

THE PENNSYLVANIA RAILROAD SYSTEM



INFORMATION



FOR EMPLOYES AND THE PUBLIC

Broad Street Station
PHILADELPHIA, PA.

June 26, 1914

Pennsylvania Station
PITTSBURGH, PA.

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The Pennsylvania Railroad System Owns Nearly 3000 Steel Cars

The Pennsylvania Railroad announced in 1906 that all future additions to its passenger equipment—passenger coaches, postal cars, baggage cars, express cars, etc.—would be of all-steel construction, and on January 1, 1914, almost exactly one-half of its passenger equipment had been replaced with steel cars. The Pennsylvania had 6100 passenger equipment cars in service on January 1, 1914.

On January 1, 1914—the latest date for which statistics are available—the Pennsylvania Railroad System, with 2554 all-steel passenger cars in service and 379 others under construction, owned more than one-third of all the steel passenger equipment cars in use in the United States.

The above figures are exclusive of sleeping and parlor cars. The total number of all-steel passenger cars, other than Pullman cars, in

service in the United States on January 1, 1914, was 7377. To replace with steel all wooden passenger cars now in use in the United States will cost about \$581,000,000.

There were 2115 steel sleeping and parlor cars in service on all roads on January 1, 1914, and 750—more than one-third—of this number were in use on the lines of the Pennsylvania System.

Every sleeping car normally in use on the Pennsylvania System is of all-steel construction.

Making It Easy to Keep Record of Mileage Coupons Used

The Pennsylvania Railroad Company has instructed all conductors of passenger trains, in detaching mileage from mileage books, to notify each passenger the number of miles covered by his journey.

This was done in order to enable the passenger to check up the amount of mileage detached and also to insure accuracy on the part of conductors in detaching the correct amount.

These are the instructions issued to conductors :

“When a mileage ticket is presented for passage, conductor must in every instance (except in sleeping cars on night trains) inquire of passenger his destination and must tell him the place to which lift is made and number of miles required for trip thereto ; for instance, to a passen-

ger offering mileage for a trip from Philadelphia to Williamsport, Philadelphia Division conductor should say to passenger, ‘Harrisburg, 104 miles.’

“When a mileage ticket is presented, conductor must in every instance (except in sleeping cars on night trains) inquire of holder how many passengers and destination of each ; and must repeat such information to passenger, stating the number of miles detached ; for instance, if mileage should be offered for two passengers, Philadelphia to Williamsport, the Philadelphia Division conductor should say, ‘Two to Harrisburg, 208 miles.’ In the case of one passenger using a mileage ticket the announcement would be, ‘One to Harrisburg, 104 miles.’”

In addition to the foregoing instructions, the Company is now starting a plan whereby passengers in sleeping cars will be notified as to the mileage lifted by means of a slip inserted in the mileage book.

Seeing to It That Every Passenger Gets a Seat

Pennsylvania Railroad passenger trainmen have received instructions that whenever passenger coaches are crowded, a member of the train crew must announce the number of seats available in other coaches, and must also tell the number of seats available in each coach. Special attention is directed to this practice at the larger terminals where passengers are liable to be inconvenienced by the congestion of travel.

These instructions for trainmen to find seats for passengers follow a recent investigation which developed that almost invariably when some cars on a train were crowded, there were sufficient seats available in other cars on the train to accommodate all the passengers who were standing, if the passengers could only be made to know of it.

It is now made the business of trainmen to see to it that no passenger is compelled to stand if there are any seats left in any part of the train. The policy of the Management is to provide sufficient cars to seat all the people normally using any train.

This is a copy of the order as issued :

“Investigation of complaints in regard to passengers being compelled to stand in overcrowded coaches has at times disclosed the fact that seats were available in other coaches on the same train. When it is found that a coach is overcrowded a member of the crew must announce in the crowded coach the number of seats available in the other coaches. It is desirable that the number of seats be specified, in order to avoid disappointment in case of excess number of passengers. This matter should be especially watched at our large terminals in loading trains.”

