

CENTURY *of Service*



1939

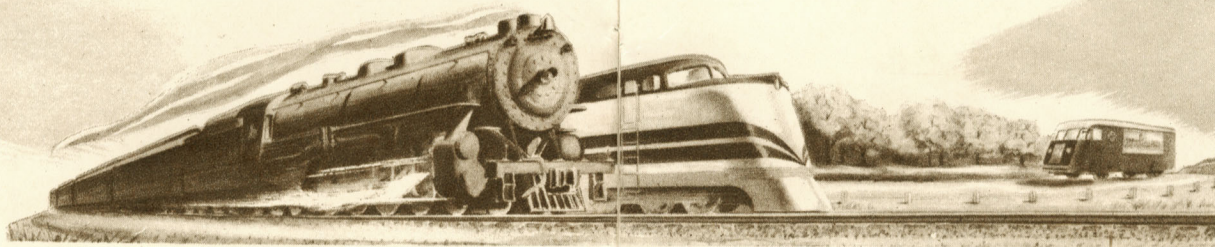
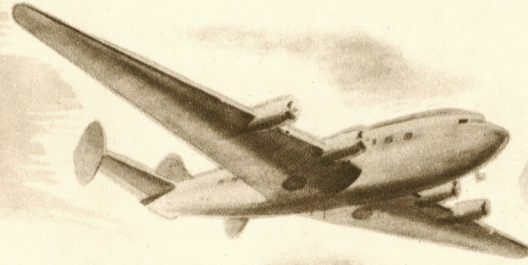


... THE 100TH ANNIVERSARY OF A GREAT

Its story is part of our country's history, for this nationwide transportation agency has been the first-aid specialist in America's March of Progress. From its homemade carpet bag beginning in 1839, Express has served the vital needs of the nation as no other factor could. It short-cut distance, speeded goods, necessities and comforts from their producers to the people who needed them. It made easy and inexpensive the sending of packages from mother to son, from family to family, from friend to friend. Wherever the pioneers hewed their way,

AMERICAN INSTITUTION—RAILWAY EXPRESS

Express stood by to serve them. Adventure, heroism, romance, the very spirit of the pioneer, color its century's record. It did for the young and growing America what she could not do for herself—transformed a continent into a neighborhood by the same dependable, tireless service that makes Railway Express known and welcomed today in practically every city and village in the land. The steps in this century of service and progress are pictured and described in the sixteen pages that follow.



