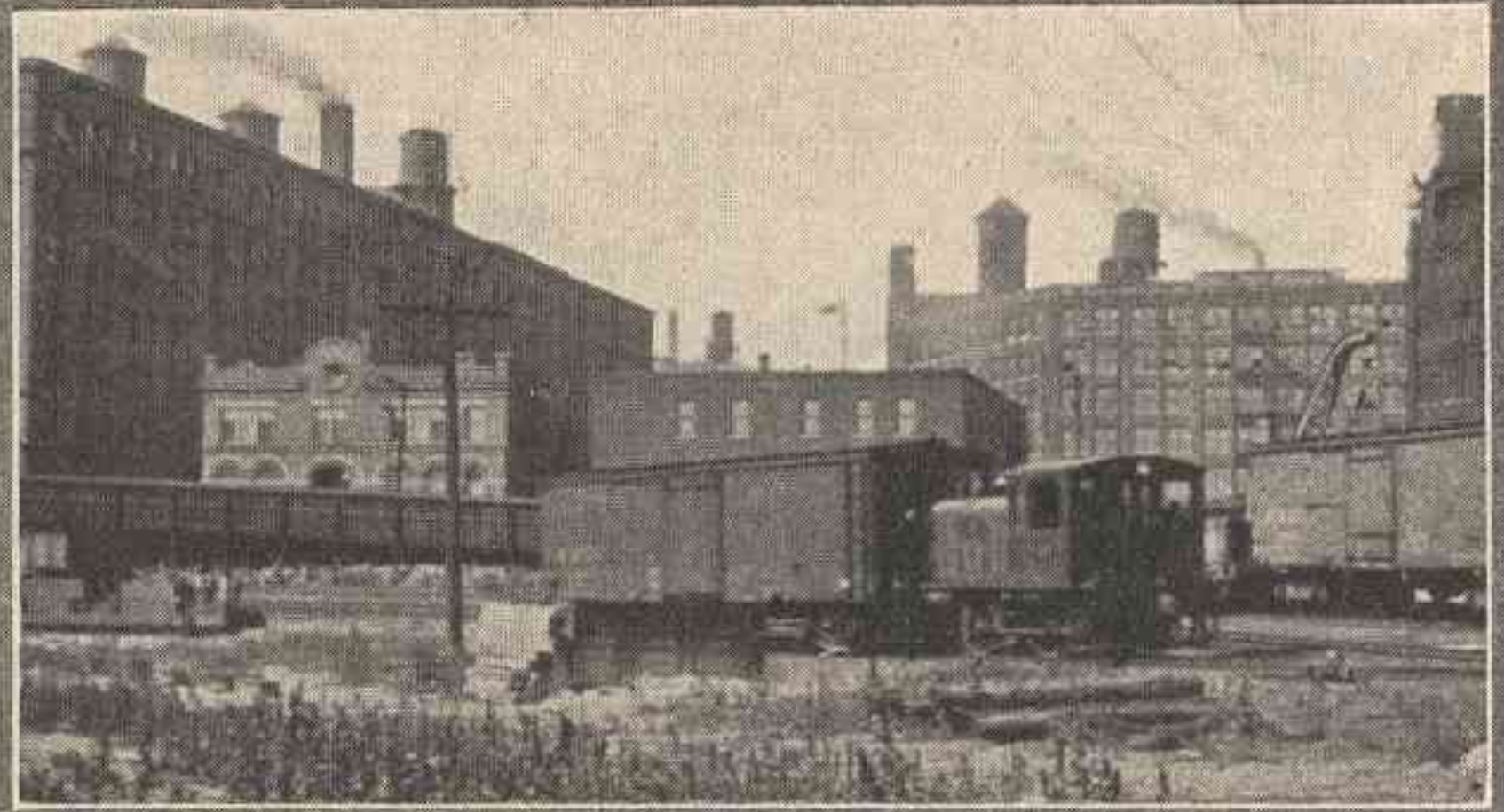
