THE BIRMINGHAM DISTRICT:
A SURVEY OF CULTURAL RESOURCES

A Study Prepared for the National Park Service-
Southeast Regional Office
Department of the Interior
Cooperative Agreement CA-5000-1-9011

Birmingham Historical Society
Birmingham, Alabama

March 17, 1993
# Table of Contents -- Volume II

## A Survey of Cultural Resources

### I. Introduction

### II. List of Survey Forms with Significance Ratings

### III. Map of the Birmingham District

### IV. Survey Forms

#### Ironmaking Systems
- Sloss Furnaces Straight Line Production Model
- Sloss City Furnaces National Historic Landmark
- Brookside Coal Mine-Coke Ovens
- Ruffner Red Ore Mines
- Coalburg Coke Ovens
- Charcoal Blast Furnaces
- Shelby Ironworks
- Brierfield Ironworks
- Irondale Furnace

#### Red Mountain Ore Mining
- Sloss Red Ore Mine No. 2
- Ishkooda Red Ore Mines No. 13 & No. 14-Eureka No. 1
- Muscoda Red Ore Mines No. 4, 5 & 6
- Pyne Red Ore Mine

#### Cokemaking Sites
- Billy Gould Mines and Coke Ovens
- Pratt Coke Ovens
- Alabama By-products Company (ABC)-Drummond Coke By-product Plant (Tarrant Coke)
- Pioneer Mining and Manufacturing-Republic Steel-Thomas Furnaces Coke By-product Plant (Thomas Coke)
- Central Iron-Empire Coke By-product Plant (Empire Coke)

#### Pipe Mills and Other Large Foundries
- American Cast Iron Pipe Co. (ACIPCO)
- Central Iron and Foundry Co. (Central Iron)

#### Manufacturing Plants
- Hardie Tynes Foundry and Manufacturing Co.
- Continental Gin Company (Continental Gin)

#### Civil War Sites
- Tannehill Furnaces
- Alabama Coal Mining Company Mine (Alabama Coal)

#### Industrial Communities
- Company Towns
  - Thomas Furnace Community (Thomas)
  - Muscoda Red Ore Mining Community (Muscoda)
IV. Survey Forms continued

Planned Communities
  Fairfield 173
  Bayview Coal Mining Camp (Bayview) 183
  Altamont Parkway 189

Commercial Districts
  Pratt City Carline 191
  Bessemer 196
  Dora 200
  Downtown Birmingham 203
  Downtown Birmingham Railroad Reservation 209
  Heaviest Corner on Earth 211
  Morris Avenue & First Avenue 215
  Downtown Birmingham Theater & Retail 217
  Downtown Tuscaloosa 220

Buildings
  Alabama Power Company Office Building 224
  Arlington-Mudd-Munger House 228
  Gorgas, General Josiah House 229
  Bankhead, John Hollis Sr. House 232
  Birmingham Realty Company Building 236
  Jemison-Vandergraff House 239
  King, Edmund House 242
  L. & N. Station 245
  Woodward, Allen Harvey House 247

Other Important Sites and Structures
  Red Mountain Cut National Natural Landmark 250
  Smith Hall-Geological Survey of Alabama Collection 255
  Woodward Furnace Site 259
  Prison Hill Cemetery 267
  Pratt Mines-TCI Convict Cemetery 269
  Warrior River Locks No. 1, No. 2 and No. 3 272
  Mobile and Ohio Railroad Bridge 277
  Powell Avenue Power Station 280
  Vulcan Statue 284
  TCI-U. S. Steel-USX Fairfield Works 289
  TCI-U.S. Steel-USX Ensley Works 294

V. Index to Survey Forms Referenced to National Park
Service National Landmark Themes 299

VI. Lists of Sites Identified by County
  Bibb County Sites List 303
  Jefferson County Sites List 305
  Shelby County Sites List 317
  Tuscaloosa County Sites List 319
  Walker County Sites List 323

VII. Alphabetical Index to Survey Forms 326

VIII. Acknowledgements 327
I. INTRODUCTION

Purpose
This survey is intended to serve as a preliminary guide to the cultural resources associated with coal, iron, steel and transportation industries in Bibb, Jefferson, Shelby, Tuscaloosa, and Walker counties, to assist with evaluation of these resources, and to encourage future research on the area's industrial past.

Methodology
This survey was conducted in a nine-month period from June 1991 to March of 1992. Two historians conducted the preliminary research and identification of sites. The historians, a landscape architect and a planner participated in the field survey. The summer was devoted to field work and the fall and winter to intensive research, writing, fact checking and editing, with many return trips to the field and updates of the survey reports and the brief history with newly discovered information and increased knowledge that led to the ability to target significant sites. The Auburn University School of Architecture Urban Design Studio (19 students and one faculty member) worked with the Birmingham Historical Society team to inventory structures in four company towns and Birmingham's Railroad Reservation.

Site Selection
To select sites the Birmingham Historical Society team utilized the Alabama Historical Commission's Data Base for all counties which includes one previous survey of industrial sites; the Society's Birmingham District and Industrial Community files; information gathered from meetings in Birmingham and in Tuscaloosa of the project Steering and Advisory Committees as well as interviews and correspondence with members of this committee; National Register Nominations and published surveys for all counties; HABS listings; and secondary sources including The Birmingham District, The Story of Coal and Iron in Alabama and community histories. Approximately 600 sites including industrial plants, historic districts, archaeological sites and buildings were identified and are included in this volume.

Field Work
The field work was organized geographically and designed to locate sites and examine present conditions. Advisory Committee members led many of the field visits. Sites visited were recorded in notes later transcribed to inventory forms. After completing the initial visits, the Birmingham Historical Society team returned to record with 35 mm black-and-white photographs and color slides properties and districts considered to be "regionally significant." Additional visits were made to industrial sites of possible national significance.

Research and Writing
Brief histories and descriptions of the sites were compiled using field notes, oral interviews, archival collections, maps and technical literature.
Organization
The following list organizes survey forms for sites and districts in the Birmingham District. References to these sites and districts are underlined in The Brief History of the Birmingham District located in Volume I of this study.

Ironmaking Systems
- Sloss Furnaces Straight Line Production Model
- Charcoal Blast Furnaces

Red Mountain Ore Mining
Cokemaking Sites
Pipe Mills and Other Large Foundries
Manufacturing Plants
Civil War Sites
Industrial Communities
  - Company Towns
  - Planned Communities
  - Commercial Districts
  - Buildings

Other Important Sites and Structures

The sites in the first seven groups are thematically related. These thematic groups tie together the distinctive historical and geographical features of the Birmingham District and offer the best conceptual framework for understanding the nature and extent of the District’s industrial sites. While these thematic groups do not conform precisely to the National Park Service National Landmark themes, they are not entirely inconsistent. An index of the sites correlated to the National Landmark themes is included in this volume.

Most sites in the District increase in significance when considered as elements of one of these thematic groups. Individual sites may also be significant on their own merit, independent of their contribution to an historical or technological theme. The Sloss Furnaces National Historic Landmark is clearly significant as a high integrity coke blast furnace plant. However, Sloss’ importance to its owners and operators was how effectively it functioned with other components of the total company operation. The Sloss City Furnaces were an integral component of an ironmaking system. These blast furnaces served as the nuclei of a system that included a transportation network, mine and quarry sites, fuel processing sites and communities of workers, managers and owners. Many of these units of the ironmaking system remain throughout the Birmingham District.
Arthur Binning in *Pennsylvania Iron Manufacture in the Eighteenth Century*, one of the first American historians to recognize the holistic nature of ironmaking operations, coined the phrase "iron plantation" to describe the early ironmaking systems of eastern Pennsylvania. These systems were self-contained operations located on large tracts of land in rural areas. David Lewis and Walter Huggins applied Binning’s concept to interpret the Hopewell Furnace for the National Park Service guide to the Hopewell site.¹

The Sloss Furnace Company model of a much later and more complex ironmaking system uses the same basic dynamics. "Straight line production" best describes the Sloss model of integrated mining, transportation and furnace operations. Historian F. J. Crolius first used this term in 1924 to describe the operations of the Woodward Iron Company, another vertically integrated blast furnace company in the Birmingham District.²

Other thematic groups of survey forms combine functionally related sites and districts. Each group has a distinctive technological history that would be obscured if the sites were discussed only in the context of their association to a vertically integrated blast furnace company. When considered as a separate group, the extant collection of coke ovens of the Birmingham District represent important milestones in the evolution of American cokemaking practice. Similarly, a full understanding of the magnitude and variety of ore mining practice presented by the District’s Red Mountain mines emerges by considering not only the Sloss Furnace Company mines but the entire breadth of ore mining practice extant in the District.

A brief discussion precedes each thematic group providing a summary of its importance and the integrity of sites within the group.

**Evaluation**

Based on existing documentation, the District currently includes a National Historic Landmark, a National Natural Landmark and one National Register District determined to be of national significance. Additional research is necessary to establish the potential national significance of other sites. Survey reports are included in this volume for these and a representative selection of other National Register and National Register eligible sites and districts.


