



**INFORMATION**



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station  
PHILADELPHIA, PA.

July 8, 1914

Pennsylvania Station  
PITTSBURGH, PA.

II

28

## Providing Increased Facilities for Handling Export Grain



A MODERN FIREPROOF ELEVATOR FOR HANDLING EXPORT GRAIN AT PHILADELPHIA  
Grain from the Great Lakes, which comes to Philadelphia from Buffalo and Erie, is handled here.

It costs about eleven cents to ship a bushel of grain from Duluth, Minn., to Liverpool, England.

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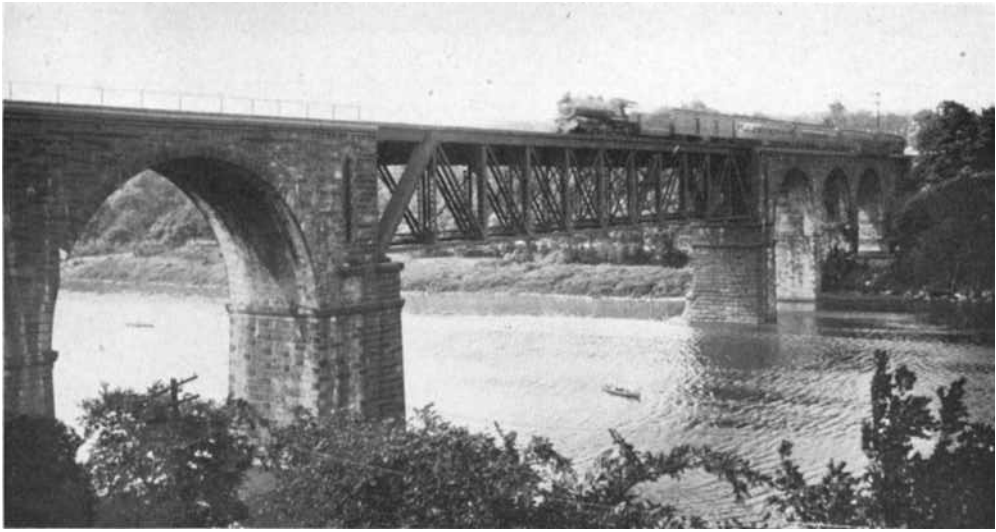
This is the service supplied for that eleven cents.

Grain is loaded into a steamship at Duluth through an elevator. It is taken from the steamship by an elevator at Buffalo, cleaned, dried and loaded into a freight car.

It is hauled 435.5 miles by rail to Philadelphia, where it is again elevated out of a freight car, weighed, dried, stored until a ship is ready, and loaded into a steamship, which takes it to Liverpool, 3000 miles across the Atlantic Ocean.

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The Pennsylvania Railroad's part in getting this bushel of grain from Duluth to Liverpool, or any other foreign port, is to



**THE OLD—A MODERN PENNSYLVANIA RAILROAD BRIDGE OF 1870**

This double-track bridge over the Schuylkill River at Girard Avenue, Philadelphia, is being replaced by one larger and stronger.

haul it from Erie or Buffalo to Philadelphia, to elevate it from a freight car, to clean and dry it, if necessary—and store it for a while if the shipper desires—and load it into a steamship destined for a foreign port.

The course of grain traffic—as well as all other traffic—is determined entirely by shippers. The Railroad must study the trend of traffic and be prepared, at the various ports it touches, to render the most improved service.

It was to provide the most modern facilities for handling grain for those who desire to ship their export grain through the Port of Philadelphia, that the Pennsylvania Railroad, at a cost of \$1,150,000, built a new fire-proof elevator with a capacity of 1,100,000 bushels.

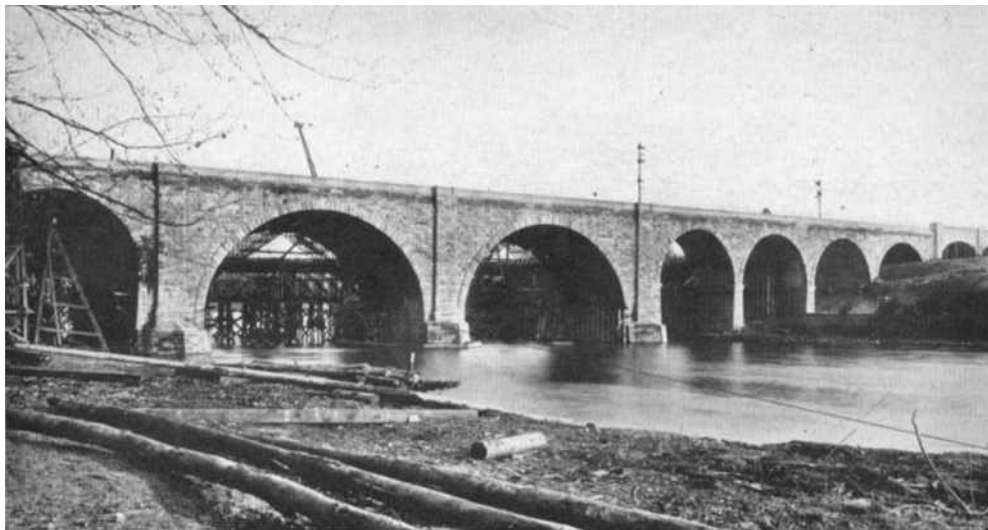
The new Philadelphia elevator is made entirely of concrete and steel, and the facilities it affords represent the last word in scientific practice. It is expected to prove the most rapid plant ever built for transferring grain from rail to water. It is located at the mouth of the Schuylkill River within a few hundred yards of the main channel of the Delaware River. Towering high above

the flat lands which surround it, it is the first sign of Philadelphia's industry which presents itself to voyagers coming up the Delaware. The elevator proper is 500 feet back from a pier 900 feet long, on both sides of which vessels can dock. Grain will be delivered to ships for export by a conveyor gallery, which extends out to the end of the pier.

