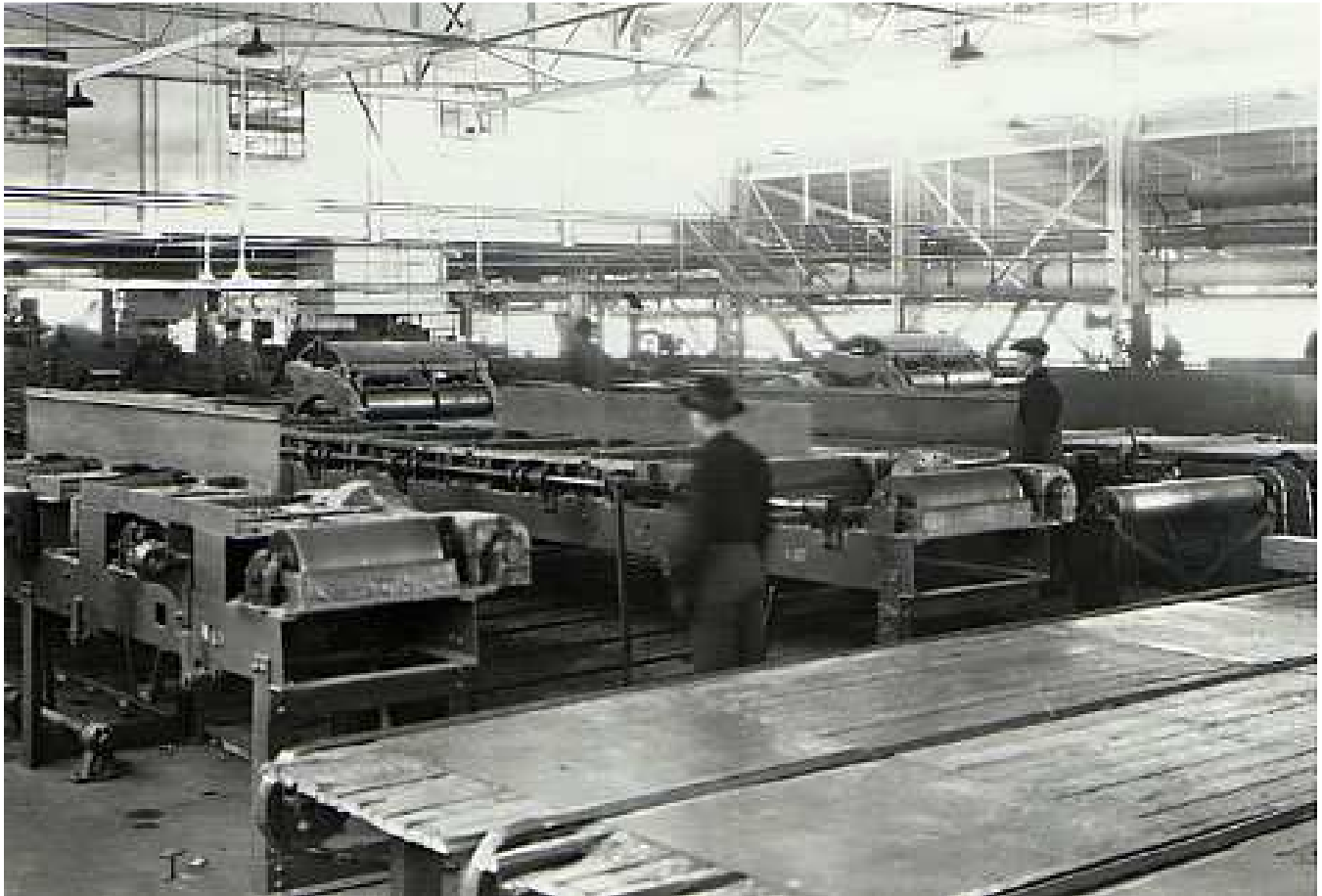


PHOTOGRAPHS OF KINGSFORD, DICKINSON COUNTY, MICHIGAN

[Compiled and Captioned by William John Cummings]

KINGSFORD

Chartered as a village December 29, 1923; chartered as a city August 5, 1947; named for Edward G. Kingsford, real estate agent and Ford dealer, married to Minnie Flaherty, cousin of Henry Ford I; Ford commissioned Kingsford to find a site upon which to establish an automobile plant in the Upper Peninsula which was located south of Iron Mountain.



