

(Above) New machine shop

(Below) Cutting plates

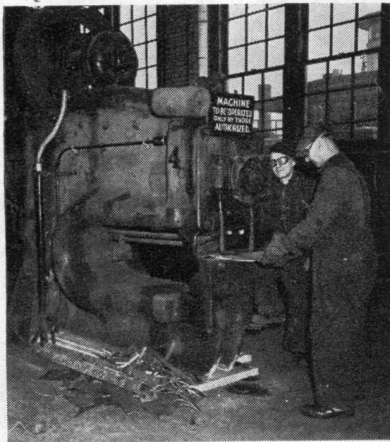
# ERIE OPENS MODERN MARINE REPAIR PLANT

By C. F. Blackton  
Supt. Marine Department

Erie's Marine Department maintenance forces took over on April 5th the new repair plant on Pier 1, Jersey City, and started the wheels, hammers and saws a-humming harmoniously in one of the most modern and complete plants on the system. The new plant is attuned to the times, designed to

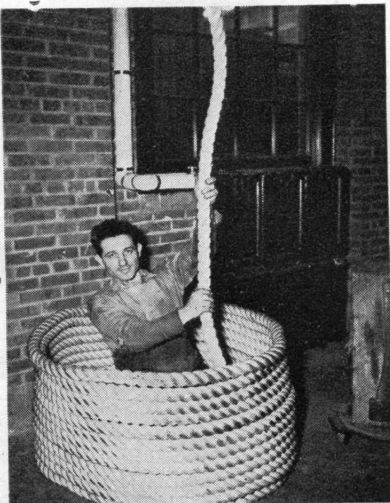
do with greatest efficiency one big job—keeping the Erie fleet of 241 units in A-1 condition to handle wartime and post war business.

The completion of the plant is the result of a lot of fine work and cooperation by employees and management. It was an emergency job, due to wartime demands where specially trained and skilled men were called upon to do a given task beyond regular duties under un-



(Below) That old Indian rope trick by Joe Damico

Four busy blacksmiths and steam hammer in new shop



Erie Railroad Magazine



Foremen confer daily with M. B. Roderick, master mechanic. Left to right: C. A. Holly, A. L. Torfer, Roderick, E. M. Evensen and Fred Fleckner, acting foreman

favorable conditions. Our men did so without stint and today they work in a more agreeable atmosphere in the new "home."

### Job Well Planned

The new plant was designed by Erie engineers and built under their supervision so that it stands as one of the most complete units on the system. It is symbolic of proper planning for the most efficient handling of material to and from boats under repair with a proper regard for safety and welfare of the employees. From bulkhead to the cluster piles, 999 feet, every unit can be employed most efficiently.

The four brick buildings are of modern design, with ample windows for light and ventilation. Large electric operated overhead type doors have sufficient clearance for industrial trucks to operate in and out of buildings, moving extra large material from department to boat. Ample floor space permits improvements in plant layout and new power facilities. Mercury arc

lamps are used for "daylight" illumination and modern heating devices installed. Modern circular wash fountains and enamel toilets complete the comforts.

The new plant was made necessary due to the Navy Department purchase of the old Erie shops and property consisting of 980 feet of bulkhead and 18 acres of land at Weehawken for government shipyard extension, to meet the all-out maintenance of cargo and transport ships. In the Spring of 1941 there had been conversations with government officials about purchasing the property but it was not until June that year that it was definitely known that we would have to vacate. It was decided that a new plant would be built at Jersey City on Pier 1, the site of the disastrous fire in May 1941 which destroyed the Erie grain elevator and laid waste the pier.

### Navy Moves Fast

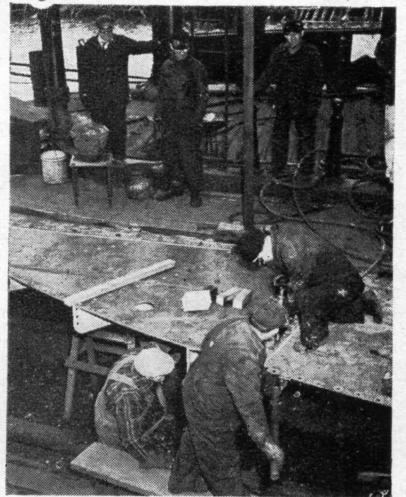
It was believed that the necessary preliminary survey, boring, dredg-

*(Continued on page 21)*

*Five calkers working on a float in summer sun*



(Above) Leonard Peters, Marto Rodon, Charles Fassold painting tug while Gruen Gerhard adjusts light



(Above) Iron workers riveting plates on Ferryboat Youngstown

(Below) D. Giuricish and Jugmit Tyminski at anvil



## New Marine Plant

(Continued from page 9)

