

Service Talks

PHILADELPHIA RAPID TRANSIT COMPANY

No. 24 EVERY EMPLOYEE A STOCKHOLDER August 23, 1922

NOW FOR THE PICNIC AND THE HELPING HAND AFTER WORK COMES PLAY

From Willow Grove to Jackson—and from Richmond to Folsom, came our Vacationists, the Americanization Volunteers; they opened the lines, they ate the brick-bats and have proved that in industry there do exist principles for which men will fight.

The main battles are over; now comes the slower work of those who must painstakingly settle down and plug ahead till permanent peace is established. We are now getting a sufficient supply of these determined workers so that the Vacationists—our "Storm Troops"—can now return to their regular jobs at home. Then, too, our big Annual Picnic of August 29 and 30 is fast approaching and we are hopeful that most of the regular P. R. T. men will be at home for that.

Hundreds of men, literally hundreds, came quietly into Buffalo, donned their badges and went to work with a coolness and dogged determination to win that has been a source of wonder to all. Such an upholding of American principles! Such a belief in the Mitten Plan as a cure-all for present industrial strife! Everywhere men are heard to say that the Plan must be fair—must be square, or men would not rally to its defense in such numbers. Good wages—Uncontrolled election of employee representatives—Pensions—Sick Benefits—\$1000 Life Insurance—Saving Fund—The Co-Operative Wage Dividend Fund—every activity planned and executed on a 50-50 basis—employee and employer. Who would not be ready to enter the lists to defend a square deal like that as against the union's muzzed-up benefits?

The Co-Operative Council has at times been faced with appeals from employees who have had such a run of hard luck, usually combined with sickness, as to have practically put them financially down and out. A fund from which money can be loaned to such employees, administered by Employee Trustees, would certainly be a good thing, and to fill this need the Co-operative Council has decided that the net proceeds from the Annual Picnic will this year be devoted to establishing the Co-operative Helping Hand Fund.

The Willow Grove Park management has agreed, with the Picnic Committee, that our picnic tickets are to be accepted for sandwiches, ice cream, hot coffee and soft drinks at the Rustic Pavilion, which should serve to further stimulate the sale of strip tickets which, as heretofore, will be good on the numerous rides and other designated attractions.

P. R. T. has just completed a splendid route map, to supply a long felt need of visitors, and residents as well. These maps will be sold for 10c each by conductors, and the proceeds turned over to the Co-operative Helping Hand Fund as a company contribution. Suggestion has also been made that unclaimed lost articles, now returned to the finders, should, instead, be sold at public auction and the proceeds used to further swell the available cash in this beneficent fund.

A. A. MITTEN.

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A NEWSY LETTER FROM BUFFALO

Dear Mr. Good—

Maybe you will be surprised to hear from me, but I just could not resist writing to you. I am going to tell you what I have been doing since the morning of the 13th of July when I met you coming out of the barber shop in the Callowhill depot. I came up here on the 11.10 that night and at half-past four the following afternoon was sitting down in the Cold Spring Station eating supper. Saturday morning I took a run over one of the lines. * * * Sunday I went for a round trip on two other lines and then came in the barn and told them to put me to work but they would not do so till Monday morning. Monday they opened up three more lines and so I went on what they call the Kenmore line. It is a very nice section, all residential and very nice people to ride. The first day we hardly had anybody to ride with us. On the second, the people would get on the car as if in fear, the third day they would get on the car and as we would pass the time of day with a smile, they would just look at us as if in wonder. Then they began to speak to us. I am telling you this to let you know it has not been all milk and honey getting the people's confidence. It seems they have never been shown much consideration by the majority of the men who previously have been running the cars.

Now I am going to tell you of a little incident that happened to me at Parkside & Crescent. A middle aged lady was standing on the curb. My motorman stopped and I got off the car and brought her over to the car, as she was afraid of the jitneys, which were going by in a steady stream, and would not stop. I saw her safely on the car and seat. Then she said to me "Young man, you are not a native of Buffalo, are you?" so I said no to the question. Then she said "Well that is really the first time I have ever been shown any consideration by an employee of the I. R. Co." and said that she was almost afraid to ride with them, but if the boys on that car were a fair sample of what was down in Philly, why she hoped the Philly men would stay all the time. Since then it has been told to me more than once that "We have never had as comfortable a ride. That is some driver you have got." Now I am not going to say any more about that, but a clipping from one of the local papers will speak more eloquently than I can. (Clipping reproduced herewith.)