Interior View of a Body Plant at Kingsford's Ford Motor Company, ca. 1925: This interior of one of the three body plants constructed at Kingsford's Ford Plant was probably taken in the mid-1920's. The Worden-Allen Company of Chicago was awarded the contract for the first body plant, measuring 360 x 120 feet, and six dry kilns on September 15, 1921. The plant machinery started up March 10, 1922, turning out pillars for touring cars. The manufacture of other parts, including sills, door frames, floor boards and top ribs, was taken up later. The first shipment of several thousand front door pillars for the touring car model occurred March 15, 1922. Plans and specifications for a second body plant, measuring 460 by 120 feet and a 100-foot addition to the first body plant, as well as 14 additional dry kilns, were announced May 29, 1922. The Worden-Allen Company was awarded the contract on June 17 and began construction on July 10. This body plant was connected to the dry kilns, thus not exposing the lumber to the weather, and was constructed of concrete, glass and steel. The second construction project was completed in November. On April 21, 1923, a contract was awarded

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to the Worden-Allen Company for the construction of 32 additional dry kilns, a third body plant, measuring 640 by 120 feet, and extensions to the other two body plants of 180 feet each to make all three plants of equal size. Construction began May 10. The additions to the first two body plants and the construction of a maintenance building were completed by September 1, and by December 19 the two body plants were operating at full capacity. Because of a lack of power, the third body plant was not put into full operation until March of 1924. Twenty-six dry kilns were in operation by January 16, 1924. Twenty-six more were under construction during that year. Each kiln required seven miles of piping, the total piping in all the kilns and the plants sufficient to have reached to Chicago and back if placed end to end. Each concrete kiln was 220 feet in length and 20 feet wide. A single order for the kilns placed in May 26, 1922, filled 60 or 70 railroad cars. *[Michigan State Archives]*



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Ford Addition and Filtration Plant with Ford Field in Foreground, ca. 1925: Taken looking to the northeast, this view of Kingsford's Ford Addition in the mid-1920's includes the Ford water tower and the filtration plant, located on the southwest corner of Woodward Avenue and North Boulevard. G.A. Gustafson of Iron Mountain was awarded the contract for the filtration plant on August 2, 1922, with a bid of \$20,000. Work began five days later and the filtration plant was available for use by September 7, 1923. However, the plant was not put into operation until October. Menominee River water was used, supplying the Ford Plant complex, the Ford Addition and Kingsford Heights with drinking water. A second water tower, located in the center of the plant proper, supplied water for plant use but not for drinking. Construction on the houses shown here in the upper Ford Addition began in mid-May, 1924. Placed 24 to a block and kept in good repair by a crew of men employed by the Ford Motor Company for that purpose, the homes had electric lights, indoor bathrooms and were wired for a telephone. Most had three rooms downstairs, three rooms upstairs and a large cement basement. Some had five rooms, three on the ground floor and two upstairs. The smaller bungalows had five small rooms. Prices ranged from \$3,500 to \$5,500. A block-and-a-half square situated between Woodward Avenue and Hamilton Avenue was left for a park in the 600 block. In 1928 the park was equipped with tables, benches and garbage cans. A bandstand was erected in 1929, and a concert was held every Wednesday evening during the summer months. A cinder path was added in 1930 and tennis courts were also added. [Menominee Range Historical Museum]

