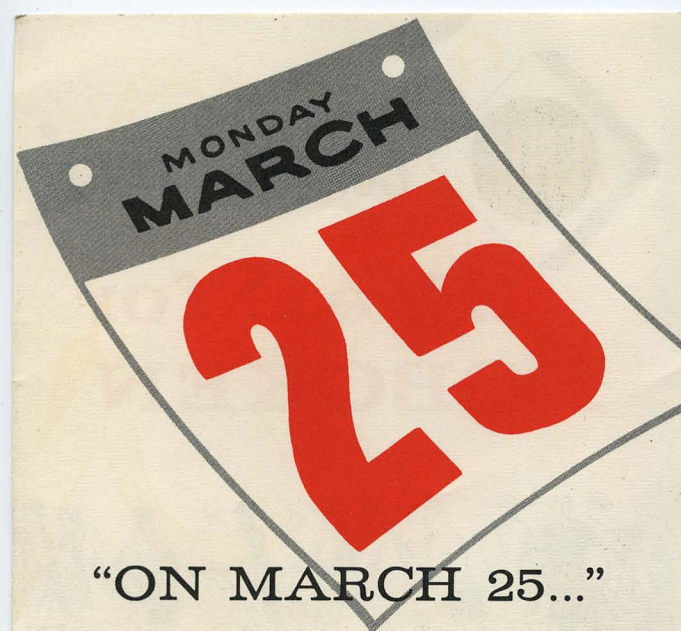




—your regular commuter train will bring you into a different passenger terminal. And from then on, you'll be arriving at and departing from the Erie-Lackawanna Station in Hoboken. That puts you about three thousand feet from Erie's former Jersey City Terminal.

Not much of a distance in terms of moving. But an important distance in providing you with a better passenger terminal—and at the same time cutting a million dollars a year from our "out of pocket" loss of over \$2,500,000 in providing you with commuter service. Admittedly, this is a substantial saving, but still falls short of breaking even by more than \$100 a year per passenger.

Creatures of habit



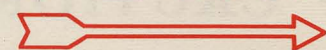
We are all, at best, creatures of habit. And commuters, perhaps are wedded to habit more than most people. Being commuters ourselves, we know they have to be. Their livelihood depends on boarding the right train at precisely the right time. And we also know their home life depends on catching the right train home at night.

SO—in our station changeover—while we realize it all may be a little new to you at first, we have tried to make it as easy as possible for you to adjust to the new arrangement. We don't want to disturb, anymore than necessary, the commuting habits of five—ten—twenty years and in some cases as much as fifty years.

With the help and cooperation of everyone the transition can easily be taken in stride. The whole thing is really quite simple. Here's how it will work:

YOUR USUAL EASTBOUND TRAIN will bring you into the Erie-Lackawanna station at Hoboken. There you will see the following neon signs directing you to the ferries—the H&M tube—or the buses.

TO BOATS



If you use the ferry, you will find you can board the boats at two levels. To reach the lower level go directly through the waiting room. The upper level can be reached by using the stairway immediately north of the waiting room, or the ramp immediately south of the waiting room, or by using the stairway inside the waiting room, whichever you choose. Incidentally, hot coffee is available on all ferry boats on the upper deck during the morning rush hour.

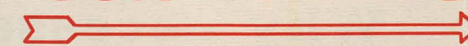
You'll now arrive at *Barclay Street* in New York instead of Chambers Street—four blocks further downtown. On your way home, therefore, be sure to go to the *Barclay Street* Ferryhouse. Double-deck levels for boarding the ferries also apply here.



For most commuters, THIS MEANS:

- Faster and easier loading of boats.
- More frequent ferry service. The Lackawanna ferryboat fleet has been increased to handle the passenger load.
- There will be 12 eastbound trips instead of 8 during the morning rush hour period. Westbound trips during the evening will be increased from 11 to 15.
- While the running time between Hoboken and Barclay Street is about two minutes longer than before, don't worry! Boats will be leaving every 5 or 6 minutes during peak periods. That means less waiting for boat departures.
- If you're among the majority of commuters who work in downtown Manhattan, you'll find the Barclay Street Terminal much more convenient to your place of business.

