



The Timeclock

*A publication of the Steelworkers' Archives
Preserving the legacy of steelworkers*



January-February 2017

Second 'Women of Steel' sparks lively discussion

By Pete Brekus, *Timeclock* staff writer

More than 100 people packed the Bannette Conference Room at the Fowler Family Southside Center in Bethlehem on Dec. 2 for an encore presentation of "Memories of Steel: Women of Bethlehem Steel."

Presented by the Steelworkers' Archives and the Southside Initiative of Lehigh University, the program was a follow-up to the April 8 Women of Steel presentation. It was organized by Jill Schennum, Archives Mission Interpretation Committee chair, and Susan L. Vitez, Archives coordinator.

Five panelists worked at Steel on the shop floor and in the offices; a sixth panelist worked at the Durkee spice processing plant in Bethlehem. Most were hired after the 1974 federal Affirmative Action Consent Decree that mandated companies hire women and minorities to integrate the workplace.

Why they came to Steel

Although the women entered a male-dominated workplace and a culture resistant to change at Bethlehem Steel and Durkee, their motivation for joining the workforce was the same as for men: the money.

"It was a good-paying job with good benefits," said Bess King, who started in ore handling in 1979 and worked her way up to Steel's millwright apprentice program before being laid off in 1982.

"I was making 2-something (dollars an hour) at Mary McIntosh Laundry. My job at the steel company paid \$7.58 an hour."

King hadn't thought about working at Bethlehem Steel. A coworker at the laundry was nervous about applying for a Steel job and asked King to accompany her.

"I got hired and the other girl didn't," King said. "I thought I'd get an office job.

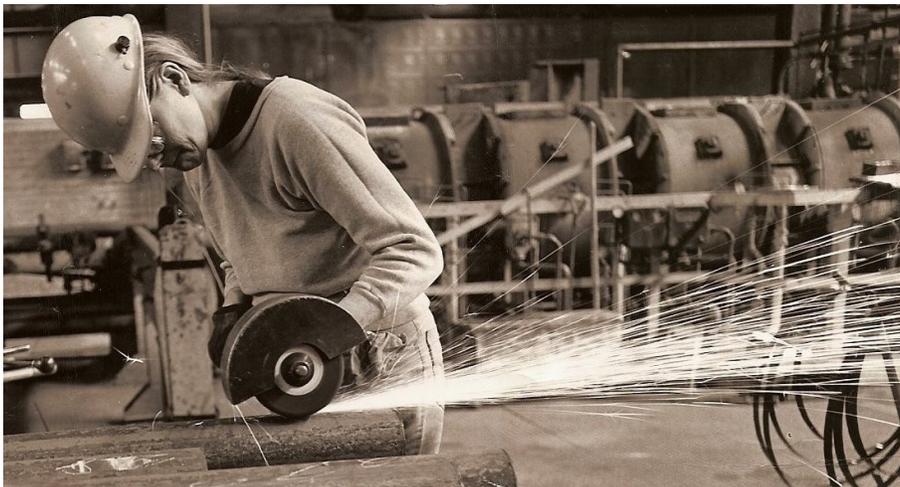
Esther Lee joined Steel as a clerk for the Bethlehem Mines subsidiary in 1969. She currently serves as president of the Bethlehem NAACP and credits her hiring to the Civil Rights Act of 1964.

"Certainly the dollars mattered," Lee said. "Bethlehem Steel gave me the opportunity to make a living."

Iris Linares started work at the Durkee plant on the production line.

"The job paid well and had good benefits," Linares said, "and it was represented by the Steelworkers Union. That's the reason why I went there."

See Women of Steel, page 3



Marlene Burkey, a steelworker from 1977 to 1981, runs a grinder in the Tool Steel Division. Burkey is a member of the Steelworkers' Archives.

When they said nothing in the office was available I said I'd take anything for the money."

Iva Ferris started as a laborer in the cinder dump and eventually became an apprentice in the electrical repair shop. She was one of the first women hired after implementation of the consent decree.

