

"Erie Limited" Leaving Jersey City

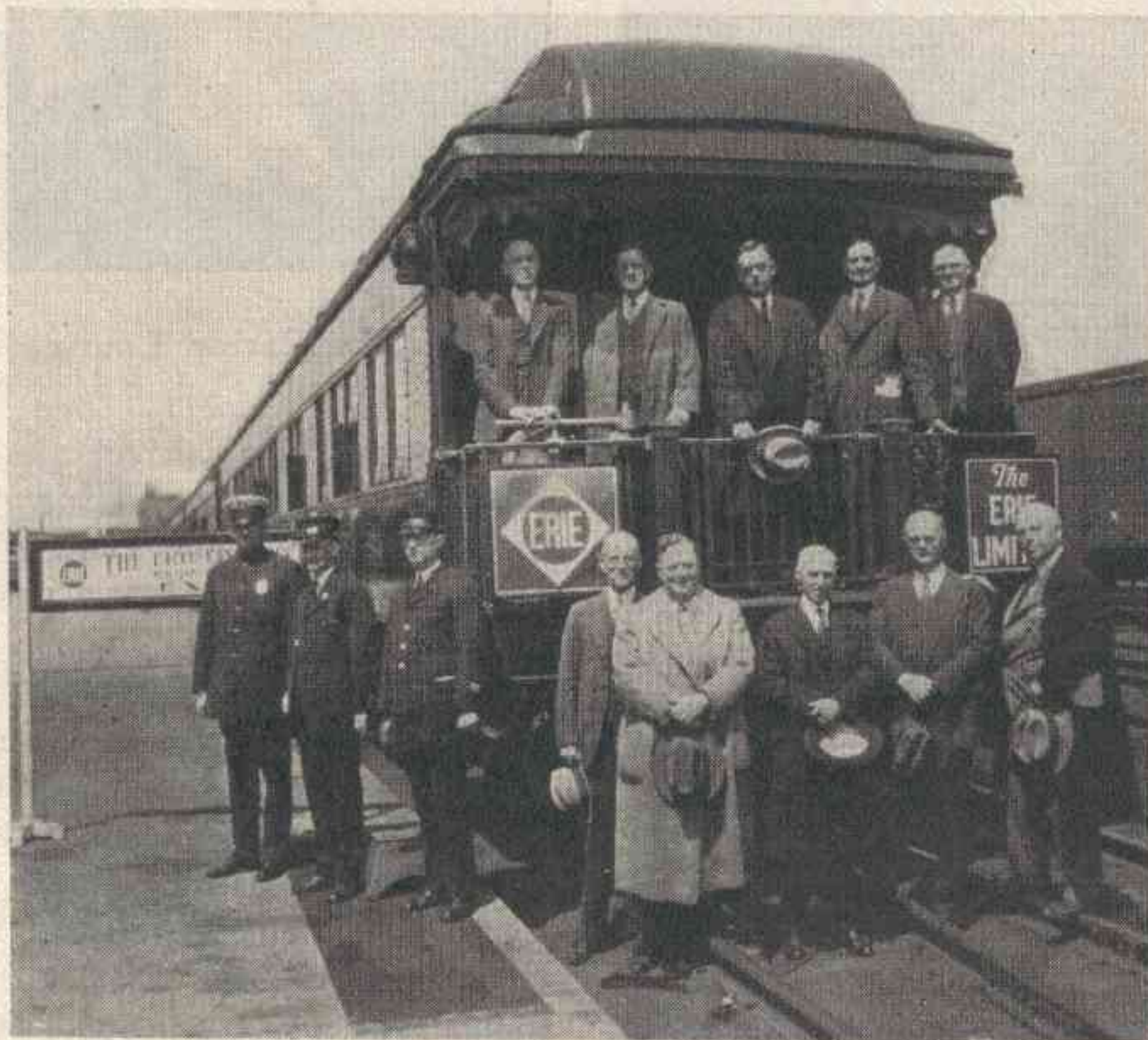
# Erie Inaugurates 25-Hr. New York-Chicago Passenger Service

*The "Erie Limited" is completely modern in equipment—  
Club-car privileges for coach passengers*

