

HORTON STEEL WORKS LIMITED

The Horton Steel Works Limited, Canadian subsidiary of the Chicago Bridge & Iron Company, was established in 1913. A wooden shop building, 46-ft. wide by 140-ft. long with a 14-ft. by 140-ft. lean-to along one side, was built on leased land at Bridgeburg (now a part of Fort Erie), Ont. The property on which the shop was located and the adjoining Fedders Manufacturing Company plant were purchased in 1917.

On Dec. 23rd, 1923, the wooden shop building burned. The 90-ft. by 306-ft. steel building which replaced it in 1924 was extended to 666-ft. long in 1928.

The main building acquired from the Fedders Manufacturing Company served as a Machine shop until 1947, when a new 60-ft. by 227-ft. Machine shop was built. A new one-story office building of brick construction, 45-ft. wide by 105-ft. long, was also erected in 1947.

In 1924, the Horton Steel Works Limited purchased the assets of the Canadian-Des Moines Steel Company, moved some of its equipment from Chatham, Ont., to Fort Erie and, some years later, disposed of the Chatham plant.

C. C. Gregory was transferred from Greenville to Fort Erie when the plant started operating and served as Manager and Superintendent until 1924. E. E. Shull, Assistant Superintendent under Gregory, was in charge of the shop until 1928 when G. Fitch Cady was transferred from Greenville.

Henry Hamel succeeded Fitch Cady as Superintendent on Nov. 14th, 1945. A. D. Chapman has been Assistant Shop Superintendent since 1940.

Shortly after our Canadian plant started operating—sales, engineering, drafting, erection, purchasing, accounting and traffic departments were set up to handle the Company's business in Canada. Carl H. Scheman, who opened a sales office in Montreal in 1919, went to Fort Erie two years later. George S. Sangdahl, Manager of the Montreal office from 1921 to 1925, was succeeded by A. P. Blackburn who joined the Horton Steel sales staff when the Canadian-Des Moines Steel Company was absorbed. Mr. Blackburn retired in October, 1936, and F. B. Booz, who was formerly at Fort Erie, has been in charge of the Montreal office since that time.

A sales office was opened in Toronto in 1924, and George H. Crase, who also came to us from the Canadian-Des Moines Steel Company, has been in charge of it ever since.

Carl H. Scheman was made General Manager of the Company in 1924 and Wilbur R. Manock, Chief Draftsman in Chicago, was transferred to Fort Erie to assist him. George T. Horton was President until Sept. 21st, 1933, when Mr. Scheman was elected to that office. On Sept. 18th, 1936, when Mr. Scheman returned to the Chicago Bridge & Iron Company sales staff at New York, Mr. Horton was again made President and served until his death.



W. R. Manock



L. C. McMurtry

W. R. Manock was elected to the offices of Director and Secretary-Treasurer on Dec. 24th, 1924; Managing Director on June 18th, 1940, and President and Treasurer on June 5th, 1945. L. C. McMurtry was elected Vice President on June 5th, 1945.

S. M. Head, who came from the Canadian-Des Moines Steel organization in Chatham in 1924, was in charge of the Accounting department for some time and then made Purchasing Agent. He was elected Secretary of the Company on Mar. 10th, 1941 and Secretary-Treasurer on Apr. 13th, 1949.

During the first few years, the erection of Horton Steel installations were supervised from Chicago. It soon became desirable, however, to establish an Erection Department at Fort Erie. L. C. McMurtry has been Manager of Erection since 1924 and L. J. Russell Erection Department Engineer since 1936.

