

# Some "Little Stories" about the ERIE

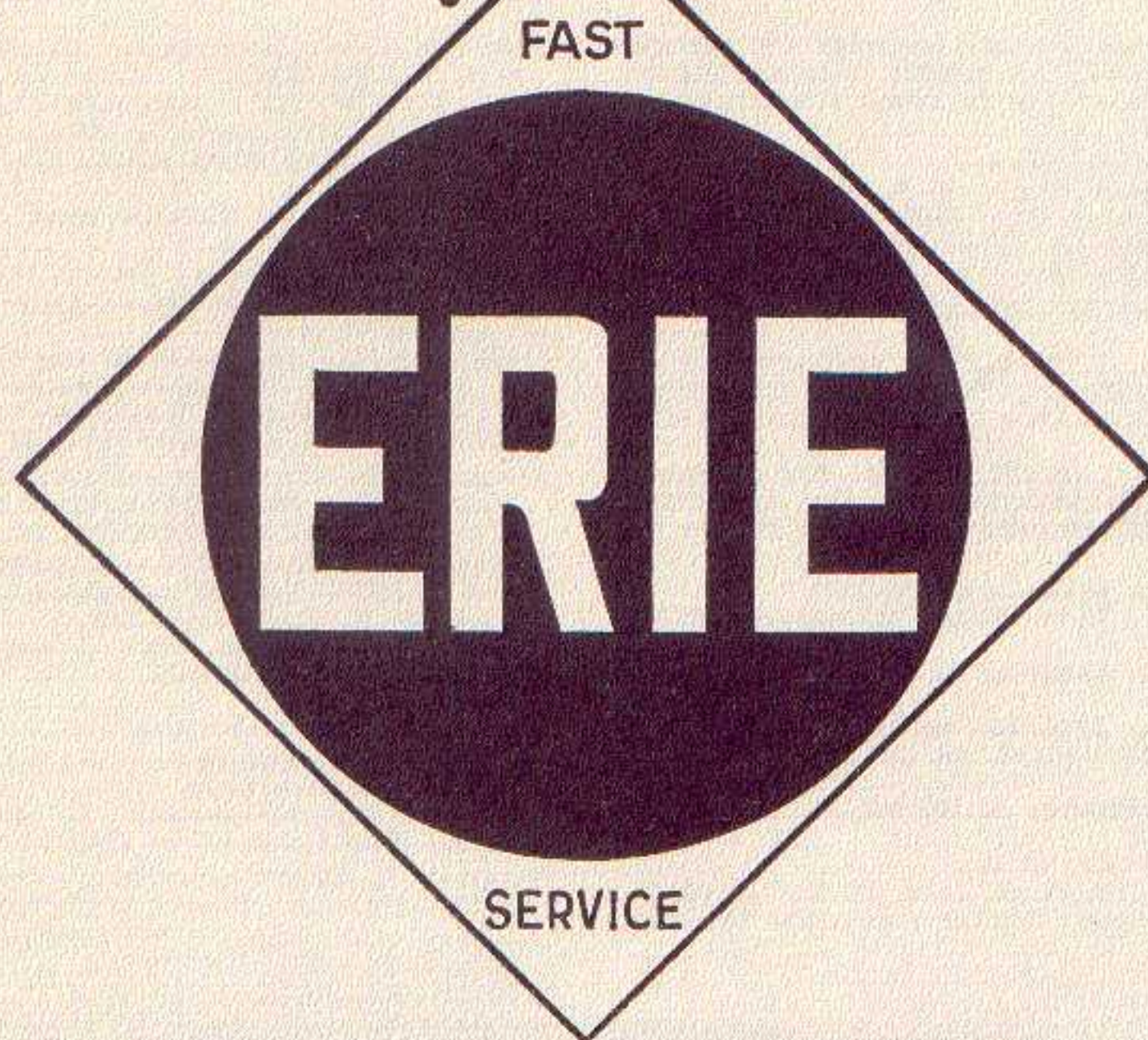
When a railroad, or an automobile, or anything else for that matter, becomes so well known that it is a national institution, it is quite the fashion to tell "little stories" about it.

Being almost a hundred years old, and the first real trunk line railroad system in the United States to be operated under one management, it is not strange that a good many "little stories" have been told about the Erie.

In this series of advertisements we are going to tell you some "little stories" about the Erie, quite different than you have been accustomed to hearing.

Watch for them. In the meantime, you'll be pleased and satisfied when you

**SHIP and TRAVEL**  
by the



**The ERIE enters NEW YORK**  
**at the Front Door**

## “A Good Story about the ERIE”

On a rush order from their Philadelphia dealer the Willys-Overland Plant at Toledo, loaded a special train of 36 cars of Whippets, Monday night, January 9.

The train was delivered to The Erie at Suspension Bridge, at 12:50 a. m., Wednesday, January 11.

At 7:30 p. m. *the same day* it rolled into Newberry Junction and was delivered to The Erie's connecting line for Philadelphia.

It arrived there at 5 o'clock, Thursday morning, January 12, and the cars were placed for unloading 45 minutes later.

(The Erie is glad to acknowledge the efficiency of its connections.)

One more good reason why you should—

# SHIP and TRAVEL by the



# “A Good Story about the ERIE”

The Sterling Motor Company is among the many shippers who know the individual attention for which Erie Service is noted.

When, recently, the Sterling Company loaded a large export order, Erie men found one of the cars missing as the initial line turned the business over at Chicago.

A ship at New York was waiting for those trucks; at a far off corner of the world, a consignee was depending on their arrival.

An Erie man left his dinner to start the search which located the missing car in bad order many miles away. The initial line cooperated promptly and efficiently; and the whole consignment went forward on time.

## SHIP and TRAVEL by the



# “A Good Story about the ERIE”

A great eastern bank, about to move into a new home,  
announced its opening for a certain day.

One hitch after another threatened the whole program.  
The bucks were passed all around and one con-  
tractor found himself holding the bag.

But he knew where to come for action.

Working his men nights and Sunday, he loaded and  
shipped his materials on the Erie.

You see the end of the story already!

The Erie delivered the materials ahead of schedule.  
The big bank opened as planned.

Everybody wrote nice letters and said:

“The Erie saved the day for us.”

## SHIP and TRAVEL by the



# “A Good Story about the ERIE”

Mr. John J. DeLaney, Traffic Manager of the American-LaFrance & Foamite Corporation at Elmira, had several car loads of fire apparatus due to sail on the Steamer California from New York.

It was a case of having the shipment aboard the ship within 24 hours after the cars were loaded. A heavy snow storm didn't help matters any.

But when an Erie shipper needs action, the whole Erie organization, from top to bottom, turns in to give it to him.

“I want to thank the Erie for the extraordinary service,” Mr. DeLaney writes in an unsolicited letter. “The service was absolutely perfect. All the Erie men, including the Superintendent, the train dispatchers, the agent and even the laborers, worked very hard and co-operated to the fullest extent humanely possible to enable us to make the ship. We assure you of our great appreciation of this aid.”

## SHIP and TRAVEL by the

FAST



ERIE

SERVICE

# "A Good Story about the ERIE"

**"THEY LOOKED EVERYWHERE ELSE BUT FOUND  
WHAT THEY WANTED ON THE ERIE"**

When the General Electric Company suddenly had need for 50-foot flat cars, other railroads had them, but they were "away out west."

The Erie was the only road that had them where they would do the shipper any good.

Further equipping itself to supply the kind of transportation its shippers require, The Erie during 1928, will add 35 more fast heavy freight locomotives—the same as the record-breakers of 1927—and also 1,000 new box cars in 40 and 50 foot lengths with twelve foot staggered doors and end doors.

The unusual thing elsewhere is the usual thing on The Erie.



# "A Good Story about the ERIE"

**"The Fastest Movement for Less Carload Freight out  
of New York that We have ever heard of."**

Mr. F. M. McCleery, assistant manager of purchases, Sharon Steel Hoop Co., writing Mr. C. K. Lenz, branch manager, Chase Brass & Copper Co., Cleveland, O., says:

"We were surprised and pleased to receive your Shipment of the 14th on the 16th and your Shipment of the 16th on the 19th. Whoever followed the Shipment from New York or arranged its Routing certainly knew his Business, as this is by far the Fastest Movement for less carload Freight out of New York that we have ever heard of."

Of course, Mr. Lenz routed it via The Erie, and a thousand-and-one Erie men followed it through every Mile of the Way.

There is no Substitute for Erie Service.



# "A Good Story about the ERIE"

**"The Speediest Service we ever heard of."**

In an unsolicited letter, Mr. I. J. Freedman of The American Tube Bending Co. of Niles, O., says:

"We want to express our appreciation of the way The Erie handled a car of boiler tubes consigned to the Republic Iron & Steel Co. at Youngstown.

"Our customer had advised he was in very urgent need of this material. Loaded at noon, this car was pulled out of our plant a half hour later and delivered to the consignee at 8:30 a.m. the next morning.

"This is about the Speediest Service we ever heard of, and surely breaks all records. Service of this kind is bound to increase good will for the railroad and also the good will of the manufacturer's customers who are fortunate to get such service."



# "A Good Story about the ERIE"

## Why the Plant on The Erie Got the Order.

In Cleveland, a Great Corporation, moving into a New Home, was in the Market for almost a Train Load of New Furniture.

Salesman No. 1 said: "My Plant is on the..... Railroad. I couldn't promise Delivery in less than Ten Days".

Salesman No. 2 said: "I can beat that. My Plant is on the..... Railroad. I'll have it Here in a Week".

Salesman No. 3 said: "My Plant is on The Erie. I'll have the Goods here Day after Tomorrow. You *Know* you can *Depend* on it."

Mr. Traffic Manager! Are You giving your Sales Forces the Fullest Support by choosing The Route that Delivers The Goods with Dependability? And if You are building a New Plant or relocating an Old One you will find many Opportunities on this Railroad of Remarkable Service.



# “A Good Story about the ERIE”

The unusual is the *usual* on the Erie again!

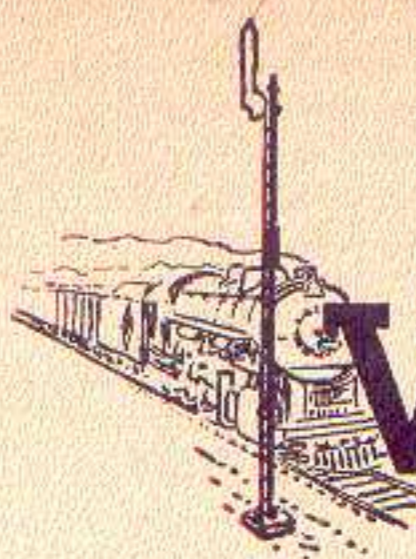
When a Buffalo manufacturer recently bought ten carloads of machinery abroad it was found that the pieces were of extraordinarily large dimensions.

He called on every railroad entering Buffalo to say whether it was equipped to handle such an unusual shipment.

Of all the railroads which enter Buffalo, only the Erie was able to accept the business. Every other railroad was obliged to decline it because of the clearances.

The Erie is a heavy duty railroad.

