

**O**PERATING out of the most important port in the world, New York Harbor, the Erie Railroad Foreign Freight Traffic Department, Lighterage Department and Marine Department have leading roles in moving the fabulous amount of export cargo that is transported annually through the Narrows to every point on the globe.

As a matter of fact, the Erie was the leading railroad in New York City harbor operations in June 1950, handling about 20 per cent of the freight moved by railroads through the harbor that month.

The Foreign Freight Traffic Department with headquarters in downtown Manhattan does the administrative and contact work on exports, while the Lighterage Department moves the freight on water, and the Marine Department keeps Erie's navy of 261 boats in serviceable condition.

Several factors make the Erie a leader in New York's export empire. Among the most important are the excellent waterfront facilities. As Erie export experts proudly claim, they can handle anything that moves on land or water.

**Superior Construction**

The Weehawken terminal on the New Jersey side of the teeming Hudson River across from Erie's 28th Street freight station in New York City has superior piers constructed for heavy freight handling.

Erie's crane facilities are as good or better than most others in the harbor. The big floating No. 5 crane can handle 50 tons with ease. It is the biggest railroad crane in the port.

Besides the Weehawken piers, the Erie has extensive pier facilities adjacent to its Jersey City passenger station and at Duane Street in New York, Piers 19, 48 and 67 on the Hudson in Manhattan and a Harlem River dock in the Bronx. From these points annually Erie tugs roam to almost every other pier on New York City's 770 miles of waterfront and also inland into New Jersey's waterways.

Shippers have learned that regular service by "The Old Reliable" can be counted on without a second thought. The service is as fast or faster than that of any other railroad. One honor that the export division can boast about is that it has never failed to meet a sailing schedule.

Perhaps the Foreign Freight Department's best feature is its outstanding personal service. The department has available at any time specialists with 25 or more years of experience to help shippers with problems or emergencies. These men can answer any question a shipper might have or obtain the answer quickly. They can help a shipper to arrange

*This is a map of Manhattan island and parts of New York harbor and other boroughs of New York City. Principal Erie Railroad installations are circled.*

# OPERATION EXPORT

*... Foreign Freight Department directs world-wide, ocean-bound railroad traffic activity.*

movement of his cargo in the shortest possible time and with maximum efficiency.

## **Personal Service**

One example will indicate to what extent the export division will extend its personal service. Recently a shipper contacted our Foreign Freight office and asked if one of his shipments could be loaded on board ship by the following morning. Ordinarily such a loading requires 48 hours from the time it arrives on the dock before it is in the ship's hold. This shipment did not reach Erie docks until 6 p.m. To aid this shipper, a representative of the department stayed with the shipment all night, and it was on the ship by 9 the following morning, enabling the shipper to meet an extremely important deadline.

Erie's ability to carry higher and wider loads on its rails than any other eastern railroad is a prime

factor for its leadership in export trade. Many pieces of freight which could not clear other railroads are routed Erie and are handled satisfactorily.

Export shipments also require considerable storage room, open and covered, and Erie has more than adequate space. Besides its covered and open piers on both sides of the Hudson, the Erie has many acres of storage for open and covered cars at its Croxton yards, only a few miles from the harbor. These storage yards were especially valuable to the military services during World War II.

One of the most important shipping firms in the world, American President Lines, operates from one of the Erie Railroad piers at the Jersey City station. This enables the Erie to load much of its freight inshore, directly from its cars into the hold of a freight-carrying vessel.

Many passengers also board President Lines ships at this dock.

## **Big Navy**

To cope with this vast amount of export freight, a sizable navy of boats and personnel is required. Two hundred and sixty-one water craft make up the Erie navy. Approximately 550 sailors man the boats and 150 more are required to service the vessels. An additional 400 men move the freight on the docks and piers and in the freight houses. The water railroading is termed "lighterage."

Another term applicable only to foreign traffic is "Long Dock Station." It is a mythical location and means simply that any freight billed in this manner requires lighterage service. All export carload freight is billed to this station, and less-than-carload freight is billed to the Duane Street Station in New York City.

In recent years the Marine Depart-

*At left below is a picture of our gargantuan No. 5 floating Erie crane in New York harbor. This giant can*

*handle 50-ton objects and is the biggest floating railroad crane in the harbor. Right below is a view of ac-*

*tion at our important Pier H at Weehawken. The tall electric gantry crane is one of four on the pier.*



ment, which is the operating navy, has added considerable new equipment to make it as modern as any railroad navy in New York.

Included in the new equipment are diesel-power tugs with unexcelled performance potentials, steel lighters, barges and carfloats and diesel cranes. This new, modern equipment helps the Erie maintain its reputation as one of the most important carriers in the port of New York.