About her reason for coming to Steel, she said, "Let's be honest. The best thing was the money."

Connie Fuller started as a secretary in the Steel's St. Louis office in 1966. She was recruited to Bethlehem as a special assistant in sales, rising to manager of the sales department.

Of her time at Steel, Fuller said, "It gave me an opportunity to support myself. I was the first woman with an office in Martin Tower who was not a secretary."

Inside this issue

| | |
|-----------------------------|---|
| President's Message | 2 |
| Veterans Day ceremony | 2 |
| Brownies tour Trestle | 4 |
| Industrial Archeology tour | 5 |
| Furnace workers interviewed | 5 |
| Museum salutes Steel ships | 6 |
| Steel shipyards of WW II | 7 |
| Upcoming events | 8 |

President's Message



Officers & Board

Frank A. Behum Sr., President
Earl Kurtz, Vice President

Joshua Daly, Trustee
Frank Ferencin, Trustee
Joe Mayer, Trustee

Mark Cassano
Richie Check
Lester Clore
Mike Dzwonczyk, Board Chair
Edward A. Leskin
Dennis L. Pearson
Mike Pron
Jill Schennum
Tom Sedor
Joe Straub
Kenneth P. Ziegenfuss Jr.

Coordinator
Susan L. Vitez

Committee Chairpersons:

Administration:

Susan L. Vitez
Archivist Consultant:
David Mitros

Bylaws:

Joshua Daly, Parliamentarian

Financial and Budget:
Frank A. Behum Sr.

Membership:

Donna Silliman

Mission Interpretation:

Jill Schennum

Outreach:

Lester Clore

Ways and Means:
Mary Fernandes

Webmaster:

Scott Krycia

Timeclock Publisher:

Frank A. Behum Sr.
Editor, Pete Brekus

Brothers and Sisters of the Steelworkers' Archives, your Archives traveled many roads in 2016. In keeping with the finest traditions of the SWA, I will list the major events we participated in.

In February we held an encore presentation of "The Last Cast: Memories of Steel" in the Barnette Room of Northampton Community College. Even though the media control station wasn't working we were still able to wow the assembled overflow crowd.

In April we presented the first production of "Women of Steel," which had an encore presentation on Dec. 2. These two events provided to the community the detailed digital oral histories of the female experience at the Bethlehem Plant. They were coproduced with Lehigh University and brought outstanding media coverage in the Lehigh Valley to our esteemed organization.

On May 9 we handed out awards to the nine winners of our Bethlehem Area School District essay contest. This contest was spearheaded by Dennis Pearson. On June 2 we participated in the 275th anniversary celebration of the City of Bethlehem. Our organization was sponsored by Curtis Barnette, who told us we had the best presentation held that day.

Moving along, Archives members Don Trexler, Duke Snyder and I represented the Archives at the first Nam Knights Vets Fest on July 16 and 17. The Steelworkers Veterans Memorial Committee presented the Nam Knights with a check for \$1000 that was raised by selling T-shirts at the fest.

Also, we gave tours of the Hoover-Mason Trestle to the National Chrysler Club on July 21 and the International Thunderbird Club on Sept. 15.

Aug. 2 saw the opening of the National Museum of Industrial History, for which we contributed oral histories and artifacts.

On Sept. 16 and 17 the Pennsylvania Labor History Society held its annual convention in Bethlehem. Lester Clore was awarded the John Brennan Labor Education Award.

Steeple and Steel tours ran from June through October. Thank You, Susan Vitez. And our Outreach Committee educated many clubs and schoolchildren throughout the year. Thanks, Lester.

We look forward to opening our new office on the lower level of the Sands Casino in 2017.

Merry Christmas and Happy New Year. Good health to all.

— Frank A. Behum Sr.

About 30 former Beam Yard steelworkers convened at the Hanover Eatery at Route 512 and Hanoverville Road in Hanover Township for the monthly first-Friday Beam Yard breakfast on Dec. 2.



