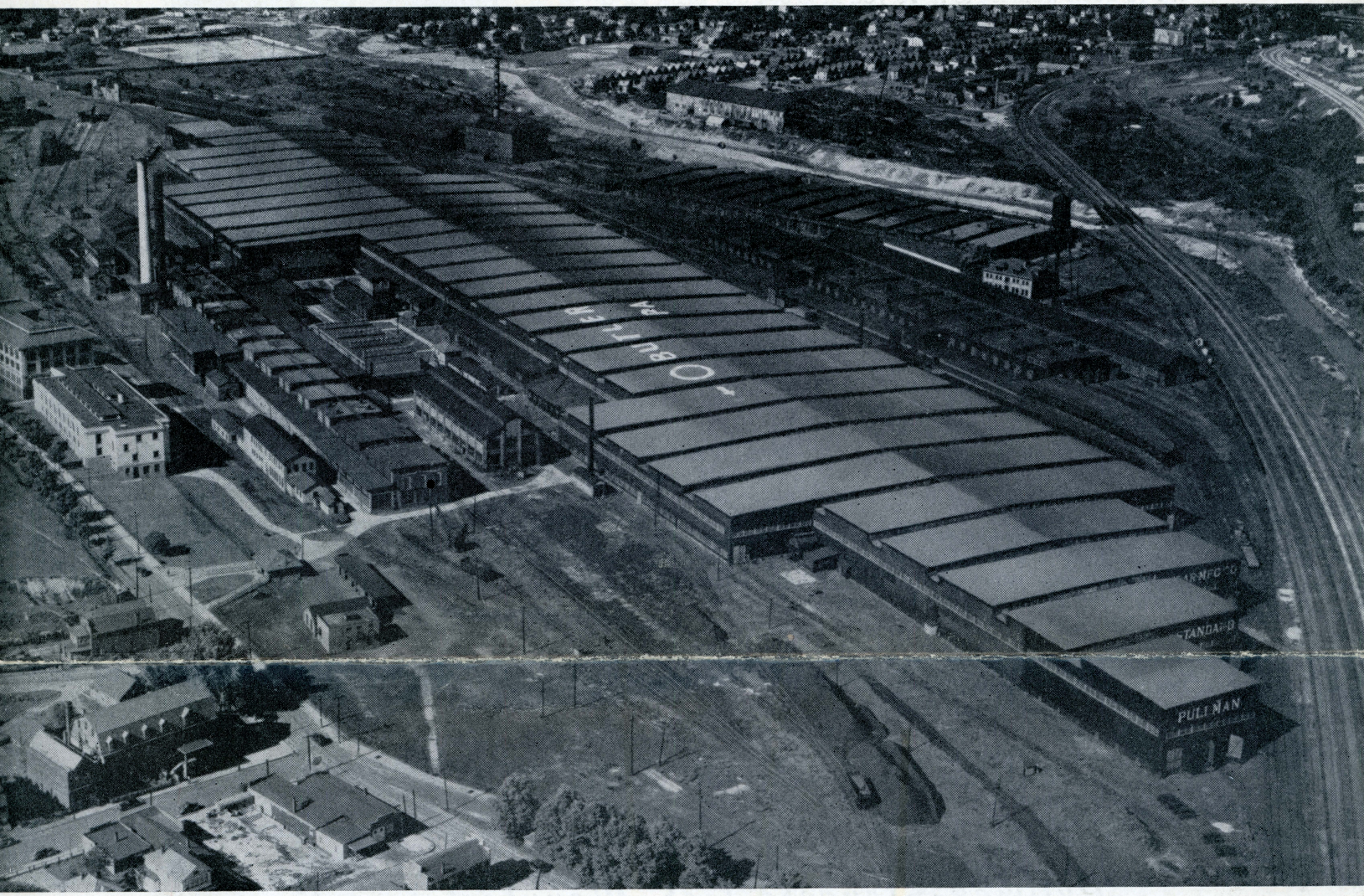
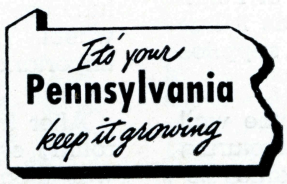
BUTLER WORKS



Pullman - Standard

Car Manufacturing Company

IN RECOGNITION 

PENNSYLVANIA WEEK

SEPTEMBER 26 - OCTOBER 2

— 1948 —

Welcome

We've been wanting to have you in to see our plant for a long time—but during the war we couldn't for security reasons and since the war we've been rushing like mad trying to get back into the peace-time swing again.

Well, the Governor proclaimed Pennsylvania Week and we just decided—"there's our time, let's have the folks in" —so here we are!