C. S. Boyd is head of the Engineering Department and Marvin Hildreth is in charge of the Accounting Department.

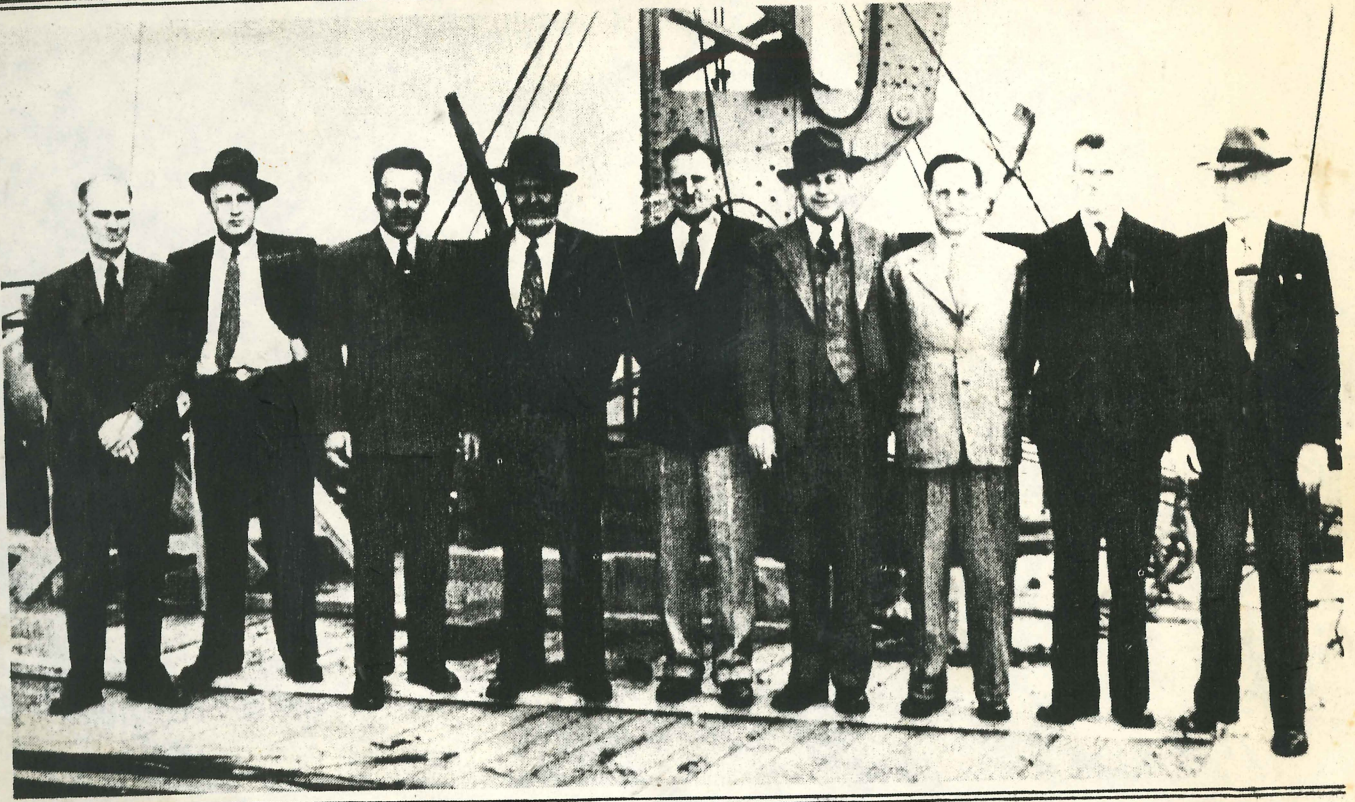
Horton Steel Works Limited builds for Canadian installations practically all kinds of standard tanks and other steel plate structures built by the Chicago Bridge & Iron Company in the United States. Some of the outstanding installations include large surge tanks, penstock and pipe lines for power projects, sulphite pulp digesters, accumulators and mining equipment. Horton Steel also supplies many special products such as barking drums, Ross heat exchangers, etc.

Build First Welded Tankers

The Horton Steel Works Limited built the first two welded tankers in the western hemisphere on the banks of the Niagara river in Fort Erie. They were the Bruce Hudson, an 8,000-bbl. crude oil tanker with a 30-ft. beam, 11¼-ft. draft, 173-ft. long launched on June 27th, 1935, and the Transitor, a 180-ft. by 34-ft. tanker with a 12½-ft. draft, launched on Oct. 8th, 1935.



View of Horton Steel Works Limited plant at Fort Erie made Aug. 8th, 1949.



SHOP FOREMEN ON INSPECTION TOUR

Standing Left to Right: G. Hicken, A. Benner, W. Benner, F. Spear D. Cozzens, T.H. Hamel, Shop Superintendent, R. Rota, P. Plato and A. Miller, and behind the camera A.D. Chapman Assistant Superintendent.

The Shop Foremen along with our Superintendent Henry Hamel and his assistant, Lon Chapman made a tour of several of our jobs in the near vicinity on September 29. Leaving the plant the foremen journeyed to Decew Falls where they inspected the large penstock that we are installing under the supervision of C. Fick for the H.E.P.C. under contract 5151. This proved most interesting as the job is quite extensive and it is really awe inspiring to see the huge development that is taking place there. From Decew they journeyed to Hamilton where they inspected the new 750M radial cone bottom tower and tank that is being built for the city of Hamilton. This is one of the largest jobs of this type that we have built to this date, and inasmuch as it is an all welded job it was well worth the trip to see it in the course of erection under the supervision of foreman H. McLeod. After having lunch in Hamilton, the boys journeyed to Scarboro on the outskirts of the east side of Toronto, where we have just completed erecting a 500M gallon radial cone bottom tank that was erected under the supervision of J. Jones. This job was the first all welded radial cone bottom tank that we built. A picture of it appears on the front page of this issue. After returning to Hamilton and having dinner the boys returned home feeling that their day had been quite full of interest such as they had not had the opportunity of seeing before. A great many of the fellows had at different times expressed a desire of seeing some of the work that they have put through the shop, in its final stage of completion. It was through the efforts of our genial superintendent that the company arranged this tour for the foremen.