



ALCO DIESEL LEAVING SOUTH END OF SHOPS
... fuel tanks at right.

Cleveland Diesel Shops

*New building overshadows
 nearby roundhouse landmark*

THE skyline around Cleveland's East 55th Street yards now is marked by a brand new, square-shaped shop which looms over the familiar half-century old roundhouse.

The new all-metal structure housing diesel locomotive service and repair facilities has been completed and dedicated in the shadow of the roundhouse. It is probable that the new shop will be expanded as additional room is needed for diesel services.

Once the hub of activities for scores of Erie steam locomotives, the roundhouse will continue to be home for a dwindling number of the puffing iron horses, while its new neighbor serves 10 passenger and four switching diesels now operating from the shop.

2-Bay Building

A two-bay building, the new repair center provides 10,000 square

feet of space. The main stall is 172 feet long with a service pit approximately 145 feet long, ample space for servicing 132-foot long, two-unit diesels.

Frank Revana, master mechanic at the shop, is obviously pleased with it. "One of the ways the shop makes our job easier," he says, "is in letting us give a locomotive a thorough inspection without once moving it."

Work on the diesels can proceed on three levels at one time. Men in the pit or lower bay area can work on the running gear. On another level, about three feet below the track, shopmen can check lower exterior mechanism and lubrication. From another elevation at cab door level, the cab and upper areas of the engine are easily accessible.

"Another of the features of

the shop," says Edward G. McCue, general foreman, "is a special drop table section of track which has been installed to facilitate removal of a complete traction assembly with its six wheels and running motors.

"This movable section of track and floor," says Mr. McCue, "takes the trucks after they are unfastened from the diesel and transfers them from the main service pit to a regular pit where they are again raised to track level to enable repairmen to service them."

48-Foot Ceiling

The high-bay area, with a ceiling height of 48 feet, is equipped with a 29-ton remotely-controlled overhead crane. The giant gantry crane permits "light" repairs. "Light" repairs on a railroad, of course, include removal and replacement of



This view shows the three levels on which shopmen can work on a locomotive, the pit, wheel level and door level.



A locomotive has just entered one of the south doors of the shops. Note the shop's crane hook at top left.

a complete diesel power unit of some 25 tons.

This stream-lined construction of the shop makes possible a minimum loss of time on engine or electrical generator overhauls. In the new building Erie employes can remove and replace a 25-ton power unit almost as quickly as a garageman can replace a motor for an automobile.

All this work can be done in the utmost comfort and safety due to the modern design of the shop. Win-

dows and artificial light completely illuminate the interior, and special provisions have been made for increased intensities in areas where intricate tasks are performed.

The pits have recessed lighting fixtures which eliminate hazards of protruding devices. This latest equipment provides enough intensity of light to eliminate the use of extension cords and other similar auxiliary equipment.

Temperature Control

Constant comfortable working

temperatures also prevail throughout the building. The usually clammy, cold pits are equipped with a special heating system. Thermostatically-controlled unit heaters with circulating fans have been installed in the main parts of the building.

Motor-driven ventilators in the ceilings of both sections of the shop draw off gases and fumes.

The exterior doors over the lead tracks are push-button controlled. The doors are all metal and swing overhead to open.

(Continued on Page 18)



Excellent lighting enables this workman to clean and adjust wheels and truck under safe, bright recessed lights.



Note the brightly lighted, convenient work bench at right with its own handy crane for quick jobs.

(DIESEL SHOPS *continued*)

Two main lead tracks through the building permit a locomotive to enter or leave at either end. There also is a run-around track along the east side for storage or to facilitate switching movements. Five large diesel fuel oil storage tanks along the two tracks also are part of the new installation.

Along the east side of the repair room is a convenient work bench served by a small overhead crane used for lifting heavy parts to and from the bench.

The complete installation was planned, engineered and constructed by Erie personnel.