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Construction of the Ford Dam on the Menominee River, January 30, 1924: Exploratory work on the Ford Dam site began February 13, 1922. The awarding of the contract was held up for more than a year and a half mainly because the purchase of the lands which would be flooded by the backwater had not been completed. Some of the land owners were demanding a very high price for their lands. On May 12, 1923, the Stone and Webster Company of Boston, Massachusetts, began construction. Meade and Seastone of Madison, Wisconsin, was the firm in charge of the engineering work. Great headway was made during the fall and early winter when extremely favorable weather conditions prevailed. When this photograph was taken on January 30, 1924, work on the dam was progressing very rapidly. The buildings in the foreground were bunkhouses for the construction workers. The power house, to the left of the smokestack, measured 119 feet long and was on the eastern end of the dam which extended 240 feet across the Menominee River. The dam was constructed of a gigantic block of concrete more than 30 feet deep that was studded with ten huge iron gates. About 18,620 cubic yards of concrete weighing 78,204,000 pounds were used in its construction. The wing or core wall on the Michigan side was 175 feet long and on the Wisconsin side the wall measured 125 feet. The water held in check by the Ford Dam flooded land as far up the river as the Peninsular Power Dam at Twin Falls and made miniature Cowboy Lake into a much larger body of water. Power from the dam was transported to the sawmill and body plant units through a system of underground conduits which carried 2,300 volts of direct current to a

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substation that converted the electricity to alternating current and stepped down the voltage to 220. [Michigan State Archives]



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Spectacular Night View of Ford Motor Company Plant in Kingsford, ca. 1945-1951: This spectacular night view of the Ford Motor Company's plant in Kingsford was taken by Walter G. Nelson, who was general manager from 1945 until the plant closed in 1951. With the camera facing south, the following buildings are visible, from left to right: the seven charcoal briquette storage silos, the carbonization building (and the sawmill behind it), the power house with its twin smokestacks and the distillation building in front of the new power house. [Menominee Range Historical Museum]

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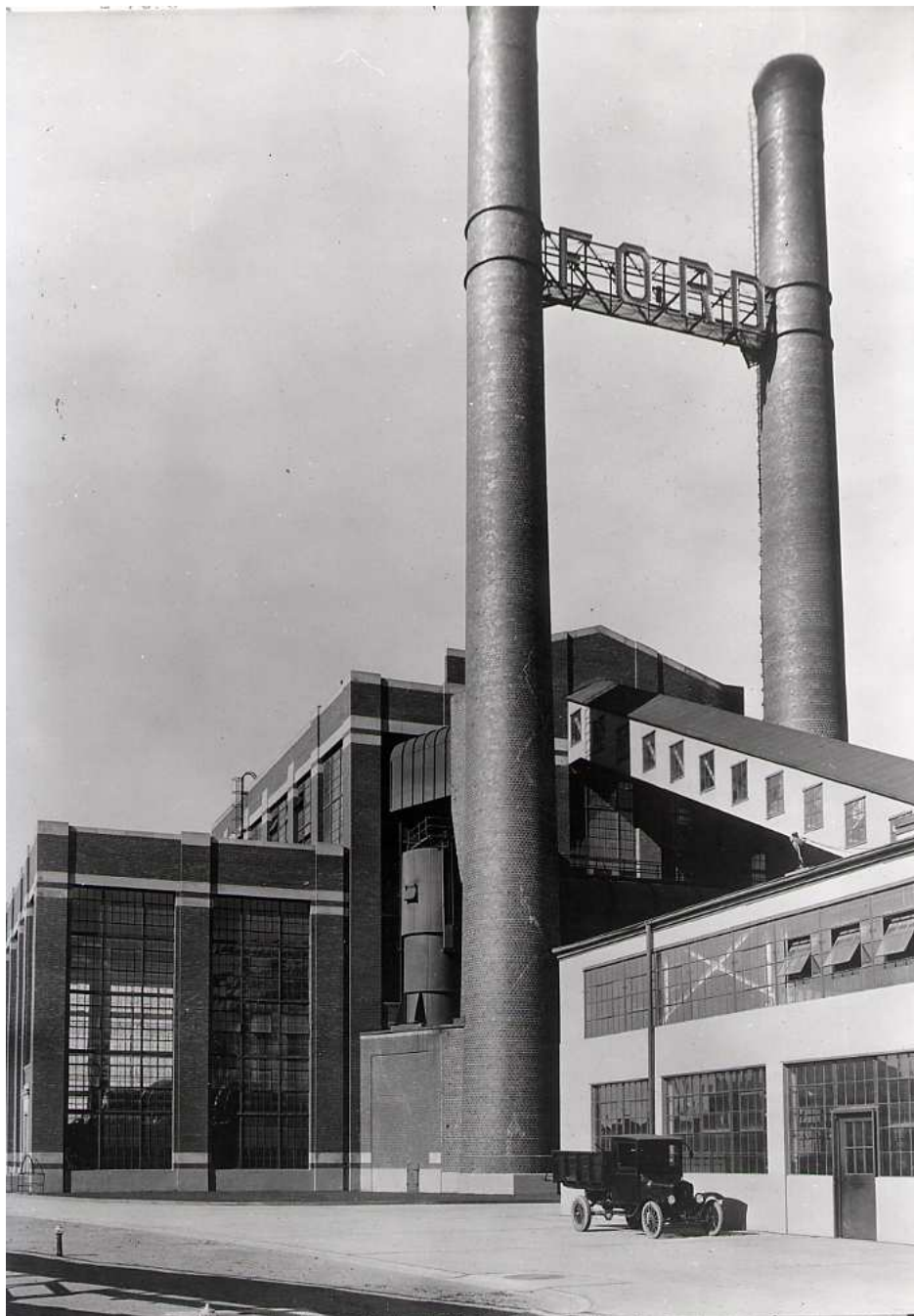
[Compiled and Captioned by William John Cummings]



