

MANY CHANGE PLACES

Retirements bring promotions in operating, accounting and traffic departments of Erie Service

MANY retirements, promotions and rearrangements of titles and positions in the accounting, operating and traffic departments were made last month by the Erie Railroad.

Charles P. Crawford who is 70 years of age, retires as Comptroller after 50 years' service with the Erie railroad which he began as a freight clerk at Salamanca, N. Y., his native town. Subsequently he held the positions of ticket clerk and chief clerk. He was appointed traveling auditor of station accounts in 1893, chief clerk of disbursements in 1899, chief clerk in the auditor's office in 1902 and served consecutively as auditor of disbursements, auditor of the Erie coal companies and auditor of the Erie Railroad until 1911 when he was elected Comptroller. During federal control Mr. Crawford was Federal Auditor for the United States Railroad Administration.

Mr. Crawford is succeeded by John K. Thompson, who has been Assistant Comptroller for many years. His photograph and a brief account of his career is given on page 24.

Mr. Thompson is succeeded as Assistant Comptroller by Thomas J. Tobin, general accountant who is 41 years of age and has been with the Erie for ten years.

Several other changes have also been made in the accounting department. Andrew J. Moran becomes Assistant Comptroller in charge of revenues, and the title he has held as Auditor of Freight Accounts, is abolished. P. J. Reilly is retired and his title of Auditor of Passenger Accounts is abolished. Mr. Reilly has been in Erie service 61 years, beginning as a ticket sorter. He has been Auditor of Passenger Accounts since 1891. John Prigge, who has been Assistant Auditor of Freight Accounts, becomes Auditor of Revenues and his former title is abolished.

Nine officers have been retired in the operating department.

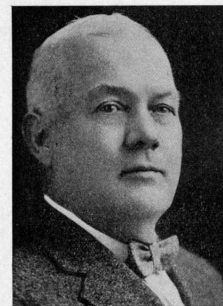
Jason C. Tucker has been retired as Assistant to the Vice President and is succeeded by Harry R. Cole, who has been superintendent of the Wyoming division at Scranton, Pa. Mr. Tucker is 72 and began service with the Erie in 1879 as station helper. He has held many posts, including Superintendent of the Rochester and



Fred G. Lantz



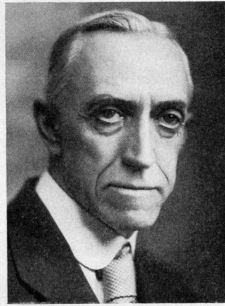
John Wesley Groves



Thomas Francis Howley



John Ernest Ingling



A. E. Pasman

Allegany and Bradford divisions and Inspector of Transportation.

Harry R. Cole, the new Assistant to the Vice President at New York has been superintendent of the Wyoming division for the past three years. He has been with the Erie since 1897. He was formerly superintendent of the Susquehanna and Tioga division, regional division operator, inspector of safety and efficiency in the New York region, transportation inspector and safety superintendent of the Eastern district. Mr. Cole is 54 years of age, is married and has two children.

John Wesley Graves is moved up from Assistant Superintendent of the New York division and Side Lines at Jersey City to succeed Mr. Cole as Superintendent of the Wyoming division at Scranton. Mr. Graves is 42 years of age and began with the Erie as a draftsman in 1914. He was consecutively transitman, construction foreman, general construction foreman, assistant engineer, maintenance of way, assistant division engineer, division engineer and trainmaster. The position he vacates as Assistant Superintendent on the New York division is abolished.

John Ernest Ingling, heretofore Assistant to the General Manager of the New York district, succeeds Thomas Francis Howley who retires as Supervisor of Fuel and Locomotive Operation. Mr. Ingling was born in 1874 and began with the Erie as a fireman in 1897. He has been assistant road foreman of engines, assistant master mechanic, engineer, road foreman of engines, trainmaster and general inspector of locomotive service.

Mr. Howley is 72. He began his Erie service in 1874 as an engine wiper, soon became an engineer, then road foreman of engines and superintendent of locomotive operation. He is a brother of Michael J. Howley, mechanical examiner, who is also retired. Michael J. Howley is 71 years of age and started with the Erie as a pumper and machinist helper at Hawley, Pa. He has been fireman, engineer, road foreman of engines.

C. K. Scott, trainmaster on the Buffalo division succeeds Mr. Ingling as Assistant to the General Manager of the New York district. Mr. Scott is 41. He began with the Erie as a transitman in 1913 and has since been section foreman, track supervisor, assistant division engineer at Meadville, division engineer on the Kent and Mahoning divisions and trainmaster on the Wyoming and Buffalo and Rochester divisions.