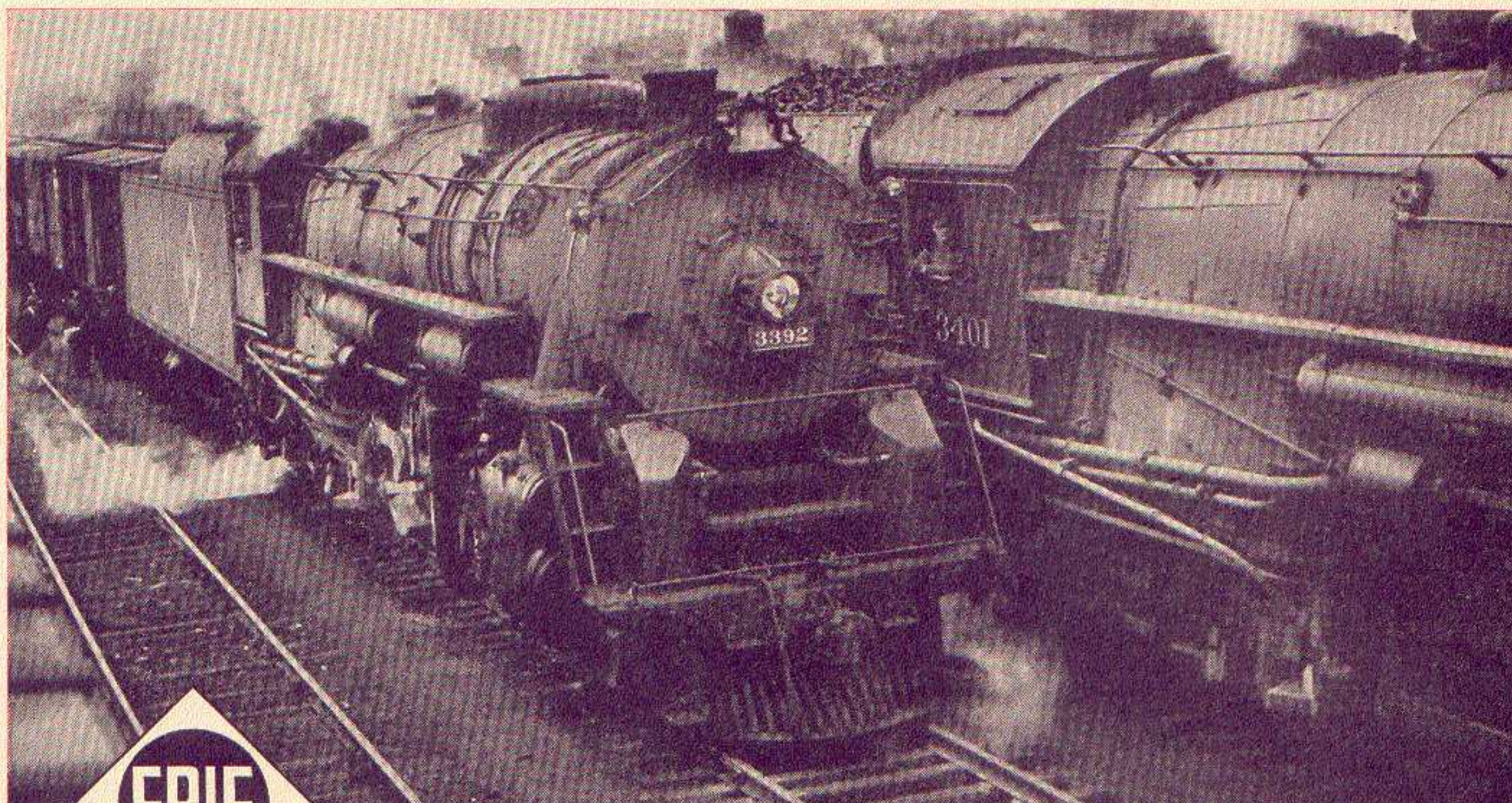




# WHEN MINUTES MEAN DOLLARS

In produce shipping, fast time and careful handling may mean the difference between profit and loss to the shipper. Erie is the largest carrier of western fruits and vegetables into the New York market . . . a positive proof of the efficiency of Erie's fast service and modern equipment. • For other commodities . . . Erie service is maintained at an equally high standard . . . You can always depend on Erie when minutes mean dollars . . . no matter what the job may be.

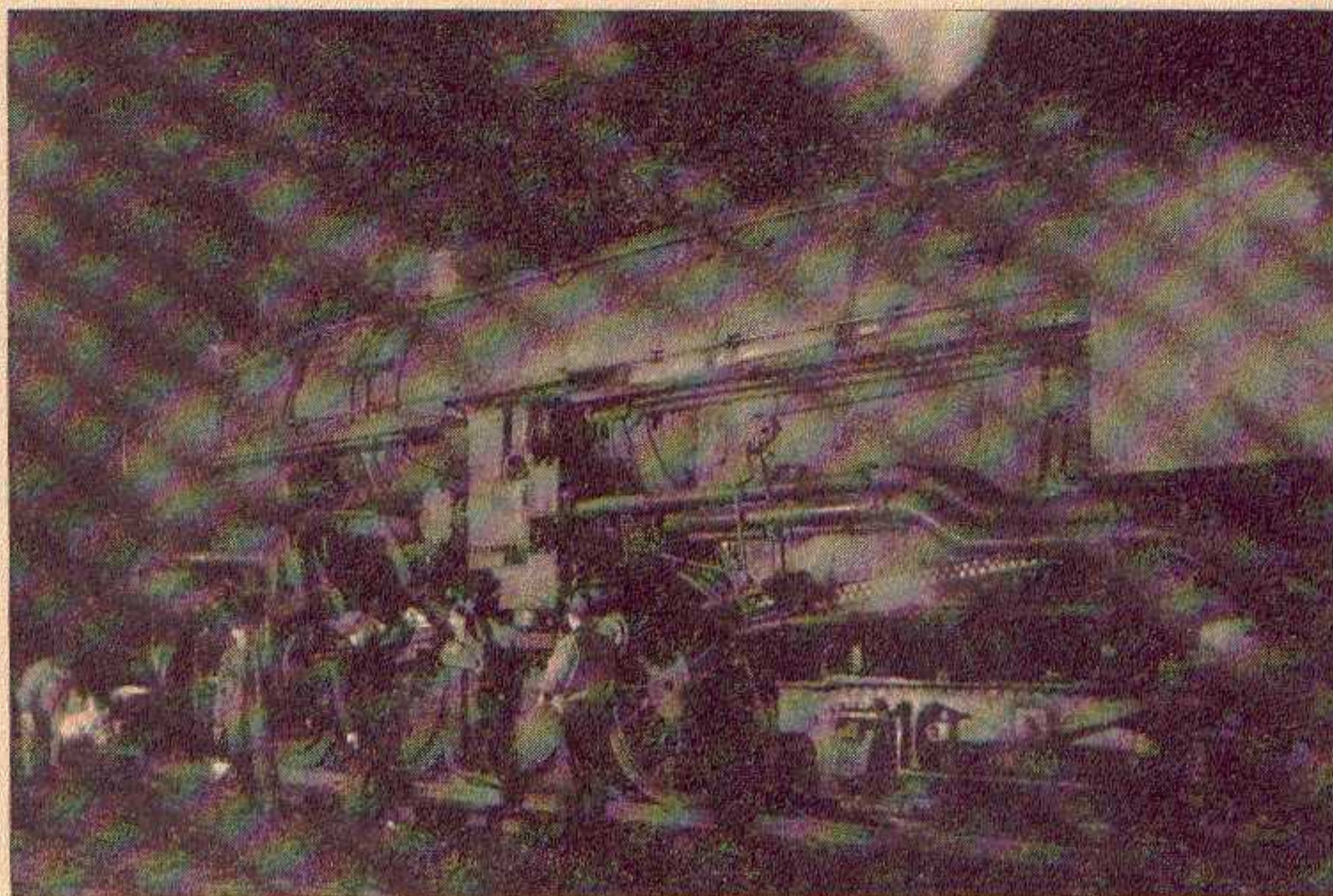
• TYPICAL of Erie's fast freight service is the dispatch with which locomotive changes and car inspection are carried out at division points. •



**ERIE**

**RAILROAD SYSTEM**

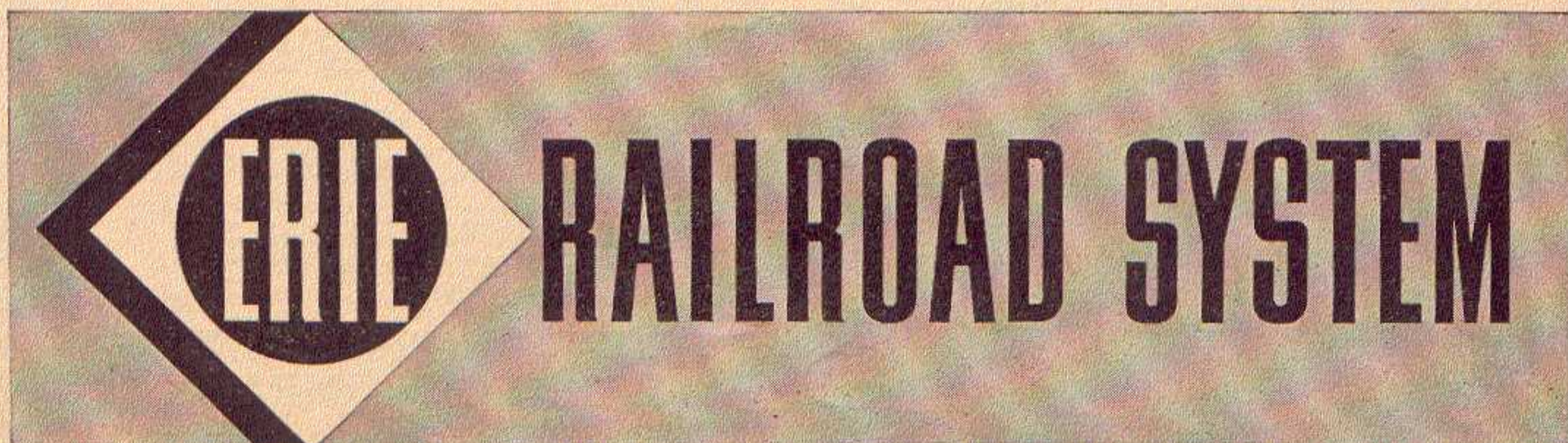
THE FACT THAT ERIE SCHEDULES ARE MAINTAINED WITH ALMOST  
CLOCK-LIKE REGULARITY IS NOT A COINCIDENCE



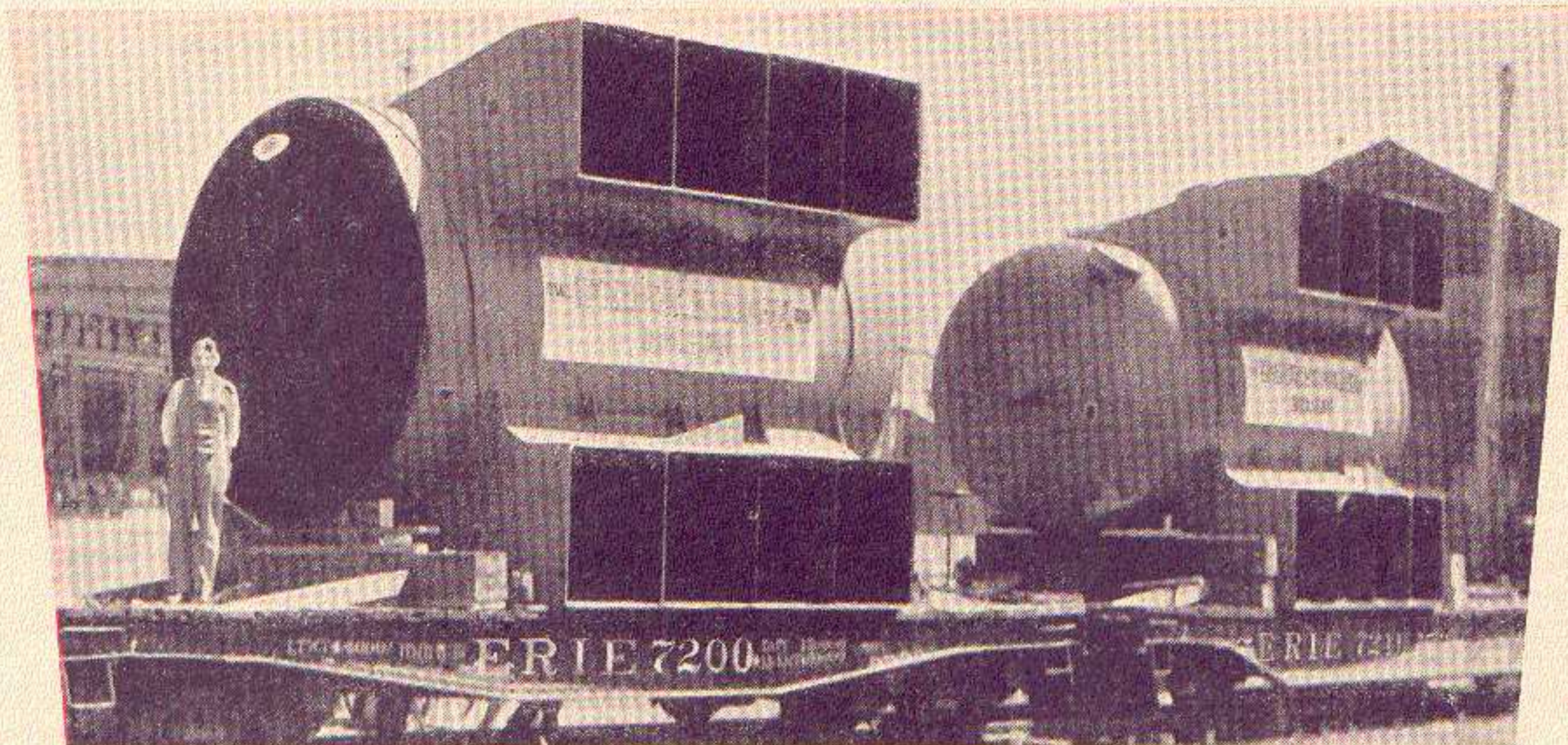
## ***BIG MOTIVE POWER***

ERIE'S Powerful 3300 Type Locomotives are an Important Factor in its Enviably Delivery Record