Mongrain Farm House and Ford Clubhouse, ca. late 1920's: Located on the 700 block of Woodward Avenue, the Ford Clubhouse, the three-story white frame building, was completed in late May, 1925, for use as headquarters for visiting officials. The house on the corner of Woodward Avenue and Ripley Avenue was the Joseph Mongrain farmhouse. Woodward Avenue had not been paved when this photograph was taken. The water tower in the distance was located west of the filtration plant and held the village's potable water supply. [Menominee Range Historical Museum]

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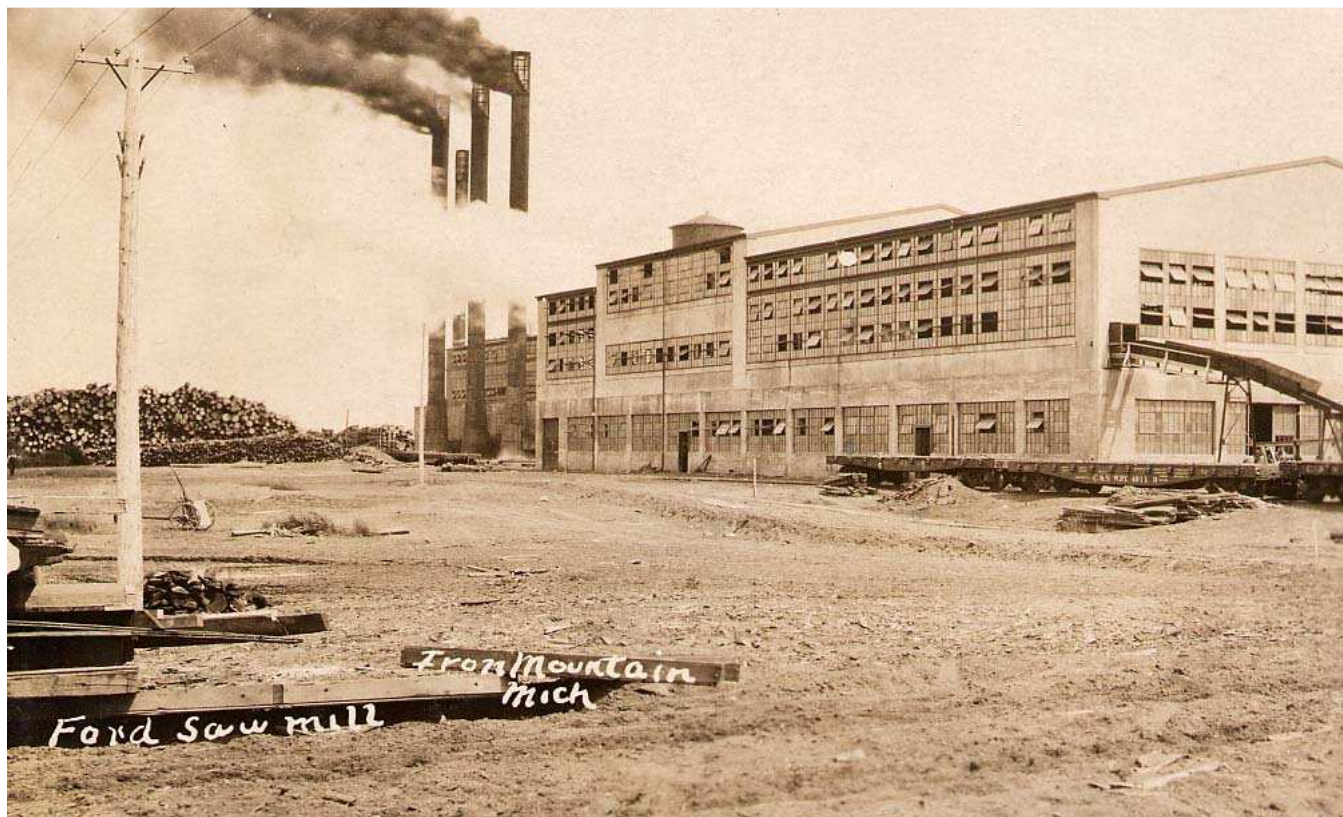