Now, as for the city itself, they have good big wide streets and every facility for good transportation and it seems a shame to me to see it in the way it is. Of course, the I. R. Co. is going to come out on top. In fact, they have won out already, but the expense has been enormous, as you are probably aware. At the present time I am working on the Niagara Falls line. They call it the high speed line here. My motorman is C. Maiser, a former Callowhill man, but now of 49th Street, and it is a common thing for the passengers to come to me and say "Well, conductor, that is the most pleasant ride I have had for a long time."

Now, as for the conditions here, I may say I have never felt better in my life. We get good food, plenty of it, good sleeping accommodation, and plenty recreation, and altogether we are having a nice time. * * *

I guess you will wonder why I have not mentioned any trouble. To tell you the truth, I have not seen any trouble at all. There has been some, of course, but I have been one of the lucky ones so far, and all the damage that is being done is by the jitneys and that is considerable; that is, financially, and the sooner they get them off the streets the quicker it will be over. * * *

In closing, I must say that you have reason to be proud of the men from Philly, and I am going to say of the bunch that came up from Callowhill No. 5, you remember the words you said to me the last time I spoke to you. Well they were "I want you to conduct yourself so that you will be a credit to us in Philly." I think you must have said that to them all for they certainly have done so.

Yours Sincerely, S. HASLAM.

COURTESY THEIR WATCHWORD

If there is one thing more than another that street car riders have noticed since the cars have been manned by the new men, who took the strikers' places, it is the courteous manner with which these men treat passengers. It is a real novelty for Buffalonians.

It has been a long time since street car riders in this city were treated with due respect. They had become accustomed to having doors slammed in their faces, to being growled at by a motorman or a conductor, to being refused transfers because they didn't ask for them at the moment they paid their fares, to being yelled at like cattle for not moving to the rear of the cars and to being treated in general more like animals than humans. Women and children were treated the same as men or even worse because the men now and then put the ill-mannered conductor or motorman in his place.

The condition of affairs that existed before the strike is one of the evils of unionism. It is the same condition which the union wishes to continue by forcing the company into a closed shop agreement. Under a closed shop agreement the company can neither hire nor discharge its employees. The union does it for the company. If a man was particularly discourteous to a passenger and was reported the company could not reprimand the offending employee or give him his time. The union was supposed to take care of the man but it didn't and discourtesy among the street car employees grew apace. It didn't make any difference how many times a motorman or conductor offended by insulting passengers or treating them like animals the company was powerless and could not let him out.

Is it any wonder then that Buffalonians now open their eyes in wonder when they board street cars and are treated by the crews as though they really amounted to something. These new men are clean cut first of all and next they know how to be courteous and are acting accordingly. They are gentlemen. Buffalonians are not accustomed to this kind of treatment but they are rapidly growing to appreciate the vast difference and to be thankful to the strike for it.—Commercial Editorial, August 12, 1922.

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MOTORMAN KELLOGG'S THOUGHTS ON BUFFALO

I wonder do the people of Buffalo, Lockport and the adjacent territory comprehend the example of patriotism being staged by P. R. T. vacationists before their very eyes?

P. R. T. Men won their spurs in the World War, and in the same spirit they are fighting in Buffalo to maintain the democracy of America and combat the establishment of communism and bolshevism. They are breaking the mastery of ignorance, the domination of self-seekers and the terrorism of cowards.

Propaganda designed to garner votes in future elections and based on the sophistry that there is some omnipotent sacred supremacy pertaining to a trades union, vouched for by the idiotism of Buffalo's Mayor, has made the police power such a farcical pretense that men, five of them, in the name of labor, so abused, beat and throttled an inoffensive boy, thirteen, as to compel him to remain in a hospital, solely because his father chose to go back to work for the International. AND THIS IS CALLED UNIONISM!!!

It makes no difference that a disagreement existed between the company and its former employees. This act was wanton lawlessness—the act of cowards, unworthy of the name of men. In line with it are other forms of terrorism, wrecking of a workman's home, abusing, mistreating and intimidating his wife and children, merely because he asserts his Americanism and chooses to exercise his right to the peaceful pursuit of life, liberty and happiness by working. Threatening the families of men who have returned to work, with unthinkable debauchery, to such effect that the men, for protection of their families, are compelled to again forsake their jobs at the order of a tyrannical marplot. And this also—IN THE NAME OF UNIONISM!!!

Dynamiting cars, pistol shooting, stone throwing, brow beating and bully-ragging American citizens who merely desire to exercise their right to ride on the street cars, irrespective of union dictation, and all this is allowed to go on unchecked by city authorities. WHY?

If Buffalo is still to be considered an American city, it must compel obedience to the law, demand action from its constituted authorities, and insist upon the peaceful, untrammelled use of its public utilities. The service is there—better than ever before—confident, courageous, efficient—manned by men who know how to render such service.