HUDSON RAPID TUBES



BUSES DIRECT TO TIMES SQ. N.Y.



If you use the tube trains (Hudson & Manhattan Railroad), you'll find you have less walking to do. How much less? We measured it.

- At Hoboken, the H&M trains are within a minute and a half walking distance. Or, to put it in fine measurements: 166 normal paces and two stairways with a total of 27 steps.
- At our former station at Jersey City, it took slightly more than 4 minutes walking time, or 512 paces and two stairways with 51 steps. You'll agree that's a big help!
- Moreover, to handle the extra traffic, the H&M have increased the number of turnstiles from 11 to 21, relocated and increased platform areas, installed additional change booths, and added another passageway to the H&M tracks.

You'll find a convenient bus service right at Hoboken if you want to use it. Public Service Bus #63 stops right alongside the Erie-Lackawanna station; it will take you through the Lincoln Tunnel to the Port Authority Bus Terminal at 8th Avenue and 41st Street in New York City. In addition, there are bus routes from Hoboken to Weehawken, Union City, North Bergen, West New York, Guttenberg, Secaucus and Jersey City.



Commuters!

HEAD for HOBOKEN



**Starting Monday,
March 25**

**ALL* ERIE and NJ & NY
COMMUTER TRAINS**

will arrive and depart
from **HOBOKEN**
instead of Jersey City

***EXCEPT**

Northern Branch and
NYS & W trains which
will continue to use
the Jersey City Terminal

Why necessary?

For some time now, the Erie and DL&W Railroads have been providing commuter service at less than cost. This has resulted in losses to the two railroads of more than \$5,500,000 annually—losses that have been rising steadily and are continually weakening over-all railroad service that is so essential to our national welfare.

Being self-supporting enterprises, such losses put a severe financial burden on both railroads. They drain off funds that could otherwise be used for modernization and improvement of service.

So, in the hope of minimizing this problem, a special committee of operating men went to work on it.

Their studies showed that the operation of ferryboats as part of commuter service, represented about one-third of the over-all losses.

After further investigation, they found it was a very practical idea from the standpoint of the commuters, and the railroads,

for Erie trains to terminate at the DL&W station in Hoboken instead of Jersey City, thereby eliminating the costly ferry service to Chambers Street. This would enable Erie commuters to use the Lackawanna's ferry service from Hoboken to Barclay Street at about the same final destination as before, and still preserve their usual travel requirements.

That, essentially, is the story behind the changeover.

The Erie and DL&W have spent about \$2,000,000 to bring it about. This money has gone into the necessary track connections, signal installations, mail handling facilities and other changes necessary to insure a safe and efficient operation.

We realize all this adds up to a major change in your travel habits. With this in mind, and in order to make things function as smoothly as possible, our men have gone to great lengths to anticipate and solve your problems ahead of time. They have everything ready in apple-pie order to take you back and forth to work with a minimum of inconvenience.

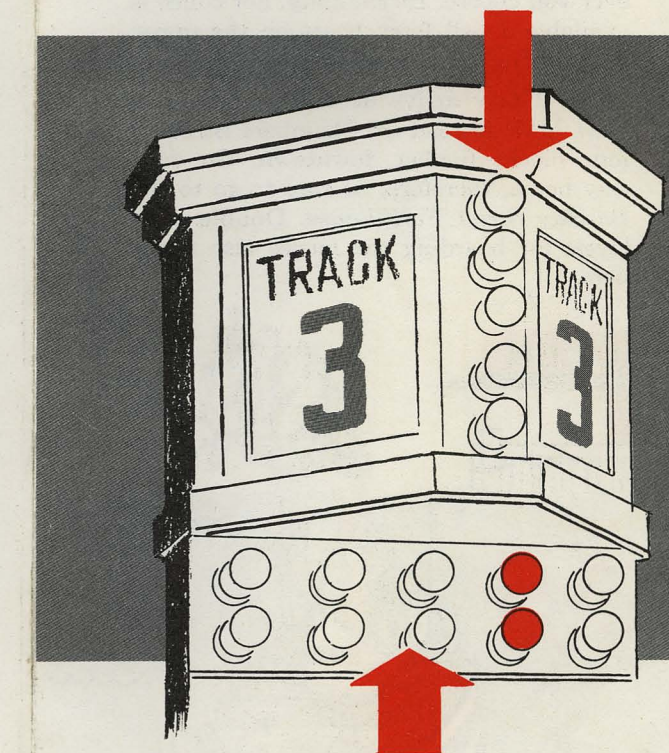
MAY WE COUNT ON YOUR COOPERATION, TOO?