Veterans Day ceremony held at Memorial



The annual Veterans Day ceremony was held Nov. 11 at the steelworker-built Steelworkers Veterans Memorial at East Third and Fillmore streets in South Bethlehem. Tim "Sarge" Parsons, president of the Nam Knights of America, Lehigh Valley Chapter, was keynote speaker.

Archives members who serve on the Steelworkers Veterans Memorial Committee are Frank A. Behum Sr., Lester O. Clore, Paul Coachys, James McAndrew, Duke Snyder, Richard Sterner, Donald Trexler and William Weissner. The late Robert Burkey also had served on the committee.

Women of Steel, from page 1

Judy Hoffert is married to Blast Furnace worker Jeff Hoffert. The family relied heavily on the pay and benefits Jeff earned as a steelworker. After the Hot End closed in 1995 the couple moved to Maryland so Jeff could finish his Steel service at the Sparrow's Point plant and retire with a decent pension.

"Jeff said, 'If I get my pension we'll be set for life,'" Judy recalls.

Adapting to the job:

It was a challenge for the women to become accepted in a workplace that was for so long strictly a province of men. Many were harassed by their male coworkers.

When she started at Steel, Iva Ferris said she was often addressed simply as "Girlie." Oil was poured on her tools and pinups from men's magazines were hung in her work area.

Ferris said she and the five other women in the electrical shop apprentice program were constantly harassed.

"We were even restricted in our bathroom visits," she said. "We'd have to provide our own damn toilet paper. It was a bad situation, a bad time. I'm still upset about it."

Ferris finally filed a sexual harassment suit against Bethlehem Steel and the union. She was laid off in 1983.

Connie Fuller likened the culture in Steel offices to that portrayed in the television show "Mad Men."

"When you are a secretary you know everything that's going on," Fuller said. "When the bosses found out you could do the job they'd let you do it, and sometimes they'd take credit for it."

Fuller said the 1974 Consent Decree "was the key to releasing all kinds of talent and the opportunity to move up."

She praised the team of women's special advocates the Steel instituted to implement provisions of the decree: "I had to fight a little bit but in the end they opened doors for me."

Saying she was "just a progressive, smart-ass woman," office worker Esther Lee said she was "happy that Bethlehem Steel finally realized that African-American women could think for ourselves. I was glad to spearhead opportunities for other black women. Thank God for the consent decree."

Like many steelworkers, ore handler Bess King was moved from her home shop to pool jobs around the plant. Pool jobs were notorious for their hard labor. King did stints as a laborer in the Steel Foundry, No. 12 Machine Shop, the Beam Yard and the Cinder Dump.

When she became pregnant she said her unsympathetic boss said to her, "I guess you'll have to get a leave of absence."

King was on a shuttle bus on the way back from the only area washroom that could accommodate women. She was visibly upset. She told the man sitting next to her she was pregnant and what her boss had told her.

"I'm a shop steward," the man said. "Let me check into it for you. In the meantime, keep working until you feel you can't do the work without hurting yourself. Then go to the dispensary for evaluation."

That shop steward was Frank Behum.

At the Steel Foundry a large mixer had broken down and its contents had hardened. King was sent in with a pick and shovel to break the hardened silica sand loose. She was five months pregnant.

"It was like a big washing machine" (inside the mixer), she said. "I told them I can't do this. I can't bend over."

King went to the dispensary where she was put on extended sick leave. Four months later she gave birth to her daughter.

"I'll be forever grateful to that guy for sitting next to me on the bus," she said.

Effects of the shutdown

The gradual and relentless closing of the Bethlehem Plant brought financial hardship to all those affected, especially to steelworkers. The shuttering of the plant and eventual liquidation of the company bred a sense of loss, pain and regret that still resonates in the community. The women of Steel were not an exception.

"My last layoff was three months after I bought my new house," said Iva Ferris. "It was terrifying to go without a job.

