go onto the proper track. Having been uncoupled from the rest of the train at the top of the hump, a freight car is sent down the hill with a brakeman sitting on top to apply the brakes to prevent the car from moving too fast and striking other cars already placed on the classification tracks. The first car directed by the "consist" to the icehouse, for example, must be securely braked to prevent it from moving forward with the impact of the other cars which come down behind it. In more modern yards a brakeman does not have to accompany the car because the tracks are equipped with retarders, called "squeezers," which regulate the speed of the cars as they coast down the hill.

The Croxton icehouse quarters are made up of several weather-beaten passenger-car bodies strung along one edge of an elevated wooden platform. The cars are used for a checking office and as rest rooms for the burly Polish ice crew. Refrigerator cars containing cakes of ice are placed on an elevated track at the ice platform. The cars containing perishable freight, coasting down from the hump, are lined up on the three or four tracks nearest the long icing platform. Narrow wooden boards are then placed here and there across the space between the roofs of the cars and between the first line of cars and the platform. The hatches on the roofs of the freight cars are opened and the ice crew drags the blocks of ice from the refrigerator cars across the little wooden bridges to the ice bunkers of cars three and four tracks away. In this manner, 24 or more cars are iced at one time. Ice houses built in recent years are equipped with chutes which make for greater efficiency and reduce the man-hours of work.

Several hours later a long train of fruit and vegetable cars heads eastward through Jersey City to the Erie terminal on the Hudson River. At the waterfront are large steel or wooden flatboats, called "car floats," equipped with rails. The freight cars are rolled onto the car floats over floatbridges which are, as their name indicates, bridges floating between the car floats and the pier. The floatbridges have to be adjusted exactly so that the rails meet squarely, and for this reason they have ramps or "aprons" which can be moved up or down by hand or electricity. Once tied in place to the floatbridges, the car floats are held by steel bars, called "togglepins," which keep them from sideslipping.

Car floats are of two kinds: some are built with three tracks to carry as many as 22 cars; others have two tracks with a long covered platform between them so that freight cars can be loaded or unloaded right on the boat. After the car floats are loaded, they are towed across the river by a tug boat, usually in pairs. In the dark hours of the morning a car float docks at Duane Street, Manhattan, the market center of the city. Men roll hand trucks out on the center platform of the float and swiftly the heavy crates are removed from the freight car which has carried them safely across the country.

Every day in the year except when interrupted by blizzards or heavy fog freight cars are carried across the river. The river transportation system of car floats is called "car ferriage." Often freight is carried between New Jersey railroads and ships in New York Harbor by barges known as "lighters." Lighterage has been a subject for dispute between New York and New Jersey for many years. New Jersey wants the Interstate Commerce Commission to abolish this free service conducted by the railroads so that a greater number of ships from abroad, instead of docking at Manhattan to be loaded, would have to come here.

The Erie has many other facilities on the waterfront, among them the passenger terminal which accommodates 21,000 people a day and a ferry service for passengers and automobiles. Until May, 1941, when a fire did great damage along the Jersey City waterfront, the Erie operated a grain elevator which had a capacity of one million bushels. A grain elevator is a tall, shaft-like building equipped to transfer grain between ships and freight cars. Two tunnels under the 150-foot shaft permitted freight cars to enter the elevator and load or un-