

# THE PENNSYLVANIA RAILROAD SYSTEM



## INFORMATION



FOR EMPLOYEES AND THE PUBLIC

Broad Street Station  
PHILADELPHIA, PA.

October 31, 1914

Pennsylvania Station  
PITTSBURGH, PA.

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### An Appeal to the People for Help

Mr. Samuel Rea, President of the Pennsylvania Railroad Company, has addressed the following appeal to the people of Pennsylvania, New Jersey and New York :

“It is in the interest of the public—whose chief concern is good service and safety—that the Extra Crew Law now on the Statute books of Pennsylvania and other States be repealed.

“This law causes a waste of \$1,100,000 annually in the employment of unnecessary men on the Pennsylvania System alone.

“No one is more concerned than the Pennsylvania Railroad Company in securing maximum safety on its lines. Every train on this railroad has a full crew, and this extra expenditure adds nothing to safety or public convenience. The same money had much better be spent to remove grade crossings, improve tracks, signals, and bridges, and buy steel cars.

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“This extra crew law, which compels unnecessary expenditures, is one of the factors which menaces the ability of this Company to pay present rates of wages to that great body of employes whose activities are needed.

“The Public Service Commissions should see to it that all trains are properly manned. Such action would amply protect employes and the public.

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“We appeal to the people in their own interest, we appeal to our employes in their best interest, to ask their representatives in the next Legislatures to repeal the Extra Crew Laws.”

## Repeal A Bad Law

From the New York Commercial, October 22, 1914

Born of political pandering, . . . forced upon the statute books by legislators who had no idea of the economic crime involved, enacted in the face of the protest of those who had a conception of what the results would be, the extra crew law of the States of New York, Pennsylvania and New Jersey should be repealed. We believe that when the employes of the railroads consider as individuals, . . . they will agree with Samuel Rea, President of the Pennsylvania Railroad, that "it is in the interest of the public, whose chief concern is good service and safety, that these laws be obliterated."

Mr. Rea tells us that the waste annually in the employment of unnecessary men on the Pennsylvania system alone is \$1,100,000.

Other railroads operating in the States where the so-called full crew law governs are similarly handicapped, and of course the employes who are necessary to the safe and efficient operation of trains suffer, or will suffer eventually, in wages. The railroads are now hard put to it to secure the money with which to buy necessary equipment.

## A One-Sided Practice

From the Philadelphia Bulletin, October 19, 1914

Paying a million a year for unnecessary trainmen and taking that million out of the pay envelopes of shopmen and other classes of railroad employes looks like one-sided practice, but that is the net result of the application of the "full crew" laws.

## The Situation in Missouri

From the Philadelphia Record, October 27, 1914

There is an interesting situation in Missouri. The Brotherhood of Railway Trainmen is working like beavers to secure a "full crew" law, and the railway companies, which know that this will impose a useless expense upon them, are unable to make any effort to protect themselves. A law imposes a

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forfeiture of the Company's charter, and two to five years' imprisonment upon each railroad officer, employe or agent who tries to influence an election. Apparently the railroads can't even print their side of the case and distribute it among the voters.