II. LIST OF SURVEY FORMS WITH SIGNIFICANCE RATINGS

I. Ironmaking Systems
   A. Sloss Furnaces-Straight Line Production Model *
      Sloss City Furnaces National Historic Landmark ****
      Brookside Coal Mine-Coke Ovens
      Ruffner Red Ore Mines
      Sloss Red Ore Mines No. 1 & 2
      Coalburg Coke Ovens
   B. Charcoal Blast Furnaces
      Shelby Ironworks *
      Brierfield Ironworks
      Irondale Furnaces
   C. Civil War Furnaces
      Tannehill Furnaces

II. Red Mountain Ore Mining *
    Sloss Red Ore Mine No. 2
    Ishkooda Red Ore Mines Nos. 13 & 14-Eureka No. 1
    Muscoda Red Ore Mines No. 4, 5 & 6
    Pyne Red Ore Mine
    Ruffner Red Ore Mines No. 1 & 2

III. Cokemaking Sites *
     Gould Billy Mines & Coke Ovens
     Pratt Coke Ovens
     Coalburg Coke Ovens
     Alabama By-product Company-ABC-Drummond Coke By-product Plant
        (Tarrant Coke)
     Pioneer Mining and Manufacturing-Republic Steel-Thomas Furnaces Coke
        Byproduct Plant (Thomas Coke) ***
     Central Iron-Empire Coke By-product Plant (Empire Coke) *

IV. Pipe Mills and Other Large Foundries *
    American Cast Iron Pipe Co. (ACIPCO)
    Central Iron and Foundry Co. (Central Iron)

V. Manufacturing Plants
    Hardie Tynes Foundry and Manufacturing Co. (Hardie Tynes)
    Continental Gin Company (Continental Gin)

VI. Civil War Sites *
    Tannehill Furnaces *
    Alabama Coal Mining Company Mine (Alabama Coal)
    Shelby Ironworks
    Brierfield Ironworks
    Irondale Furnaces

Key to National Significance Assessment
***** National Historic Landmark/National Natural Landmark
**** Determined to be possibly nationally significant with additional research by the National Landmark Program review process.
*** Rated nationally significant by the Alabama Historical Commission
** Additional research required to establish potential national significance.
VII. Industrial Communities
A. Company Towns
   Thomas Furnace Community (Thomas) ***
   Muscoda Red Ore Mining Community (Muscoda) *
B. Planned Communities
   Birmingham
   Fairfield
   Bayview Coal Mining Camp (Bayview)
   Altamont Parkway
C. Commercial Districts
   Pratt City Carline
   Bessemer
   Dora
   Downtown Birmingham
   Downtown Birmingham Railroad Reservation
   Heaviest Corner on Earth
   Morris Avenue & First Avenue
   Downtown Birmingham Theatre & Retail
   Downtown Tuscaloosa
D. Buildings
   Alabama Power Company Office Building
   Arlington-Mudd-Munger House
   Gorgas, General Josiah House
   Bankhead, John Hollis Sr. House
   Birmingham Realty Company Building
   Jemison-Vandergraaff House *
   King, Edmund House
   L. & N. Depot
   Woodward, Allen Harvey House

VIII. Other Important Sites, Structures and Districts
   Red Mountain Cut National Natural Landmark ****
   Smith Hall-Geological Survey of Alabama Collection
   Woodward Furnace Site
   Prison Hill Cemetery
   Pratt Mines-TCI Convict Cemetery
   Warrior River Locks & No. 1, No. 2 and No. 3 & Quarries
   Mobile and Ohio Railroad Bridge
   Powell Avenue Power Station
   Vulcan Statue **
   TCI-U.S. Steel-USX Fairfield Works (Fairfield Works)
   TCI-U.S. Steel-USX Ensley Works (Ensley Works)
   Rickwood Field *
   Red Mountain Suburbs National Register District **

IX. Sites Identified Listed by County
   Bibb County
   Jefferson County
   Shelby County
   Tuscaloosa County
   Walker County

Key to National Significance Assessment
**** National Historic Landmark/National Natural Landmark
*** Determined to be possibly nationally significant with additional research by the National Landmark program.
** Rated nationally significant by the Alabama Historical Commission
* Additional research required to establish potential national significance.
IV. SURVEY FORMS

IRONMAKING SYSTEMS
This survey has identified three variants of ironmaking systems with functional elements meriting classification as separate models. The dates of significance for the straight line production model, exemplified by the Sloss Furnace Company, range from the mid-1880s through the mid-1960s. Dates of significance for the charcoal blast furnace system range from the 1840s through the early 1920s. The third model, a variant of the second, consists of charcoal blast furnaces of the Civil War era. The Confederate government financed these furnaces which worked large gangs of agricultural slaves imported into the District and transformed overnight into industrial slaves. Dates of significance range from 1861 through 1865. The best example of this Civil War ironmaking system is Tannehill.

Sloss Furnaces Straight Line Production Model
  Sloss City Furnaces
  Brookside Coal Mine-Coke Ovens
  Ruffner Red Ore Mines
  Sloss Red Ore Mines No. 1 & 2 (See Red Mountain Ore Mining Sites.)
  Coalburg Coke Ovens (See Cokemaking Sites.)

The accompanying map shows Sloss Furnace company owned coal mines, beehive and by-product coking plants, ore mines and other sites. These holdings included over 50 coal mines, 12 underground ore mines, open pit brown ore mines, over 500 beehive coke ovens and five blast furnaces in the Birmingham District. The sites included in the survey represent some of the best surviving examples of these vast holdings. Further survey work may locate additional and perhaps better examples, particularly of coal mining sites. An important feature of these Sloss Company sites is their location within a 12 mile radius. It is possible to visit sites associated with every facet of this ironmaking system within a single day’s time.
**HISTORIC NAME**  Sloss City Furnaces  
**CURRENT NAME**  Sloss Furnaces National Historic Landmark  
**LOCATION**  Just east of the Birmingham city center along First Avenue North. The furnaces are generally bounded by the L. & N. (CSX) Railroad to the northwest, 32nd Street on the east, and the Southern (Norfolk Southern) Railroad right-of-way and other lines on the south.  
**CITY**  Birmingham  
**COUNTY**  Jefferson  
**ACREAGE**  The total site contains 32.66 acres. The furnace site is located on a 17.4 acre parcel located on the south side of 1st Avenue North. The remainder of the site, 15.26 acres, is located on the north side of First Avenue North.  
**OWNER**  City of Birmingham  

**TYPE**  District  
**DATE OF CONSTRUCTION**  1882 to 1950s  
**BUILDER/ARCHITECT/ENGINEER**  Multiple  

**DESCRIPTION**  The Sloss Furnaces site contains two blast furnaces, steam boilers, a powerhouse, blowing engine rooms, hot blast stoves, expanded slag machine, slag pits, cast houses, office, cooling towers, spray pond, gas washing equipment, storage bins, bathhouse and railroad tracks. These structures and buildings still contain much of their original equipment and machinery. Also contained on the site are the buried archaeological remains of a battery of over 200 coke ovens and the possible remains of the first Lurhig jig coal washing plant in the United States.  

**SIGNIFICANCE**  The Sloss Furnaces, the nucleus of an integrated ironmaking system which includes extensive surviving remnants of coal and iron ore mines, quarries, and coke ovens, are the most visible symbol of the Birmingham District’s role as the nation’s leading foundry iron producer from the late-19th century until the 1960s. The blast furnaces, stoves, boilers and other structures represent the highest expression of American merchant pig iron furnace practice and design of the late 1920s. Other features such as vertical blowing engines and sand casting beds chart technological evolution at the turn of the century. Sloss Furnaces is a National Historic Landmark, currently open for interpretation.  
**Period of Significance**  1882-1960s  

**HISTORICAL OVERVIEW**  The Sloss City Furnaces were erected in 1882 and 1883 on 50 acres of land near the crossing of the L. & N. and Southern Railroads, at the eastern edge of the Birmingham city center and extensively rebuilt and modernized in 1927 and 1928 (the dates of the
present blast furnaces). The furnaces remained in operation until 1970 when the declining market for raw pig iron and the high cost of anti-pollution devices forced their closing. The Sloss Furnace Company (later Sloss-Sheffield Steel and Iron Company and U.S. Pipe) was one of major foundry iron companies in the Birmingham District and contributed to the District's growth as a major regional industrial center. The company's founder, James Withers Sloss, was involved in almost every facet of Birmingham life in the 1870s and 1880s and many significant individuals in Alabama's industrial history have been associated with the furnaces.

The furnaces were given to the City of Birmingham in the early 1970s. Several years and several plans passed before a decision by the Alabama Fair Park Authority to demolish the furnaces led to their recording in the summer of 1976 by the Historic American Engineering Record. This documentation brought national attention to the site. A tour of the site, intended to encourage public support for demolition, led to the formation of the Sloss Furnace Association, a loosely-knit crew dedicated to preserving the furnaces. In 1980, SFA succeeded in recruiting support at the polls for the passage of a major City Bond issue authorizing funding for restoration of the furnaces as a city museum and community center. Portions of the furnace site opened to the public for the first time on Labor Day, 1984. City and federal appropriations have funded successive restoration of historic fabric. The Furnaces, now a museum of the City of Birmingham, have become a national and international center for the pouring and smithing of metals with artists working on the site and also attracted to exhibits, workshop and special programs.