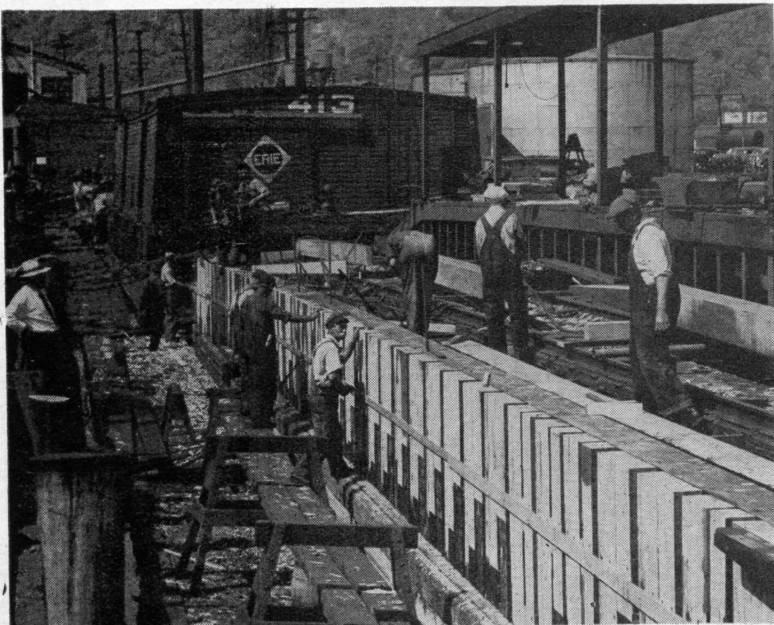
ing and ground work by the Navy would give ample time for moving machinery and materials to the new location. But the Navy moves fast and it was with dismay that we received an order October 31, to vacate the entire site in 60 days.

That order meant that all our extensive installations which had been built up over a 35 year period had to be removed in winter without great interruption to repairs to our busy fleet which hauls many men, much materiel and civilian goods. Prompt planning by management and skilled engineers and hard work and cooperation of all employees made this possible. In addition to the marine facilities were the old boiler house, the Penick & Ford building, Harbor Tank Storage Company tanks and commissary department cars which had to be removed.

### Temporary Yard

Temporary repair yards were set up on Pier 2, Jersey City, after much filling in with cinders on the damaged pier. Sheds and offices were constructed and spaces cleared for storage of lumber and other heavy material. A part of the ground floor of the brick Mid-Hudson building was cleared for the machine shop, storeroom and sail loft. Then began the transfer of large quantities of machinery and material by scow and

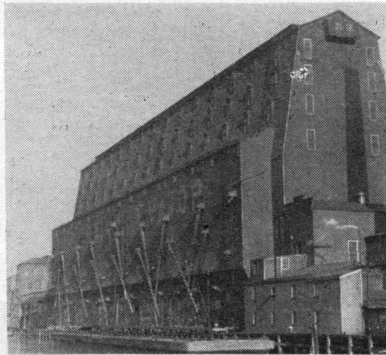
(Below) Ship carpenters working on float and barge in Weehawken yards



May, 1943



Temporary floating carpenter and blacksmith shop at Pier 2



(Above) Old grain elevator before fire on Pier 1

railroad car. Small replacement parts, 200 and more, were boxed, marked and catalogued and stored conveniently so they were available on a moment's notice of a breakdown of equipment. Employees drove their private cars to help transport this material from Weehawken to Jersey City and their entire attitude in the moving was a remarkable demonstration of cooperation. Men from the Engineering department, Maintenance of Way and Mechanical forces at Jersey City Roundhouse helped in the movement.

Since there were not sufficient buildings on Pier 2 to house much machinery, a condemned carfloat was equipped for mill, carpenter and blacksmith shops and the men lost only a few hours at their trades while the float was towed to the lower pier. It was soon heated and electrified and men carried on for a year and a half. Other floats were loaded with machines, tools and material of all descriptions, towed down to the temporary pier and either set up in sheds or stored near by while the new pier was being completed. Finally boats under repair were towed down and tied up to Pier 2.

### Fire-proof Construction

The undercover plant consists of paint shop, carpenter shop, storeroom, sail loft, office building, washroom and locker room, machine and boiler shops. The

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| <input type="checkbox"/> Machinist and Toolmaker        | <input type="checkbox"/> Machinist and Toolmaker   | <input type="checkbox"/> Traffic Management    |
|   |  | <input type="checkbox"/> Welding               |

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Occupation..... Employed by.....

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his time was limited, he paid us a visit, which we greatly appreciate. Orchids to Virginia Brooks and Christine Poelstra who are practicing volunteer nursing at Lake-wood hospital.

Pfc. John Folwasny is the first of the boys from this office to see foreign service. He is now in North Africa and from his post cards, it must be very interesting country.

