

Youngstown

John Young, a land speculator and surveyor, established what would be called Youngstown in 1786. The community started as a small settlement on the banks of the Mahoning River. The iron industry came early to the Mahoning Valley with the establishment of the Hopewell Furnace in 1803 by brothers James and Daniel Heaton. They erected what is believed to be the first blast furnace west of the Alleghenies on the banks of Yellow Creek near what is now the city of Struthers. The first Heaton furnace went out of blast around 1812, but James Heaton continued in the iron industry, building another furnace in Niles in 1813, and later, along the banks of the Mill Creek in Youngstown.

The iron industry really took off in the mid-nineteenth century with the discovery of local deposits of coal, iron ore and limestone, the three ingredients necessary for the production of pig iron. In fact, the local coal was so pure that it did not have to be coked before loading into the blast furnace. By the mid-1800s, the area had its first finishing mill – the Youngstown Mill Company. It was purchased by Brown, Bonnell Company and later on, in 1899, by Republic Iron and Steel Company. In 1907, Republic moved its headquarters from Pittsburgh to Youngstown. Founded in 1892 and later part of the Carnegie-Illinois Steel division of US Steel, the Ohio Steel Company poured the first Bessemer Process steel in the Valley in 1895.

Other steelmakers followed the company's lead giving Youngstown and the Valley its primary industry and image. By the mid-1920s, there were three large fully integrated steel operations in Youngstown; besides Republic Iron and Steel Company and Carnegie-Illinois Steel, there was the Youngstown Sheet and Tube Company (YS&T) founded in 1901 in East Youngstown – the town was renamed in 1926 to honor James A. Campbell, the company's longtime president. YS&T was the largest employer in the Mahoning Valley; in 1923, it bought out the locally owned Brier Hill Steel Company, giving the company two integrated facilities in the Mahoning Valley. In addition, Republic Steel had a second integrated steel mill in nearby Warren, which today operates as WCI Steel. At the end of World War I, US Steel constructed finishing mills further north of Youngstown in what is now the town of McDonald, built by the company to house its workers.

All told, more than 20,000 people depended on the steel industry at its peak, for their livelihood. The tremendous growth of the steel industry in the early twentieth century also meant a concurrent growth in population. Immigrants came from southern and eastern Europe by the thousands seeking jobs in the steel mills. Around the time of World War I, with a decrease in immigration, mill owners went to the American South looking for employees, bringing many African-Americans to the area. The immigration and migration patterns contributed to the rich cultural diversity that is in the Mahoning Valley today. The huge labor force also meant that the area saw its share of labor struggles, including steel strikes in 1916, 1919, 1937, 1952, and 1959.

With the closing of the mills beginning in 1977, the Mahoning Valley was thrown into an economic crisis. The iron and steel industry is a shadow of its former self with WCI Steel now its only integrated steel mill and small operations like mini mills at V&M Star Steel in Youngstown and McDonald Steel in McDonald a reminder of the area's great industrial heritage.



TOUR SCHEDULE

Although we expect to proceed as outlined, individual sites and other details may change due to site availability and other factors. Please consult your confirmation letters and the website for updates. Final details will be provided at the registration desk upon check-in.

■ WEDNESDAY, September 27 and THURSDAY, September 28

EARLY BIRD TOUR – 2:30 p.m. Wednesday to 3:00 p.m. Thursday – Erie, Pennsylvania

Accommodations: Avalon Hotel – 16 West 10th Street, Erie, PA 16501. The tour fee includes: one night double-occupancy at the Avalon – please indicate roommate preference on registration form; all admission fees, snacks, dinner Wednesday, and lunch Thursday. A shuttle on Wednesday from the Pittsburgh airport to the Erie hotel, and from Erie to Youngstown, is available for an additional fee – please select this option, if desired, on the registration form.

Wednesday – Shuttle departs Pittsburgh airport at noon for Erie. After checking in - all SIA members will meet in the lobby at 2:30 p.m. We will visit McCormick Structural (formerly Bucyrus-Erie) followed by possible stops at Erie Forge & Steel, Erie Malleable Iron, Riley Power and the GE Transportation Rail History Museum. The group will convene for an SIA reception at the Erie Book Store located in the Lovell Manufacturing building where we will hear two brief talks on the topics of the adaptive reuse of this once-threatened building and on preservation efforts for industrial structures. Dinner will be served in Matthews Trattoria & Martini Bar, located in the same building.

Thursday – We will start the day at the Erie Maritime Museum & US Brig Niagara. Located in a former powerhouse on Presque Isle Bay you will see the original steam turbine and 50-ton crane. Our next stop will be at the Erie Water Authority, for a guided tour through two 1912 structures: the filtration plant and pump house (featuring the original “Big Bertha” Bethlehem steam pump). We will lunch at the Pufferbelly Restaurant, a 1903 firehouse with a bare brick interior and firefighting equipment. Next, we will travel a short distance to Griswold Plaza with its still operating historic post office and rail station. We will tour Union station including the lobby, platforms and underground pedestrian tunnel. From Griswold, the bus will travel to Youngstown arriving at the conference hotel at approximately 5 p.m.