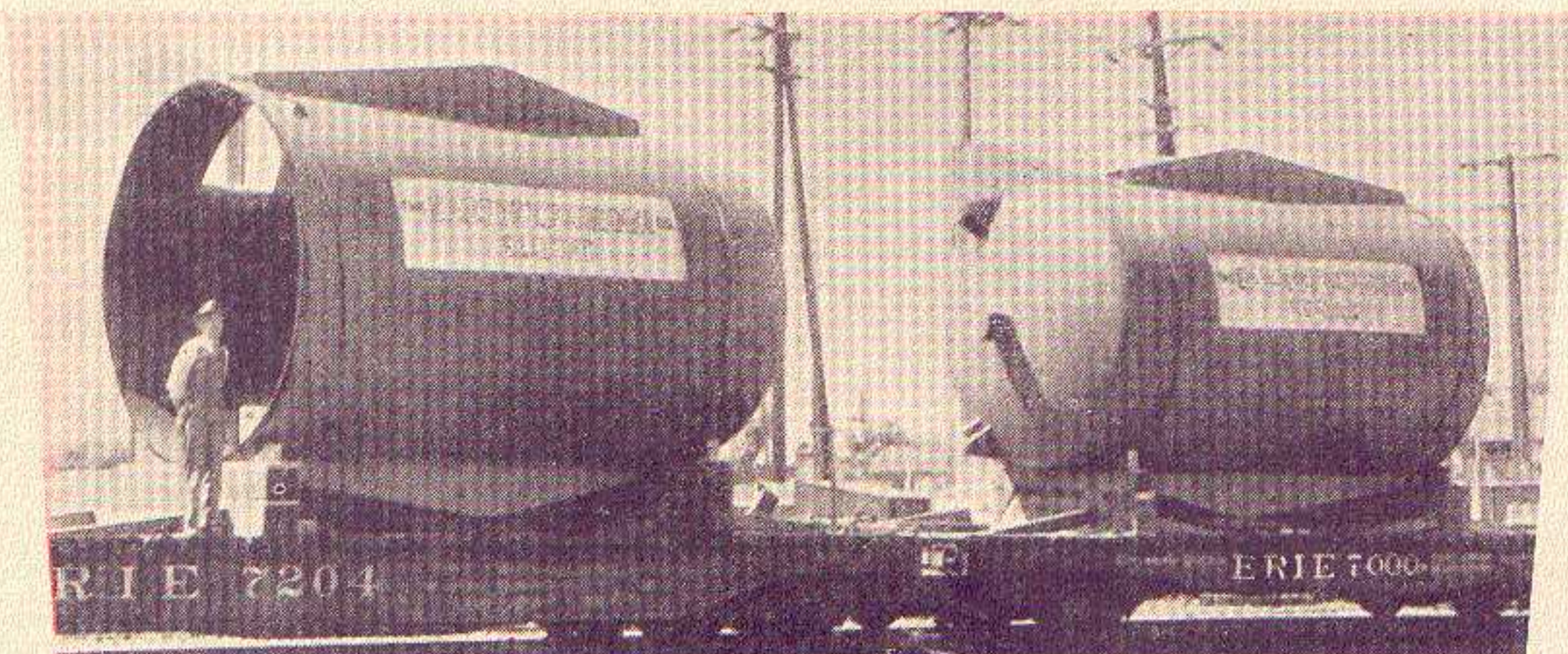
Erie has always been among the leaders in freight power. Its present fleet of powerful freight locomotives, plus its splendid roadbed and equipment, help to maintain fast schedules that are fully dependable. You may be sure your shipments will "get there", on time, via Erie.



# EXTRA LARGE · EXTRA HEAVY SHIPMENTS



*Easy for* **ERIE**



..... because it has the facilities, the equipment and maximum clearances which make the transportation of extra large and extra heavy shipments an easy accomplishment.

**RAILROAD**

**ERIE**

**SYSTEM**

The Heavy Duty Railroad

# THE HEART OF THE INDUSTRIAL EMPIRE

**B**ETWEEN the Great Lakes and the Atlantic Seaboard, with the Ohio River to the Southward, lies the American Industrial Empire. Creosus, with all his wealth, never envisioned such a Treasure chest; Marco Polo never dreamed of such a land.

From its mines, mills and blast furnaces flows the endless stream of raw materials which compose the life blood of trade and commerce. And from its factories roll the fortunes in finished goods which carry around the World the hallmark "Made in U. S. A." In its density of prosperous owners of homes and its wealth, material and cultural, this region is not excelled by any other on the Globe.

The Erie Railroad is the pioneer railroad of Service for this marvellous land—a Nation all in itself.

Chicago, metropolis of the Mississippi Valley; Indianapolis, Cincinnati and Columbus. Dayton, wonder city of manufacture. Akron, rubber center of the world. Youngstown and Cleveland, ace-high in the iron and steel development of the Mahoning and Chenango Valley country. Jamestown with its world-famous furniture factories. Buffalo, the great ship-to-rail transfer point at the foot of the Lakes and center of the Niagara Frontier Development. The prosperous, thriving cities of the Southern Tier of New York State, Hornell, Elmira and Binghamton. Scranton, the hard coal center of Creation. The densely populated and highly developed manufacturing cities of Jersey, Newark, Patterson, Passaic, Jersey City—and finally New York itself, with the whole Metropolitan Area comprising the Greatest City in The World—all these are served by the Erie Railroad at standards setting new marks in the business of Transportation.

And yet, there is still more room for Industry; ample spaces for factories, mills and warehouses, accessible to power, labor and raw materials and the heaviest consuming markets. A place on Erie rails assures unbeatable domestic road service and especially advantageous circumstances for export and import.

All the facilities of this great railroad system are at the disposal of any manufacturer, shipper, merchant or traveller with a traffic problem.

Every Erie Station is a Service Station.

## ERIE RAILROAD

THE ERIE ENTERS NEW YORK BY THE FRONT DOOR

SHIP AND TRAVEL  
BY THE



CHICAGO  
INDIANAPOLIS  
CINCINNATI  
DAYTON  
AKRON  
COLUMBUS  
YOUNGSTOWN  
CLEVELAND  
JAMESTOWN  
HORNELL  
ELMIRA  
SCRANTON  
BINGHAMTON  
PATERSON  
PASSAIC  
NEWARK  
JERSEY CITY  
NEW YORK

*With Connecting Service on Fast,  
Fixed Schedules to*

PITTSBURGH  
PHILADELPHIA  
BOSTON AND  
NEW ENGLAND



## More Equipment for Super-Service!

**M**ORE of these land Leviathans are being delivered to the Erie Railroad this month to make an already marvelous fast freight service more perfect.

Whether you do business in the great industrial belt between the Great Lakes and the Atlantic Seaboard, or in the adjacent territory reached through its immediate connections, Erie Service will speed your turnover, help reduce your inventories, hold your present markets and help you build new ones.

Let the nearest Erie Traffic man show you what Erie Service is doing for others.

# ERIE RAILROAD

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THE ERIE ENTERS NEW YORK AT THE FRONT DOOR

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# When a Busy Man\* Took Time to Write This

## He Meant More than Just Baloney!

"SEVERAL YEARS ago a large part of our time was taken up tracing cars and criticising the railroads.

"There have been decided improvements, however, in the services of all lines, and although in the past we received many complaints from our customers and salesmen, we now quite often receive letters commending the railroads on their services.

"In Chicago, in the past, we had considerable difficulty in getting material to the customers promptly. We have several large accounts in that city which must receive material on schedule time. We have found from experience that your road is one of the most dependable. We can go home in the evening feeling satisfied that the cars will reach Chicago on the fourth day.

"Mr. Wilkinson, our divisional sales manager at Chicago, advises me that the personal attention you have given to our business has helped him considerably with his customers. He mentions that one of his pool cars arrived in Chicago in three days.

"We also had a shipment of eight cars leaving Chester, which the originating road delivered to you five hours late. Somehow or other, in spite of that delay, all these cars reached Chicago on schedule time.

"I want to assure you that we appreciate the service rendered by the Erie Railroad and the personal attention which you have given to our business."

★ Mr. J. J. Inch  
Traffic Manager  
The Scott Paper Co.  
Chester, Pa.



# The Erie Railroad's Contribution to the War on Waste

VERY recently it was realized that Waste in Industry sometimes reached fifty per cent of the value of the output.

AMERICAN BUSINESS was aroused to the Menace. Secretary Hoover organized a War upon it. Dr. Julius Klein, writing in the NATION'S BUSINESS characterized the evil as "The Shameful Waste in Business."

**A**S A Manufacturer with a half billion dollar business the Erie Railroad promptly enrolled for the War on Waste. A railroad is, after all, only a manufacturing business, manufacturing only one thing—Transportation.

Just as a Progress Report: During the last Year the ERIE RAILROAD has junked more than 8,000 box cars and more than 400 locomotives *because they were too wasteful to have around.* That's enough equipment to run any ordinary railroad. But they went to the scrap pile in the War on Waste and Millions of Dollars were spent to replace them with the most modern Machines of Transportation.

What happened? The new locomotives haul cannon-ball freight trains bearing 3,000 tons where the old ones handled only 2,600 tons. On a 200-mile run up grade, they burn 51,000

pounds of coal instead of 76,000 pounds. Fast freight trains which used to take 10 hours and 14 minutes between terminals now require only 7 hours and 30 minutes.

The carrying capacity of a train has been increased 17 per cent. The fuel consumption has been reduced 32 per cent. And the movement of the freight has been made 34 per cent faster. At the same time the cost of locomotive maintenance was measurably reduced.

Manufacturers find millions of dollars, formerly frozen up in goods in transit, quickly released for other duty. Distributors are enabled to guarantee quick and dependable deliveries; to hold present markets and win new ones.

The ERIE RAILROAD, under its new management, is proud to be able to make this contribution to American Business in its War on Waste.



# A Tale of Two Shippers

**1.** THE SHIPPER who doesn't know The Erie Railroad because he has not used it, or, possibly, thinks of it as the railroad the wise crackers used to tell those funny jokes about.

**2.** THE SHIPPER who keeps himself and his business abreast of the times and knows that The Erie Railroad has been rebuilt and re-equipped, and under its new owner-management is giving a performance that is attracting the business and transportation world.

THIS SHIPPER has found that one of the keys to his business success is a fast, dependable transportation service. When he asks for something out of the ordinary he gets it with a smile. He holds his old customers and wins new ones. His business is growing because he is able to give his customers that "little better" service.

## ERIE RAILROAD

THE ERIE ENTERS NEW YORK AT THE FRONT DOOR

SHIP AND TRAVEL  
BY THE  
FAST

ERIE

SERVICE

## What is the Money Value of Erie Service to YOUR Business?

**I**N EIGHTEEN HUNDRED AND NINETY, for every \$100 invested in their property, the railroads carried 983 tons of freight and 153 passengers one mile.

In 1920, for the same sum invested, the railroads carried 2,063 tons of freight and 231 passengers the same distance.

Since 1920, the railroads have expended \$6,500,000,000 in property improvement. Beside being one of the most important factors in the commercial activity of the country, those expenditures, with prudent management, made possible the World's Record of 1928.

During 1928, the railroads used fewer trains and locomotives proportionately than ever before. This was

because the trains were longer and the locomotives were more powerful. The average freight train load was the heaviest ever reported and freight cars moved further per day with the greatest fuel conservation on record.

The Department of Commerce says: "The time required for a given shipment is now at least one-third less than at the close of the war. This improvement in Railway Service has reduced the costs and risks of industry and distribution. It has made it possible to do business without carrying excessive stocks of commodities."

Such a character of service is the typical Erie Railroad Service of Today. And in every step toward bringing American railroad service generally to this high standard the Erie Railroad has been among the leaders.


# ERIE RAILROAD

THE ERIE ENTERS NEW YORK AT THE FRONT DOOR

SHIP AND TRAVEL  
BY THE  
FAST

ERIE

SERVICE



## INVESTED FOR SERVICE

### IN THREE YEARS

# \$85,000,000

**D**URING 1929 The Erie Railroad will spend \$32,269,423 for improvements and service facilities.

More than \$10,000,000 will go for new locomotives and cars; more than \$5,000,000 will go for rails, ties, ballast and roadway. More than \$5,000,000 will be spent for eliminating grade crossings and the remainder will be spent in the Six states The Erie serves in a multitude of ways, but with only one object:

To make Erie Service always Faster and even more Dependable.

There will be more of those monster locomotives now recognized as the heaviest and fastest of their kind in the world. Twenty-five hundred

more heavy duty freight cars are on the bill to assure Erie customers that they will find the right car, in the right place, in the right condition, at any time.

