

# An Open, Square, Aboveboard, Direct Appeal to the Intelligence and Judgment of the People

The railroads of Pennsylvania and New Jersey believe that the public should be fully advised concerning the Full Crew laws in these states. Costly experience has demonstrated that these laws have worked to the detriment of public interest and that their repeal would redound greatly to the advantage of the people.

## Not a Fight On Trainmen

The railroad companies making this announcement wish the public to clearly understand that this appeal is in no way to be construed as being aimed at the trainmen in their employ, nor is it an effort to curtail operating expenses at the cost of public safety or service.

The companies point to the fact, with justifiable pride, that whenever public safety and convenience demanded an increased number of employes the necessary men were put on trains. Behind this statement is a record of advancements and improvement achievements which is a most vital factor of calm and dispassionate consideration of the laws in question.

But when arbitrary laws are passed which compel these railroad companies to burden their payrolls with some \$2,000,000 annually for wasted, unwarranted extra labor, and which actually means a decrease, rather than an increase, in operating efficiency, together with heavier casualty lists, it is undeniable that the public should be put in full touch with existing conditions that the people may judge wisely for themselves should an effort be made to impugn the sincere motives which prompt this educational campaign.

## How Full Crew Law Works

A twenty-nine-car freight train can be operated with five men. Add a car and an extra man must go on. The law requires no larger crew on a hundred-car train.

A four-car passenger train can run with five men. On a five-car or longer train there must be an extra man. Even if all the cars are Pullmans, with porters and a Pullman conductor, a six-man railroad crew is required.

A milk or express train of twenty or more cars, running through, sealed, and virtually without stops, must carry a crew of six. The only place four of them would ride would be in the end car.

When the Full Crew law became effective in Pennsylvania, the Pennsylvania Railroad Lines East of Pittsburgh and Erie were operating in Pennsylvania 2,971 weekday trains. Of these, 1,198 passenger and 1,061 freight trains were manned up to or beyond the law's requirements.

The 1,198 passenger trains which were provided with crews equal to or in excess of the law's requirements consisted principally of local or semi-local trains, making frequent stops and handling a large number of passengers. The second brakeman was employed to expedite the departure of trains from stations and to assist conductors in collecting tickets.

The 1,061 freight trains on which the law required no additional men consisted of local freight trains carrying package freight, on which brakemen were required to load and unload cars; road shifters, doing a large amount of work, necessitating the throwing of switches and much hand braking on cars; mine trains, placing empty cars and picking up loaded cars, and through slow freight trains of heavy tonnage on the Philadelphia and Middle Divisions on which the brakemen riding on the front part of the trains were required to assist the firemen.

## Official Casualty Statistics

The effect of the Full Crew laws in forcing extra men into already adequate train crews, thus dividing responsibility, has been to increase the hazard of operation. This fact is conclusively proved by the official figures of the Interstate Commerce Commission. The great number of persons killed who were neither employes nor passengers have not been included, for it is obvious that extra men on trains are powerless to prevent such casualties.

The Pennsylvania Full Crew law took effect on July 19, 1911. The Commission's figures show that for the three-year period preceding this date 10,186 employes and passengers were killed. Since the law became operative, the total number killed shows an increase, or 10,372 persons.

The casualty list of the Pennsylvania Railroad for the six months preceding the enactment and the first six months of 1914, when the law was in full force and effect, discloses the following startling comparison:

	Before Law, First half 1911		Under Law, First half 1914	
	Killed	Injured	Killed	Injured
Trainmen	15	1046	16	1699
Passengers	1	99	*2	141
	16	1145	18	1840

\*Fall from train.

## What the Extra Man Costs

Twenty Railroads in Pennsylvania and New Jersey last year paid in employment of superfluous brakemen \$2,000,000  
That would have bought.....200 steel coaches  
It would have bought.....80 locomotives  
It would have paid for.....67,000 tons of rails  
It would have returned 5% on.....\$40,000,000  
It would have block signaled.....800 miles of track  
It would have eliminated.....65 grade crossings

## Rejected by Other States

A Full Crew law was enacted in Missouri and signed by the Governor in April, 1913. In November, 1914, it was submitted to a referendum vote. The people repudiated the law by a vote of 324,085 against 159,593.

A proposed Full Crew law for Texas failed to pass owing to the popular protest against it, led by the farmers.

In 1907, Governor Charles E. Hughes, of New York, vetoed an attempt to enact a Full Crew law in that state.

In 1912, Governor John A. Dix, of New York, also vetoed a Full Crew measure. Governor Foss, of Massachusetts, vetoed a Full Crew bill passed by the legislature.

In 1913 the State Assembly wisely referred a Full Crew law to the Railroad Commission of Connecticut, who promptly condemned it.

Governor Cruce, of Oklahoma, vetoed a Full Crew bill in 1913. Attempts to enact Full Crew laws in Colorado, Delaware, Virginia, and Ohio were defeated.

In Pennsylvania, New Jersey, New York, and Maryland such laws are in force. In the interest of the public, the railroads, and the great body of railroad employes, these burdensome laws should be repealed. In Pennsylvania, approximately 65,000 men are employed in train service. Only 2,500 of these are extra brakemen.

## Will Wage a Just Fight

Railroads operating in Pennsylvania and New Jersey are determined to place their case squarely and fairly before the people of those states. They are firmly convinced that the people—all of whom, without exception, are affected more or less directly by the imposition of this annual \$2,000,000 burden, and thousands of whom are direct sufferers—will, knowing what a continuation of these harmful laws means to them, voice their wishes in no uncertain way to their elected representatives at Harrisburg and Trenton.

