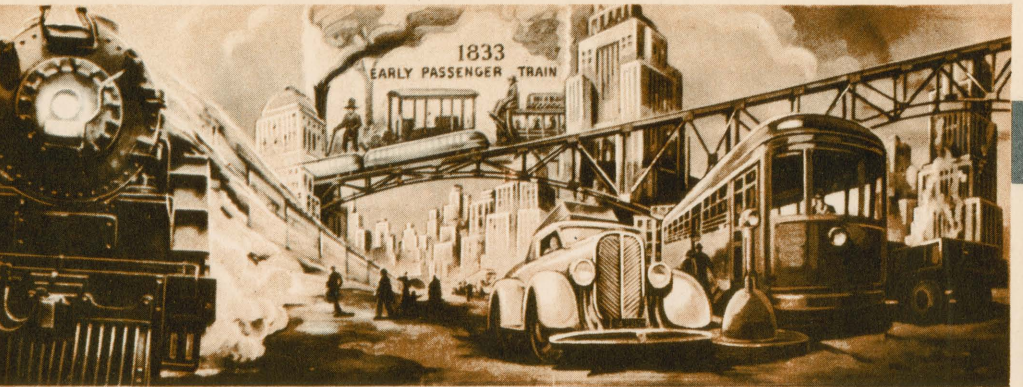


Where Steel Goes to Make Progress Possible

The Principal Steel Consuming Groups and the Percentage of Steel Each Uses

Automotive	16%	Agriculture	4%
Buildings	16%	Exports	4%
Railroads	15%	Machinery—Tools & Equipment	4%
Jobbers	13%	Highways & Highway Bridges	2%
Oil—Gas & Water	8%	Mining—Quarrying & Lumbering	1%
Food & Packing Industry	7%	Shipbuilding & Repair	1%
Miscellaneous	9%		

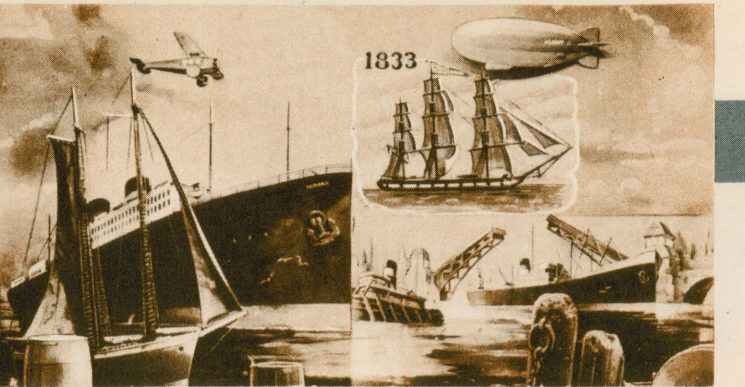
*Percentages shown are averages for last five years.
They are representative of the entire steel industry.*



FOR LAND TRANSPORTATION . . .

Steel Makes Progress Possible

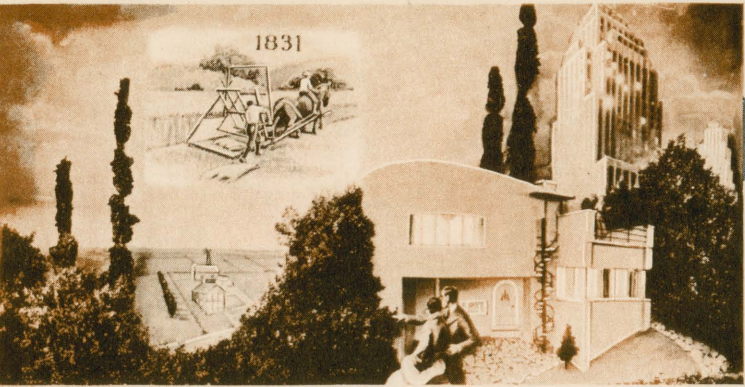
The vast network of rails and the thousands of miles of reinforced concrete roads that criss-cross the country—giant locomotives pulling steel coaches—electric trains and the automobile—all of these depend on steel for strength, permanence and safety. To every phase of land transportation steel has proved an indispensable ally—an essential to progress.



IN AVIATION AND MARINE TRANSPORTATION . . .

