

October 27, 1959

VAN DINH TWO....

Report on Visit to  
The Pennsylvania Railroad Company  
Headquarters: 15 N. 32nd Street, Philadelphia, Pennsylvania  
(Wednesday, August 12, 1959)

In 1900 there were 1,224 railway companies large and small operating 192,556 miles of railroad in the United States. Owing to numerous consolidations since then, a much smaller number of companies are in operation.

At the beginning of 1957 the railway system in this country was composed of 635 operating companies. Of these 116 were class I railroad (operating revenues of \$3,000,000 or more) 312 were class II (less than \$3,000,000), and 207 were switching and terminal companies.

Each railroad company shapes its organization to fit its particular requirements. A small railroad may have only a few officers and employees and a very simple departmental setup. A large railroad company with many thousands of employees and doing a business of many millions of dollars annually, has a much more extensive organization with several major departments and many minor departments, divisions and bureaus.

Generally speaking, the railroad organization is grouped in nine major departments: Executive, operating, engineering and maintenance of way, mechanical, traffic law, treasury accounting, and purchasing and stores. On most railroads the engineering and maintenance and mechanical departments are branches of the operating department.

The executive department is headed by the president and includes his staff of assistants. The president is the responsible head of the railroad organization. He is accountable to the board of directors and to the stockholders for the property and its efficient operation.

The operating department usually headed by a vice-president or general manager, is the largest department of the railroad. This department operates the train, theyards, the freight and passenger stations and usually attends to the maintenance of the railroad plant.

Operating department functions may be divided into three principal branches or departments: Transportation, mechanical and engineering and maintenance..

Transportation

This branch of the operating department under a general superintendent of transportation is responsible for the operation of trains, yards and stations. For operation purposes, the railroad is divided into divisions each under a superintendent. He is assisted by trainmasters who have direct charge of train operations; yardmasters who have charge of train and car movement in yards and terminals, and stationmasters and agents in charge of freight and passenger stations.

Mechanical

The staff is usually headed by a chief mechanical officer, a superintendent of motive power or on smaller roads a master mechanic under whom are four men in charge of engine houses, car and locomotive shops and inspectors of motive power and cars.

Engineering and Maintenance

The staff is usually headed by a chief engineer. The functions of this branch of the department include the construction, reconstruction and maintenance of track, bridges, tunnels, storehouse, signals, fences, stations and other fixed properties. Responsibility for the upkeep, renewal and inspection of fixed property rests with the engineer maintenance of way, the engineer of buildings and the engineer of bridges all reporting to the chief engineer.

The traffic department usually headed by a vice president or chief traffic officer in the "sales department" of the railroad, having charge of the procurement of freight and passenger business. The department is usually divided into two sections--one dealing with freight matters and the other dealing with passenger matters.

The Law department usually headed by a vice president or a general counsel is responsible for the proper handling of all matters in which special knowledge of law is required. It not only handles matters before courts, state railroad commissions, the interstate commerce commission and legislative committees, but also all other law matters such as the drafting of contracts and agreements, deeds and other documents.

The accounting department usually headed by a vice president or a general auditor performs the vast accounting work required in connection with railroad operations. It portrays in figures the operations of the railroad and its financial position.

The treasury department headed by the treasurer of the company receives and disburses money, checks and vouchers, issues or approves checks and vouchers, attends to the banking, issues paychecks, pay dividends on the company's stock and interest on its bonds and performs numerous other duties having to do with the financial affairs of the railroad.

The purchasing and stores department does the buying and handles the storage and distribution of materials and supplies for the railroad. This department is usually headed by a vice president or a purchasing agent. This department is charged with the responsibility of keeping the railroad supply, attends to the proper storage and distribution of materials, keeps the inventories, places orders, fills requisitions, issues vouchers and performs numerous other duties incident to buying, storing and distributing fuel, materials and supplies required for the efficient operation of the railroad.

Some Figures about the Pennsylvania Railroad Company

On January 1, 1957 the railway mileage of the Pennsylvania state was 9,290 (operating electrically 664 miles of road and 2,211 miles of track). Actual number of railroad employees in Pennsylvania State in April 1957 was 101,956 and the estimate railway payroll for the year ended April 30, 1957 was \$519,055,101.

Taxes paid by the railroad amounted to more than their total receipts from passengers and express service. In the seven years 1950-1956 inclusive, the Class I railroad paid taxes averaging \$1,130 million per year. In the same period their total receipts from passengers and express averaged \$818 million and \$112 million respectively, a total of \$930 millions. Therefore, taxes not only took an amount equal to the total passenger and express revenues, but they took \$200 millions additional.

As for the Pennsylvania Railroad Company, it paid in New Jersey in 1958 \$5,500,000 in taxes while earning only \$700,000.

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VAN DINH THO.....

Report on Visit to  
The Electric Storage Battery Company  
Headquarters: #2 Penn Center Building  
Philadelphia, Pennsylvania  
(Thursday, August 13, 1959)

The Electric Storage Battery Company began seventy years ago. A small group of men formed the company in June 1888. Their total assets consisted of \$2,500 in cash, a bundle of patents, a small untried market for storage batteries.

In these days of so much emphasis on security it is well to look back upon the courage and faith of those men. From its earliest days, the company prospered and it continues to prosper.

Electric Storage Batteries played vital roles in both World Wars and in the Korean conflict. Not only were they used in warships, planes, weapons and military vehicles, but they also provided power for all kinds of communications equipment as well as hundreds of applications in industry connected with the war efforts. This broad diversification built into the basic product has been a distinctive characteristic of Electric Storage Battery's business throughout its corporate life.

But in seeking ways to enhance the company's growth and stability, management has brought still wider diversification into the business by adding other products lines and expanding its research. In addition to packaged power for industry, automotive equipment, a wide range of other consumer uses, and the new implements of the space age, Electric Storage Battery's six divisions and eleven principal subsidiaries now manufacture and market products in a number of other fields. These include flashlights, safety equipment, sun glasses, molded and extruded rubber and plastic products, and corrosion-proof materials for building in the United States and in foreign countries. Its manufacturing and assembly plants at home and abroad now number 37.

From a small beginning 70 years ago, the Electric Storage Battery Company has a long and impressive record of achievement in both its contributions to the American economy and its own financial growth. The company's present strong organization, diversity of markets and active programs of research, engineering and development form a solid foundation for even greater growth in the next seventy years.

Hereunder are some of the many products manufactured by the Electric Storage Battery Company: industrial batteries, automotive batteries, dry cell batteries and flashlights, wilson products (welding helmet, ear muffs to reduce noise, safety hat, monomask respirator, sun glasses), atlas products (corrosion-proof coatings linings and cements), customs molded rubber and plastic products for industry, stokes products (step valve for metering liquids, diatomaceous filter ring, centrifugal pump housing, deck shuffle board disc, and battery cases and cell jars).