We've compiled a few facts in this booklet to help you better understand our operations. We hope you will find them interesting, because, in one way or another, they affect the everyday lives of each of us in this community. We're all behind this welcome. Every last man and woman in the plant. We hope you enjoy yourself as much as we enjoy having you with us.

Harry S. Hagan

H. S. Hagan

Acting Manager

A BRIEF HISTORY OF THE BUTLER PLANT

— OF —

Pullman-Standard Car Manufacturing Co.

The Butler Plant of Pullman-Standard Car Manufacturing Company was organized January 2, 1902 as the Standard Steel Car Company by John M. Hansen and his associates. It has been in continuous operation in the community ever since.

It has been an important customer of Pennsylvania products, particularly steel, as it has built steel cars from its inception and supplies not only the nation, but the world.

The Butler Plant became a part of the well known Pullman-Standard Car Manufacturing Company in 1930 and the united companies became major builders of steel freight and passenger equipment. These products have been of prime importance in the modernization of American railroads which has been underway since 1934.

Besides its principal product, steel freight cars, the Butler plant has contributed to the welfare of the community by production through a variety of subsidiary activities. Chief among these was the Forged Steel Wheel Company which was organized in 1906 with facilities for making steel from its open hearth furnaces through to a finished railroad car wheel. These facilities were of considerable importance to the war effort in World War I.

After the close of the first World War strip rolling equipment was installed. This division was then sold to the American Rolling Mills Company. Other subsidiaries made bolts, rivets, nuts and a variety of castings, cast iron wheels and springs. For a brief time before World War I and again after 1918 the plant engaged in the growing business of manu-

facturing automobiles, producing the Standard Six and the Standard Eight. The company later sold this particular enterprise and also sold buildings to the American Bantam Car Company which is still operating in the community.

During the first World War the plant produced hundreds of thousands of 155 m/m High Explosive shells for the United States, in addition to shells for the British Army. Army cars, along with wheels and axles were also produced for our allies during the first World War.

In 1934 the Company brought to Butler another subsidiary, the Steel Car Forge Company, and it has operated in the community since as the Commercial Forge Department of Pullman-Standard.

Again, during World War II, the Butler Plant contributed heavily to the war effort and to the general betterment of living conditions in the community through its war work. As early as 1940 it had orders from the British for 6-inch shells and conversion to war work was begun. Soon orders followed from the United States military forces. The plant, through early contacts in war work, introduced to the United States newer and simpler methods of piercing and drawing shells which made possible a high grade product using less steel than previously and economizing on tools and equipment. Pressure of war work brought out the ingenious development of many tools within the plant and the Company soon found itself in the business of equipping other shell manufacturers throughout the nation.

During World War II, the Butler Plant forged six and three-quarters million shells, as well as rockets and 500 lb. bombs. It machined over four million additional shells, the remaining shell forgings being shipped to other plants. At the same time the Commercial Forging Department at Butler was turning out 50,000 tons of forgings for war uses and the grey iron foundry was making tons of castings. An 8" shell was pioneered at Butler and widely manufactured elsewhere.

In addition, all during the war freight cars were built to the extent required by the Army for overseas use, and to the extent permitted by the War Production Board for domestic railroads.

The Butler Plant is today engaged in its normal pursuit of helping equip and modernize American railroads. During its 46 years in this community it has built 345,500 freight cars. Domestic orders have accounted for 281,700 of these cars. During World War I, the U. S. Army received 7,650 cars and during World War II it received 5,020 from the plant. The Butler Plant has also built cars for Africa, Argentina, Brazil, Chile, Pan America, Mexico, Cuba and France.

The extent to which the Butler plant contributes to the welfare of this community, and to the state as a whole, can be seen from the fact that from 1940 to 1945 it purchased steel to the total of $22,750,000, 80% of which came from Pennsylvania.

In its peacetime pursuits it has purchased, since 1946 from Pennsylvania suppliers a total of $25,387,050 of steel and car parts and has purchased an additional $1,126,896 of materials for maintenance, heating and general operation, much of which came from Butler suppliers. More than half the total purchases of materials and supplies came from this community or the State of Pennsylvania.

During the war the plant had 1,197 men and women in the Armed Forces. It made a gift to these employes in the form of military service allowances the sum of $178,460.73. Since the beginning of the war, purchases of war bonds through the plant total $2,372,000.00.

During the past seven years, the plant has paid into the community, through wages to employes, $35,492,000 and has paid an additional $12,887 during this period to employes through a suggestion system inaugurated and encouraged by the plant management.

The Company has always assumed a keen interest in the community. Many people will remember the magnificent work done by Miss Anna M. Brown and the Industrial Club from 1911 to 1937. This project was encouraged and largely financed by the Butler Plant.

