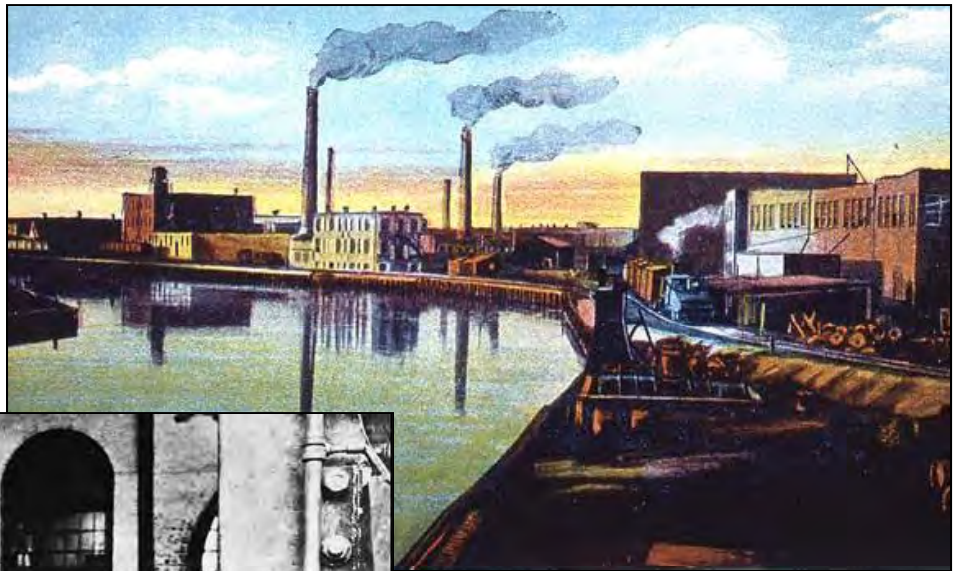


CHICAGO'S SOUTHEAST SIDE Industrial History

(Revised March 2006)



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Chicago's Southeast Side Industrial History

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Chicago's Southeast Side Industrial History

Introduction

The Calumet River, “Chicago’s Other River”, was the drawing card for Southeast Side post Civil War industrial development and population explosion. Prior to that time the river had been used by Native Americans. Transportation, hunting, trapping, and fishing were important activities. Although it is not well documented, the French used the area in their pursuit of the fur trade. Early Chicagoans visited the area to hunt, fish, and take specimens for scientific studies.

The railroads began to intrude on the area in the 1850s and industrial development followed soon after. Steel mills, grain elevators, related businesses lined the river taking advantage of the cheap transportation it offered. The heyday of the area was probably from about 1900 to 1970. The decline of the steel industry followed and peaked with the closings of Wisconsin Steel in 1980, U. S. Steel in 1992, and layoffs at other local steel mills. This has not changed even until the present. LTV and Acme Steel closed within the last couple of years.

What does the future hold for the Calumet region? Former US Steel, Wisconsin Steel, and other industrial properties are vacant and available. The dynamic between development and natural preservation continues today, as in the past. The main themes of the Calumet story continue to evolve. The natural and cultural diversity, the continued economic potential of the region, and the renewed interest in this area, along with an enlightened view of the environment, create an opportunity to use the lessons of the past to build a better future for the Calumet region.

Transportation: Railroads and the River

A famous quote states that “Chicago is here because the river is here.” The Southeast Side of Chicago is here because the Calumet River is here. The map on the next page was produced by the Port District in the early 1980's. It shows a tremendous amount of industrial development concentrated along the Calumet River. Wisconsin Steel and the Shipyards at 100th Street were already closed at the time. Since this map was published, numerous additional industries have closed including US Steel, General Mills, Valley Mould & Iron, Acme Steel (Coke Plant and Furnace Plant), LTV, and others. The map also clearly shows the connection of the Calumet River and canals with the Chicago River and canals. The story of the SE Side is the story of the Calumet River and the story of the steel industry attracted by the transportation assets of the region.



1. Port District Map of the Calumet River

In 1833 a young Army Corp of Engineers lieutenant named Jefferson Davis recommended that the Calumet River be improved and a harbor be established there. When South Chicago began in 1836 it was the era of canal building. The original South Chicago speculator, Lewis Benton, bought land along the Calumet River and built the Calumet House, a stagecoach stop, and the Eagle Hotel in what was then called The City of Calumet. He did this in hopes that a canal connecting the Saint Lawrence River and Great Lakes water system with the Mississippi River System would be built in the Calumet Region. It was, but not until the 1920's when the Cal Sag Channel was completed.

The construction of the Illinois Michigan Canal (1836 1948) and the Depression of 1837 temporarily postponed Calumet area development. A lighthouse was built in 1853 but discontinued a couple of years later because of confusion with the Chicago lighthouse. The lighthouse was repurchased by the government in 1870, refurbished and relit in 1873. In 1876 the light was moved from the stone tower to the pier where it was moved out into the lake as the pier was lengthened. The original lighthouse was located between the EJ&E bridge and the South Slip. It marked the original extent of the shoreline and mouth of the river. In July 1870, Congress appropriates \$50,000 for improvements in Calumet Harbor. Calumet River is deepened, widened, a channel is created by cutting through sand spit at the natural mouth of the river, and two piers are built into the lake at a depth of 12 feet. 136 vessels use the harbor.

