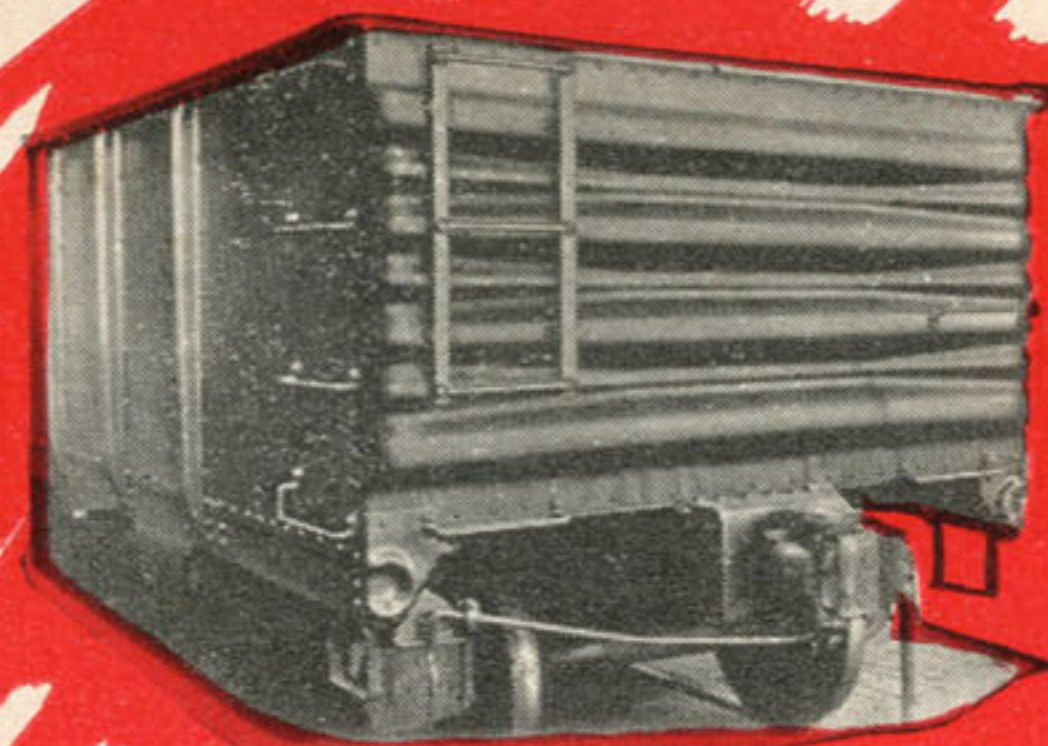
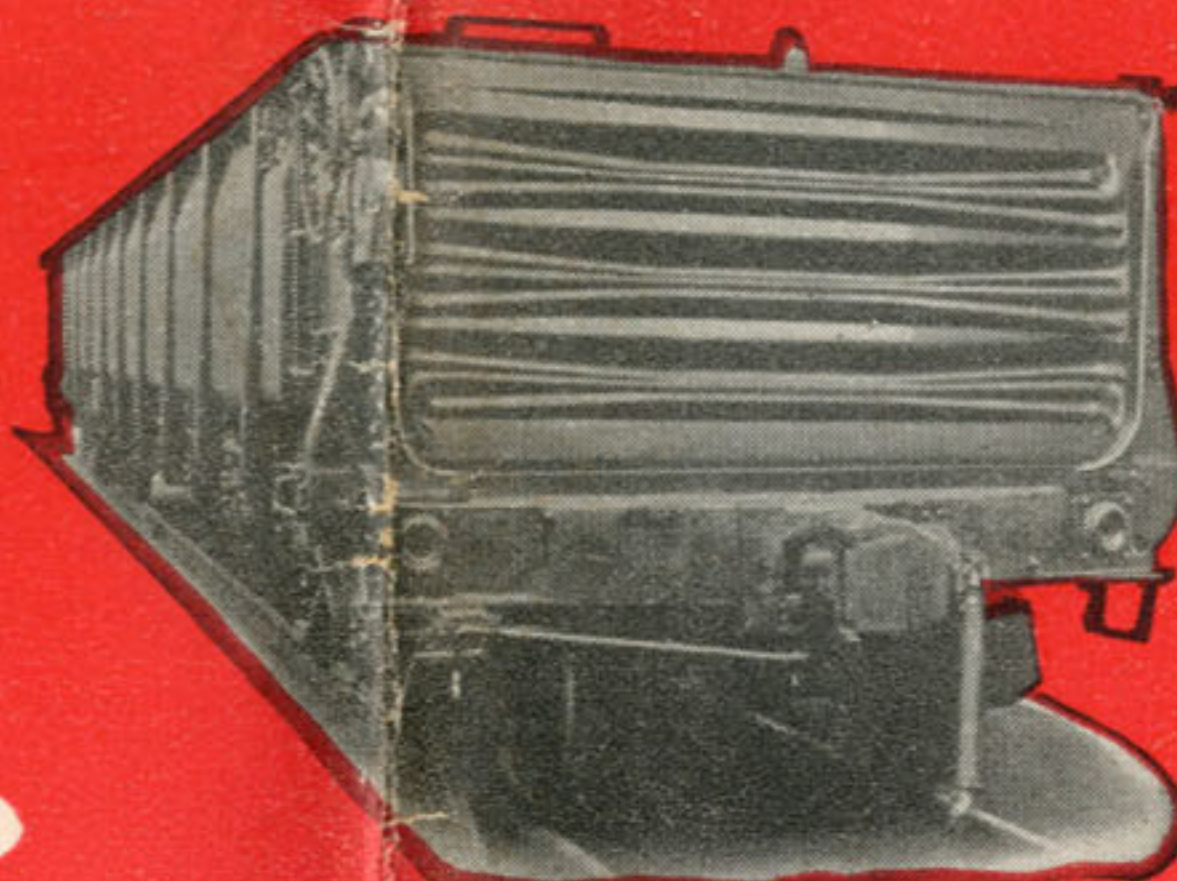


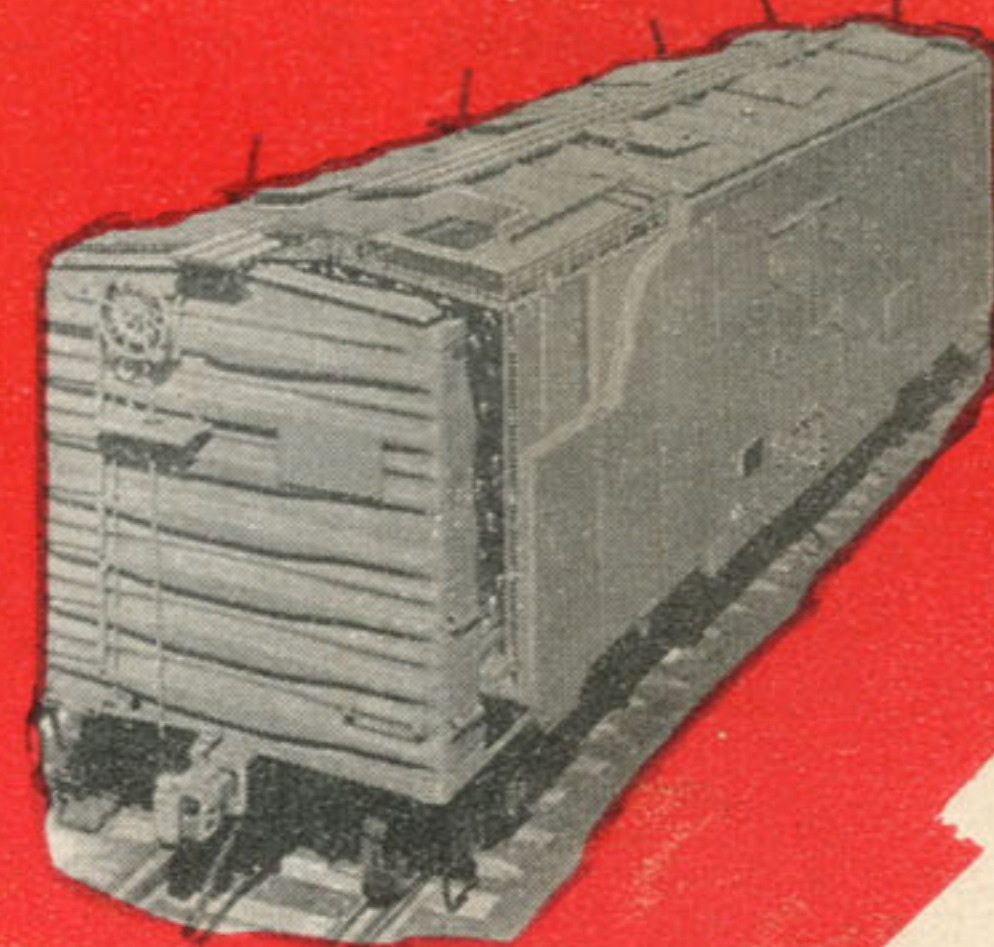
by "Standard"