ACCESS
The First Avenue North viaduct and 32nd Street South serve as primary access routes for visitors to the site approaching from the city center and Southside areas. Visitors approaching from I 65/20 exit at the 31st Street North exit, proceed south along 31st Street to Fifth Avenue North, left on Fifth Avenue North one block under the L. & N. Overpass to 33rd Street, right on 33rd Street one block to Second Avenue North, right on Second Avenue North which enters the Sloss site. The route is circuitous due to necessity to cross the L. & N. right-of-way.

CONDITION
Conditions at the site vary from excellent to poor. Throughout the 1980s, preservation efforts have been ongoing. Sloss Furnaces has pioneered techniques for the stabilization of large-scale industrial facilities no longer in use. Historic resources on the site that have been and are being stabilized include: Cast Shed No. 2 converted to an out-of-doors amphitheater; Bathhouse No. 1 converted to a visitor's center with meeting rooms, offices, gift shop and restrooms; Pyronitor House converted into a blacksmith shop; Furnace No. 1, stacks and stoves stabilized and painted to prevent rust; Furnace No. 2 stabilization currently underway; spray ponds currently being converted to function as a fountain with plaza area linking them to Cast Shed No. 1; use of the internal rail network as pathways for internal circulation; and renovation of the stock trestle tunnel for interpretation. There are many future conservation challenges on this immense site!
THREATS
. The cost of maintaining the site is substantial. Limited financial resources may lead to the loss of important structures on the site that have not been restored or stabilized from the effects of weather.
. Vandalism to the property is a persistent problem.

SOURCES
National Historic Landmark Nomination, 1981
National Register Nomination, 1972
Historic American Engineering Record, 1976

DESCRIPTION CONTINUED

Components of the Site
Two Blast Furnaces and Casting Sheds
Stock House-Charging Trestle and Tunnel
Loading Gear
Stoves
Blowing Engine House with Turbo Blowers
Power House with Generators (now studio for artists work in large scale metal sculpture)
No. 1 Bath House (now Visitors Center)
Filling Station
Bucket Display
Slag Pit Shovels
Slag Pits
Cooling Towers
Spray Pond
Cast Shed (now an open-air Amphitheater)
Ladle Car (125-Ton)
Water Tanks
Slag Machine
Laboratory Foundation
Furnace Exhaust Stacks
Air Dehumidification Building
Skip Hoist Elevator Equipment Building
Pyronitor House (now Blacksmithing Shop)
Dust Catcher
Horizontal Gas Washer
Boilers
Vertical Gas Washer
Components of the Site continued
Car Haul
Storage Building-Paint Shop
No. 2 Bath House
Coal Bin
Locomotive Water Tank
Settling Basin
Scales Building
Pig Machine Foundation
Beehive Coke Oven Site
Old General Office Site
Stairs to Viaduct Overpass
Domestic Coke Bins
Machine & Blacksmith Shop Foundation
Fuel Oil House Foundation
Oil House Foundation

Other Site Improvements
1. Pedestrian Circulation System
2. Stage Performance Area
3. No. 2 Cast Shed has been converted into an amphitheater.
4. Beehive coke ovens excavation has been completed.
5. Bath house has been converted into information center, museum meeting room and office.
6. The Duncan House has been relocated and restored on the site. It serves as an office for the Birmingham Historical Society.
7. A parking lot with landscaping has been developed.
8. The Power House has been converted into a sculpture/metal fabrication studio.
9. The Pyronitor House has been converted into a blacksmith shop.
10. Many structures on the site has been painted to prevent rusting.
11. New bathrooms have been constructed.

Other Improvements in Progress
1. The spray ponds are being converted into a visual fountain with an adjacent plaza area linking the pond into No. 2 Cast Shed.
2. The stock trestle tunnel complex will be renovated for interpretive purposes.
3. No. 2 Furnace is currently under renovation.
View, from left to right, of Sloss City Furnace No. 1, stoves, slag processing equipment, and water tower, Sloss Furnaces National Historic Landmark, Birmingham, Jefferson County, Alabama.

View, looking north, Sloss City Furnaces on the Birmingham City Center skyline, Birmingham, Jefferson County, Alabama.
HISTORIC NAME | Brookside Coal Mine-Coke Ovens
CURRENT NAME | Brookside Coal Mine & Coke Ovens Site
LOCATION | USGS Quad: Brookside UTM: 507710/372243
CITY | Brookside
COUNTY | Jefferson
ACREAGE | 20 acres
OWNER | U.S. Pipe-United Land Company

DESCRIPTION
The Brookside coal mine site covers approximately 20 acres just across Five Mile Creek from the town of Brookside. It contains at least three sealed drift openings (one of which is sealed by a WPA plaque inscribed: Federal Project OP No. 665-61-2-172 No. 50?4 Index No. 57.) Graded tramway beds and foundation remnants link these openings to the foundation remnants of an extensive surface plant and two batteries of beehive coke ovens. The surface plant foundations include a steam power plant, tipple, Robinson-Ramsay coal washing plant and railroad loading facilities. An historical map of the site reveals the presence of group of houses (probably company-built worker housing) on a terrace above the creek. The area where these houses are located does not appear to have been disturbed.

SIGNIFICANCE
The Brookside coal mine site is significant in the areas of industry, engineering and historical archaeology during the period from the late 1880s through c. 1917.

In the area of industry, Brookside is significant as an integral component of a vertically integrated ironmaking system. Coal mines like Brookside were the captive mines of blast furnace companies. During the era before the advent of by-product coke ovens, they coked coal at these mines for shipment to the blast furnaces. Brookside’s early application of mechanized mining equipment such as Ingersol Rand coal cutters, H.K. Porter haulage locomotives and an innovative coal washing plant provides important insight into the process of technology transfer in the District. Such innovation poses an anomaly to the notion that industrial development in the South was undercapitalized and labor intensive.

In the area of engineering, Brookside’s visible foundations and tramway beds constitute an unusually intact ground plan of a late-19th century drift mining operation and the construction features of early metallurgical coal washing practice. The Robinson-Ramsay
coal washing plant was modified English design specifically adapted to conditions in the Birmingham District by nationally prominent mining engineer, Erskine Ramsay. The Jeffrey Manufacturing Company marketed Ramsay’s design throughout the United States. Inman sites drift mines, also called Hill Top mines, as an important type of mining operation in the Connellsville region of southwestern Pennsylvania, during its formative days as the captive coal mining region of the Pittsburgh District. While they played an important role in the history of American mining practice, drift mines rarely retain a high degree of integrity because they usually operated over a relatively short time period and did not require a surface hoisting engine or headframe. Compared to the typical surviving drift mine from the era, Brookside retains a high degree of integrity.

The company housing adjacent to the mine site has the potential to be an important historical site. A school of historical archaeology which began with Stanley South’s delineation of the Frontier and Carolina patterns and was elaborated through the study of socio-economic stratification in antebellum slave plantations has developed models and techniques of analysis that would provide models for evaluating the material cultural remains of this and other Birmingham District company towns. The company housing at Brookside does not appear to have been complicated by earlier or subsequent human activity of appreciable degree. For this reason, above and below ground artifacts would fall into a discrete historical time frame that could reveal much about the nature of cultural contact and assimilation between native born blacks and whites and European immigrants in southern industrial communities.

**Period of Significance** Late 1880s - c. 1917

**HISTORICAL OVERVIEW**

The Brookside mines were opened in the 1880s and became important captive mines of the Sloss Furnace Company. Among the earliest mechanized mines in the Birmingham District, they featured Ingersol Sargent coal cutting machines and a Porter locomotive to haul coal to the surface. The surface plant included a Robinson-Ramsay coal washing plant, claimed to be one of the earliest in the Birmingham District. The plant operated until the early 1920s and did not undergo extensive, later alterations.

The City of Brookside grew up across Five Mile Creek from the coal mines, coke ovens and mining camps of the Sloss Furnaces Company. Opened after completion of the Georgia Pacific Railroad in the 1880s, the mining operations at Brookside attracted area farmers and scores of immigrants from eastern Europe. Beginning in 1894 and continuing until 1913, a steady stream of Slavics poured into the tiny hillside community, making up 80 percent of the total population in the first decade of this century. The Byzantine styled St. Nicholas Orthodox Church, founded in 1894 and then the only Russian Orthodox Church in the South (today one of two active congregations, the other formed in Florida in the 1960s), is a reminder of the Slavic origin of many former residents. Eastern European traditions also remain at St. Michael's Catholic Church and the community cemeteries associated with these churches.
ACCESS
To reach Brookside, located 10 miles northwest of Birmingham, take US 78 northwest from I-20/59 to Graysville. Turn right on JC 112 and follow it to Brookside. Or follow Cherry Avenue-JC 109 from the traffic light at Scott School on US 78, two miles north of I-20/59 to Brookside.

CONDITION
The Brookside site is in essentially the same condition that it was in when the mine was closed c. 1917 at which time the mine's superstructure was razed. The woods which have reclaimed the site have been timbered at least once. The current understory is quite dense in some places. While the retaining walls have been removed from the beehive coke ovens, most of the foundation remnants appear to be quite stable. At the drift openings and on the higher elevations concentrations of ferns, mosses and other plants have taken hold creating alternative green spaces.