In addition, the plant has engaged in other activities of community betterment aside from its industrial contributions. Principal among these is the donation of the 8½ acre Baseball and Recreation Park, the donation of the 4 acre Michael Kosar American Legion Post site, the site for the Lyndora Volunteer Fire Department, the Lyndora War Memorial site, the Athletic Field bridge needed by the Butler School Board, and generous contributions to organized community activities such as the Community Chest, Red Cross, etc., etc.

Today the Butler plant employs 1,500 people from this community. Of this number, 331 have more than 10 years service with the Company and 126 of these have between 25 and 46 years service.

The plant itself occupies 136 acres of land on which are erected 70 buildings with 16 acres of floor space. The main mill building is ½ mile long. There are 20 miles of railroad track in the yards. The roof area of the plant would cover every business establishment in the City of Butler. The railroad tracks are three times as long as were those of former Butler Street Railway Company and would traverse about one-half the streets of Butler. The plant handles as much water daily as the Butler Water Company handles for the entire city—industries and all—and electric current consumption is enough to supply about two-thirds of Butler's homes.

A FEW FACTS ABOUT THE BUTLER PLANT

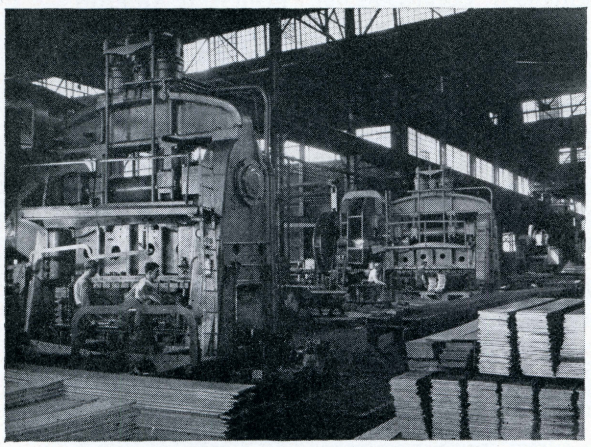
1. The Butler plant has been a part of the community since 1902 and has supplied employment to community people continuously since that time.
2. Because the Butler plant has been able to earn a reasonable profit over the years, it has been able to add a reasonable number of improved machines, thus meeting customer demands and making jobs for community employes.
3. During the past seven years the Butler plant has paid out thirty-five and a half million dollars in wages to the community. It has paid out an additional forty-three and a half million dollars for raw materials and maintenance supplies, more than half of which was spent either in the community or the state.
4. The money which the Butler plant spends in this community is gathered from all over the world by the sale of freight cars. In its long history the plant has produced nearly 350,000 freight cars. It is helping to modernize America's railroads and those in many foreign countries.
5. The Butler plant is interested in its employes. It makes available a pension plan for retiring employes from which more than 175 community people are benefitting today. It maintains a safety program which has brought the plant safety record well above the national average for similar industries. The employe is actually safer in the plant than in the average home. The plant makes available group insurance, hospitalization, recreational activities and intra-plant sports, and conducts classes in technical education to assist employes to advance. It encourages employes to make suggestions for improvements and has paid out more than $12,000 for such suggestions in the past seven years.
6. The Butler plant is interested in community welfare. It contributed heavily to the Industrial Club and the work of Miss Anna M. Brown from 1911 to 1937. It has contributed to the community an 8½ acre Baseball and Recreation Park, a 4 acre site for the Michael Kosar American Legion Post, the site for the Lyndora Volunteer Fire Department, the Lyndora War Memorial site, and an Athletic Field bridge needed by the Butler School Board.

MEMORIES OF YOUR TRIP THROUGH THE BUTLER PLANT

General View of Forge Shop

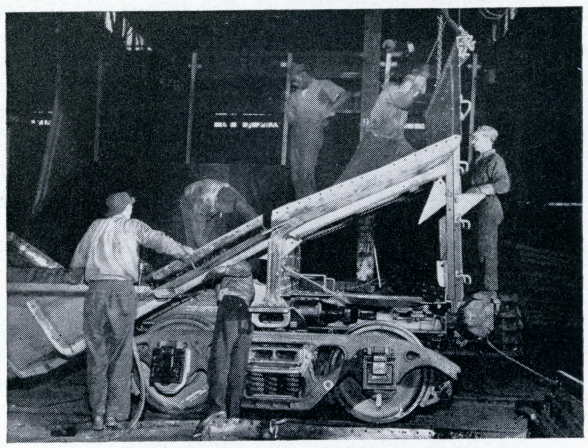
Fabrication Department

Seam Welding Center Sill



30-Ton Group Punch Machines

Automatic Axle Burnishing



Fitting Floor Sheets and End

Finished Cars Leaving Plant