IMPROVED DREADNAUGHT END FOR RIGID END GONDOLA CARS



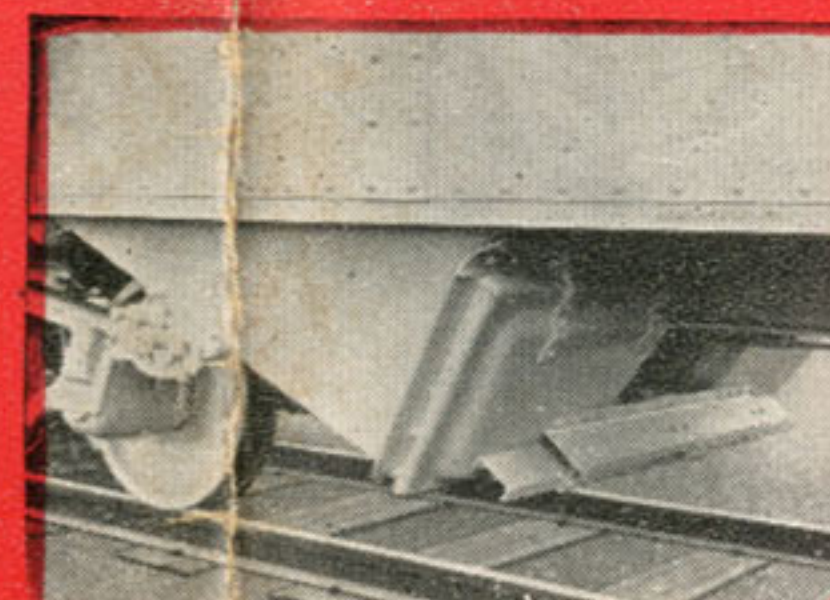
IMPROVED DREADNAUGHT END USED AS A DROP END GATE ON GONDOLA CARS



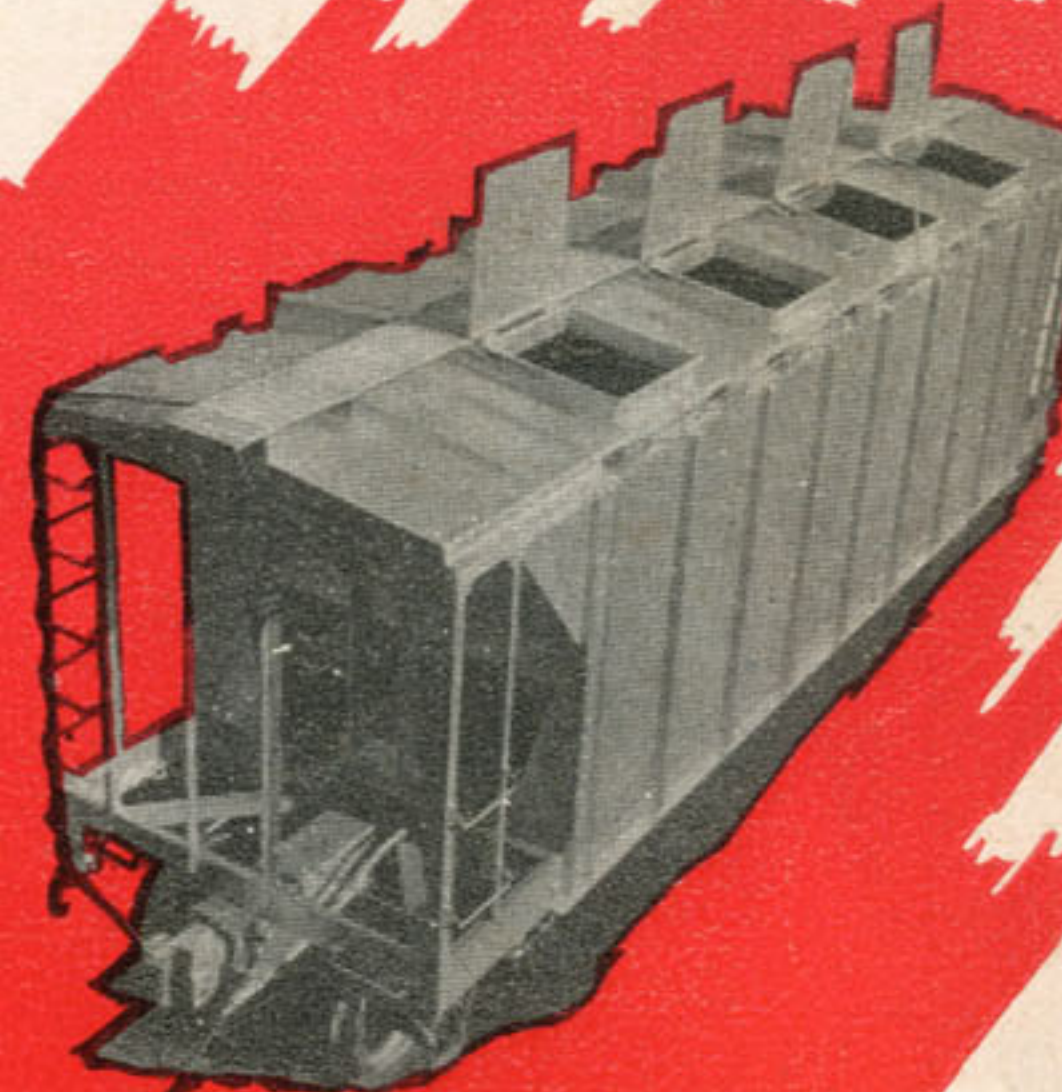
OVERHEAD BUNKER REFRIGERATOR CAR SPECIALTIES