You have to reinvent your life. I was called back in 1989 but didn't go. I went back to school and became a paralegal." Still, of her time at Steel, Ferris said, "I can fix any electric motor you throw at me and 40 years later I can still fix my own car, thanks to Bethlehem Steel."

Reflecting on the loss of the jobs of both herself and her husband William, who also worked at Steel as a cost analyst, Esther Lee said, "We did whatever we

could to reinvent ourselves. William never even collected his unemployment compensation. He had too much pride for that. That money is still sitting there. Me and William used our money from working at Bethlehem Steel to pay for our kids' education."

Judy Hoffert moved to Baltimore when her husband Jeff transferred to Sparrows Point to finish his Steel service.

It did not go well.

"When we had to transfer I said, 'You've got to be kidding,' but we only had another seven years to go for Jeff to get his pension," Judy recalled. "It was a nightmare. The men at Sparrows Point treated the Bethlehem guys as invaders. When ISG (International Steel Group) took over we missed the pension by a lousy 10 days. We asked a lawyer if they can do this to us and he said, 'Yes they can.' People just assume that if you went to Sparrows Point you'd get a pension. That's not true. They cheated us. We're now living on 20 percent of what Jeff made at the Steel."

After losing her Steel job, Bess King went back to school and worked for a time at the SPCA. "I started bringing home all these pets," King said. "I knew I had to stop working there," she laughed. King became a librarian at Lehigh University, where she served for 25 years.

Of her experiences working at the Bethlehem Plant, King said, "I still think having a job at the Steel made all things possible."



A capacity crowd convenes for the second Women of Steel conference.

Women of Steel is an oral history project funded through a Mellon Digital Humanities grant to document the female experience at Steel. Participants include the Steelworkers' Archives and the Lehigh University South Side Initiative. Interviews of the women are accessible on the university's Beyond Steel website.

Local Brownies make plenty of points

By Jill Schennum

On Nov. 5 Lester Clore, chair of the Archives Speakers Bureau, led Girl Scouts of Eastern Pennsylvania's Brownies Troop 6921 and their relatives on a Steelwalker tour of the Hoover-Mason Trestle.

Clore described the process of making iron to a rapt audience of third-grade girls. The Brownies were eager to participate, asking questions like "How did they get the iron out of the furnace?" and "If Bethlehem Steel was so popular, how did it go out of business?"

In turn, Clore asked the troop questions, including, "How many workers do you think worked in this plant in 1944?" — a question that usually elicits an underestimated figure from the audience. The girls, however, dramatically overestimated the number of workers, enthusiastically calling out, "One million!?" Clore had to correct them. "No, 32,000," Clore said, explaining that the Bethlehem Plant was at its highest employment during World War II.

When told of the long hours and low pay of Bethlehem steelworkers in the early 1900s, one of the girls commented how terrible it was that steelworkers risked their lives for a mere \$1.15 per day.

"These were third-graders," Clore said. "They participated more than you'd expect from any grownup."



Girls from Lehigh Valley Brownies Troop 6921 don hard hats for a Steelwalker tour of the Hoover-Mason Trestle.

Photo by Susan Vitez

A grandfather of one of the Brownies, Jack Flok, worked at the Steel for 42 years, including time at the blast furnaces. Flok had long been reluctant to return to the site, said his wife, "Pinky" Flok.

"He always said, 'I'm not going back,'" she said.

But Jack Flok shared his knowledge about his work at the blast furnaces and the machinery of the plant with the girls, greatly contributing to the tour. He remembered the closing of the Hot End as

"heartbreaking" and said that after today's tour, "I'm going to have a good dream or a bad dream."

Let's hope it was a good dream.

The Archives is actively reaching out to young people to take our Hoover-Mason Trestle tour. If you know of a group interested in a walking tour, please call our office at 610-861-0600.



Former steelworker Jack Flok, right, grandfather of one of the Brownies, explains the workings and dangers of the blast furnaces.