ON Sunday, June 2, the Erie inaugurated a new 25-hr. passenger-train service between New York and Chicago, which marks the fulfilment of a plan for improved passenger service, preparations for which have been under way since the management of the road was taken over by J. J. Bernet. West-bound, the new train leaves Jersey City at 9:10 a.m., ferry connections leaving from West Twenty-Third street and Chambers street, New York, at 8:35 and 8:40 a.m., respectively, eastern standard time, and arrives at Dearborn street station, Chicago, at 8:25 a.m., central standard time, the following morning. East bound, the train leaves the Dearborn station at 5:35 p.m., central standard time, and arrives at Jersey City at 7:10 p.m., eastern standard time, the following evening. Ferry connections arrive at Chambers street and West Twenty-Third street, New York, at 7:22 and 7:50 p.m., respectively. There are thirty-eight intermediate stops in each direction.

With the inauguration of the Erie Limited, the Southern Tier Express, the Erie's daylight train between New York and Buffalo, N. Y., has been discontinued and the Erie Limited will handle all of the business which was formerly handled by this train, in equipment which will be operated between New York and Buffalo, via Hornell, without change. New equipment of the same character as that operating in the New York and Chicago service will be used in the New York and Buffalo service. The Buffalo connection arrives there at 7:35 p.m., eastern standard time, and leaves at 8:55 a.m., eastern standard time.

The Erie serves a large number of communities through southern New York, Pennsylvania and Ohio, notably Binghamton, N. Y., Elmira, Olean and Jamestown; Corry, Pa., Meadville and Greenville, and Youngstown, Ohio, and Akron. From many of these and other cities along its line it has long been necessary for travelers seeking fast modern transportation to Chi-



The "Erie Limited" on Public Inspection

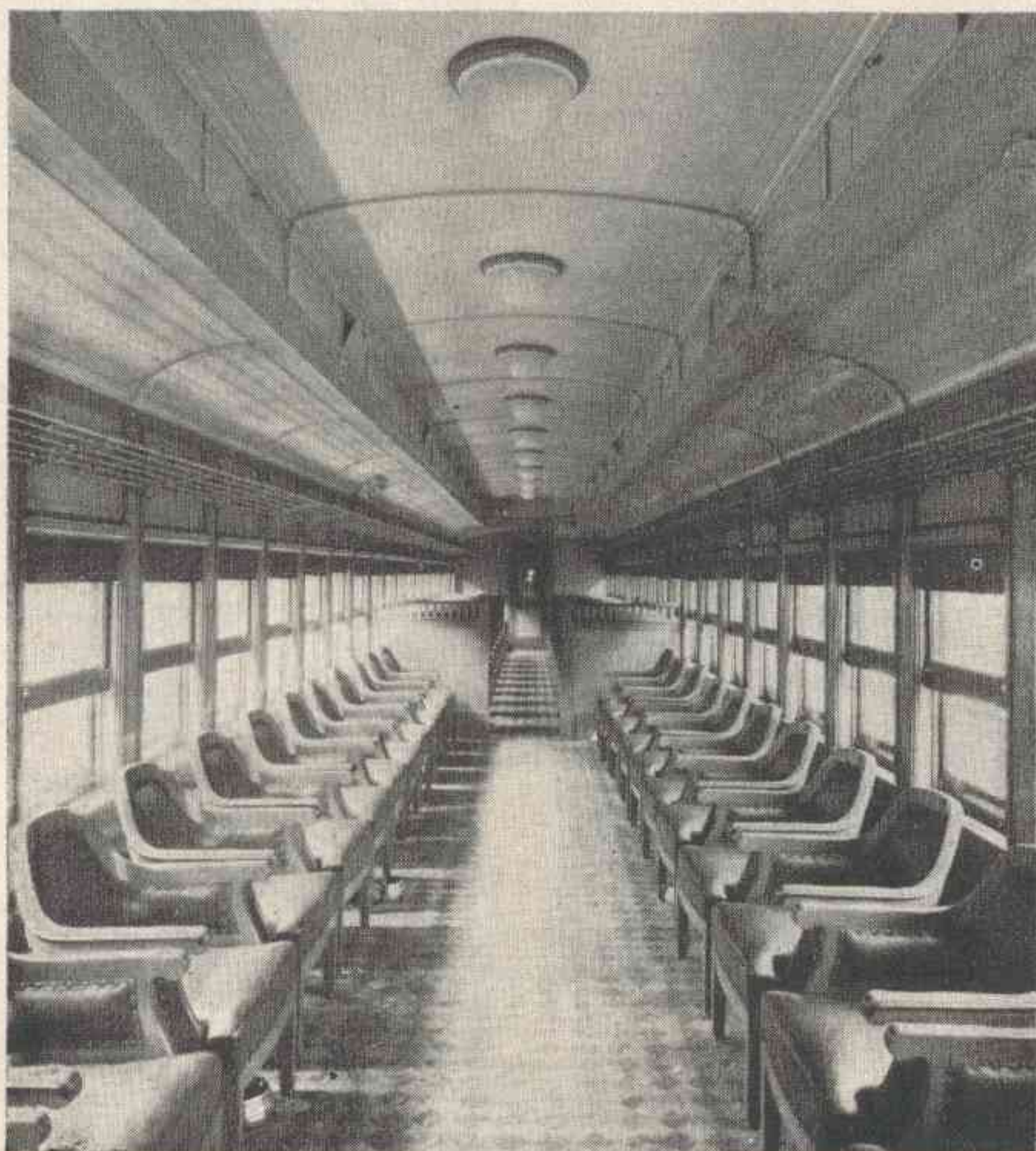
Officers in the group are, below: C. C. Howard, passenger traffic manager (fourth from the left), and G. C. Manning, freight traffic manager (fifth from the left). Above: F. A. Waldron, assistant general passenger agent (second from the left); H. J. Bordwell, assistant general manager (third from the left), and A. W. Michelbach, division passenger agent, Elmira, N. Y. (fifth from the left).