We sincerely hope so, because the success of this changeover will mean a lot to you and to us. Thanks very much.

AND A WORD OF CAUTION

- Check the new timetables, now available, for minor changes in schedules.
- Be sure to look for your particular color light on the new train boards at Hoboken. Erie Railroad trains will be indicated by a set of two lights of the same color, one above the other like this: 8

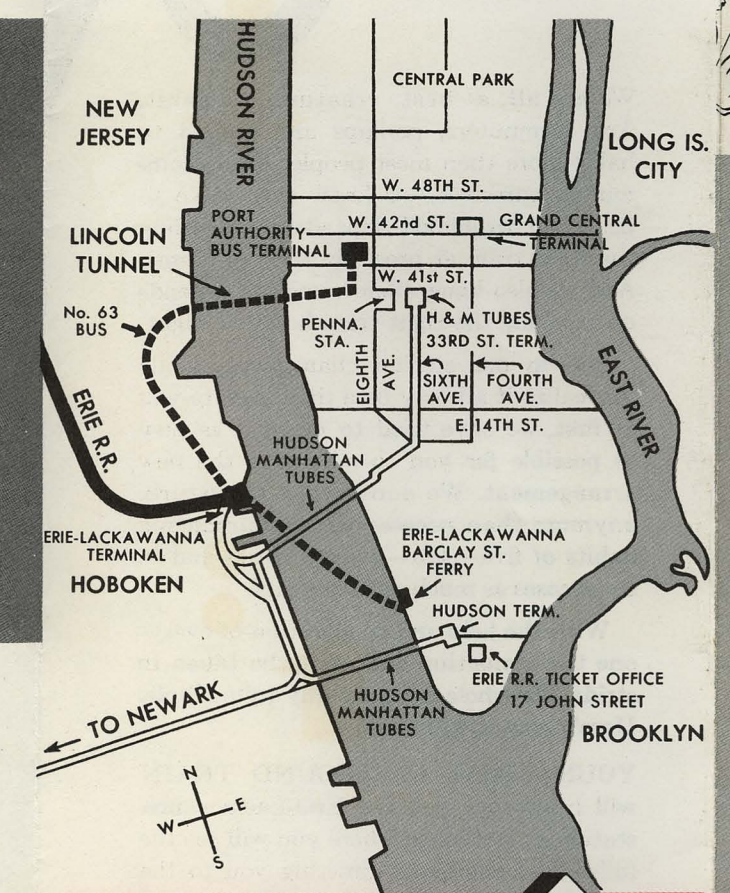
THESE LIGHTS ARE FOR LACKAWANNA TRAINS



THESE LIGHTS SHOW YOUR ERIE TRAIN

- Colors will be:
- WHITE for Main Line, Newark Branch and Bergen County trains
 - RED for Greenwood Lake Division trains
 - YELLOW for New Jersey and New York Railroad trains

ERIE commuter's map of the HOBOKEN-NEW YORK CITY AREA



If you have any questions about this change, please see your local Erie ticket agent. He can also furnish you with new timetables which go into effect Monday, March 25.



HEAD for HOBOKEN



Starting Monday, March 25

ALL* ERIE and NJ&NY COMMUTER TRAINS

will arrive and depart from **HOBOKEN** instead of Jersey City

*EXCEPT Northern Branch and NYS & W trains which will continue to use the Jersey City Terminal

In making this change of stations **THERE WILL BE—**

NO discontinuance of trains.

NO material changes in schedules.

The maximum revision in rush-hour timetables is three minutes with only two trains affected to that extent. So you can see . . .

For a major moving project;
IT'S ALL VERY SIMPLE
MUCH MORE CONVENIENT
MINIMUM OF TROUBLE
TO EVERYONE

For additional details turn to back of folder!