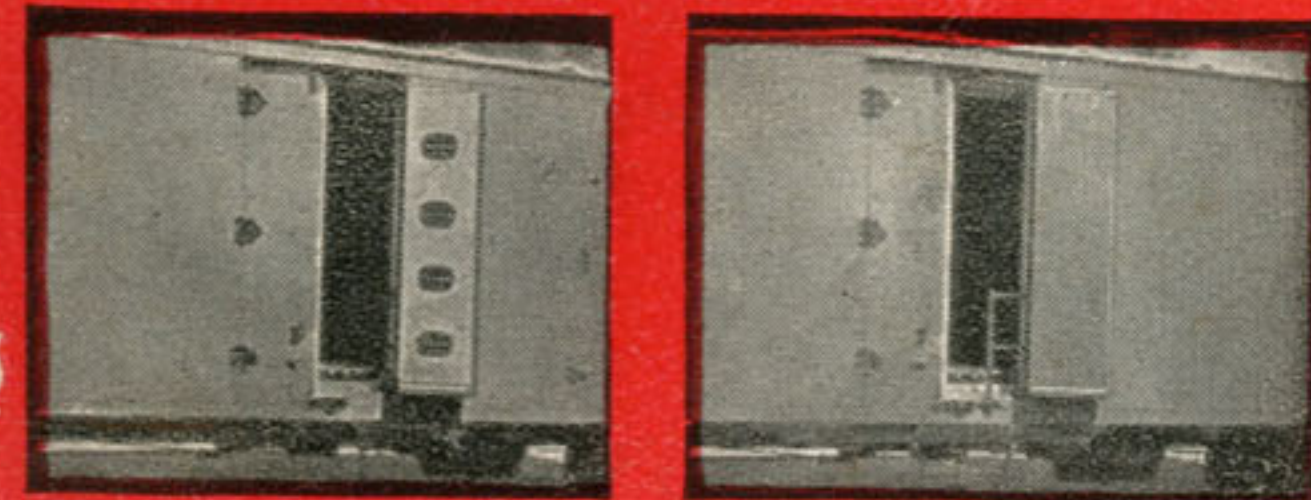
ADJUSTABLE DECK FOR STOCK CARS



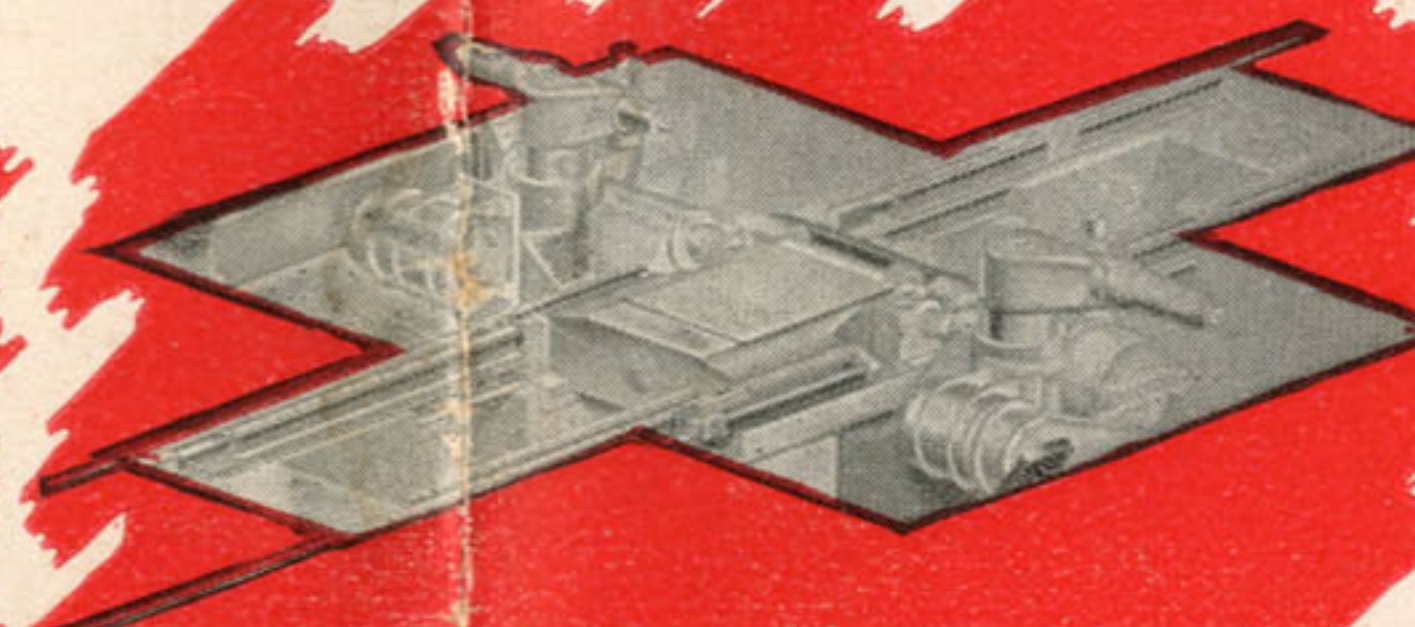
DREADNAUGHT PAN DOORS



ROOFS FOR HOPPER CARS



SAFETY SIDE DOOR LADDERS



WHEEL TRUING MACHINE

STANDARD RAILWAY EQUIPMENT MFG. CO.

310 S. MICHIGAN AVENUE CHICAGO 4
247 PARK AVENUE NEW YORK 17
San Francisco • St. Paul • Montreal

Plants: Hammond, Ind., New Kensington, Pa.,
Lachine, Quebec, Canada



"At The Old Depot"

Presented as a souvenir of the Chicago Railroad Fair, July 20
to September 6, 1948, by Standard Railway Equipment
Manufacturing Company.

"Standards" PART IN THE GROWTH OF AMERICA'S RAILROADS

Freight cars have become larger and more dependable each year. Each car produces an average of 1000 net ton miles per day as compared to half that much twenty years ago and the average daily car mileage is almost fifty miles per day! In addition the average freight car capacity is 51.3 tons compared with 41 tons in 1916.

Of course, all the equipment used in these cars must be functional, dependable and safe. The STANDARD products shown in this leaflet are a vital part of this progress. STANDARD pioneered with the first metal roof and corrugated end — a continual progress for half a century.

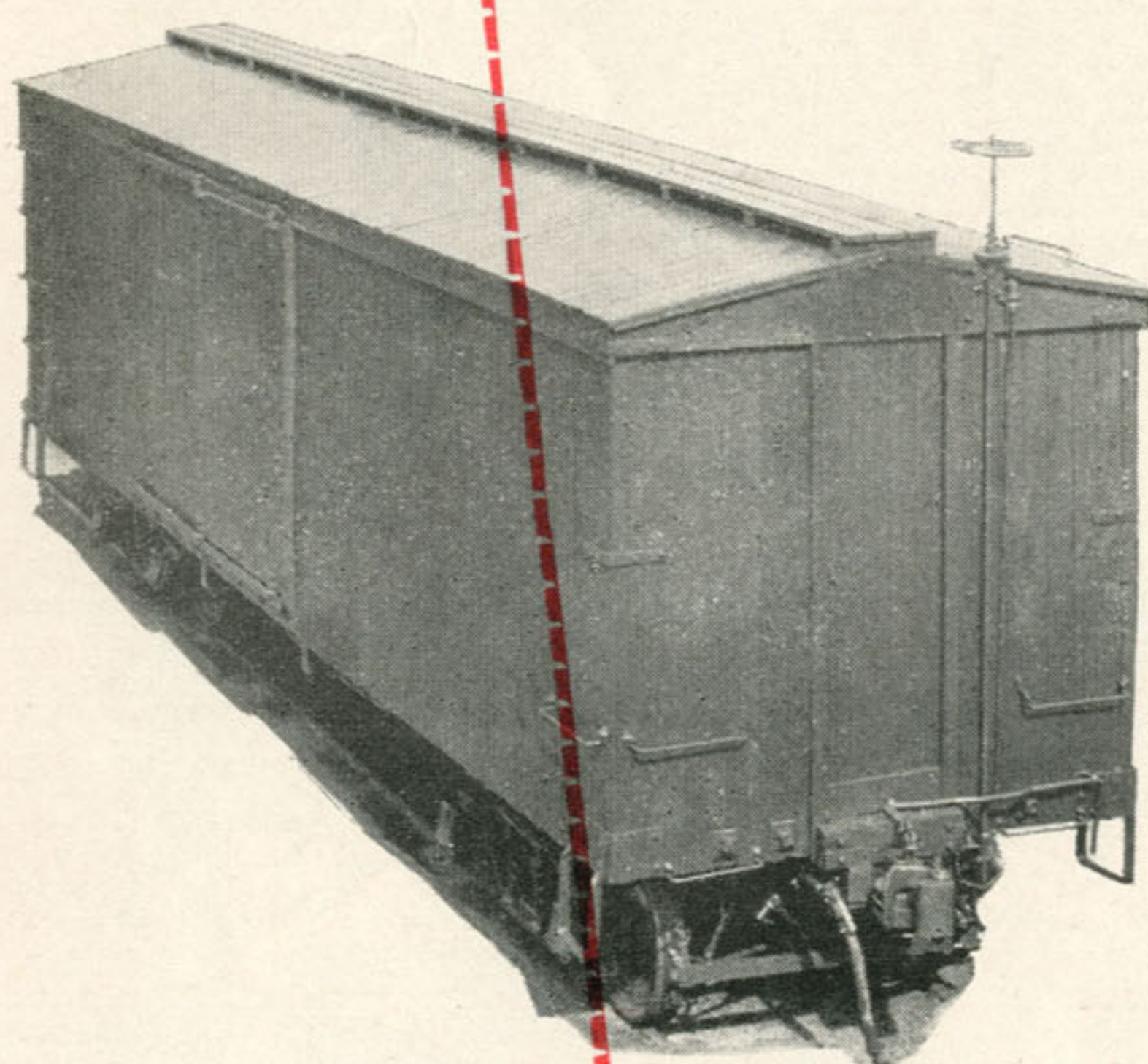
THE OLD WOODEN "BOX-CAR"

That's the proper name for it—"Box Car" 'cause that's what it was, a box on wheels! Look at the illustrations at the right, with their modern counterparts

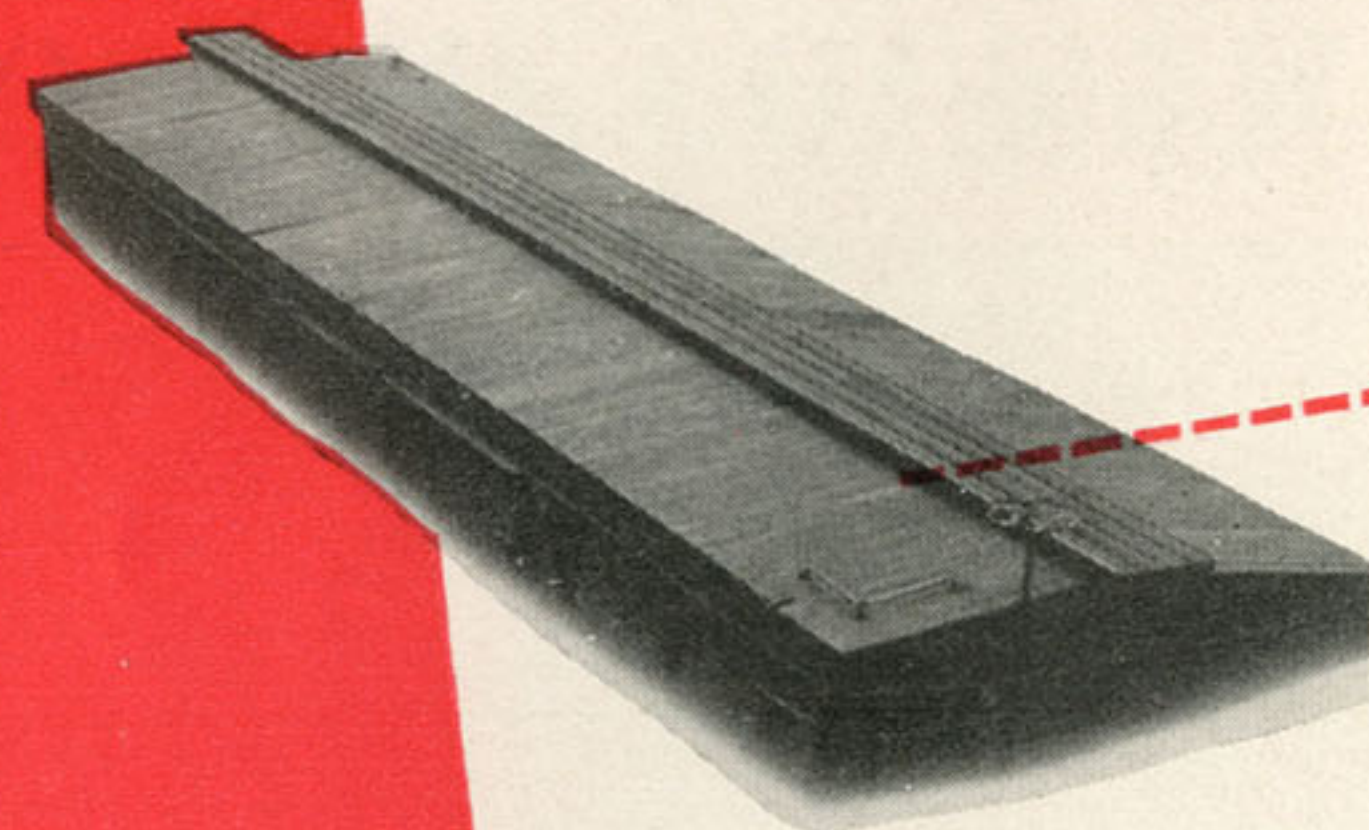
illustrated to the far right on the same panel. Aren't you glad that the modern freight car is so improved? Today's freight service is efficient, fast and safe! It puts delicacies on your table which would be impossible otherwise and makes them commonplace and inexpensive.

