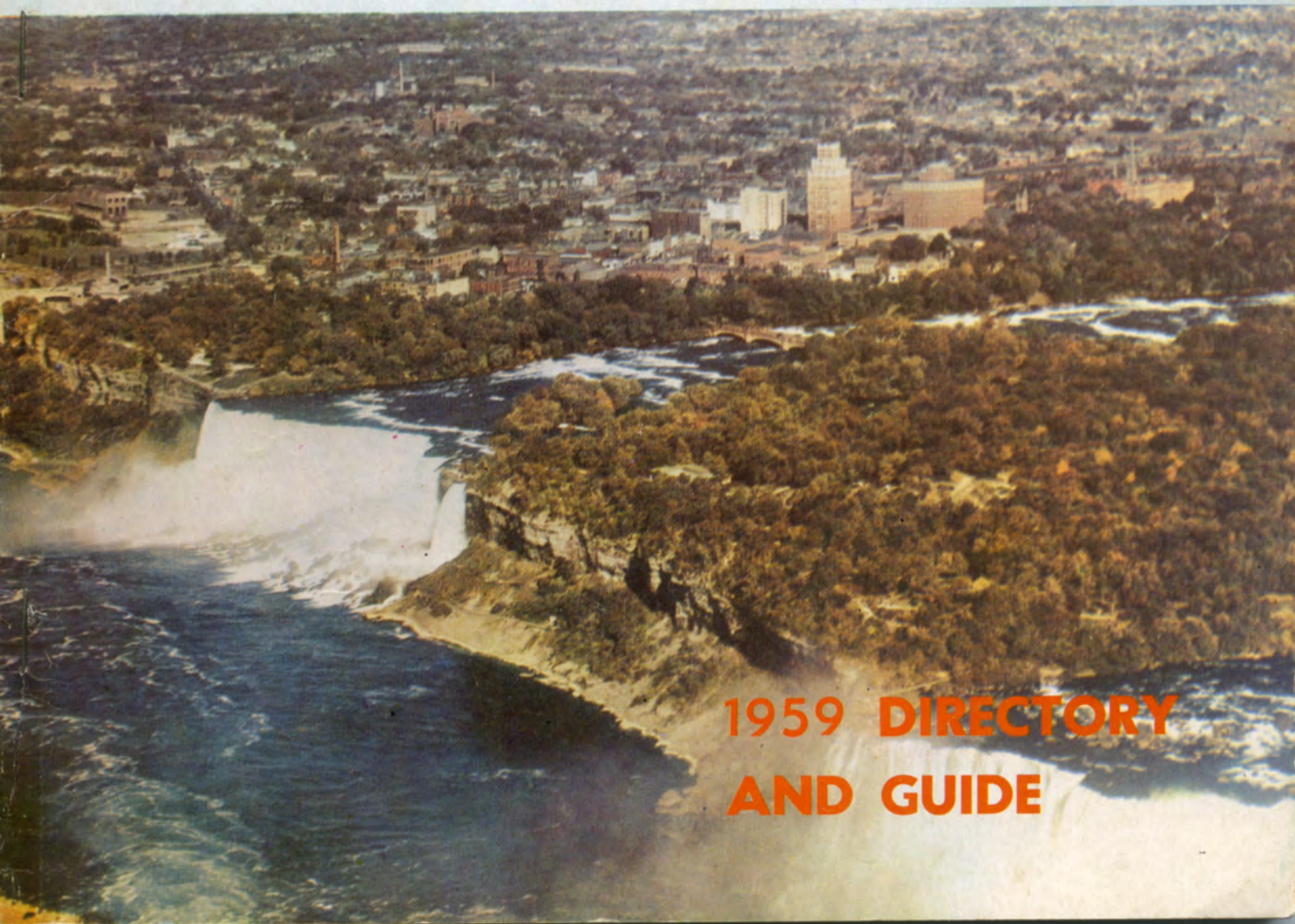
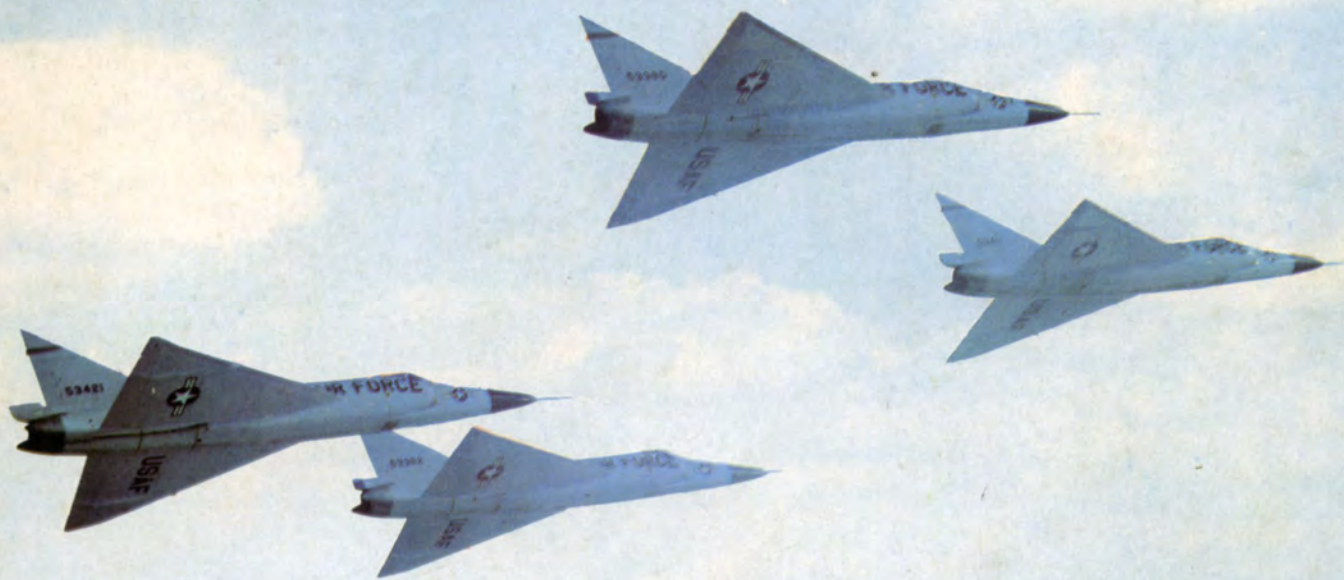


NIAGARA FALLS AIR BASE



**1959 DIRECTORY
AND GUIDE**

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. . . FOR THE SERVICEMAN AWAY FROM HOME

through the 62 offices of



The MARINE TRUST COMPANY

of Western New York



The Bank of Old-Fashioned Neighborliness

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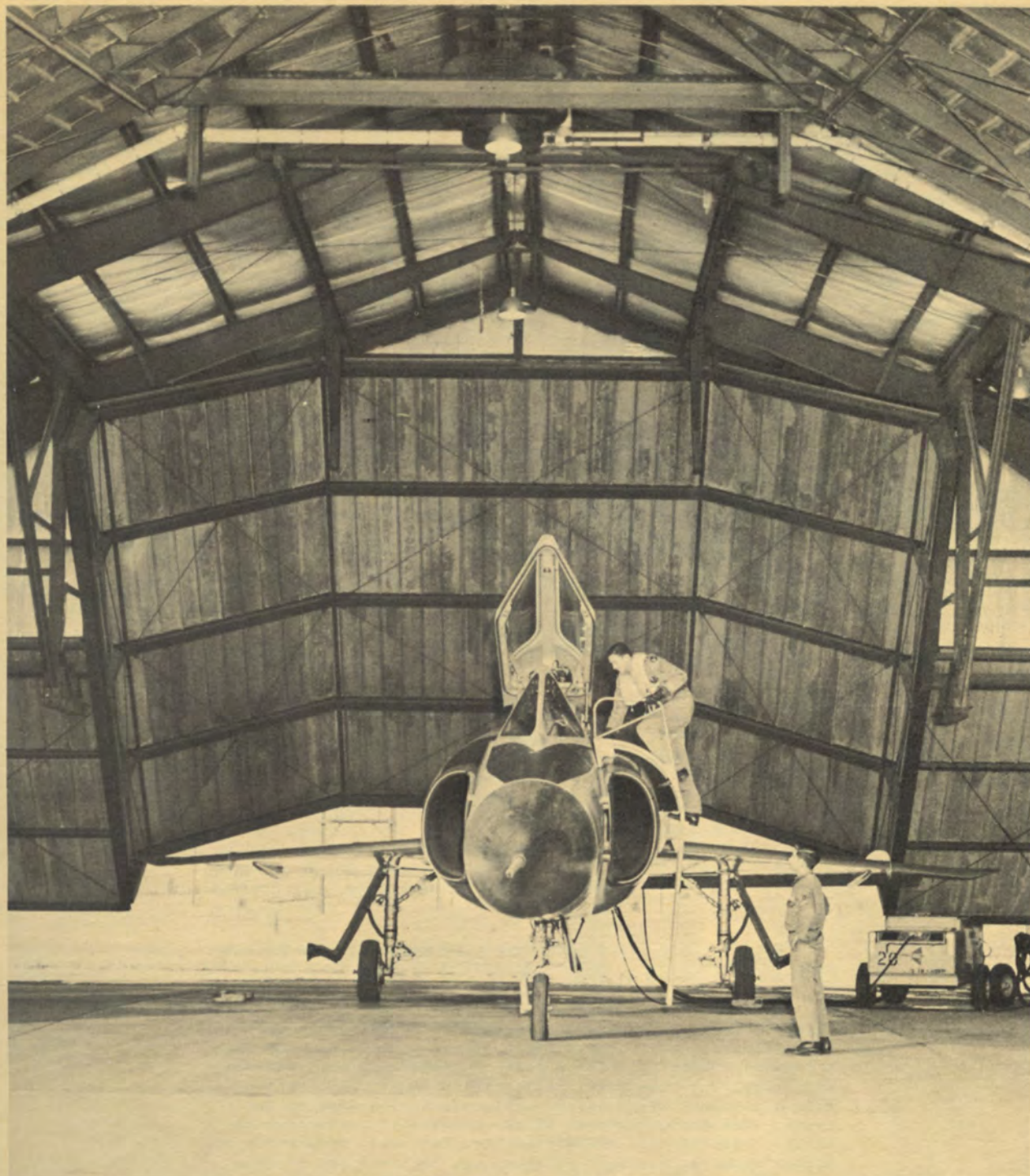
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ABOUT THE COVER

The combined rumbles of the scenic American and Horseshoe Falls give way on this frontier to the roar of the "New Sound of Freedom", the F-102A "Delta Dagger", stationed here at the Niagara Falls Air Base.

Thousands of tourists from throughout the world come to view nature's most spectacular performance as the waters of the Mighty Niagara sweep over this precipice to go twisting

and winding its way to Lake Ontario. A magnificent sight indeed, and yet, attention is drawn from the waters to the sky as another "Delta Dagger" passes overhead on a constant vigil to preserve another of God's precious gifts, FREEDOM. This is our mission, and in so doing we provide protection against possible enemy air attack on industrial and populated centers of this area. The mission element of the 15th Fighter Group is the 47th Fighter Interceptor Squadron which was recently equipped with the

F-102A Supersonic all-weather fighter interceptor, and now stands an around-the-clock alert schedule.

Lending the ever important "assist", without which the mission could not be accomplished, are the component squadrons of the 15th Fighter Group including Air Base; Consolidated Aircraft Maintenance; Materiel and the 15th USAF Dispensary all joined in Air Defense.

COLONEL VIC L. BYERS, JR. 15th FIGHTER GROUP (ADC)



Colonel Vic L. Byers, Jr., assumed command of the 15th Ftr. Gp. (Air Defense) in March of 1959. Prior to his present assignment the Col. commanded the 1st Air Base Gp. at Selfridge Air Force Base, Michigan.

The Col. was born in Denison, Ia. in 1921 and entered the service as an aviation cadet in Jan. 1942 at Omaha, Neb. He completed flying training at Luke Field, Ariz. in 1942 and was commissioned a 2nd Lt. in the Air Corps Reserve. After replacement training assignment at Mills Field, San Francisco, Calif., and Richmond Army Air Base, Va., Col. Byers was assigned to the 351st Ftr. Sq. of the 353rd Ftr. Gp. at Norfolk, Va., in Oct. 1942. Col. Byers remained with the 351st Ftr. Sq. until August of 1945, during the period the organization was trained, equipped and sent to England in June of 1943, except for a period of two months spent in the U.S. Col. Byers was in a combat status from Aug. 1943 until June 1945. Following WW II Col. Byers had Training Command assignments at Perrin Field, and Randolph Field, Texas. He was tendered and accepted as a regular commission in July 1946. From 1947 to 1949 he was a student at Iowa State College, Ames, Ia. In the spring of 1949 he was assigned to the Office of the Secretary of the Air Force as a congressional Liaison Officer, following this duty he served as Chief of the Civil Liaison Division Office of Public Information. Col. Byers was assigned to the 5th Air Force in Korea from Dec. 1952 until Dec. 1953. Col. Byers attended the Armed Forces Staff College at Norfolk, Va. as a member of the 15th Class and remained as a member of the faculty until July 1957.

Col. Byers has been awarded the Distinguished Flying Cross with one Oak Leaf Cluster, the Air Medal with 13 Oak Leaf Clusters, and the European Theater of Operations Ribbon with five battle stars. Col. Byers is rated a Senior Pilot.

He is married to the former Elda M. Steinhoff of Hornick, Ia. They have three children, Vicki Lynn, 2; Dallas, 8; and Vic L. III, 6.

HEADQUARTERS
15TH FIGHTER GROUP (AIR DEFENSE)
United States Air Force
Niagara Falls Municipal Airport
Niagara Falls, New York

Welcome to Niagara Falls Air Base, and the 15th Fighter Group.

With your assignment here as a member of the Air Defense Command, you acquire the distinction of belonging to an organization unique in the history of our nation--a front line operational unit in time of peace. Because of our location with respect to the vital northeastern industrial complex, we have a responsibility disproportionate to the size of our group. The accomplishment of our mission of protecting the Niagara Frontier and the Western New York area from enemy air attack requires the best of every man in every job on this base.

Regardless of your duties here, I ask that you make every effort to help this base carry out its mission effectively. You will find that this is a friendly base and that the Niagara Frontier is a friendly area. Your assignment here can be pleasant and profitable. It will all depend on what you put into it.

Again, welcome to Niagara. I hope that you will take pride in your membership in this organization and that we, in turn may be proud of you.

Vic L. Byers, Jr.
Colonel, USAF
Commander

YOUR NEIGHBORS



MAYOR KELLER



MR. ISHERWOOD



MR. BRZEZINSKI



MR. POWELL

We, neighbors to the Niagara Falls Air Base, take this opportunity to extend to you and your families a cordial welcome to our combined communities and an invitation to enjoy the many facilities and services available to our citizens.

Since, for a period of time at least, you will be a part of our communities, it is hoped that you will become active in our civil and local affairs and at the same time take advantage of the numerous recreational opportunities and other attractions available to you as a part of the people of our communities.

Most of you will not become permanent residents of this area and will find it necessary to leave for a new assignment sometime in the near future. When that time comes, we hope that you will depart reluctantly and return to visit us many times in the years to come.

All of the people of the combined municipalities, join in extending their friendship and hospitality with the hope that your stay with us will be a pleasant one.

Calvin L. Keller
 CALVIN KELLER
 Mayor
 City of Niagara Falls

Norman Isherwood
 NORMAN ISHERWOOD
 Supervisor
 Town of Niagara

Stanley Brzezinski
 STANLEY BRZEZINSKI
 Supervisor
 Town of Wheatfield

Ray B. Powell
 RAY B. POWELL
 Supervisor
 Town of Lewiston

The Base

BASE HISTORY

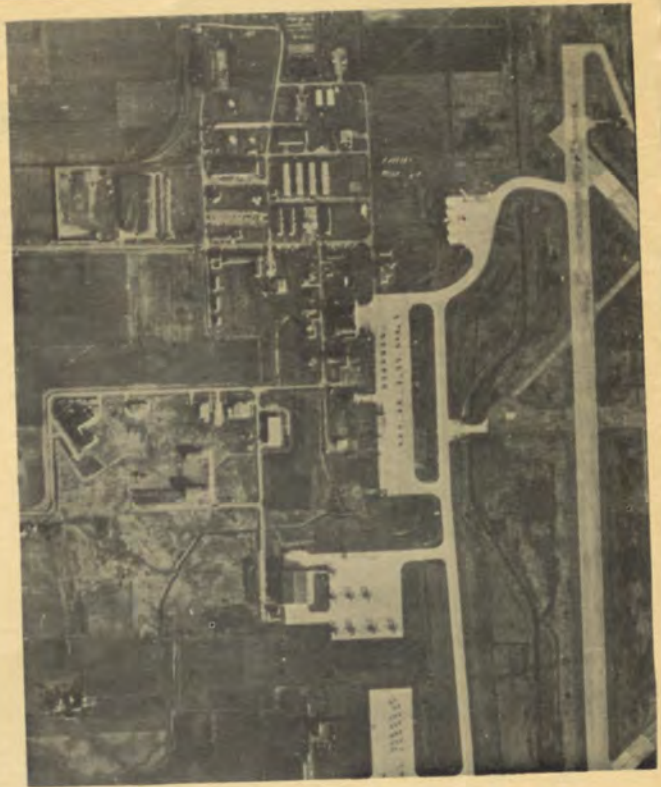
The Niagara Falls Air Base was activated on 31 January 1951 when the 136th Fighter Interceptor Squadron of the New York National Guard was called to active Air Force duty and assigned to the Air Defense Command.