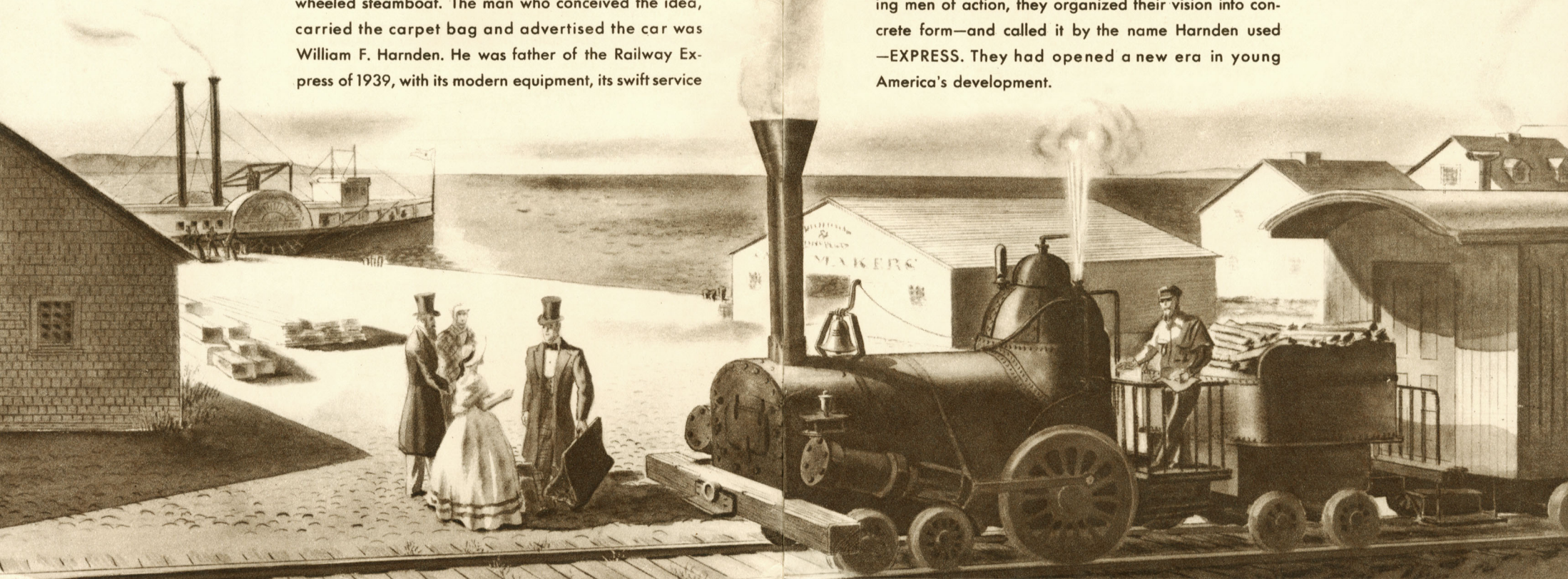
1839 . . . THE FIRST

Railway Express was typically American in its homely, rugged pioneer start. Its first "vehicle" was a home-made carpet bag. Its second, a few months later, was one wooden car on the primitive railroad that connected Boston and Providence. Successful because it filled a big need, the service was extended to New York by side-wheeled steamboat. The man who conceived the idea, carried the carpet bag and advertised the car was William F. Harnden. He was father of the Railway Express of 1939, with its modern equipment, its swift service

BIG STEP . . .

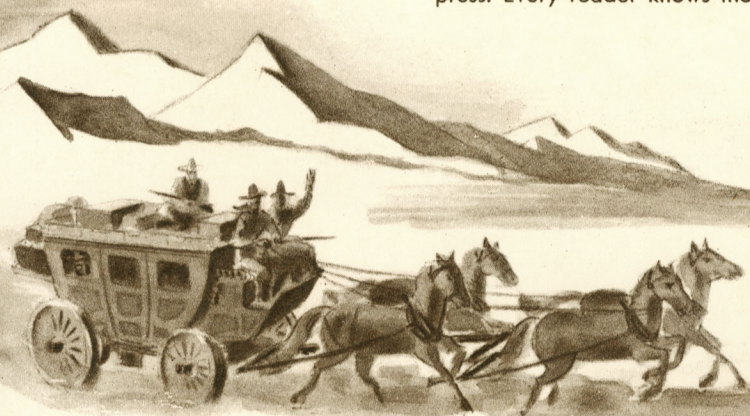
and nation-wide coverage.

The locomotive that transported Harnden was a wood burner. Its smoke-stack was almost as big as its boiler. The speed of the train was 15 miles an hour, and considered by many as dangerously fast. But Harnden, the pioneer, and his early successors thought otherwise. Being men of action, they organized their vision into concrete form—and called it by the name Harnden used—EXPRESS. They had opened a new era in young America's development.



1849..BY PONY EXPRESS AND ACROSS THE PLAINS AND

1849 and the Gold Rush! Half a million people crowding into California's El Dorado, and no railroads west of the Missouri! How were goods and packages and messages to be carried across the dangerous plains and mountains that lay between? An answer had to be found promptly at whatever cost and peril. It came in the form of the Overland Stages and the Pony Express. Every reader knows their romantic story. It has



LUMBERING STAGE COACH THE ROCKIES...

been told a thousand times and in a thousand ways. The Pony Express Riders made their schedules, the drivers brought their lumbering stages in on time. Once more an emergency had been faced and the goods delivered. Express had met the test and carried on its traditions. Along the trails these intrepid early expressmen followed, here and there little mounds of silent earth bore evidence of their heroic devotion.





YOUNG AMERICA BEGINS

The triumph of Express in the stirring days of the Forty-Niners gave the country the tonic it needed. Transportation by highway and river increased. Cities grew. New towns sprang into



TO GROW UP...

being. Farms dotted valley and prairie. Goods and produce, speeded by Express, reached markets and consumers with a new promptness and regularity. Young America was growing up.