John Ortner has been appointed to succeed Mr. Scott as road trainmaster on the Buffalo division and A. W. Baker, whose position as trainmaster at Hammond is

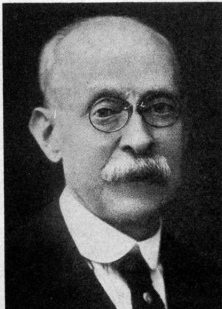
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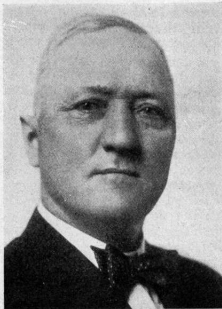
Charles P. Crawford



Harry R. Cole



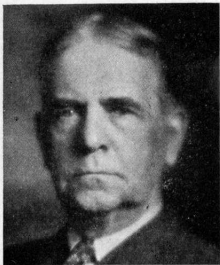
Phillip J. Reilly



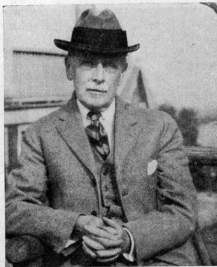
Michael J. Howley



Theodore W. Dow



E. R. Allen



Thomas Francis Maher



Hosea S. Burr

Many Change Places

(Continued from page 15)

abolished, succeeds Mr. Ortner at Buffalo.

Theodore W. Dow of Meadville, general airbrake inspector has been retired and succeeded by George H. Higley, who has been airbrake inspector, western district. Mr. Dow is 73 and has been in Erie service since 1904.

F. X. Garland, inspector of transportation on the staff of the assistant vice president has been appointed a trainmaster of the New York division and H. A. Bookstaver, heretofore trainmaster, has been made chief trainmaster.

A Rogers, general yardmaster at Croxton, succeeds Mr. Garland and R. S. James, yardmaster at Croxton, is moved up to Mr. Rogers' post.

E. R. Allen, special agent for the Manager of Station Service is retired. He was born at Fredonia, N. Y., in 1860 and began with the Erie as a telegraph operator on the Buffalo division in 1872. He has been agent at Johnsonburg, Pa., Suspension Bridge, Jamestown and Kennedy, N. Y., and superintendent of terminals at Jersey City.

Hosea S. Burr, assistant to the manager of stores at Hornell is also retired. Mr. Burr is 71 and has been in the stores department almost continuously except for a brief period in the beginning when he was telegraph operator.

Another retirement is that of Thomas Francis Maher, statistician in the general office at New York. He is 71 and began as a clerk on the New York division in 1887.

In the freight claim department H. C. Barlow, manager of freight

claims, becomes special representative of the vice president and A. E. Pasman, assistant to the manager of freight claims succeeds him with the title of freight claim agent.

J. N. Brundage, also assistant manager of freight claims becomes assistant freight claim agent and a similar title has been given to Roy T. Post, heretofore chief clerk in the freight claim department.

Mr. Pasman has been in continuous Erie service for 45 years. He began as a messenger in the coal freight office. Since 1890 he has been with the freight claim office, handling all branches of the work, including that of claim prevention and as traveling agent. From 1922 to 1927 he was freight claim adjuster in charge of the clearing house and thereafter assistant manager of freight claims.

Several changes have been made in the freight traffic department.

Harry W. Forward, veteran Freight Traffic Manager at Chicago has been appointed consulting traffic officer and has been succeeded as Freight Traffic Manager by Fred G. Lantz, formerly assistant.

Mr. Forward has been in Erie service 55 years, rising from office boy in Cincinnati. He has been in Chicago for the past 41 years. His successor, Mr. Lantz, began with the Erie 45 years ago as a checker in the New York auditor's office and has had a wide experience in the freight claim and traffic department.

L. H. Geller, assistant general freight agent at Cleveland, has been appointed general freight agent at Chicago and he is succeeded in Cleveland by J. M. Skaehill, industrial agent, whose title will be division freight agent.

British Rail Workers Cut

Wages are coming down on the British railways, according to dispatches from London last month. The Railway Wages Board there has made its award in a dispute, which the managements and the unions have agreed to accept. It provides that all railway workers will accept a 2½ per cent cut, and those who earn more than 40 shillings (\$10) a week, an additional 2½ per cent cut.

Abandon Equality in Wages

Associated Press dispatches from Moscow last week told of the Russian soviet government abandoning equality in wages and returning to the capitalist principle of pay according to the worker's production as an incentive to increase the amount of work turned out by the individual.

Under the old system the slack worker shared equally with the hard toilers in the proceeds under the collective scheme.

Under the new proposal the government will emphasize the dictum of "only those who work may eat." The piece-work system already in use in a number of Soviet factories is to be extended to the collective farms and it is expected to speed the realization of the five-year plan. The piece-work system is to be introduced in 85,000 collectives.

The standard of wages is to be fixed either in money or commodities, so that the man who worked hard would receive more than the man who did not.

The new move is based on the fact that many shirked work and helped to retard the economic success of the five-year plan.