The elevator has an unloading capacity of 240 cars per day of ten hours. There is sufficient trackage to accommodate 400 cars. The shipping gallery has a capacity for loading ocean steamers of 650 feet length, at the rate of 60,000 bushels per hour.

In general the elevator plant consists of a working house for the machinery, trackshed, storage house or annex, and conveyor gallery, pier power house and drier. The storage annex has a capacity of more than 800,000 bushels.

The new elevator is equipped with one of the largest grain driers in the country. It has a capacity of 3000 bushels per hour. The plant also has the four largest grain cleaning machines in the country; 20,000 bushels can be cleaned in one hour.



**THE NEW—A MODERN PENNSYLVANIA RAILROAD BRIDGE OF 1914**

This five-track stone arch bridge—now being constructed—replaces the old two-track bridge shown on the opposite page.

## What the Pennsylvania Railroad is in the City of Philadelphia

The Pennsylvania Railroad is a Philadelphia institution. It has more facilities in Philadelphia than it has in any other city on the System. Fifteen of its seventeen directors live in Philadelphia and its suburbs. It is managed by Philadelphia men.

The Pennsylvania Railroad has 504 miles of track and 44 freight stations in Philadelphia. It carries a larger number of passengers in and out of Philadelphia than in and out of any other city on its lines. Approximately 25,000,000 per annum arrive at and depart from Philadelphia stations. Ticket sales at Philadelphia stations alone total \$9,500,000. In 1913 approximately 1,000,000 pieces of baggage were checked at Philadelphia stations.

Philadelphia has the most extensive train service of any city on the Railroad. There are 272 through trains which serve the city each day. Of this number, 43 stop at North and West Philadelphia Stations, and 229 run in and out of Broad Street Station.

Three hundred and ten suburban trains are operated daily in and out of Broad Street Station. There are 255 other passenger trains—126 arriving and 129 departing—serving Philadelphia at the Camden, N. J., Terminal.

There are 345 mail trains daily in and out of Philadelphia on the Pennsylvania Railroad, of which number not less than 95 trains are equipped with complete facilities for opening and assorting mail en route. These facilities range from small railway post offices, with one postal clerk in charge, to a train of eight mail cars, with 20 or more postal clerks at work.

These 95 railway post office trains not being sufficient to cover all the necessities of

The Girard Point Elevator is but one feature in a very comprehensive plan of improvements which the Pennsylvania Railroad has in progress in the City of Philadelphia. These improvements include a new stone arch bridge across the Schuylkill River at Girard Avenue; the enlargement and reconstruction of the North Philadelphia Station; the enlargement of Broad Street Station; the proposed elimination of grade crossings and improvements of the lines reaching the harbor in South Philadelphia; and the electrification of the suburban lines and Broad Street Station.

the postal service, mails are also received and sent on 250 other trains in care of the railroad employes. These trains bring into Philadelphia and carry out of Philadelphia a total of between 450,000 and 500,000 pounds of mail every 24 hours, and the mail originating in Philadelphia for dispatch is about three times greater than the mail received from other cities.

The 255 trains operating from the Camden, N. J., terminal also carry from and to Philadelphia about 30,000 pounds of mail each 24 hours.

In 1912—the latest period for which figures have been segregated—a total of \$27,592,961.07 was collected in Philadelphia on account of freight and passengers. This does not include articles shipped “collect” nor received “prepaid”—it refers to the actual cash transactions in this city, which of course cover services rendered all over the Pennsylvania System as well as by other railroads.

Out of this \$27,592,961.07 received in this city, the Company expended here \$24,371,441, not including dividends, interest on bonds, or such general disbursements. These expenditures were divided as follows:

For Salaries and Wages . . . . .	\$15,539,054.72
Materials and Supplies . . . . .	6,647,829.32
City Taxes . . . . .	409,189.00
Improvements . . . . .	1,775,368.21
Total . . . . .	\$24,371,441.25

The amount paid for salaries and wages in Philadelphia is about 15 per cent. of the Company's total pay roll. The sum expended here for materials and supplies is about 11 per cent. of the total purchases of the Company.

The Pennsylvania Railroad spent in 1912 in improvements in the city of Philadelphia the sum of \$1,775,368.21, and during the ten years ending with that year a total of \$17,450,515.94 has been spent by this Company in improving its property in this city.

“There is no institution in the State of Pennsylvania in which her citizens and those of Philadelphia are more interested as investors and patrons than the Pennsylvania Railroad Company. On the other hand, there is no railroad in the State so dependent upon the State and its citizens, or that so strives in its management and operation to justify their confidence.”

—From letter of Mr. Samuel Rea, President, Pennsylvania Railroad Company, published in the Philadelphia North American, April 22, 1914.