Steel Makes Progress Possible

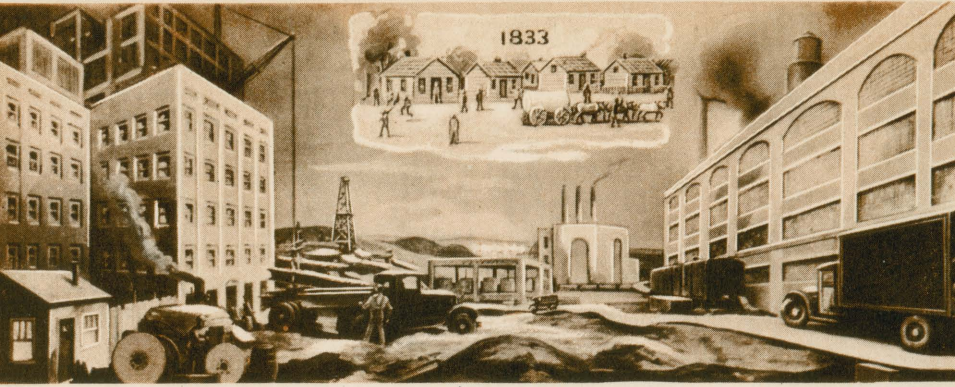
The fleet airplane and the mighty zeppelin—the river steamer—the submarine—the majestic ocean liner and the motor boat—because of steel used in their construction, provide security in the air and on the water—enable man to travel to far distant places with almost unbelievable speed—and in luxurious comfort.



IN OUR HOMES AND ON THE FARMS . . .

Steel Makes Progress Possible

From door bells to stoves and furnaces—from electrical appliances to all-steel houses—from small farm tools to modern tractors—from barn door hinges to fences that divide field and pasture—in these and many other ways steel brings comfort, convenience and utility to our homes and on the farms.



IN CONSTRUCTION, UTILITIES AND MANUFACTURING . . .

Steel Makes Progress Possible

In every phase of construction work—from the development of giant skyscrapers to the building of roads and bridges—steel is indispensable. Because of steel—the telephone, the telegraph, the radio and the transmission of electric current have all become realities. Every type of industry depends on steel in one form or another—without it manufacturing would revert to primitive days.

Principal Subsidiary Companies of the UNITED STATES STEEL CORPORATION



AMERICAN BRIDGE COMPANY	Frick Building, Pittsburgh, Pa.
AMERICAN SHEET & TIN PLATE COMPANY	Frick Building, Pittsburgh, Pa.
AMERICAN STEEL & WIRE COMPANY	208 South LaSalle Street, Chicago, Ill.
CANADIAN BRIDGE COMPANY, LIMITED	Walkerville, Ontario, Canada
CANADIAN STEEL CORPORATION, LIMITED	Ojibway, Essex Co., Ontario, Canada
CARNEGIE STEEL COMPANY	434 Fifth Avenue, Pittsburgh, Pa.
COLUMBIA STEEL COMPANY	Russ Building, San Francisco, Calif.
CYCLONE FENCE COMPANY	Waukegan, Ill.
FEDERAL SHIPBUILDING & DRY DOCK COMPANY	Kearny, N. J.
ILLINOIS STEEL COMPANY	208 South LaSalle Street, Chicago, Ill.
LORAIN STEEL COMPANY, THE	Johnstown, Pa.
NATIONAL TUBE COMPANY	Frick Building, Pittsburgh, Pa.
OIL WELL SUPPLY COMPANY	2001 North Lamar Street, Dallas, Tex.
SCULLY STEEL PRODUCTS COMPANY	208 South LaSalle Street, Chicago, Ill.
TENNESSEE COAL, IRON & RAILROAD COMPANY	Brown-Marx Building, Birmingham, Ala.
UNITED STATES STEEL PRODUCTS COMPANY	30 Church Street, New York, N. Y.
UNIVERSAL ATLAS CEMENT COMPANY	208 South LaSalle St., Chicago, Ill.

PRINTED IN U. S. A.

A Century of Progress

- This pictorial folder briefly tells the story of steel. It is an interesting, instructive and romantic story—visualizing the production of this indispensable metal—and illustrating its application to every phase of progress.

The Romance of Steel

- The scenes are reproduced from colorful and realistic scenoramas, which are a part of *A Century of Progress* display, featured by the Subsidiary Manufacturing Companies of the United States Steel Corporation. This display is located in the First Unit of the General Exhibits Group.

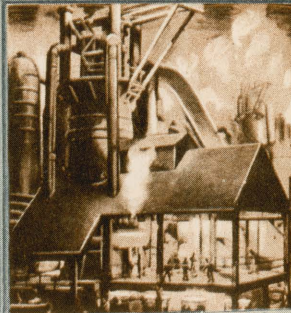
ORE MINING



Powerful electric shovels scoop up 20 tons of iron ore at a bite from open pit mines for shipment by train or ore boat to the various points where blast furnaces are located.