Almost any vegetable, animal or mineral is exported or imported by the Erie in the course of a year. The leading export items are locomotives (with diesels predominating now), automobiles, automobile parts, steel and heavy machinery.

#### Locomotives Via Erie

Because of the heavier construction of the Weehawken piers, the Erie handles a good share of the heavy diesel locomotives which go overseas. These diesels move on Erie rails and then are delivered by Erie to shipside.

Passenger automobiles are handled by Erie for export through its Weehawken facilities. Pier D at that location was specially built for this type freight. These are shipped unboxed and are coated with a special material by the manufacturer to prevent salt water damage on the high seas.

Boxed auto parts also are handled at Weehawken. These parts are packed at various western cities and then transferred to ships by Erie lighterage after rail movement.

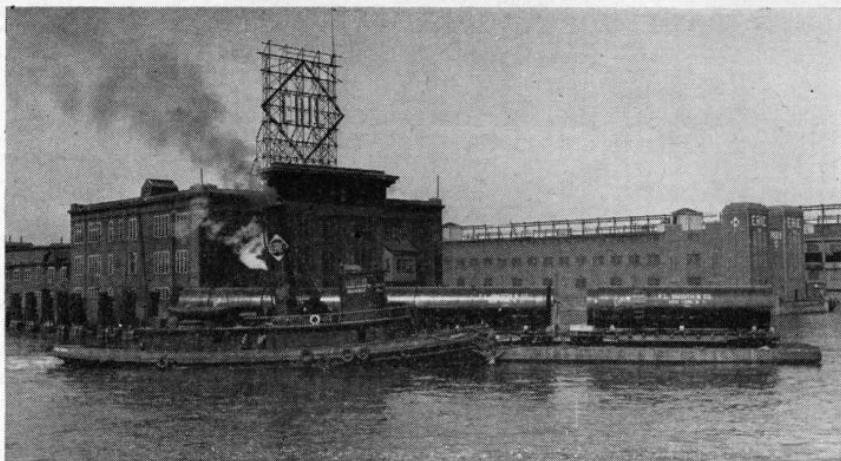
Some of the out-sized shipments moved by Erie include enormous steel castings ear-marked for foreign steel mills and weighing as much as 140 tons. Recently the Erie handled some special kilns which were shipped to Greece and were able to clear only on Erie's higher and wider right of way.

Since the war, Erie's Marine Department has operated by radio, and the change to this latest communication medium has been one of the most progressive steps taken in the department. Tug captains now can contact the dispatcher from any point on New York's hundreds of miles of waterfront. They no longer have to stop to make calls to the dispatcher from shore telephones, saving hours each week by the tug-to-dispatcher radio telephone contact.

Large volumes of motor trucks, finished steel and farm implements also are exported. Imports handled by the Erie include coffee and iron ore from Brazil and bananas from South America in addition to mountains of fruits and vegetables which is a story in itself.

Tremendous as is the export and import movement of goods, it is mechanical and expedited with clockwork precision. The "inside" ramifications of export traffic, on the

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Giant cement kilns bound for overseas are shown here being tugged from the floating bridges at Jersey City to shipside in the East River.

These kilns came from Dunkirk, N. Y., via Erie and were destined for S. L. Smidth & Co., New York, to be sent overseas.



One of the Erie's biggest export items is automobiles. This picture shows how the automobiles come to our

Weehawken, N. J., piers on our railroad and then are unloaded to be driven to docks and onto freighters.



Stacked here is pulp wood from which newsprint is made. Newsprint is the life blood of American newspapers since they are printed on it. It has been especially important in recent

years because of a minor scarcity. Erie's export program is an important part of this strategic commodity. Much of the wood pulp is imported from Austria.

minute of it.

Mr. and Mrs. Charles Duis spent their time at Seaside Park, N. J., enjoying the cool ocean breezes.

## MAHONING DIVISION YOUNGSTOWN FREIGHT

By Ann Crann

Best wishes to Lila Russell on her recent marriage to William R. Sturdy. They traveled to California, British Columbia, Lake Louise and other points.

### CLEVELAND FREIGHT

By Helene Abersold

W. J. Symington, freight agent, has been elected to the board of control of the Cleveland Exchange Club.

Katherine Wood attended the recent convention of the National Association of Railway Business Women at Atlantic City.

Ben Kramer is the proud possessor of a baseball acquired at the Cleveland-St. Louis game.

Ray Martley spent a week at his uncle's farm in southern Ohio.

Dorothy Feighan announced the arrival of a grandniece, Katherine Kelleher Feighan. The proud father is

Dorothy's nephew, Ed Feighan, Jr., of Greensboro, N. C.

