



INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station  
PHILADELPHIA, PA.

June 17, 1914

Pennsylvania Station  
PITTSBURGH, PA.

II

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## What Italians Are Doing on the Pennsylvania Railroad



### ITALIAN TRACK WALKERS

There are 600 track walkers employed by the Pennsylvania Railroad. More than half of these are Italians. They patrol the passenger tracks day and night, to see that all rails, nuts, bolts and cross-ties are in good order. A track walker's equipment consists of a hammer, a wrench and a flag; at night he carries a lantern instead of a flag.

There are 11,000 Italians employed on the Pennsylvania Railroad. Twenty years ago there were but very few. There are in all about 140,000 employes on the Pennsylvania Railroad East of Pittsburgh and Erie. Italians form more than one-fourteenth of the total number.



Italy is represented in practically every department of the railroad, and each day these men are making their impression. Twenty years ago all of the Italians employed by the Company were laborers. Today many of them hold positions of trust and responsibility, due possibly to a great extent to their learning the English language.

There are at the present time on the Lines East of Pittsburgh 75 Italian Track Foremen—a position of much importance in this day of heavy trains and many of them; there are 187 Italian Assistant Foremen, while many others are making rapid advancement in the machine shops as Gang Leaders and Machinists. Promotion is always open to the man who works hard and improves himself.

### A Census of Italians

The census of Italians on the Manhattan Division, for instance, is typical of the Pennsylvania Railroad. This is what the Italians were doing there:

Conductor . . . . .	1	Stoker Operator . . .	1
Engineman . . . . .	1	Laborers . . . . .	344
Clerks . . . . .	3	Stevedores . . . . .	14
Foreman . . . . .	1	Boiler Cleaners . . .	2
Assistant Foremen	6	Coal Trimmer . . .	1
Stenographers . . . . .	2	Sweeper . . . . .	1
Telegraph Operator	1	Assistant Doorman	1
Signalman . . . . .	1	Wiper . . . . .	1
Painters . . . . .	4	Repairmen . . . . .	4
Riggers . . . . .	16	Car Builder . . . . .	1
Watchmen . . . . .	2	Wireman . . . . .	1
Scalmen . . . . .	4	Blacksmith Helpers	2
Shop Hand . . . . .	1	Track Walkers . . .	5

The West Jersey and Seashore Railroad and the Camden Terminal Division have 553 Italian workmen who are employed in this way:

Subdivision Foremen . . . . .	5
Subdivision Assistant Foremen . . .	11
First Laborers . . . . .	4
Track Watchmen . . . . .	57
Laborers . . . . .	380
Crossing Watchmen . . . . .	73
Bridgemen . . . . .	7
Station Laborer . . . . .	1
Car Cleaners . . . . .	15

The Pittsburgh Division figures show that out of all its 53 Track Foremen, 27 are

Italians, and 42 of the 52 Assistant Foremen are of the same nationality.

### Italians Prove Versatile

The steady advancement of the Italian has been due to the increasing interest they are taking in the different activities of the railroad. That they might learn to speak English more quickly, more than 2000 of them have made application for the correspondence course in Italian-English established by this Company for their benefit. These men are exhibiting keen interest in



ARCANGELO POCINO

the campaign for greater safety which the railroad employes have waged for some time past. Indeed, Italians have been of very great assistance in giving talks on the safety issue.

Pietro Matteo, Crossing Watchman on the Philadelphia Terminal Division—and a very influential Italian—was a conspicuous figure at a safety rally in Philadelphia recently, when he addressed the gathering of 1000 men, 400 of whom were Italians. Mr. Matteo's address is printed in this leaflet because it is thought it will be of interest and of value to his fellow Italian employes.



Nicolino Tedeschi

Assistant foreman. S. D. 3, Altoona yard

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## Answers to questions of pamphlet L-7.

- 1- (a) The spiking hammer is used to drive spikes. With one hammer we must never strike on the top of another, because, by doing so we may break the face of it. Before we use a hammer, we must <sup>see</sup> look if it is set properly on the handle, in order that it will not fly off and injure someone.
- (b) A spike is an iron pin about 6 inches long and  $\frac{3}{8}$ " square, one end is shaped like a chisel and the other with a head to keep the rail tight on the tie.
- 2- (a) The spikes should be driven straight down and close to the base of the rail, and we must be careful ~~to~~ <sup>to</sup> not strike them any more when the head is in contact ~~on~~ <sup>with</sup> the base of the rail.
- (b) It is not proper to strike too hard with the spiking hammer on the spike, and if we do so we may bend the spike.
- (c) An accident means ~~what~~ <sup>what</sup> happens ~~that~~ <sup>when</sup> someone or more gets hurt or killed, as well as when something will be damaged.
- 3- (a) The adze is a tool used for adzing the ties, and for cutting that part of the tie that is around the spikes that are sunk into it.
- (b) When we use the adze we should stand in the position show<sup>ed</sup> in the Fig. 5.
- (c) The blade of the adze, when not in use, must always be kept sharp and oiled.
- 4- (a) We put the tie plates on the dressed tie, that is under the rail.
- (b) When I wish to pull a spike which has sunk into the tie; first, I cut that part of the tie that is around the spike; then, I take the claw bar and pull it out.
- 5- (a) I cut the rail with the rail cutter and the sledge.
- (b) The men, when cutting a rail, should stand in the position show<sup>ed</sup> in Fig. 7.