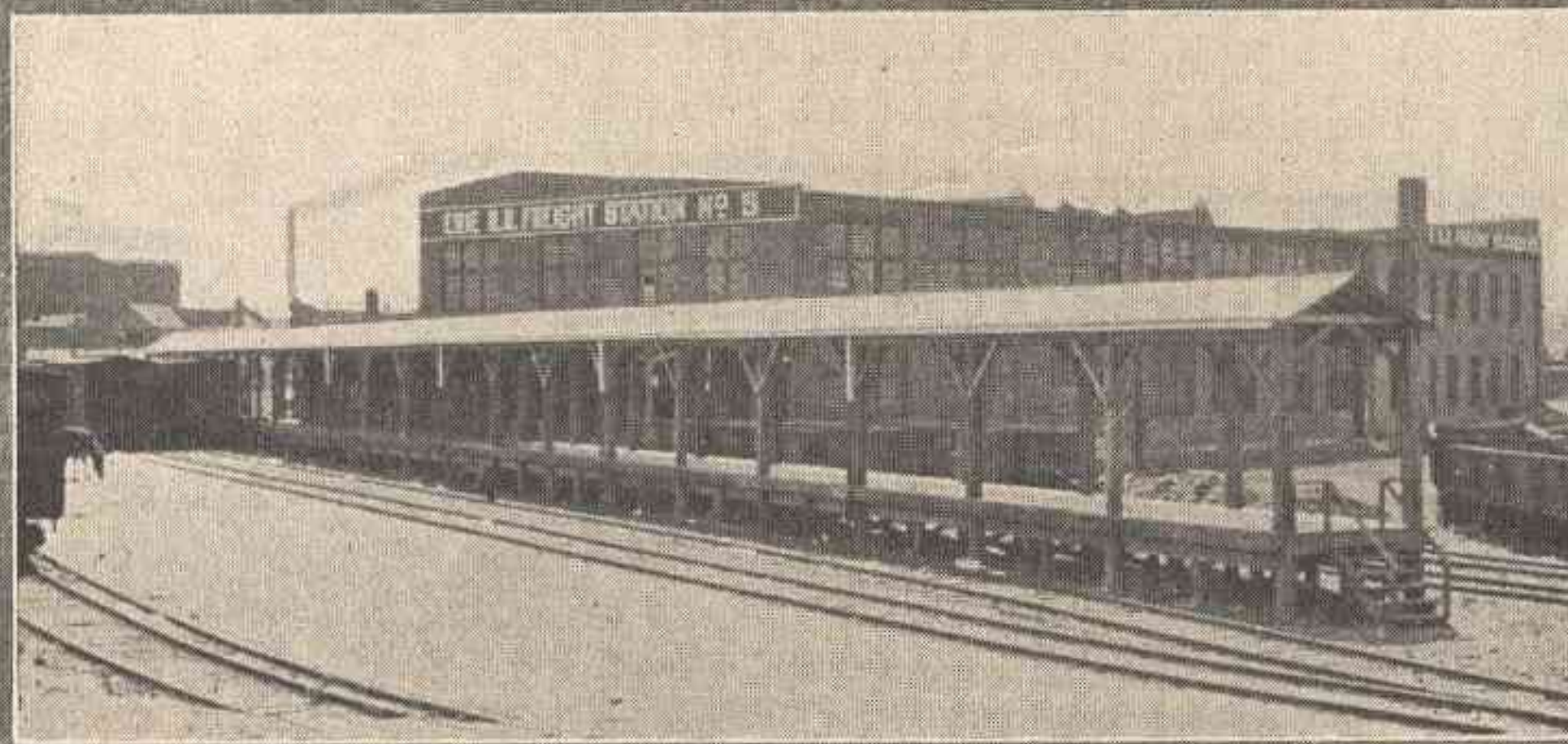