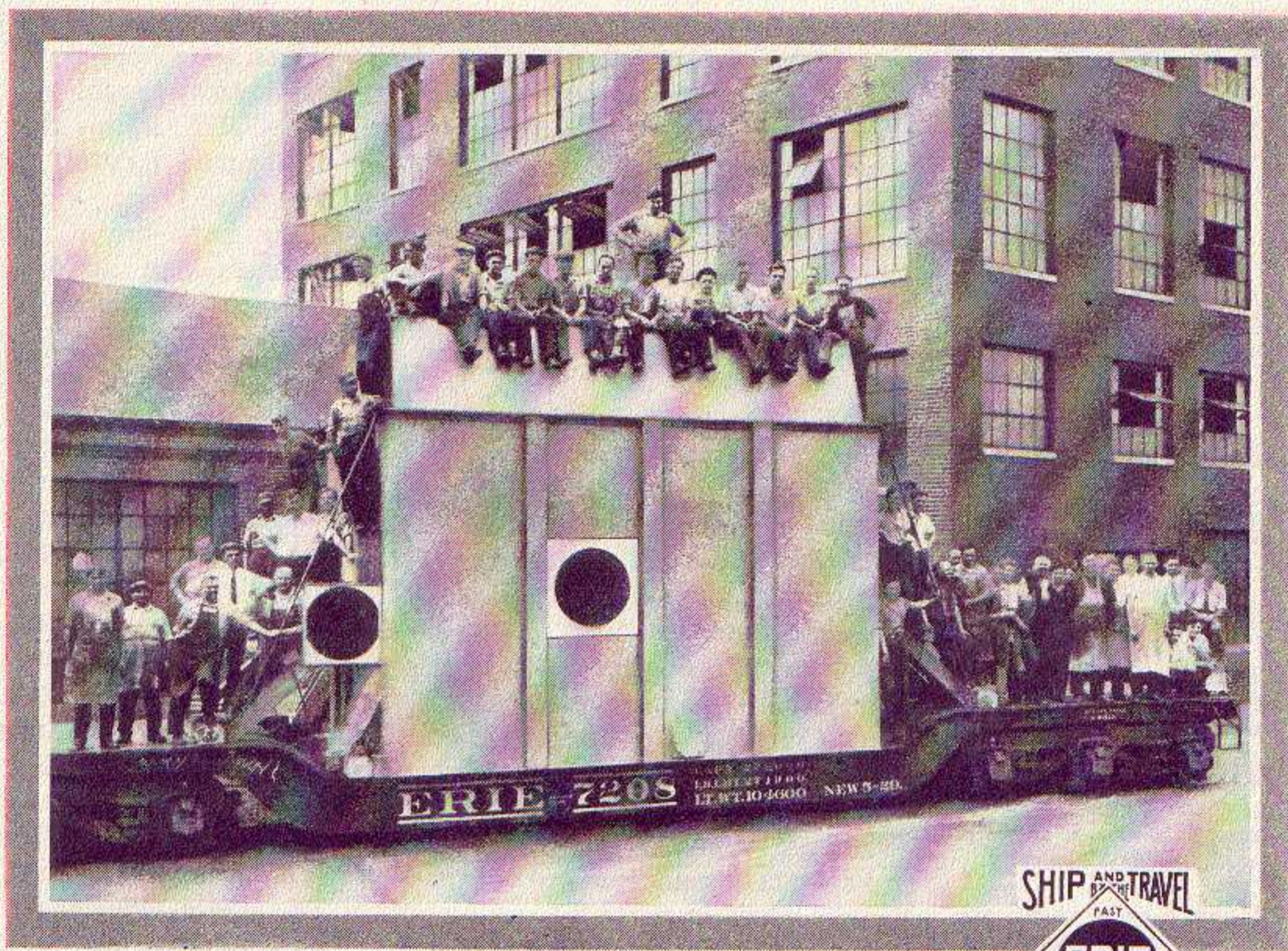
Piers and docks at New York will be fitted to keep pace with the needs of the export and import trade. The Erie's great fleet of marine equipment which handles that business will be further enlarged.

This year's expenditures will bring the total sum invested in property and service facilities during the first three years of The Erie's new owner-management well over \$85,000,000. Many railroads could be wholly reproduced for that sum. But in this case, it is only a part of maintaining the service traditions of one great railroad system.

# ERIE RAILROAD

THE ERIE ENTERS NEW YORK AT THE FRONT DOOR.





The heaviest carload of its kind ever carried in America



## A little hefty haulin' on the Heavy Duty Road

A MANUFACTURER of electrical equipment recently came to the Erie with the problem of transporting four transformers and their auxiliary equipment,

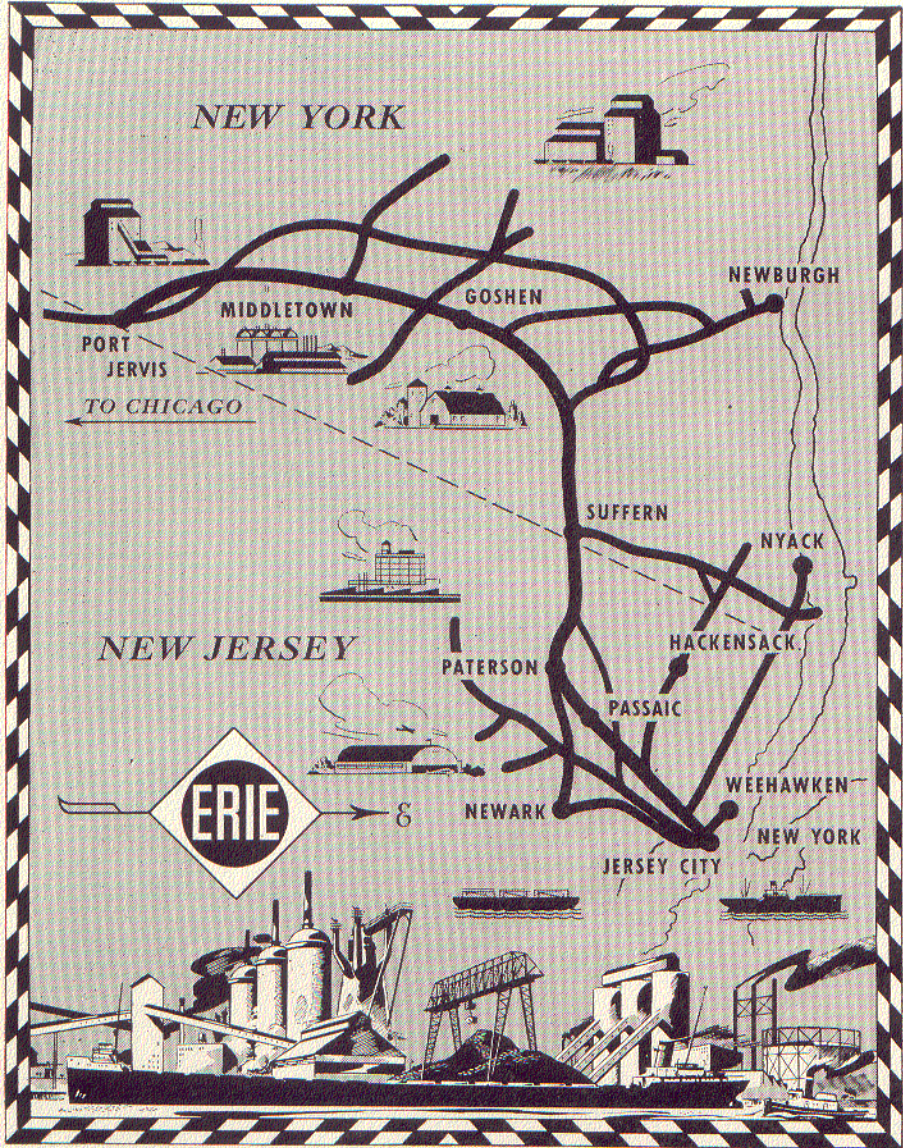
"All right," said the Erie men. The necessary cars were provided, the shipment was loaded and carried safely to its destination.

Each transformer weighed 270,000 pounds, the heaviest load of its kind ever carried on a railroad car in America. To make the clearances, "well-type" cars had to be used, but Erie had the equipment.

This was a large contract, but Erie took it in its stride. Although your shipping problems may be of another nature, we can easily tell you their answer—Ask the Erie.

# ERIE RAILROAD SYSTEM

Route of The Erie Limited



One section of the vast manufacturing area served by the Erie

# Put Your Plant Next Door to One Third of the Nation

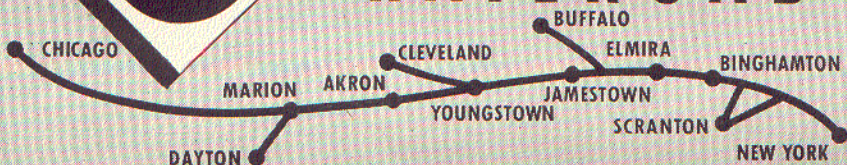
**N**OW is the time to place your plant in a strategic position for war and post-war production. We will be glad to make a study for you covering transportation facilities, labor supply, power, availability of raw materials, etc., and their relation to sales in the great industrial area bordering the Erie. Here, within 50 miles of Erie tracks, lives one third of the nation.

Let us help you secure the location best suited to your individual needs.

Write George F. Weston, Industrial Commissioner  
Erie Railroad Company  
Cleveland, Ohio



# RAILROAD



**SERVING THE HEART OF INDUSTRIAL AMERICA**



## Ready to **KEEP 'EM ROLLING**

● Years ago, the Erie Railroad embarked on a vast program of expansion and modernization. Now we are ready—men and equipment—to “keep 'em rolling” for victory.

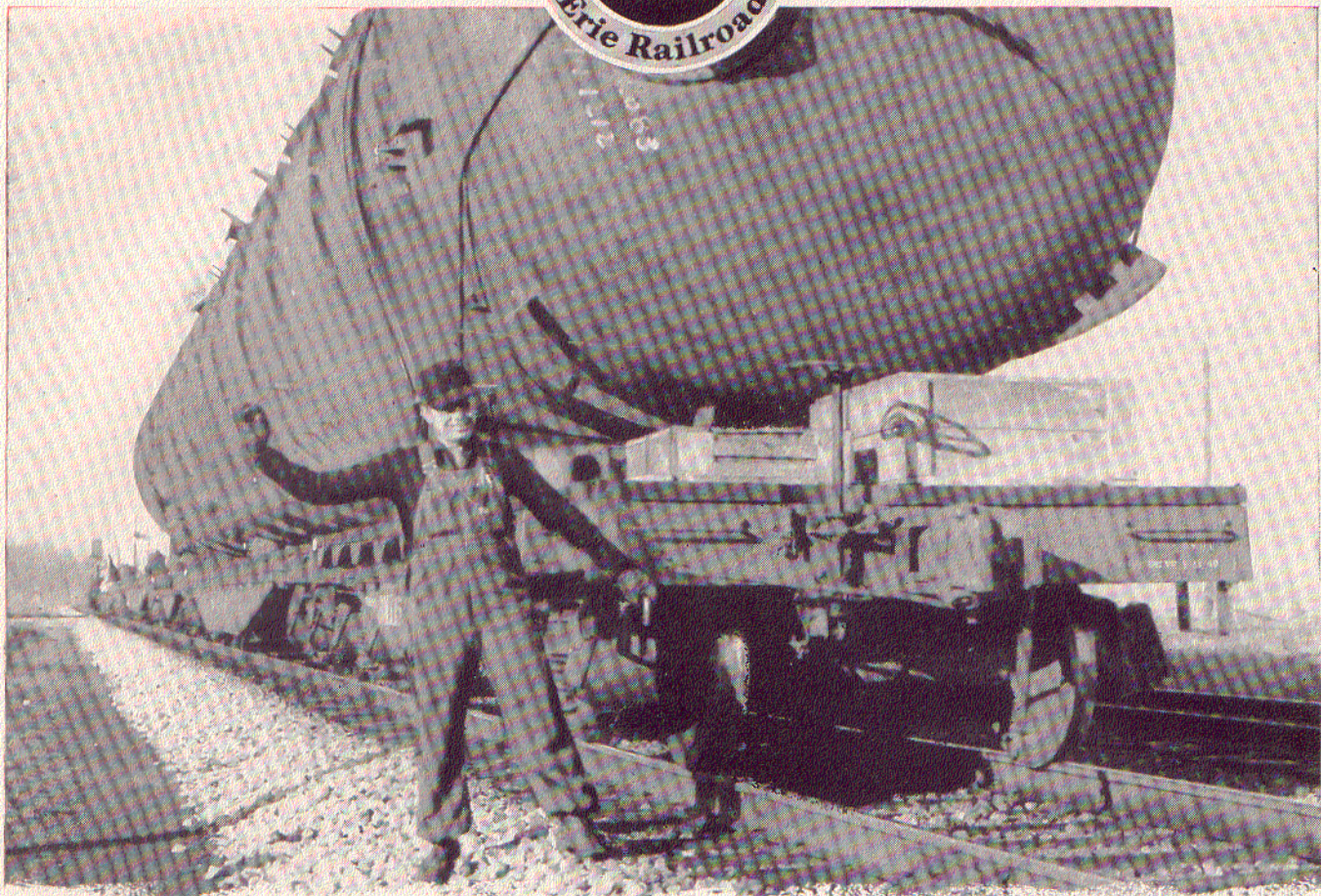
Feeding the production lines of America's Industries—carrying away their output in ever-increasing quantities...the road that service built is serving America as never before in its 110-year history. We're at *your* service, too!