The 136th was originally quartered in Old Camp Bell, directly opposite the Bell Aircraft Corporation plant. On 1 February 1952 the 76th Air Base Squadron was activated here for the purpose of performing "housekeeping" duties, allowing the 136th Fighter Interceptor Squadron more freedom to perform their mission of around-the-clock defense.

Construction of the present site of the base, occupying 600 acres of land on the Northeast corner of the Niagara Falls Municipal Airport, some seven miles east of the city of Niagara Falls, was completed and occupied early in 1953. On 16 February 1953, in an Air Defense Command-wide organizational change, the 76th Air Base Squadron was de-activated and replaced by the 518th Air Defense Group and its component Air Base, Materiel and Infirmary Squadrons. Also at this time, the 136th Fighter Interceptor Squadron reverted to the New York Air National Guard and was replaced by the 47th Fighter Interceptor Squadron.

In August 1955, in an Air Force move to reactivate organizations with Air Force unit designations made famous during and prior to World War II, the 518th Air Defense Group was deactivated and the 15th Fighter Group was "brought out of mothballs" and assigned to Niagara Falls.

Today, in what was once open fields, there is a thriving Air Force community, complete with modern offices, hangars, commissary, Base Exchange, service station, NCO and Airman barracks, clubs, theatre, chapel, gymnasium and other permanent type structures and areas of equal importance to an Air Force installation.



BIRDS EYE VIEW of Niagara Falls Air Base.

15th FTR. GP. HISTORY

The Air Defense Command's 15th Fighter Group whose present mission is to maintain a 24 hour alert to protect the highly industrialized Western New York area against possible enemy air attack, has a colorful history dating back almost 18 years.

Originally named the 15th Pursuit Group, composed of three squadrons, the unit was activated at Wheeler Field, Oahu, Hawaii, on 1 December 1940. On December 7, 1941, when the Japanese launched their surprise attack on Pearl Harbor, units of the 15th had their "baptism of fire", destroying 10 enemy raiders.

Following the declaration of war, the Group carried out the dual responsibility of providing defense for the Hawaiian Islands and training pilots for combat units in the South Pacific. Although two of the squadrons assigned to the 15th saw action late in 1943 and early 1944, it was not until March 1945, upon arrival at Iwo Jima, that the 15th Fighter Group was committed to combat against the enemy.

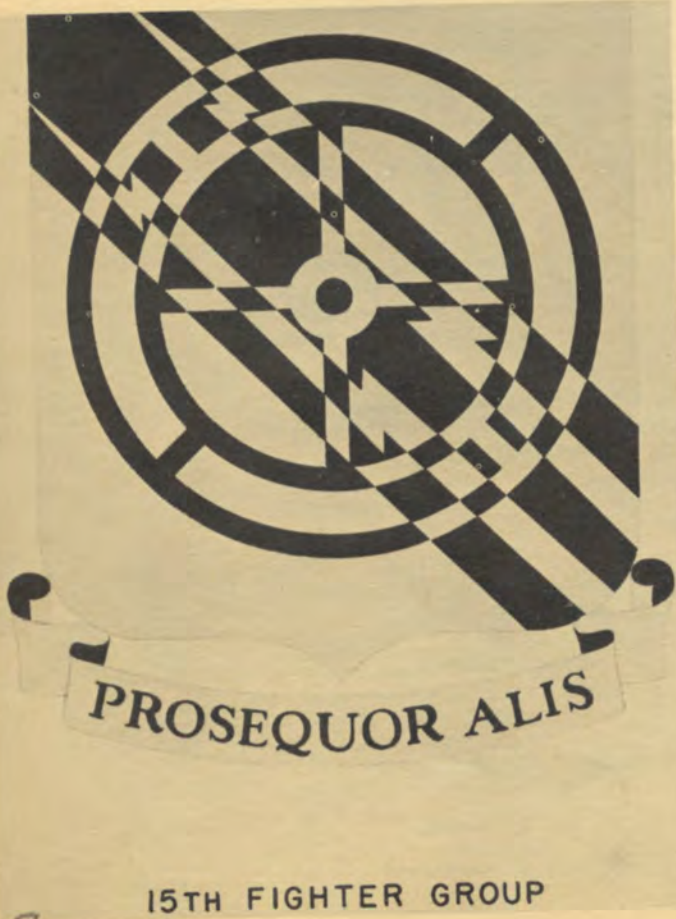
The Group attracted world wide attention on April 8, 1945, when it launched the first Very Long Range mission against Japan. Its planes were the first land-based American fighters to attack the Japanese home-land and the first to provide escort for a B-29 attack against the enemy mainland.

From its arrival on Iwo Jima until the war's end five and one-half months later, the 15th, flying P-51 "Mustangs", flew some 165 combat missions, destroying 104 enemy aircraft and got 32 "probables" and did immeasurable damage to shipping, surface transportation, troops, factories and airfields on the main Japanese Islands and on the Bonin Islands and Iwo Jima.

After the war the Group returned to Hawaii and on October 15, 1946 reverted to its original "paper state". On August 18, 1955 the unit was reactivated as the 15th Fighter Group and assigned to the Niagara Falls Municipal Airport.

The mission of the 15th Fighter Group is to provide combat ready crews and aircraft, in a state of readiness to intercept and destroy any enemy aircraft or missiles under all weather conditions.

To perform this mission, the group is equipped with F-102A "Delta Dagger" Supersonic all-weather fighter interceptors. These aircraft and their crews stand ready 24 hours a day to provide aerial defense against possible enemy air attack on the Niagara Frontier and the mighty industrial complex of Western New York.



Commander
15th Fighter Group (ADC)



Col. Vic L. Byers, Jr.



Lt. Col. Clifford F. Baxter
Executive Officer



Lt. Col. William B. Hicks
Commander
15th Air Base Squadron



Lt. Col. Leonard L. Thomas
Commander
47th Fighter Interceptor Squadron



Maj. Duane B. Crites
Commander
15th CAMRON



Maj. Clarence A. Allen
Commander
15th Materiel Squadron



Capt. Jay Federman
Commander
15th USAF Dispensary



LT. COL. LEONARD L. THOMAS
COMMANDER
47th FIGHTER INTERCEPTOR SQUADRON

Colonel Thomas was named commander of the 47th Fighter Interceptor Squadron on June 2, 1958 when that unit began transition into the F-102A "Delta Dagger". He was commissioned in 1942, receiving his wings at the same time, and is now rated a Command Pilot. Colonel Thomas was awarded the Air Medal for meritorious service as a B-29 aircraft commander in strategic bombing missions over Japan during World War II. While at the State College of Washington, 1947 until 1950 as Assistant Professor of Air Science and Tactics, the Colonel received his BA degree in History.

47th FIGHTER INTERCEPTOR SQUADRON HISTORY

The history of the 47th Fighter Interceptor Squadron, mission element of the 15th Fighter Group, Air Defense, parallels that of the parent organization. When, on December 1, 1940 at Wheeler Field, Oahu, Hawaii, the 15th was activated as the 15th Pursuit Group, it was comprised of three squadrons, the 45th, 46th and 47th Pursuit Squadrons.

On December 7, 1941, the 47th, then equipped with P-36's and P-40's was at Haleiwa Emergency Landing Field for a series of gunnery exercises when, at 0830 hours, a lone Japanese bomber came in on a strafing run of the training area. The squadron personnel, having been informed of the attack on Pearl Harbor, were prepared for action. The enemy attack was driven away by a barrage of rifle and machine-gun fire.

Six pilots of the 47th managed to get to the field and were in the air by 0900 hours, inaugurating the unit's combat record with seven

attackers shot down, one probable and two damaged, while suffering one loss and one injured. With the advent of the war, aerial defense of the Hawaiian Islands and training of combat pilots became the prime mission of the 47th. They remained at this task until early 1945 when they finally got into combat, "setting up shop" on Iwo Jima in March 1945, just two weeks after the invasion of that famous island. In early April, fifteen P-51's of the 47th joined some 65 other "Mustangs" in escorting 300 B-29's to Tokyo. Two pilots of the 47th scored the first aerial victory of the Army Air Forces over the Japanese Homeland during this mission.

For the remainder of the war, the 47th flew Very Long Range (VLR) escort missions and accounted for over 50 enemy aircraft between April and August 1945. Toward the end of the war the pilots encountered practically no enemy aircraft and soon were making strafing attacks on airfields of the Japanese mainland, suffering heavy losses to anti-aircraft fire dur-

ing these low level attacks. Thus, the 47th Fighter Squadron ended their short, but highly but effective combat operations against the Japanese.

At the end of the war the unit returned to Hawaii with the rest of the 15th Fighter Group and at Wheeler Field on October 15, 1946, was inactivated. Six years later, exactly twelve years to the day since their first activation, the unit was redesignated the 47th Fighter Interceptor Squadron and activated at the Niagara Falls Municipal Airport. In August 1955, the former parent organization, the 15th Fighter Group, was reactivated and assigned to Niagara Falls, and the 47th was again reunited with its higher headquarters of World War II.

The squadron, since assignment to the Falls Air Base, has progressed through a series of jet type aircraft and today is flying the F-102A "Delta Dagger", the New Sound of Freedom, providing aerial defense of the great industrial complex of Western New York.

ABRON

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SUPPORT UNITS

CAMRON



All aircraft maintenance facilities for the base are provided by the 15th Consolidated Aircraft Maintenance Squadron. The primary mission of this unit is to keep the fighter aircraft in top flying condition, ready for any eventuality. CAMRON, by successful completion of its mission, makes it possible for the 47th Fighter Interceptor Squadron to carry out the overall mission of around-the-clock air defense of the Niagara Falls Frontier.



15th MATERIEL SQUADRON

ABRON

The 15th Air Base Squadron is the "housekeeping" unit of the Niagara Falls Air Base. This squadron provides Food Service, Security, Operations Facilities, Fixed Communications, Photographic and Housing Service for the 15th Fighter Group and all tenant organizations on the Base.

Also falling under its area of responsibility, ABRON provides a unit Supply Service for Group as well as all administrative actions for Group Headquarters personnel.



MATRON

"Support" sums up the mission of the 15th Materiel Squadron which provides the Group with a Motor Vehicle Section, Supply and POL, Clothing Sales Store, Commissary and Installations Engineer Section. Rounding out the "combined picture", services of this squadron make it possible for other squadrons to follow through toward the goal of Air Defense.

TENANT UNITS

328th T C SQ

Some 450 Air Force Reservists from Western New York comprise the 328th "Frontiersman" Squadron. The unit, equipped with C-119 "Flying Boxcars" trains at this installation one weekend each month, maintaining "Air Force taught" proficiency and keeping abreast of changes in the modern Air Force.

8516th A R S (Nav. Trng.)

Another unit of the Air Force Reserve is the 8516th Air Reserve Squadron (Navigation Training) under the command, operational control and logistical support of Detachment #8, 2523rd Instructor Squadron. As the name implies, this unit trains Air Force Reserve Navigators, and keeps them trained, for active duty

with the Air Force should the need arise.

Both of the Reserve units operate under the banner of the famed Fourteenth "Flying Tiger" Air Force of the Continental Air Command.

2019-1 A A C S Det.

A small detachment of airmen at the Niagara Falls Air Base form one of the 339 AACCS units located throughout the Free World. In a ten month period last year the skilled technicians of the Falls based detachment controlled more than 100,979 takeoffs and landings, including 3,191 radar controlled approaches, and is credited with one save.

12th Weather Det. #5

Another small, but highly skilled and vitally important unit is the detachment of the 12th Weather Squadron. Men of this unit keep a "weather eye" on what is brewing with an "above 90%" accurate forecast. Mark Twain once said, "everyone talks about the weather, but no one does anything about it". The men of the weather detachment do the next best thing by letting you know what is coming up, weather-wise.

Other Agencies

There are several other agencies located at the Niagara Falls Municipal Airport. They are: The Bell Aircraft Corporation, Carborundum Company, Niagara Falls Naval Air Station and Headquarters 107th Tactical Fighter Wing (New York Air Force National Guard) with its 136th Tactical Fighter Squadron, first unit to occupy the Niagara Falls Air Base upon its activation in January 1951.



FLYING BOXCARS of the 328th Troop Carrier "Frontiersman" Squadron practice equipment drop over Salerno DZ at Fort Bragg, North Carolina during two weeks summer encampment.

NIAGARA FALLS NAVAL AIR STATION



NIAGARA FALLS NAVAL AIR STATION, housing Naval and Marine Reserve Squadrons.

On December 18, 1948, a small group of Navy pilots and enlisted men stood solemnly at attention in the abandoned Bell Modification Center on Porter Road in Niagara Falls, while Commander L. D. Ruch, USN, read formal commissioning orders establishing the Niagara Falls Naval Air Station.

From this humble beginning, ten years ago, the Naval Air Station has grown into one of the nation's most formidable military installations with no indication in the future of resting on its past laurels. As an example, in 1948 the station had one Naval Air Reserve Squadron. Today it has 11 squadrons comprising more than 1,000 men and women.

Aside from growing in strength, the station has expanded in size. New Supply, Public Works and Inflammable Storage buildings were constructed and put into operation in 1956 and the following year a \$2,300,000 super, Denver-type hangar was officially "put into commission".

The primary mission of the Air Station is keeping Reserve pilots and enlisted technicians trained for duty with the fleet. This important task takes place each weekend when hundreds of the station's squadron members popularly known as "Weekend Warriors" assemble at the base for their regular weekend a month training. During their Saturday and Sunday tours, members put aside civilian interest and take on the role of naval airmen. In the ranks of the "Weekend Warriors" are represented a cross-section of area residents made up of lawyers, teachers, students, doctors, dentists, and even housewives.

Classified as "number-one-priority" on the training schedule of the airmen-sailors is flying. When the weather stops them from flying--they still "fly" via the link trainer. With the conversion to jets, a new \$80,000.00 jet

trainer was installed for "ground flying".

All training, however, is not devoted solely to the pilot--the pilots plane is only as good as the crewmen who keep it in flying condition. With this thought in mind, special attention is given to squadron mechanics by the station's Technical Training Department. Here while the pilots are off on a gunnery or instrument hop, the tech-training boys teach the would-be and seasoned "mechs" the inner-most secrets of the plane's highly technical and complex engine.

Highpoint of the Naval Air Reservist's training schedule is reached when their squadrons leave the Falls Air Station for their annual two weeks of full time training. Two week training periods, or "cruises" are usually held at an East Coast NAS where the civilian-sailor-airmen put all their past training and know-how into the serious business of simulated combat readiness.

Another important adjunct of the Naval Air Station is it's Marine Air Detachment. The detachment, made up of seasoned leathernecks, most of whom have served in World War II and Korea, supports the station's Marine Air Reserve Squadron. Officially designated Marine Fighter Squadron 441, the squadron operates similarly to the Navy units, training on weekends together with two weeks of annual maneuvers.

Navy personnel who instruct squadron members and maintain the station and it's aircraft are called "stationkeepers". They are on full time active duty with the Navy and the majority are life-long residents who consider the Navy their life's career and the Naval Air Station "good duty". Like the Marines, they are mostly World War II vets who were released at the end of the war and re-enlisted when the station was commissioned in 1948.

FT. NIAGARA POST ORDNANCE

The Fort Niagara Post Ordnance Section located in Carborundum Building 4, provides Ordnance field maintenance support of small arms, artillery, fire control, guided missiles, transport vehicles and combat vehicles for all units of the 2nd Artillery Group (Air Defense) and Fort Niagara, New York and for the Army Reserve Training Center, Niagara Falls and the Niagara University ROTC unit.

The section, which also provides back up support to the National Guard, is composed

of 99 civilian employees and 9 military personnel. Some of the jobs performed by the ordnance section include repair of vehicles and guided missiles, repair of equipment parts, supply support and fuel inspection.

Fort Niagara Post Ordnance is located at the Carborundum Building because of the availability of a large amount of space and also since it is centrally located among the units served.

NEW YORK AIR NAT'L GUARD

107th TACTICAL FIGHTER WING & 136th TACTICAL FIGHTER SQDN.

The Air National Guard is an active Reserve component of the United States Air Force. It is composed of citizen airmen and officers, your neighbors and friends. They are local citizens who go to school, or work in offices, in factories, stores, banks and on the farms. But whatever their civilian occupation, they give a part of their time, one weekend a month to train in defense of their community and country.