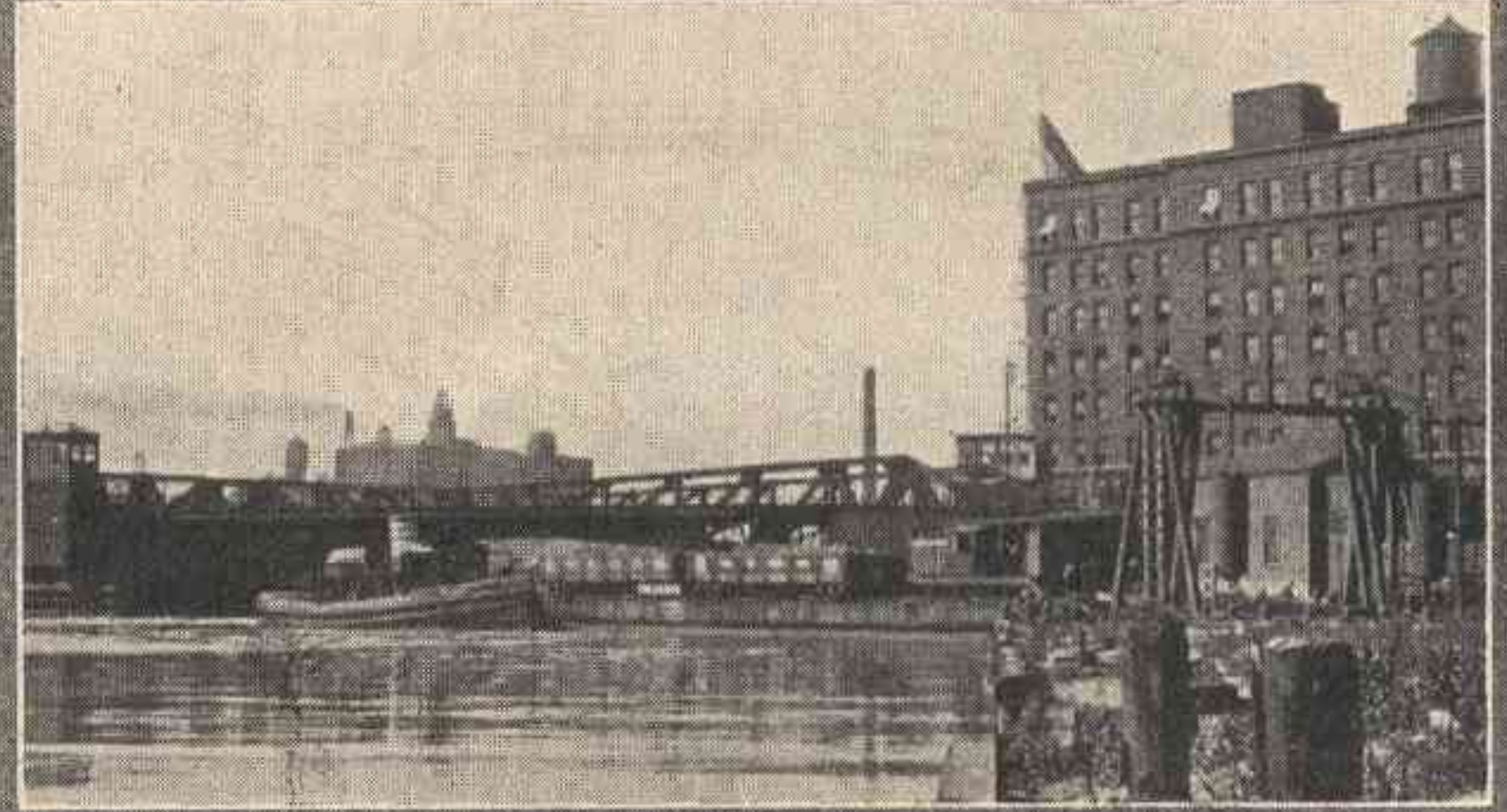
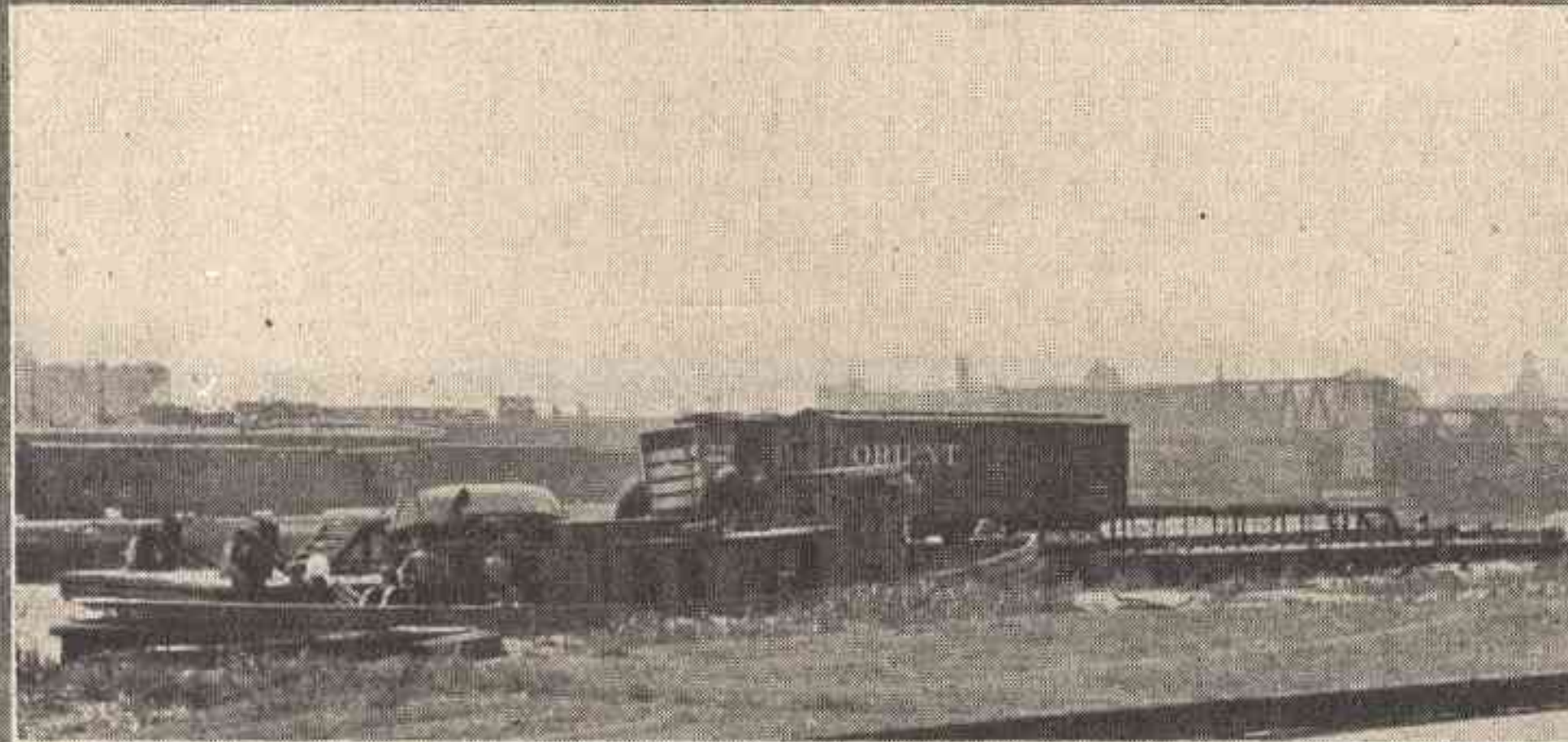