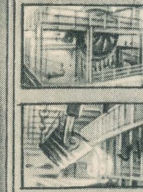


BLAST FURNACE

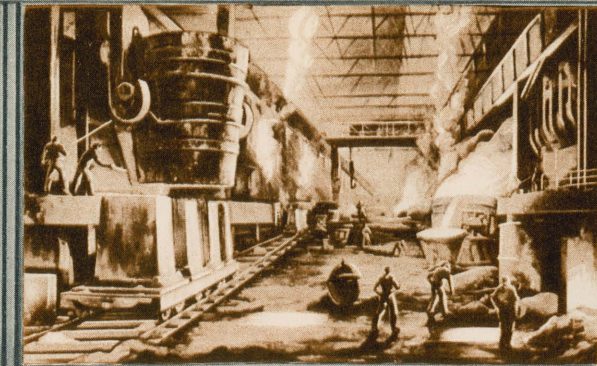


Mechanical devices hoist charges of ore, limestone and coke into the blast furnace where intense heat causes physical and chemical changes which transform the ore into iron. Every five to six hours the accumulated pig iron is cast from each blast furnace.

U.S.
STEEL



OPEN HEARTH FURNACE

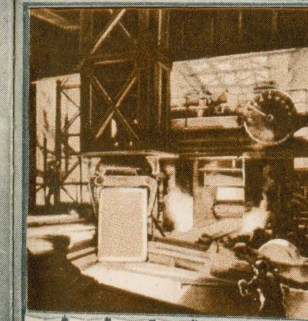


A fiery ten hour process in the open hearth furnace, where the temperature exceeds 2500°, melts the charge into a uniform molten bath from which the impurities are removed with the resulting slag. The remaining refined steel is poured into ingot molds weighing from two to twelve tons each.

U.S.
STEEL



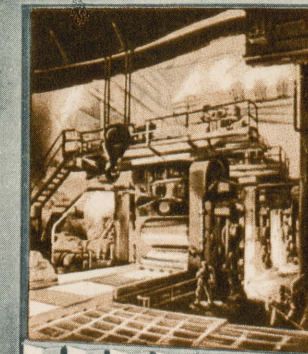
SLABBING MILL



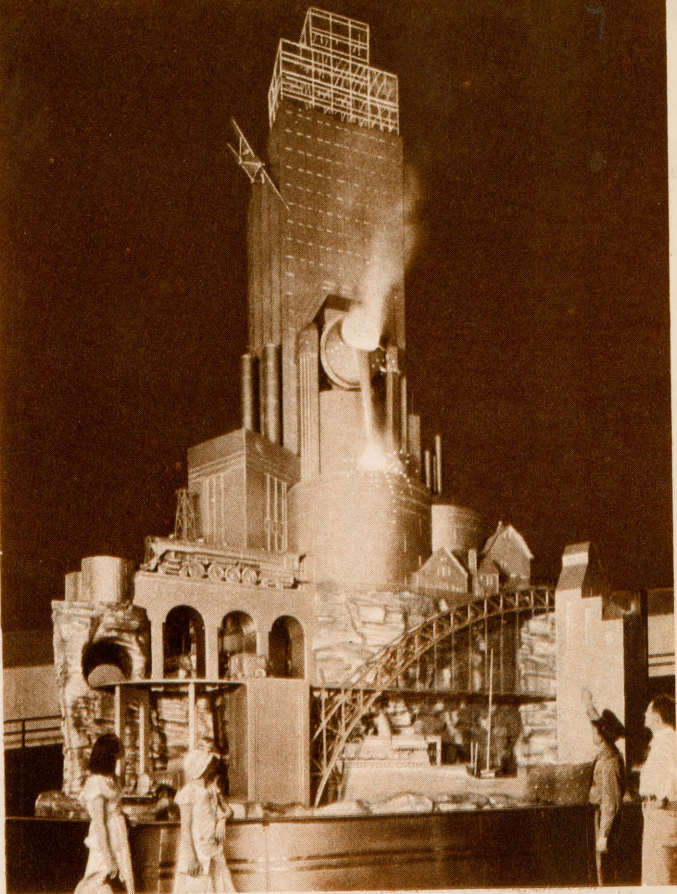
In order to secure uniform rolling temperature throughout the ingots, they are placed for several hours in a soaking pit where heat registers over 2000°. They then go to the slabbing mill which shapes the ingot into convenient size for passage later through the rolling mill.



ROLLING MILL



Slabs, heated to a uniform temperature, are fed to rolling mills driven by electric motors. Here they are converted into plates by rolls.



The room darkens—a Bessemer converter slowly tips—smoke and sparks rise—simulated molten metal pours forth—then seemingly it is transformed into locomotives, automobiles, ocean liners, skyscrapers, bridges and many other steel-made products. This vivid demonstration of the wide uses of steel is the major display at A Century of Progress in the

Exhibit Of Subsidiary Companies Of The

UNITED STATES STEEL CORPORATION

The Romance of Steel
at
A Century of Progress