The Air National Guard units stationed at Niagara are the 107th Tactical Fighter Wing commanded by Colonel Robert J. Kirsch and the 136th Tactical Fighter Squadron. On 8 December 1948 one day after the anniversary of Pearl Harbor with a small group of 15 officers, 100 airmen and several aircraft housed in what is now the Naval Air Station, the 136th Fighter Squadron, the 107th Fighter Group, and the 207th Air Service Group spearheaded the present day 107th Tactical Fighter Wing.

In November 1950, this unit moved to new quarters at the Niagara Falls Municipal Airport (formerly the Bell Aircraft Test Hangars) to form the 107th Fighter Wing. Two of the original components remained but the 207th was dissolved and in its place came Headquarters, 107th Fighter Wing, the 107th Medical Group, Air Base Group and Maintenance and Supply Group. The following July the 107th Fighter Group, another original of the threesome, moved to Syracuse, New York.

In 1952 the housekeeping activities of the Wing grew to such proportions that the 107th Air Base Group reorganized into five support squadrons: Headquarters, Air Police, Communications, Installations and Food Service.

The guiding hand of this Group was Colonel Henry H. Harper. Meanwhile, the Maintenance and Supply Group was under the command of the Lieutenant Colonel Joseph W. Manske.

In March 1954 this Air National Guard Wing pushed its expansion forward another step when it began construction of its \$1,500,000

base on T Falls. It space, a 2 other 21, and 3400 building p November lar opera with com starting o tion, has modern a

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base on Tuscarora Road in Northwest Niagara Falls. It has 40,000 square feet of hangar space, a 27,000 square yard parking ramp, another 21,000 square feet for supply warehouse, and 3400 square feet for a motor maintenance building plus a paint storage building. Late in November 1955, construction on the Million Dollar operations and training building was started with completion scheduled for nine months from starting date. The building of brick construction, has 44,665 square feet of space with a modern assembly hall.

On 6 June (the day the Korean war was started) the Air National Guard was holding its regular Sunday drill when the 136th Fighter Squadron was alerted for combat and put on a 24 hour alert. Within two hours, the F-47 "Thunderbolts" were patrolling the skies over Western New York in shifts. All other aircraft on the base were on a five minute standby. Together with two Regular Air Force fighters, this comprised the Air Defense of Western New York on that day and for several to follow.

The 136th Fighter Squadron received orders on March 1st ordering the entire squadron into active duty for a period of 21 months. This was the original start of the Regular Air Force Base now stationed here. Forty percent of the 136th personnel were sent overseas and served in Korea, Germany, Alaska, Guam and the Philippines. Two members, Lieutenants (now Captain) Arnold G. Wackerman and Thaddeau Giermack, won distinguished Flying Crosses for their duty in Korea. The 136th while on active duty broke the gunnery record for reciprocating engine aircraft in the nation.

In 1952 the unit designation of the Wing and subordinate units was changed to Fighter Interceptor to go along with the Wing's mission of Air Defense. In December of the same year the 136th Fighter Interceptor Squadron was restored to Air National Guard control and equipped with F-51H Mustang aircraft. Through the next year the squadron saw many changes.

January 1954 heralded the opening of a new era for the Air National Guard. The first aircraft was delivered to the 136th, a T-33 jet type trainer.

The first tactical jet fighter, an F-94B "Starfire", arrived at the National Guard Air Base in February and was the forerunner of a full squadron of the all-weather fighter interceptors.

One year later on the Fourth of July, Captain Arnold G. Wackerman, operations officer of the 136th placed second in the Earl T. Ricks memorial air race. He flew an F-94B named "PFFHT" from Los Angeles to Detroit in 2 hours 59 minutes and 8 seconds and averaged a speed of 491.257 miles per hour.

October of 1957 saw another change in the 107th Wing and the 136th with the new F-86H "Sabre" replacing the older F-94S. With the change of the unit's aircraft came the change in the unit's mission. No longer a fighter interceptor Wing and Squadron, the new mission of the units is now that of a Tactical Fighter Wing and Squadron.

Continuous and intensive training supervised by the Continental Air Command, is an integral part of the Air Guard program. Included are unit training assemblies consisting of one weekend each month and participation in a 15 day active duty tour each summer and additional flying training periods evenings and weekends for air crew members. Technical training is available through the Regular Air Force conducted training schools, as is aviation cadet training and appointment to the Air Force Academy under the Reserve-component quota of vacancies.

From the mere 115 airmen and officers the strength of the Wing and Squadron has increased to the approximate strength of 600 officers and airmen. In addition there is a full time force of 126 technicians to maintain the base.

ADDITIONAL FACILITIES

136th Aero Club - The Club is open to all personnel of the Base. The rates for flying instructions are very reasonable, far below the civilian rates. Rental rates on the aircraft are approximately \$4.00 per hour. The Aero Club has one aircraft - an Aeronica, a two-place aircraft powered with a 75 h.p. engine.

Credit Union - Personnel assigned to this base may become members of the NYAFNG Federal Credit Union. The purpose of the credit union is to encourage savings among members and to provide a source for loans in times of emergencies. The NYAFNG Federal Credit Union is chartered under the Federal Credit Union laws. The Credit Union, because it belongs to members (to you, if you join), gives you truthful, friendly, confidential help with your money problems.

NCO Club - Personnel assigned to the base may become members of the NCO Club located in Building 901. Club activities include informal dancing on Saturday nights, card parties and Monte Carlo night.

Officers' Club - Modernistic and spacious, the Officers Club is located in Building 901, and is the hub of Officer social activities at the base. Club activities include informal dancing Saturday nights, cocktail hour Sunday evenings, anniversary dinner dance and monthly party night.

Rifle and Pistol Club - Personnel assigned to this base are entitled to join the Niagara Air National Guard Rifle and Pistol Club, which holds its meeting the first Monday of each month. Special events include the annual New York State rifle and pistol matches at Camp Peckskill and the National Matches at Camp Perry, Ohio.



NEW YORK AIR NATIONAL GUARD area as seen from the air—home of the 136th Tactical Fighter Squadron.

BELL AIRCRAFT CORPORATION

With completion of a \$2,500,000 addition to its main Wheatfield, N. Y., facility, Bell Aircraft Corporation now stands as one of the largest and most modern industrial operations on the Niagara Frontier. The new building is the second major expansion by the airplane company within the last two years, a \$750,000 Data Processing Center having been erected at the opposite end of the property in 1957.

Founded in 1935 by the late Lawrence D. Bell and a group of associates, Bell Aircraft has risen from modest beginning to a position

among the nation's aviation leaders. This record of achievement lies in the fact that the company has always pioneered in revolutionary concepts of flight and has a long list of aviation "firsts" to its credit.

It was Bell's original design of the Airacuda, a twin-engine pusher type multi-place fighter with many revolutionary features, which led to large scale production of the P-39 Airacobra, deadly fighter plane which distinguished itself on all fronts during World War II. More than 10,000 Airacobras and 3,000 of the P-63 Kingcobra, larger, faster and more powerful

version of the P-39, were built by Bell at Niagara Frontier facilities by war's end.

Bell also built B-29 bombers in Marietta, Ga., and gun mounts in Burlington, Vt., as part of the World War II effort. Simultaneously, the company started development of the Bell helicopter, which in 1946 was licensed by the Civil Aeronautics Administration and thus became the world's first commercial helicopter. Bell helicopters, produced in Fort Worth, Texas, are performing a wide variety of commercial and military services all over the Uni-

The Base

ted States and in more than 30 foreign countries.

In addition to the conventional models now in operation--the 47G, 47H and 47J--Bell Helicopter Corporation is building a revolutionary new helicopter for the military which eventually should come into widespread use for commercial and civilian purposes.

This is the XH-40, which Bell was awarded a contract to build in 1955 as the result of having submitted the winning design in a competition originated jointly by the Army and Air Force during the preceding year.

Designed for front line military service, the XH-40 is a high performance helicopter of low silhouette and compact size. Powered by a Lycoming XT-53 gas turbine engine, it is capable of matching the climbing performance of World War II fighter planes. This helicopter has a maximum speed of 132 knots and can climb at the rate of 1900 feet per minute from sea level.

Spacious cabin and wide sliding doors permit loading and unloading of the XH-40 in a minimum of time--approximately 15 seconds for two litters. Converted from litter bearer to troop carrier, the rotorcraft accommodates four passengers across the rear of the cabin. In an emergency the ship can carry up to ten persons. In cargo configuration it is able to carry a payload of 800 pounds.

The XH-40 allows excellent visibility for the pilot and is equipped for instrument flying and radio navigation in addition to having the necessary instrumentation for the turbine engine.

America's first jet-propelled fighter airplane, the P-59 Airocomet, was another Bell accomplishment that added to a prestige which resulted in contracts for the young company to design and develop the famous series of X experimental rocket airplanes that first broke the sound barrier and have since set world records that still stand in both speed and altitude by man-piloted aircraft.

First of these was the X-1, which achieved the world's first supersonic flight on October 14, 1947 at Muroc, California. In subsequent flights, the X-1 attained speeds of 967 miles per hour and altitudes of 70,140 feet. The sturdy little rocket airplane now stands in the Smithsonian Institute in Washington, D.C.

Successor to the X-1 was the Bell X-1A larger and faster airplane which flew 1650 miles per hour on December 12, 1953, and six months later reached heights of 90,000 feet. Much of the advanced structural and aerodynamic data applied to high-speed, high-altitude flight research today may be directly attributed to the X-1A. Not intended for tactical operation, the airplane was a flying laboratory carrying hundreds of pounds of complex instrumentation in-

stalled for the purpose of helping to solve the many problems created by man's increasing supersonic ventures into the stratosphere.

The X-1A's identical twin, the X-1B, is continuing in service at the Air Force Flight Test Center, Edwards Air Force Base, California.

Last of Bell Aircraft Corporation's experimental rocket airplanes was the X-2, which made history at Edwards Air Force Base in 1956 by flying at greater speeds and altitudes than ever before attained by man-piloted aircraft.

The U.S. Air Force has disclosed that the X-2 flew 2148 miles per hour and climbed to an altitude of 126,200 feet. Both of these world records still stand.

The X-2 achieved the 2148 miles per hour speed record on September 27, 1957 during a test flight in which the airplane was destroyed. Captain Milburn G. Apt, who lost his life in the crash, was the pilot. In an earlier test flight, the late Captain Iven Kincheloe piloted the X-2 to the altitude record of 126,200 feet. The flight earned him the McKay Trophy for 1956, carrying with it a citation for "accomplishing the most meritorious flight" of the year.

Colonel Frank K. Everest of Fairmont, Virginia, then chief of Flight Test Operations at Edwards Air Force Base, was the project pilot for the X-2. He conducted much of the preliminary flight work on the airplane and on July 25, 1956 flew the X-2 at a record 1900 miles per hour. Col. Everest won two awards for his pioneer work with the X-2--the 1957 Octave Chanute Award and the 1957 Harmon International Aviation Award.

Bell engineers came up with many new approaches to old aerodynamic problems in designing and developing the X-2. Among them was the use of stainless steel and K-monel in the fuselage and wings. Both metals have a much higher melting point than aluminum, which loses its strength at high temperatures. The X-2 landing gear consisted of a flat skid rather than retractable wheels, effecting savings in weight and allowing more space for fuel.

The throttleable Curtis-Wright rocket engine which propelled the X-2 was capable of developing power equal to that of a modern Navy cruiser. A comparison of the two, a small airplane and a giant cruiser, serves to illustrate the tremendous power needed to drive the X-2 as it explored the relatively unknown problems of flight in the thermal area.

Still another experimental airplane developed by Bell was the X-5, first airplane able to vary its wing configuration while in flight. The X-5, having completed its mission, is now at the Air Force Museum, Wright-Patterson Field, Ohio.

Concurrently with work on the X series

of airplanes, Bell during the last ten years has designed, developed and built in its entirety the GAM-63 Rascal guided missile under Air Force contract. The Rascal, an air-to-surface missile, is 32 feet long and four feet in diameter. It is propelled by rocket engines and is capable of carrying an atomic warhead. The missile was developed for use with high-altitude, high-speed bombers which can launch it miles from the target without exposing the bomber or its crew to heavy ground and air defenses. While the bomber is on its way back to the home base, Rascal continues on to its target.

Among Bell's current projects is research and development is a jet-powered airplane that takes off vertically and lands in the same manner while in conventional horizontal position. This is the X-14, an improved version of the earlier Bell VTOL which the company built with its own funds to demonstrate the feasibility of the jet principle. The original Bell VTOL is now resting in the Smithsonian Institute also.

The X-14 is powered by two British-made Armstrong-Siddeley Viper jet engines which provide more than 3,500 pounds of thrust to lift the airplane vertically and propel it forward. Jet thrust is deflected downward for take-off by venetian-blind type vanes installed behind the engines and is directed rearward for forward flight.

Because normal control surfaces, such as elevators, rudders and ailerons, have no effect during hovering or slow forward speeds, the X-14 is equipped with compressed air nozzles at wing tips and tails to give necessary directional control.

Another recent Bell development is an automatic landing system which lands all types of airplanes automatically in zero-zero visibility and under any weather conditions. A combination of radar and radio, the Bell system takes over from the pilot while the airplane is still some distance from touchdown on an airport runway or carrier deck and brings the plane in for a safe landing.

Bell engineers point out that the landing system has significant commercial as well as military application and would permit operations at commercial airports when weather conditions prevent pilots from making visual landings.

Bell has also been assigned a major role in the development and production of the Air Force's Dyna-Soar project, which deals with a rocket-boosted, manned, hypersonic vehicle capable of free flight outside the earth's atmosphere.

As one of the Niagara Frontier's important factors in the general economy, Bell Aircraft Corporation looks to the future with confidence and a firm belief in the company's ability to maintain its position as a leader in the aviation industry.



BELL AIRCRAFT CORPORATION as seen from the air.

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GENERAL INFORMATION

REPORTING IN

Upon arrival for duty at Niagara Falls Air Base you will first check in at the Air Police Desk. If you are driving, the Air Police will issue you a visitors pass for your car.

Incoming personnel will report to the Group Personnel Office, Room 113, Building 800 when arriving during duty hours, and at all other times, report to the Headquarters Charge of Quarters located in Building 508 (Air Base Squadron Orderly Room).

CLIMATE AND CLOTHING

To say that the climate on Niagara Frontier is changeable is putting it mildly. The geographic location places Niagara Falls Air Base just north of a severe snow belt, with an ample supply of the "fluffy white" finally coming to rest on and around the base during the winter months. The average yearly temperature is about 50 degrees, with the summers mild and pleasant and the winters fairly cold to below Zero.

A plentiful supply of warm clothing for the winter months is a "must" whether you work indoors or out. Foul weather clothing, including parkas and "artics" are available for issue from your unit supply.

The base uniform regulations are as follows:

Winter:
Mandatory-1 November to 30 April
Optional-1 October to 31 October

Summer:
Mandatory-1 June to 30 September
Optional-1 May to 31 May

DUTY HOURS

The normal duty hours for personnel assigned to this base is 0730 to 1630 hours, Monday through Friday. However, the organizational mission dictates the need for a 24-hour day, seven-day week operation. Various sections operate on "shifts" to fulfill this around-the-clock mission. Your duty hours will be set up by the organizational commander of your particular section of assignment.

AIRMENS DINING HALL

"Ask the man who eats there", the Airmens Dining Hall in Building 506, and you will hear him say, "best chow in the Air Force". While other Dining Halls may take exception to this, it is a fact that the Niagara Falls Air Base is noted for outstanding meals in a "next to perfect" atmosphere. Two serving lines, dishing out just what you want, are set up for the "rush" periods, one of them for Non-commissioned Officers and the other for the lower four grades, and the time from entry until you are seated is negligible.

Dining hours are: Breakfast, 0600 to 0700 hours, Monday through Friday, and 0700 to 0800 hours on Saturday, Sunday and holidays. Lunch is served between 1100 and 1230 hours while the evening meal is served from 1600 to 1730 hours. For personnel working a night shift, a midnight meal is served from 2315 to 0030 hours daily.

CHAPEL AND CHAPLAIN'S SERVICES

A new Base Chapel, to be completed by February of this year, is located on Kirkbridge Road, between the Dispensary and NCO Open Mess. All base activities of the Chaplain's



DINING HALL

program, such as Dynamics of Moral Leadership, consultation, clearances, publications of the monthly paper, "My Chapel", etc., are performed by the Base Chaplain. He is assisted in these things by the Chaplain Services Specialist.

Saying of Sunday Mass for Roman Catholic personnel, ministrations to Roman Catholic personnel in time of emergency, and the conduct of special masses are the responsibility of the Base Chaplain, but are performed by an auxiliary civilian Chaplain. Once weekly, on Wednesday, a Roman Catholic priest, a member of the Air Force Reserve, serves in the Base Chapel program giving consultation. Also, on the second Sunday of each month he says mass in the Base Chapel.