THREATS
. Strip mining and reclamation of former mined over sites is ongoing in the area.
. The state highway department wishes to demolish coke ovens located within the highway right of way.

SOURCES
White, Marjorie, The Birmingham District, p. 278-280
Birmingham Historical Society, Birmingham District Files
Alabama Bureau of Mine Reclamation files
Historic Sites of Jefferson County, Alabama, 1972, pp. 173-174
The Historic American Engineering Record will document the site during the summer of 1992.

Birmingham Historical Society 6/29/92
Sloss' Brookside Mine, c. 1917, near Birmingham, Jefferson County, Alabama
Foundations, Sloss' Brookside Coal Mine Surface Plant, July 1990, near Birmingham, Jefferson County, Alabama, Details by Bob Yuill, Courtesy Alabama Historical Commission
Foundations, Sloss' Brookside Coal Mine Surface Plant, July 1990, near Birmingham, Jefferson County, Alabama, Drawing by Bob Yuill, Courtesy Alabama Historical Commission

Foundations, Surface Plant, Sloss' Brookside Coal Mine, 1880s, Brookside, near Birmingham, Jefferson County, Alabama.
One of three Mine Openings, Brookside Coal Mine, sealed by WPA Plaque, Brookside, near Birmingham, Jefferson County, Alabama

Two of two batteries of beehive coke ovens, 1880s, Brookside Coal Mine, Brookside, near Birmingham, Jefferson County, Alabama
HISTORIC NAME | Ruffner Red Ore Mines  
CURRENT NAME | Ruffner Mountain Nature Center  
LOCATION | Five miles east of downtown Birmingham immediately to the north of I 20 at the Oporto-Madrid exit. The preserve is generally bound by Georgia Road on the south; Ruffner Road on the east; 86th Street/Valley Brook Road to the north; and the Birmingham neighborhoods of Gate City, East Lake, South East Lake, and Brown Springs on the west.  
CITY | Birmingham  
COUNTY | Jefferson  
ACREAGE | 530 acres  
Several hundred additional acres are in the acquisition process. This additional land will include the Ruffner No. 2 Mine site.  
OWNER | City of Birmingham  

TYPE | District  
DATE OF CONSTRUCTION | 1887-1950s  
BUILDER/ARCHITECT/ENGINEER | Multiple.  

DESCRIPTION  
The site is located on Ruffner Mountain, a portion of Red Mountain which was named for the mining community of Ruffner located along the southeastern base of the mountain. The terrain is mountainous with the steepest slopes facing northwest and more moderate slopes to the southeast. The peak elevation at the mountain crest stands more than 300 feet above the valley floor below, offering magnificent views of the City of Birmingham and surrounding areas. The southeastern face of the mountain has numerous ravines that feed surface runoff into Shades Creek. The northwestern facing slopes of the mountain shed water into tributaries that flow into Village Creek. The site possesses deposits of limestone and low grade red iron ore.

The Ruffner mines are scattered over five miles along the southeastern slope of Red Mountain. Along with the Alfretta mines, they form the northeastern end of Red Mountain's 16 miles of underground ore mines. They are the only large group of mines that were located predominantly along the southeastern slope of the mountain. (Ishkooda Nos. 13 and 14 are other examples of mines located along southeastern slope. See Ishkooda survey form.) The Ruffner mines were divided for administrative and logistical purposes into five groups: Ruffner Nos. 1, 2, 3, 4 and 5 which consisted of well over 100 drift mines and at least two slope mines. The drift mines conform to the prevailing terrain which consists of a series of erosional spurs running at right angles to the mountain crest. Each spur is separated from its neighbor by a deep ravine. The ravines cut downward through the spurs exposing iron ore seams which dip southeastward at about a 20 degree angle. To access the ore, mining engineers built inclined planes along each side of a spur following the ore seam upward toward the slope of the mountain. They cut drift openings at regular intervals into the ore seam often tunneling all the way through the spur to the next ravine. At times hoisting engines were built at the top of the inclined
plane while loading tipples were always built at the bottom. Much of the wooded slope of the mountain is covered by the visible remains of these inclined planes, drift openings and hoisting and loading arrangements. No superstructure has survived from these elements which date primarily from the early period of mining at Ruffner from the 1880s through the early 1930s.

After the 1930s, slope mines were opened. Designated as Nos. 1 and 2 these slopes survive in the form of concrete slope openings, and a variety of foundations and abutments. Each mine features hoisting engine and power house foundations. The foundations of ore crushing plants are also visible at each mine and an ore crusher still stands on its foundation at Ruffner No. 2.

The railroad grade of the Birmingham Mineral Railroad runs along the base of the mountain tying the various mining localities together and by extension linking them to the Sloss Blast Furnaces.

Southeast of and parallel to the railroad track are the remains of the Ruffner ore beneficiation plants built in 1943 and 1951. Much of the foundation work for this facility survives along with a brick control room, sans equipment, ore bins and the walls of an unidentified building.

In addition to the ore mines, two limestone quarries are located at the southern end of the site. They cut vertically into the northwestern slope of the mountain near its crest producing a 100 foot rock face the top of which offers a panoramic view of the city of Birmingham in Jones Valley.

The archaeological remains of the Ruffner mining camp are located to the southwest of Ruffner No. 1 at the base of Red Mountain. The only visible above ground remains consist of a small brick fire place and chimney remnants. The subsurface remains appear largely undisturbed except for a small 100-foot by 200-foot corn patch which is plowed annually. A wide range of ceramic and metal artifact fragments are clearly visible in this plowed area.

**SIGNIFICANCE**

The Ruffner mines are significant in the areas of industry, engineering and historical archaeology from the late 1880s through the mid-1950s. From an industrial standpoint, they contribute to the theme of "straight line production," offering a good example of the ore mining operations of the Sloss Company, one of the most important vertically integrated blast furnace companies in the Birmingham District. They are also important mining engineering sites because they reveal the surface arrangements of two distinct variants of ore mining practice: one a late 19th century form of inclined plane and drift mining, the other a mid-twentieth century form of slope mining using hoisting engines, ore preparation facilities and a beneficiation plant.
The Ruffner mining camp is also an important historical archaeological site. Considered in combination with the Brookside mining camp site (See Brookside survey form.), the possible mine camp at Sloss No. 2 ore mine and other sites, it augments the assemblage of late 19th and early 20th century material culture remains available to researchers of the Birmingham District.

**Period of Significance**  
Late 1880s - mid 1950s

**HISTORICAL OVERVIEW**

In 1883, William Henry Ruffner, a geologist at Washington & Lee University, completed a survey of physical resources along the route of the Georgia Pacific (later Southern and Norfolk Southern) Railroad, from Atlanta to the Mississippi River through the Birmingham District. Published that year in New York, it detailed the geology, topography and agricultural, mineral and manufacturing resources of sites along the route. Not surprisingly, it attracted the interest of Georgia Pacific directors in acquiring mineral lands and ironworks in the Birmingham District.

In 1887, company president John W. Johnston acquired control of the Sloss Furnace Company, including its limestone quarry at Gate City and the soft ore mines that opened at Irondale that year. Daily output of the Irondale mines in 1887 was 135 tons. By 1893, the company expanded operations, working outcrop and harder ores at the mining sites then called Irondale, for the name of the adjacent community. The Age-Herald of November 5, 1899, reported daily capacity at 200 tons for each of the three Sloss operations at Irondale. After the turn of the century these mines were distinctly named Ruffner.¹

Sloss continued to work various slopes and drift mines at Ruffner through 1929, when operations were suspended. In the late 1930s, Ruffner No. 2 was rehabilitated and put into partial production. In 1943, Sloss built a benificiation plant along the southeastern edge of railroad in the area between the two slope mines. It consisted of a rotary kiln, ball mill, and a rotary nodulizing mill. It was closed in 1974 because of the high cost of fuel and problems with the material handling system. In 1951 heavy media benificiation plant was installed, apparently adjacent to the old benificiation plant.²

**ACCESS**

Public access to the site is from 81st Street South at the crest of Red Mountain. Take I-59 east of Birmingham to the Oporto-Madrid exit. Take Oporto-Madrid south to Rugby Avenue. Turn left on Rugby Avenue and proceed to 81st Street. Take 81st Street to the dead end at the crest of Red Mountain.

The site is currently used by the Ruffner Mountain Nature Center established in 1978. The park office, interpretive Nature Center and a parking lot are located at the end of 81st Street South, the site’s primary entrance point. A three-mile long nature trail beginning at the Nature Center office winds along the wooded crest of Ruffner Mountain providing outstanding views of the city, as well as access to the quarry sites.
CONDITION
Since the time that the superstructure of the Ruffner mines was demolished, very little subsequent human activity has taken place on the site. The garden plots in the vicinity of the mine camp and the Ruffner Mountain Nature Center have produced very little adverse impact. Recently some wood beam ore bins at the site have been leveled. Some timbering has taken place but, for the most part, the site has remained undisturbed allowing natural forest regeneration to occur.