THURSDAY EVENING RECEPTION – 6:30 p.m. to 9:30 p.m.

The reception will be hosted at the Youngstown Historical Center (a.k.a. the Steel Museum). The Steel Museum was designed by Michael Graves and opened in 1992. It also serves as a memorial to the thousands of workers who played a vital role in the steel heritage of the city.

FRIDAY, September 29 Choose one of the two all-day process tours. Both include lunch. Dinner is on your own.

Survival of Industry

Bus A - 7:30 a.m. to 6 p.m.

Many of the businesses we will visit on this tour managed to survive the deindustrialization of the Youngstown area by diversifying, reaching outside the region, and combining traditional modes of production with modern, even cutting-edge, technology. We will visit McDonald Steel (formerly part of US Steel), a company that now produces symmetrical and asymmetrical hot-rolled shapes. The group will also stop at Foster L B Co, where they make railroad rails. For the remainder of the tour, we will split into smaller groups for visits to Coronado Steel Co., a local foundry, and General Extrusions, producer of extruded, fabricated and finished products. The group will also split to go to Liberty Pattern and Mold, patternmaker for Coronado Steel as well as other businesses in the tri-state area, and Regal Tool and Die, a small local business with two facilities manufacturing dies and also producing finished products. We will end at the Tod Engine Foundation site where Rick Rowlands will discuss the restoration of a 1914 Tod Steam Engine saved from a local steel rolling plant.

Hot Metal

Bus B - 8 a.m. to 6 p.m.

The first 25 people to sign up for this tour will have the good fortune to visit WCI Steel Inc., the area's only remaining fully integrated steel mill, including hot metal. The remainder of the group will visit the General Electric Ohio Lamp Plant and Flex-Strut, where they focus on steel roll forming and the production of curtain walls. The group will also visit McDonald Steel (formerly part of US Steel), a company that now produces symmetrical and asymmetrical hot-rolled shapes. The group will also tour the Castlo Industrial Park. Owned and operated by the CASTLO Improvement Corporation that formed in 1978 to respond to the economic crisis facing the area at that time, the park consists of mostly renovated Youngstown Sheet and Tube buildings used for other industries. The group will also visit Astroshapes, a local company that focuses on aluminum extrusion. We will end the day at the Tod Engine Foundation site where Rick Rowlands will discuss the restoration of a 1914 Tod Steam Engine that was saved from a local steel rolling plant.

SATURDAY, September 30 Choose one of the two all-day tours. Both include lunch.

Transportation Heritage and Northern Trumbull County Vernacular Architecture and Clock Industry

Bus 1 - 8 a.m. to 5 p.m.

Our first stop on this tour will be the Conneaut Railroad Museum. Housed in the former New York Central depot, built in 1900, the museum features railroad memorabilia, equipment, smaller gauge models, and one of the Nickel Plate Road's Berkshires, the #755. Following the museum, we travel to see some of Ashtabula County's covered bridges. The afternoon session will be devoted to exploring the early history of Ohio's Western Reserve through vernacular architecture and early industry. We will stop for lunch in Kinsman, with walk-arounds of the Dr. Peter Allen House, the Kinsman CP&E Church, and the Clarence Darrow Octagon House. The remainder of the afternoon will be spent in Hartford at the 1828 Elam Jones Public House. This stop includes a tour of the restored building's interior with special emphasis on the local wooden works clock industry (1815 - 1834) and its effects on local industry and the national economy.

Great Lakes and Bridges

Bus 2 - 8 a.m. to 5 p.m.

We will travel to Ashtabula, Ohio for a narrated tour at the Kinder Morgan Pinney Dock, the largest privately-owned dock on the Great Lakes. We will also see the Ashtabula Bascule Bridge (built in 1924 and rehabilitated in 1980), a drawbridge with a counter-balance over the Ashtabula River, the only such bridge in the state of Ohio. There will be a long stop at the Ashtabula Marine Museum, housed in the former residence of the Lighthouse Keepers and the Coast Guard Chief, built in 1871/1898. The museum has models, paintings, marine artifacts, photos of early Ashtabula Harbor, ore boats and tugs, miniature hand-made brass tools that actually work, and the world's only working scale model of a Hulett Ore Unloading Machine. The bus will stop for lunch at a local park and proceed to the northeast corner of Ashtabula County to see some of the county's covered bridges.

BANQUET - 6:30 p.m. to 9:30 p.m.

The banquet will be held in Channing Hall at the First Unitarian Universalist Church of Youngstown. Many members of the congregation, established in 1892, were involved in the steel industry. The cornerstone was laid on April 27, 1925 for this congregation's first and only permanent facility. It was designed by Barton E. Brooke, a member of the church. His inspiration was the Second Unitarian Church of Boston and the architectural style employed by the famous English architect, Christopher Wren.

SUNDAY, October 1

STAYOVER TOUR - 8:00 a.m. to 4:00 p.m.