Although Jewish Services are not held on the base, personnel of this faith are urged to worship at either Temple Beth Israel, at Cedar and 4th Streets, or Temple Beth El, at 718 Ashland Avenue in Niagara Falls. A Jewish Rabbi may be reached through the Base Chaplain.

SCHEDULE OF CHAPEL SERVICES

Roman Catholic Services:

Sunday Mass - 0945
Confession before Mass
Holy Name Society Meeting is held on the second Sunday of each month at 0830 hours at St. Leo's Roman Catholic Church in Niagara Falls.

Protestant Services:

Adult Bible Class 0945 hours
Sunday School 1100 hours
Morning Worship 1100 hours
A Chapel Nursery is available during the worship services. Sunday school for ages 4 to 12.

Lutheran Communion Service is on the first Sunday of each month.

Protestant Communion is held the second Sunday of each month.

Chapel Choir rehearsal is held every Monday at 1900 hours.

Adult Bible Class II is held every Monday evening at 2030 hours.

Chapel Youth Club holds meetings every other week on Monday evening.



AN ARTIST'S DRAWING of the new Niagara Falls Air Base Chapel.

The Base CLOTHING SALES

To assist you in presenting a good military appearance, this base has a Clothing Sales Store offering a complete selection of uniform items. The sales store, located in building 520, is open for business Monday through Friday between 0800 and 1600 hours. Variations of the sales store operations will be published in the Daily Bulletin.

COMMERCIAL TRANSPORTATION

The Commercial Transportation Office is located on the ground floor, north end, of building 402. All matters concerning shipment of household goods, etc., may be handled by calling Ext. 418 or by calling at the commercial transportation office.

DAILY BULLETIN AND BULLETIN BOARDS

The Niagara Falls Air Base Daily Bulletin is published Monday through Friday by Headquarters 15th Fighter Group. Information contained in the DB includes certain Duty Rosters (for Officer personnel) and notices of importance to all personnel assigned to this base.

Bulletin Boards carry notices of formations, duty rosters and other information pertinent to personnel of this base. These boards are maintained by each Squadron. Both the Daily Bulletin and Bulletin Board of your squadron should be checked DAILY.

DENTAL CLINIC

A staff of Dentists and dental technicians offer dental care to all assigned personnel. Though the size of the staff and facilities do not permit care for dependents, complete care is available to personnel by appointment.

Dental sick call is held from 0730 to 0830 Monday through Friday at the clinic located in Building 312.

DISPENSARY

The recently constructed ultra-modern Base Dispensary, located on Kirkbridge Road, is set up to "cure what ails you" as soon as is medically possible. The Dispensary is equipped to handle primarily out-patient type cases, with no dependents' hospitalization facilities available.

Due to the large number of people receiving care, military sick call is staggered.



"WELL, IT DOESN'T HURT." "Fledglings" and other military dependents are treated at the Base Dispensary in out-patient status.

Monday through Friday, for assigned and attached units as follows:

Army and 15th CAMRON	0730
15th MATRON	0800
47th FIS	0815
15th ABRON	0815
763rd AC & W	0815
12th Weather	0830
2019th AACs	0830
2237th ARFC and attached units	0845

In addition, emergencies will be seen at any time and sick call will be held from 0730 to 0930 hours on Saturday and Sunday for military personnel who cannot wait to be seen on Monday morning.

Dependents are treated at the Dispensary on an out-patient basis only Monday through Friday and MUST call Ext. 233 or 523 for an APPOINTMENT before coming for treatment, including ALL emergencies. On weeknights,

only emergencies which cannot wait until the following morning will be seen and on weekends emergencies which cannot wait until Monday morning will be seen between 0730 and 0930 hours, Saturday and Sunday. Again, in ALL cases dependents must call the Dispensary before coming to the base for medical care.

The pharmacy will fill all prescriptions during normal duty hours only. Since the pharmacist is not available after 1630 through the week and not at all on the weekends, prescriptions will not be given during this period.

Immunizations for both military and dependents will be given Monday through Friday between 1500 and 1600 hours. No appointment is necessary for this function.

BASE FINANCE

The Base Finance Office is located in Building 702 and is open Monday through Friday between the hours of 0730 and 1630. To insure prompt payment of your claims for travel and dislocation reimbursement, and all other matters relative to pay, contact your unit Pay Clerk before going to the Finance Office. The Cashier's window is open on normal duty days from 1000 until 1130 hours and 1230 until 1400 hours.

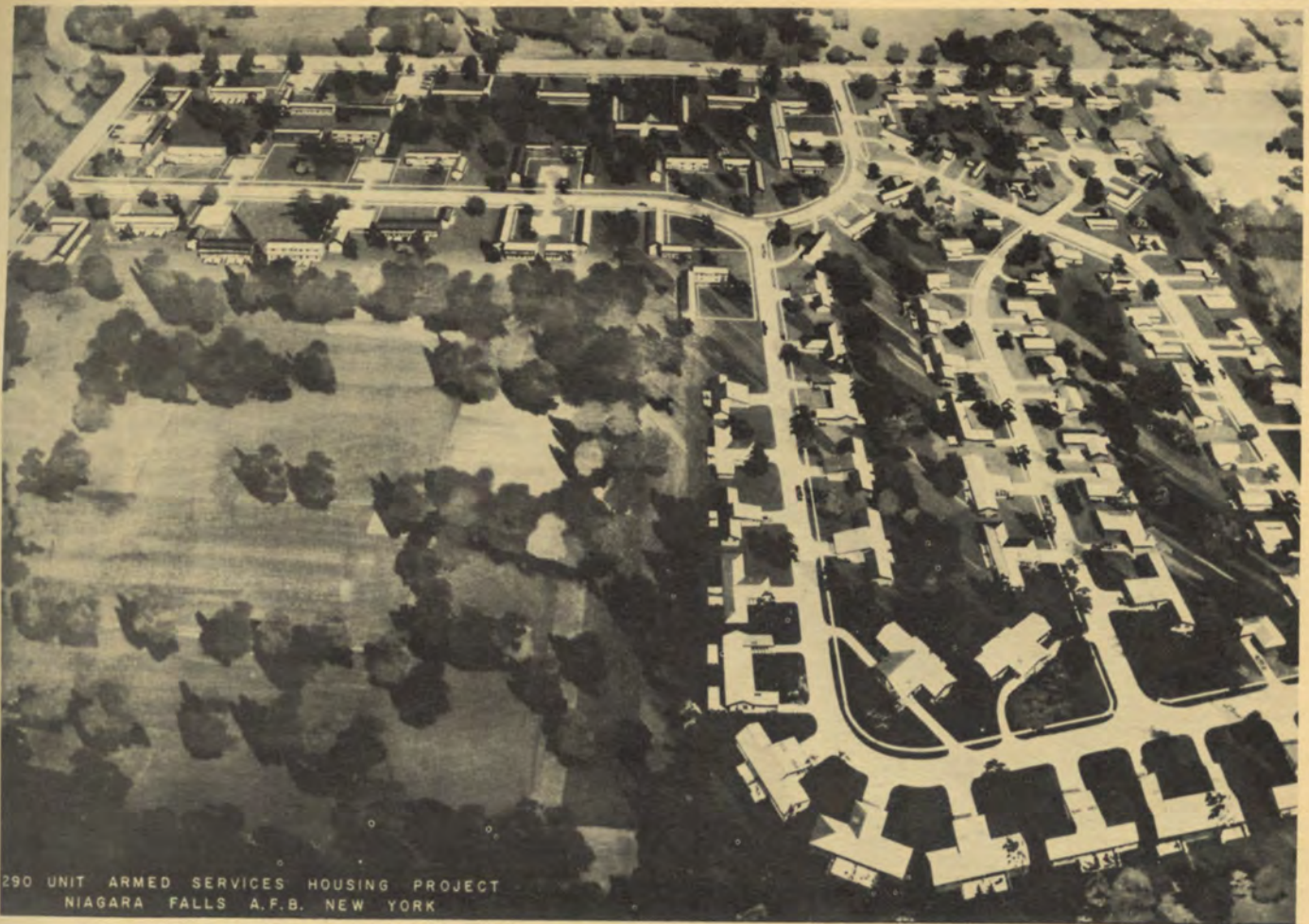
ON BASE HOUSING

Single personnel will find ample barrack space available and, upon assignment to a squadron, will be given a room with one or two roommates. The airmens barracks are equipped with adequate foot locker and wall locker space, and you will also find a day room within your barracks.

Senior NCO's have been assigned to separate barracks in Building 312. Rooms are equipped with adjoining bath, hollywood type beds, chest of drawers, desk and, in most rooms, refrigerators. Most bachelor officers reside in the surrounding communities, however, a few rooms are available on base for short periods and are located in Building 312. These rooms are equipped the same as Senior NCO rooms.



"OPEN WIDE." Modern conveniences and skilled personnel insure best of care at the Dental Clinic.



290 UNIT ARMED SERVICES HOUSING PROJECT
NIAGARA FALLS A.F.B. NEW YORK

AN ARTIST'S DRAWING of the 290 unit housing area now being constructed for Niagara Falls Air Base personnel.

For married personnel, on-base housing is very limited at the present time. Construction of a 290 unit family housing area has begun and is scheduled for completion in August of this year. When completed the area will house the families of 116 officers and 174 enlisted personnel. Each home in the paved and landscaped project will be equipped with stove, refrigerator, washer, dryer and garbage disposal. The homes will range from two to four bedrooms and will vary in size from 910 to 1,610 square feet.

Site of the housing area is directly north of the base, across Lockport Road on the corner of Tuscarora and Blank Roads.

OFF BASE HOUSING

The majority of military personnel assigned to the base residing off the installation, live in nearby Niagara Falls, Lewiston, Lockport, North Tonawanda, Tonawanda and a few live in Buffalo. The center of Niagara Falls is some seven miles from the base, while Buffalo is 22 miles distant. The average mileage traveled to and from the base is 11 miles.

Apartment rentals are fairly easy to obtain in this area, but you will find they are much higher than at other bases near industrial centers. For the lower grade airmen, low rental projects are located in Niagara Falls, Tonawanda, North Tonawanda and Buffalo. Monthly rental in these housing areas is based on your total income and is considered quite reasonable. Most are equipped with stove and refrigerator.

While house rentals are scarce in this area, average monthly cost ranges from \$80 up, plus utilities and heat.

INFORMATION SERVICES

The "tab" for your training, the tools with which you work and your salary is picked up by the American people. Therefore they must be informed as to how their money is being spent. This is one of the jobs of the Office of Information Services, located in Room 110 of Building 800.

Throughout your assignment here you will observe various groups touring the base. This is another function of OIS, designed to let

America see Air Defense in action.

In addition, the Office of Information Services is also responsible for publication of the "SCRAMBLE", published every other week and distributed throughout the base. The "SCRAMBLE" policy is to keep you informed, to the greatest extent possible, on matters of interest to you. This, however, is a two way proposition. During your tour at Niagara Falls the Office of Information Services solicits your aid. By keeping us informed, we can in turn "give the word" to other base personnel.



NCO's BILLETS feature Hollywood beds, desk, chest of drawers and ice box.



SECURITY

The security of this installation is of great importance to the effectiveness of our mission and that of the Eastern Air Defense Force. Since we all play an important role in the success or failure of this mission, then security becomes everybody's business. A business to be taken seriously day-to-day.

Air Police are utilized almost exclusively for security duties. Although they guard our combat elements around-the-clock, they cannot do the job alone--you are needed to back up the base security system, by being ever alert. USAF sentry dogs are assigned to the Niagara Falls Air Base to assist in the security program. These sentry dogs are trained to distrust all persons except their handlers. They are highly nervous and will attack an intruder, if unleashed. You are requested to avoid all personal contact with these animals. Areas patrolled by sentry dogs are clearly marked with "warning signs". You can assist the dog's handler by following instructions given you by the handler when you have to approach a sentry dog post.

If you have a frequent need to be in a restricted area which is important to our combat mission, you will be issued a personal security badge, enabling you to gain access to such areas. Units determine persons issued security badges. This badge must be safeguarded by YOU as if it were a classified document. Without a security badge, you may be admitted entrance to restricted areas only when on official business and then only if accompanied at all times by a person with a restricted area badge.

In the event of an alert, the Base Defense Plan will be implemented. You will, from time to time, be briefed on your job in connection with this plan.

MILITARY BEARING AND COURTESY

First impressions are always lasting, in all walks of life, so it is important that you as a member of the Air Force make a good first impression. You will be constantly noticed and judged on your appearance, dress, conduct, and observance of standard Air Force customs and courtesies by civilians and other military personnel. A slovenly loudmouth serviceman in an unkept uniform slouching about with his hands in his pockets, does not measure up to the high standards required of Air Force personnel. A smart, well-groomed, and courteous airman is the type that will be looked up to, and will advance in rank and become a credit to the service.

Some tips which might help ease your way are:

- Keep in proper uniform at all times.
- Maintain good posture and move purposefully in whatever you do.
- Keep yourself, your working and living areas clean and neat.
- Treat everyone with the respect and consideration due them.
- Salute all officers at all times.

VEHICLE REGISTRATION

Vehicle owners will no doubt wish to drive their cars within the base limits. Any vehicle driven on the base must display a decal which will be issued by the Air Police Registration Section located in Building 401.

Regulations governing on-base operations of privately owned vehicles require presentation of the following: (1) a valid insurance policy for \$10,000 - \$20,000 liability insurance and \$5,000 property damage (same as for New York State); (2) Vehicle registration from either New York State or your home state; (3) Drivers license from New York State or your home state; (4) Base vehicle safety inspection sheet, which can be picked up from the registration section and completed by an inspector at the Motor Vehicle Maintenance shop located in Building 620.

Upon satisfactory presentation of the above listed items you will be issued a decal with instructions as to where it should be placed. Air Police registration section is open from 1000 to 1130 hours and 1230 to 1630 hours, Monday through Friday, closed on weekends.

WEAPONS REGISTRATION

For your safety, and the safety of others, all personal firearms kept on base must be registered with the Air Police section. It is also a good idea to register those firearms you keep at home with the Air Police. One prerequisite for on-base registration is that you must first register all firearms with the State of New York. In addition, if you keep small arms at home, civil law generally requires you to register these weapons with your local police.

SPEED AND PARKING

Maximum speed limits are posted throughout the base and these limits are strictly enforced by the Air Police. The comparative size of this installation makes it possible to go from one side to the other in a very short per-

iod, traveling well within the speed limit. Visitors are subject to disciplinary action, resulting in eventual barring of their private vehicle from the base limits. The speed limit on base is 20 miles per hour, except in some areas where a lesser speed limit is posted. During the winter months, road conditions both on and off base demand the utmost of care while driving.

Authorized parking areas are clearly indicated. Illegal parking results in accidents and prohibits the proper functioning of various sections. Several streets allow no parking whatsoever, while others restrict parking to duty hours only. Become familiar with parking restrictions immediately. Complete information on traffic regulations may be found in Base Regulation 125-4. Failure to do so may result in your having to park OFF BASE.

LEGAL ASSISTANCE

Legal advice and assistance to all military personnel and their dependents is available at the Base Legal Office located in Room 104 of Building 800. A qualified Legal Office is available during normal duty hours to assist you in various matters such as preparation of a will, estates, claims, power of attorney and other legal matters.

It is suggested that appointments for legal assistance be arranged in advance by calling Extension 524.

MARS STATION

Station AG2FEF of the Military Affiliate Radio System is located in Building 524 and operates during normal duty hours. Station operators will gladly send messages over the MARS network to any place in the world providing there is a member station at that location.

AIRMAN OF THE MONTH

An aggressive program to select the most outstanding airman at Niagara Falls Air Base as "The Airman of the Month" is one of the continuing events at this base. Airmen vying for this coveted position are selected on the basis of job-knowledge, military courtesy and bearing, appearance and other qualities found in the "top bracket". In addition to the honor which goes with being selected as Niagara Falls Air Base A - O - M there are dinners, theatre tickets, a three day pass and other "rewards" which make this a "spot to shoot for" in the airmans book.

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AIR FORCE AID

An active section of the Air Force Aid Society, located in Room 112 of Building 800, assists some 150 officers and airmen of this base each year in times of need. Funds from the AFA Society are available for loan to anyone faced with an emergency situation requiring financial assistance. These loans are repaid on a monthly basis, free of interest.

If at any time during your tour at Niagara Falls you are faced with an emergency, you are encouraged to contact the Air Force Aid Society by making an appointment through your Squadron Commander. Remember, the Air Force Aid is a non-profit organization supported by you and designed to aid your fellow airmen.

COMMISSARY

A complete line of groceries, meats and vegetables can be found in the Base Commissary, located in the south end of Building 402. With an eye toward "service", a committee composed of Air Force wives meets periodically to revise the list of stocked items to include those "most wanted" by commissary patrons.

Open to all military personnel on active duty, customers need only their military identification card, or in the case of dependents, the dependents identification card, to make purchases.