For transportation information, see the Erie man.



# RAILROAD

**THE HEAVY DUTY RAILROAD**



## All clear—all the way!

This is what is known as an oversize shipment—one that has to be carefully checked to be sure there is safe clearance under bridges, at curves and other points on the railroad.

The Erie is famous for having the highest and widest clearances of any eastern railroad—an advantage that explains why many oversize shipments such as this are routed over Erie tracks.

This advantage is supplemented by Erie's famed heavy-duty roadbed and Erie's progressive rail-

roading—the constant effort to improve the safe, dependable transportation of passengers and freight. Here you have one of the many reasons why so many shippers say "Route it Erie!" and travelers say "Go Erie!"

In times like these, when defense preparations call for extra effort, the Erie is ready at all times to play its part as the country's first line of defense in transportation . . . along with all the railroads of America!

# Erie Railroad

Serving the Heart of Industrial America





**A true story of night life on the Erie . . .  
he spotted a delay BEFORE it happened!**



*"There on the ground in the moonlight it looked like a silver splinter. But it turned out to be a chip of steel, son—maybe a calling card left behind by train 98. We wired ahead and caught her at the very next station. They found a chipped flange—cut the car out for repairs. Sure it made this old crossing watchman happy . . . spotting that delay before it happened."*

★ ★ ★ ★

Crossing watchman to president, there's a creed on the Erie that keeps every man on his toes . . . "the freight must go through safely—and on time."

We have the best equipment money can buy to move your goods in a hurry—modern cars and locomotives of every type, terminals, docks, and millions of dollars' worth of special handling equipment. But it's that extra something money can't buy—the alert watchfulness of every member of the Erie family—that gives you the greatest assurance of fast, safe, economical delivery *whenever and whatever* you ship our way.

Phone the Erie Agent on your next order. Or write

Carl Howe, Vice President, Erie Railroad  
Cleveland, Ohio



**RAILROAD**

**THE HEAVY DUTY RAILROAD**



## "HEADS UP!"

● When the section foreman blows his whistle and sings out "Heads Up!" the gang picks up tools and moves off the track. And if the track they're working on is the high-speed main line they look lively about it, for a train coming down the main will be traveling—fast.

But without the Erie's section and extra gangs and their never-ending tamping of ballast, lining and surfacing, their constant inspections and replacement of rails, ties, splice-bars, and spikes, the pool-table smoothness that permits high speeds with safety would be impossible.

As it is they vie with one another for the honor of "best section on the line".

Erie employees are interested in their jobs, interested in giving safer, faster service. And they're all friendly people—as you'll find when you call an Erie agent for information—or write

Carl Howe, *Vice President*

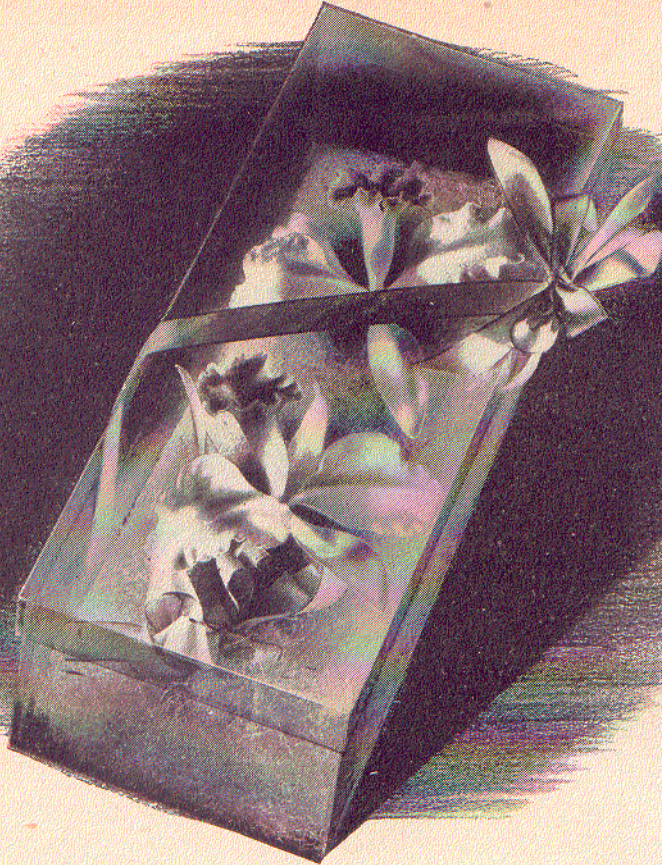
ERIE RAILROAD • CLEVELAND, OHIO



**ERIE**

**RAILROAD**

**THE HEAVY DUTY RAILROAD**



WE'D LIKE TO SEND *Orchids*

TO THE WIFE OF EVERY RAILROAD MAN

OUR appreciation for the part wives of railroad men are playing in solving the world's greatest transportation problem makes us wish we could send orchids to every one of them.

Their cooperation is an important factor in helping Erie and other American railroads maintain an amazing record of wartime transportation service.

Such a record is achieved only by teamwork of all railroad men supported by wives who understand the importance of getting the job done.

And thanks to the wives, family life is adjusted to meet all emergencies.

They are patient in having meals ready at all hours to meet irregular work schedules.

They are understanding when husbands have been absent for long hours on duty

To them belongs a big share of the credit for the miracles which are being performed by the railroads.

We are grateful to them because they give us further assurance that American railroads will continue in peace as in war to provide the world's finest and most economical transportation.



23,578 FREIGHT TRAINS DAILY



1,408,964 FREIGHT CARS DAILY



25,000,000 NET TONS DAILY

AMERICAN RAILROADS AT WAR

**Erie Railroad**

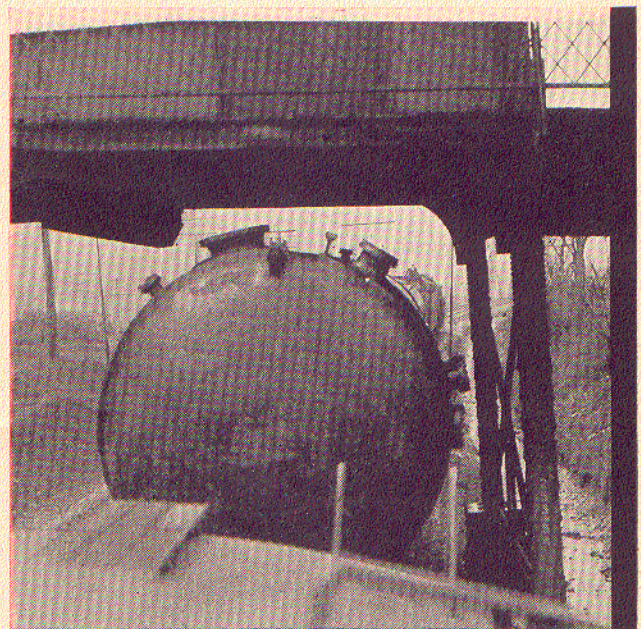
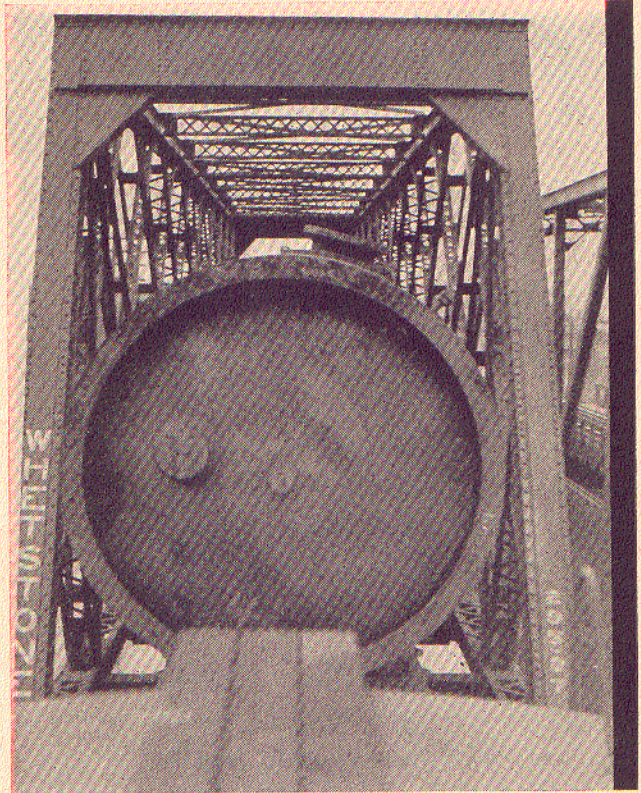
Buy War Bonds and Stamps



# EXTRA LARGE • EXTRA HEAVY SHIPMENTS GO THROUGH *ON THE* **ERIE**

The largest and heaviest shipments between New York and Chicago are handled by Erie. Maximum clearances of 17 feet from top of rails and 11½ feet wide, plus a heavy duty roadbed and special equipment, gear Erie for safe, easy transportation of extra large, extra heavy shipments.

●

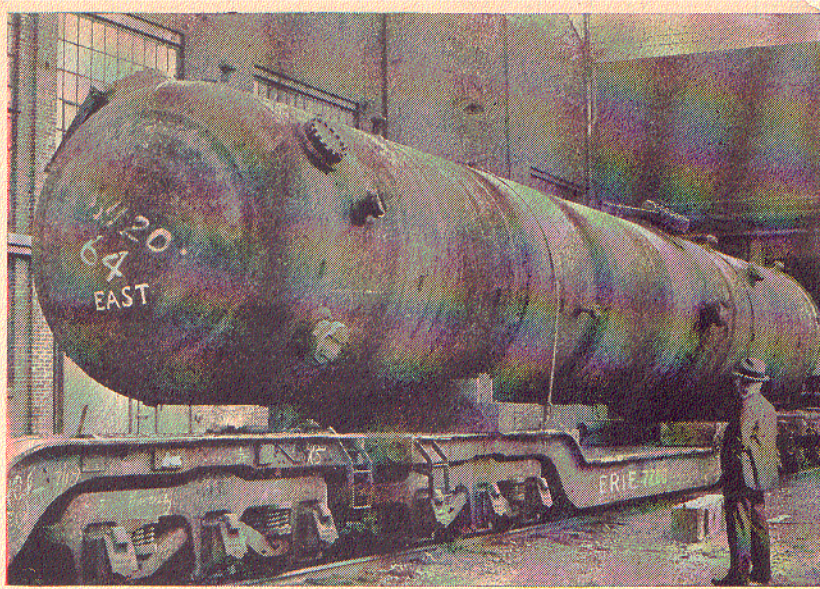


**RAILROAD**



**SYSTEM**

The Heavy Duty Railroad



Mr. Chicago  
Gets his Plant  
Equipment,  
Quickly!



*Mrs. New York gets  
her grapes, fresh!...*

Huge, heavy industrial equipment and perishable table delicacies—both travel via Erie, swiftly and safely. For Erie has the equipment and the facilities to transport and handle all classes of freight.

Put your shipments in Erie's hands when you want on-time deliveries in good order. There's an Erie representative near you. Consult him—he's a m-i-g-h-t-y good man to know.

RAILROAD

ERIE

SYSTEM



**YOU KNOW** the Erie Railroad as a Pioneer among the pioneers, the first trunk line system operated under one management.

But do you know the Erie Railroad of today, rebuilt, re-equipped, in the strongest position of its hundred years of history, under its new owner-management!

A great, double track steel highway, connecting the Great Lakes with the Atlantic seaboard, serving along the way the commerce of New York, Jersey City, Paterson, Binghamton, Scranton, Elmira, Hornell, Jamestown, Buffalo, Cleveland, Youngstown, Akron, Dayton, Cincinnati, Indianapolis and Chicago.

And connecting with fast, fixed schedules serving Pittsburgh, Philadelphia, Boston and New England.

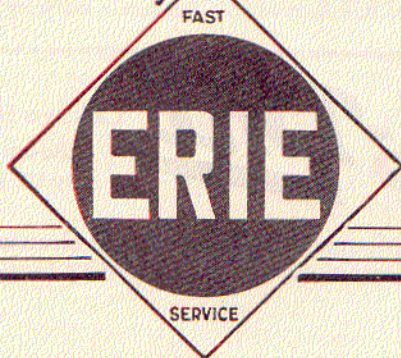
The heaviest, fastest locomotives ever built of their kind, thundering commerce trains along on "cannon ball" time. The finest export pier in New York Harbor. Freight and passenger terminals at the mouth of the Vehicular Tunnels and the business heart of New York only fifteen minutes away over dry land!

General Motors, Truscon Steel, Ohio Brass, Youngstown Sheet & Tube—the almost endless list of leaders who find its service up to their standard and then a little more, is like the roster of American industry.