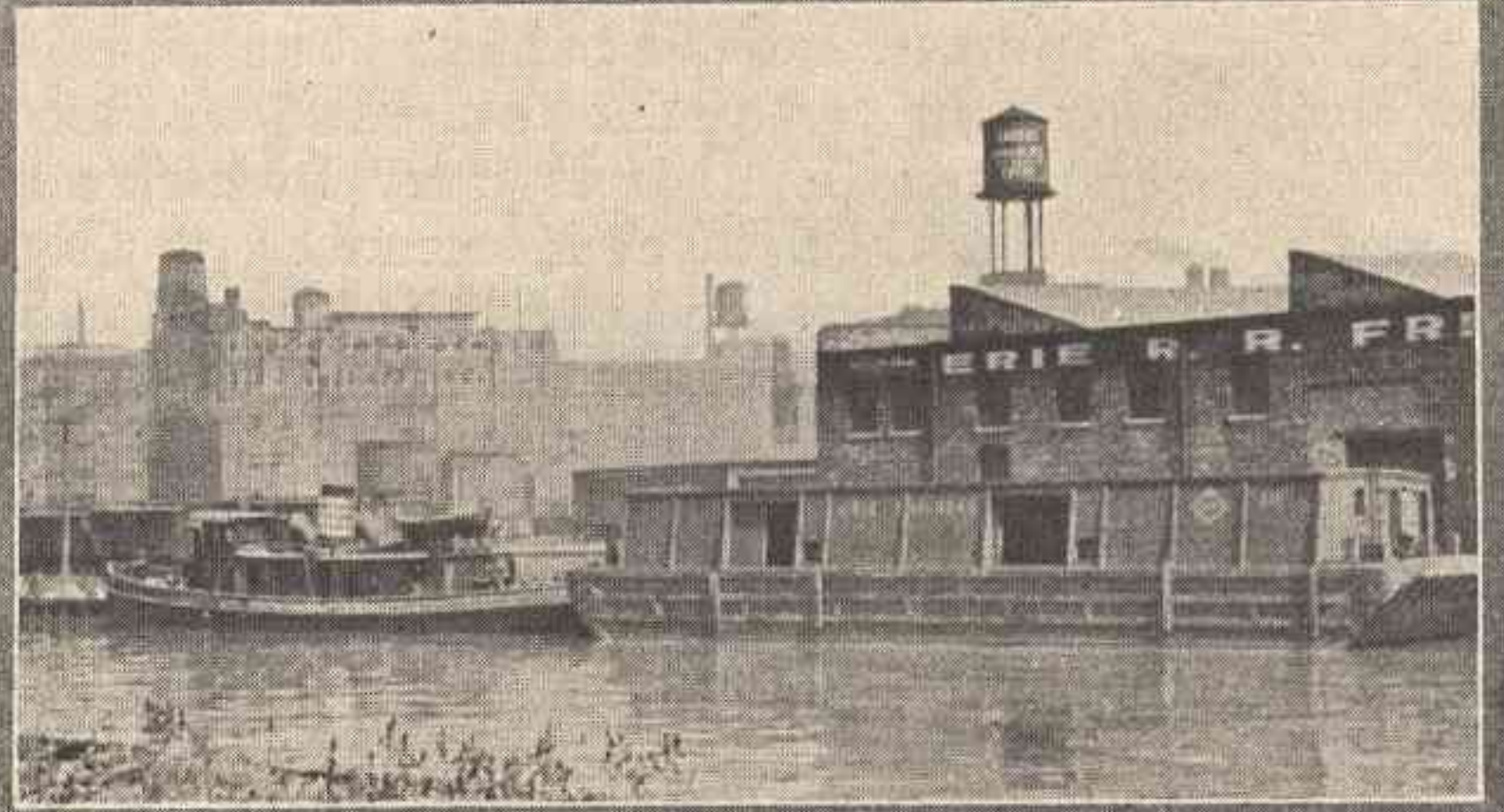