The entire site is wooded. The tree species on the mountain consist of a mixture of deciduous and evergreen species. These species include, but are not limited to, Red Oak, Laurel Oak, Post Oak, White Oak, Hickory, Tulip, Dogwood, Black Cherry, Persimmon, Virginia Pine and other pine species.

THREATS
. Future urban development or logging operations on adjacent vacant land could destroy attractive views and the site’s natural character.
. The remaining mining equipment on the site will continue to deteriorate without some measures taken to preserve the structures.

SOURCES
Site Visit, 6/28/91
White, Marjorie, The Birmingham District, pp. 59, 225-228
Yuill, Bob, "Map of Mining at Ruffner," hand-drawn, unpublished survey map detailing extensive mining operations at Ruffner drawn over the past six years as a result of extensive field visits and archival study.
Drift Mine Opening, Slope No. 1, Ruffner Red Ore Mine, unsealed, Ruffner Mountain Nature Center, Birmingham, Jefferson County, Alabama

Crusher, Slope No. 1, Ruffner Red Ore Mine, Ruffner Mountain Nature Center, Birmingham, Jefferson County, Alabama
Crusher, Slope No. 2, Ruffner Red Ore Mine, Ruffner Mountain, Birmingham, Jefferson County, Alabama

Portal, Slope No. 2, Ruffner Red Ore Mine, sealed and buried with leaves, Ruffner Mountain, Birmingham, Jefferson County, Alabama
Milepost Marker, abandoned right-of-way, Birmingham Mineral Railroad, Ruffner Mountain, Birmingham, Jefferson County, Alabama

Culvert, Birmingham Mineral Railroad, Ruffner Mountain, Birmingham, Jefferson County, Alabama
HISTORIC NAME  Coalburg Coke Ovens  
CURRENT NAME  Five Mile Creek Sewage Treatment Plant, Coalburg  
LOCATION  USGS Quad: Birmingham North UTM: 512780/371830, Coalburg Road (JC 77), adjacent to the Five Mile Creek Sewage Treatment Plant  
CITY  North of Birmingham  
COUNTY  Jefferson  
ACREAGE  one acre  
OWNER  LTV

TYPE  Site  
DATE OF CONSTRUCTION  1870s; 1883

DESCRIPTION
The Coalburg mining and coke production site is an extensive site including components scattered throughout sections 33, 32, and 28 of Township 16 S. 3 W and sections 5 and 4 of Township 17 S., R. 3 W, and perhaps other sections. Section 33 includes one battery of Thomas coke ovens.

SIGNIFICANCE
While the Coalburg site is historically significant for its association with convict leasing, its engineering features and other reasons, its only present significance is based upon the presence of a battery of Thomas, rectangular, non-by-product coke ovens built in 1888. The patented Thomas coke oven design is one the earliest prototypes of mechanically drawn, rectangular, non-by-product coke ovens in the United States. While never widely adopted, the Thomas ovens received national attention in a few articles that appeared in contemporaneous coal mining trade journals. These innovative coke ovens are important not only as a rare surviving example of this early engineering design but also because their presence supports recent historiography which finds that the iron and steel industry of the New South was never as technologically backward as has been supposed.

Period of Significance  1888-1900

HISTORICAL OVERVIEW
John T. Milner, construction engineer for the South and North (later L. & N.) Railroad, pioneered development of operations at Coalburg, the first mine to be opened in this section of Warrior fields and the closest to the city of Birmingham. In 1879, the Milner Coal and Railroad Company constructed a nine-mile branch to Coalburg, where it opened the mine. By 1883, the company had acquired about 15,000 acres of coal land, which Milner sold for $200,000 to the Richmond and Danville Construction Company, builders of the Georgia Pacific Railroad then being extended from Atlanta into the Birmingham District. (The Georgia Pacific was completed to Greenville, Mississippi in 1887 and became part of the Southern Railway in 1893).
The Milner Coal and Railroad properties were renamed the Coalburg Coal and Coke Company. Maj. Edward Magruder (E. M.) Tutwiler, a Virginian, civil engineering graduate of Virginia Military Institute and formerly chief construction engineer for the Georgia Pacific line, became mine superintendent and moved to the mining camp at Coalburg. At first, steaming coal extracted from the drift mines fueled company locomotives. Later, coke was produced at the mine site and exported to foundries in Atlanta, Anniston, Montgomery, New Orleans and Birmingham. With sale of the Coalburg company in 1887 to the Sloss Iron and Steel Company, whose Georgia and New York directors had been active in development of the Georgia Pacific, expanded production fed Sloss Furnaces in North Birmingham and downtown. Tutwiler continued to live at Coalburg as mining superintendent until 1889.

In 1888 Sloss constructed a battery of 63 rectangular, mechanically drawn, Thomas coke ovens to increase the coke production of 106 beehive ovens that had been built earlier. Richard Thomas, the patentee of the ovens claimed that they produced more coke with less breakage than beehive ovens and required less labor. At this time it is not possible to document the effectiveness of the Thomas ovens but they were not adopted at other mines in the District.¹

Birmingham historian John Witherspoon DuBose estimated the population of Coalburg in 1887 as "600 to 700 souls." The free mine was known as "D". County convicts leased to the Sloss company for $9 and $10 a month worked other slopes. In 1894, Sloss employed 438 convicts. During 1897, under a lease agreement with the City of Birmingham, Sloss paid 17 cents per day for prisoners. Thus many city offenders, sentenced to more than 60 days' hard labor, went to work at the mines. The convict labor system provided early Sloss mines with cheap labor and the county and city police departments with revenue. In 1899, the Age-Herald, a Birmingham newspaper, reported 800 free miners and 500 convicts employed at the Coalburg mines.

In November 1893 Tutwiler organized the Tutwiler Coal, Coke and Iron Company. Proceeds from the sale of this concern in 1906 to the Birmingham Coal Iron Company were invested in The Tutwiler Hotel (constructed 1913, demolished in 1976), the Ridgely Apartments (constructed 1914, restored as The Tutwiler Hotel in 1986) and other distinctive landmarks in the growing business center of the Birmingham industrial district. Many of these properties are still owned by Tutwiler family descendents. Margaret Tutwiler, spokesman for the U.S. State Department, is the most prominent and visible of current Tutwiler family members.

Mining continued at Coalburg through World War I, with the El Dorado Coal Company and the Brookside-Pratt Mining Company employing about 200 men in area mines. Later Coalburg became a switching stop on the Southern line, where all trains entering and departing the city received their orders. With the advent of diesel-powered locomotives, Coalburg's importance declined, and the old depot was demolished.

Much of the property has been strip mined since the 1960s. A tiny community of frame houses lies nestled in the Coalburg Valley. A cemetery with handsomely marked graves
dating from the 1870s through the first quarter of the century remains on a high knoll overlooking the tracks of the Southern Railway and the Five Mile Creek Sewage Treatment Plant. This plant was built in 1978, after intensive archaeological investigation of the site by Blaine Ensor revealed Indian occupation of the area from the Early Archaic to the Late Woodland era. Ensor did not document the historic or industrial periods.

ACCESS
To reach Coalburg, take JC 105 (Cherry Avenue) northwest of the I 20-59 interchange, to the intersection with Daniel Payne Drive (JC 84). Take Daniel Payne Drive east to Coalburg Road (JC 77). Turn left on JC 77 and proceed three miles north to an unmarked road on the left that leads to the Coalburg site.

CONDITION
Most of the Coalburg site has been destroyed by strip mining and the construction of a water treatment plant and pipeline. The only surviving structure of potential significance is a battery of Thomas, rectangular, non-by-product coke ovens which is encircled by a reclaimed strip mine which has been contoured and reseeded. All the trackage and equipment has long since been removed along with some of the cut stone retaining wall and interior refractory brick.

THREATS
Continued redevelopment of the site for the water treatment facility or access to mineral deposits.

SOURCES
White, Marjorie, The Birmingham District, pp. 282-283, and files
Birmingham Historical Society Biography File, Tutwiler, Edward Magruder
Charcoal Blast Furnaces

Shelby Ironworks
Brierfield Ironworks
Irondale Furnace

All blast furnaces and most associated industrial structures and buildings at these sites are in ruins. Brierfield's rolling mill and nailery survive as foundations and buried archaeological remains. The archaeological integrity of some components of every site is high. At Shelby Ironworks, a few buildings of various types, such as a hotel and industrial housing also remain from the periods of significance for the site. The Shelby Ironworks were significant from 1841 through the 1920s, a long historical period. They were nationally prominent in the 1880s and 1890s when one of the country's leading authorities on charcoal ironmaking called them "the Queen of American charcoal blast furnaces." The ruins and archaeological sites of Shelby appear to be particularly important.

All charcoal furnace sites in this group operated during the Civil War. They are important elements in any interpretation of ironmaking during the Civil War. They are listed separately because their periods of significance extend beyond the brief interval of that war. Other sites like the Tannehill Furnaces, which were mostly if not exclusively significant during the Civil War, are listed in a separate thematic group.
**HISTORIC NAME**  Shelby Ironworks  
**CURRENT NAME**  Shelby Ironworks-Historic Shelby  
**LOCATION**  Shelby County 42  
**CITY**  Shelby  
**COUNTY**  Shelby  
**ACREAGE**  c. 520  
**OWNER**  Robert Waite, Sr. owns 500 acres of the site, including the superintendent's house, the mining lakes and all industrial structures to the south of the machine shop site. The Historic Shelby Association owns approximately seven acres, which includes the machine shop site and the park. The Shelby Hotel is owned by Robert Waite. Additional company housing is owned by private residents in the town of Shelby.