1869..THE IRON HORSE

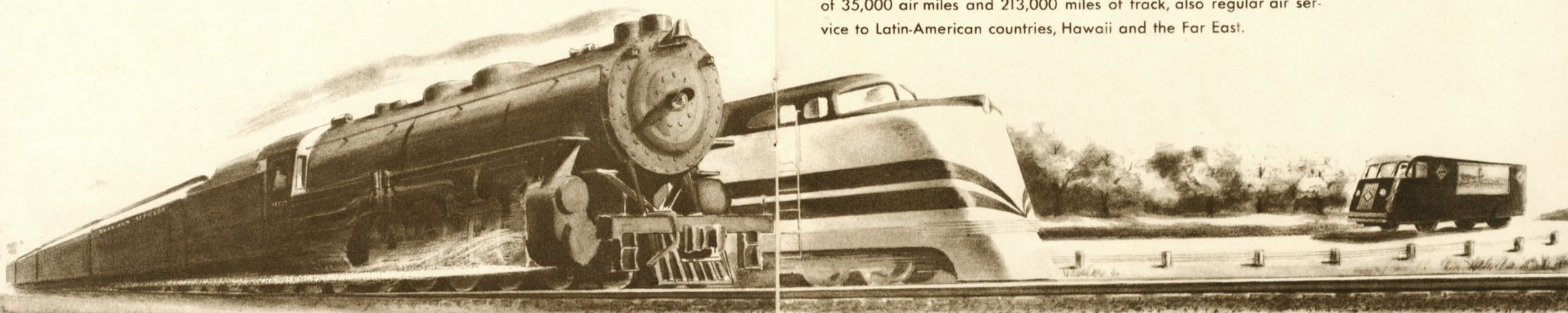
The Overland Stage Coach and Pony Express era was only a stop-gap to meet the immediate needs of the new America. The next step forward carried Harnden's vision to its logical triumph. The "Iron Horse" gradually replaced the lumbering stage and galloping pony, and on May 10, 1869, Leland Stanford, former Governor of California, drove the famous golden spike connecting the two railroads that first bridged the continent. Western Union—hardly out of its own cradle—telegraphed each

SPANS THE CONTINENT...

stroke of the sledge hammer to the waiting country. It was the first broadcast on record, and the people rose to it. From the little, snorting locomotive that hauled Harnden, to railway trains that carried goods and passengers from coast to coast was a tremendous stride in national expansion. At the news, church bells rang and public celebrations were held. All America felt the impulse and, with the railroads, Express too crossed the nation by rail.

CONVENIENCE AND SPEED BY LAND

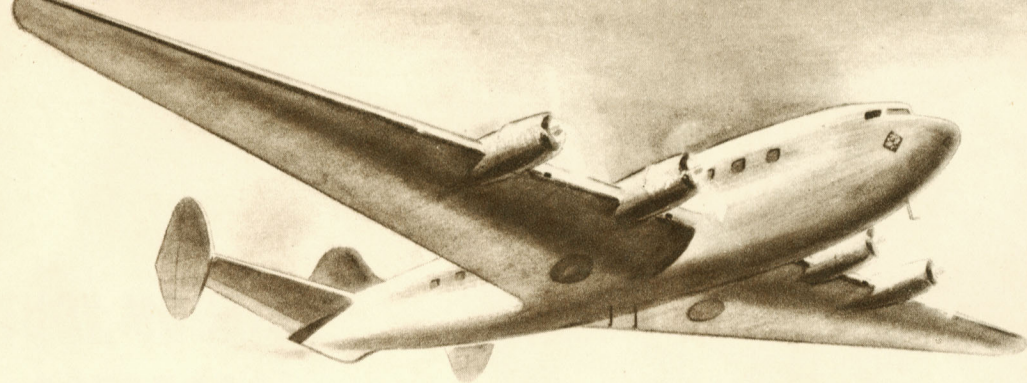
Development was rapid and widespread under the impetus of rail-road growth and extension. The service of Express penetrated into every nook and corner of the country. Equipment improved with every new invention that increased convenience and speed in shipping. Special cars were designed and standardized. For example, great comfortable steel cars with stalls and scientific ventilation to house valuable horses en route from stable to track or show. Express Service has been credited with changing the eating habits of America by using refrigerator cars for quick, fresh, economical delivery of fruits, vegetables and sea food of every variety and kind to markets that otherwise would never have been able to enjoy them.



AND AIR...

AIR EXPRESS DIVISION OF RAILWAY EXPRESS

was the next and culminating development in this 100-year continuity of shipping service. Now, complete and nation-wide, Railway Express comprises an organization of 23,000 offices from coast to coast, border to border; 10,000 daily trains; 11,300 motor vehicles picking up and delivering packages; 57,000 employes trained to an exacting and unified service; from 365 to 500 giant transport planes delivering air express cargoes directly day and night to 232 key cities in the United States and Canada. From these central points by quick connection with Railway Express trains, the whole country is provided with the fastest shipping service in the world—a nation-wide network of 35,000 air miles and 213,000 miles of track, also regular air service to Latin-American countries, Hawaii and the Far East.





...FROM YOUR ADDRESS—

With the perfection and development of the telephone and motor vehicle, the famous door-to-door pick-up and delivery of packages, in all cities and principal towns, became the most widely known of all Railway Express activities. Beside convenience and time-saving, the personal touch in calling for and delivering packages direct from the sender's door to his customer's and friend's has made this service immensely popular.

DOOR TO ANY ANYWHERE...