Normal hours of operation are from 1000 to 1700 hours, Monday through Friday and closed on the weekend. However, changes in this schedule are posted in the Daily Bulletin from time to time and the current schedule is posted at the entrance to the commissary.

EDUCATION

The key to knowledge can be obtained at the Education Office located in Room 112 of Building 800 during normal duty hours. For those seeking to further their general education or job knowledge, USAFI and ECI courses, designed to fit your individual desires, as well as off-duty education at any one of four universities in this area, are available.

General Education and Development (GED) and End of Course Tests are administered by the Testing Section. Many personnel here at Niagara Falls wisely use their off-duty time to advance themselves through one or more of the programs offered. Personnel of the Education Office stand ready to counsel interested personnel and render all assistance possible to anyone on any and all of the above programs. You may contact the Education Office on Extension 403 for further information.

FEDERAL CREDIT UNION

The Niagara Falls Air Force Federal Credit Union is a not-for-profit membership organization chartered by the Federal Government for three primary purposes: to encourage regular savings by its members, to make loans at low cost for good purposes to members, and to help them use their buying power wisely.

The field of membership shall be limited to those having the following common bond: Civilian employees and military personnel of the

Department of the Air Force who work at the Niagara Falls Air Base in Niagara and Wheatfield Townships, and in the Township of Cambria, employees of this credit union; members of their immediate families; and organizations of such persons.

The credit union is inspected annually by the Bureau of Federal Credit Unions and is audited quarterly by the Supervisory Committee elected by the membership. All officers, directors and employees are bonded. Committee members, officers, directors serve without pay. Only the treasurer is paid. The Credit Committee, also elected by the members, approves all loans. The officers and other directors, as well as the committees, are elected by the members and are responsible to them.

HERE'S HOW TO JOIN.....

It costs only 25¢ to join the Niagara Falls Air Force Federal Credit Union, plus an initial payment on a share. (A share account is a savings account). Shares are \$5.00 each and are the basis for paying dividends to members.



SEMI-PRIVATE ROOMS with each individual's "personal touch" make on-base living for airmen quite comfortable.

NURSERY

The Officers Wives' Club sponsors the Base Nursery which is open on Thursdays from 0930 to 1730 hours. The rates are 35 cents per hour for the first child and 10¢ an hour for each additional child. Arrangements may be made through the Nursery Chairman for opening the nursery for private parties. The minimum age is six weeks. Infants can stay for four hours at a time.

RED CROSS

There is no on-base Red Cross facility, however, the Niagara Falls chapter of the Red Cross is located at 704 Ninth Street in Niagara Falls. They can be contacted by telephone at BUTler 5-6939 on week days and at BUTler 5-8211 nights, Sundays and holidays.

Assistance in contacting the Red Cross can be obtained on-base from the Personnel Affairs officer at Extension 403 or the Chaplain at Extension 211.

YOUR SAVINGS.....

You save when you borrow from the Niagara Falls Air Force Federal Credit Union. The Credit Union, and the CUNA Mutual Insurance Society helps you do it.

A loan for \$100 costs only \$6.50 when repaid in 12 equal monthly principal-plus-interest payments. Your life is insured to the amount of your loan-balance - against death or total and permanent disability, by the CUNA Mutual Insurance Society.

Here's how we work with the CUNA Mutual to give you this extra benefit. When you make a loan with the credit union we pay the Insurance Society a monthly premium based on your outstanding loan balance up to \$10,000. Under this Loan Protection Insurance, the life of every borrower through age 69 is insured if he is able to perform, or within reasonable time will be able to resume the usual duties of his livelihood when he makes the loan. Disability coverage continues through age 59. Yes, CUNA Mutual makes your loan "Paid in Full" if you die or become disabled.

MAIL AND POSTAL SERVICE

While the base is located several miles from a Post Office, complete postal service is as near as Building 508, next door to the Dining Hall. The mail room is open Monday through Friday between 0730 and 1630 hours and handles the varied postal services of package mailing, stamp purchases and money order facilities. Mail call is from 1000 to 1630 hours on normal duty days, closed weekends and holidays.

Though some squadrons have their own mail room, their sole function is the distribution of mail and does not provide postal services. Be sure to notify your family and friends of your correct current address. The following is an example of the proper address used at this base:

A/C John E. Doe, AF 12345678
(Squadron) Box #
Niagara Falls Municipal Airport
Niagara Falls, New York

EXCHANGE SYSTEM

EXCHANGE SYSTEM

The Exchange System operates three facilities at the Niagara Falls Air Base, the Retail Sales Store, Snack Bar, and Service Station. Also provided by the Exchange are concessions for a barber shop, laundry and dry cleaning shop, laundromat, and vending machines for candy, cigarettes, and soft drinks.

While rather small, but modern, the Base Exchange Retail Sales Store located in Building 318, carries a complete line of toiletries, tobacco and personal items. There is also an excellent selection of small electrical appliances, jewelry, watches, some civilian clothes and items of military wearing apparel available.

The Snack Bar located in the Contrail Club Building 805, provides a wide variety of sandwiches, soft drinks, ice cream dishes, and other snack items. A new service of the Exchange system is a mobile snack bar, that carries the same items mentioned above to areas of the base not readily accessible to the main

snack bar.

Hours of operation of the Retail Sales Store are: 1000 to 1700 hours Monday through Friday, and 0900 to 1300 hours each Saturday. The Snack Bar is open daily from 0900 to 1700 hours and 0900 to 1300 hours on Saturday and closed on Sunday.

BARBER SHOP

A three chair barber shop is located on the ground floor of building 312. Besides haircuts, the barber shop offers shaves, shampoos, facials, massages, and tonic. For those who prefer the large economy size bottles of hair tonic, the barber shop will gladly order them for you.

Hours of operation are 0730 to 1600 hours Monday through Friday and 0730 to 1200 hours on Saturdays, and closed on Sunday and holidays. To avoid excessive periods of waiting, Officers and Non-commissioned Officers may make barber appointments by calling Extension 433.

LAUNDRY AND DRY CLEANING

A laundry and dry cleaning establishment is located on the ground floor of Building 502. Both laundry and dry cleaning services take approximately four days. The shop is open Monday through Friday between 0800 and 1700 hours and on Saturday from 0800 to 1200 hours.

For the do-it-yourself, a laundromat is on the ground floor of Building 502 for your convenience. These machines are the coin operated type and are available 24 hours a day.

SERVICE STATION

The base service station, located on the corner of Kinross Drive and Olmstead Street, carries Texaco gasoline, oil and lubrication products and a complete line of auto accessories. Monday through Friday hours of operation are 0830 to 1730 hours and on Saturday from 0900 to 1300 hours.



LEFT— BELL'S EXPERIMENTAL VERTICAL RISING AIRPLANE, X-14, takes off and lands in conventional horizontal position. It is jet-powered.

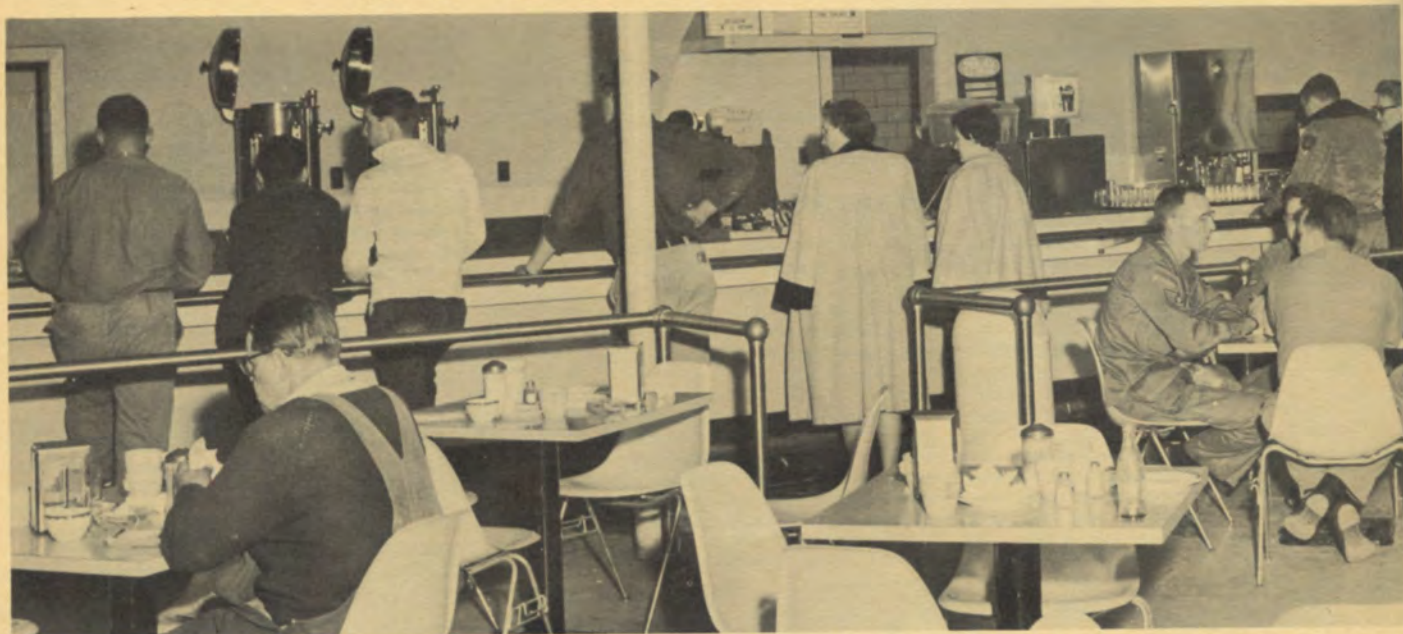
Photocourtesy Bell Aircraft Corporation.

RIGHT— WORLD'S HIGHEST AND FASTEST AIRPLANE, the Bell X-2, attained speeds of 2148 miles per hour and altitudes of 126,200 feet.

Photo courtesy Bell Aircraft Corporation.



RECREATION



"TWO DOGS AND A GLASS OF MILK," OR "COFFEE WITH CREAM." The Base Exchange Snack Bar serves a variety of sandwiches and beverages to hungry and thirsty personnel at Niagara Falls Air Base.

AERO CLUB

Membership in the Base Aero Club, presently located at the Shawnee Airport, is open to all military personnel on active duty interested in private flying. The club is equipped with three T-34 Beechcraft ships and on J-3 Piper Cub.

Dues for membership are \$25.00 initiation and monthly dues of \$2.00 to help defray operation costs. Charges are kept to a minimum and are presently \$2.25 per hour for the J-3 and \$3.75 hourly for the T-34's, plus gas. For those just beginning, three active civilian instructors are available and the cost is \$2.50

an hour for instructions. A private pilot license is required before a member can solo the T-34.

Anyone interested in joining the club can receive full particulars by calling Extension 318.

AUTO HOBBY SHOP

For the "do-it-yourself" automobile repairmen there is a well-equipped Auto Hobby Shop on Olmstead Street at the corner of Wurt-smith Drive, Building 400. The shop is laid out to accommodate nine cars at a time, allowing

military personnel to maintain and repair their cars at the least possible cost.

Equipment on hand to do the job consists of a grease rack for lubrication and oil changes, wheel balancing equipment and a full line of auto accessories. A fully equipped tool crib is accessible to all personnel using the Hobby Shop. In addition, facilities and equipment to "change the complexion" of the family bus, including body tools and spray equipment in the paint and body shop is available. On hand to lend assistance and advise during normal hours of operation, 0730 to 2100 hours Monday through Friday and 0900 to 1600 hours on Saturday, is a qualified shop operator.



ONE OF THE AERO CLUB'S "BEECHCRAFT" available to club members for private flying.

their dues.

NCO OPEN MESS

Membership in the NCO Open Mess is open to all First Three Graders for the nominal dues of \$1.00 per month. Airmen First Class are eligible for Associate Membership at the same rate and with an NCO sponsor.

The Club, located on Kirkbridge Road, offers a variety of weekly activities for NCO's, their families and friends including dancing, Bingo, Free Buffet and other "Free" activities. The Club is open each day for the noon meal and has a complete menu with very reasonable prices. Other hours of operation are: Monday through Thursday, 1630 to 2300 hours; Friday 1630 to 0200 hours; Saturday, 1100 to 0200 hours and Sunday 1300 to 2300 hours.

Present schedule of activities are Bingo each Friday evening, followed by dancing to one of the top bands in the area, Free Buffet each Sunday from 1400 hours and a monthly Birthday Party for eligible members. The Club picks up the tab for the party which offers steak with all the trimmings, including beverage.

Bachelor NCO's and married personnel alike can find hours of enjoyment by taking advantage of the TV room, bar, dining room and ballroom activities.

CONTRAIL CLUB

A wide variety of off-duty activities are provided for base personnel at the Contrail Club, Building 804, located on Kirkbridge Road. Equipment available at the club for your daily use and enjoyment includes a game room with ping pong, pool, and various games; television and a Hi-Fi Set; and a large recreational area for dances and other events.

Regularly scheduled activities include Family Bingo each Monday evening at 2000 hours, with a variety of valuable gifts being awarded to the winners: two weekly dances, on Thursday and Sunday nights at 2030 hours with hostesses from surrounding towns, and Coffee Hour each Sunday morning between 0830 and 1130 hours.

For convenience of all personnel the Contrail Club is open from 0900 to 2300 hours, Monday through Friday: 1300 to 2300 hours each Saturday and 0800 to 2300 hours on Sundays. On holidays the hours of operation are 1300 to 2300 hours.



"ONE, TWO, THREE, FOUR," and the excess weight disappears. The gymnasium is equipped with weights, bags, etc., to change the "flab" to muscle.

BASE GYMNASIUM

A new modern and well-equipped gymnasium, hub of all sports activities at Niagara Falls Air Base, is located in Building 855. Athletic facilities include a full-sized basketball court that can be converted into two volleyball courts or three badminton courts. A portable boxing ring can be set up for pugilists. Mats are available for tumbling, wrestling and judo classes. For those who take their sport activities "on the bench", the gym is equipped with bleachers to accommodate some 400 spectators.

The gym also provides a weight lifting room, complete with rowing machine, weights, light weight punching bag and mats for exercising. Steam and massage rooms, along with ample showers, are also provided.

Golf clubs, bows and arrows, baseball and softball equipment, tennis rackets and balls, .22 caliber rifles, and many other types of athletic equipment is available and can be checked out on a 72-hour loan basis.

The gym is open Monday through Friday from 0930 to 2100 hours, and is closed on weekends and holidays.

BASE LIBRARY

Monthly additions to the shelves in the Base Library keep the inventory of both fiction and non-fiction reading material complete and up to date. The Library is located in the Contrail Club, Building 805, and hours of operation are as follows:

Monday and Thursday	0730 to 1630
Tuesday, Wednesday & Friday	1230 to 2030
Closed Weekends & holidays	

Though the library is small, the selection of books is ample for the most discriminating reader. In addition, there is a complete selection of current magazines and technical publications to keep you well informed.

OFFICERS CLUB

The Officers Open Mess is located in Building 314. It provides a lounge, bar, ballroom, special party room, and an excellent messing facility.

Lounge and Bar hours of operation are as follows:

Monday through Friday	1630 to 2300
Friday	1630 to 0200
Saturday	1100 to 0200
Sunday	1600 to 2300

These hours are in effect on special occasion nights.

Dining facilities are available, and include regular meals and short order items.

Dining room hours are as follows:

Breakfast	0630 to 0930
Lunch	1130 to 1230
Dinner	1730 to 2030

There is no breakfast or lunch served on Saturday, Sunday or holidays except on Reserve Training weekends which is normally the second weekend of each month.

A calendar of scheduled events is distributed each month to members as they pay



LUNCH TIME AT THE OFFICER'S MESS. Regular meals or short orders, enjoyed while "hashing over the day's events thus far."

The Base



ENTRANCE TO THE NCO OPEN MESS in final stages of completion.

OFFICERS WIVES CLUB

The Officers Wives' Club meets the second Thursday of each month at which time there is a Get-Acquainted period from 1300 to 1330, followed by the Business Meeting. Lunch is served at the close of the meeting, followed by a program.

The fourth Thursday of each month is Card Day. Both Bridge and Canasta are played and beginners are urged to attend. The third Thursday of every other month is "Coffee Time" held in honor of all newcomers. This is an informal get-together and everyone is invited to attend.

Wives' Club dues are \$1.00 per month and will appear on your husband's mess bill.

NCO WIVES CLUB

Membership in the NCO Wives' Club is open to wives of all members of the NCO Open Mess. Each month a wide variety of activities are scheduled for members. The club meets on the first and third Wednesdays of each month at the NCO Open Mess. The first Wednesday is the wives club monthly business meeting while the third Wednesday is devoted to social activities.

AIRMENS WIVES CLUB

Membership in the Airmen's Wives' Club is open to wives of lower four grade airmen. Each month a host of activities are scheduled for the members.

The Club was formed to provide to Airmen, their wives, and families all types of activities which were not formerly available at this base.