It isn't actually the freight car that's improved... it's your *way of life!* Today you have delicacies on your table that your grandparents had only read about in books! *Fast*, efficient, safe freight transportation has introduced *health* to America and America's children through inexpensive vitamin-packed fruits and vegetables unobtainable at *any* price years ago.

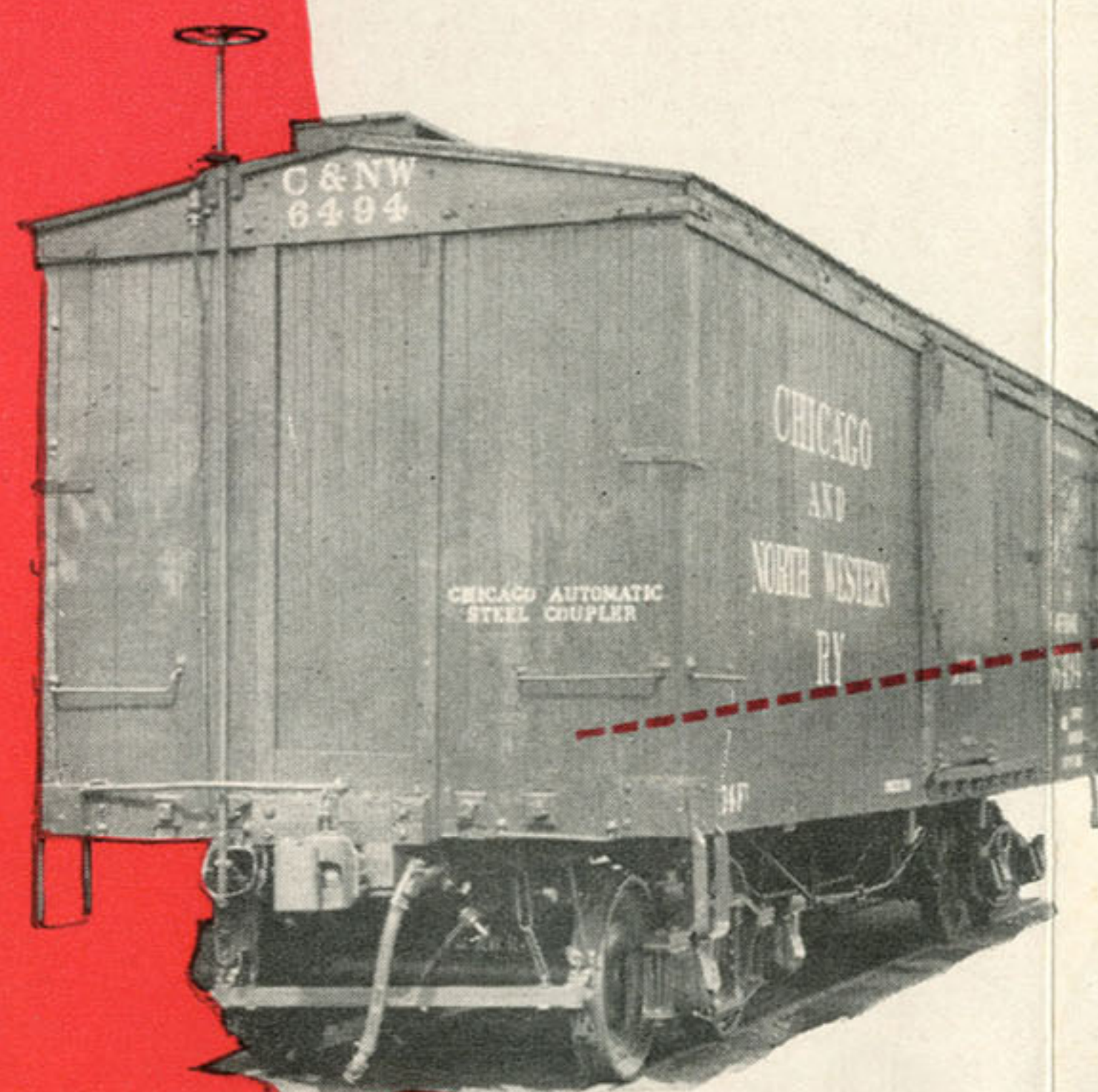
Built in 1898
Inside length.....34' 0"
Inside width.....8' 9"
Inside height.....6' 11"
Capacity.....30 Tons
Cubic Capacity.....1897 Cu. Ft.



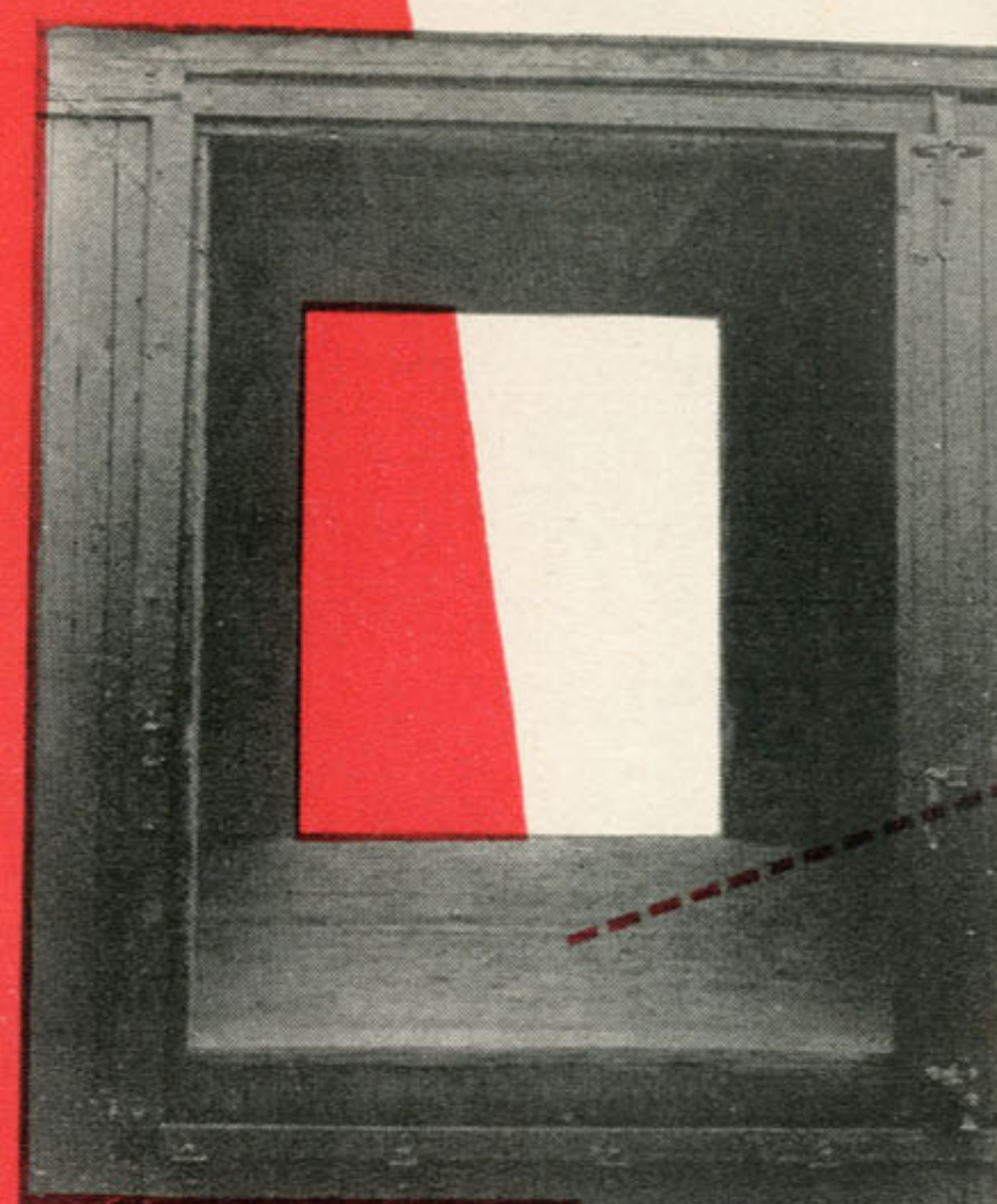
YESTERDAY ... and Today!



