

**OUT OF THE CAR—ON THE LINE.** Erie service for the General Motors export plant at Bloomfield, N. J., makes the railroad part of a long-distance assembly line. It's a sample of today's . . .

## Precision Transportation by Rail

The handling of automobile parts, with intercity movements timed to fit a final assembly-line operation, is a demanding transportation job for any carrier. When it involves 6,000 carloads a year into the assembly plant—as it does with the Erie at Bloomfield, N.J.—a railroad can provide nothing less than precision service.

The Erie serves a General Motors export boxing plant and a large parts warehouse at Bloomfield. In the boxing plant, unassembled parts for Chevrolet, Pontiac, Oldsmobile and Buick automobiles and Chevrolet and G.M.C. trucks, as well as Cadillac body parts, are crated for shipment to General Motors plants overseas. These parts arrive at Bloomfield, are processed and boxed on an assembly line basis, and then move by rail to shipside at nearby Weehawken. Except for this latter movement, the Erie operation is quite similar to the assembly-line service that railroads provide for automobile plants in many parts of the country. It shows that rail carriers can provide any service required to meet the exacting demands of modern industry.

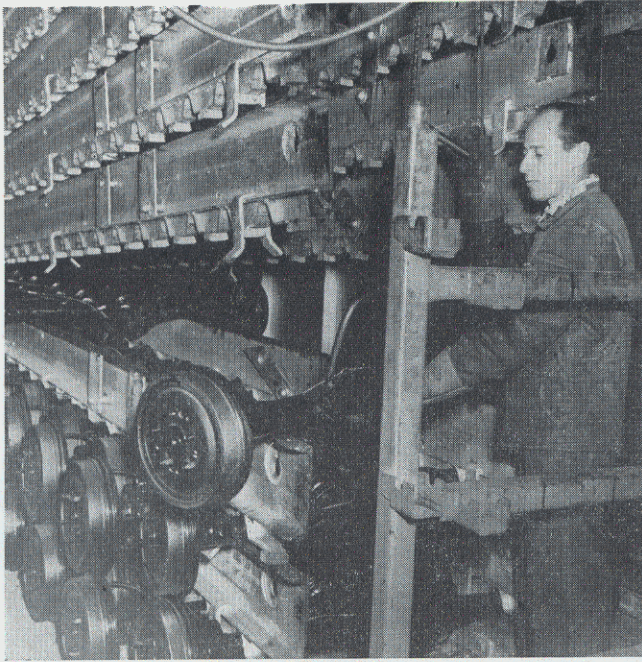
Erie success with the Bloomfield operation hinges on timing. Inbound auto parts come from all sections of the country.

The division freight agent at nearby Newark receives Teletyped passing reports on all cars destined to Bloomfield, and works closely with the plant traffic manager in protecting plant requirements. Major switching moves to spot cars at the plant are made three times a day at 7 a.m. and 12:45 and 4:30 p.m.

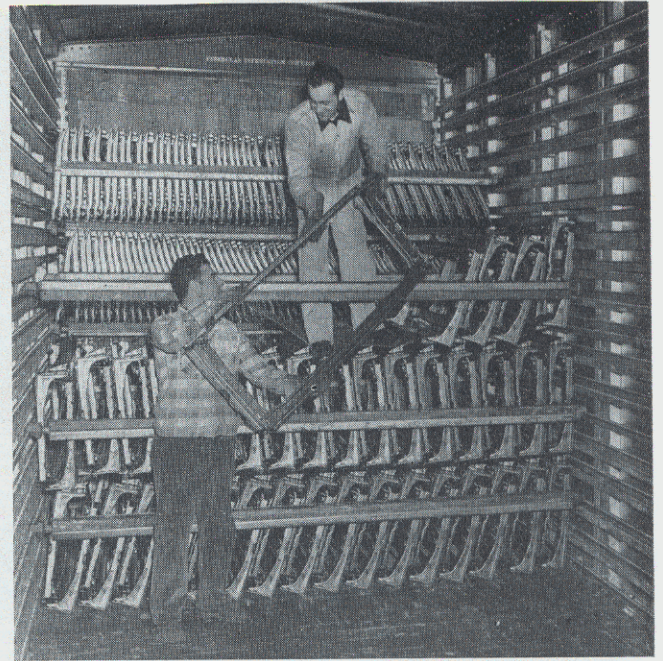
Special cars for the Bloomfield plant are ordered by number the day prior to arrival at Jersey City yards. These cars are then placed on a special car movement list, and the list is furnished to the chief dispatcher and yardmaster at Bloomfield. The yard forces at Croxton also receive a copy of the list so they can advise the chief dispatcher when cars arrive. He, in turn, protects the road movement from Jersey City yards to Bloomfield, providing on-time placement of cars.