Its speed and dependability are "saving the day" for someone every day.

Modern, comfortable passenger trains between New York and Chicago and intermediate points, with splendid dining service and no extra fare.

## SHIP and TRAVEL by the



# The Heavy Duty Railroad

HEAVY DUTY in your own Plant—you know what that means. Capacity to handle every ordinary Job and extra Capacity for the Overloads.

You've spent many Dollars to build that Heavy Duty Capacity into your own Business. But what good is it, unless the Railroad that serves you has it, too.

**W**HAT good is your Ability to Buy unless you get your Materials with Dependability. What good is your salesmanship unless you can deliver your finished goods in competition with your neighbor—Not once in a while, but all the time.

The Erie Railroad is equipped and operated for the Heavy Duty Needs of Modern Day Business. A Shipper of small Packages says: "It's the fastest less carload delivery I ever heard of." A shipper of a train load of heavy Machinery says: "No other railroad could handle it; they didn't have the clearances." A Manufacturer running a big Plant on a one day Inventory says: "During three years the Erie never has failed to have my Materials at the Door Every Morning."

Another says: "The only railroad that had the kind of cars I wanted when I needed them was The Erie." Still another says: "During five years you have never left me short of Cars for outbound loading."

Surely, "Such Popularity Must be Deserved."

The Erie is a Heavy Duty Railroad.

Every Erie Station is a Service Station.





“... and that night we  
**SAVED A CONTRACT**”



*“Snowing great guns, it was, son. But we got through okay. Contractor down east needed parts for a broken steam shovel—and his time limit running out. We pulled into the destination right on schedule. The parts were unloaded and Erie delivered them right to the job. Getting those parts there on time saved that contractor plenty. Sure, I was proud to be conductor on 98 that night!”*

\*\*\*

The freight must go through *safely and on time!* That's the creed the Erie conductor works by. And how well he lives up to it is a matter of pride on the Erie. Shooting east and west on fast schedules Erie freights have established amazing records for on-time deliveries.

The conductor guides and guards your freight. But let's not forget the other 22,000 Erie employees. Each man, from track-walker to executive, helps in his own way to make Erie service “First in Freight” today.

Call the Erie Agent on *your* next shipment—*whatever* it may be. Or write

Carl Howe, Vice President, Erie Railroad  
Cleveland, Ohio



ERIE

RAILROAD

THE HEAVY DUTY RAILROAD



...and the hand that holds the throttle  
helps **CLOSE THE SALE**



*An Erie Engineer speaking: "A big sale it was, too, son. The first order our shipper had received from this firm down East—a trial order, I believe. And it just had to be delivered on time! That's where we came in. We delivered on time the first time and helped close the sale. Might say we help hold that business, too—by delivering on time."*

★ ★ ★ ★

To the man in the cab goes much of the credit for Erie's amazing year-in-and-year-out record of on-time deliveries. There's a schedule to keep—and Erie's high-speed freight schedules call for no delays. So the hand on the throttle is mighty important to every shipper.

Not only the engineer but every man on the Erie is wedded to the creed—the freight must go through safely and on time. When time means money—when the sale hinges on fast delivery, call *your* Erie Agent. He will handle *all* your shipping problems. Park your worries with him. Or write

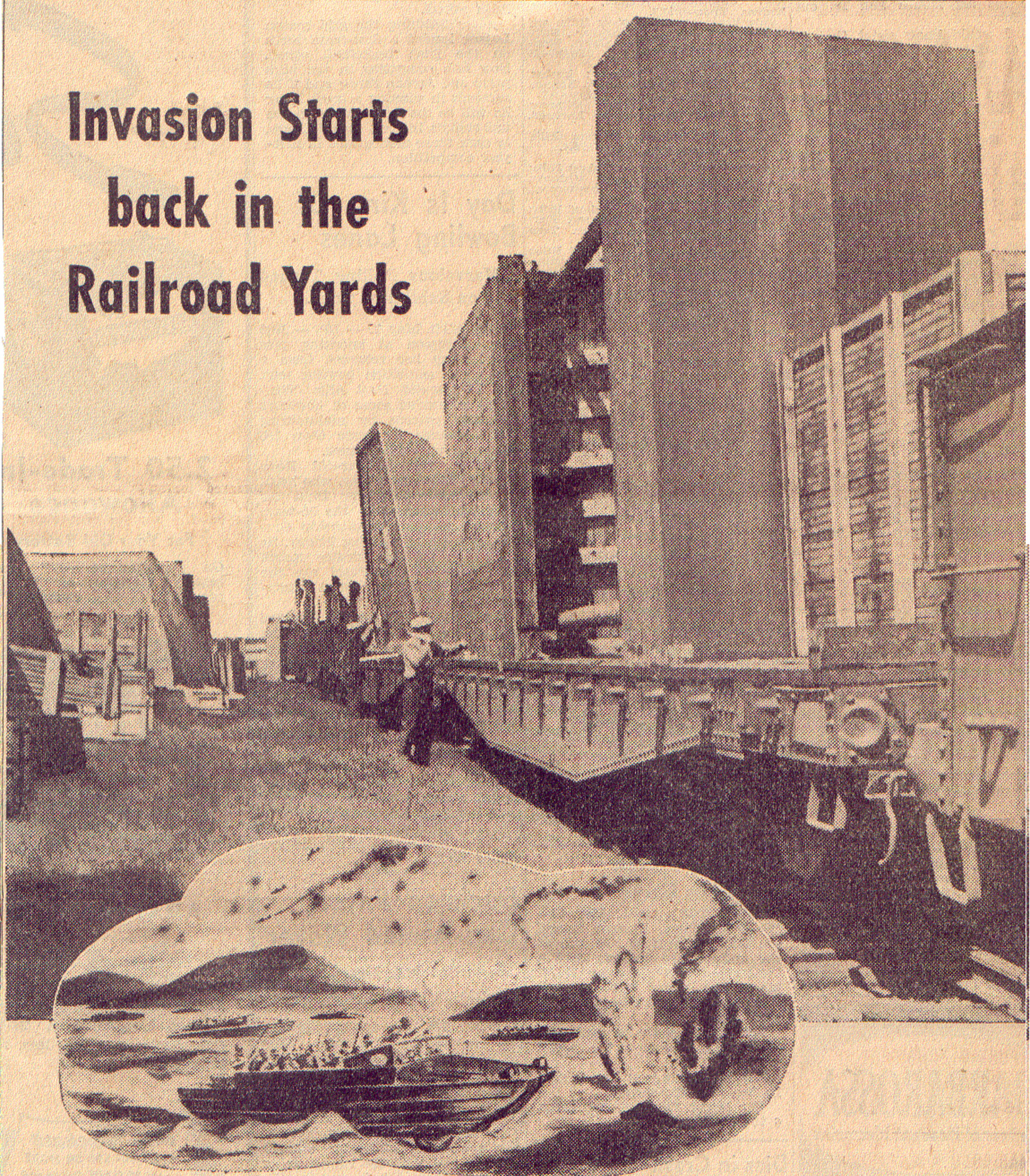
Carl Howe, Vice President, Erie Railroad  
Cleveland, Ohio

ERIE

RAILROAD

THE HEAVY DUTY RAILROAD

# Invasion Starts back in the Railroad Yards



**P**REPARATION for invasion of Europe started many months ago back in the railroad yards of America.

For it was here that the thousands of landing barges, special boats, guns, munitions and supplies first started on the long journey from production lines to battle lines.

In increasing quantities, Erie and other American Railroads are carrying a steady flow of materials and equipment to assure our troops every chance of success in the greatest assault ever attempted in history.

And the job will continue to grow greater each day.

But your railroads will get the job done with the help of the public, shippers and government agencies. In war, as in peace, Erie and other American Railroads provide fast, safe, dependable transportation.

23,578 FREIGHT TRAINS DAILY  
1,408,964 FREIGHT CARS DAILY  
25,000,000 NET TONS DAILY  
AMERICAN RAILROADS AT WAR



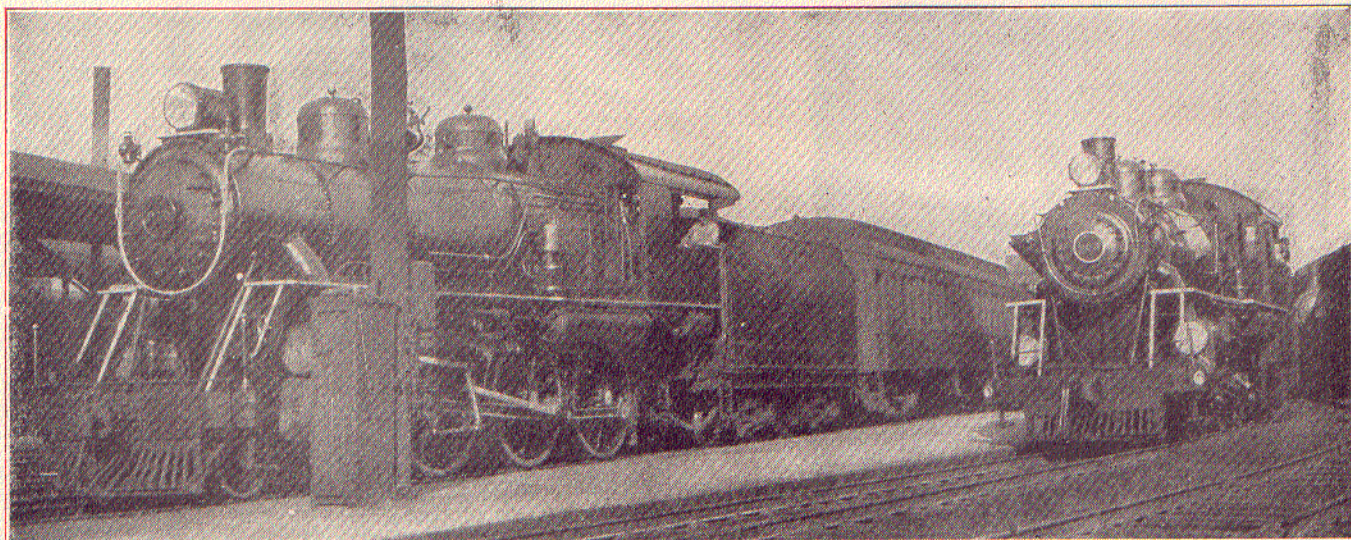
BUY WAR BONDS AND STAMPS

## Erie Railroad

ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY

# BALDWIN

Rebuilt Ten-Wheeled Locomotives  
Are Giving Dependable Service on the Erie



TWO CLASS G-15-A LOCOMOTIVES READY TO PULL OUT OF JERSEY CITY

**I**N 1903, twenty-five Ten-wheeled locomotives, especially designed for heavy suburban passenger service, were built by these Works for the Erie Railroad. They had 19 x 26-inch cylinders and 68-inch driving wheels, and weighed, in working order, 176,500 pounds. These locomotives, designated as Class G-15 by the Railroad Company, proved un-

usually successful in the most exacting service.

In view of their continued usefulness, these locomotives when turned in for general repairs, are being rebuilt with 21 x 26-inch piston valve cylinders, outside valve gears and superheaters, and are re-classified as G-15-A. As rebuilt, the tractive force has been increased from 23,500 to 28,670 pounds.