Photo by Jill Schennum

NEWSLETTER DONATED & PRINTED BY:



style you need
screenprinting & embroidery

18 W 3rd St
Bethlehem, PA 18015
484.821.3664
www.styleyouneed.com

Trestle tour called 'a living history'

By Pete Brekus, *Timeclock* staff writer

About 40 people, members of the New York City-based Society for Industrial Archeology, Roebling chapter took to the ramps of the blast furnaces with great verve as they toured the Hoover-Mason Trestle on Nov. 19.

The Roebling chapter is the New York/New Jersey regional chapter of the national Society for Industrial Archeology. According to its website, "The chapter promotes the study of the physical survivals of the technological and industrial past in our region."

So the blast furnaces and related operations viewed from the trestle were of great interest to Roebling members, said Sandy Needham, chapter president.

Members were fascinated by the immensity of the furnaces and the people who kept them churning out iron, day after day, over the years.

Asked what was most interesting to the group, Needham said, "Probably the connection between the people who worked there and that it is a living history rather than a museum."

Richie Check and Dennis Pearson served as tour guides for Needham's group, while Lester Clore and Jill Schennum guided the other half of the Roebling party.

"It was a beautiful day and you could see everything," Needham said. "The sky was just so blue and with all the machinery outlined against it, it was just magical."



Society for Industrial Archeology members check out the Hoover-Mason Trestle

Needham was impressed by Check's depth of knowledge and the way he and Pearson conducted the tour.

"They really went into detail about how they (the steelworkers) ate and how they kept their belongings there. You felt closer to the people actually working there. It's not just a museum site, but a real place with real people."

"They asked about the furnaces, the engine house, the whole operation," Check said. "I explained how the furnaces made iron, how the limestone and coke were mixed in, and how the stoves worked, the whole operation from beginning to end. Dennis explained about how the railroads worked, how they brought the materials in and out along the trestle."

Needham said the Roebling group was impressed by the tour.

"Everybody was ecstatic about it. 'Wow,' they said. 'Not just that it was great, but 'Wow!'"

Asked if he'd recommend the trestle tour to others interested in industrial archeology, Needham said, "Absolutely. The group from Philadelphia asked us about it and I told them they'd really like it."

About his group's tour guide, Needham said, "Richie was priceless. He's a real character. He told so many stories about things that happened over the years. Some places we visit are led by people who had just read the book" and have no first-hand knowledge about what they are showing. "Richie makes it all so real."

Blast Furnace workers share their stories

Eleven former steelworkers were interviewed at Country Meadows retirement community in Bethlehem Township on Dec. 6.

Among them were former Blast Furnace workers Nick Cressman, age 78, and Fred Baranowski, age 77. Each had 30 years of Steel service.

The two men reminisced about their years working furnaces B through E while fielding questions from Archives members Bruce Ward and Lester Clore.

"There wasn't a job in the blast furnace I hated," said Cressman. "As you moved along you moved up. I worked days, middles and nights for the whole 30 years."

Baranowski said the only job he didn't like was the stock house.

"It was always damp inside, with the water dripping down from the trestle. I loved the cast floor. When it was hot it was hot; in the winter it was nice. But I had four kids and always needed shoes," he quipped.

Cressman noted the camaraderie of the department.

"We worked with the guys," he said. "We had a happy family. Everybody knew everybody's life. If somebody was hurt you felt it too."

"It was dangerous," Baranowski said of the work. "You had to keep your head on and your eyes open."

Cressman then recalled the loss of some of his fellow workers: "Two guys died when they were hit by falling iron during a cast. One man died on the trestle and one guy was run over by a truck. He never saw it coming."

When Ward asked about the number of different nationalities that worked at the plant, Baranowski said, "I don't think you could name any country where someone didn't come from" to work in the blast furnaces.

Cressman detailed the self-sufficiency of the department and the plant: "We made our own gas. We'd trap the gas at the top of the furnace. Then it was sent to the stoves and mixed with the wind from the engine house. And we had the power house. We had no water bill from the city

and no gas bill from UGI."

