

# THE PENNSYLVANIA RAILROAD SYSTEM



## INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station  
PHILADELPHIA, PA.

July 29, 1914

Pennsylvania Station  
PITTSBURGH, PA.

II

31

## 87,000,000 Passengers on 680,000 Trains —All Safe

The lines of the Pennsylvania Railroad System carried 87,000,000 passengers in the six months between January 1 and July 1, 1914—and not one of them was killed in a train accident.

In the calendar year 1913 the Pennsylvania Railroad Lines East of Pittsburgh carried 108,000,000 passengers, and not one was killed in a train accident.

The Pennsylvania Railroad System has 11,729 miles of line and 26,198 miles of track. More than 113,000 passenger trains are operated on these tracks every month. This record of six months means the safe operation by day and by night, through fog, snow, storm and clear weather, of 680,000 passenger trains, while at the same time approximately as many more freight trains are being cared for.

On the Pennsylvania Lines East of Pittsburgh no passenger has been killed in a train accident since 1912. During this period these lines alone have carried more than 161,000,000 people without the loss of a passenger's life in a train accident.

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The Pennsylvania Management regards every accident of any kind as one too many. Every effort is being continually directed to the end that the number of accidents of all kinds may be steadily reduced and if possible prevented.

## \$6,000,000 Spent for New Signals

**"Making travel safe is the first duty of railway managers, and the officers of the Pennsylvania road have never forgotten that fact."**

*Lancaster, Pa., News, June 26, 1914.*

With the completion on September 1st of an elaborate plan of improvements in its automatic block signal system, the Pennsylvania Railroad will have more four-track line operated under automatic signals than any railroad in the world.

At a cost of \$6,000,000 the Pennsylvania Railroad has in the past three years equipped 253 miles of its main lines with automatic signals.

On September 1st the main line of the Pennsylvania Railroad between Pittsburgh

and New York and Philadelphia and Washington will be equipped with automatic block signals.

The signal system on the Pennsylvania Railroad east of Pittsburgh and Erie represents an estimated investment of approximately \$18,000,000. The difficulty in arriving at more than an approximate figure is due to the fact that many changes have been made in the signals from time to time in the past thirty years. The electro-pneumatic interlocking switch and signal system in the New York Station and on the electric line between Sunnyside Yard, Long Island, the Station and Manhattan Transfer, N. J., alone cost \$1,750,000.

It takes a normal force of 1800 men to maintain the Pennsylvania's Signal System. It costs to keep these signals in order no less than \$1,500,000 a year.

## Still Striving to Improve Steel Rails

To ascertain whether added safety and more satisfactory results can be had from the use of heavier steel rails than those now in service, the Pennsylvania Railroad will experiment with rails weighing 125 pounds to the yard. The rails now used by the Railroad weigh 100 pounds to the yard. Fifteen thousand tons of 125-pound rails have been authorized and 2500 tons of this lot have been ordered.

With the constantly increasing weights of locomotives and cars, it will be necessary gradually to improve the road-bed so that when it shall have been found that the 100-pound rail is unable safely to support the increased weight of equipment the new and heavier rail standards will have been so

generally introduced that a full margin of safety will have been provided against in ample time.

A committee of experts has been at work for more than a year past, carefully reviewing the whole rail situation for the purpose of devising specifications to produce for the Company a rail insuring the greatest factor of safety and promising most substantial qualities of endurance.

The first 100-pound rail was laid on the Pennsylvania Railroad in 1892. Sixty-pound rail had been introduced in 1881; 70-pound rail in 1884; 75-pound rail in 1886; and 85-pound rail in 1887. The 125-pound rails will be laid in the tracks of the Main Line on heavy grades and curves.

**The Pennsylvania Railroad is ever on the alert to bring more safety to its lines.**

*—Holyoke, Mass., Telegram, June 12, 1914.*

# Some 500,000 People Supplied the Money to Build the Pennsylvania Railroad

From the Philadelphia News Bureau, July 16, 1914

The number of stockholders of the Pennsylvania Railroad Company on June 30th was 90,114, the highest ever reported. These holders are distributed all over the world. At this time there are 30,617 in Pennsylvania, 15,380 in New York, 15,542 in New England, 11,622 in foreign countries and 15,753 are reported as scattering. There are 43,454 women stockholders. Corporations owning the shares number 692.