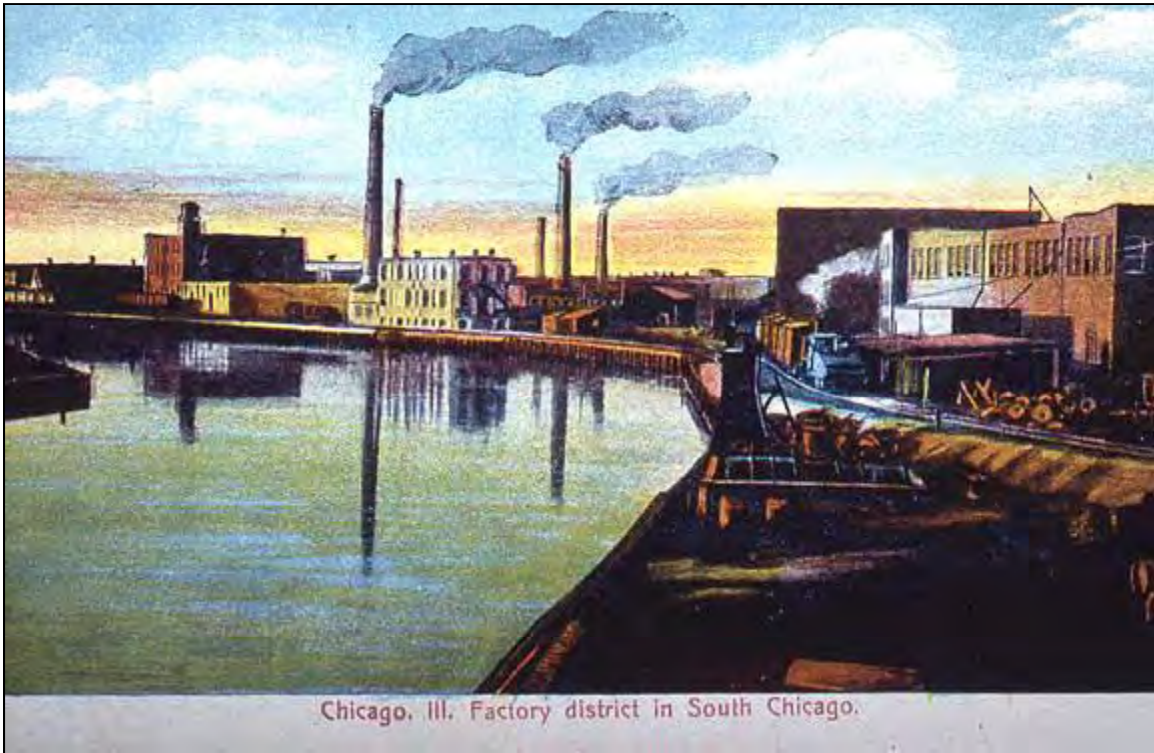


2. Mouth of Calumet River, 1870

The natural landscape of the Southeast Side or Calumet region would be greatly altered by the coming of industry. Early industrial development occurred after the Civil War and was concentrated around the Calumet River, “Chicago’s Other River”. The river’s connection to Lake Michigan and its potential to transport the heavy bulk materials needed in the making of steel was the focal point of industrial development in the region. However, before development could take place, numerous changes would have to be made in the shallow, meandering prairie river.

At the mouth of the Calumet River, shown here in 1870, there was a large sand bar (similar to the sand bar originally located at the mouth of the Chicago River) which created a bend in the river just before it emptied into Lake Michigan. The Calumet River would have to be widened, deepened, straightened, and a channel would have to be cut through the sand bar before the river could be used profitably.

The Calumet and Chicago Canal and Dock Company lobbied Congress successfully for legislation which provided funds to deepen the river and improve other facilities. In 1873 South Chicago was made a port of entry. Early development, as seen in the post cards on the next page, was concentrated along the river.



Chicago, Ill. Factory district in South Chicago.

3. Factory District in South Chicago



4. Lighthouse with Illinois Steel in background, 1912



5. Illinois Steel from mouth of Calumet River, July 1942



6. Illinois Steel from mouth of Cal River, 1954



**7. Calumet River mouth/EJ&E
Railroad bridge from Lake Michigan,
08/22/2004**



8. Mouth of Calumet River, 8/22/2004

Railroad Bridges

The earliest changes to the natural landscape would occur as the first railroads were built to pass through the area on their way to Chicago. The railroads were built on Native American trails which followed the sand ridges that separated various marshes and wetlands. Railroads first entered the region in the late 1840's.

EJ & E Railroad Bridge

Originally a swing bridge existed at this point on the Calumet River. Built prior to 1897 it carried the Chicago and Blue Island Railroad into South Works property. Later, after U. S. Steel was formed the EJ&E (Elgin, Eastern, and Joliet) railroad used the bridge. A new bridge replaced the old swing bridge in the early 70's



9. EJ&E Swing bridge, 1954



10. EJ&E RR Bridge and USX South Slip, 08/22/2004

Several railroad bridges cross the Calumet River at about 96th Street. The railroads follow a major transportation corridor which leads around Lake Michigan to Chicago. This corridor was originally a Native American trail, later a roadway (Indianapolis Boulevard, South Chicago Avenue), and then a superhighway (the Skyway). The first railroad through the area was the Lake Shore & Michigan Southern in 1848. The older bridges (originally there were three) were elevator lift bridges where the span is lifted by counterweights. There are 2 lift bridges (Waddell and Harrington) currently standing.

Later a “Jack Knife” bridge was built just north of the other bridges but that bridge was demolished after a collision with a ship, the Pontokratis, on May 6, 1988. The Pontokratis was headed toward Lake Michigan when the collision occurred. According to a court case (www.law.emory.edu/7circuit/aug95/94-2306) regarding the incident, “The Conrail Bridge was the first of a series of four railroad bridges on the Calumet that were located within 300 feet of each other. The Conrail Bridge is a vertical lift bridge with a vertical clearance of 120 feet when raised and a horizontal clearance of 138 feet. The next two bridges were both vertical lift bridges with similar clearances; they were permanently out of service and in a raised position. The final bridge was the B&O Railroad Bridge (Bridge 258/0, the Baltimore and Ohio Railroad Company Bridge). The Bridge was a single leaf bascule bridge that opened from the west side of the river and had a published horizontal clearance of 135 feet and vertical clearance of 19 feet above ordinary high water when lowered.” The Calumet River was closed for 10 days as a result of the collision. A court case determined the cause of the collision to be the failure of the railroad bridge to be opened to its maximum opening.

An ore boat, heading south, passes under the railroad bridges that cross the Calumet River at about 96th Street. The heavy bulk materials used to make steel which included iron ore, coal and limestone were transported most economically by ship. Several steel mills were therefore located on the banks of the Calumet River.



11. Penn., SS, MS bridges, 8/5/1915



12. RR bridges across Calumet River at 96th Street, 1954



13. Pontokratis ship collision with RR Bridge at 96th and Calumet River, May 1988



14. RR bridges across Calumet River at 96th Street, July 2000

Industrial Development

The story of Chicago's Southeast Side is the story of steel. At one point the region was one of the largest steel producing regions in the world. Heavy industry, especially steel mills, came to the area after the Civil War drawn by natural features compatible with their business. There was cheap land and plenty of it - land that would be used for factories, bulk storage, and disposal. Fresh water was present - water for cooling necessary in the manufacturing process and water for transportation. Railroads had already crossed the area and linked the Southeast Side to other regions of the country. There was an available supply of labor and space for housing more workers. The region was far enough from Chicago to minimize the negative features of heavy industry on the city and yet close enough to take advantage of the markets of the Chicago metropolitan region.

Each of the four neighborhoods had a major steel mill located within their boundaries. United States Steel South Works was in South Chicago, Wisconsin Steel was in South Deering, Republic Steel was in the East Side, and Pressed Steel was located in Hegewisch. In addition, smaller mills and factories were scattered throughout the neighborhoods.

The photo on the top of the next page shows job applicants and mill employees including security guards at the employment office of the Illinois Steel Company. The multiple languages of the sign reflect the variety of non English speaking immigrants who applied to work in the mills. The theme of the message is that the mill wants to hire workers who are safety conscious.



