

# THE PENNSYLVANIA RAILROAD SYSTEM



## INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station  
PHILADELPHIA, PA.

October 28, 1914

Pennsylvania Station  
PITTSBURGH, PA.

II

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## Another Step Toward All-Steel Railroad Cars



### THE FIRST ALL-STEEL FREIGHT TRAIN CABIN CAR EVER BUILT

This car has just been completed at the Pennsylvania Railroad's car shops in Altoona, Pa. It contains bunks, lockers, a refrigerator, stove and lavatory. The car will accommodate eight men.

The last link in the chain of all-steel equipment of the Pennsylvania Railroad has been completed. The Company's car shops in Altoona, Pa., have built a steel cabin car for the use of the crews of freight trains. Only one car has been made so far. It will be used on the different divisions of the Railroad before work on others is started. The experimental use of this car

will determine its fitness for freight service.

The Pennsylvania Railroad was the first railroad to adopt all-steel passenger equipment. That was in 1906. Now it has all-steel passenger cars, mail and postal cars, express cars, refrigerator cars, baggage cars, freight box cars, and coal cars. The last unit to be added was the steel cabin car.

# Ninety Per Cent. of 412,187 Trains Made Schedule Time

A record of all passenger trains on the Pennsylvania Lines East of Pittsburgh and Erie shows that out of a total number of 412,187 trains running over the different divisions during the first six months of 1914, 371,523, or 90.1 per cent., made schedule time, while 345,653, or 84.5 per cent., arrived at their destinations on time.

The heavy storms of last winter and early spring played havoc with the time schedules of the railroads. But despite this the Pennsylvania Railroad was able to keep this large percentage of its trains running on schedule time.

The best record for the six months for trains making schedule time is held by the Cresson Division; out of a total of 6742 trains running over the Division, 6492, or 96.2 per cent., made schedule time.

Electric trains on the West Jersey and Seashore Division have the best record for arriving at their destinations on time; 14,939 electric trains traveled over this division from

January 1st to July 1st, and out of this number only 715 were late, a percentage on time of 95.2.

The Trenton Division has a record of 92.2 per cent. for trains making schedule time, and 86.9 per cent. for trains arriving on time. The Pittsburgh Division is slightly below this, with a record of 91.1 per cent. for schedule time and 82.3 per cent. for trains arriving on time. Next comes the Philadelphia Division, with a percentage of 88.1 for trains making schedule time, and 80.2 per cent. for trains on time.

On the New York Division, over which 67,180 trains traveled, the greatest number on any division of the Lines East, a record of 82.6 per cent. was made for trains arriving on schedule time, and 77.4 for trains arriving on time. The Maryland Division also has a good record, for out of the 33,744 trains, 29,225, or 86.6 per cent., made schedule time, and 27,391, or 81.1 per cent., arrived at their destinations on time.

## Hunting a Broken Wheel

This incident shows the infinite care the Pennsylvania Railroad exercises in operating its trains:

Hardly had Train No. 20 for Philadelphia pulled out of Lancaster Station several mornings ago when it stopped. Word had been received from a Track Walker that a piece of a car wheel freshly broken off had been found on the track over which the train had passed shortly before. It was not known what train had sustained the damage, but according to the rules of the Railroad every train which had recently passed over the point in question had to be stopped and inspected at once. The wheels of No. 20 were examined, but no broken flange was found.

## Real Thoughtfulness

A man lost an unstamped letter addressed to a business house in Philadelphia. Later he learned that the letter had been found by a Pennsylvania Railroad employe in front of the Station Master's office in Broad Street Station. He also received the very satisfactory information that a stamp had been placed on the letter by the Station Master and the letter mailed.

The sender of the letter, appreciative of the real service the Railroad's employe had rendered, writes of this little incident:

"It illustrates the thoughtfulness in little things of employes of your Company toward its patrons."

# What Ails this Country

By PAUL D. WRIGHT

President, Reed Manufacturing Co., Erie, Pa.

Mr. Wright was one of the speakers at a dinner given recently in Erie to a number of Pennsylvania Railroad representatives. He said, in part:

Cussing is the easiest stuff in the world to write and orate. Manufacturers and business men generally have not escaped, but I submit that the Railroads have had more than their share. If the general public is to be prosperous, it must support the constructive elements, and the Railroads are one of the greatest, if not the greatest, which we have.