The stockholders of the Pennsylvania's subsidiaries are estimated to number 25,000, so that there are now at least 115,114 individual owners of the shares of the Pennsylvania System. This is the largest number of any railroad company in the world, and the total number of individual investors in Pennsylvania shares is approximately as large as any company. Including the bondholders, it may be said that the investors in Pennsylvania securities number considerably more than half a million. The number of bondholders is about 400,000, so that, to be exact, there are 515,000 individual owners of the stock and bonds.

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The stockholders of the Pennsylvania Railroad at different periods recently have been as follows:

	No. of Stockholders		No. of Stockholders
June, 1914 . . . . .	90,114	November, 1912 . . . . .	74,541
May, 1914 . . . . .	89,805	August, 1912 . . . . .	74,240
February, 1914 . . . . .	89,126	May, 1912 . . . . .	73,676
November, 1913 . . . . .	86,804	February, 1912 . . . . .	73,354
August, 1913 . . . . .	85,310	November, 1911 . . . . .	72,783
July, 1913 . . . . .	84,244	August, 1911 . . . . .	69,760
May, 1913 . . . . .	78,800	May, 1911 . . . . .	66,520
February, 1913 . . . . .	75,492	February, 1911 . . . . .	65,611

It will be noted that the increase in the last year in the number of stockholders has been about 6000. The last year has certainly not been a propitious period for

the buying of railroad shares, yet 6000 new and permanent investors have put their money into Pennsylvania Railroad stock. This is a repetition of the experience of the past.

For more than a generation there has never been a time when the public was not ready to invest in Pennsylvania new stock issues at par and above, and the number of stockholders has been constantly augmenting and their geographical location continually widening in that period. Today the property is owned by more than 90,000 persons who hold on an average a little above 110 shares.

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As to the holders of bonds, the number is estimated at more than 400,000. These owners of bonds are as widely scattered as the stockholders, and the bonds are held largely by comparatively small investors. When the Pennsylvania made its sale of bonds in France some years ago, an issue amounting to \$48,000,000 plus, there were 420,000 bonds printed.

Of these, 400,000 were in the denomination of 500 francs, or practically \$100. These bonds were taken largely by the proverbially

prudent French peasant and are owned by him today. It is probable that Pennsylvania bonds generally are as universally held in this country, and are as popular as the stock.

“A nursed grudge growing out of a surly answer has been responsible for many of the troubles of the railroads.”

—*Fairfax Harrison, President Southern Railway.*

## One Railroad

From the Peoria, Ill., Journal, June 25, 1914

One of the great railway systems . . . knows that business in this great country is bound to grow. It has kept its credit in fine shape by prudent and efficient management, and it doesn't intend to be caught napping. When the rush comes it will be ready.

In spite of its tremendous investments,

this railway system is earning good returns. The reason is simple. It is doing primarily a railroad business, not a speculative business in stocks or bonds.

No, we don't mind telling what railroad it is. It is the Pennsylvania.

## The Old Order Changeth

From the Anderson, Ind., Bulletin, July 1, 1914

The Pennsylvania Railroad, in a recent bulletin, tells of the trouble it takes to see that every passenger on its trains gets a seat. It tells how its conductors are instructed to notify passengers when detaching coupons from mileage books the number of miles covered by the journey, in order that the passenger may check up the amount. It tells how the Board of Directors took formal action to provide for the retention in the railroad's employ of any employe who hap-

pened to be a member of the National Guard ordered away for naval or military service, or any employe who enlists in such service. It tells how, for safety's sake, it is building nothing but all-steel cars for its passenger traffic.

A far cry it is from the day when Commodore Vanderbilt's blithe "the public be damned" expressed not only his own sentiment, but that also of nearly every railroad manager in the country.

The Pennsylvania Railroad Company leads all in the carrying out of the safety first idea. Long noted for the care with which its trains are operated and the strength of its equipment, the officials of the road have decided to go even further along those admirable lines, so they have made tests of steel rails weighing 120 pounds to the yard.

—*From the Providence, R. I., News Democrat, June 13, 1914.*