SPECIAL SERVICES SECTION

Located in the base gymnasium is the Special Services Section which is open during normal duty hours. Base teams, including basketball, baseball, bowling and golf are handled through this section. Intra-mural activities consist of basketball, softball, volleyball and bowling. From time to time other sports events are scheduled on base such as boxing, badminton and archery tournaments.

All sports programs for base personnel are co-ordinated by Special Services Section. For further information you may contact them by calling Extension 357.

THEATRE

A new and modern Base Theatre, equipped with 35mm projector and "wide screen" was recently opened. The theatre building 860 is located directly behind the NCO Open Mess, next to the Base Gymnasium.

Top features are shown three nights each week, Tuesday, Thursday and Sunday with the one and only showing starting at 1900 hours. The 344 seat capacity theatre is also equipped to produce small stage shows for USO entertainers and other similar groups. For added convenience of patrons there are soft drinks, popcorn and candy vending machines in the lobby. Admission is \$.25 for adults and \$.15 for children.

Club meetings are held on the first and fourth Wednesday of each month, at 2000 hours in the Contrail Club, Building 805.

The two monthly meetings at present, combine business and social affairs. Included in the monthly business meetings is a program to welcome new members and acquaint them with various club activities.

For further information concerning the club call Extension 513.



IT'S CHOW TIME at the Contrail Club as members and guests partake of a buffet prepared by the Airmen's Wives Club.



NEXT COMES THE "HOOP." These Officer's Wives demonstrate the art of the Hula during one of the club's gals affairs.



MEMBERS OF THE NCO WIVES' CLUB combine business with pleasure during one of their monthly meetings at the NCO Open Mess.

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"HOUSE OF FIRST RUN MOVIES" featuring cinemascope screen.

THE SHUTTLE BUS SERVICE

The Motor Pool provides a shuttle bus on the base during normal duty hours. A map of the bus routes and a schedule are posted on all squadron bulletin boards and are on display in many other conspicuous places.

Any changes to the schedule, or the routes, appear in the daily bulletin and are posted on the various maps. The first bus departs the Airmen's Dining Hall at 0715 hours. The busses operate between the Base Supply, Building 402; and Group Headquarters, Building 800. Departure from Base Supply is scheduled for 15 minutes after each hour and from Headquarters at 45 minutes after the hour. The last bus leaves Headquarters at 1630 hours.

USO

The United Service Organization has active chapters for military personnel in this area in both Niagara Falls and Buffalo. The Niagara Falls Club is located in the YWCA building at the corner of Main and Third Streets and the Buffalo chapter is on the second floor at the corner of Main and Mohawk.

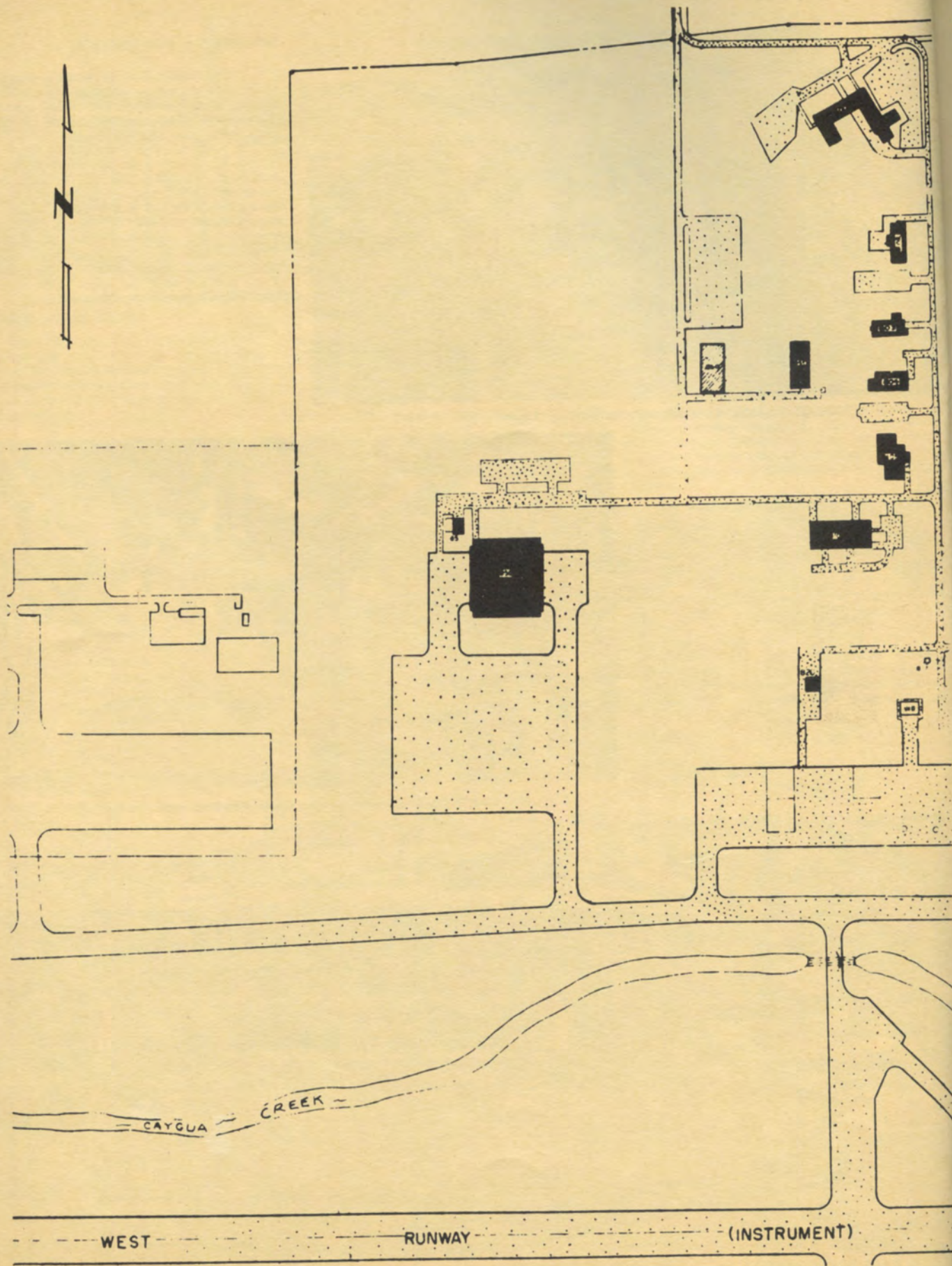
Both offer an active program of dances, canteens, game and reading rooms and a host of enjoyable entertainment. Tickets to local theatres, sporting events and other functions are available to you at either of the two clubs.

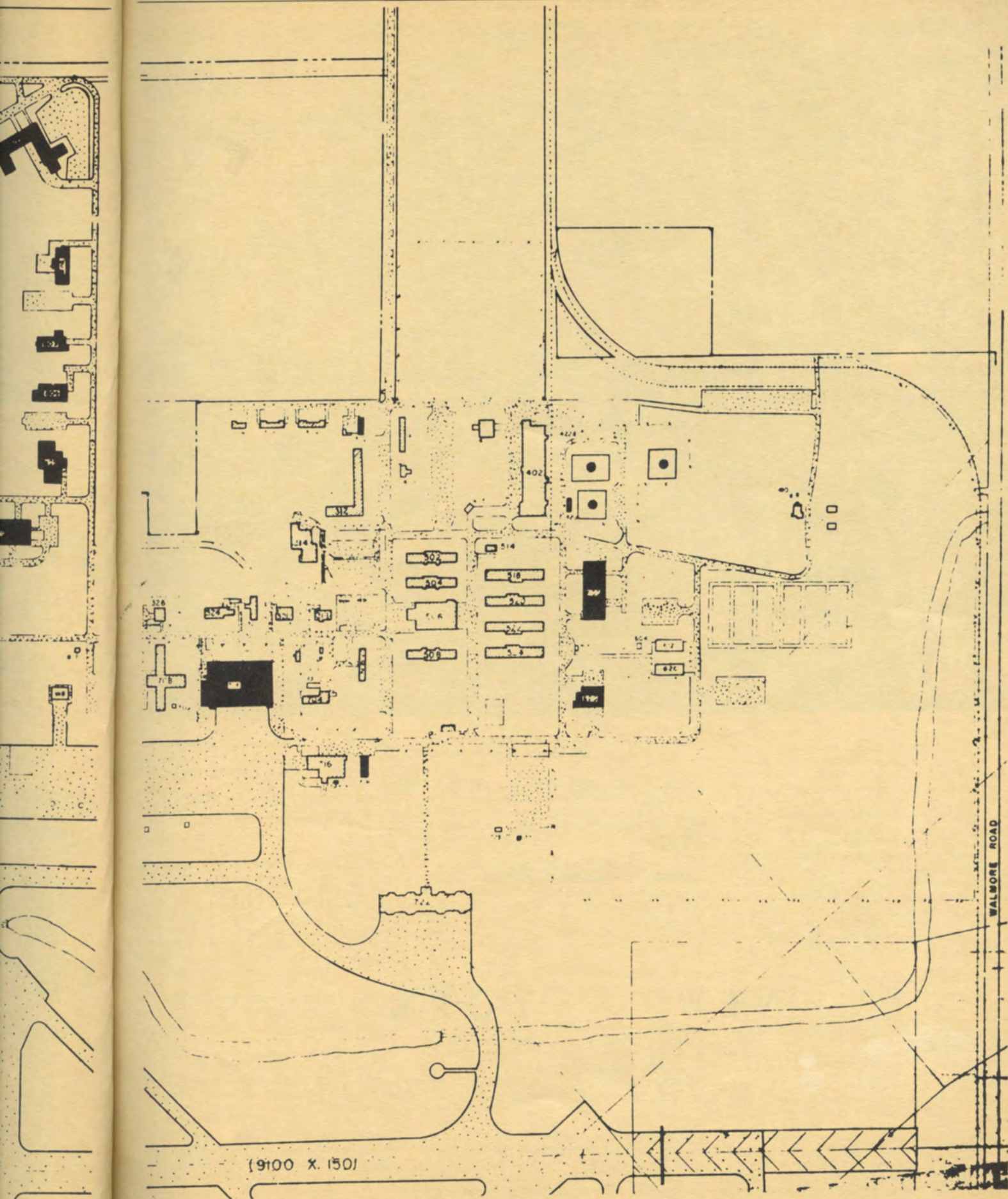


IT'S PARTY TIME at the Conrail Club, dancing and fun for all.



BASE HEADQUARTERS, housing Headquarters 15th Fighter Group (Air Defense), 328th Troop Carrier Squadron, A.F. Reserve, and 8516th Navigation Squadron, also of the Air Force Reserve.





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Water skiers at Lake Placid enjoy their sport in a mountain setting. The picturesque lake has given its name to the nearby resort village of Lake Placid, world-famous as a year round vacation center. The Adirondacks, of course, is easily accessible from the Central New York region. New York State Department of Commerce Photo.

Think of New York and you think of a city -- a big, big city, the biggest in the world, complete with the Empire State Building, the Bowery, Wall Street, Statue of Liberty, the Bronx, automats, theaters and tenements. Actually, New York City itself is but a tiny corner in the boot-shaped state called New York.

New York is the Empire State, although nobody seems to know who gave it that name, and maybe nobody cares. But it is still the Empire State, and it's a big one.

Upper New York State is something apart. There is an old wheeze about the Manhattanite who bragged about he'd been West -- to Buffalo. Well, in 1851 Daniel Webster crossed the state in four days, with his rocking chair strapped to a flat car so he wouldn't fall off. Now you can go from Buffalo to New York City in three hours, with only an occasional "please fasten your seat belt" sign.

Let's go back a bit to the settlement of this big state -- the only state that is bounded by both the Great Lakes and the Atlantic Ocean.

Apparently, the earliest inhabitants were Mongoloid wanderers who migrated across the Bering Strait from Asia, and became Algonquin Indians. It was the Algonquins who first greeted the white men in these parts and sold them tobacco, without filter tips. Along came the Iroquois who consolidated into five nations: Senecas, Cayugas, Onondagas, Oneidas, and Mohawks. This was the Land of the Iroquois. Out went the Algonquins.

Then Old Ned broke loose. The civilized white man came in. A Frenchman by the name

of Champlain explored southward along the lake which was named for him, and Henry Hudson, an Englishman on the Dutch payroll, sailed northward on the river named for him. Then there followed wars -- wars between the French and the English, English and the Dutch, Indians against Indians, Indians against everybody.

There was a lot of wampum at stake, but of course no one knew just what. They did know there was plenty of land, and plenty of furs. Matter of fact, the wondrous Catskill Mountains got their name from just that -- cats that kill.

Don't ever kid yourself that the Dutch sold only wooden shoes and sat around watching windmills. They weren't above swapping some guns and spirits for the valuable beaver skin. The first factories in New Netherland, now New York City, were a distillery and a buckskin tannery.

Then came the western migration to the territory of Syracuse, Buffalo, and Niagara Falls.

The first state constitution was adopted in Kingston on April 20, 1777. New York hadn't taken the lead in joining the United States. It was the 11th of the original thirteen colonies to sign up, despite the fact that nearly one-third of the battles of the Revolution took place on New York soil.

It was around the turn of the 19th century that Upper New York State began to blossom. The activities of those days would make a good "Eastern" TV Western. Trail blazers cleared forests, built log cabins, plowed the land, built homes. A wilderness turned into a metropolis.

De Witt Clinton, nephew of the state's first governor, suggested building a grand canal from the Hudson River to Lake Erie to give the farmers in the wilderness a chance to send their produce to market. The Erie Canal cost \$7 million, and paid for itself in ten years by tolls alone. Then came the Barge Canal, following the old Erie Canal and using parts of the Mohawk River. Upper New York State had come into its own. It was part of the world.

Then there came milling, lumbering, cooperage. There came ironworks, rope, salt, textiles, paper, and brick making. By 1850 New York had indeed become the Empire State. Today Rome leads the country in the manufacture of copper products. Buffalo is the center of meat packing in New York. Utica and Troy lead in men's collars, shirts, and underwear. Syracuse, the electronic center and Air Force center, leads in clay products ranging from common brick to the finest table china.

Today, New York ranks second in maple sugar productions, second in egg production. It raises ducks, grapes, apples, pears; celery, and potatoes. (It was the potato famine of 1840 that brought in the Irish. Between 1847 and 1860, more than a million Irish immigrants came to New York).

So, New York City is no longer New York itself. It has become a major industrial market, rather than a producer.

Two ladies flank the New York state seal. They represent Liberty and Justice. In a broader sense, with their open arms, they represent hospitality. Upper New York State is proud to be the center of Air Force activities, and welcomes Air Force personnel as its own.



NIAGARA FALLS

Summer Paradise, Winter Wonderland



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HISTORY

Obviously, the first settlers were Indians, Attawondarons, they were called. Along about 1600 they made their headquarters on what is now Lewiston. The river was called Ongulara, and through the years gradually changed to Niagara. The Attawondarons were driven out by the Iroquois about 1650. Niagara became the western gate of the Iroquois federation which extended as far east as the Hudson River.

Samuel de Champlain, who had a knack of getting around, sent his interpreter, Etienne Brusle, to look for allies to fight the Iroquois. He landed his canoe on what is now Fort Niagara, and thus became the first known white man to visit Niagara. Then came the priests, traders, and soldiers.

Among the soldiers was LaSalle, who saw right off that the narrow Straits of Niagara was the control point for both battle and commerce. In 1678 he fortified the mouth of the river to protect his line of communication and control the narrow straits. The French built up fortifications--and even built the first water-wheel in an attempt to harness the cataracts, but in 1759 the British moved in and took over.

The frontier began to flourish. Farms grew up on the fertile plains. The fur business was big business. Mills were built. Towns began to appear. There was one town called New Amsterdam, or Back Rock. It's Buffalo today. And there was a little village called Manchester. Today it's Niagara Falls.

Formal United States control began in 1796, when U. S. troops occupied Fort Niagara and drove the British across the river to Fort George. A man named Augustus Porter moved to the region in 1805, bought the land immediately surrounding the falls and built a gristmill. It was he who gave the town the name of Manchester.

While the falls roared on, a city grew. Today it is Niagara Falls, a thriving industrial community of 100,000. It was here that the first industrial electrical power was developed, the process for manufacturing aluminum was discovered, and the electro-chemical and electro metallurgical industries born.

Niagara Falls is 575 feet above sea level, and is located in the corner formed by the river at the falls. Wide lawns of Prospect Park lead from the business and shopping districts to the edge of the river. The main industrial district borders the river above the falls. The large central part of the city is residential, but in keeping with the times, many shopping districts have grown up miles from the river's edge.

Recreational facilities are bountiful. For example, there's Hyde Park, at Hyde Park Boulevard and Pine Avenue. It has an 18-hole golf course and facilities for tennis, bowling, quoits, horseshoes, baseball, archery, cricket, soccer, skating, wading pool, and a playground for children.