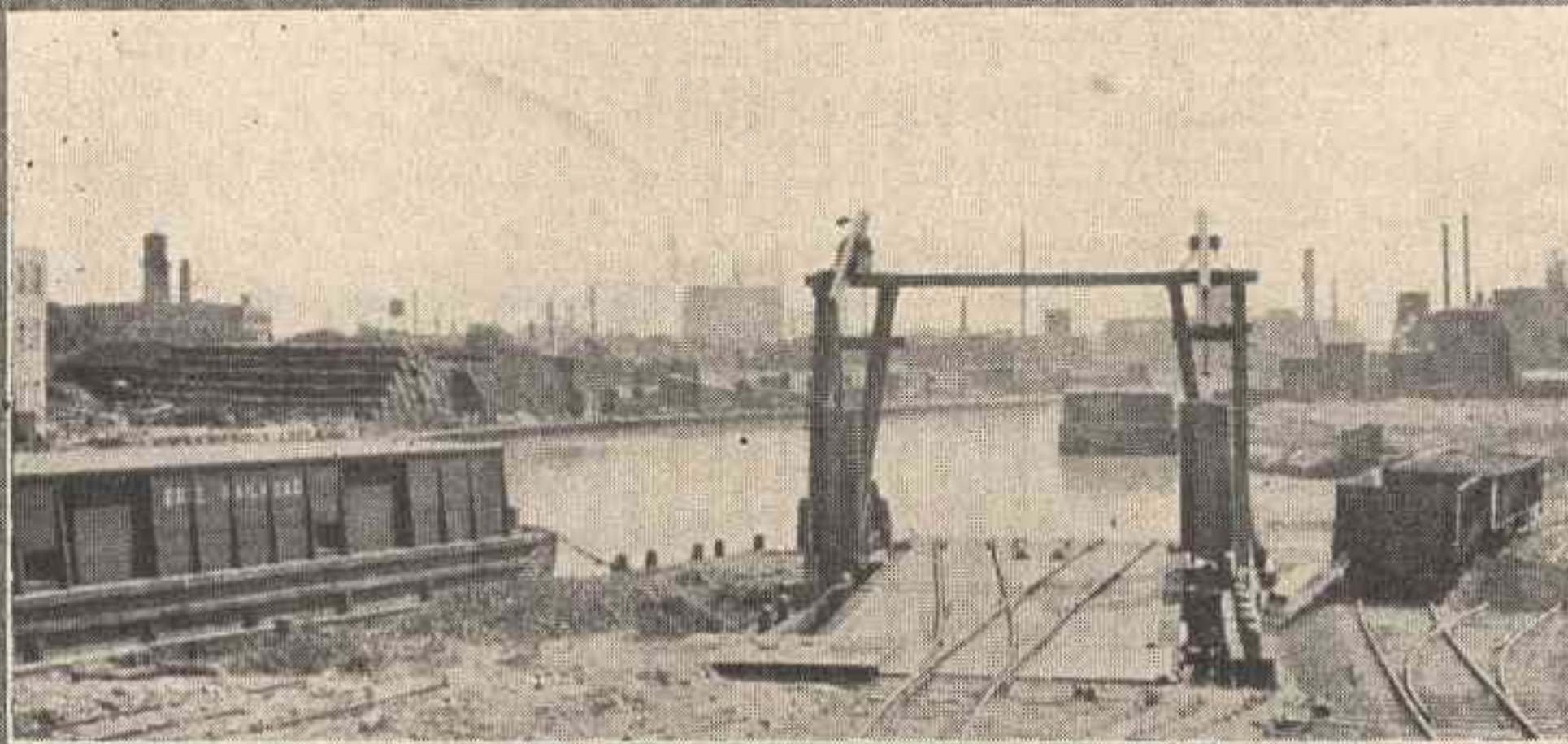


