 and advanced from levelman to general foreman in 1930. His subsequent career included the positions of track supervisor, 1933; assistant division engineer, Buffalo, 1934; inspector of operation, system 1936; trainmaster, New York division, 1937, and assistant superintendent, Marion division, 1942. He was promoted to superintendent of the Kent division in 1944 and in 1948 was named assistant to vice president of operations.

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S. F. McGranahan, superintendent of the New York division who now becomes assistant general manager of the Eastern District at Jersey City, started with the Erie as a clerk Dec. 19, 1910. Since that time he has been agent at Mill Village; station supervisor, Meadville division; division chief clerk on the same division; yardmaster at Akron; inspector of transportation, Cleveland, and also chief clerk and assistant superintendent of transportation at the same point. In 1946 he was made superintendent of the Buffalo-Rochester divisions and in 1948, superintendent of the New York division.

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J. P. Allison, superintendent of the Allegany, Bradford, Meadville and B. & S. W. divisions, now becomes



E. J. Stubbs

assistant general manager of the Western District, Youngstown. He succeeds H. V. Bordwell who accepted an appointment as a railroad member of the National Railroad Adjustment Board in Chicago. Starting with Erie in 1929 as a transitman after he left Cornell University, Allison was successively foreman at Hornell; track supervisor, Croxton; inspector of operation, Cleveland; trainmaster, Hornell; assistant superintendent, Marion division, with office at Chicago, and superintendent of the same division with office at Huntington, Ind. Mr. Allison is a native of Baltimore.

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H. A. Bookstaver who was born at Pine Bush, N. Y., started with Erie in 1904 as mail carrier in his native town, following which he held four positions on the New York division: train dispatcher, chief dispatcher, trainmaster and assistant superintendent. Later he became su-



H. H. Clark



S. F. McGranahan



H. A. Bookstaver



F. J. Mulligan

perintendent of the New York division and in 1947 was transferred to the same position on the Marion division. He is now appointed superintendent of the New York division at Jersey City.

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F. J. Mulligan, a native of Wooster, Ohio, came to the Erie as a clerk at Ferrona, Pa. Later he was assistant yardmaster and yardmaster there, general yardmaster, Youngstown; then agent-yardmaster at Niles, following which he became trainmaster at Huntington, trainmaster at Dunmore, trainmaster at Marion and assistant superintendent, Marion division, Chicago. Prior to Mr. Mulligan's coming with the Erie he worked for the American Express Co. and on the Pennsylvania Railroad. He is now superintendent of the Marion division at Huntington.

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T. J. Sanok, assistant superintendent of the New York division at Jersey City, now becomes superintendent of the Allegany, Bradford, Meadville and B. & S. W. divisions at Salamanca. He was born in the Erie town of Bloomfield, N. J. and came on the Erie as a stenographer at Se-caucus in 1929. After that he was

ediphone operator and stenographer at Jersey City and New York. In 1941 he was car service agent and inspector of operation in the transportation department, Cleveland, following which he has been trainmaster on several divisions, namely, the Susquehanna and Tioga, Delaware and New York divisions.

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T. E. McGinnis first worked on the Erie as a laborer in the car department at Brier Hill. He started upward and held the positions of car repairer helper and then assistant to car foreman. In 1937 he was called to Cleveland as chief of the A.A.R. Bureau. Then he was made chief clerk in the car department; assistant supervisor of materials and records and inspector of operation. Following this he went to Dunmore as trainmaster, but in 1949 was made assistant superintendent of transportation in Cleveland. Now he has been made assistant superintendent of the New York division and side lines at Jersey City.

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E. J. Robisch who has been made assistant superintendent at Chicago, is a native of Callicoon, N. Y., but his first job with Erie was as yard clerk in Jersey City. From there he

served as chief clerk and then assistant general foreman at Edgewater; later yardmaster at Undercliff Junction, general yardmaster at Jersey City; inspector of operation, Cleveland; assistant trainmaster, Marion, and trainmaster first at Susquehanna, then Port Jervis, Buffalo and Marion.

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A. H. Specker was born on line at Crown Point, Ind., and came to work as yard clerk at Hammond. Rising to chief yard clerk and yardmaster there in 1936, he was sent to Chicago as general yardmaster. Then followed years of service as assistant trainmaster, Buffalo; trainmaster, Mahoning division; trainmaster, Meadville division; trainmaster, Marion division. Now he becomes trainmaster of the Kent division at Marion.

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J. M. Moonshower is a graduate of Northwestern University. He came on the Erie in 1934 as extra agent-operator on the Marion division. Following this, at Huntington, he was monitor and telegrapher, extra dispatcher, assistant chief train dispatcher and chief train dispatcher. Now he becomes Marion division trainmaster located at Huntington.

Harold V. Bordwell, assistant general manager of the Erie Railroad at Youngstown, has been named as a railroad member on the National Railroad Adjustment Board in Chicago.

He will be on leave of absence from the Erie and assumed his new duties on Dec. 1.

The National Railroad Adjustment Board was established under the Railway Labor Act. Mr. Bordwell will serve on supplemental board number one which deals with unsettled grievance cases involving conductors and trainmen. This board is composed



H. V. Bordwell

of four members, two from the railroads and two from the railroad brotherhoods. It hears testimony presented by both sides and makes rulings for settlement of the cases.

Mr. Bordwell was born in Alden, N. Y., and started with the Erie as a yard clerk at East Buffalo in 1919. In 1926 he was made yardmaster there. He was promoted to trainmaster at Youngstown in 1934 and superintendent of the Marion division at Huntington in 1941. On March 17, 1942, he was made assistant general manager of the Erie's Western District at Youngstown.



..... It's the men who make the Erie