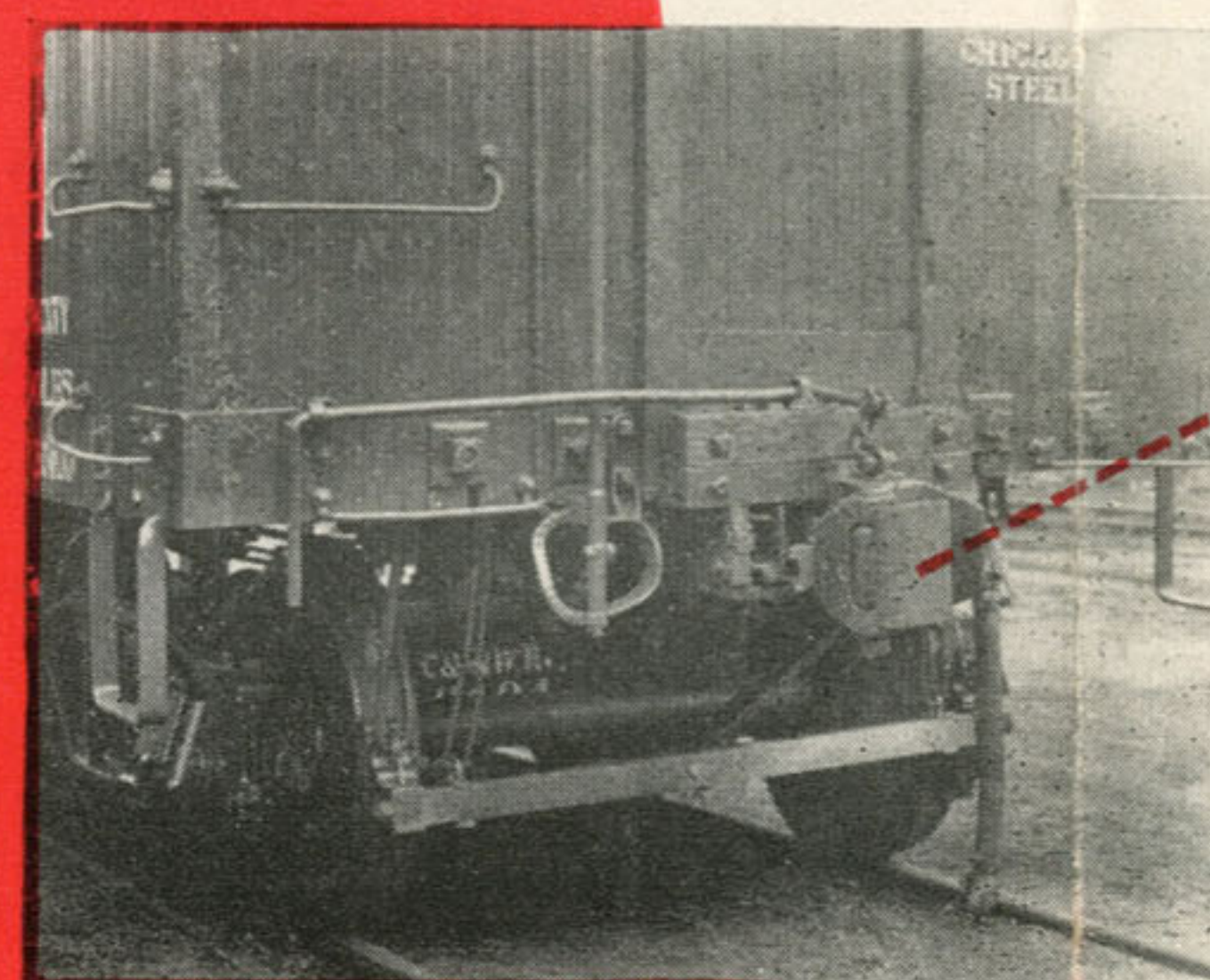
YESTERDAY... the old wooden roof, in continual need of repair, offering poor protection for loading and adding little to the strength of the car.



YESTERDAY... wooden ends lasted even less time than the roofs. Continuous blows from coupling, shifting loads, twist and strain soon sent these cars to the shops with broken ends.

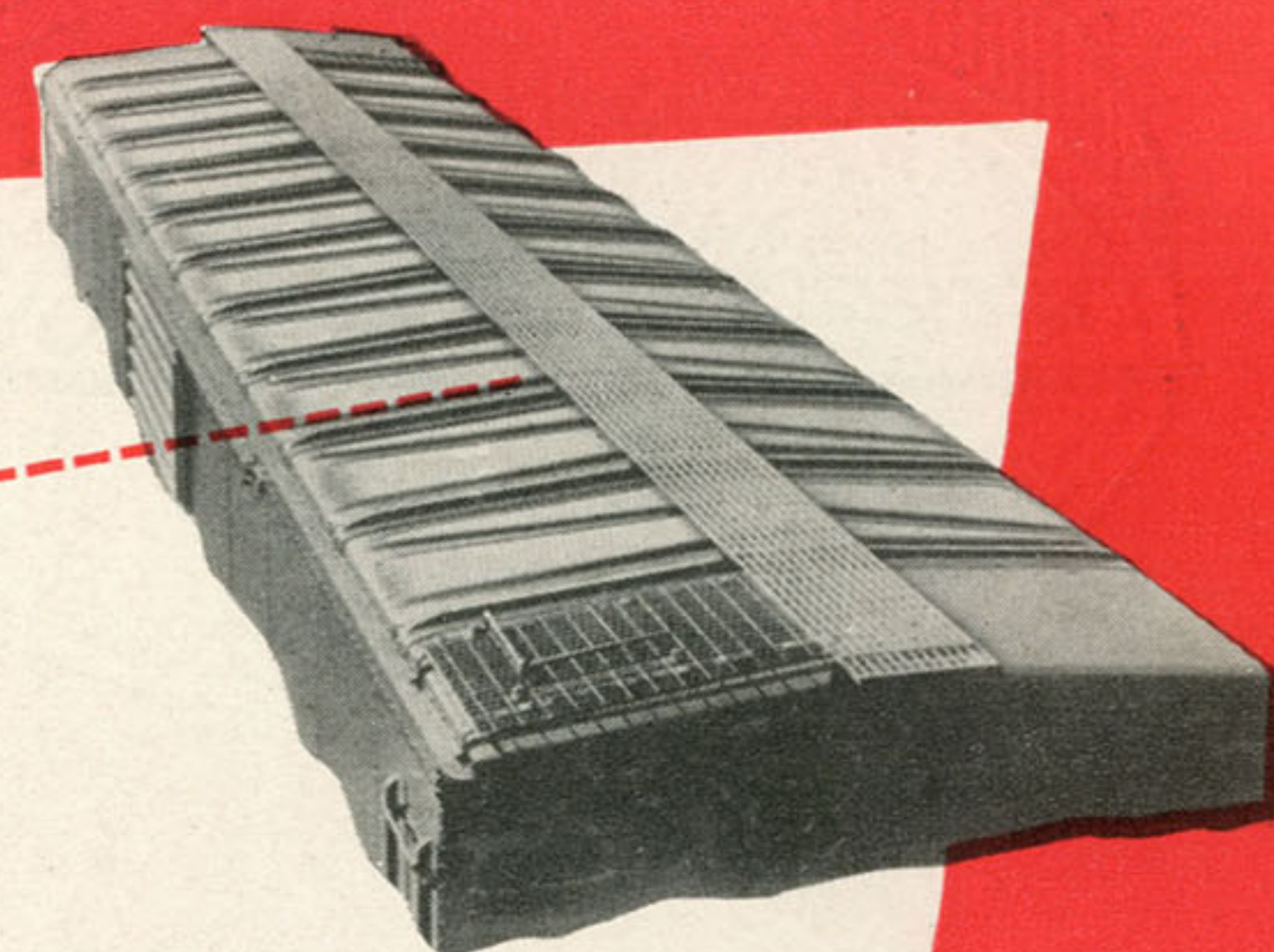


YESTERDAY... There was no adequate method to protect wooden floors from the wear and tear of loading... floors deteriorated very quickly — 3 to 4 years.