Ford Power House with Smokestacks, ca. 1924-1925: This view shows the power house which replaced the original power plant which had been constructed during the fall and winter of 1920-1921. The second power plant, an imposing structure built of steel and red face brick inset at various places with white stone, stood out from the rest of the plant buildings due to its size and beauty and was centrally located with respect to the sawmill, wood drying kilns and the two buildings of the wood distillation plant. Four boilers, each rated at 1,361 horsepower and capable of a 250 per cent overload, had a combined capacity of 12,000 horsepower, more than four times that of the old plant. These new boilers burned oil, wood and other refuse. Between the new power house and the new addition to the sawmill (where the early Ford truck

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is parked in this photograph), a steel bridge slanted upward at a sharp angle and contained a runway and exhaust pipes conveying sawdust from every part of the plant for use as fuel in connection with the oil. Two 190-foot high smokestacks with an inside diameter of 14 feet at the bottom and 10 feet at the top, *[sic]* were connected to these boilers. By October, 1923, one boiler was being water tested at the new plant, then still under construction. By June 2, 1924, construction work was almost completed. [Menominee Range Historical Museum]



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Ford CG4A Glider, Ford Motor Company Plant, Kingsford, ca. 1945: During World War II, the Ford Plant was converted to glider production. Ford produced 4,190 CG4A (C – cargo; G – glider) gliders between December, 1942 and August, 1945. Mark Swanson, foreman of the afternoon shift at the Kingsford plant, recalled that at first two or three gliders were produced daily, but when they went into 24-hour production, eight gliders could be manufactured. About 4,500 employees worked three shifts around the clock. During the afternoon shift the gliders were finished, inspected, torn down and the fuselages for the next day were set into place. The gliders were crated and shipped via railroad, each glider occupying five crates loaded on three flatcars. Toward the end of production, the gliders were towed to the Ford Airport on a trail between the Menominee River and Woodward Avenue, and about the last 100 gliders were then towed by airplane to Milwaukee. [Jack Deo, Superior View Studio]

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Village of Kingsford Hall, ca. 1940: The Village of Kingsford began operations in its new office building on the southeast corner of the intersection of Carpenter Avenue and Hamilton Avenue on Monday, November 24, 1930. Prior to that time, village business was conducted in a couple of rooms in the basement of the Woodward Avenue School which were rented by the village at \$10 per month. A village warehouse and garage were constructed in conjunction with the village hall. [City of Kingsford]