Erie Barge and Car-Float Service at Chicago

The Completion of a New Freight House Marks the Close of Four Years of Successful River Transportation

THE recent opening of a new freight station on the Chicago river at Webster avenue, constitutes a valuable addition to the Erie's facilities for handling eastern business by barge and car float between their rails and the northern section of Chicago. It is also an indication that the river service inaugurated by the Erie four years ago is increasing in scope and importance. The main freight terminal at Fourteenth and Clark streets was then disadvantageously situated for the solicitation and handling of

Under conditions existing prior to the summer of 1913, it was necessary for the shipper and receiver of l. c. l. freight over the Erie to team to the road's freight house at Fourteenth and Clark streets, on the south side of the city, to the universal freight stations of the Illinois Tunnel Company in the loop district or to stations of terminal roads on the southwest and west sides. An additional disadvantage lay in the fact that six of the universal freight stations handled outbound l. c. l. freight only. All of these stations were at



Float Bridge at Webster Avenue
Tug and Car Float at Erie Street
New Webster Avenue Station

Tug and Barge at Erie Street
Tug Landing Car Float at Float Bridge
Gasolene Locomotive Working at Erie Street

traffic consigned to and originating in the north and northwest sections of the city. In order to compete more effectively with other roads, it decided to extend its terminal facilities into that field by utilizing the river. The construction of river freight stations and the launching of a barge and car float service was a new venture for a railroad in Chicago, but a steady increase in business ever since the inception of the service has justified the judgment of those who advocated that means of entering this territory.

such a distance from the northern and northwestern sections of the city as to discourage l. c. l. traffic over the Erie. The road was also handicapped in the solicitation of carload traffic, for although freight routed over the Erie could be shipped to or from the north side by way of connections, it had to undergo the delay incident to switching across the city and passing through interchange yards.

The first river freight station, known as Erie street station, was opened at Erie and Kingsbury streets in August,

1913; in the following month a station was opened on a site at Market and Washington streets, known as Market Square station, which had previously been used by the Erie Railroad Lake Line. It was not until May 1, 1915, that the first Webster avenue station was opened. For a time the Erie rented a float bridge at Robey and Twenty-seventh streets, where cars were transferred to and from its rails, but later a float bridge was constructed by the Erie at Eighteenth street, close to its Fourteenth street freight house, shortening the river haul.