**TYPE**  District  
**DATE OF CONSTRUCTION**  1841-1922  
**BUILDER/ARCHITECT/ENGINEER**  Horace Ware, and others  

**DESCRIPTION**
The ironworks site includes extensive structures, foundations and transportation systems associated with the charcoal iron and by-product plants operated here from 1841 to the 1920s. Principal industrial remains include the 80' square brick stack and foundations of the 1860 machine shop and grist mill, foundations of the 1860s furnace, hot blast flue, roaster, ore and rock bin, stoves and extensive underground brick tunnels that diverted furnace gases to the 1919 and 1922 chemical plants (built to manufacture wood alcohol and sulfuric acid), the concrete-clad, three-story steel frameworks of which remain. Mining pits (now lakes), cemeteries, the 1901 hotel, the 1870 post office, the company park site, the wall and foundations of the 1850s Gothic Revival style Superintendent's House and other late 19th century company houses as well as railroad scales and roadbeds also remain on the relatively compact site.

**SIGNIFICANCE**
The Shelby Ironworks represents a unique continuum in the development of the charcoal iron industry from the 1840s to World War I. This industrial center was the site of major advances in the technology and business organization of ironmaking in the District during the antebellum period. In 1860, the Shelby Ironworks erected the first rolling mill in the state, a move to process pig iron that was key to the site's economic diversification and growth. Due to its large supply of rich brown ore, Shelby produced a very high grade pig iron. During the Civil War, iron rolled here was shipped to arsenals in Selma and Columbus, Georgia for use in building Confederate iron clads, an advanced naval technology.

During Reconstruction, Shelby built one of the largest charcoal furnaces in the United States and, together with other furnaces located along the Selma, Rome and Dalton Railroad, became the South's leading producer of chilled-iron railroad wheels, dominating
this market for 20 years. Consistently, Shelby led technical innovations in fuel conservation and charcoal by-product recycling. During World War I, the U. S. Government selected Shelby for chemical production. Remaining structures and extensive foundations, underground tunnels, brown ore pits, company buildings and railroad beds document Shelby's role in the charcoal iron industry from the 1840s to World War I.

Period of Significance  1841-1920s  National Significance 1880s & 1890s

HISTORICAL OVERVIEW

In 1841, ironmaster Horace Ware purchased virgin lands in Shelby County and began construction of an early iron furnace. Lack of sufficient capital delayed construction, and Ware was unable to complete his establishment until arrangements were made with John M. McClanahan, a Shelby County planter, to come into the business as part owner, thus furnishing the necessary capital to complete the works. The furnace was erected near what is now known to be a single immense brown ore deposit covering less than one square mile. By 1849, the Shelby Ironworks was in full operation. (Woodward 120) The furnaces were fired with charcoal. The 1850 census reports that Ware and McClanahan owned six slaves jointly. The tax on these slaves was 30 cents. (Woodward 122) In 1855 Ware experimented with the first hot blast equipment in the state. (Woodward 123)

Incorporated in 1858 as the Shelby Iron Manufacturing Company, the establishment managed by Horace Ware and his partners led Alabama in iron production. While the plant supplied the nearby farming community, it also exported iron via a narrow gauge railroad to the Coosa River (and thence to Prattville). The company's major purchaser was Daniel Pratt's Cotton Gin Works in Prattville, Alabama.

Shelby Ironworks contributed many firsts to Alabama's industrial development, including the 1860 construction of the state's first rolling mill for production of iron plate. The ironworks produced high grade iron which was prized for foundry applications. During the 1860s, the Shelby Iron Manufacturing Company became the chief supplier of iron for gunboat armor to various Confederate manufactories in Selma, Mobile and Yazoo City, Mississippi. In 1863, a new brick furnace was constructed and the area's first bell and hopper installed. In the spring of 1864, experiments with bituminous coal were conducted. This was an early experiment in Alabama, and although it proved successful, the shortage of coal in the vicinity made it impossible for the company to adopt this process at that time. Area forests continued to supply ample charcoal. Production of iron came to an abrupt but temporary halt when the ironworks was destroyed by Wilson's Raiders on March 31, 1865.

Between 1867 and 1869 New York and Connecticut capitalists purchased the Shelby Iron Manufacturing Company and built an iron shell furnace. Continuing to operate with charcoal, the plant produced a high grade iron which was used to manufacture wheels. In 1890 the company was purchased by a firm based in New Jersey. The town plat was laid out at this time and a major industrial boom era predicted. It did not materialize.
With the development of the Birmingham area, the Shelby Ironworks declined in importance. Transportation facilities, the distance from newly discovered coal fields and the difficulty in smelting the ore in the Shelby vicinity prevented further growth and development of a great industrial center at Shelby. The company could not compete with Birmingham District furnaces. These were located closer to high quality iron ore, surrounded by coal fields and served by the railroad lines which provided efficient shipment of the iron produced. The company continued operations during the Spanish American War and World War I. During World War I, the federal government constructed two plants to produce wood alcohol. In 1929 the Shelby Furnaces were sold to a Birmingham firm for scrap. Dismantling of the furnaces was completed in 1930. Extensive furnace foundations and underground tunnels remain to this day.

ACCESS
To reach Shelby Ironworks at the town of Shelby off I 65, exit at Calera, take Shelby County 25 northeast headed to Columbiana, go five miles, turn right onto Shelby County 42, travel seven miles to the ironworks site. To reach Shelby Ironworks from U.S. 280, take Shelby County 25 to Columbiana, at Columbiana veer left on Shelby County 47 to Shelby County 42, right on 42 one quarter mile to the ironworks.

CONDITION
All structures in the list included in the "Description Continued" have been coded to a map of the Shelby Ironworks site by the survey team. Clearing of debris on the site would be necessary before additional survey or archaeological work could be carried out.

THREATS
. Extensive foundations remaining may be lost if not stabilized soon.
. Lack of fire protection for this remote area.
. Intensive use of machine shop site for festival events.
. Lack of knowledge and funding to cope with an extensive, challenging industrial site.
. Continued timbering and removal of slag piles and other valuable mineral resources on the site.

SOURCES
Shelby Iron Company Papers, University of Alabama, William Stanley Hoole Special Collections, Tuscaloosa. This extensive collection of company records (462 boxes) documents the history of the site from 1853 to 1923.
Historic Shelby Association, photograph collection of Shelby, Alabama and the Shelby Ironworks
Shelby County Library, "Inventory of County Records," Shelby County Courthouse, Columbiana
Teague, E. B., Sketches of the History of Shelby County, 1937
Interview with John and Robert Brasher and Jerry Willis, 7/17/91. These members of the Shelby Historical Association are life long residents of the area who have researched the company papers for years and most recently led the drive to form Historic Shelby and seek preservation of the ironworks site. Foundations listed in the attached descriptions are coded to Sanborn maps in BHS files as per their knowledge of the site.

DESCRIPTION (continued)
The following is a list of historic resources extant at the site of and adjacent to the Shelby Ironworks:

1. Community Structures
These structures include homes and schools of the historic Shelby community. They have not been inventoried but appear to be linked to the ironworks operation in the late 19th century.

2. Main Street (Silk Stocking Road)
Main Street passed in front of the Shelby Hotel, Commissary, and Officers' houses. Local residents referred to Main Street as Silk Stocking Road because women who visited the Shelby Hotel from the North often wore stockings, a luxury not found in the wilds of Alabama. Other structures remaining from the subdivision of the company town in the 1880s include: First Street, Second Street, Third Street, Fourth Street, Fifth Street, Sixth Street, Eighth Avenue, Seventh Avenue (now Parker Street), and Sixth Avenue.

3. Old Montgomery Road
Old Montgomery Road, now Shelby County Highway 47, was the historic route to Columbiana, the Shelby county seat. During the early years of the ironworks, horse-drawn wagons transported iron products to Columbiana where they were shipped by train.

4. Shelby Hotel (1901)
The Shelby Hotel was reconstructed in 1901 after a fire damaged much of the original structure. The hotel is listed on the Alabama Register of Historic Places as the first electrically powered hotel in the state. Electricity was provided from the furnace. Notable guests included two governors and their wives. Local residents long enjoyed their
Sunday dinners at the hotel's restaurant. At one time, the hotel featured two tennis courts and a softball field to entertain guests.

The hotel was originally named the new Dinnamore Hotel. Dinnamore, Sweden was an area known for production of high grade iron to which the high quality Shelby Iron was often compared. By 1905, date of a Sanborn map, the property was listed as the Shelby Hotel. It is currently owned by Robert Waite.

5. Shelby Post Office (1870)
The board and batten Shelby Post Office was located at the end of the Old Post Road and included post boxes for residents and company officers. Opened for business in January 1870, it is currently owned by the Waites.