15. Interior of the Illinois Steel Employment Office

Wisconsin Steel

In 1875, there were plans to make the Calumet district the largest steel producing center in the world. On July 5, 1875 a large group of state and local citizens gathered at what is now 109th street at the west bank of the Calumet River, to lay the cornerstone of Joseph H. Brown Iron & Steel Company, the first steel plant in the Calumet territory. Over its history the mill was known as Calumet Iron and Steel (1882-1899), South Chicago Furnace Company (1899-1902), and Deering Harvester Company. Eventually it became Wisconsin Steel, part of International Harvester Company. On March 27, 1980 Wisconsin Steel was shut down. The closing of Wisconsin Steel was the one of the first in a series of closing of many other area steel mills.



16. Wisconsin Steel Drawing

The early mill consisted of a rolling mill and a nail mill. It normally employed 1000 to 1500 workers most of whom lived near the mill in rooming houses along Torrence Avenue. The following activities took place on the site: coke production, pig iron production, steel making, casting and primary rolling, and blooming and manufacturing millwork. Pictured is an aerial view of the plant looking west.



17. Wisconsin Steel, 1948

The Joseph H. Brown Mill was the first to be opened in 1875 on the Southeast Side. It was located alongside of the Calumet River at 109th Street. This aerial view shows the mill in 1948. The intersection at the lower right corner is 106th and Torrence Avenue. Torrence Avenue at the right separates the mill from the surrounding neighborhood and its businesses and houses. The neighborhood closest to the mill was known as "Iroindale."



18. Wisconsin Steel property, aerial view, 08/22/2004



19. Wisconsin Steel property, aerial view, 08/22/2004

South Works

In 1880 North Chicago Rolling Mill broke ground for a steel mill on the west bank of the Calumet River at Lake Michigan. It was referred to as “South Works” in contrast to the north side plant of the same company. The first steel rail rolled off the line June 14, 1882. The plant originally occupied 73 acres. The plant was extended into the lake, mostly by dumping slag, until it eventually covered about 575 acres. Over its history the plant was known as Carnegie Steel, Illinois Steel, US Steel (1901) and finally USX Corporation. In 1951 the fully integrated mill had 11 blast furnaces, 31 open hearth furnaces, 3 Bessemer Converters, 8 electric furnaces, 12 rolling mills, and a foundry. 15,000 employees were paid a monthly payroll of \$5 million. South Works closed April 10, 1992. Most of the property is currently for sale.

It was the largest mill in the area and employed as many as 20,000 workers at its peak. The post card view of the mill on the next page shows black smoke coming from the smoke stacks of the mill, then considered a sign of prosperity, not of pollution.



20. United States Steel South Works



21. Blast Furnaces #1-4, 1885

The 1885 photo above shows Blast Furnaces #1-4 at South Works. These were the first furnaces built at South Works and they utilized the Bessemer process to make steel. An important neighborhood park is named in memory of Bessemer. These furnaces were located near the south slip, where lake boats were unloaded near the Calumet River.

An overhead ladle crane in the #2 Open Hearth furnace is shown on the bottom of the next page. The crane carried molten steel from the furnaces to the ingot molds below. The #2 Open Hearth was located on the north end of the mill. It opened in 1904 and closed on Christmas Day 1965. It took about seven hours to make steel in an open hearth furnace.



22. Blast Furnaces, August 1, 1954



**23. #2 Open
Hearth**



24. Pouring Steel – This photo shows molten steel being poured. It is beautiful but dangerous. It reflects the danger inherent in working in a steel mill. Accidents in the mills were common and often serious.



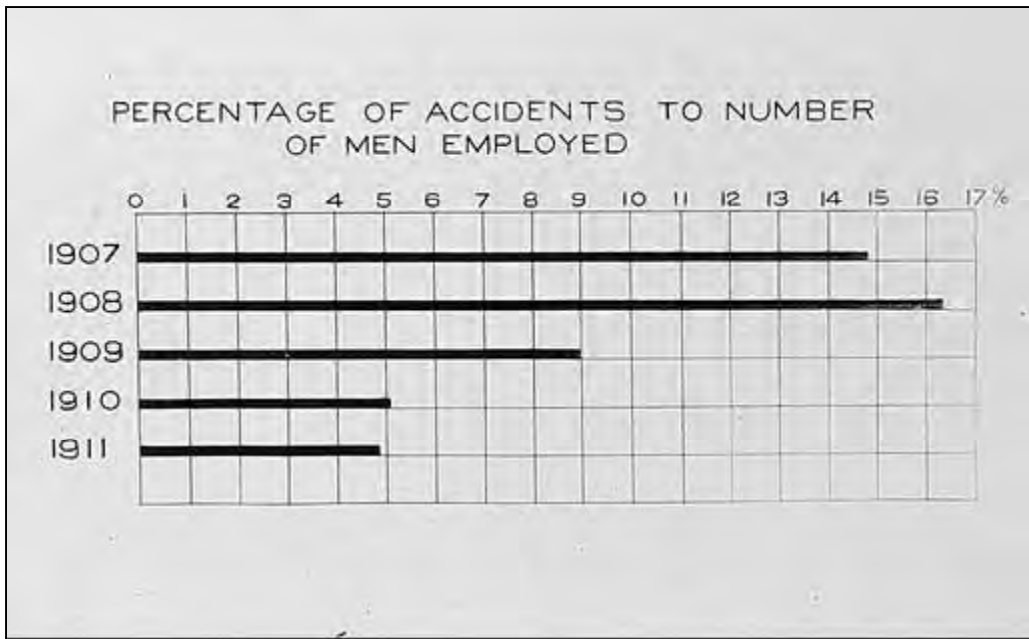
25. US Steel Night view – When steel was poured at night the result was a man made display that would light up the night sky. The mills operated around the clock, seven days a week, holidays included.



26. Ore boat unloading – The site for South Works was chosen because of its proximity to water transportation. This was most economical way to bring the materials used in the steel making process. Iron ore, limestone, and coal were transported to South Works in huge ore carriers which unloaded their cargoes at slips served by huge overhead cranes. This is a photo of a ship unloading its cargo at the North Slip which connected to Lake Michigan.



27. Ore docks Illinois Steel, July 1942



28. Chart of % of accidents to employees by year – Before World War I, US Steel averaged 1200 accidents per year. In 1906 there were 46 fatalities and 41 of those were in separate accidents. The company began a safety program which reduced the number of accidents. This graph shows a reduction in accidents at South Works during the years 1907 - 1911 . Even this reduced accident rate would be unacceptable by today's standards.



29. Early safety mask – In 1905 Robert J. Young began a study of injuries at South Works. In 1906 the South Works Safety Committee recommended 3,000 changes in plant operations. In 1908 U. S. Steel began a safety program based on the South Works model for the entire corporation. This early, primitive net safety mask from 1890 provided some protection for a worker.