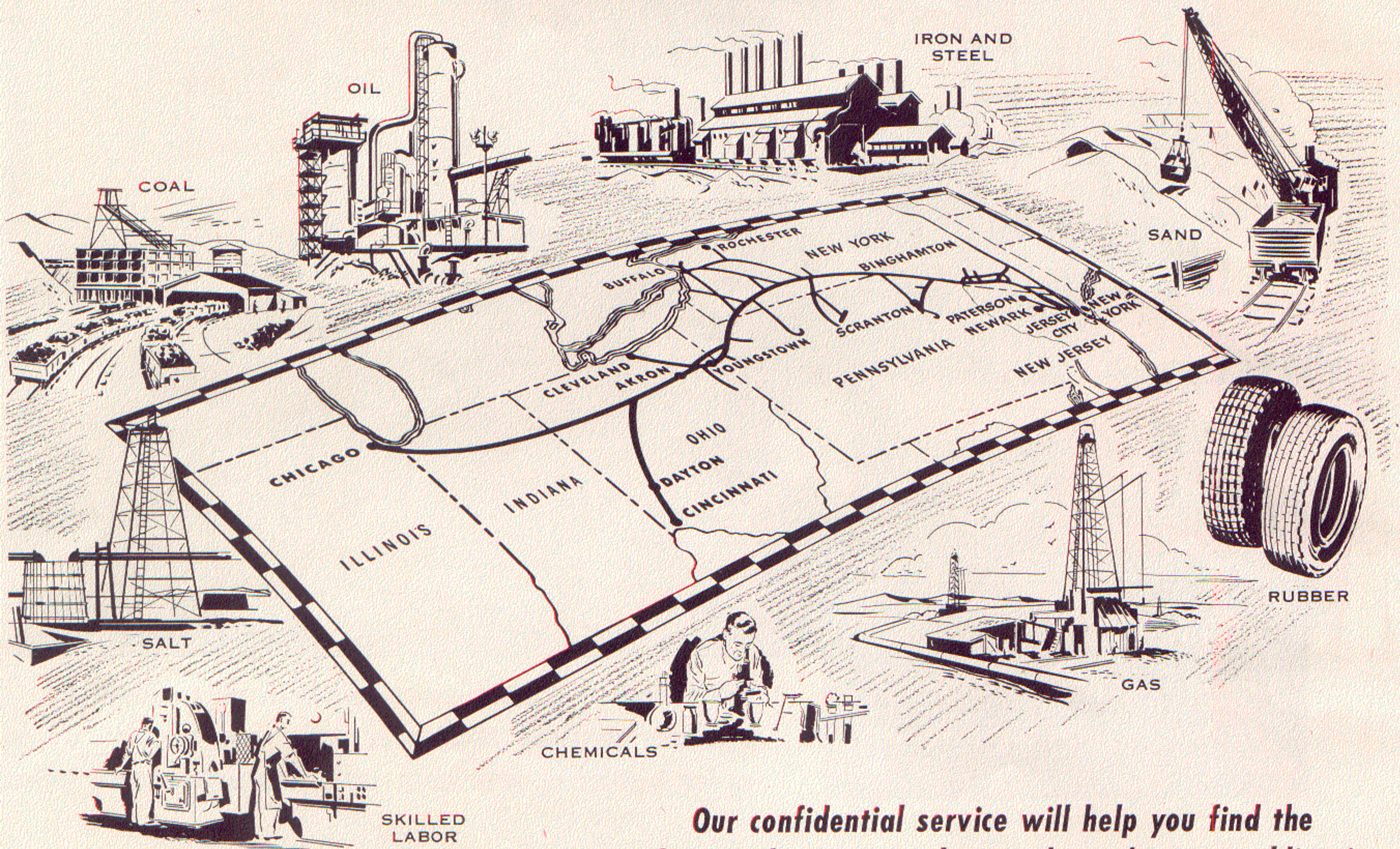
These Erie Locomotives are but another example of Baldwin Durability.

THE BALDWIN LOCOMOTIVE WORKS  
PHILADELPHIA

1215  
**LOCOMOTIVES**

# You're close to everything...

## IN THE ERIE AREA



***Our confidential service will help you find the right spot for your needs...without charge or obligation***

The six states in the Erie Area lead in both industry and population because they began with a rich natural endowment from the earth itself. For here you have at hand everything needed for success and growth in industry. Along with this wealth of materials, you have the advantage of being plumb in the middle of a market that accounts for 40% of national retail sales. Another advantage: you will find skilled labor plentiful, permanently—for almost half of all enrolled industrial and

trade students live in this area.

The area is served by the Erie Railroad, the road that provides safe, dependable transportation and connects with other railroads north, south and west and with the famous harbor of New York for export shipments.

Let our experienced personnel help you find the right spot for your plant in the Erie Area—the manufacturing and market center of the nation!

### Here's how to get action!

*Send an outline of your requirements and preferred location to: Mr. A. B. Johnson, Vice President, Room 507, Midland Building, Cleveland 15, Ohio. All information will be held in strict confidence.*



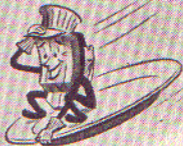
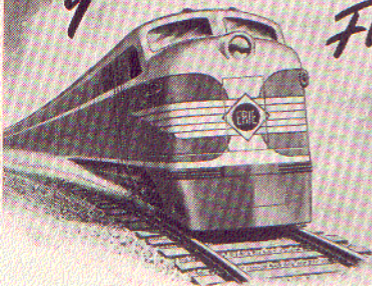
# Erie Railroad



SERVING THE HEART OF INDUSTRIAL AMERICA

Yes! There ARE

Flying Saucers



## They're the ERIE Fast Diesel Freights

Congratulations to the ERIE RAILROAD on its 100th anniversary... and on its "Flying Saucers", those fast, new diesel freights of which they are justifiably proud. We, too, are proud of the part Felpax Lubricators are playing in helping the "Flying Saucers" set and maintain their enviable service records.

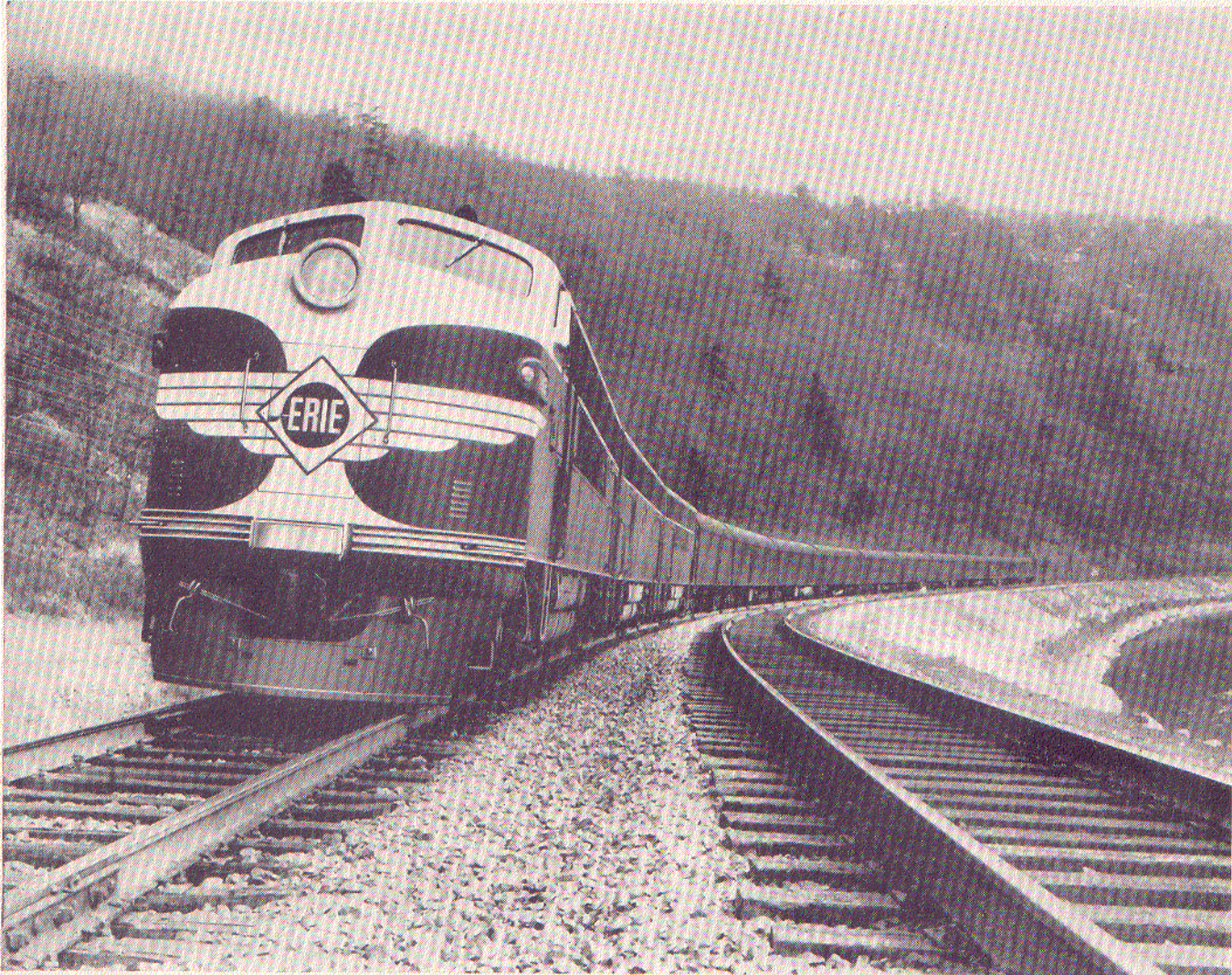
**Felpax Lubricators** are installed as original equipment on the majority of new diesel traction motors... old-fashioned waste packed axle caps can be easily converted to modern Felpax Lubricators.

See Your Locomotive  
Builder or Write to:

**MILLER FELPAX CORPORATION**

**WINONA • MINNESOTA**





• Erie Limited Along the Delaware

*Congratulations!*



**THE RAIL JOINT COMPANY Inc.**  
**50 CHURCH ST. NEW YORK 7, N. Y.**



**IT'S THE MEN  
WHO MAKE THE ERIE!**

## How to Make a Bed for a Railroad


**Y**OU are looking at a "mechanical mole" regularly used to clean the ballast on the Erie roadbed.

This ingenious machine forces a cutting plate into the stone ballast to a depth of 8 inches or more. Up comes the dirty ballast, a rotary screen sifts out dirt and cinders, and a conveyor carries this dirt to the outside embankment. Then clean stone goes into place to give good support for ties and track—open channels for drainage.

Cleaning the roadbed is another step in Erie's program of efficient operation to insure fast, safe, dependable transportation. For a clean, well-kept roadbed means less vibration—smooth, easy riding. It is essential these days when America's railroads are doing their utmost in doing the world's greatest transportation job...and it's essential, too, in the peacetime job of tomorrow.



 **23,578** FREIGHT TRAINS DAILY \*

 **1,408,964** FREIGHT CARS DAILY \*

 **25,000,000** NET TONS DAILY \*

**AMERICAN RAILROADS AT WAR**

**THE RAILROAD OF HELPFUL SERVICE**



. . . Mark of **PROGRESS** in Railroading



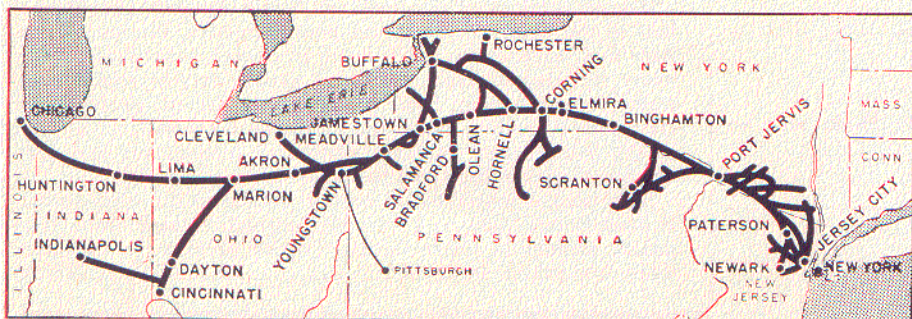
## Progress poses for its picture

This line-up of four of Erie's diesel fleet gives you an idea of what has happened to a busy railroad whose key word is *progress*.

All Erie's freight and passenger trains between New York and Chicago are hauled completely by diesel power. Travelers benefit by the use of smooth diesel power. Shippers enjoy better on-time performance and improved service. All

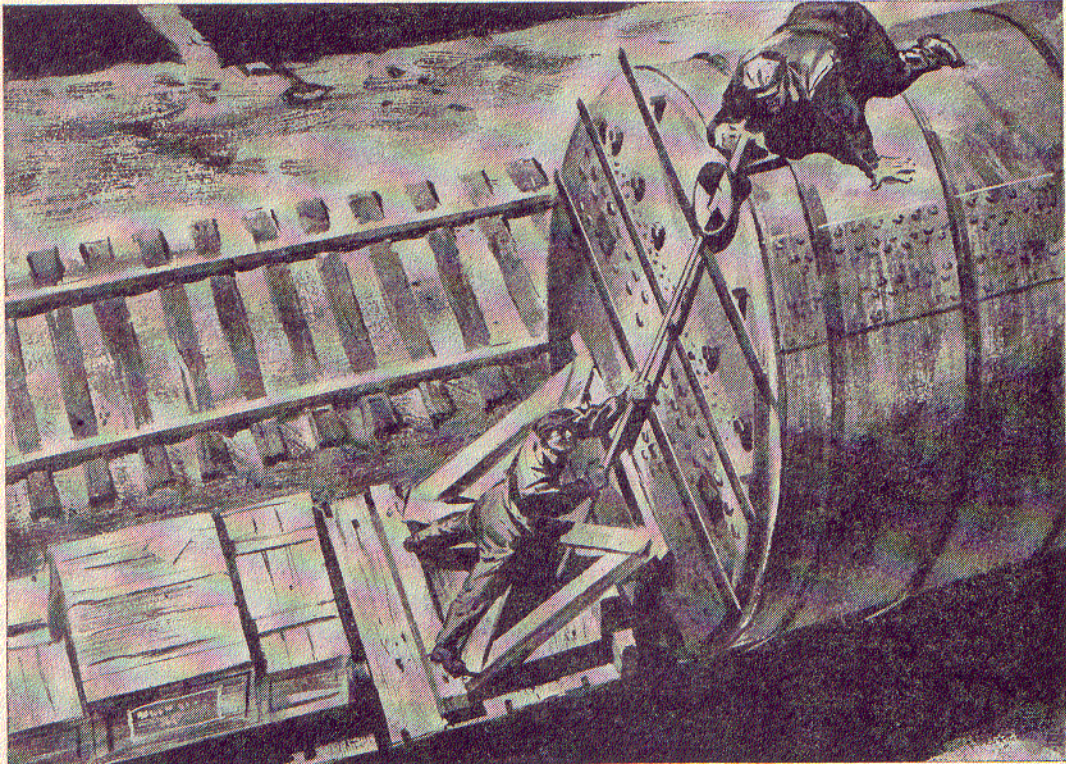
this helps in the production and distribution of what you eat, wear and use.