6. Shelby Ironworks Park (1890)
The one-acre Shelby Ironworks Park was created by the Shelby Iron Company for company employees. It was designed as part of the new industrial town plan of 1890. Between 1900 and 1930, community picnics and barbecues were held here. The site featured tables and benches and flower beds. Special events such as the Chautauqua were also held here. The park is currently owned by the Historic Shelby Association.

7. Machine Shop Foundations and Smokestack (1860s)
Documented on an 1869 map of Shelby Ironworks and the Sanborn Maps of 1905, 1910, and 1923, the machine shop foundations of the three-story grist mill (later storerroom and pattern shop), engine shop and machine shop and the square brick 80' stack remain.

The seven acre area surrounding the machine shop, formerly quite swampy, was leveled and filled in the 1970s. Then existing railroad tracks were destroyed. The railroad scales remain. The shop and surrounding area are the property of the Historic Shelby Association.

8. Horace Ware - Shelby Iron Superintendent's House (late 1850s)
This structure served as the residence of the company superintendent. Located on a hill overlooking the ironworks site and company town, the Gothic style house featured a balcony at the superintendent's bedroom window from which he could survey the town. The house burned in early 1991. Walls and foundations remain standing.

9. Chemical Plant I (c. 1919)
This steel and concrete framework was constructed by the federal government during World War I to produce wood alcohol. A 1923 Sanborn Map indicates an intent to manufacture sulfuric acid at the site. The plant was never put into operation. Local residents referred to the structure as the "Chemical Plant."

10. Retaining Wall of Hot Blast Flue (c. 1890)

11. Foundations Furnace No. 1 (c. 1890)

12. Cistern (c. 1890)
Adjacent to Furnace No. 1.

13. Retaining Wall
Adjacent to probable site of 1860s Furnace.

14. Aqueduct
An arched tunnel running from the furnace to drainage ditches.
15. Rail Line Mound
These rail line mounds were constructed for transporting ore, charcoal, and limestone to the ironworks site. They were periodically moved as new pits were mined.

16. Foundations for Roaster
This device cooled ore to drive off the water.

17. Retaining Wall to Support Railroad Trestle

18. Foundation
This foundation has been identified, but its purpose not yet determined.

19. Foundation Ore and Rock Bin

20. Foundations for Four Stoves

21. Chemical Plant II (c. 1922)
The federal government constructed this structure for the production of wood alcohol. The structure was never operated.

22. Mining Roads
These roads wind to and through the surface brown ore pits. Currently in poor condition due to severe erosion, they are impassable at certain points. However, they could easily lend themselves to hiking trails as they provide a comprehensive view of the site.

23. Brown Ore Pit Mine

24. Community Cemeteries
These cemeteries (one now under water) include 20 grave sites with visible headstones (and as many unmarked graves) dating to 1860.

25. Brown Ore Pit

26. Cistern
This cistern was constructed on a bluff overlooking Blue Hole as a reservoir for water used to wash ore. Water was pumped from the lake to the west and was stored here until needed for washing ore at the "sand pits."

27. Blue Hole
Blue Hole (opposite the cemetery) was the largest and deepest of the pits mined at Shelby. The pit was mined to a depth of 75 feet. Also called "Ore Hole" it was mined ("dug out") until the 1960s.

28. Clear Pond
This natural spring 1,000' west of the works was often referred to as Clear Pond. Its waters were used to wash ore.

29. Mine Pit

30. Sand Pits
These pits are filled with sand and clay debris remaining from the ore washing process. The sale of sand to concrete companies remains a current industrial activity on the site.
31. **Old Post Road**  
This road was the postal service route.

32. **Company House**  
The function of this company structure has not yet been determined. Outbuildings on the site include structures appearing to be a shed, henhouse, and outhouse.

33. **"Chain Gang Hole" Lake**  
This lake fills the former "Chain Gang" Hole, a brown ore mining pit.

34. **Shelby - Dead Horse Landing Railroad Road Bed (1850s)**  
Over this narrow gauge railroad the Shelby Iron Company hauled iron eight miles to the Coosa River for transport to Daniel Pratt's cotton gin works at Prattville, Alabama. Pratt was the major client of Shelby Iron. However, iron could only be delivered during high water on the Coosa, i.e. springtime. From the arrival point at Washington's Landing on Autauga Creek, Pratt built a 10-mile plank road to his gin works.

From Kewahatchie Springs (three miles east of Shelby), the railroad bed is clearly visible on the land all the way to Dead Horse Springs.

35. **Foundation, Railroad Scales (1850s)**  
Used for the railroad that ran from the ironworks to Dead Horse Landing on the Coosa.

36. **Dog Town**  
In these Black quarters to east of furnace site, all houses were painted red, according to local sources. Archaeological investigations of the site have not been made.

37. **Charcoal Pits**  
About 30 cords of wood, burned in the straw and dust pits for 12 days, would yield about 1,000 bushels of charcoal. Extensive pits are located on the site.

38. **Footprints of Ware's Charcoal Houses (1850s-1860s)**

39. **Portions of Civil War Equipment**  
Union troops who destroyed the ironworks in April 1865 were said to have burned wooden portions of the furnaces and rolling mill and hauled pieces of machinery to wells and streams and dumped them. Portions of Civil War equipment are said to rest visibly at the bottom of nearby wells.

40. **Lakes in former brown ore pits: Blackman's Pond, Blue Hole, Wish Hole, Chain Gang Hole, Dog Town Hole**

41. **C. J. Hazzard House (1860s)**

42. **Verchot House (1880s?)**  
Joseph Verchot, a collier who produced charcoal for sale to the Shelby Ironworks, had an itinerant French artist paint murals and graining all over his house in Columbiana. The two-story residence is now owned by Dr. Stancil Hadly.

Note: All foundations on this list are coded to Sanborn and other historic maps in BHS files.
Stack and foundations, Machine and Engine Shop, Shelby Ironworks, Shelby, Shelby County, Alabama

Foundations, Base of Charcoal Furnace described by John Birkenbine as the "Queen of American Charcoal Blast Furnaces," Shelby Ironworks, Shelby, Shelby County, Alabama
Retaining Walls, Ore and rock bins, Shelby Ironworks, Shelby, Shelby County, Alabama

Hot Blast Stoves, Shelby Ironworks, Shelby, Shelby County, Alabama
Concrete framework, Chemical Plant No. 1, c. 1919, Shelby Ironworks, Shelby, Shelby County, Alabama

"Chain Gang Hole" Lake, former Brown Ore Pit, Shelby Ironworks, Shelby, Shelby County, Alabama
Shelby Hotel, 1901, originally New Dinnamore Hotel, named for a Swedish iron of high quality to which Shelby iron was often compared, Shelby Ironworks, Shelby, Shelby County, Alabama

Shelby Post Office, 1870s, Shelby Ironworks, Shelby, Shelby County, Alabama
HISTORIC NAME | Brierfield Ironworks-Bibb Naval Furnaces  
CURRENT NAME | Brierfield Ironworks Park  
LOCATION | 8 miles south of Montevallo on AL 25  
CITY | Brierfield  
COUNTY | Bibb County  
ACREAGE | c. 45  
OWNER | State of Alabama, operated as part of the Tannehill State Park by the Tannehill Furnace and Foundry Commission, until 1991 operated by the Brierfield Ironworks Foundation.

TYPE | District  
DATE OF CONSTRUCTION | 1861-1880s  
BUILDER/ARCHITECT/ENGINEER | Multiple.

DESCRIPTION
The park consists of several historic industrial structures. The base of the brick furnace is situated at the foot of a hillside on the western portion of the Brierfield Park property. Behind it are located substantial foundations of the charging bridge, foundry operations and a reservoir. Furnace Branch Creek crosses the property on the eastern side where a tramway bed leads two and one-half miles to the foundations of the 1863 rolling mill and of an 1880s nailery, a superintendent's house and cemetery.

SIGNIFICANCE
The Brierfield charcoal blast furnaces, financed by the Confederate government, produced exceptionally good foundry iron suitable for casting into rifled cannons including the South's most important naval artillery piece: the Brooke cannon. Brierfield's brick-walled blast furnace built during Reconstruction produced the first commercial scale runs of coke pig iron in the state. This furnace, the base of which remains, marks the transition between charcoal-fired stone furnaces and modern steel-jacketed coke furnaces. Remaining foundations of Brierfield's Confederate-financed rolling mill are considered the most intact remnants of a wrought iron rolling mill in the state. The railroad linking furnace to mill also remains.

Period of Significance | 1861-1894

HISTORICAL OVERVIEW
From 1861 to 1894, this site witnessed several furnace, rolling mill and nailery operations financed by Alabama and later midwestern investors. Alabama planters Caswell Campbell Huckabee and Jonathan Newton Smith built the first cold blast furnace in 1861 and began construction of a rolling mill designed by Richard Fell. The Confederate government purchased the site at "forced sale" and put into blast a second (and hot blast) furnace and the mill. The entire output of the furnaces and rolling mill was shipped to the Confederate arsenal at Selma and much of it used to build more than 100 Brooke cannon, considered by many the South's "most awesome weapon." Union troops destroyed the works in 1865. In 1866, former Confederate chief of ordnance, Josiah Gorgas, refired the furnaces. Difficulty in locating capital, retaining labor, high freight rates
and competition constantly plagued the operation. During the next two decades, numerous individuals from Selma, Louisville and St. Louis invested in the ironworks. In 1883, under the direction of railroad engineer-contractor and mining man, Thomas Jefferson Peter, the town of Brierfield was officially platted and declared the "Magic City of Bibb County." From 1882 to 1894, Peter rebuilt the furnace, remodeled the rolling mill and erected a nailery, coke ovens and a washer. Skilled labor was imported from Pennsylvania, with 500 names appearing on the payroll at the height of the boom. However, just as Brierfield iron nails were entering the market, steel-cut wire nails from the Pittsburgh area undercut them. The Brierfield furnace was blown out for the last time Christmas eve of 1894.