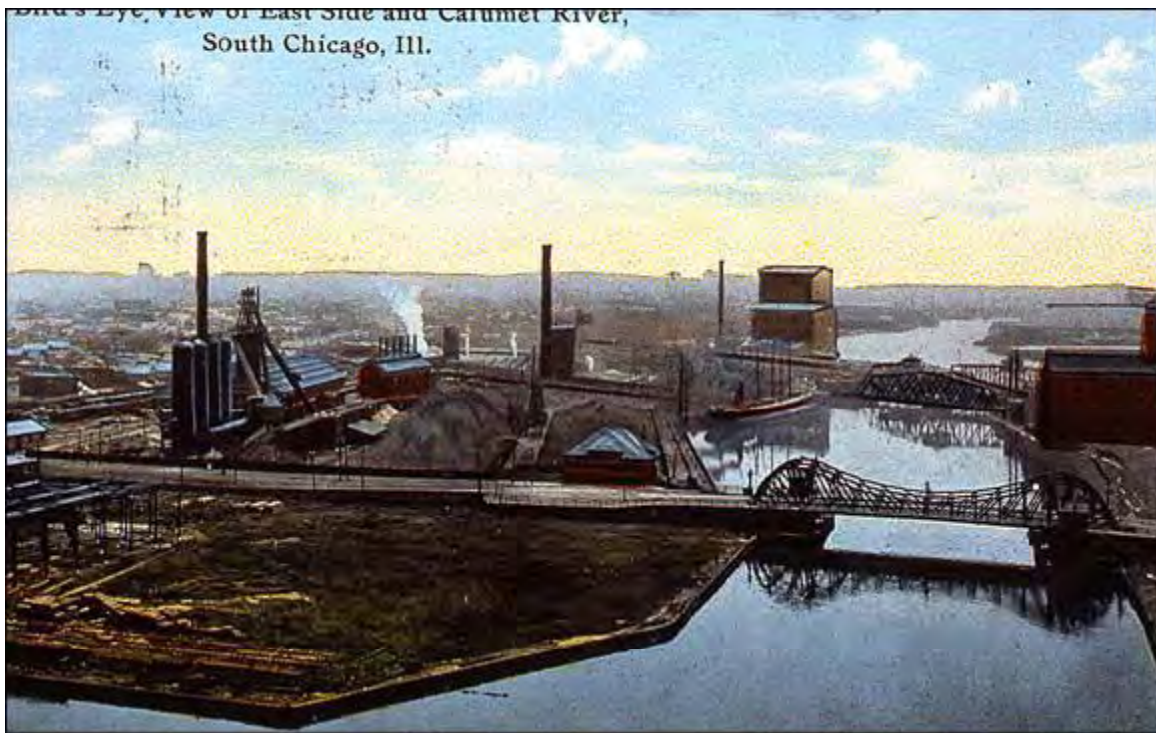
30. USX Aerial – When North Chicago Rolling Mill, the predecessor to US Steel South Works, came to the Southeast Side in 1880 they started with 73 acres of land. Their property had 1500 feet of frontage on the Calumet River and 2500 on Lake Michigan. Slag from the steelmaking process was dumped in a lake front area and this increased the land area for future expansion. This picture shows the furthest extent of the mill which eventually covered over 570 acres.



31. USX, St. Michael's, Bush, 08/22/2004

Iroquois Steel / Youngstown / Iroquois Landing

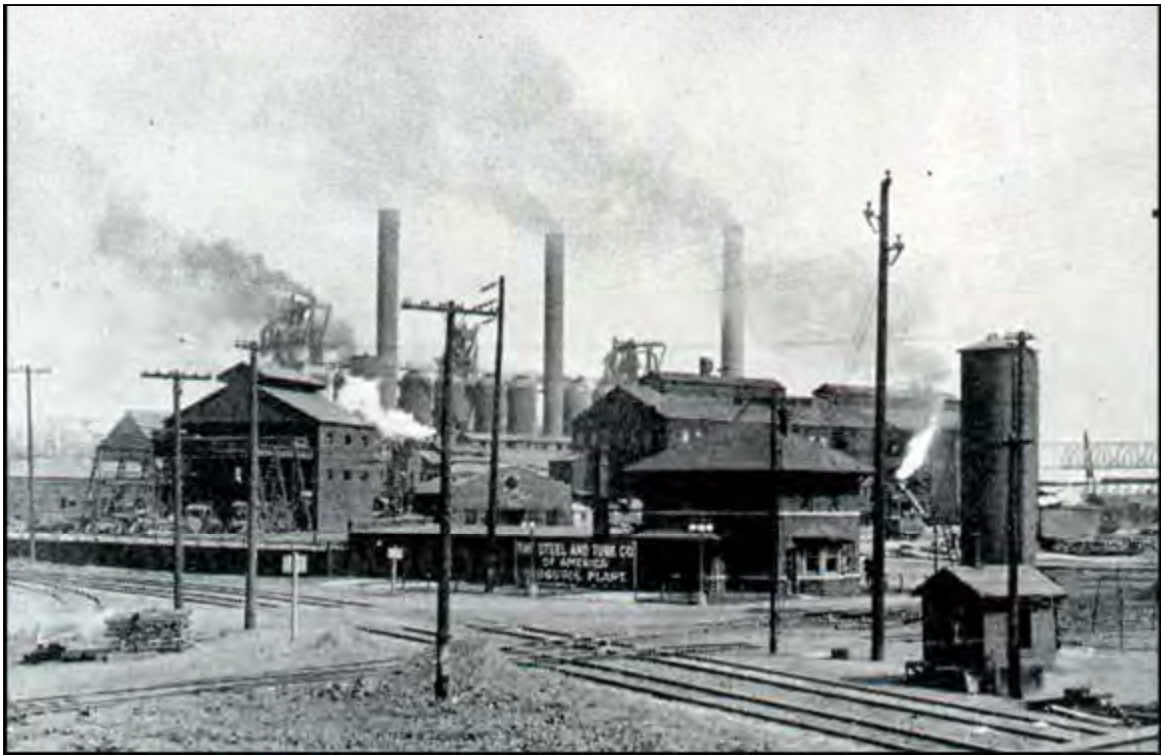
On the east bank of the Calumet River at its connection to Lake Michigan there was a sand bar that extended to approximately present day 95th Street. As harbor improvements were made land was filled in and extended into what had formerly been part of the lake. The Calumet and Chicago Canal and Dock company used the original entrance to the river as a slip but this too was eventually filled in. Iroquois Steel built a steel making plant at 95th and the Calumet River in 1890. In the 1910's Great Lakes Dredge and Dock was in the process of filling in land north of the EJ&E railroad tracks for a steel mill. In 1923 the company became the Youngstown Sheet and Tube Company and by that time was located between the lake and the railroad tracks. Youngstown Sheet and Tube was one of the 4 companies that made up "Little Steel", the group that went out on strike to gain union recognition in 1937 resulting in the Memorial Day Massacre at nearby Republic Steel. In 1951 the plant had 3 blast furnaces, 70 coke ovens, and 800 employees. Its main products were coke and pig iron. Youngstown later merged with LTV Steel. In the late 1970s, the Port District built a \$15 million container handling facility, Iroquois Landing, on the property. It was designed primarily for containerized cargo.