ANSWER PAPER PREPARED BY AN ITALIAN STUDENT IN THE PENNSYLVANIA RAILROAD  
ITALIAN-ENGLISH CORRESPONDENCE COURSE

Nicolino Tedeschi, an Assistant Track Foreman in the Yards at Altoona, Pa., is an apt English student. He entered the service in September, 1912.

The Italian-English correspondence course, which the Railroad gives to all who apply for it, is designed to prove of great advantage to the individual and the railroad. Through it the Italian employe fits himself for a better position, and the railroad has a more efficient man on its pay roll.

### The Value of Learning English

Italians take to railroad work naturally, and there is no doubt that many others of those

who have proved efficient in track work would have been made foremen and assistant foremen if they had been able to speak the English language. The Italian-English course was prepared for these men. It will help them to understand the English language, and will give them very valuable hints to help them in their daily work.

Italian employes of the Pennsylvania Railroad are quick to take advantage of the protection for their families against sickness





A MEETING OF ITALIAN EMPLOYEES OF THE P

This gathering of 329 Italian employes on the Monongahela and Pittsburgh Divisions, in the P. R. R. Y. M. C. A. in Pittsburgh, was

and accidents, as afforded by the Relief Fund, which gives financial and medical aid to the employes. These men also appreciate the advantages of the Pension Plan of the Railroad, which pays them a regular amount of money when they retire at the age of seventy years. This list of pensioned employes is the Railroad Roll of Honor.

On January 23d Vincent Colelli, an Italian employe, addressed a meeting of 329 men—all Italians—in the gymnasium of the Pennsylvania Railroad Young Men's Christian

Association in Pittsburgh. Mr. Colelli, under the jurisdiction of the Superintendent of Telegraph, has had charge of the Italian-English course. During the lecture he explained how the Railroad makes promotions among the track men; he dwelt upon the necessity for becoming familiar with the English language, and advantages of becoming naturalized citizens of the United States; and he impressed upon his audience the importance of the "Safety First" movement on the railroad.

Two thousand Italian employes are enrolled as students in the Pennsylvania Railroad's Italian-English educational course.





THE PENNSYLVANIA RAILROAD IN PITTSBURGH

was addressed by General Superintendent R. L. O'Donnel, Superintendent A. G. Mitchell, and Vincent Colelli, an Italian employe.

## Notes About Some Italians on the Pennsylvania Railroad

Vincenzo S. Salomon is an Italian who is advancing. Not long ago he bought a typewriter, and today his reports and letters are models of neatness.

Mr. Salomon was born in Italy in 1879. He came to America when he was 22 years old. He entered the service of the Pennsylvania Railroad in 1907 as Track Laborer on the Middle Division. Five months after entering the service he was promoted to Assistant Foreman. In September, 1908, he was appointed Foreman.

Mr. Salomon's superior officers point to him as an able foreman, especially skilled in switch and interlocking work. His naturalization papers are well under way, and he expects very shortly to be made a full-fledged citizen of the United States.

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The Pocino family has attained distinction on the Pennsylvania. On one division Arcangelo Pocino and his sons, Vincenzo and Ersileo, are Gang Foremen.

Arcangelo Pocino was born at St. Angelo, D'Alefe, Province Coserta, Italy, on July 29, 1865. He entered the service of the Company shortly after coming to this country in 1885. Since then he has been promoted a number of times, the last advance having been made in December, 1912, when he was made Foreman of Floating Gang No. 1, with headquarters at Trenton. He has become very efficient in intricate switch work.

Mr. Pocino is the owner of the home in Trenton where his family resides.

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Pietro Matteo was born in Vamporia, Italy, in 1876. He came to America with





D. A. PIZZUTO

his family when twenty-one years of age. Shortly after his arrival he purchased a Latin-English dictionary and grammar, and by studying at night acquired a very fair knowledge of the English language. He was first employed by the Railroad on the Philadelphia Terminal Division as Laborer, but due to an accident which he suffered in 1902, he was transferred to the position of Crossing Watchman, in which capacity he is still employed.