Both men had bittersweet feelings about the last cast on Nov. 18, 1995.

"It hurt everybody," Baranowski said. "I wasn't ready to go on pension, but we had no choice. We were warned that November 18 was coming."

"I missed the guys the most," Cressman said. "There was the money and the job, but it was the guys I miss most. The blast furnace had guys that were built for power, powerful guys, and they were crying."



Former Blast Furnace workers Nick Cressman, left, and Fred Baranowski are interviewed for Archives oral history.

Veterans Day salute to Bethlehem Steel shipbuilding

By Pete Brekus, *Timeclock* staff writer

Bethlehem's National Museum of Industrial History marked Veterans Day with a salute to the ships built by Bethlehem Steel during World War II for both the Merchant Marine and the U.S. Navy.

Bethlehem Steel became the largest private shipbuilder in the world during World War II. Its wartime production included 1,127 ships, a quarter of the Navy's armor plate, radial airplane engine parts for Navy planes and thousands of artillery shells for the Navy's big guns.

Even before the United States entered the war after the bombing of Pearl Harbor on Dec. 7, 1941, the Steel was building merchant ships to feed arms and supplies to the Allies.

In a far-reaching talk, Paul Johnson, member and spokesman for Project Liberty Ship, a group of volunteers that maintains the SS John W. Brown in Baltimore Harbor, one of the two remaining sea-going Liberty ships produced to ferry military supplies to Europe and Russia, outlined the progression of U.S. shipbuilding to accommodate the transfer of war materiel to Europe.

In March 1941 President Franklin Roosevelt pushed the Lend-Lease Act through Congress to provide military aid to the nations fighting the Axis powers, Johnson explained.

"This act provided for the transfer of military equipment and supplies to our allies, with payment to be made at a future date," Johnson said. "England itself required over a million tons of supplies per week to continue fighting the Germans. The Russians were also in desperate need of supplies as were Allied forces in North Africa."

A \$350 million shipbuilding program included a directive to the U.S. Maritime Commission to launch an emergency ship construction program that would involve building, in just three years, the equivalent of more than half of the pre-war merchant shipping of the world.

The commission made a number of design alterations to the British Merchant Navy's Ocean Class cargo ships to facilitate quick production and interchangeability of parts.

"The ships were designated as EC2; 'E' for emergency, 'C' for cargo and '2' for medium length of 400 to 450 feet," Johnson said.

At the launching of the first of the new ships, the SS (Supply Ship) Patrick Henry in 1941, President Roosevelt delivered a speech referring to Patrick Henry's 1775 speech that ended with the famous phrase "Give me Liberty, or give me death." Roosevelt said, "These ships for liberty will form a bridge across the seas to help supply our allies and our armies." From then on, they were known as Liberty ships.

A total of 2,710 Liberty ships were built, including 384 by Steel at the company's Bethlehem-Fairfield Shipyard in Baltimore, a huge yard built at the war's outset near Sparrows Point.

The Liberty ships were 441 feet long and 56 feet wide. They

were able to haul 9,000 tons of cargo, equal to 440 tanks or 2,840 jeeps, at a top speed of 11 knots. Dubbed "the cargo-carrying key to the allied victory," Liberty ships accounted for two-thirds of all the cargo leaving the United States during World War II.

Liberty ships were powered by 140-ton, 2,500 horsepower triple expansion steam engines. Although somewhat antiquated, the engines were simple and rugged.

"These engines could be easily built without a lot of complicated machining and could be operated and maintained by minimally trained engineers," Johnson said.

Naval architectural firm Gibbs and Cox developed plans for the ships that were detailed to the last item, Johnson said. The ships were of modular design so that large sections could be built in fabricating shops and lifted into position on the graving, or building docks, much like an auto assembly line.

"Identical ships could be built by lesser skilled workers at shipyards in different locations," Johnson said.