"You pick up your phone—we'll pick up your package" is a slogan known from Maine to California. Whether your package be big or little, you merely phone Railway Express or Western Union. The package is called for, receipted, insured without extra charge—sped away by fast express train or super-swift Air Express and delivered promptly. The cost is almost trifling in comparison to the convenience, speed and sureness of the service.



ANYTHING...EVERYTHING BY

Anything that is shippable may be sent by Railway Express. Fluffy baby chicks, or smart costumes for Hollywood stars; a basket of apples for a home-made pie, a refrigerator carload of new-picked strawberries; fish and oysters fresh from the sea; cats and dogs and polo ponies; bread and butter; cream and milk; baggage and laundry for a college

NATION-WIDE RAILWAY EXPRESS

boy; a diamond ring for a fiancée. They all move by RAILWAY EXPRESS in its daily run of business. Day and night, holidays and Sundays, the tireless service carries on, transporting and speeding the millions of items that make life easier to live, and without which modern life would slow down. And merely a phone call starts them moving!

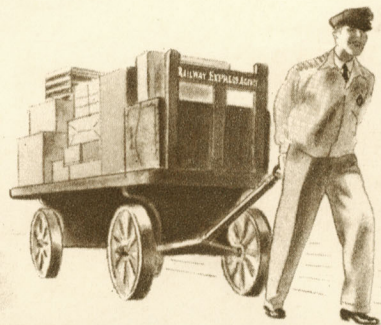
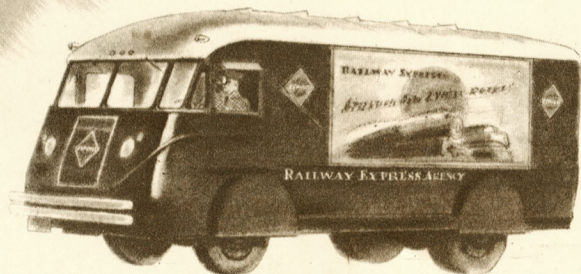
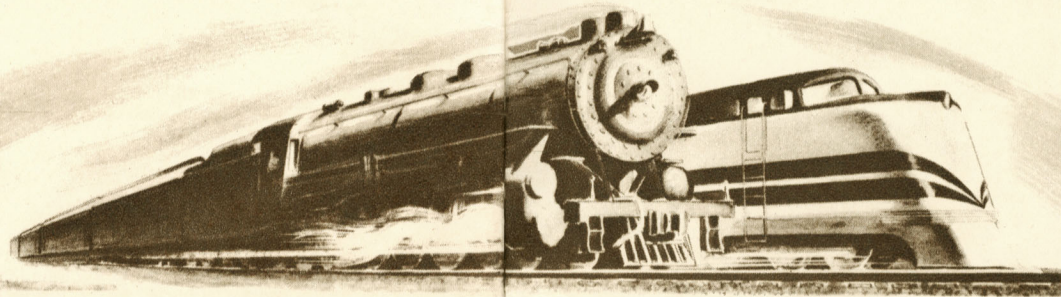
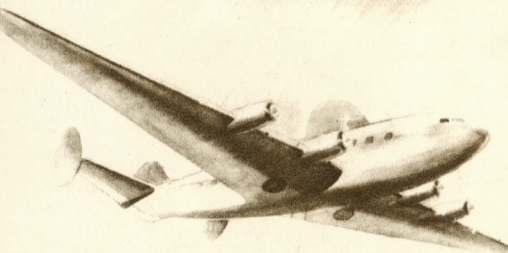


1939

THE 100TH YEAR OF RAILWAY EXPRESS

The click of the telephone dial—the rush of streamlined limiteds—the roar of propellers lifting giant express planes into their nation-wide flight—typify the century of progress which RAILWAY EXPRESS has traveled. To modern America these swift servants of transportation are part of the daily routine. To the beaver-hatted merchant of Harnden's day they would have been sheer magic. But America has traveled a long distance with Railway Express since 1839. The needs of the pioneers are still the needs of today, but the quaint trains that carried Harnden and his wooden express car are now museum exhibits. Cities

that were weeks apart are linked into hours by swift limiteds—into minutes by super-swift Air Express planes. • In this rapid development of convenience and speed the pioneer spirit of RAILWAY EXPRESS has led the way. It delivers the nation's goods where they are needed, forwards packages from friend to friend, across the continent, from border to border and into foreign lands. Railway Express, on this 100th anniversary, is a vital factor in the daily lives of millions of people throughout the length and breadth of the land. Its service is brought to your door by a phone call.



**SOUVENIR FROM THE
RAILWAY EXPRESS EXHIBIT
NEW YORK WORLD'S FAIR**