33. Bird's-eye View, East Side and Calumet River



34. Iroquois Steel Co. South Chicago, 8/22/1907



35. Youngstown Sheet & Tube, 95th & Cal River



36. Blast Furnaces Youngstown Steel, July 1942



37. Ore docks Youngstown Steel, July 1942



38. Material Service 92nd Calumet River, Aug 1, 1954



39. Iroquois Landing, Scrap Yard, Von Zirngibl grave site, 08/22/2004

Republic Steel / LTV / Hulett Iron Ore Unloaders

Republic Steel is an outgrowth of Grand Crossing Tack Company at 79th and South Chicago Avenue which was founded in 1883. In 1901 they acquired land at 118th and the Calumet River. In 1916 they became Interstate Iron and Steel Company. Became Republic Steel in 1930. Growth was relatively slow until WWII when the government expanded the facilities which were purchased by Republic after the war. Employment peaked at 6,335 in 1970. In 1984 a merger created LTV Steel. The company recently declared bankruptcy and closed the coke plant, the last remaining facility still in use on the East Side. Other assets of LTV were purchased by ISG (International Steel Group) in April 2002 but not the coke plant. The coke plant has the last 2 Hulett iron ore unloaders in the country. The only two remaining operable Hulett's in the world are located on the Calumet River on the former Republic / LTV Steel property. At one time there were 77 of the giant machines in Great Lakes ports. The Huletts revolutionized the unloading process. They could completely unload a ship in 13 hours, which previously would have taken nearly a week. In their years of service, it is estimated that they unloaded some 100 million tons of material



40. Republic Steel -- Grand Crossing Tack Co. located at 79th St. and South Chicago Avenue



41. Overhead Cranes LTV, 7/29/2004



42. Hulett Unloaders LTV, July 1990



43. Hulett Unloaders, 7/29/2004



44. Hulett Unloaders, LTV site, aerial view, 8/22/2004

Memorial Day Massacre site / Memorial Hall

One of the most important events in American labor history is the Memorial Day Massacre which occurred at Republic Steel on Memorial Day, May 30, 1937. This sculpture stands at the approximate location of this event. It is mistakenly referred to as the Memorial Day Massacre sculpture but was erected by the company whose explanation is that the six long bars symbolize Republic's six steel districts, the four bars mark the cardinal compass points, and the spiral bar signifies the bond between Republic and its neighbors.

The Memorial Day Massacre of 1937 took the lives of 10 steel workers and injured 105. The Steel Workers Organizing Committee (SWOC) organized a peaceful protest that was to take place on Memorial Day in 1937. The SWOC was attempting to organize the steel workers into an industrial union. When the company refused to recognize the union the workers went out on strike. The workers were striking against Republic Steel, part of the



45. Republic Steel Sculpture

group of steel companies known as "Little Steel", who did not want to grant them union recognition. The workers met at Sam's Club on 112th and Green Bay Avenue and decided to picket in front of the Republic steel main gate. When the group arrived at 116th Street, a line of police officers, about 300 ft. wide, met them. The workers tried to talk to the police about letting them picket in front of the main gate. What happened next is unknown, but the police opened fire on the crowd. Gas bombs and shots were fired at the crowd. As the police moved forward at the crowd, they began to club and beat them to the ground. They then started to arrest people and throw them into patrol wagons. Some were seriously wounded. When the day ended, 4 people had been killed, 6 would later die in the hospital, and 30 suffered gunshot wounds. The strike was broken but the union gained recognition in the 1940's.



46. Memorial Day Massacre

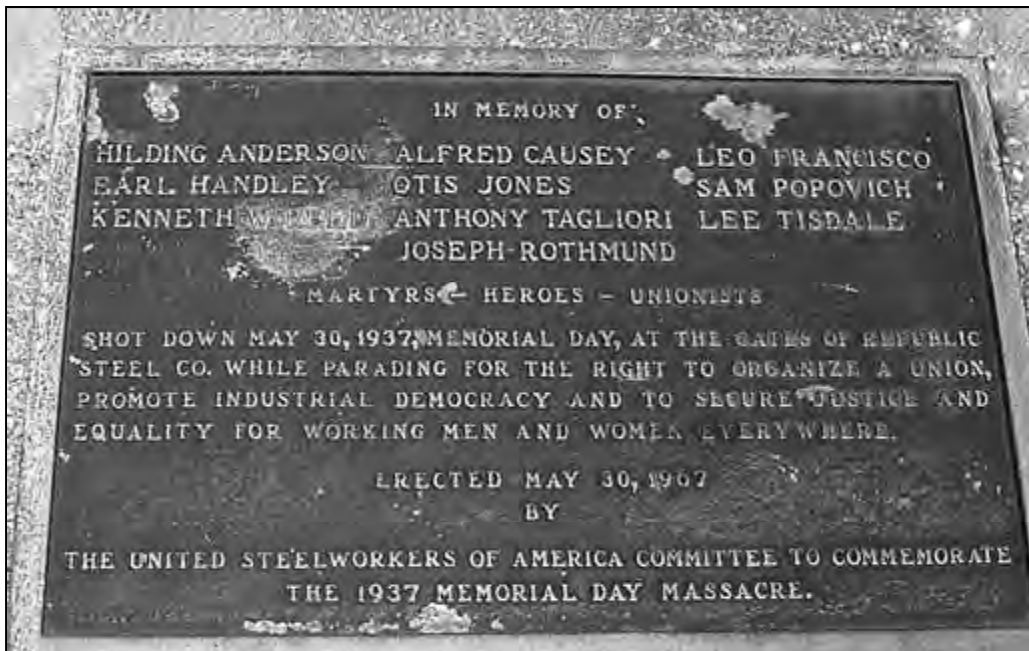


47. Memorial Day Massacre

Senator LaFollette's committee investigated the incident and stated, "Wounded prisoners of war might have expected and received greater solicitude." The incident has come to be called the Memorial Day Massacre. It is commemorated by a plaque in the parking lot of Memorial Hall, Local 1033, at 117th St and Avenue O that lists the names of the ten victims of the incident.



48. Memorial Day Massacre



49. Massacre plaque from flagpole

Acme Steel Furnace plant / Coke Plant / Coke Conveyor / Beemsterboer facility

The Acme Steel Furnace Plant on the east side of the river at 108th Street was part of a company with multiple roots. The original steel making plant on the site was Federal Furnace which opened in 1908. It merged with By Products Coke Corporation which in 1905 had opened a coke plant at 112th and Torrence Avenue. The merger was named Interlake Steel. Eventually a conveyor was built across the Calumet River linking these two operations. Acme Steel which began operation in this area in Riverdale in 1917 later merged with these companies and was known as Interlake Steel.

In 1984 Acme Steel spun off from Interlake and remained in operation until late 2001 when it went out of business after being in bankruptcy for a number of years. ISG bought the Riverdale plant of former Acme but not the 89 acre furnace plant or the 102 acre coke plant. The site still has some of the few remaining examples of the type of equipment used to make steel in this area. It had the last remaining blast furnace in the Chicago area until it was torn down in July of 2004.