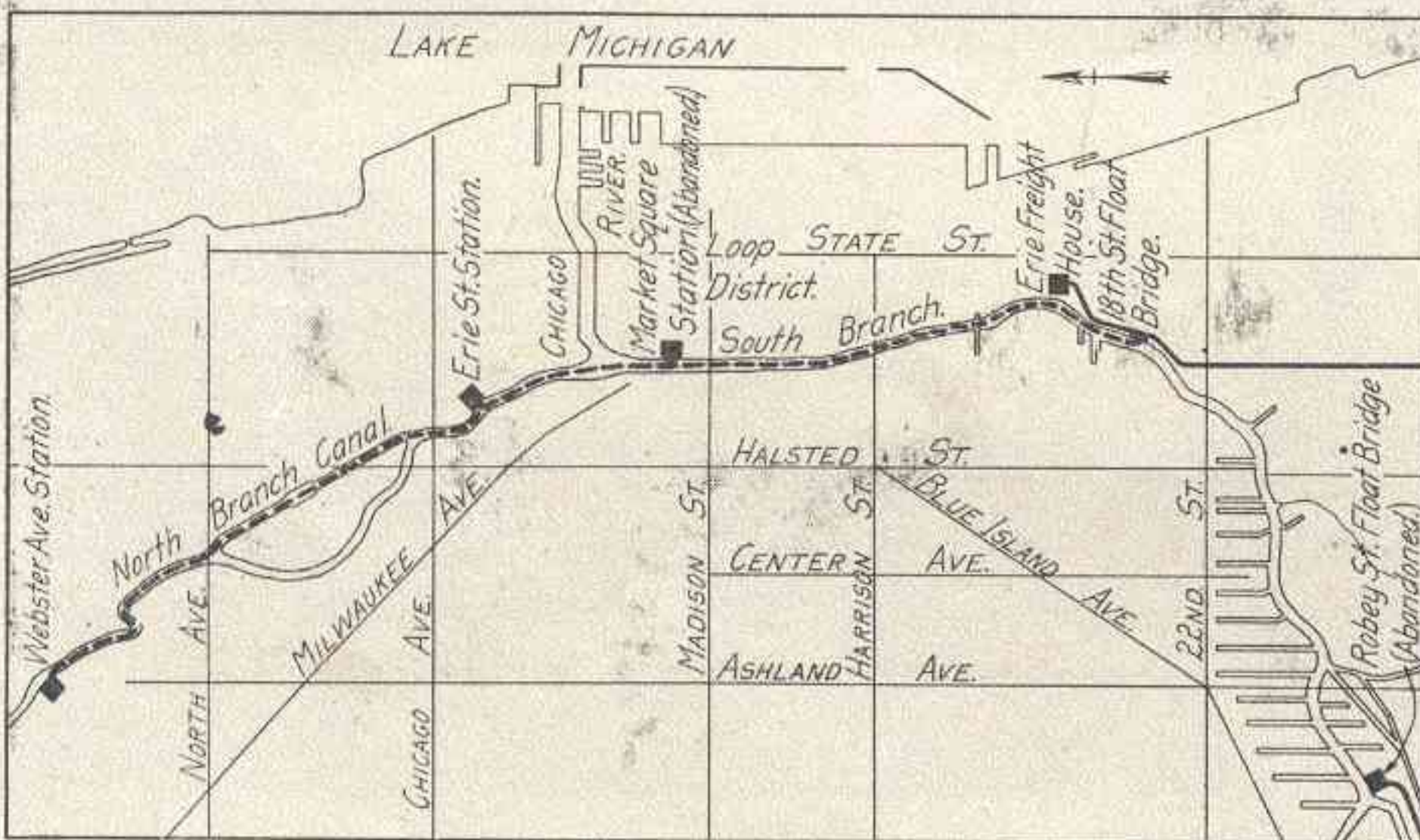
The river service has not only proved attractive to shippers and receivers in the north and northwest sections of Chicago, but has been taken advantage of by industries with dock facilities located on the river. All kinds of all-rail freight, except coal and coke, both in c. l. and l. c. l. lots, are handled at the freight stations, while river industries may ship or receive freight in quantities of 10,000 lb. or more. At present the Erie's river equipment consists of two tugs, four car floats and five barges. Two of the floats have a capacity of four cars each and the two others have a capacity of eight cars. The barges carry from five to six carloads of break bulk freight each, according to the commodities loaded. The tugs operate both day and night.

The Market Square station was abandoned on April 30, 1916, when the lake service was discontinued, so that the Erie has now but two river freight houses. The improvements at Webster avenue, more than compensate for the loss of the station at Market and Washington streets. The new facilities include a brick freight house with a track capacity

livered some time this year, was requisitioned by the government.