Intercommunication and exchange of ideas are the biggest single influences in the progress and advance of any civilization. The Railroads are, therefore, the biggest single influence in this direction, and they should be freed from unjustifiable and unwarranted attacks.

Secretary Redfield, of the Department of Commerce, has recently asked Congress for an appropriation of Four Hundred Thousand Dollars to find out what is the matter with this country.

The only thing that ails this country is paralysis—paralysis of the pay envelope. The cause of the paralysis is the continued irritation of business and business men by the Government. Better let him spend Four Hundred Dollars and ask 1000 employers of labor what is the matter with this country, and the answer will come back, "The hostile

attitude of the Government toward the men who maintain pay rolls."

When you attack men who maintain pay rolls, you attack the wage earner, beat his wife and kick his children.

To kill the courage and ambition of a business builder is to destroy, to an extent, a pay roll, and the destruction of a pay roll is a blow at employers, employes, storekeepers, manufacturers, and, as a result, women and children go hungry.

Business must be allowed to expand along natural lines. Supervision is necessary, but it must be supervision by sympathetic able economists, by practical humanitarians, and not by hysteric experimenters, professional reformers or party politicians. Physically there is nothing the matter with this country. We have every element for prosperity save trust and confidence. And these the Government must give us, or there will be many new faces in the bread line. To picture all the railroads and all business men as greedy, grasping grafters is unfair. Business men who succeed nowadays tell the truth, keep their agreements and believe in the square deal.

To tear down in a night a business structure which has taken years of patience and ability to erect is easy. To create, build, transport, distribute—these things only come about through able and patient leadership—not through political palaver, and I ask you, Is it wise to suppress our men who possess commercial genius and who maintain pay rolls?

The interrelation of every sort of business is fact, not fancy. The community of interest between the smallest and the biggest business man in the country is truth, not buncombe. The mutual dependence of the richest man and the poorest man is reality, not rhetoric.

—From *Chicago Herald*, July 16, 1914.

# Helping the Government Value This Railroad

Hearty co-operation will be accorded the Government by the Pennsylvania System when the Interstate Commerce Commission makes an inventory of its lines. Representatives of the railroad companies will accompany the Government's agents to point out the nature, locality and extent of the properties.

That they may be of the greatest possible help to the Government, the representatives of the Railroad will be provided with maps and plans, and they will be able to give information concerning obscure and extraordinary items, that are not readily visible upon a field inspection.

It is evident that information concerning special features, such as old excavations that have been filled up, sunken embankments, roads or channels of streams that have been diverted, can best be obtained from those having a personal recollection of conditions attendant upon the construction, improvement and operation of the railroad. Accordingly, the management has asked anyone having information such as the above to communicate with the Valuation Engineer of the Pennsylvania Railroad in Philadelphia. This information will be placed at the disposal of the Government's officials.

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## Worthy of a Victoria Cross

Patrick W. Mulligan, Crossing Watchman in Norristown, Pa., is a hero. Superintendent Sinnickson of the Schuylkill Division tells what he did in this language:

"About 5.58 P. M., August 19th, just as passenger train 460 reached Mill Street crossing, in Norristown, Pa., Crossing Watchman Patrick W. Mulligan noticed a small Italian child, about two years old, just stepping on to the westward track, crossing from the north to the south side. He called to her to stop, but she continued running; he then ran to catch her to prevent her from getting on the eastward track. Just as he grasped her he was struck by the train, and both

were thrown down; he received a severe scalp wound and bruises about the arms, and the little girl had a portion of her left foot crushed.

"While Mulligan's act was strictly in accordance with his duty, fearlessness in endeavoring to save the child was certainly commendable. In recognition of his splendid performance of duty and absolute disregard of self, we paid him fifty dollars. We shall also pay him his wages while he is off duty. His chief concern since his disability has not been of his own misfortune, but of his inability to save the child from any harm."

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Back of every successful institution, no matter whether it is a mercantile establishment or a flourishing manufacturing plant, back of the prosperity to which men point with pride, are certain fundamental laws—the law of right thinking, the law of self-denial, and the law of perseverance.

—From the *Railway Age Gazette*.