Add it all up and you see why Erie's heavy investment in modern equipment benefits everybody. Here is progressive railroading in action—Erie's constant effort to provide the best in safe, dependable transportation. When you ship or travel you will find real help from your nearest Erie representative!



# Erie Railroad

Serving the Heart of Industrial America



## He keeps a load of freight from sticking its neck out!

Here is an Erie Clearance Engineer at work.

He is making certain that a huge, oversize shipment will travel safely through tunnels, under bridges, around curves.

On-the-spot measurements like this are frequently necessary. Sometimes, specially designed blocking and bracing is needed. And Erie Clearance Engineers are even consulted while huge machinery is still in design stage,

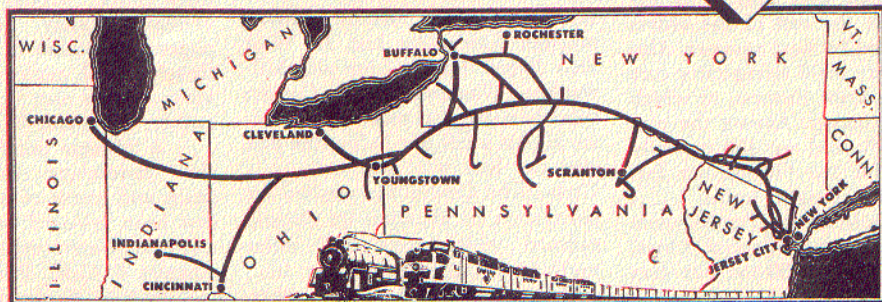
to make recommendations on the assembly of the shipment to insure effective rail handling.

Because the Erie has the highest and widest clearances of any railroad between New York and Chicago, the Erie has become known as the "heavy-duty" road.

It's specialized skill and services like this, handling shipments, large or small, that make more and more shippers say "Route it Erie!"

# Erie Railroad

SERVING THE HEART OF INDUSTRIAL AMERICA

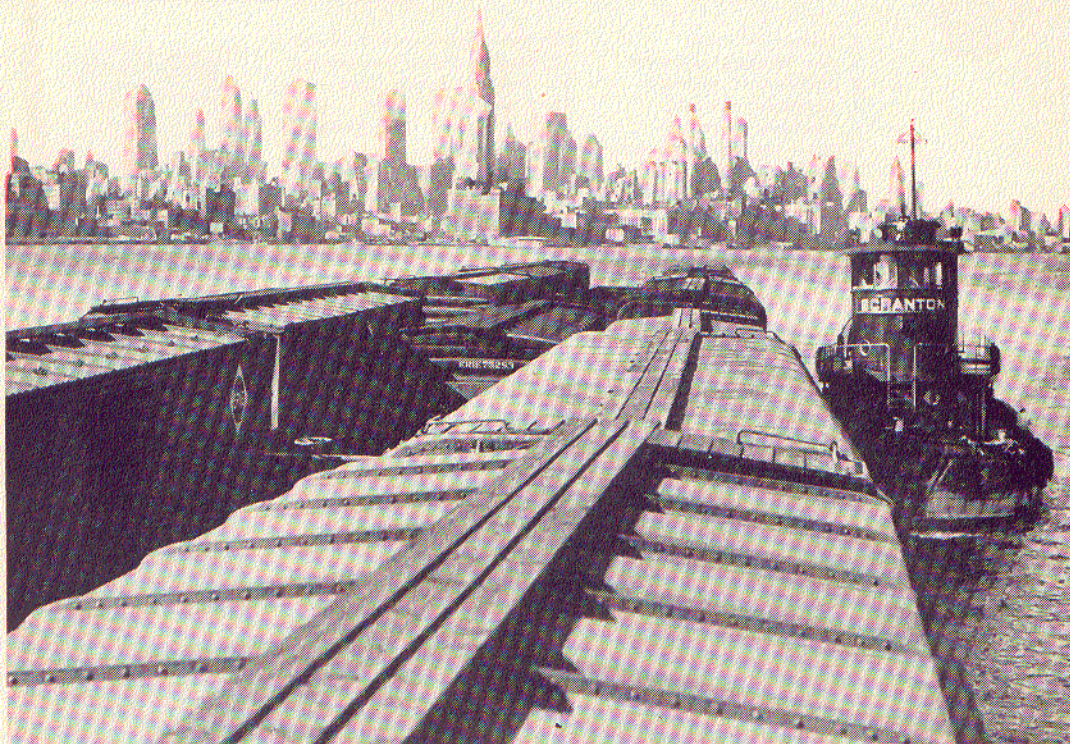


# Salt Water Railroading

More than 230 Erie craft—tugs, barges, lighters, car floats—are assigned to freight-carrying duty in New York Harbor. One of the most interesting of the water railroading operations is the work of the Erie car floats, which ferry freight between Jersey City and stations on Manhattan Island, Brooklyn and Long Island City.

Freight cars, fully loaded, are run aboard car floats accommodating from 8 to 16 cars each, and towed by Erie tugs across New York Harbor to their destinations. It is a railroad operation unequalled in fascination anywhere.

FOR YOUR COPY OF THE NEW FOLDER—"Railroading in New York Harbor", which describes the interesting work of the Erie car floats, fill out and mail the coupon below.



## Erie Railroad

SCENIC ROUTE OF THE EAST—SERVING THE HEART OF INDUSTRIAL AMERICA



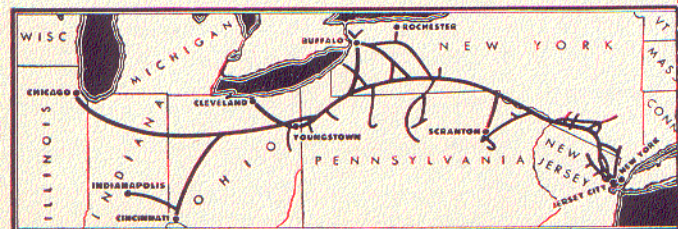
R. B. Rogers, Passenger Traffic Mgr.  
Erie Railroad  
Midland Building, Cleveland 15, Ohio

Please send a copy of the folder "Railroading in New York Harbor" to:

Name .....

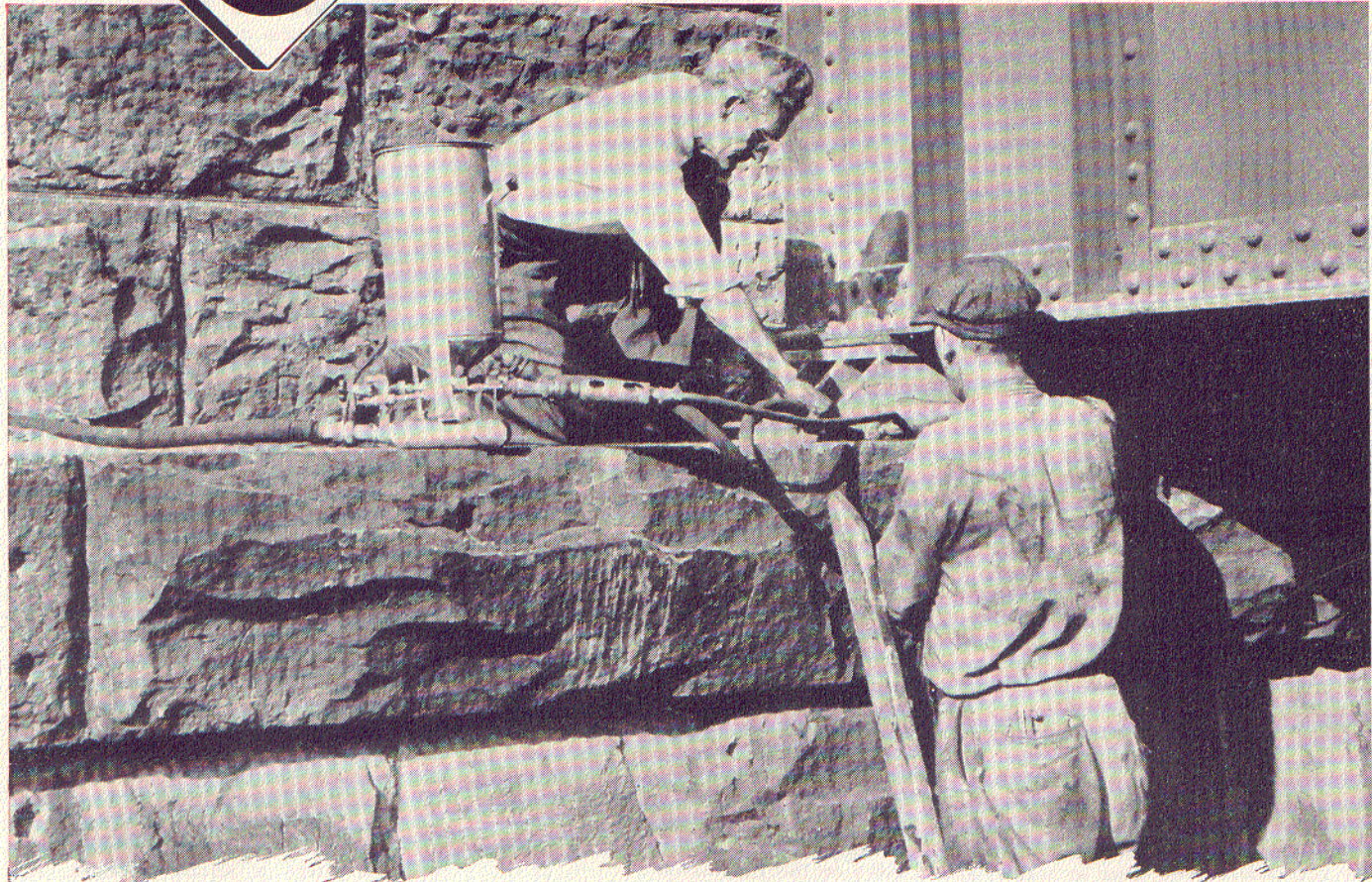
Address .....

City ..... State .....





...Mark of PROGRESS in Railroading



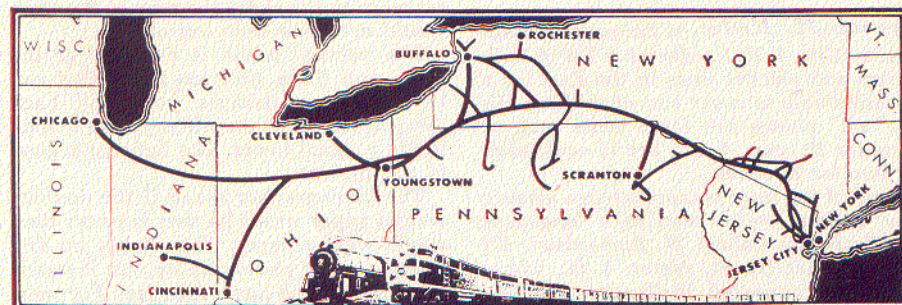
## How to Fill a Bridgework Cavity

CONSTANT movement of heavy loads causes bridge pedestals to wear uneven depressions in supporting abutments. When this happens, the cavity must be filled.

Erie bridge engineers have developed a new high-pressure apparatus to inject iron oxide into the bridge seat. This fills in the worn place . . . makes a firm, durable bond between stone and metal.

This operation is carried out without need for closing the bridge or interfering with train movements. It is typical of modern maintenance methods used by the Erie to supply safe, dependable service.

By a continuous program of research, through use of every means known to *progressive railroading*, the Erie seeks new ways to provide ever improving transportation for passengers and freight shippers.



Erie  
Railroad  
Serving the Heart of Industrial America



## Now every lump in a carload bears a special delivery stamp!

• You can't see the stamp. But you *can* recognize the "special delivery" handling of the coal that rolls north, east, and west over Erie tracks these days. Coal to fire industry's all-out program . . . coal for civilian defense against winter . . . Erie hustles it through. One of America's oldest coal routes—one of its *fastest*—Erie dependability saves time and money for shipper and consignee. For any freight information—whatever it may be—call your Erie Agent.



# RAILROAD

THE HEAVY DUTY RAILROAD