50. Federal Furnace Co



51. Blast Furnace Acme Steel 108th Calumet River



52. Overhead cranes & Blast Furnace, Acme Steel, 108th St. & Calumet River, July 2000



53. Acme conveyor belt over Calumet River at 109th

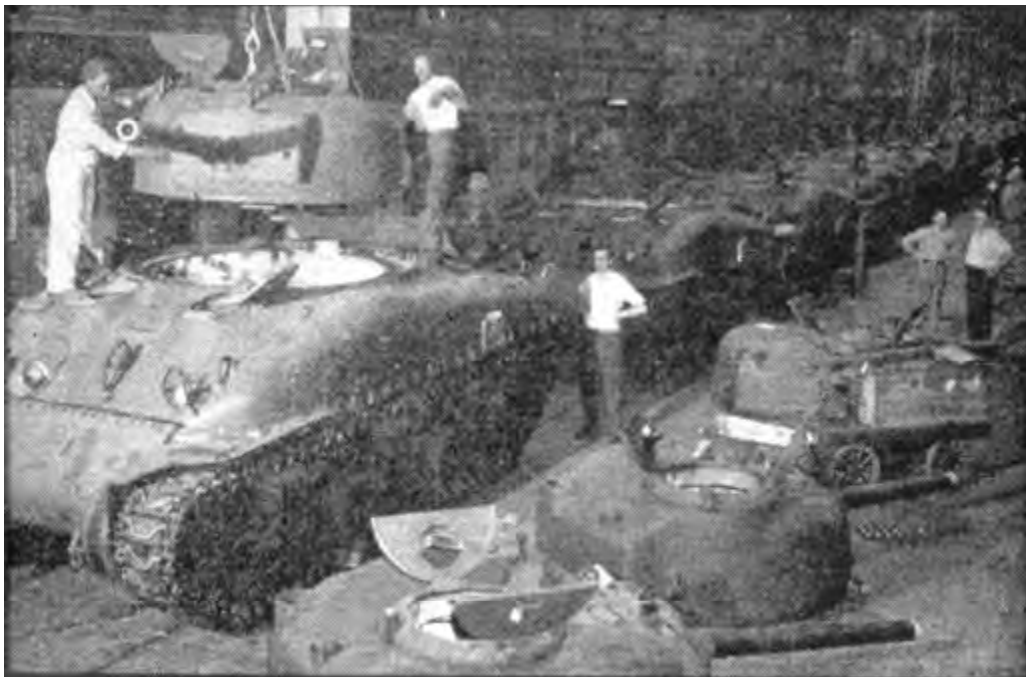


54. Acme Coke Plant, aerial view, 08/22/2004

Other Industries



55. Pressed Steel workers attending a Liberty Bond rally in 1918 – Pressed Steel built railroad cars for a company started by the founder of Hegewisch. It was located south of Brainard Avenue and east of Torrence Avenue (east of the site of the Ford Environmental Education Center at Hegewisch Marsh).



56. Pressed Steel in Hegewisch produced railroad cars before the war. During World War II they were converted to production of tanks. Here a tank rolls off the production line at Pressed Steel.

Ford Plant

In 1924 Ford opened an assembly plant along the Calumet River. It originally produced the Model T. Over its history it has produced the Torino, Elite, Thunderbird, Granada, Cougar, LTD, and Grand Marquis. During WWI the plant produced armored personnel carriers. Currently it produces the Taurus and Sable models. Next year the plant, in conjunction with its new supplier park, will produce the Ford Freestyle wagon/SUV hybrid and the Ford Five Hundred sedan. The supplier park will operate using the “just in time” principle of manufacturing. Components for the new cars will be brought from the supplier park and directly onto the assembly line.



57. Ford Supplier Park, aerial view from west, 8/22/2004

Shipbuilding

Another important area industry was shipbuilding which took place in shipyards along the Calumet River. Just south of the 100th Street bridge on the east side of the river was Chicago Shipbuilding. In 1895 Chicago Shipbuilding completed 3 steel freight vessels with three more nearing completion. The first was named the “Malta”. She was the first steel vessel built on the Great Lakes.

The Chicago Shipbuilding Company was formed in 1890. In that same year, land was purchased from the South Chicago Brewing Company at 101st Street and the east bank of the Calumet River as a site for the new shipyard. The shipyard was constructed soon thereafter. For the fledgling company, the 1890s were a prosperous decade. The shipyard expanded, more ships were built, and repair services were provided for Great Lakes ships. By 1898, the

company was to experience even further organizational changes. It became apparent that fierce competition among the various shipyards on the Great Lakes was undermining profit margins. The answer was consolidation; the Chicago Shipbuilding Company joined the newly created American Shipbuilding Company. Area shipyards also repaired lake boats and in the area around the shipyards a rooming house district for sailors developed. The launching of the steamship Manta occurred in 1915



58. Calumet Shipyards



59. Ore boat launching in American Ship yard, early 1900's



60. Calumet Shipyard U-505 in drydock, 1954



61. Shipyard area, 100th Street aerial view, 08/22/2004

There were many factories and plants on the Southeast Side other than steel mills. Pictured are the State Line Generating Station of Commonwealth Edison and the Albert Schwill Company later owned by the Falstaff Brewing Company. The State Line Generating Station is built on landfill and is actually in the state of Indiana.



62. State Line Station and Albert Schwill



63. Rialto Elevator and Crescent Mills

In 1902 the Wabash Railroad built the Rialto Elevator on a slip of the Calumet River at 104th Street. A year later the Star & Crescent Milling Company built a flour mill on the other side of the slip. A cereal plant was built on the site in 1923 and all were combined in 1929 with the formation of General Mills. Among the products produced at the South Chicago plant were Gold Medal Cake Flour, Wheaties, Bisquick, Kix, Cheerios, Betty Crocker Soup, Betty Crocker Cake Mixes, Coca Puffs, Trix, and others. The plant closed in 1995.



64. Aerial view Calumet River 106th looking north, January 1975



65. General Mills site, aerial view, 8/22/2004

Calumet River today

The steel mills are gone as are other heavy industries which once lined the river. They have been replaced by empty spaces, by bulk cargo handling facilities and scrap processing yards, by vacant properties yet to be cleaned up and marketed.



66. Bulk cargo handler at 100th Street, 1954



67. Lake ship conversion at bulk cargo handler at 100th Street



68. Illinois Scrap Processing, view from river, November 1990



69. 106th St. and Calumet River scrap yard, 7/29/2004

The only steel making facility in the Illinois portion of the Calumet Region is the Acme Riverdale Plant now owned by Mittal Steel. The only operations at the former Acme Riverdale Plant are the Basic Oxygen Furnace (BOF) and the Continuous Strip Processor (CSP). It employs a fraction of the numbers that once worked there. Is it a sample of what can be done?



