FRICAY EVENING,

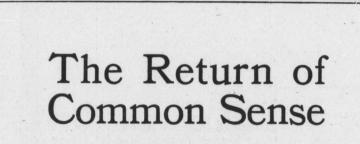
CASTLE WALK

## HARRISBURG TELEGRAPS

MARCH 19, 1915.



NEW **HARRISBURG HOMES** 



Experience, scientific management and conditions govern the operation of all railroad trains. No arbitrary

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ver be substituted for common sense, of these factors.

When the Full Crew-"excess man crew"-Law, which arbitrarily fixes a minimum number of men for all train crews, attempts to take the place of common sense this is the result:

One limited passenger train of seven cars is forced to carry a crew of eleven men, not counting the five in the diner.

The Metropolitan Limited of nine cars has fourteen men in the crew and ten in the diner.

The railroads are yearly forced to waste \$2,000,000 in wages for such superfluous men.

But when experience, scientific management and conditions dictate, the railroads do not hesitate to man trains in excess of the number set by the Full Crew Law. Every day 480 freight trains in New Jersey and Pennsylvania are carrying more men than the law requires.

For example, one Lehigh Valley Railroad local freight train of about 15 cars is given a crew of seven men-the law requires only five-because there is work to be done.

Anxious to speed the return of common sense in train manning, the railroads favor giving the Public Service Commissioners full power over the manning of trains without any restriction as to the minimum or maximum number of men. This will do all that the Full Crew Law was intended to do, and will, in addition, broaden the power in the public's hands.

SAMUEL REA, President, Pennsylvania Railroad.

DANIEL WILLARD, President, Baltimore and Ohio Rallroad.

THEODORE VOORHEES, President, Philadelphia and Reading Railway.

R. L. O'DONNEL, Chairman, mittee, Associated Railroads of Pennsylvania and New Jersey, 721 Commercial Trust Building, Philadelphia. Executive Commi

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