The river service has built up a large business for the Erie on the north side of the city, because it has greatly expedited the handling of traffic to and from that territory. There is no longer any incentive for shippers and receivers to favor other roads because of long team hauls through the city to Erie stations, or because of delay to c. l. shipments in switching across the city. In the handling of c. l. freight routed over the Erie fully 48 hours have been saved. In-bound cars are delivered at the river stations on the day of arrival in the city and outbound cars are handled just as quickly. The freight houses have proved especially convenient to certain adjacent industries which formerly had to haul their products considerable distances by team to stations of other roads. Shippers of heavy and bulky products have found the Erie stations especially advantageous. The territory served by the river stations is by no means confined to shippers and consignees in their immediate vicinity, but extends north and northwest to the limits of the city. It is difficult to trace accurately the dividing line between the zones served by the two freight houses, but, speaking roughly, the division may be placed at North avenue, an east-and-west thoroughfare, about a mile and one-half south of the Webster avenue station, and two and a quarter miles north of Erie street station.

The traffic handled on the river includes almost every kind of freight. Among the commodities carried by the barges and car floats for industries with dock facilities are merchandise, cheese, coffee, hides, cocoanuts, beer, canned goods, egg case fillers, sugar, cement, soap, tanners' extract, rubber, bicarbonate of soda and charcoal. Among those handled in carlots at the stations are merchandise, tin plate, caustic soda, hides, matches, paper, leather, wool, barrels, soap, oil, brass, glass, pianos and iron and steel articles.



Map Showing Location of Erie Freight Houses and Route of Tugs

for 17 cars, carload team tracks for 43 cars, paved driveways leading to the freight house and team tracks from both Webster and Elston avenues, and a float bridge by means of which cars can be transferred to and from car floats. A 15-ton pillar crane will be erected later for the handling of heavy freight. The freight house was formerly used by a manufacturing establishment and has been provided with an initial storage space of about 9,000 sq. ft., with room within the walls for 13,000 sq. ft. more on the ground floor and for the construction of a second floor if increased traffic warrants. The new station replaces a small temporary house.

The facilities at Erie and Kingsbury streets, where the larger of the present stations is located, include a freight house with 37,700 sq. ft. of floor space, a float bridge, a team track yard with a capacity of 19 cars, equipped with a 15-ton pillar crane, house tracks with room for 10 cars, and storage tracks for 8 cars. The freight house fronts on the river, permitting the direct transfer of freight to and from the barges and car floats. Two gasoline locomotives capable of handling 500 tons perform the switching service both at Erie street and Webster avenue stations. A third locomotive of this type for reserve power, which was to have been de-

RAILWAY REGIMENTS' TOBACCO FUND BEGINS TO GROW

The railway supply concerns of the country have begun to respond generously to the request for subscriptions to the Railway Regiments' Tobacco Fund. Up to October 31 fifty-two concerns had subscribed \$10 a month each, making a total which had been subscribed of \$520 a month. In addition a contribution of \$25 has been received from the Barco Manufacturing Company, Chicago. In only a few cases have companies made replies declining to subscribe.

While the start made in raising the fund is gratifying, the amount which has thus far been subscribed is, of course, far short of the total which it is desired to raise. In fact, it is only about one-eighth of the fund which is needed, as the estimated cost of an adequate supply of tobacco for all the railway regiments exceeds \$4,000 a month. The committee in charge of the fund, of which F. A. Poor, president of the P. & M. Company, is chairman, therefore hopes that responses to the request for subscriptions will come in more rapidly and in larger number from now on. As previously announced, checks should be made payable to "John R. Washburn, treasurer," and forwarded to "Samuel O. Dunn, secretary, Railway Regiments' Tobacco Fund, Transportation Building, Chicago."

The first list of subscribers to the fund was published in the *Railway Age Gazette* for October 26, page 753. That list included 26 subscribers. The following list gives the subscriptions received between the time of the preparation of the original list and October 30:

Ajax Rail Anchor Co., Chicago.....	\$10 a month
American Flexible Bolt Co., Pittsburgh, Pa.....	" "
Boss Nut Company, Chicago.....	" "
Buckeye Steel Castings Co., Columbus, Ohio.....	" "
Dilworth, Porter & Co., Pittsburgh, Pa.....	" "
Imperial Appliance Co., Chicago.....	" "