As you visit the falls--and you will, time and again during the tour of duty at Niagara Falls Municipal Airport--and you'll notice that the merchants are friendly toward military personnel.

The following pages will give you some idea as to what to expect when you tour the city. If you want more information, drop in at the Information Bureau of the Chamber of Commerce in the Hotel Clifton. Courteous attendants will give authentic information and assist you in planning your tour of the Niagara Falls region. Now, the points of interest, and there are many:



CAVE OF THE WINDS. Tourists in the foreground are garbed in waterproof clothing to battle the spray from the Cataract.

Photo courtesy New York State Department of Commerce.

NIAGARA FALLS

Millions of visitors from all over the world enjoy the magnificent splendor of mighty, majestic Niagara Falls--one of the natural wonders of the world.

The roar of Niagara as the waters hurtle over the falls onto the rocks far below is the captivating force that draws visitors from every corner of the globe to view this awe-inspiring natural spectacle.

Young and old--and especially honeymooners--never tire of seeking new vantage points--and find them, on the rocks below Prospect Point, Goat Island, Luna Island, Terrapin Point, Maid of the Mist, Cave of the Winds, Rainbow Bridge, to mention only a few. And they never tire of coming back again and again--so great is the fascination for the mighty roar the mists, and the colored lights at night.

For the historian and geologist, there is also much to see and ponder. Indians, French and English at one time or another ruled the countryside, and there are many markers and monuments to commemorate historic happenings.

There is much to enjoy at Niagara Falls, located in one of the most famous regions on the Western Continent. What makes it more delightful to personnel stationed at the 15th Fighter Group is that they are located in a city eager to

make your tour of duty a glorious holiday you'll remember forever.

For any season is perfect in Niagara Falls. The changing beauty of the cataracts is as magnificent in December as it is in June, as breathtaking in October as it is in April.

More about the falls later. Let's find out what kind of a city Niagara Falls, N. Y., is. First off, it's friendly. As its mayor has expressed, there is a time-honored custom of extending to the stranger the proverbial "key to the city". All too often this is a time-worn, hackneyed phrase. In Niagara Falls there is no "key". The latch-string is always out.

As you explore the city, you'll find out that it is far more than just a vacationing spot for honeymooners. This is an industrial city, with its huge hydroelectric plants, chemical industries--industries that have given it the nickname of the "Power City".

It is a strategic city in the defense of the United States today. But then, it has always been a strategic city, even back to the colonial days, when the seven-mile portage around Niagara Falls was the only break in the all-water trip between the Great Lakes and the St. Lawrence River. Go back even farther, to the 14th or 15th century, when Klenuka, an ancient Niagara fortress, was mentioned in Indian folklore.

The Area NIAGARA FALLS

The falls of course are the main attractions to visitors, and are best approached from Prospect Point. It was at Prospect Point that Father Louis Hennepin, believed to be the first white eye-witness to view them, came across Niagara Falls in the winter of 1678-79. He wrote: "Betwixt the Lake Ontario and Erie there is a vast and prodigious cadence of water which falls down after a surprising and astonishing manner, insomuch that the Universe does not afford a parallel".

The American Falls are 165 feet high and 1000 feet wide, and separated by Goat Island from the Canadian Falls. Below the falls, the river rushes through a 300-foot gorge in a series of rapids to the Whirlpool. About 1,500,000 gallons of water pass over the American Falls every second, yet this is only six percent of the flow. The other 94 percent go over the Canadian Falls.

Centuries ago the brink of the falls was believed to be near Lewiston, seven miles away. Erosion over the years has taken its toll, yet left a spectacular gorge that offers great interest and exciting viewing. The erosion rapidity is not great, because unlike most streams the Niagara River erodes very little with pebbles and sand. Its water leaves Lake Erie comparatively in a state of purity, depositing the small accumulation of sediment in the quieter waters before the Falls are reached.

Fundamentally, the formation of the Falls is due to the 325 foot difference between the level of Lake Erie and Lake Ontario, Lake Erie being the higher.

One of the most spectacular changes in the Falls in recent years came about on July 28, 1954, when at about 4 pm large masses of rock hurtled into the bottom of the gorge, following a crack which had appeared early in the morning. It is estimated that 185,000 tons of rock at Prospect Point went crashing into the gorge. The new Prospect Point is now some 60 feet back from the original. But that doesn't happen

every day. Comparative records of its undermining, dissolving and gradually wearing away indicate that Niagara Falls will retreat to Lake Erie and be eventually lost in about 20,000 years. Don't wait up for it.

You don't just go to Prospect Point, look at the awe-inspiring beauty of the falls, wipe the mist from your face, and walk away. This is only the beginning. Here are some of the many features you won't want to miss:

PROSPECT PARK

Located at the foot of Falls Street, about four blocks from the railroad station, comprising ten acres of natural beauty along the rapids that lead to the falls. Immediately upon entering the Park you will see the Upper Rapid, a boiling stretch of water not quite a mile in length above the Falls. The park extends for 1,000 feet along the river chasm. This beautiful park, transformed from the original forest, has a series of excellent roads where cars may be driven to various scenic views.

PROSPECT POINT

At the very brink of the ledge, offering a magnificent panorama not only of the American Falls, but the gorge and the cataracts. It was either here or at nearby Hennepin View that the Franciscan priest is said to have had his first look-see. To quote the Niagara Falls Chamber of Commerce:

"As you stand on this rock promontory, an avalanche of deep emerald water seems poised before your view as it reaches the edge of the parapet. Nearby, at the edge of the point a perspective view of the whole line of cataracts awaits you, the white crest of waves framing Green Island in the foreground, Robinson and Chapin Islands a short distance away. From this vantage point it is possible to look safely down a sheer precipice of one hundred and sixty-five feet with the clear outline of the Horseshoe to be seen distinctly in the distance."

MAID OF THE MIST

In Prospect Park, an elevator takes passengers to the foot of the American Falls and to the American dock of the "Maid of the Mist". The grandeur of the cataract is better appreciated from the foot of the Falls than from any other point. You can climb around the rocks if you don't want to take this small steamer that bobs on the rushing currents and goes through the billowing spray beneath the cataract.

The current "Maid of the Mist" is one of the many by the same name that have ridden the angry surface of the waters below the falls for many years, and was named after a legendary Indian maiden. It is an Arabian-Nights type of trip, with the tiny but safe crafts gliding through swirling currents and the spray, and makes possible a close-up view of the Falls which is available from no other perspective point. It is truly a refreshing and exciting experience, one that is destined to linger long in the memories of those who see it. Passengers may embark on the Canadian as well as the American side of the river.

Each fall Niagara Falls holds its Maid of the Mist Festival, eight pageantry-filled days and nights. It features Indian ceremonies, miles-long parades, three-nation military drills. You see Indian warriors, women and children living as they did centuries ago, in a picturesque village near the falls. The ceremonies include war chants and war dances, Indian wedding ceremonies, lacrosse games, Indian wrestling matches. The Indian Village offers you opportunities to see painstaking craftsmen at work, taste Indian cornbread fresh from the oven, visit the longhouses and old French trading posts as you wander through the Indian Village. Cameras are welcome.

Also you'll see the Pageant of Niagara portrayed on a block-long stage. You'll see 18th Century Indian, British, and Colonial American soldiers stage the "Battle of Niagara". Famous celebrities from all over the world make the annual Maid of the Mist Festival a regular date and you won't want to miss it.



VIEW OF RAINBOW INTERNATIONAL BRIDGE connecting the United States and Canada with the Maid of the Mist sightseeing boat leaving American Dock.

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VIEW OF AMERICAN FALLS showing huge rockslide at left—Prospect Point Rockslide of 1956.



WINTER SCENE of Bridal Veil Falls, right, illuminated.

The Area

GOAT ISLAND

Reached by bridge from Prospect Point, and not only majestic but historic. It was famed in Indian lore as the abode of the Great Spirit. Goat Island is lodged in the middle of the river at the brink of the Falls, and is about half a mile long, surrounded by a number of small islands along both the American and Canadian sides of the river.

It was once called Iris Island, due to the rainbow hues which color the atmosphere around the spot. It was owned by the aforementioned Augustus Porter, and also by an early settler named John Stedman. He grazed his goats there, and during the severe winter of 1779 all but one whiskered old billygoat froze to death, thus its name.

Many people have wanted to buy Goat Island since the days of Stedman and Porter. Among them was the Marquis de Lafayette, who wanted to build a summer home there. The pioneer railroad magnate, Cornelius Vanderbilt and fabulous "Jubilee Jim" Fiske, both wanted to build railroad stations there. People have tried to buy it for a race track, for hotels, and for factories. Now it belongs to the State of New York, and this 70-acre park has gone a long way since Augustus Porter built two crude log bridges to reach it.

Goat Island is banked by perpendicular rocks dividing tumbling waters on either side, and is a lovely spot from which the glories of the cataracts and the gorge may be enjoyed. It gives you a commanding view of the Upper Rapids and the river gathering momentum as it approaches the brink of the falls. The "Fan-shape Wave Belts", as they are called, spread out over the flat rocks in plain view. Along the shady glens, which are heavily wooded, paths wind in a network, connecting numerous observation points for easy access. On every side, beautiful draperies of ivy, plants, and wildflowers beautify the setting. More than 200 rare botanical specimens have been found on this small island.

LUNA ISLAND

Reached by a stone staircase and rustic bridge from Goat Island, crossing the stream immediately above Bridal Veil Falls. Like the former "Iris Island", it derives its name from the various colors reflected from the lunar bows. From here you get a view of the brilliant rainbows that arch through the spray, day and night. The island becomes a kingdom of ice in the winter, with shining mantles of frozen spray transforming the foliage into a veritable fairyland. From Luna Island you see the crest of the American Falls, looking toward Prospect Point. On the bridge you go within a few feet of the crest of Luna Falls, small but mighty.

CAVE OF THE WINDS

One of the most thrilling features of the area, and you need raincoats, which are furnished. It is on Goat Island, and is reached by two modern electric elevators. The cave is alive with spray and gusty air, and includes a series of bridges and paths, climaxing in a walk to the Rock of Ages, where Luna Falls hits the gorge. Don't worry about your raincoats, however: before exploring the rock pathways below the Falls, visitors are suitably equipped with novelty clothing of flannel, rubber, and cushion built shoes in preparation for this thrilling adventure. The charge for the trip includes complete clothing and guide service. The charge, incidentally, is just for that, as the Cave of the Winds is state-owned. It will take you about forty minutes to make the trip, a trip that has been made by kings, queens, presidents of the United States, and plain Joes like you and me.

TERRAPIN POINT

Another excellent observation point which should be included in your tour of Goat Island. It is connected with Terrapin Rocks by a handrailed walk, and from the rocks you get a tremendous view of the apex of Horseshoe Falls, where the water accumulates in a deep cleft. A tower was built here in 1833, and taken down in 1873. This view presents Horseshoe Falls in a distinctly different mood. If you have a freshly-pressed suit, you may not want to stay long, because it gets rather moist at times.

THREE SISTERS ISLANDS

Reached by rustic footbridges from Goat Island, and gives you a splendid view of the Upper Rapids. They get their name from the three daughters of General Parkhurst Whitney who built the Cataract House. There is still a fourth called "Little Brother", which has never been bridged, but can be reached during the low water period or during winter ice jams.

As you cross the "First Sister" Bridge, you'll see Hermit's Cascade, which abounds in

fact and in legend. The hermit was Francis Abbott, who spent two solitary years bathing in the river at the base of the cascade, devoting the greater part of his time to writing. Abbott lost his life while bathing in the river in 1831 leaving behind many conflicting tales of his strange existence.

RAINBOW BRIDGE

Replaces the original Honeymoon Bridge destroyed in an ice jam in 1938, and affords one of the best views of the Falls. It is indeed popular with honeymooners. It began as the Falls View Bridge, and when it was built in 1891 it was the largest arch bridge in the world, 1,240 feet long and 46 feet wide. It lasted forty years. In 1938 huge cakes of ice were carried over the Falls, piling up at the foot of the cataract so fast that the river couldn't carry them away. The ice in the gorge reached a height of fifty feet above the water, and under the pressure the veteran span plunged 200 feet to the river below. The modern bridge today has approaches on Riverway and on Niagara Street and is a convenient crossing between the United States and Canada, where it joins Queen Elizabeth Way.



VIEW OF UPPER AMERICAN RAPIDS and State Park. An ideal spot for summer relaxation. Photocourtesy NYSPIX-Commerce.

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VIEW OF LOWER RIVER and Gorge, taken from Whirlpool State Park.
Water wends its way to Lake Ontario 17 miles from the Falls.

NIAGARA FALLS MUSEUM

Situated on the Riverway directly opposite Prospect Park, and a veritable storehouse of interesting relics and unusual objects. This museum is the oldest in America, being founded in 1830 in Queen Victoria Park, Ontario, and moved to its present location in 1864. The museum houses one of the most extensive private collections of unusual objects and interesting specimens ranging from Egyptian mummies to the remains of a Mastodon. Exhibits include autographs of such famous personalities as Abraham Lincoln, Ulysses S. Grant, Louis Bonaparte, Henry Clay, and P.T. Barnum. Also you'll see the steel barrels used by some of the daredevils who went over the falls at one time or another. The Niagara Falls Museum is internationally famous.

DAREDEVILS AND STUNTS

For over one hundred years Niagara Falls and the Whirlpool have seemed to have a magnetic attraction for men and woman who gamble with death. No exact record has been kept as to the total number of victims who have been dashed over the Falls, but the toll of violent deaths has been staggering. Also, the stunts have ranged from sensational to ridiculous, and before we leave the Falls area proper, it might be well to mention some of them.

"Going over the Falls in a barrel" has become almost a stock phrase for "taking a long chance" and of course, the barrel stunts are best known. A little known fact is that ships have tried it, too. Back in 1827 the sailing boat "Michigan" tried it, without human cargo but with a crew of bears, coons, geese, dogs,

and such animals. It didn't make it. While 30,000 people watched, the boat went over the center of the Horseshoe and was pounded to splinters. One bear made it safely to shore.

Sam Patch made the earliest of the Niagara stunts, back in 1829, when he made two leaps from the shore of Goat Island into the river, and escaped with his life. He was later killed at the Genesee Falls in Rochester in a similar leap.

First man to perform the feat of walking across the Falls on a rope was Blondin a renowned French tightrope walker, who did it first in 1859. It took him seventeen minutes to make the trip across the Gorge. He must have been quite a character: he carried a ball weighing forty pounds, he did balancing stunts, he crossed chained hand and foot. He crossed carrying a cook stove and made an omelet in the center of the Gorge. He crossed on a pair of stilts. He carried his manager on his back--and didn't get a Section VIII.

Captain Mathew Webb conquered the English Channel, but he drowned trying to swim the Whirlpool. Captain Joel Robinson, in 1861, was the first to run the Whirlpool Rapids in a small boat. His boat was named "Maid of the Mist".

First person to try the barrel stunt was a woman, Mrs. Annie Edson Taylor, a school-teacher. In a barrel especially built for her, she successfully passed through the Upper Rapids and over the Horseshoe Falls in 1901. Since then, a lot of people tried it and a lot of people died.

A few made it. One irony is that Bobby Leach, an Englishman, went over the falls in

1911 and lived. He died later from a fall caused by slipping on a banana skin.

Other points of interest in and around Niagara Falls:

WHIRLPOOL RAPIDS BRIDGE

From here an interesting view of the Lower Rapids may be obtained while crossing between the United States and Canada. Approaches are on Whirlpool Street, Ontario and Bath Avenues on the American side and on the Riverway and Bridge Street on the Canadian side. It connects with Queen Elizabeth Way in Canada and Honeymoon Trail in the United States. This double-deck steel arch structure was built in 1887.

WHIRLPOOL STATE PARK

Along Rapids Boulevard will be found Whirlpool Park, owned by the State of New York and part of the New York Niagara Reservation. It overlooks the famous Whirlpool and the Whirlpool Rapids. Through these rapids the rocky bed of the stream is so precipitous that the waters descend at a speed of between 25 and 30 miles an hour at places, effecting mammoth waves and a most picturesque spectacle. The park is a beautifully kept preserve, with parking spaces and picnic facilities. Whirlpool is a pot-hole of swirling waters, 1,750 feet wide and 125 feet deep. The river is 20 feet deep above the falls. Niagara River bends westward here and is blocked by the mouth of a filled glacial channel, curving back. On the gruesome side, it is here that most bodies going over the Falls or leaping from bridges are recovered from the river.

As for the Whirlpool Rapids, Charles Dudley Warner wrote: "Nowhere is the river so terrible as where it rushes, as if maddened by its narrow bondage, through the canyon; flowing down the precipice and forced into this contracting space, it fumes and tosses and raves with a vindictive fury, driving on in a passion that has almost a human quality in it; and restrained by the walls of stone from being destructive, it seems to rave at its own impotence, and when it reaches the Whirlpool it is like a hungry animal, returning and licking the shore for the prey it has missed".

This is where the Niagara River loses its momentum. After the Whirlpool, it glides on through the picturesque and colorful Gorge to reach Lake Ontario.