### Out of the Public's Pocket

From the New York Tribune, October 20, 1914

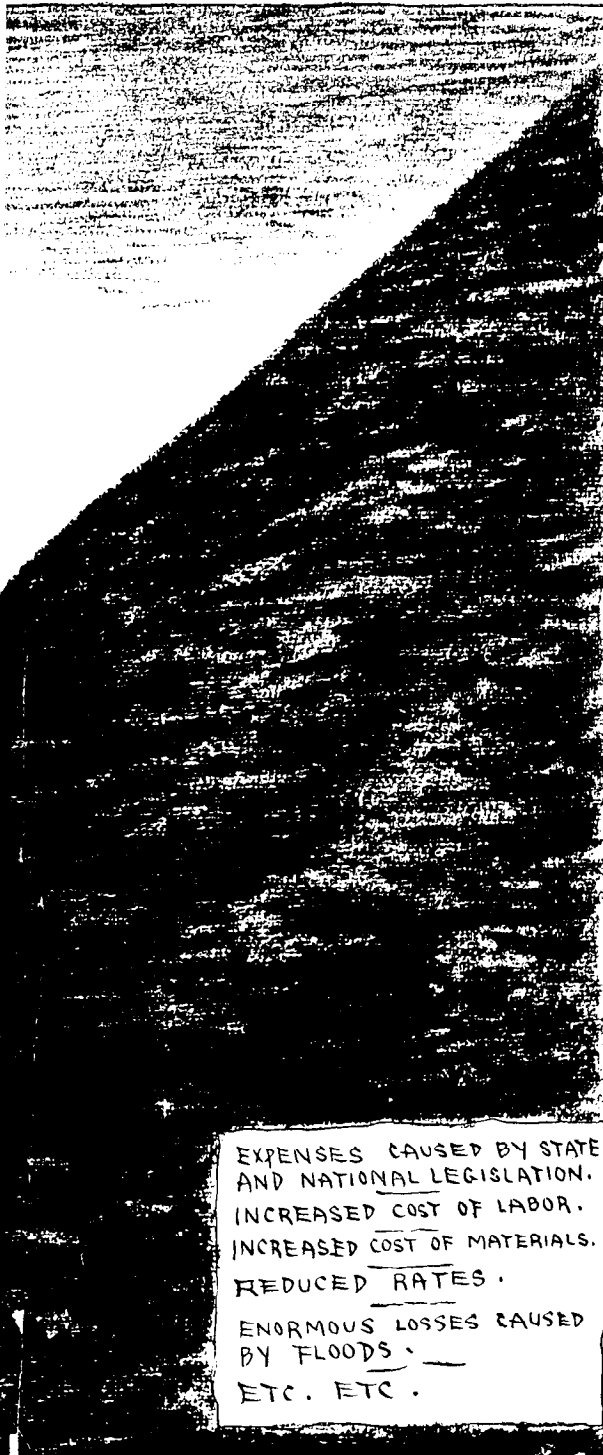
The Pennsylvania Railroad has much justification for its campaign to have the so-called full crew law repealed by the next Legislature. This statute costs this line more than \$1,000,000 a year for the employment of men whose services the officials consider unnecessary to the operation of the road or to the safety of passengers. The other railroads in the State bear a like burden.

The money thus spent would contribute much more to safety if it were spent in improving roadbed and rolling stock and removing grade crossings. All railroads are being hard hit by existing financial conditions, so that they are endeavoring to raise freight and passenger rates. It seems foolish to compel by law a huge expenditure annually, the wisdom of which is doubtful, when the money to pay for it must come so directly out of the public's pocket.

### The Public Pays

From the Bangor, Me., Commercial, October 21, 1914

The Pennsylvania Railroad is waging an energetic campaign to strike from the statute books the enactment known as the full crew law, under which the road, in common with other railroads in States where the law is in vogue, is compelled to pay for the services of men that are not regarded as necessary by the railroad officials. The operation of this law the past year cost the Pennsylvania railroad more than a million dollars a year, a sum that could much more profitably be expended in other directions. The operation of such laws as these are really paid by the public, which feels their effects in increased rates.



EXPENSES CAUSED BY STATE  
AND NATIONAL LEGISLATION.  
INCREASED COST OF LABOR.  
INCREASED COST OF MATERIALS.  
REDUCED RATES.  
ENORMOUS LOSSES CAUSED  
BY FLOODS.  
ETC. ETC.



THE WASHOUT

Reprinted from the St. Louis, Mo., Star, October 12, 1914

## The Real Railroad Situation

In a nutshell, here is the real railroad situation as set forth in the complete returns to the Interstate Commerce Commission for the year ended June 30, 1914, for the 35 Eastern Railroad Systems:

An increase in total capital obligations of 159 millions of dollars.

An increase in property investment of 249 millions.

A decrease in operating revenues of 48 millions.

An increase in taxes of 3 millions.

A decrease in net operating income of 76 millions.

A decrease in dividends paid of 12 millions, and

A decrease in *surplus over dividends* of 84 millions, the surplus of nearly 76 millions in 1913 having disappeared and a deficit of 8 millions being shown in 1914.