For the last three years Mr. Matteo has attended one of the public night schools, and at the present time he is taking great interest in the Italian-English course of the Pennsylvania Railroad.

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Domenico Antonio Pizzuto, of Houtzdale, Pa., served in the Italian army before coming to the United States. He was employed by the Pennsylvania Railroad in 1893 as Track Laborer in Osceola Yard. In March, 1897, he went to Italy, where he was married. He re-entered the Company's service in 1899 at Osceola Yard. In Oc-

tober, 1900, he was promoted to Foreman. His record shows he has never been disciplined.

Mr. Pizzuto has been a citizen of the United States since 1899. He has four children attending the public school at Houtzdale, Pa. He himself is a student in the Italian-English correspondence course given by the Railroad.

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Marsilio Mercantini, Track Foreman at East Burlington, N. J., was born in Caselli, Perugia, Italy, in 1880. His first employment in this country was as Track Laborer on the New York Division of the Pennsylvania Railroad in 1902. After several promotions he was placed in charge of the subdivision at Fish House, N. J., and on October 1, 1911, was transferred to the subdivision at East Burlington, where he has built up his piece of track until it is one of the best on the Trenton Division. He won the improvement prize for Supervisor's Division "D" in 1912.

Mr. Mercantini took out his naturalization papers in the United States in 1912. He can speak English fluently.

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Donato Valente is Foreman of a section of track between Delair and Riverton, N. J., on the Trenton Division. He came to this country in 1903, and went to work for the West Jersey and Seashore Railroad. He was laid off in the fall of that year, on account of reduction in force, but in December, 1903, he was again employed as Track Laborer on the Amboy Division, and in 1909 was appointed Sub-Foreman in the Camden Yard. He was made Foreman in 1911.

Mr. Valente is enrolled in the Italian-English course.

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Michel Brennan was employed by the Company on the West Jersey and Seashore Railroad in 1882 as Laborer. To date he has served 28 years and 2 months, of which,



26 years and 4 months have been continuous. He has been Subdivision Foreman for 4 years and 2 months.

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Francesco Digreorio was employed by the Railroad in 1905. He was made First Laborer in 1908, and in 1910, because of his knowledge of track work and his method of handling men, he was promoted to Section Foreman on the Allegheny Division.

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Antonio Donato is another Italian whose work with the Company has been most commendatory. He was employed as Laborer in 1908, and in 1911, on account

of his knowledge of track work, he was appointed Foreman on Section No. 32, of the Allegheny Division.

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Frances B. Cogiono is an employe of the Manhattan Division. He was born in Florence, Italy, in 1888. He was employed by the Company in 1905 as Telephone Operator. He has been promoted at various times, serving as Notice Clerk, Stenographer, Bill Clerk and Manifest Clerk; at the present time he is Clerk in the freight station on Piers 4 and 5, New York City, in charge of claims for freight that is missing or damaged. He, too, is frequently used as an interpreter.

## We Cannot Afford to Be Careless

By Pietro Matteo

Crossing Watchman, Philadelphia Terminal Division

My Dear Hardworking Fellows:

As you already know, human lives are the most precious things in the world, but the path of our work is very dangerous, and we cannot afford to be careless; we must save ourselves from getting injured; we should work in harmony and be loyal to each other and to the Company's interests.

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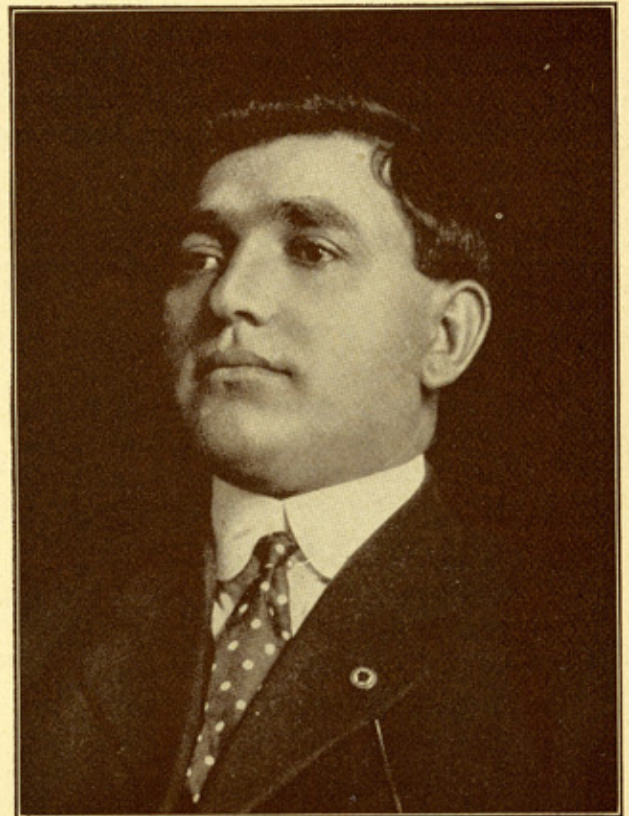
As our Company assumes a great expense every day in reforming the old rules, in changing the material that may develop defects, in printing books to give instructions to its uneducated employes, to prevent all the possible misfortunes that result in personal injury to the employes, not only on account of the physical suffering, but as in many instances dependent ones are deprived of their benefactors, entailing upon them the loss of comforts and the necessities of life. We must watch ourselves that every little thing may not trick us. How many accidents, injuries, deaths and damages occur every day through our ignorance, failing to heed instructions or use ordinary care!