70. Aerial View Acme Riverdale Plant



71. Basic Oxygen Furnace Acme Riverdale



72. Continuous Strip Processor Acme Riverdale, 2005

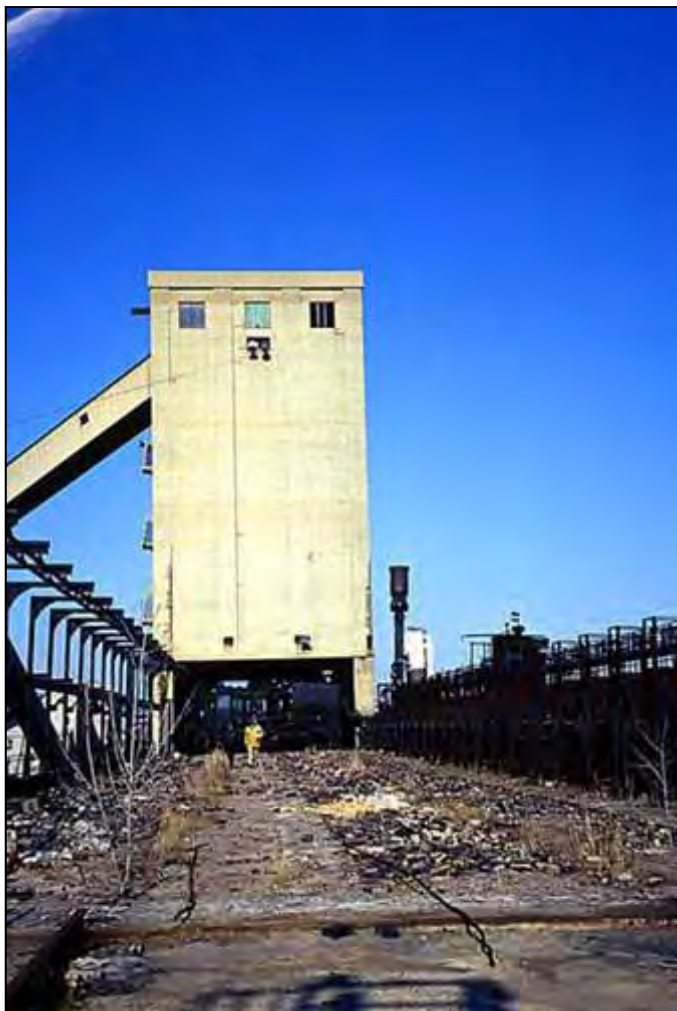
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73. Acme Coke "Front Yard" and "Q" sign, 2006



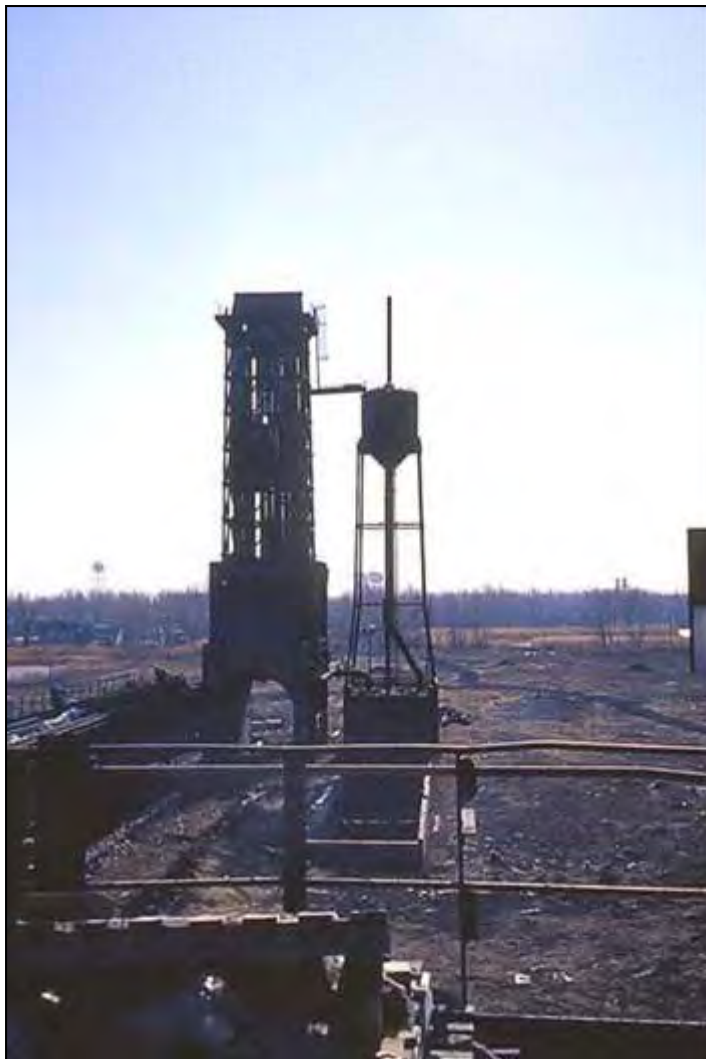
**74. Acme
Coke view
toward coke
ovens from
north, 2006**



**75. Acme Coke
coal bunker and
ovens from south,
2006**



**76. Acme
Coke
pusher
machine,
2006**



**77. Acme Coke
Quench tower, 2006**



78. Calumet Park beach scene, early 1900s – The Calumet area was not only a transportation magnet for heavy industry, but also provided recreational opportunities for area residents.



79. This view illustrates the stark contrasts that abound in the area. Duck hunters in the marshes of Chicago's Southeast Side enjoy nature while smoke pours out of the smokestacks of heavy industry in the background.

The Future

Nature and industry have been engaged in a monumental struggle to control the region from the beginning. The region was a popular hunting and fishing destination long before industrial development took place. Hunting and fishing continue to take place in the area. It is still a very popular place for bird watchers to visit. Developers are looking at available land, much of it vacated by older heavy industries, for future investment. The Ford Center for Environmental Education is a positive step. So is the Harborside Golf Course. Work needs to be done to stop further degradation of wetlands and habitats for endangered species like the Black Crowned Night Heron, the Yellow Headed Black bird, and others who nest regularly in the region.

The future of Chicago's Southeast Side is still to be determined. Will industry redevelop the area which still retains many of the natural resources that made it so attractive to developers more than a century ago? Will economic development occur and revitalize the economy of the area? If development occurs will it be friendly to the environment and to the ecosystem of the area? Will the area return to its historical role as a popular hunting and fishing destination? Will the area become a nature preserve where environmental restoration returns the ecology of the region to a more natural setting?