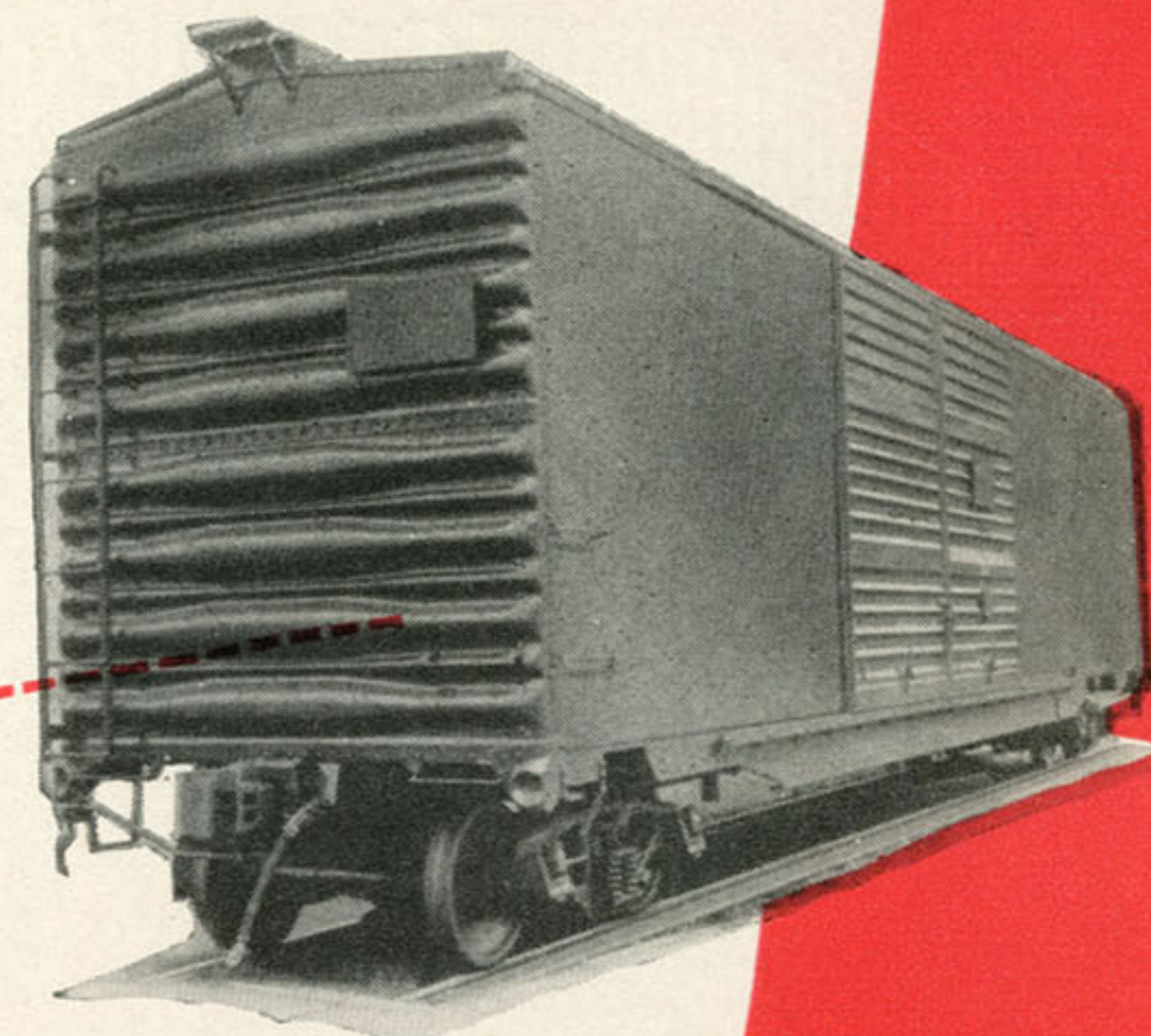


YESTERDAY... The old type uncoupling device was adequate for the couplers then in use, but new designs required faster, safer operation than these old devices provided.

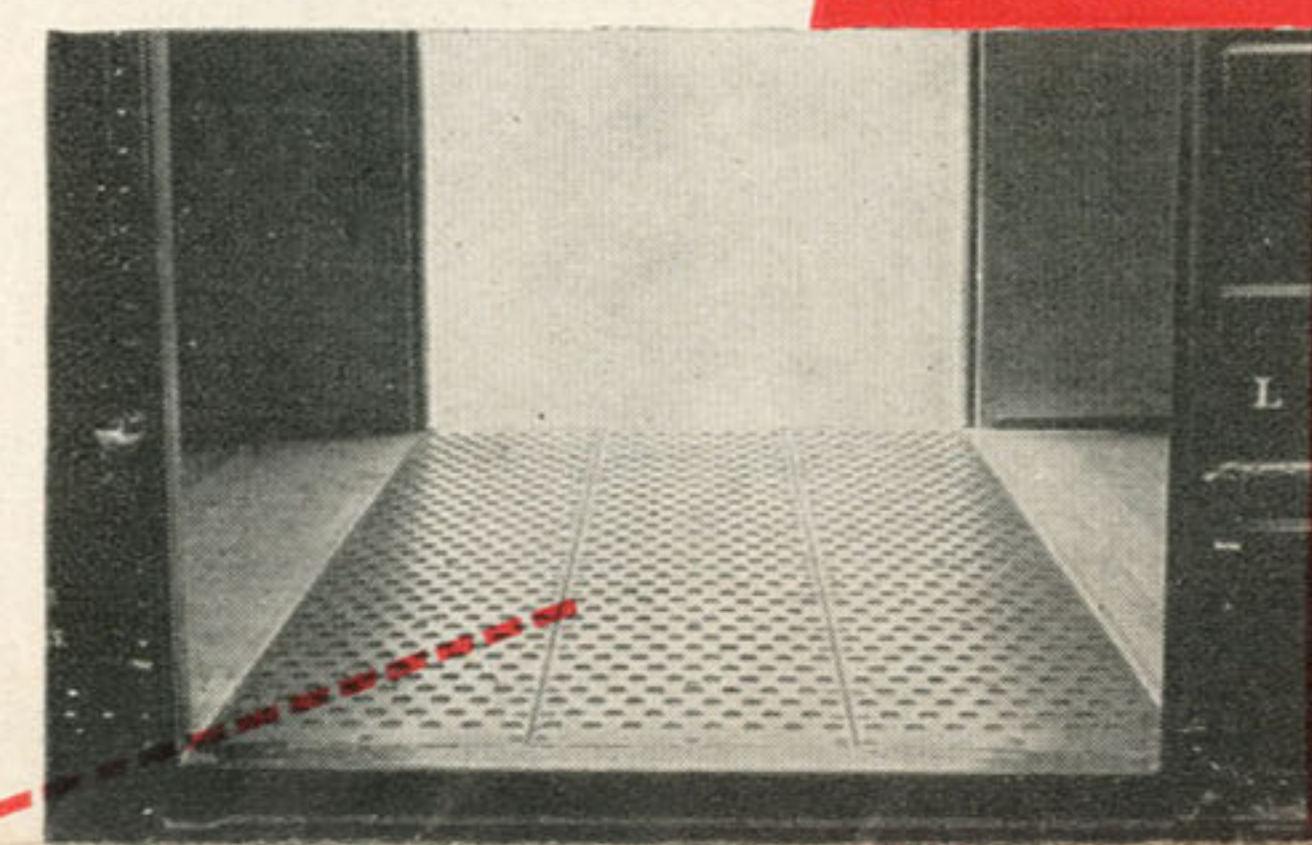
Today... "Standard's" progress through the past fifty years has developed the new Diagonal Panel Metal Roof — a "twist-resistant," weathertight, dustproof roof that lasts the life of the car!



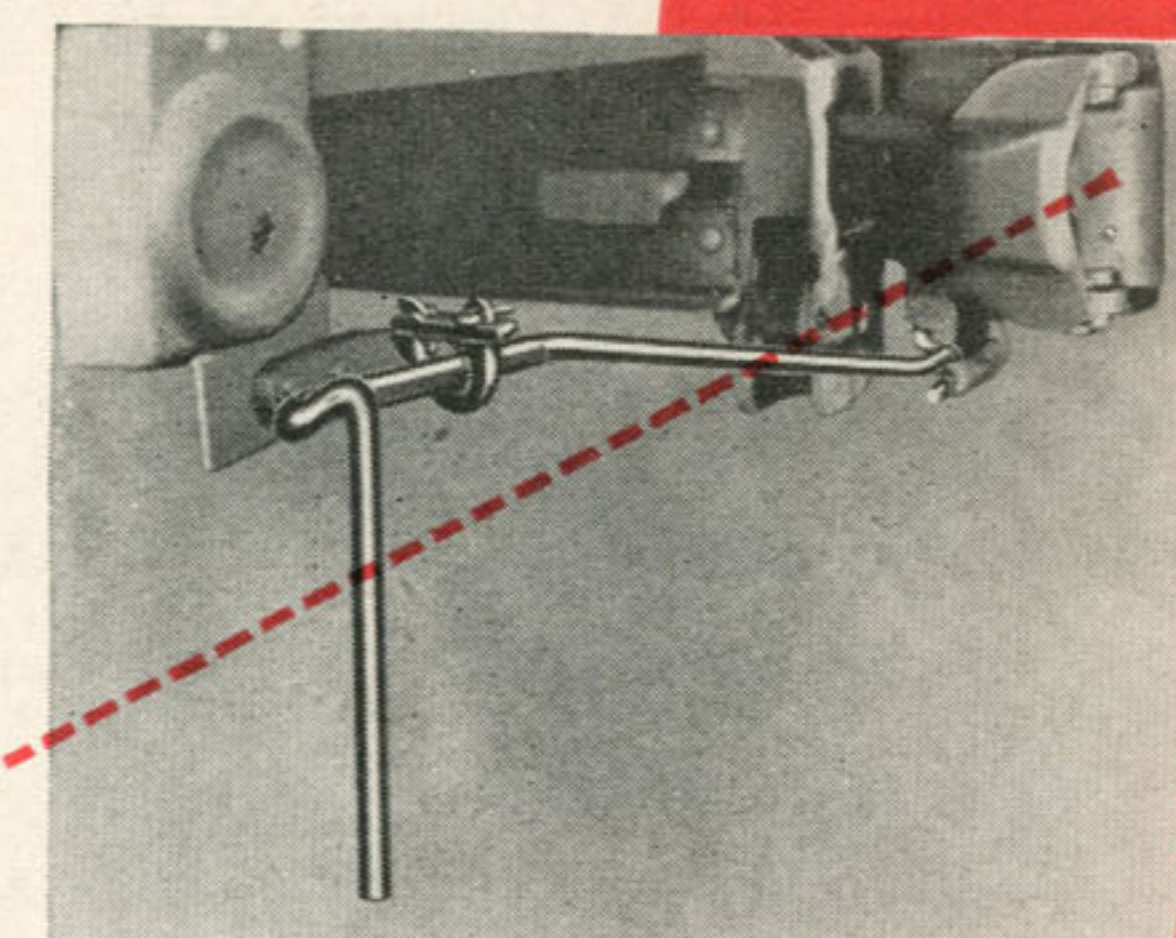
Today... "Standard's" Improved Dreadnaught Metal End with corrugations and corner construction developed from 35 years of experience gives the entire car more strength, lighter weight, and the ruggedness to take today's high speed and heavy loads!