While we are performing our duties we must avoid all the unnecessary talking and warn one of approaching dangers. Think of the many who have risked their lives and even died for the sake of others.

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FEW ACCIDENTS WOULD OCCUR ON THE RAILROAD IF EACH EMPLOYEE WOULD CAREFULLY OBSERVE THE

REGULATIONS LAID DOWN BY THE COMPANY AND UNDERSTAND EACH OTHER THOROUGHLY IN OUR CO-OPERATION. Some people used to say, "I



PIETRO MATTEO



don't care ;" but a don't-care man makes work a burden to himself and himself a burden to his fellow workmen, for they have to keep a close watch to see that he does not get himself and them in trouble. So let us forsake don't care, because after you are crippled for life, or have been the cause of some fellow workmen's death, taking the only support from those families that were once so happy, it will be too late then to be sorry. So let us be always cautious before it will be too late. Nowadays we must avoid all the possibilities of annoyance and seek for only our future happiness and prosperity.

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We must keep ourselves in proper condition to give forth our very best efforts and to use our faculties to the very best advantage. To do this we must abstain from the use of alcoholic drinks or any other habits which tend to destroy the mental power and faculties which God has given us. Instead of wasting our spare time, as some of us do, in drinking and loafing, or in gambling away our hard-earned money, would it not be well if we used an hour or two of this spare time each day and learn the English language, which is very necessary to us? By so doing we would better understand our printed and spoken instructions for safety, and in this way would avoid much injury and loss of life.

You also know that the men without knowledge cannot claim their rights. Therefore, my dear sirs, wake up now from your slumber and apply for the excellent opportunity that our Company offers for the benefit of its uneducated employes. **You can, thereby, improve your condition without any expense or trouble.**

The Track Foreman should be with his gang

and instruct his men properly, and caution them to exercise great care to avoid injury to themselves and others, and must take special care under all conditions to guard against injury to them, and they also must obey his orders respectfully and perform their duties intelligently.

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The Track Watchman should carefully examine the track, and see that it is in safe condition, that the switches are set and locked for the main track; to watch the cars left on sidings and see that they are fully clear of the main track. He should watch every little thing that might injure the Company's property.

The Crossing Watchman should exercise great care to insure full protection at the crossing when trains are approaching. Before allowing the traffic to get over, he should take sharp look to see if any other train is coming. If there is little interval that the traffic could get over without risk, he should blow his whistle as a warning to approaching vehicles to stop or proceed lively. **HE SHOULD NOT LEAVE HIS DUTY BEFORE HIS TIME IS DUE.**

Now, as all the officers of our Company demand our co-operation, why should we not endeavor to give it?

Let us all strive to the end of safety, adhering to the old saying, "Self-preservation is the first law of nature," and while we are saving ourselves we shall be helping someone else also.

We do not have to kill men to win, as the soldiers do; **BUT WE WIN BY SAVING LIVES;** an harmonious co-operative spirit and action will bring about the desired results, and once we get in the habit, the task will be easy and a pleasure.

## What the Pennsylvania Railroad System Is

It normally employs about 220,000 men East and West of Pittsburgh—almost ten employes per mile of track.

It is 11,730 miles long.

It has 26,200 miles of track—enough to reach around the world.

It has 7561 locomotives.

It has 6884 passenger cars.

It has 281,590 freight cars.

It operates more than 3000 passenger trains a day.

It carries more than 500,000 passengers a day.

It operates more than 4000 freight trains a day.

It handles more than 1,300,000 tons of freight a day.

It normally pays in wages more than \$500,000 per day.

It is owned by, approximately, 100,000 different shareholders.