Switching crews are assigned to Bloomfield yard around the clock, and when additional switching service is required in the plant from time to time, this service is performed by the crew in the vicinity. Orders for service are relayed directly from the plant traffic manager to the yardmaster at Bloomfield yard.

The superintendent at Jersey City and the trainmasters maintain constant supervision over crews, train move-



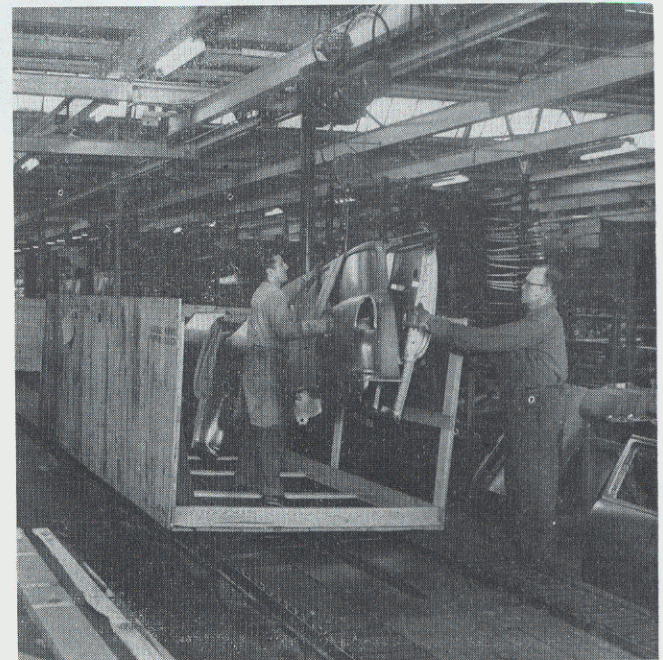
**AUTOMOBILE AXLES** arrive from Buffalo, N.Y., in "racked" box designed for this specific movement. General Motors engineers helped design fittings in these cars.



**TIERED and locked loading** helps assure safe arrival of frame parts. These special cars play an important role in preventing loss and damage during shipping.



**LARGE TRUCK PARTS** are handled in cars which allow each unit to rest in its own crib. The Erie provides specially designed cars such as these.



**PARTS CAN BE FED** out of box cars direct to the assembly line boxing operation. This crating job is scientific too. Parts for 24 vehicles can be packed in 22 boxes.

ments and yard switching operations, both at Croxton and Bloomfield, to see that cars are promptly moved through the yards and placed on schedule. They also coordinate movement of road trains over the division to assure on-time arrival.

Close supervision of car movements, empty as well as loaded, is maintained by the superintendent's office and is an essential part of the picture. Many of the box cars in this Bloomfield operation are equipped specially for the service. As shown in the illustrations this equipment includes special "nesting" racks for specific parts—axles, frame sections, fenders and the like. These premium

cars are a big factor in the constant fight against loss and damage. It is true, of course, that many conventional cars are also used in the service since many auto parts are adaptable to pallet loading.

Continuous experiments have produced a variety of loading patterns at origin plants. Wide use is made of mechanical loading devices such as fork lifts, hand-operated trucks, power-driven trucks and overhead swinging cranes. Unloading of cars at Bloomfield follows the same mechanical pattern. The outbound shipments to Weehawken, which move in open top cars, are handled for the most part with overhead cranes.