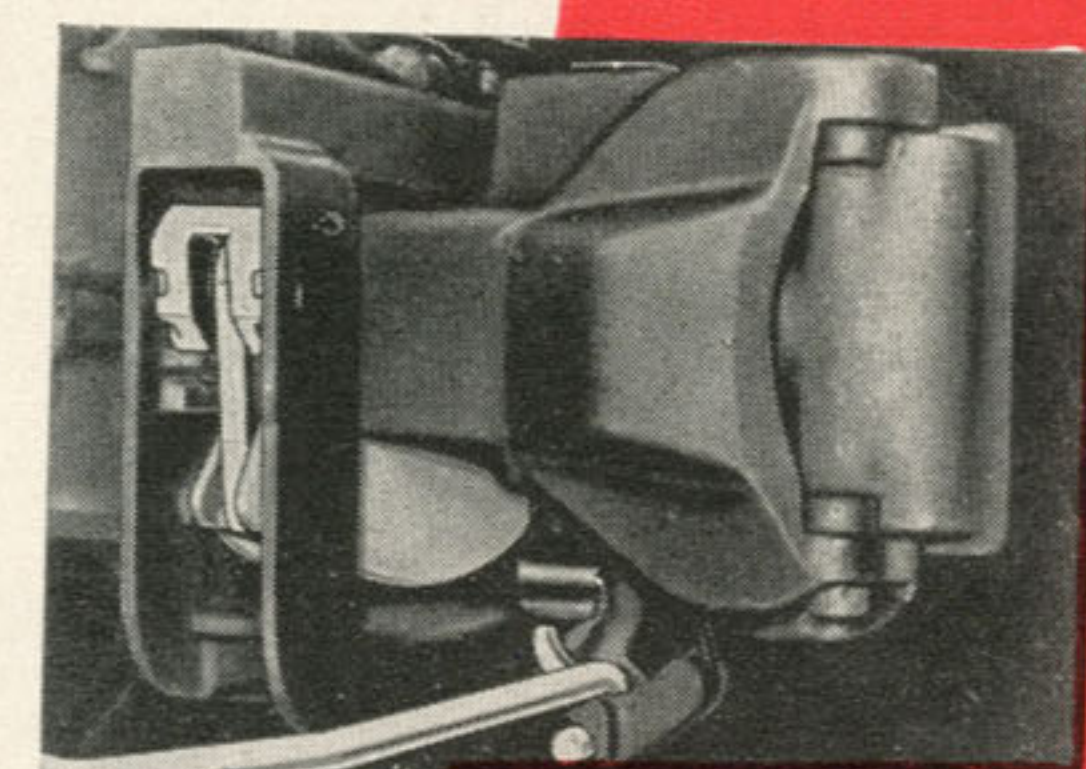
Today... "Standard's" Metal Floor Protector doubles the strength of the floor, protects against gouging, scraping and other sources of damage, thus reducing maintenance as well as providing a safety non-skid surface! The first installations, made 15 years ago, are still in service — no maintenance cost!



Today... "Standard" has developed refinements rendering the coupling and uncoupling operations faster, easier, safer. New design protects against train "break-in-tuos."



Today... The "Standard" Centering Device with Coupler Height Adjustment, just another of many developments to provide simpler, safer, more economical operation for which there is no old-time counterpart. This device is designed to keep couplers within coupling range, eliminates wear on the coupler shank, and provides a 4-position coupler height adjustment.

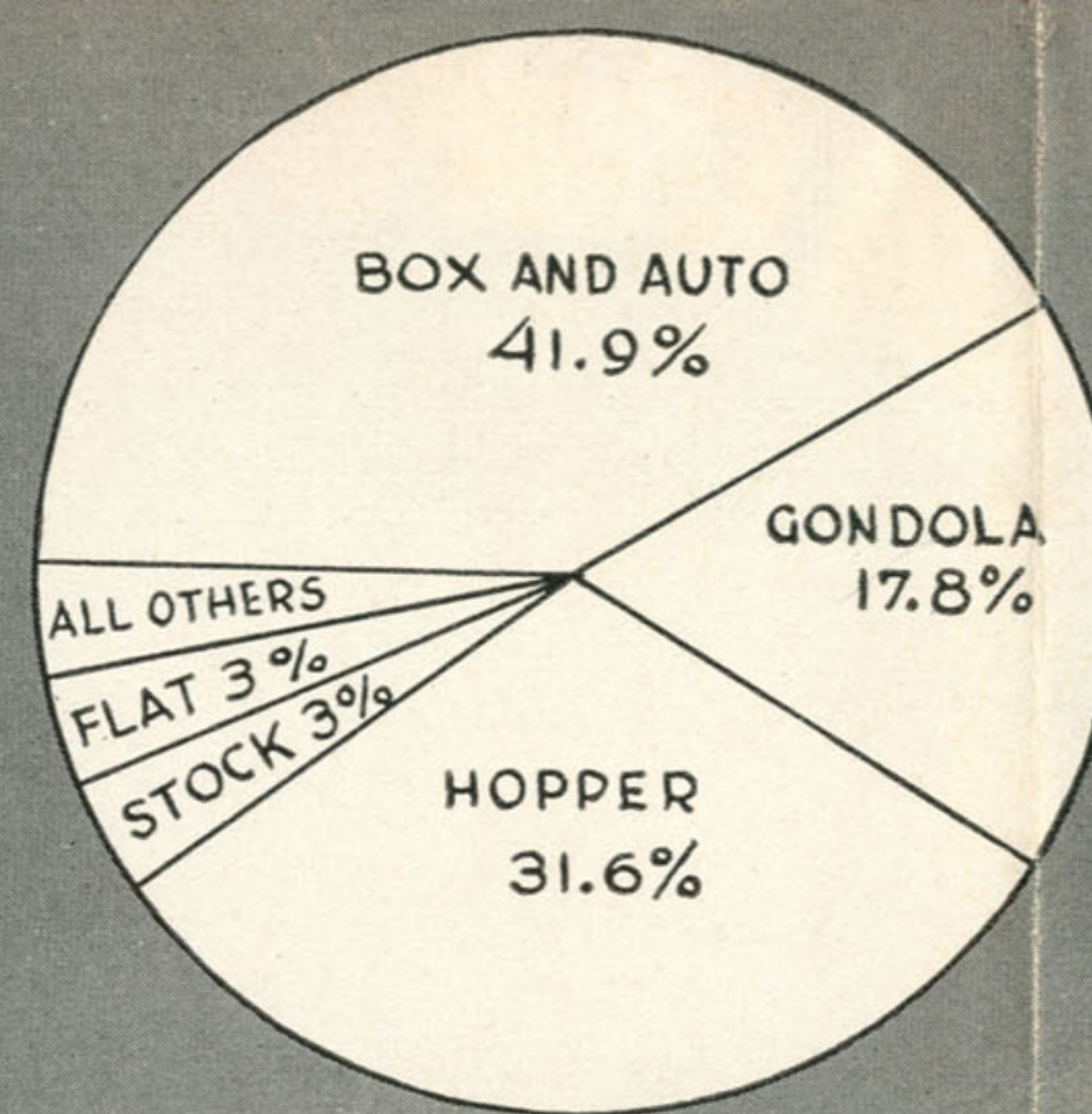


Built in 1948
Inside length.....40' 6"
Inside width.....9' 2"
Inside height.....10' 6"
Capacity.....50 Tons
Cubic Capacity.....3898 Cu. Ft.

APRIL 1, 1948—CLASS I ROADS

owned 1,740,272 freight cars

* Class I Railroads have annual revenues above \$1,000,000. There are 130 such railroads, with a total operated trackage of more than 355,000 miles with a net investment of approximately 23 billion dollars!