Interior of One of the Coaches

cago or New York to undergo the inconvenience of getting over to some other railroad, either by means of local railroad travel or some form of road transport. The new train is designed to give such communities a satisfactory direct service to Chicago and New York. It also provides a thoroughly modern service between New York and Chicago at the lowest fare now available on any 25-hr. train between these two cities. An excess fare of \$3.60 above the base rate for 28-hr. service is charged between New York or Paterson, N. J., and Chicago. No excess fare is charged between intermediate points, nor between New York or Chicago and intermediate points other than Paterson.

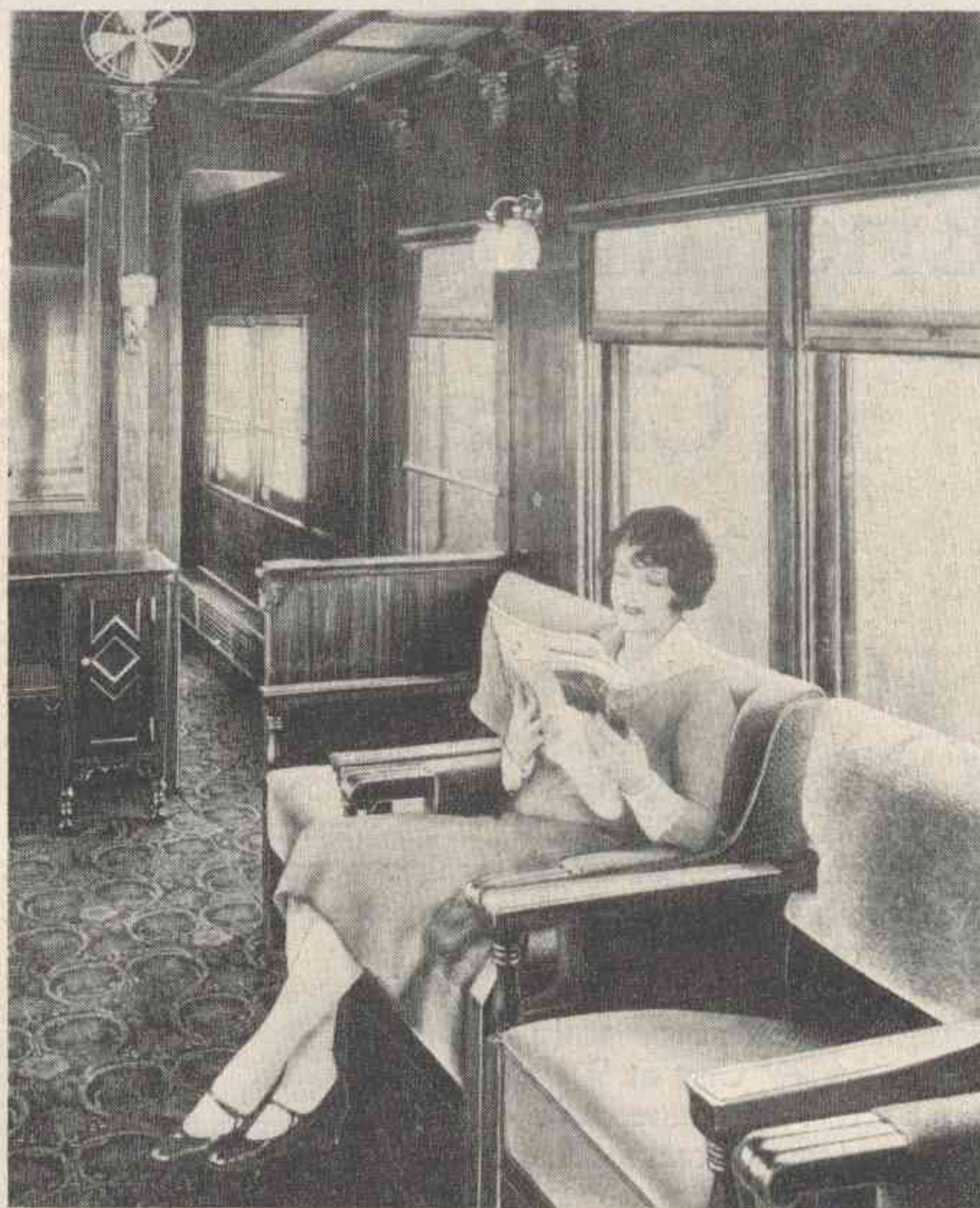
While the train provides the most modern type of



The Club Lounge for Coach Passengers

rolling stock for the comfort of Pullman passengers, it is notable for the facilities which have been provided for the comfort of coach passengers. Each train includes a club-lounge car for the exclusive use of coach passengers, with no extra charge, which is in part fitted with individual club-car chairs and in part with the customary type of coach seats. The other coaches in each train are provided with the new individual type revolving seats. All of the coaches are equipped with both hot and cold running water, as well as with electric fans.

The passenger facilities of each train will consist of one club-lounge smoking car, two coaches, a 10-section sleeping car, with one drawing room and two compartments, a 10-section parlor-lounge observation car and a dining car between New York and Chicago. Westbound, it will also carry one 12-section sleeping car each between Youngstown and Chicago and Akron and Chicago.



The Parlor Lounge in the Observation Car

Eastbound, the Akron sleeper will be attached to train No. 8, which leaves Chicago at 10:35 p.m. The equipment for the New York-Buffalo service consists of one coach and one Pullman parlor car.

#### Decorations and Finish

The coaches of the Erie Limited are of all-steel construction, 70 ft. long over end sills, and were built three years ago. Ten of these cars have been re-equipped and refinished at the Buffalo shops for the new service. Three of them are fitted as club-lounge smoking cars, the forward half of each car being equipped with the usual type of coach seats and the rear half with club-car chairs. The seats and the chairs are upholstered in genuine Spanish leather in a light tone of blue. The floors are covered with a blue checkered tile, harmonizing with the color of the upholstering material. The other seven coaches are fitted with the individual type revolving seats which are upholstered in a deep blue figured

plush. The floors of these cars are completely covered with a figured carpet of harmonizing tones.