Gibbs and Cox also was responsible for procurement of all materials for each shipyard. Since all the parts were identical, they were able to direct materials to where they were most needed.

"For example, Bethlehem Steel's Fairfield Yard averaged launching two ships per week," Johnson said. "So if Bethlehem Steel

could not produce enough steel to keep production going, Gibbs and Cox could direct steel from another manufacturer. In fact, the steel hull plating on the John W. Brown was rolled by Lukens Steel in Coatesville."

The SS John W. Brown was launched from Bethlehem-Fairfield on Sept. 7, 1942. It took only 41 days to build.

The Brown made six voyages during the war and seven more afterward to ferry materials from U.S. manufacturers for the rebuilding of Europe. She saw action in the Battle of the Atlantic, the longest campaign of the war, and the Naval Armed Guard who manned her guns are credited with shooting down at least one German aircraft. The Brown saw service off the coast of Italy during the Battle of Anzio and ferried supplies to the beaches of Normandy immediately after the Allied invasion in June 1944.

"The casualty rate of our civilian Merchant Mariners was greater than our Army, Navy or Air Corp and close to that of our Marines," Johnson said. "The number of merchant seamen killed was equal to the number of Marines killed in the South Pacific. Of the allied ships lost during the war, 95 percent were merchant ships, not warships."

The SS John W. Brown is now a floating maritime museum. The Brown offers cruises complete with reenactors who fire her guns at restored enemy aircraft that "attack" the ship. During these simulated attacks restored American warplanes of World War II vintage swoop in to repel the invaders. For information and a virtual tour of the ship, visit ssjohnwbrown.org.



Liberty Ship SS John W. Brown, built at Bethlehem-Fairfield Shipyard in Baltimore.

Shipways tells story of Bethlehem shipyards of World War II

By Pete Brekus, *Timeclock* staff writer

As part of the museum's Veterans Day program a Bethlehem Steel promotional film, *Shipways*, was shown to an audience of about 35 people.

Commissioned by Steel in 1945, *Shipways* chronicles the company's Shipbuilding Division as it rapidly expanded to build ever more ships for the Navy and Merchant Marine.

The 40-minute black and white film was introduced by historian and author Mitchell E. Dakelman, an avid collector of transportation photographs and industrial motion pictures.

"The movie is a big production and even has a musical score," Dakelman said. "It was very expensive to make. It was produced by the Wilding Film Corporation of Chicago. They were like the Warner Brothers or the Metro Golden Mayer of

industrial filmmaking."

Just as the Bethlehem Plant went from 13,500 employees to more than 31,500 over the war years, the Shipbuilding Division increased its workforce to more than 175,000 people in 1943.

During the war, the division expanded to 15 shipbuilding and repair yards and was responsible for building one-fifth of the U.S. fleet.

Seventy-three warships and 100 cargo carriers were ordered at the start of the war. Steel's repair yards were swamped with work throughout the war and hundreds of existing cargo ships were transformed for war service.

As the Battle of the Atlantic was taking a toll of 500 ships and 2 million tons of cargo sunk by German U-boats in the war's first year, Steel's yards began building destroyer escorts dubbed "Sub Busters" to protect the convoys of Liberty ships and

other merchant ships steaming to Europe.

The Bethlehem-Fairfield Shipyard in Baltimore increased its workforce to more than 44,500 with a wholesale training program, recruiting cab drivers, waitresses and other workers to become welders, carpenters, pipefitters and electricians.

A poster at one of the yards, "America needs ships to sink the rising sun," served as daily inspiration as workers, many of them women, built 1,127 warships, cargo vessels (including Liberty ships) and smaller craft for landings of troops and equipment on the beaches of Europe and the islands of the South Pacific.

Bethlehem's Fore River Shipyard in Quincy, Mass., built aircraft carriers, including the USS Lexington. When the Lexington was sunk by the Japanese in the May 1942 Battle of the Coral Sea, the workers at Fore River built another Lexington and launched it toward Japan.

