

LEFT: This is all that remained after a wall of water swept away a 100-year-old stone arch bridge on the Erie's mainline near Shohola, Pa., as a direct result of Hurricane Diane.

from blueprint to finished bridge in 9 days!

How American Bridge helped the Erie RR meet the emergency of disastrous Diane.

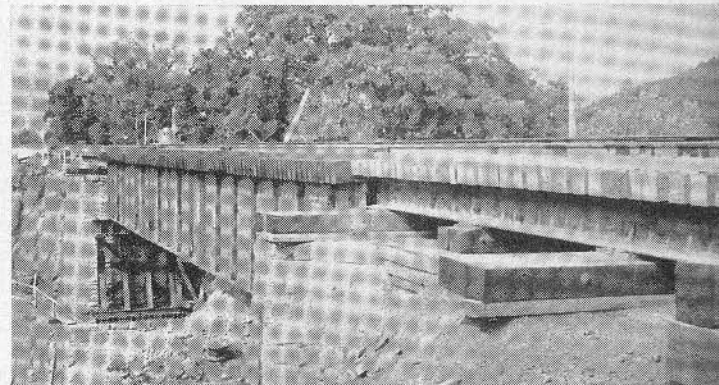
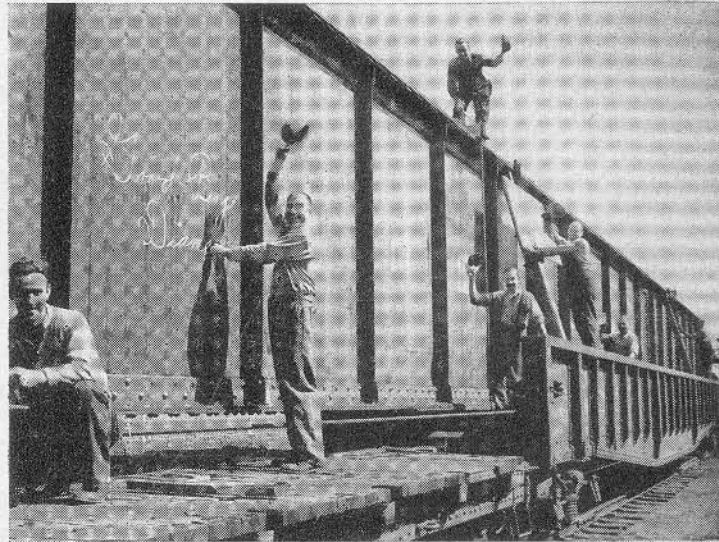
When Hurricane Diane's floods swept down the Delaware Gorge in August 1955, among the many washed-out bridges was the 100-year-old stone arch on the mainline of the Erie Railroad over Panther Creek at Shohola, Pa. *The wreckage was so complete that restoration seemed months away.*

Alerted to the emergency, American Bridge engineers, cooperating with the Erie's engineers, were on the job after the flood. An inspection of existing foundations revealed that they were adequate to support a modern steel girder bridge.

Verbal orders and specifications for replacement plans were received at the Ambridge works of American Bridge on August 31st. The fabricating shops were ready to begin work when the blueprints arrived two days later, although some of the steel for the 50-ton girders was yet to emerge from the open hearths and rolling mills.

Using every means at its command to speed fabrication, American Bridge was able to ship the two 109-foot girders in a record 8 days. The job was completed at the site at 8 A.M., Saturday, September 10th, thus enabling the Erie Railroad to resume traffic over its mainline in just 9 days after American Bridge first received specifications for the big girders.

Here again is another example of how American Bridge serves the railroads. Whether you are in trouble or not, it will pay you to call us in on your bridge fabricating and erecting requirements.



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