80. Egret, Calumet River, July 1999

Chicago's Southeast Side Industrial History

Slide Presentation Photo Information

For further information, please contact Rod Sellers,
Southeast Historical Society, rodsellers1@yahoo.com

Key to Location Abbreviations

CW=Chicago Waterways

Bk1=*Chicago's Southeast Side* by Rod Sellers and Dominic Pacyga – Arcadia Publishing, 1998

Bk2=*Chicago's Southeast Side Revisited* by Rod Sellers – Arcadia Publishing, 2001

NB=Not in Either Book

CH=Community History

CA=Calumet Aerials (07/29/04)

CRT=Calumet River Tour (08/22/04)

SEHM=Southeast Historical Museum

Photo #	Photo Information	Location
1	Calumet River Port District Map	ESCC, CR-1
2	Mouth of Calumet River 1870	81-51-20ff, Bk2, p.2
3	Factory District in South Chicago	82-207-61 (slide), CR-24 Bk2, p. 6
4	Lighthouse with Illinois Steel in background, 1912	82-207-82, CR-4
5	Illinois Steel from mouth of Calumet River, 1942	July 1942 #27
6	Illinois Steel from mouth of Cal River, 1954	Port Slides 1954 #1
7	Calumet River mouth / EJ&E RR bridge from Lake Michigan, 08/22/04	CA 18, CR-5
8	Mouth of Calumet River, 8/22/04	CA 11, CR-6
9	EJ&E Swing bridge	Port Slides 1954 #3
10	EJ&E RR Bridge and USX South Slip, 8/22/04	CA 12, CR-18
11	Penn., SS, MS bridges, 8/5/15	81-8-16, CR-30
12	RR bridges across Calumet River at 96th Street	Port Slides 1952 #4
13	Pontokratis ship collision with RR Bridge at 96th and Calumet River	CH 5/88, CR-31
14	RR bridges across Calumet River at 96th Street	CW, 7/00, CR-32
15	Illinois Steel Employment Office	81-51-5tt, Bk1, p. 3
16	Wisconsin Steel Drawing	81-17-12, Bk2, p.10
17	Wisconsin Steel, 1948	81 17 10, Bk1, p. 47
18	Wisconsin Steel property, aerial view, 8/22/04	CA 41, CR-50

Chicago's Southeast Side Industrial History Slide Presentation Photo Information (continued)

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Photo #	Photo Information	Location
19	Wisconsin Steel property, aerial view, 8/22/04	CA 22
20	United States Steel South Works	81 51 7a, Bk1, p. 36
21	Blast Furnaces #1-4	81 51 15e (also 81 7 29) Bk1, p. 37
22	Blast Furnaces, August 1, 1954	#22
23	#2 Open Hearth	81 51 16h, Bk1, p. 39
24	Pouring Steel	81-7-29p (slide), Bk2, p. 14
25	US Steel Night view	81 7 29l, Bk1, p. 43
26	Ore boat unloading	81 51 1*1.3, Bk1, p. 44
27	Ore docks Illinois Steel, July 1942	#30
28	% of accidents to employees	81-51-5*1.68 (Slide), Bk2, p. 15
29	Early safety mask	81 51 5q, Bk1, p. 40
30	USX Aerial	81-51-12a (slide), Bk2, p. 12
31	USX, St. Michael's, Bush, 8/22/04	CA 36, CR-12
32	USX South Portion, 8/22/04	CA 13
33	Bird's eye View East Side and Calumet River	SEHM, 82-207-56, CR-16
34	Iroquois Steel Co. South Chicago, 8/22/07	SEHM, 82-207-49, CR-13
35	Youngstown Sheet & Tube, 95th & Cal River	NB, 81-25-5b, CR-14
36	Blast Furnaces Youngstown Steel	July 1942 #39
37	Ore docks Youngstown Steel	July 1942 #41

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38	Material Service 92nd Calumet River, Aug 1, 1954	#25
39	Iroquois Landing, Scrap Yard, Von Zirngibl grave site, 08/22/04	CA 19, CR 17
40	Republic Steel	82 207 88, Bk1, p. 48
41	Overhead Cranes LTV	CRT 9, 7/29-04
42	Hulett Unloaders LTV	CW, CR-56
43	Hulett Unloaders, 7/29/04	CRT 8, CR-57
44	Hulett Unloaders, LTV site, aerial view, 8/22/04	CA 27, CR-58
45	Republic Steel Sculpture	2-30, Bk2, p. 71
46	Memorial Day Massacre	81 77 79f, Bk1, p. 52
47	Memorial Day Massacre	81 77 79k, Bk1, p. 53
48	Memorial Day Massacre	81 77 79k, Bk, 1 p. 54
49	Massacre plaque from flagpole	2-31, Bk2, p. 72
50	Federal Furnace Co	82-20-52 (slide), Bk2, p. 18 CR-51
51	Blast Furnace Acme Steel 108th Calumet River	CW 7/00, CR-53
52	Overhead cranes & Blast Furnace Acme Steel 108th Calumet River	CW 7/00, CR-52
53	Acme conveyor belt over Calumet River at 109th	CW 11/90, CR-54
54	Acme Coke Plant, aerial view, 8/22/04	CA 23, CR-55
55	Pressed Steel workers	81 121 4, Bk1, p. 35
56	Making tanks in Hegewisch	82-21-4c, Bk2, p. 76

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Photo #	Photo Information	Location
57	Ford Supplier Park, aerial view from west, 8/22/04	CA 5, CR-63
58	Calumet Shipyards	81 8 23d, Bk1, p. 50
59	Ore boat launching in American Ship yard early 1900's	SEHM, 81-25-5d, CR-37
60	Calumet Shipyard U-505 in drydock, 1954	Port Slides 1954 #19
61	Shipyard area, 100th Street aerial view, 8/22/04	CA 9, CR-39
62	State Line Station and Albert Schwill	81-171-1 (slide), Bk2, p. 19
63	Rialto Elevator and Crescent Mills	82-207-64 / MPC94, Bk2, p. 20
64	Aerial view Calumet River 106th looking north	CH 1/75, CR-42
65	General Mills site, aerial view, 8/22/04	CA 21, CR-43
66	Bulk cargo handler at 100th Street, 1954	Port Slides 1954 #18
67	Lake ship conversion at bulk cargo handler at 100th Street	CRT 18
68	Scrap Yard 93rd Ewing	CRT 24
69	Scrap Handler 106th Calumet River	CR 47
70	Aerial View Acme Riverdale Plant	Acme 2005 #1
71	Basic Oxygen Furnace Acme Riverdale	Acme 2005 #3
72	Continuous Strip Processor Acme Riverdale	Acme 2005 #2
73	Acme Coke "Front Yard" and "Q" sign	Acme 2006 #15
74	Acme Coke view toward coke ovens from north	Acme 2006 #18
75	Acme Coke coal bunker and ovens from south	Acme 2006 #20

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76	Acme Coke pusher machine	Acme 2006 #22
77	Acme Coke Quench tower	Acme 2006 #21
78	Cal Park beach scene (or MPC89)	82-146-8, Bk2, p. 57
79	Duck hunters	82-27-1a negs, Bk2, p. 79
80	Egret Calumet River	CW 7/99, CR-80