Building ships for the war effort

A large glass-enclosed display in the Industrial History Museum showcased World War II era memorabilia from Bethlehem Steel, with emphasis on the company's Shipbuilding Division:



Ship-a-day pledge fulfilled:

The front page of the *Bethlehem Review*, January 1944, pictures Steel President Eugene G. Grace aboard a destroyer in New York Harbor. In a Dec. 2, 1943 radio address to Steel's nearly 300,000 employees, Grace said:

"You may recall that last January I pledged that Bethlehem in 1943 would build a ship a day, for every day in the year, with several to spare. I made those brash remarks to a group of newspapermen, and I have invited that same group of men here today.

"I don't mind saying there were many times during the year I was doubtful of reaching our goal. And I know that our shipyard managers at times thought that it just couldn't be done.

"Today we are making good on that pledge. We are making delivery of the final group of ships in our 1943 program."

Grace was referring to the 380 major fighting ships and cargo vessels produced that year, "a value equivalent to more than 1,000 Liberty ships," the headline states.

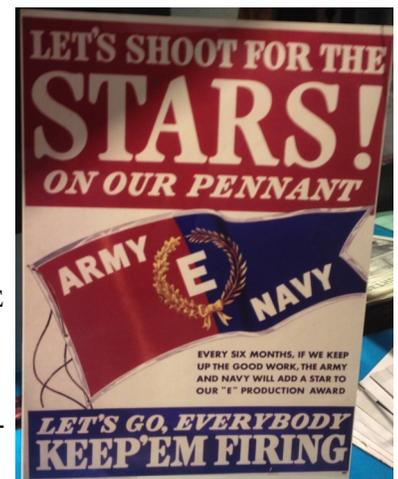
Army/Navy Excellence Pennant

On Oct. 24, 1941 in Washington, D.C., Secretary of the Navy Frank Knox honored Bethlehem Steel President Eugene Grace with the Navy E for Excellence production award.

A ceremony at the Bethlehem Plant followed on Nov. 25, with the formal presentation of the E pennant, Navy Ordnance Flag and employee pins. The original Navy E pennant was later exchanged for the joint Army/Navy E pennant pictured here.

By the end of the war, 13 Bethlehem sites had won awards in recognition of wartime efforts, including the Army/Navy E, the Navy E and the Maritime M.

The Bethlehem Plant forged the big guns for the four Iowa-class battleships that fought in World War II, including the USS Missouri, under whose guns representatives of the Empire of Japan signed the Japanese Instrument of Surrender in Tokyo Bay on Sept. 2, 1945.



Steelworkers' Archives Inc.
Sands Casino Resort Bethlehem, Room 215
77 Sands Blvd., Bethlehem PA 18015
610-861-0600 steelworkersarchives.com



The Timeclock

January-February 2017

or current resident



**Steel's Shipbuilding Division helps win
World War II.**
See stories on pages 6 and 7.

Upcoming events:

Board and Membership meetings are held at 6:30 p.m. at the Northampton Community College Fowler Family Southside Center, 511 E. Third St., Bethlehem, Pa. Rooms vary and are announced on the screen above the elevators in the lobby.

Steelwalker tours of the Hoover-Mason Trestle will resume in the spring. Tours begin at the Bethlehem Visitors Center at the Steel-Stacks campus in Bethlehem. For information and tour reservations, call 610-332-3378.

January:

- 4 ... Board meeting, room 621
- 9 ... Membership meeting, room 623

February:

- 13 ... Membership meeting, room 523

March:

- 1 ... Board meeting, room 621
- 13 ... Membership meeting, room 623

April:

- 10 ... Membership meeting, room 623

May:

- 3 ... Board meeting, room 621
- 8 ... Membership meeting, room 523



The Steelworkers' Archives Christmas party was held Dec. 12 at the Palace Restaurant in Bethlehem Township. At right, member Rudy Garcia opens the festivities by playing "God Bless America" on the harmonica.