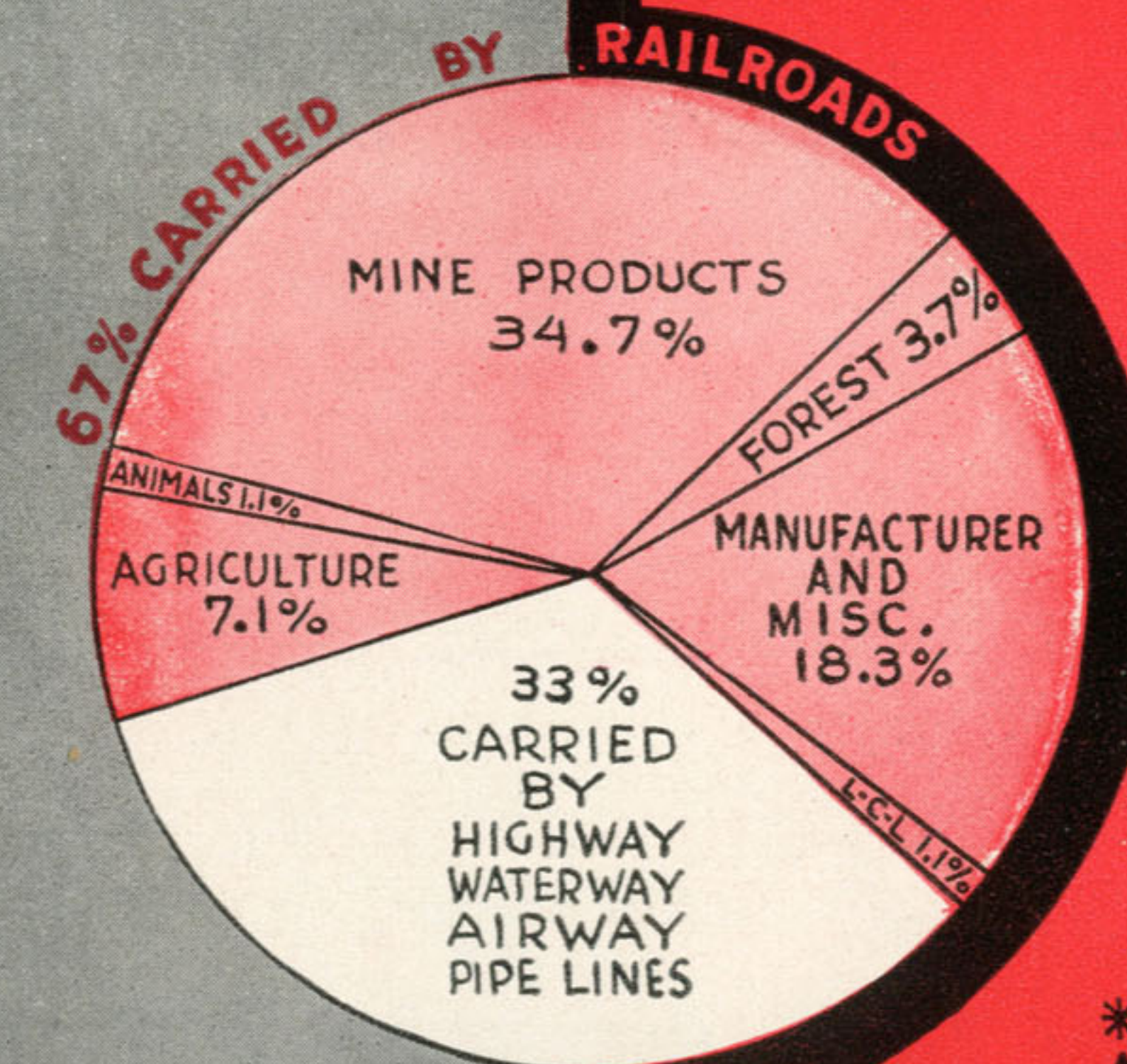
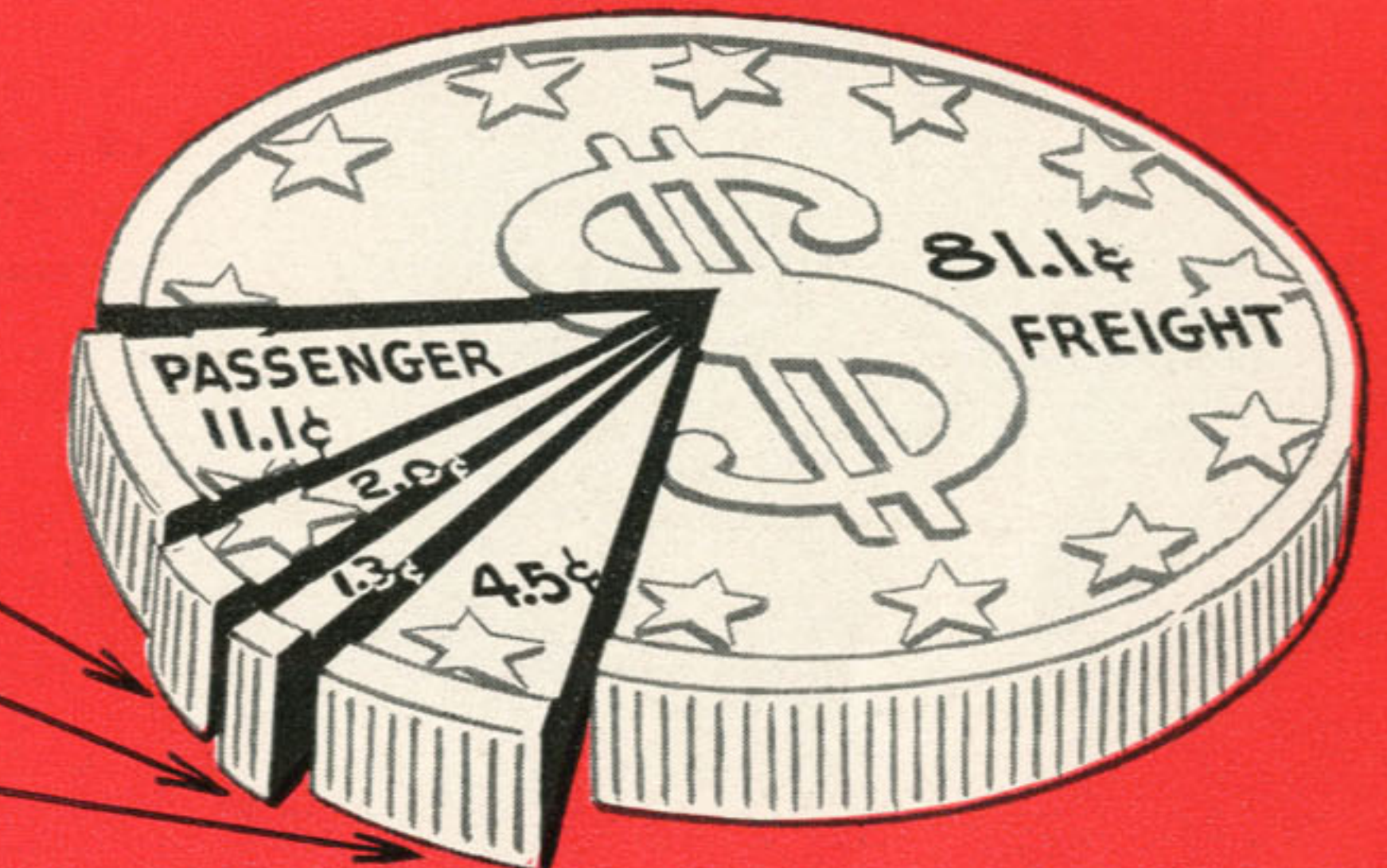


WHERE THE RAILROADS' DOLLAR GOES

THESE TWO CHARTS show where the railroad's dollar comes from and where it goes. (1947 Class I railroads.) Your attention is directed to the condition under which railroads must operate. Their rates are regulated, and **twice as much is paid in Federal, State and local taxes than is earned for the stockholders.** Today represents a boom period and yet the railroads earn only 3.46% on the net investment after depreciation and amortization.

WHERE IT COMES FROM

2.0¢ MAIL
1.3¢ EXPRESS
4.5¢ ALL OTHER



WHERE IT GOES

5.5¢
*AVAILABLE FOR DIVIDENDS ADDITIONS & BETTERMENTS



* Represents a rate of return of only 3.46 per cent. on the net investment of the carriers (after depreciation and amortization).

THE COVER

on this souvenir folder is suitable for framing. It is an authentic pen and ink by C. D. Poage and represents a typical station in the early days of railroading. We think it is a suitable memento of the Railroad Fair, and a symbol of Railroad's Progress over the years. (Used by permission of Missouri, Kansas, Texas Railroad, copyright owner.)

We hope the statistics on these two pages will be of interest to you—and add to your information about one of America's largest industries.

On the inside page of this brochure you will find some more interesting facts, as well as pictures of "STANDARD" equipment which is our contribution to the development of railroading.

THE PROGRESS OF THE COUNTRY

IN PEACE . . . AND ITS SAFETY IN WAR

is largely dependent on railway service

OF ALL INTER-CITY FREIGHT TRANSPORTATION, THE PERCENTAGES SHOWN IN THE CHART AT THE RIGHT INDICATE THE MAJOR PART PLAYED BY RAILROADS.

The number of tons of revenue freight originating on the lines of Class I railways varies from a billion tons in peacetime to nearly ONE AND A HALF BILLION TONS in wartime. RAILROADS ARE THE BACKBONE OF TRANSPORTATION IN AMERICA.