Harold Hill is walking on air since the announcement of his coming marriage.

In addition to his other talents, Tom Reap, chief clerk, has taken to song writing. His latest is called "If I Had a Carbon Copy of You."

Betty and Casey Roszak recently celebrated their first wedding anniversary. They motored to Niagara Falls.

### SUPT.'S OFFICE, YOUNGSTOWN

By Robert E. Vestal

Our messenger-clerk, Lillian Novy, has joined that group of women who try to make happy-go-lucky men into obedient husbands. The man is Robert Wagner. The date, Aug. 5.

Nell Quinlan, champion baker, always brings huge cakes to the office on birthdays.

J. T. Murphy, car distributor, spent his vacation at home.

Catherine Hunyadi spent two weeks at North Bay, Canada.

The writer spent a week's vacation at Geneva-on-the-Lake, accompanied by his wife and another couple.

### DIV. ENGINEER, YOUNGSTOWN

By Catherine Holzbach

Roy Burns, assistant chief clerk, spent a week of his vacation with relatives in Wichita, Kans.

Congratulations are extended to J. T. McCarthy, track supervisor, and wife on the birth of a son, their eleventh child.

Lee Olson of the engineering corps spent a week end in Indiana.

W. L. Luce, master carpenter, and wife spent the Fourth of July with their two sons in Chicago.

Mae Doyle expects to spend a week of her vacation in Atlantic City.

## EXPORT *continued*

other hand, are intensely intricate and complicated.

### Experienced Personnel

W. C. Otten, foreign freight traffic manager; C. A. Stoeber, assistant foreign freight traffic manager; T. W. Kane and L. E. Newman, foreign freight agents, the latter in Chicago, and W. S. Penchard, export and import agent, must be experts on global economics to do a good job.

In order to obtain the maximum amount of business for the Erie and help provide the maximum total of jobs for Erie employees, these men possess a thorough knowledge of economic conditions in countries on all the continents. They study the export and import activities of these countries so that they know which countries are building and keep informed on other signs of growth which indicate the needs for imports from the United States.

The administrative personnel of Foreign Freight Traffic is constantly in touch with the government and its foreign trade. During the postwar years the Economic Cooperation Administration (ECA), the administrative federal agency for the government's aid to post-war needy nations,

became the country's largest exporter, and a good deal of this export commerce has been handled by the Erie, with Foreign Freight Traffic personnel in constant contact with the agency.

### Dollar Scarcity

One of the more complex situations which the department must deal with is the scarcity of American dollars in foreign nations. This scarcity is one of the foremost obstacles to increased export trade, and it is part of the job of Erie's export personnel to keep abreast of the dollar situation.

The members of the export division are well qualified to perform their duties. The Foreign Department is headed by Mr. Otten who has been with the Erie 34 years since 1916 and in foreign traffic since 1930. He has been export and import agent, foreign freight agent as well as foreign freight traffic manager. He served in World War I, and in World War II was the officer in charge of the New York Port Agency, supervising personnel and materiel traffic, piers and steamship activities. He achieved the rank of Colonel.

While Foreign Freight Traffic Department's duties consist mainly of contacting and assisting export shippers, the highly important task of actually moving the freight is the task of the Lighterage and Marine Departments.

Oscar A. Frauson is the superintendent of the Lighterage Department, and his department is responsible for moving the freight. He has been with the Erie since August 1910, on his present job since 1929.

M. B. Roderick is superintendent of the Marine Department, and it is up to him and his department to see that Erie's navy is mechanically satisfactory. He has been with the Erie since May 1911 in executive mechanical positions, on his present job since April 1947.

### 25 Foreign Agencies

Erie agencies are located in 25 foreign countries. The agencies correspond to sales branches and are mainly concerned with imports. The agencies are located in Australia, Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Egypt, Finland, France, Germany, Greece, The Hawaiian Islands, Holland, Hungary, Italy, Norway, the Philippine Islands, Portugal, Romania, South Africa, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Vast and far-flung as New York's port activities are, nobody plays a more important role in them than the Erie. Not only does peace time commerce depend a great deal on the Erie's ability to move freight on land and on water, but in time of emergency, Erie's significance is even greater in getting the goods to the right place at the right time. People all over the world have learned to depend on the Erie to deliver these goods.



OUR FRIENDS ON  
THE ERIE

will recommend us to you for  
friendly banking service  
in Paterson and Clifton

Member Federal Deposit Insurance Corporation

THE  
FLEISHEL  
LUMBER  
COMPANY

SAINT LOUIS,  
MISSOURI