Between Mittenism and unionism there is no comparison—yet there are those who, suffering from the sophistry of unionism, would ask the International to strengthen the hands of an organization whose sole weapon is lawlessness, and whose only strength is intimidation, by entering into a contract with it, when it has shown that it holds contracts to be mere scraps of paper.

We of P. R. T., through more than 10 years of experience, have found that Mitten Management is forward-bound and leads to success. It builds its employees into broader, abler, more substantial citizens. It moulds them into progressive, responsible home builders. It creates a vital force for good in clean citizenship, as it builds a successful enterprise.

Mittenism leads to co-ownership and co-responsibility of effort, with proper consideration of the public. It begets peaceful progress by frank statement and fair dealing—in startling contrast to the chaos created by the methods of present day unionism.

We of P. R. T. came to Buffalo to show our belief in the Mitten Plan—in appreciation of what it has done for us, and for the purpose of holding the Buffalo men's jobs open to them. The latter effort has been thwarted because the union successfully intimidated the men who desired to return to their old jobs. This has been easier of accomplishment by the union because of the foolish promises of protection, held out by Buffalo's Mayor, who seems trying to make good his pre-election pledges and his public promises to the men that the union would win, all of which is sheer foolishness.

Buffalo should end its present disgraceful state of affairs by substituting the Star Spangled Banner for the Red Flag of Anarchy and Lawlessness.

Alfred C. Kellogg,
Motorman 6866
Employee Committeeman—P. R. T.

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PHILADELPHIA RAPID TRANSIT COMPANY

Messrs. Emory, Freed & Co.,
6 South Third Street, Philadelphia, Pa.

Philadelphia, August 11, 1922.

Gentlemen:

Replying to your recent letter requesting my opinion as to the future of this company, the continuation of the dividend, and the possibility of the present rate of fare being maintained:

P. R. T. is a public utility operated under Public Service Company Law, which provides, in effect, a service at cost plan under which a fair return upon the property used and useful is provided, with extra allowance for efficiency.

P. R. T., to insure continued payment of its 6% dividend, requires not only the authority of the Public Service Commission to make the distribution, but must also continue, by economic accomplishment, to produce the requisite net income as any further increase in fare would be followed by decreased patronage.

P. R. T., appearing before Public Service Commission in valuation proceedings, has shown a present reproduction cost far in excess of the amount required to justify a continuation of the present dividend. P. R. T. has also proven such extraordinary efficiency in operation as to justify substantial recognition therefor as provided under Article III, Section 1-(a) of the Public Service Company Law.

P. R. T. employees own 60,000 shares of P. R. T. stock out of a total issue of 600,000 shares. P. R. T. employees have agreed that the last 10% of their wages shall be paid to them only after 6% dividends are earned upon P. R. T. stock. 10,000 P. R. T. employees are co-operating for efficiency in operation, which evidences the fact that the interest of the public would not be best served by such a valuation as would interfere with continued dividends.

P. R. T. gross revenues, with existing rate of fare, meet the present revenue requirements and, under the statement heretofore made, the amount collected must, under the law and the facts, be continued in order to provide for operating expenses, reserve for depreciation, taxes and a fair return on the used and useful property. The valuation decision will, it is believed, fully recognize these facts and be such as to justify P. R. T. acceptance, otherwise final determination can be reached only after appeal and judgment of the courts. Meantime the present fare is, under the law, assured of continuance.

Replying more specifically to your inquiry as to the continuation of the present fare, it must be understood that the present 7c cash—4 tickets for 25c fare is 25% lower than the 10c cash—3 tickets for 25c fare now in force at Pittsburgh, where property values have already been determined by the Commission. Philadelphia is best served by P. R. T. present procedure of reflecting added economies, with present fare, through higher standards of service, and by increasing P. R. T. net revenue so as to support such added lines as may be required to adequately serve the city.

Messrs. Charles Hansel and George W. Fuller, representing the best experience in such matters have, after exhaustive examination of the property, declared it to be in excellent physical condition. Under the formula prescribed by these engineers, adequate provision is being made, through ample maintenance and renewal reserves, to insure the preservation of present property.

Yours very truly,

T. E. MITTEN, President.

ARTICLE III OF PUBLIC SERVICE COMPANY LAW

Section 1. It shall be lawful for every public service company—
To establish, with the consent of the commission, a scale of charges, subject to automatic adjustment, in relation to the dividends to be paid to the stockholders of such public service company, or the profit to be realized by any person engaged in like business.

To participate, to such an extent as may be permitted by the commission, and deemed by the commission wise, for the purpose of encouraging economies, efficiencies, or improvements in methods or service, in the additional profits which will be afforded by such economies, efficiencies, or improvements in methods or service.