Winne Spear was in to see us



At Penhorn shop about 35 years ago. Standing, left to right, first row: Harry Jaquins, Albert Moore, John Deegan, Fred Beauvis, J. McManus, I. Horowitz. On engine (second row): John Boland, Jerry Boucher; (third row): Charles Banta, Henry Stadley and Thomas Higgins. Deegan is retired, Horowitz with Cudahy Packing Co., Higgins, now yardmaster, whereabouts of Beauvis and Stadley, unknown, and others are dead

recently. He is enjoying his retirement and looked to be in good health.

An interesting letter from Jud Cummins stated that he and Mrs. Cummins are enjoying their new brick bungalow at 575 Beech street, Fair Lawn, N. J.

Nancy Smith was elated over the visit of her brother, Sgt. Robert J. Smith, who recently returned from active service in the Southwest Pacific area to enter officers' training.

We welcome to our force Donna McGuire and Irene Boyd.

## Locomotive Repairmen On Ten Hours

Locomotive repair gangs went on a 10-hour shift recently in four Erie shops in order to speed up classified repairs and maintain the present power equipment at its greatest efficiency in anticipation of wartime's heaviest railroad movements this spring and summer. These added hours are in force at the big Hornell Back shop, Meadville Production shop, and certain gangs in the Port Jervis and Susquehanna shops.

The record wartime hauling over the Erie system has increased the mileage of the locomotives more rapidly than in normal times and they are taken out of service for overhauling after completing a specified number of miles. Since they are "running out" their mileage faster the shops are keeping pace by working extra hours to "keep 'em rolling."

## New Marine Plant

(Continued from page 21)

new pier is 679 feet long of fire-proof construction, 90 feet wide at outshore end for 454 feet, 50 feet wide at inshore end for 225 feet. It is of fire-proof construction on concrete walls erected on top of wood piling on a timber grillage with cinder fill. At the east end is a bent timber rack 320 feet long, 15 feet wide for the tie-up and repairs of ferryboats and car-floats. The southwest bulkhead has a basin permitting the repairs of six barges or lighters in protected water. Lumber storage 90 feet by 150 feet is provided on the bulkhead and the entire bulkhead is fenced in. A main track runs down the north side of the pier to the storehouse and a spur track for two cars provides for removal of scrap and shavings from the carpenter shop. All along the pier are outside connections for portable electric and air lines, as well as steam, water and welding connections.

Finally five fire hydrants are located advantageously on the pier, connected with city water mains, and a booster pump in the power house provides extra pressure just in case—.

## Traffic Dept. Representatives

(Continued from page 5)

**Port Jervis, N. Y.**—Erie Station, R. Farber, Ticket Agent.

**Portland, Ore.**—421 Pacific Bldg., 520 S.W. Yamhill St., H. L. Skeen, General Agent; H. F. Keelen, Commercial Agent.

**Rochester, N. Y.**—220 Reynolds Arcade Building, H. G. Cooke, Division Freight Agent; B. C. Wedd, Special Representative; H. J. Spindler, Commercial Agent.

**St. Louis, Mo.**—Room 906, 1218 Olive St., C. G. Andrews, General Agent; H. C. Well, J. W. Cloud and H. C. Mason, Commercial Agents.

**St. Paul, Minn.**—336 Robert St., C. R. Petry, General Agent.

**San Francisco, Cal.**—681 Market St., J. A. Lloyd, General Agent; J. C. Bannatyne, Commercial Agent; W. E. Reager, Commercial Agent.

**Scranton, Pa.**—Mill and Smith Sts. (Dunmore, Pa.) G. W. Shuman, Division Freight Agent.

**Seattle, Wash.**—1116-17 White Bldg., 1338 Fourth Ave., R. J. Dundon, General Agent; V. H. Monnet, Commercial Agent; Wm. Wylie, Commercial Agent.

**Sharon, Pa.**—Erie Station, G. E. Fricker, Ticket Agent.

**Springfield, O.**—First National Bank Bldg., E. H. Huffman, General Agent.

**Toledo, O.**—342 South Erie St., H. J. Spangenberg, General Agent; Walter Lauer, Commercial Agent.

**Toronto, Ont.**—69 Yonge St., E. P. Morrill, Canadian Freight Agent; Robert Williamson and C. L. Brown, Commercial Agents.

**Tulsa, Okla.**—Room 1511 Hunt Bldg., H. F. Studdt, General Agent.

**Washington, D. C.**—903 Southern Bldg., W. J. Murray, General Agent; H. F. Heck, Commercial Agent.

**Youngstown, O.**—Erie Station, R. S. Gettling, Ticket Agent., Terminal Bldg., W. P. Kromphardt, Assistant General Freight Agent; J. V. Scanlon, Division Freight Agent; R. A. Sause, Commercial Agent.