This campaign of public enlightenment will be waged by the railroads in a manner that cannot possibly be legitimately assailed. There will be no lobbying, no star chamber conferences, or private deals to influence public opinion or legislative action. The campaign will be fought in the open, purely on its merits.

## Railroad Pledge to Trainmen and Public

Definitely and finally to give public notice that the railroads ask only a square deal all around in this matter, the presidents of the Pennsylvania Railroad Company, Philadelphia & Reading Railway Company and Baltimore & Ohio Railroad Company, in announcing on February 9 that the railroads intended to work for repeal of the Full Crew laws, pledged themselves as follows:

"Let us add that if there shall be evidence that without such laws the railroads would underman trains, to the hardship of employes or the detriment of or danger to the public, that, assuming the present Public Service acts do not give to the commissions ample powers to determine what crews are necessary on different trains and to compel the railroads to man trains as ordered, we will openly support such amendments to the present acts as may be necessary to give such assurance."

The railroads now appeal directly to the people, who demand the greatest safety at all times and who realize that a policy of wise economy, and not one of wasted revenue, will enable the railroads to adequately fulfill their obligations and meet those demands as they should be met.

R. L. O'DONNELL,

Chairman, Executive Committee, Associated Railroads of Pennsylvania and New Jersey.

THE NATIONAL STOCKMAN AND FARMER



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## CONFLUENCE.

Mr. and Mrs. Jasper Parnell have returned from a visit with their daughter, Mrs. Earl Miller at Viola, W. Va. They report Mrs. Miller seriously ill with no hopes of recovery.

A Rumanian, who had been clerking in the store of A. E. Licher at Fort Hill for the past year, was arrested Thursday by Constable Alvin Burnworth and taken to the Somerset jail. Mr. Eicher charges him with the theft of several hundred dollars in the past few months.

N. R. Burnworth and daughter have returned to their home in Uniontown after visiting Mr. Burnworth's mother at Johnson Chapel.

James Ligenfield of Draketown was here Thursday on his way to Connellyville to visit his little son, who is in the hospital there undergoing an operation.

J. S. Hicks, an evangelist singer, of Connellyville, is assisting Rev. L. W. LePage in his meetings in the Methodist Episcopal church.

Miss Elsie Beggs was in Ohio on Thursday.

C. G. Masters has returned from a business trip to Somerset.

A. C. Eicher of Fort Hill was a recent business visitor here.

Mrs. Ella T. Bird was in Humbert Thursday.

Charles B. Humbert has returned from a visit with friends in Pittsburgh. Jacob Keim of Addison township, was here Wednesday on business.

N. B. Burnworth and daughter of Uniontown are visiting Mr. Burnworth's mother at Johnson Chapel.

The little sons of Mr. and Mrs. E. W. Shipley, who have been very sick are reported better.

Paul Goller of Harnedsville was a recent business visitor here.

Mrs. Ezra Burnworth, of Johnson Chapel has returned from a visit with her daughter, Mrs. Harry Hayden at Uniontown.

D. H. Brown and Frank Havner have formed a partnership and invested in a sawmill preparatory to going in the lumber business.

Rev. H. C. Thomas, pastor of the Methodist Episcopal church, Greensburg, and formerly pastor of the Methodist Episcopal church at Addison was a visitor here.

P. V. Nedrow of Somerfield was here Tuesday transacting business.

O. P. Thomas of Pittsburgh was in town Tuesday on business.

C. J. Duncan of Fort Hill was a recent business caller here.

Morris T. Lancaster of Harnedsville was here recently on his way to Ohio.

## POULTRY AND STOCK.

Things the Industrious Farmer Should Know.

The United States Department of Agriculture, the state boards and the experts all over the country are urging the farmers of America to cultivate every available acre during the coming year. The war in Europe assures the sale of almost everything that can be raised. Every article that is exported to feed the soldiers and the citizens and the stock of Europe means just that much less for home consumption, therefore, even with big crops of everything, the prices will be high. If it is not a good crop year the farmer will at least raise enough for home use and will not have to pay the high prices that will prevail. Utilize every available acre for grain, grasses and vegetable. In many sections farmers are urged to

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try a double acreage of potatoes. It should not be necessary, under proper conditions, to import potatoes into any agricultural county. Put the hens and the turkeys to work and give them a square deal. Raise pigs, cattle and horses in as large numbers as the accommodations of the farm will justify and any losses that any farmer, planter or rancher may have sustained last year will be more than made good. The war in Europe may last for months or years, but while it continues there will be an active demand for everything we produce. Should the war end this week the nations engaged will need all our surplus products for a year at least. Take our advice, for once, and do not permit good, tillable land to lie idle in 1915.

## CHARTER NOTICE.

NOTICE IS HEREBY GIVEN That an application will be made to the Governor of the State of Pennsylvania, on the 23rd. day of February, 1915, by Jennie Wilmoth, Fred L. Wilmoth, and Barney D. Wilmoth, under the Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the supplements thereto, for the charter of an intended corporation to be called BLACK TOWNSHIP ELECTRIC LIGHT, HEAT AND POWER COMPANY, the character and object of which is supplying light, heat and power by means of electricity to the people in the Township of Black, in the County of Somerset, Pennsylvania, and such partners, partnerships and associations residing therein and adjacent thereto, as may desire the same, and for these purposes to have, possess and enjoy all the rights, benefits and privileges of the said Act of Assembly and its supplements.

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At a meeting of the inspectors of the bituminous coal mines of Pennsylvania held in Harrisburg one of the facts developed by the preliminary comparison of the work done during 1914 was that all of the districts except the 28th, which includes the greater part of Somerset county, showed a decrease in tonnage as compared with 1913.