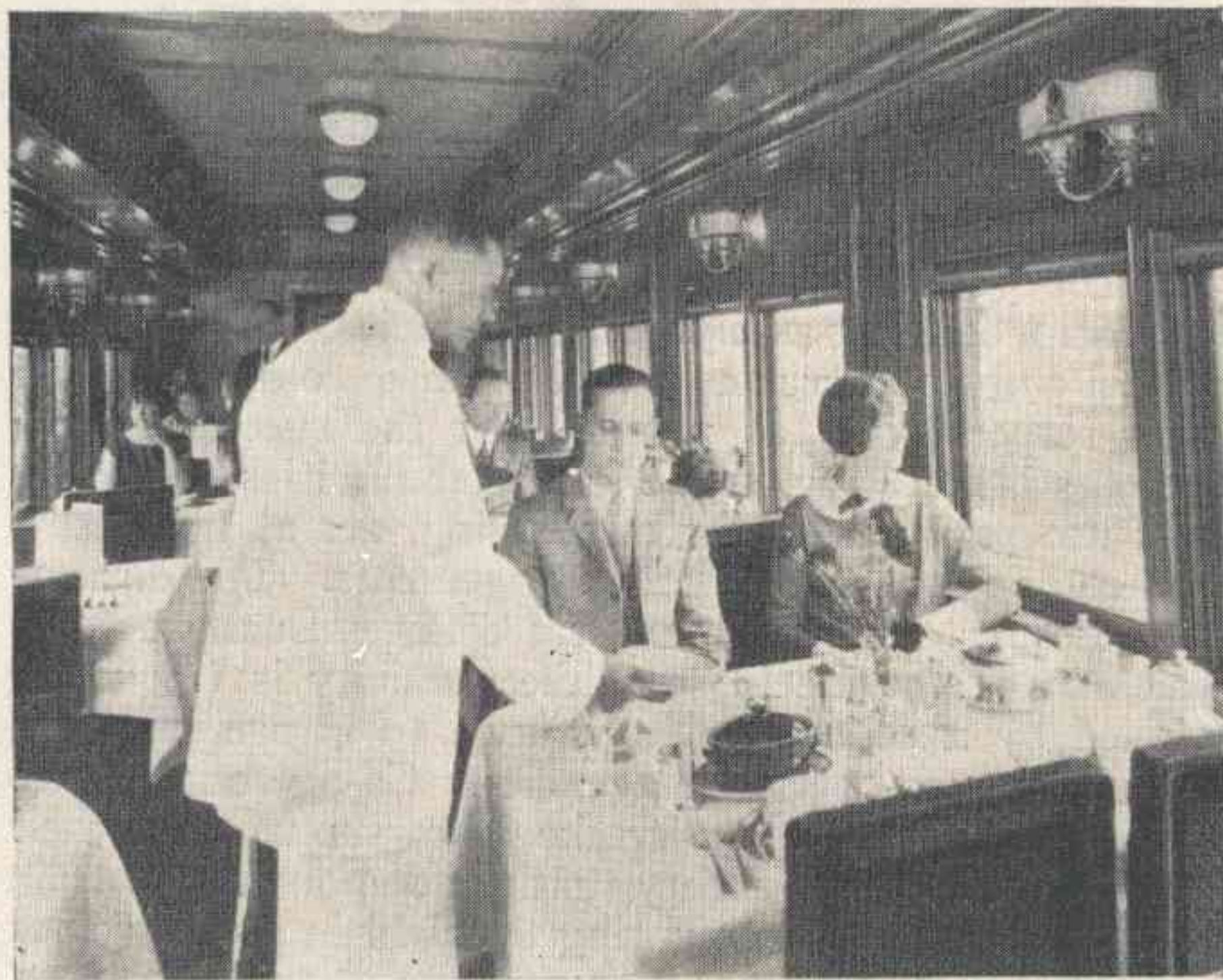
The walls of all of the coaches are finished in two tones of gray, with the ceilings and deck panels finished in white, relieved with narrow stripes of bright blue, which, with the blue of the upholstery, impart a suggestion of hazy blue to the entire wall and ceiling finish.