DEVIL'S HOLE PARK

This is on Niagara Rapids Boulevard, just north of Whirlpool State Park. Indian legends say that the cavern was the home of the Evil Spirit. Another legend says LaSalle, visiting the spot in 1679, heard a mysterious Indian voice prophesy his death years later on the Mississippi. Anyhow, this is the site of a historic massacre in 1763, when 100 British soldiers were ambushed and all but three killed by warring Senecas. Among those to escape was John Stedman, the keeper of the portage, to whose rescue the soldiers were coming when they were ambushed. Here may be seen the Bloody Run Creek, the interesting Council Rock, and the Mysterious Cave.

NIAGARA UNIVERSITY

One of America's leading Catholic colleges, founded in 1856, and one of the best known in the East. It was originally known as Our Lady of Angels Seminary. This group of tall, gray, beautiful buildings occupies 300 acres overlooking the rapids and gorge of the Niagara River. Nearby is DeVeaux School, founded and endowed by Judge Samuel DeVeaux in 1853 under the Protestant Episcopal Church, for outstanding boys of all faiths.

ot for summer

The Area



This can be reached by "trail blazers" or directional signs on all principal highways. It's just outside of Youngstown, where the Niagara empties into Lake Ontario, and while Fort Niagara itself is still a modern U. S. Army post, most interest is shown in historic Old Fort Niagara.

This show place of Western New York was built in 1726. It was once French, then British, and now American. It was important in the exploration days, decisive in the French and Indian Wars, active in the Revolutionary War, captured in the War of 1812, and finally completed during the Civil War.

The first Fort Niagara, called the "cradle of civilization on the Niagara Frontier and the key to the great unexplored West" began as a crude fort at the mouth of the Niagara River, one of a chain of sixty forts which France eventually built to defend her claims. LaSalle's fort was destroyed by fire. A second fort was built in 1687 by the royal governor of Canada, and later abandoned. The present Old Fort Niagara was begun in 1726 with the construction by Chaussegros de Lery of a fortified stone building.

It was of prime importance to the French, as it held open their lifelines of supplies from Quebec to their forts along the upper Great Lakes and the Ohio Valley. The fall of Niagara to the British and Indians under Sir William Johnson in 1759, after an eighteen day siege, cut this lifeline, and was a principal factor in the collapse of French resistance in the West. British victory in the French and Indian War was then assured. Quebec fell soon after.

Fort Niagara in English hands was made still more formidable. During the American Revolution it was a base of warfare against the unprotected colonists of central New York and Pennsylvania. In 1796, Britain relinquished the fort and the first Stars and Stripes were raised

OLD FORT NIAGARA



on its historic parade ground. It fell to the British during the War of 1812, but came into American hands at the conclusion of the war.

Today, Old Fort Niagara, its active days over, is visited annually by thousands who are thrilled at the opportunity to relive some of the most exciting pages of American history. At Old Fort Niagara you will see:

Complete earth and masonry fortifications, with bastions, redoubts, moats, stockades, and outer works. You'll see 53 mounted cannons, shell-proof casemate tunnels, mounting eight 24-pounder guns. There's the French "Castle", built in 1726 as a chateau to deceive the Indians, but actually a complete fortification. This imposing structure had walls four feet thick to absorb the sway caused by the firing of cannon. The massive oak doors weigh 1,500 pounds each.

You will see a medieval type drawbridge with its chains, windlasses, and counterbalance weights of stone; and the "haunted" well of the Castle, recently discovered after being forgotten and unknown for a great many years. It was also known as the "poisoned" well, whose waters were poisoned by some demon in human form.

You will see a log cabin typical of colonial days, the oldest masonry in the northern United States west of the Mohawk Valley, five stone buildings antedating the Revolutionary War, and these are originals, not replicas. Don't miss these and other fascinating relics of the 270-year history of Old Fort Niagara. A small admission is charged for adults, but the fort is operated non-profit, all revenues being applied to maintenance and improvement. Bring your camera. Also, the Old Fort Niagara Association advises ladies to wear low-heeled shoes.

Photos courtesy Old Fort Niagara Ass'n.

FRIENDLY NEIGHBORS

Niagara Falls, Ontario

Just over the river, this modern city with an attractive business section is not nearly as old nor as large as Niagara Falls, N. Y. being incorporated in 1903, but the two cities have much in common. The large tourist trade, for example, is shared with its neighbor across the border. Like its neighbor, it has several factory districts, including nationally known United States concerns.

It is proud of its beautiful river front, and protects it from unsightly structures by law. Even the huge hydroelectric plants are designed to blend with the sheer rock walls leading down to the river.

Among the points of interest you will want to see are Victoria Park and Oakes Garden Theater, Table Rock House, Burning Spring which gives you a terrific view of the Horseshoe Falls.

You can drive your automobile under your state license. Customs and immigration procedures are brief and courteous. You do not need a passport if you're a permanent resident of the United States. Duty exemptions are generous. Here are some of the highlights:

QUEEN VICTORIA PARK

This park, at the falls, contains 200 acres of luxuriant lawns and gardens. This lovely park, with its formal floral gardens, is an

ideal setting for viewing the cataracts from the Canadian side of the river. Well kept pathways, excellent boulevards and an attractive group of modern municipal buildings, sustain nature's loveliness in every direction. This beautiful park was opened in 1888.

OAKES GARDEN THEATER

This is a reproduction of the Shakespeare theater at Stratford-on-Avon. It is at the Canadian end of the Rainbow Bridge. This magnificent amphitheater and formal garden was named for Sir Harry Oakes who donated the site. From early spring until late fall the flower beds, lily-pads and rock gardens are unsurpassed in beauty and color. The garden promenades and terraces offer one of the most spectacular views of both falls.

LUNDY'S LANE BATTLEFIELD

Located on Lundy's Lane between Main Avenue and Drummond Road, and marked by the Drummond Hill Cemetery. The battle of Lundy's Lane took place on July 25, 1814. The Burying Ground contains a monument dedicated to American participants in this battle which has been a subject of debate ever since as to who won.

CHIPPEWA BATTLEFIELD

A little over four miles south of Bridge Street, this spot is where the Americans under General Winfield Scott won a brilliant victory shortly before Lundy's Lane. It is marked by a bronze plaque on a granite monument. Chip-

pewa was an early French stockade, built in 1759 at the upper end of the famous Portage Road around the Falls.

SPANISH AERO CAR

This is a cable observation car that makes a thrilling trip directly over the Whirlpool. It is located about two miles below Rainbow Bridge. This unusual trip takes about ten minutes.

QUEENSTON HEIGHTS PARK

Located on the site of the Battle of Queenston Heights, which took place during the War of 1812. You will see the 185-foot Brock Monument, dedicated to the British General, Sir Isaac Brock, who was killed in the battle. However, New York militia refused to cross the river as reinforcements, and the American troops were defeated in this battle.

WHIRLPOOL RAPIDS ELEVATOR

This elevator gives you the only means on either side to see the Lower Rapids at close range from a long board walk. You don't need protective clothing for this trip.

BURNING SPRINGS

At the Falls View Observation Tower is located the Old Burning Spring famed in Indian legend. This is literally an aerial view, the river being nearly 400 feet below. This tower view is probably the finest panoramic view of both Falls and the Upper Rapids.



Photo courtesy Bell Aircraft Corporation.

The Area



ST. PETER'S CHURCH (Episcopalian). Harts' Studio.



FALLS STREET.



NIAGARA FALLS COUNTRY CLUB. Harts' Studio.



ST. PAUL'S CHURCH (Methodist). Harts' Studio.

LEWISTON

Lewiston, a village on the western shore of the Niagara River, straggling along the foot of a steep cliff, was one of the Attawapscut settlements when they surrendered to the British in 1759.

Lewiston was a frontier post during the French and Indian war. It was the site of a trading post established by the British in 1763. It was the site of the first French-controlled settlement in the region. It was the site of the first American settlement in the region. It was the site of the first British settlement in the region.

Lewiston is a pleasant village on the western shore of the Niagara River. It is one of the most beautiful villages in the world. It is the home of the famous Mary Pickford.

Most of the buildings in Lewiston are of the frontier type. The most notable is the Frontier House, built by James H. Cooper. It is a fine example of the frontier style.

This village is located on the edge of the Niagara River. It is one of the most beautiful villages in the world.

North of Lewiston is the village of Niagara Falls. It is one of the most beautiful villages in the world. It is the home of the famous Niagara Falls Hotel. It is the site of the first American settlement in the region.

North of Niagara Falls is the village of Tonawanda. It is one of the most beautiful villages in the world. It is the home of the famous Tonawanda Hotel. It is the site of the first American settlement in the region.

LEWISTON

Lewiston is on your way to Old Fort Niagara, straggling along the Niagara River at the foot of a steep bluff. It began as a settlement of the Attawandaronk Indians, but modern settlement began in 1796 after the English troops surrendered Fort Niagara. The village, named after Governor Morgan Lewis, was burned by the British in 1813 but was immediately rebuilt.

Lewiston was the gateway to the expansion during the 1700's. It all started with a trading post established by Chabert Joncaire, master of the portage during the early days of French control. Joncaire is almost legendary, being soldier, diplomat, trader, and Seneca by adoption. He took advantage of his friendship with the Senecas by starting America's first railway, Indian powered, which hauled cargo up the escarpment to wagons which carried it over a seven-mile portage to boats in the upper Niagara River.

Lewiston today is an anomaly. It is a pleasant village, retaining many reminders of its historic past, yet it is surrounded by some of the most beautiful homes in Niagara county. Mary Pickford lived here as a young girl.

Most prominent of the landmarks is the Frontier House on Center Street, built in 1824. According to tradition, but not fact, James Fenimore Cooper wrote "The Spy" while living in this huge gray stone building.

This old, yet modern little village is on the edge of the Tuscarora Indian Reservation.

NORTH TONAWANDA

North Tonawanda is only a few miles from Niagara Falls Municipal Airport, and many personnel of the 15th Fighter Group make this their home and do their shopping here. It is located on the northern bank of the Barge Canal, and is essentially an industrial city making everything from spark plugs to Wurlitzer Organs. It has an impressive residential district. Business is good in North Tonawanda, since it derives a great deal of income from military personnel and nearby bumper-crop farming areas.

North Tonawanda is proud of its schools and churches. It is a deeply religious city, with a large Polish and Italian population. Old



BARGE CANAL and Locks at Lockport. Photo courtesy Lockport Chamber of Commerce.

world customs are commonplace in this modern growing city.

TONAWANDA

Tonawanda adjoins North Tonawanda, and they are almost twin sisters, with an altitude of 575 feet, the same as Niagara Falls. Tonawanda is slightly smaller in population, and it, too, is an industrial city, producing office furniture, motorboats, beaverboard, paper and shingles. Tonawanda also is a transportation center with a web of railroads and a harbor that will accommodate large lake steamers.

LOCKPORT

Lockport is not far from Niagara Falls Municipal Airport, it too, is the temporary home of many personnel from the 15th Fighter

Group, as well as from another Air Force installation nearby, Lockport Air Force Station, a radar warning unit.

Lockport is in the center of apple and peach orchards and vineyards, yet much of this lush farmland is gradually turning into suburban developments as the distance between Lockport and Niagara Falls narrows. It is a city of growing industry, the chief production being electrical and steel accessories, towels and linens, wallboard and paper boxes, and milk bottles.

It got its name from the series of locks along the Erie Canal. The Barge Canal runs through the heart of the city, and not only supplies transportation but is a source of power for the city's industries. The famous locks on the Barge Canal, a series of hydraulic locks that lift barges and other craft over a 60 foot escarpment, were at one time the greatest engineering project of its type in the world. The modernized, electrically controlled locks in operation are an interesting sight witnessed by many thousands of tourists annually.

Along the great modern locks that now handle the traffic of the Barge Canal, is the series of five small hand-operated locks that formerly performed this task. Outmoded and abandoned many years ago, they still stand as a monument of progress in mechanics and engineering.

Another point of interest is the Big Bridge, widest single span bridge in the world. It is two city blocks wide and crosses the Canal at Main Street between Cottage and South Transit Streets.

The first "Union", or high school in the United States is located in Lockport. The Union School made free higher education for the public for the first time. Modern Lockport has carried on its high ideals in education and culture. It has eight public schools, six parochial schools; a public library considered one of the most beautiful in the United States.

And a 15 minute drive brings you to a "Theatre in the Round" which presents first run Broadway plays throughout the summer.



Photo from a Bell helicopter.



Photo by Hare Photographs Inc., courtesy Buffalo Chamber of Commerce.

BUFFALO

Next door to Niagara Falls and a half hour's easy drive, Buffalo is the largest industrial and commercial center in upstate New York, and is the second largest city in the Empire State, and the fifteenth largest in the nation. It is at the foot of Lake Erie, and is linked with Canada by the Peace Bridge over the Niagara River.

Buffalo was mapped for the Holland Land Company by Joseph Ellicott in 1799, and patterned after the city plan of Washington, D. C. Ellicott gave it the name of New Amsterdam, but settlers preferred the name of Buffalo after the creek which meanders from the east through the industrial district.

Buffalo was incorporated as a village in April 1816. Opening of the Erie Canal in 1825 brought trade and prosperity on a grand scale. Today Buffalo is the largest inland water port in the U. S. in value of waterborne commerce handled. It is the western terminus of the Erie Barge Canal and the New York State Thruway.

Here are some points of interest:

Albright Art Gallery in Delaware Park, noted for one of the most complete collections of sculpture in this country, including a rare French statue in wood of the 15th century. Delaware Park can be reached from Lincoln Parkway.

Buffalo Historical Society also in Delaware Park, was the New York State Building at the Pan-American Exposition of 1901. It was at

this exposition that President William McKinley was assassinated. The McKinley Monument is at the center of Niagara Square.

Buffalo Museum of Science in Humboldt Park, museum of the Buffalo Society of Natural Sciences, provides hundreds of interesting natural history exhibits. Humboldt Park is Buffalo's popular East Side resort, and is at Fillmore Avenue and Best Street. The grounds form an arboretum with nearly 200 species of woody plants.

Canisius College at Main Street and Jefferson Avenue is a Roman Catholic college established in 1870. The college library has several rare old Bibles.

Cazenovia Park at Abbott Road, Cazenovia and Seneca Streets, extending along Cazenovia Creek, is one of the city's largest parks.

City Hall on Niagara Square, an imposing 32-story building that was built at a cost of more than \$7,000,000. In the main entrance are statues of Millard Fillmore and Grover Cleveland, the two Buffalo citizens who served as President of the United States.

The site of the Millard Fillmore House is marked by a bronze tablet on the wall of the Hotel Statler. He lived on this site from 1858 until his death in 1874. Fillmore is buried in Forest Lawn Cemetery. This, the largest burial place in the city, embraces 296 acres, and has a large variety of trees and a bird sanctuary.

Kleinhaus Music Hall is located at the

junction of Richmond Avenue, North Street and Porter Avenue, with a seating capacity of 3,600 in the main auditorium. It is an outstanding example of functional design.

Peace Bridge is where Lake Erie meets the Niagara River. It is at the north end of The Front, a 50-acre park extending along the water front and whose landscaped grounds contain many Civil War and Spanish-American War memorials. The completion of the Peace Bridge in 1927 marked 100 years of peace between the United States and Canada and it was dedicated by Edward, then Prince of Wales.

Also in the central plaza of The Front is a statue of Oliver Hazard Perry, hero of the Battle of Lake Erie. Another prominent park in the city of Buffalo is South Park, at South Park Avenue and Ridge Road. It contains a large botanical gardens and golf course.

Milburn House located at 1168 Delaware Avenue is where President William McKinley died on September 14, 1901, eight days after he was shot. The site of the assassination is the middle of Fordham Drive between Elmwood Avenue and Lincoln Parkway, and is marked by a bronze tablet. Theodore Roosevelt took the oath as President of the United States at the Wilcox House, 641 Delaware Avenue.

Buffalo Harbor extends 37 miles along the Buffalo River from the south end of Michigan Avenue. The outer harbor is more than a quarter mile wide and four and one-half miles long and leads the Great Lakes in value of gross tonnage.



DOWNTOWN BUFFALO Photo courtesy Buffalo Chamber of Commerce.

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BUFFALO MUNICIPAL AIRPORT Photo from Fitzgerald Collection - Buffalo Historical Society Photo courtesy Buffalo Chamber of Commerce

NIAGARA FALLS AFB DIRECTORY AND GUIDE CLASSIFIED TELEPHONE DIRECTORY

Volume No. 1—January 1959

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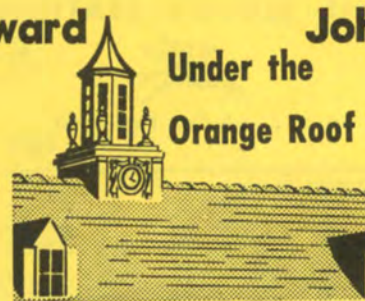
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