The Youngstown area has so many treasures that it was hard for us fit everything into two days. Those who stay over will not be disappointed! We will visit the Cherry Valley Coke Ovens in Leetonia, Ohio - a complex of nearly 200 beehive ovens. Professor and Director of the Center for Historic Preservation at Youngstown State University, Donna DeBlasio, will lead the group on a tour of company housing in Youngstown. We will also visit Mill Creek Park to see Lanterman's Mill, Pioneer Pavilion - a woolen mill built by James Heaton in 1821 and converted into a pavilion in the early 1890s, Mill Creek Furnace, and the Old Suspension Bridge. Along the way, we will see items related to the production and manufacturing of steel that have been saved by the Mahoning Valley Railroad Historical Association.

DOWNTOWN WALKING TOUR - 9:00 a.m. to 12:00 p.m.

From Youngstown's founding in 1786, downtown has been the commercial, industrial, and cultural heart of the community. The tour will look at extant buildings such as the landmark 1931 art deco Metropolitan Tower, the Warner Theater (developed by Youngstown's Warner Brothers of Hollywood Fame), and the Burt Building (commercial structure built by the man who invented the Good Humor Bar). Tourgoers will also learn about buildings and structures that have long since vanished from the landscape including the 1876 Mahoning County Courthouse, the Republic Steel complex, and the Youngstown Opera House.

Recommended Reading

Robert Bruno. *Steelworker Alley: How Class Works in Youngstown*, 1999.

Donna DeBlasio. *Youngstown: Postcards from the Steel City*, 2003.

Thomas G. Fuechtmann. *Steeple and Stacks: Religion and Steel Crisis in Youngstown, Ohio*, 1989.

Sherry Lee Linkon. *Steeltown USA: Work and Memory in Youngstown*, 2003.

Accommodations and Travel

Our hotel is the Hampton Inn Youngstown-North at 4400 Belmont Avenue. Rates are \$85 for singles and doubles, if reserved by Thursday, September 7, 2006. Call 330-759-9555 and ask for the Society for Industrial Archeology group rate.

AIR: Cleveland, Akron and Pittsburgh airports are all within about a 1-1/2 hour drive of Youngstown. We are recommending Pittsburgh due to frequency of flights, but you should shop for best price. Pittsburgh is served by all major airlines and is a former hub for US Airways and US Airways/American West operates frequent flights at reasonable cost. Reservations may be made at www.usairways.com or 1-800-428-4322.

GROUND TRANSPORT: Shuttles will transport attendees from the Pittsburgh airport to Erie and Youngstown (10:00 a.m., 1:30 p.m., 5:00 p.m.), from Erie to Youngstown (Thursday), and from Youngstown to the Pittsburgh airport on Sunday (10:00 a.m., 1:30 p.m., 5:00 p.m.), but you must reserve a seat using the attached registration form.

TRAIN: Amtrak no longer serves Youngstown but does serve Pittsburgh and has one train per day going to Erie. For discounted group fares from Amtrak, use convention fares code X30L-966 for Pittsburgh or X29L-966 to Erie when making a reservation at 1-800-872-7245, at an Amtrak ticket counter, or with your travel agent. Convention fares cannot be booked online. Schedule and fare information is available at www.amtrak.com. The convention fare is 10% off the lowest available fare and is valid for travel from September 24 to October 5, 2006. Note that this discount cannot be combined with other discounts, such as senior fares. Shuttle buses will pick up at the Pittsburgh Amtrak station only for Youngstown-bound attendees who reserve a seat. There is also a return shuttle for Pittsburgh-bound attendees offered on Sunday who reserve a seat.

Note: Everyone taking a shuttle must provide their travel information to us by September 13, 2006, due to airport policy concerning commercial shuttles and to provide those coming by train to Pittsburgh with the appropriate service. A reminder will be sent via e-mail, and a follow-up phone call will be made if we do not receive your information. We apologize for the inconvenience.

CAR: From the Greater Pittsburgh International Airport: Go South on Pittsburgh International Airport Roads and merge onto PA-60 N toward Moon/Beaver/Cargo/Pennsylvania Turnpike. Merge onto Beaver Valley Expressway/PA-60 Toll N. Stay on PA-60 N until you get to I-80. Take I-80 W to Youngstown. Take exit 229 toward OH-193/Belmont Ave. Turn Right onto Belmont Avenue. The hotel is about one half mile away on the left.

From the Cleveland-Hopkins International Airport: Follow signs to Snow Rd/I-71. Take I-71 S to exit 233 where you will get on to I-80 E (Ohio Turnpike). Get off of the turnpike at exit 218 and continue on I-80 E. Take exit 229 toward OH-193/Belmont Avenue. Turn Right onto E. Liberty/Jones Rd.. Turn left onto Belmont Avenue/OH-193. The hotel is about one half mile away on the left.

From the Akron-Canton Airport: Go South on Lauby Road. Merge onto I-77 N via the ramp on the left toward Akron. Merge onto I-76 E via Exit 125B toward Youngstown. I-76 E becomes I-80 E. Take exit 229 toward OH-193/Belmont Avenue. Turn Right onto E. Liberty/Jones Rd.. Turn left onto Belmont Avenue/OH-193. The hotel is about one half mile away on the left.

Avis is offering a group discount for car rentals. Use code D086973 when making a reservation at 1-888-754-8878 or follow the link from the SIA website.