The dining cars are of all-steel construction and are thoroughly modern in equipment and appointments. The interiors of these cars are finished in a two-tone green, relieved by striping of red and gold. In addition to the enclosed ceiling lights, a safety wall-light fixture with parchment shade is located above the window at each table. The carpets of the dining cars have a pattern of large figures in color against a dark green.

Each of the coaches, including the lounge cars, is provided with a men's and a women's toilet and lavatory. These are all provided with hot and cold water and with vending machines from which soap, towels and combs may be secured.

#### New Pullman Cars

The Pullman cars are all newly built and include all of the features which are characteristic of modern Pullman equipment. The berths have permanent headboards



The Dining Car

and are equipped with spring mattresses. The dressing rooms are equipped with porcelain plumbing fixtures. The drawing room and compartments in the New York-Chicago sleeping car are all fitted with communicating doors so that they may be used either singly or ensuite.

A touch of luxuriousness is added to the train by the use of carpeted aisle strips across the vestibules of the coaches, diner and Pullman cars, thus providing a completely carpeted passageway throughout the train. The personnel of each train includes a train porter. The porters are distinctively uniformed in gray, with the name of the train worked in gold letters on black facing at the breast pocket of the uniform jacket.

#### Other Equipment

In addition to the passenger-carrying cars, three 70-ft. express cars and two 70-ft. mail cars were completely refinished for use on the Erie Limited. These cars received an exterior paint and varnish finish. The exterior finish is in Duco. The entire train is finished in Pullman green, which is the standard color for all Erie coaches.

The trains will be handled with light Pacific type locomotives which are equipped with stokers and feedwater

heaters. The train is equipped throughout with UC brakes.

Prior to the inauguration of the Erie Limited one of the new trains made a two weeks' tour, with stops at each point where the Erie Limited stops to receive and discharge passengers, for the inspection of the public in these communities. During this trip a lively interest was displayed in the train which was visited by 96,000 people. Up to date these trains have completely fulfilled the expectations of the railroad, extra equipment having been required to meet the demands for accommodations.

## Diversified Farm Production Stressed at A. R. D. A. Meeting

THE production of agricultural commodities other than the primary staples has assumed such a position of importance, from a railroad revenue standpoint, that the gross income from certain groups of products, the importance of which as a traffic source is considered to be at least partially due to development work, exceeds that derived from certain staple products. Z. G. Hopkins, assistant to the president of the Missouri-Kansas-Texas, made the foregoing statement in a paper presented before the annual meeting of the American Railway Development Association at Houston, Tex., on May 22, 23 and 24.

Mr. Hopkins pointed out the importance to the railroads of agricultural stabilization through diversification of sources of farm income. It is evident, from experience during the years since the close of the World War, that continued expansion of agricultural staples, such as wheat and cotton, is likely to be accompanied by a continuing surplus of these staples. The result will be that America may produce more bushels of wheat and more bales of cotton without an addition to its income from agriculture. Development work, which encourages the production of incidental commodities, which will be absorbed by current consumption, is at once an effective means of farm relief and stabilization of freight revenues, he said.

During 1928, he continued, railroad freight revenues from grapes, peaches, and several other domestic fresh fruits, exceeded those received from the movement of cotton, cottonseed, meal and cake. The revenue from the fruit group totaled \$58,645,531 and that from cotton and its products totaled \$58,415,408. He made a similar comparison to show that the revenue from citrus fruits, lemons, apples, canteloupes, watermelons, cabbage, onions, tomatoes and peanuts, which aggregated \$162,174,332, practically equalled the revenue from wheat and wheat flour, which was \$162,353,130. As an added fact he showed that the revenue in 1928 from the movement of poultry, eggs, butter and cheese, amounting to \$44,490,976, was only slightly less than that from cattle and calves, which was \$50,000,000, and in excess by the \$38,251,439 of gross revenue derived from the transportation of hogs.

#### Advertising a Terminal Railroad

Among the papers presented before the industrial section of the meeting was one by J. L. Sigmon, industrial agent of the Kentucky & Indiana Terminal, on "Advertising Industrial Development." He suggested the placing of advertising in trade magazines to reach the class of manufacturers whom it is desired to attract to a particular locality.

He outlined the methods used by the Kentucky &