Pennsylvania Employes Who Go to War Will Have Jobs Awaiting Their Return

The Board of Directors of the Pennsylvania Railroad Company has taken formal action providing for the retention in the service of any employe of the Company for such time as he may be engaged in State or National military or naval service in response to a call to arms in the event of war or other emergency. This applies whether such employe is a member of the National Guard or not.

The rule of the Company has been that a furlough from active service could not be granted for a period longer than nine months. At the time of the Spanish-American War, employes who left the service of the Company to engage in military or naval service sacrificed their positions, although following the war every effort was made to find places for the men who had left on that account.

Under the plan now adopted employes shall be granted a furlough during the time they may be engaged in such military or naval service. Credit for the time absent will be given in computing pension allowances of employes so furloughed.

The Advisory Committee of the Voluntary Relief Department also took action so that a member may continue his membership in the Relief Fund. If he keeps up his contributions he will be entitled to the benefits of the Fund provided for any member who is on furlough.

The action taken by the Board of Directors of the Pennsylvania Railroad Company applies not only to the contingency of war with Mexico, but is a general provision to preserve the interests of employes at any time, according to the language of the Board Resolution, that "they might engage in State or National military or naval service in response to a call to arms in the event of war or other emergency."

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Following the announcement of the action of the Board of Directors, the General Felix Agnus Garrison, No. 42, of the Army and Navy Union of the United States of America, sent this letter to the General Manager of the Railroad :

I was directed by General Felix Agnus Garrison, No. 42, A. and N. U., to inform you that the following was unanimously adopted :

At a regular muster of General Felix Agnus Garrison, No. 42, Army and Navy Union, U. S. A., at their Hall, No. 114 N. Paca St., on June 12, 1914, a vote of thanks was unanimously tendered to the Pennsylvania Railroad Company for their recent consideration and patriotic action in adopting rules providing for the retention in their service of any employe of the Company for such time as said employe may be engaged in State or National military or naval service, as well as for the membership in the continuance of the Relief Fund.

Very respectfully,

(Signed) JOHN KOTWALI,
Adjutant.

To make trains safe, comfortable and on time for the half million passengers the Pennsylvania Railroad System carries every day is *one* of the tasks that confronts the management.

“Words to Be Avoided”

In the office of the Century Magazine, in New York, the following list of “Words to Be Avoided” is posted:

Above or over for more than.

Aggregate for total.

Balance for remainder.

Call attention for direct attention.

Claim for assert.

Commence for begin.

Conscious for aware.

Couple for two.

Cultured for cultivated.

Date back to for date from.

Donate for give.

Indorse for approve.

Fall for autumn.

From whence for whence.

Inaugurate for establish, institute.

Individual for person.

Infinite for great, vast.

In our midst for among us.

In spite of for despite.

Last for latest.

Less for fewer.

Materially for largely.

Mutual for common.

Notice for observe.

Onto for on or upon.

Partially for partly.

Party for person.

Past two years for last two years.

Practically for virtually.

Prior to for before.

Propose for purpose.

Proven for proved.

Quite for something of.

Realize for obtain.

Section for region.

Spend for pass.

Standpoint for point of view.

Subsequently for afterward.

Transpire for happen.

Universal for general.

Vest for waistcoat.

Vicinity for neighborhood.

Viewpoint for point of view.

Would seem for seems.

The Owners of the Pennsylvania Railroad

Exactly 89,844 people, 44,319 of whom are women, own the Pennsylvania Railroad.

That the ownership of the Railroad is more and more being acquired by small investors is indicated by the fact that while there has been an increase of 8009 shareholders in the past year, the average number of shares per holder dropped from 119 to 111. The average holding of the women stockholders is 64 shares.

On May 31st, 30,453 Pennsylvania Railroad stockholders lived in Pennsylvania, 15,350 in New York, 16,536 in New England and 11,803 in foreign countries. Scattered throughout the rest of the country are 15,702 stockholders.