ACCESS

Brierfield Park is reached from I 65 by travelling southwest on Bibb County eight miles from Montevallo. Montevallo is 33 miles south of Birmingham.

CONDITION

The base of Furnace No. 2, a large pile of bricks and foundations of associated structures, is in a state of ruin. Grass and brush cover the remains. Corners of the rolling mill have been established through an archaeological investigation. No archaeological work has been done to locate the nailery. The rolling mill site and right-of-way for the tramway are heavily overgrown, but identifiable. The cemetery, with white and black sections, and the superintendent's house are well-maintained. Due to recent acquisition of the property by Tannehill State Park, a master plan for site development has begun.

THREATS

. The furnace and rolling mill remnants, the centerpiece of the park, must be stabilized if the historic significance of the site is to be retained.
. Development of the park has not been guided by an overall site plan or program.
. All historic resources are not included within the boundaries of the state park.

SOURCES

Armee, Ethel, *The Story of Coal and Iron in Alabama*, 1910
Ellison, Rhoda Coleman, *Bibb County Alabama: The First Hundred Years, 1818-1918*, 1984
Everse, Martin, *The Ironworks at Brierfield - A History of Ironmaking in Bibb County, Alabama*, 1984
National Register, 11/20/74
Field Visit with Mike Mahan, 6/27/91
*Bibb County Site Survey*, 1974, p. 141
SOURCES continued

DESCRIPTION CONTINUED

Brierfield Historic Industrial Structures and Sites:

1. Furnace No. 2, 1880s
First built during the Civil War by the Confederate government, this brick furnace equipped with hot blast was rebuilt in the late 1860s by Gen. Josiah Gorgas and again in the 1880s by Tom Peter. The furnace is currently in ruins.

2. Tramway Bed (1860s)
Runs two and one half miles from Furnace No. 2 to the site of the rolling mill and Alabama and Tennessee River railhead at Brierfield. The tramway is overgrown but clearly visible.

3. Rolling Mill (c. 1862, 1880s)
First constructed by Richard Fell, Sr. for C. C. Huckabee in 1862 and completed by the Confederate government, this rolling mill was rebuilt by Thomas Peter in the 1880s. It is located near the Alabama and Tennessee railhead on Mahan Creek. The foundations remain but are too densely covered by overgrowth to be adequately photographed. Corners were marked by archaeologists James Parker and Cailup Curren in a 1980 survey for the Alabama Historical Commission.

4. Nailery (1880s)
Construction was begun by Gorgas and completed by Thomas Peter in the 1880s. The foundations of this nailery may remain.

5. Coke Ovens (1880s)
The coke ovens constructed by Thomas Peter are thought to have been obliterated.

6. Cemetery (1850s)
This cemetery includes sections for blacks and whites and is well maintained.

7. Superintendent’s House (1870s)
This is a one-story frame house.
Brierfield Ironworks, October, 1991,
Tannehill State Historical Park,
Brierfield, Bibb County, Alabama
Foundations, Base of Furnace No. 2, 1880s, Brierfield Ironworks, Tannehill State Historic Park, Brierfield, Bibb County, Alabama

Foundations, Rolling Mill-Nailery, Brierfield Ironworks, 1860s, 1880s, Brierfield, Bibb County, Alabama
HISTORIC NAME | Irondale Furnace-McElwain Furnace-Cahawba Ironworks
CURRENT NAME | Irondale Furnace
LOCATION | USGS Quad: Irondale UTM: 525090/370707, Stone River Road
CITY | Mountain Brook
COUNTY | Jefferson
ACREAGE | 7.4
OWNER | City of Mountain Brook, Park and Recreation Board

TYPE | Site
DATE OF CONSTRUCTION | 1863, rebuilt 1865
BUILDER/ARCHITECT/ENGINEER | Wallace S. McElwain

DESCRIPTION
The Irondale Furnace site, covering about five acres, contains extensive remains. Clearly visible are the masonry furnace foundation, a large stone retaining wall which served as a foundation for the charge bridge and an incline track. At the east end of the site is an extensive, low mound of furnace slag. Scattered to the rear of the retaining wall is a large pile of brick rubble. Also remaining is the former commissary (now the Cummings-Beaumont House) at 4151 Montevallo Road, a short distance from the city park.

SIGNIFICANCE
This Civil war ironworks is important as the site of government-initiated experiments using coke as a blast furnace fuel. Built as part of the Confederate government's effort to establish a heavy industrial infrastructure in the isolated regions of northern Alabama, remote from federal attack, Irondale helps document the little understood role of the Confederate military in southern industrial development. As the first furnace to reopen during Reconstruction, Irondale led economic redevelopment of the war-torn District.

Period of Significance 1863-1876

HISTORICAL OVERVIEW
The Irondale site is the location of two successive furnaces, both charcoal fired. The Confederate Government financed the first which was built in 1863 as a cold blast furnace and blown in in January 1864. Operated by Massachusetts born machinist Wallace S. McElwain, the 41' high furnace was part of an extensive (2,146 acre) ironworks that included a machine shop, foundry, commissary, boarding houses, employee houses, stables, as well as timbering and limestone and red ore mining operations. A tramway led from the industrial site on Furnace Branch of Shades Creek to ore mines on Red Mountain. Iron production, estimated at seven tons per day, was hauled by ox cart or mule team to Brock's Gap for shipment to the Selma arsenal. During the war, the Confederate government financed well-documented experiments using coke as a blast furnace fuel. Irondale Furnace was destroyed in March 1865 by federal troops. A second furnace, a hot blast furnace with steam blowing engine, was built immediately following the war. The first to be reconstructed in Jefferson County, it succeeded briefly. After one or two more futile attempts at profitability, it was finally abandoned in 1873 and the
machinery sold to other area industrial operations including the Oxmoor and Woodstock furnaces and the Linn Ironworks.

ACCESS
The site is accessed from Stone River Road. An historical marker and parking spaces at the creek indicate entrance to the 1/4-mile trail leading to the site.

CONDITION
. Construction of a sewer line in 1989 disturbed portions of the site which now lies along a creek bed in an affluent, residential suburb.
. To prevent looting of the site, the city has recently fenced off the furnace site. A summer 1991 preliminary archaeological investigation by a University of Alabama Archaeological field team under the direction of Carey Oakley cleared debris and defined additional remnants for future investigations.

THREATS
. Absence of a preservation management plan or strategy.
. Hostility of residential owners of property bordering the city park to increased use of the trail and furnace site.
. Lack of funding to undertake archaeological investigations necessary to determine content of remains at the furnace compound.

SOURCES
Davis, Samuel, Furnace at Irondale, Alabama, George Gordon Crawford Papers, Special Collections Department, Harwell G. Davis Library, Samford University. Unpublished manuscript. 1918. This is an account of a former furnace employee.
Crawford, George Gordon Papers, Special Collections Department, Harwell G. Davis Library, Samford University, Birmingham

Birmingham Historical Society 6/8/92 c:\wp51\ihc.db\jeff.reg
Field Sketch, Irondale Furnace Ruins, Mountain Brook, Jefferson County, Alabama, Drawing by Jack Bergstresser, 1990, Courtesy Alabama Historical Commission
View of Ruins, Irondale Furnace, Mountain Brook, Jefferson County, Alabama

View of Ruins, Irondale Furnace, Mountain Brook, Jefferson County, Alabama
The Birmingham District's underground ore mines extend 16 miles along the crest and slopes of Red Mountain. From the 1860s to the 1960s, Red Mountain functioned as a mining district with more than 100 mines. Collectively, this group of mines constituted the nation's second largest group of red ore mines. These mines passed through at least four discrete technological phases marked by different mining techniques, underground haulage systems, hoisting systems, tippie arrangements, architecture and surface plant ground plans. While additional research and field work is necessary to determine the full extent of their material remains, the crest and slopes of Red Mountain contain evidence of every technological phase. Included in the survey list above are selected mine sites which reveal the nature of mining in the District and the levels of integrity at individual sites. After the 1880s, these mines were tied together by a system of railroads and spurs, including the Birmingham Mineral Railroad whose roadbed, culverts and other features also still survive.

While no mine site survives fully intact, several mine portals, hoisting houses, bathhouses, office and supply buildings, foundations, pierwork, abutments, tailing piles and other structural remnants provide a vivid impression of the ways that mining was conducted on the mountain. Many mine surface plant buildings and several major pieces of machinery also survive. Nearly every surface plant building at the Muscoda and Raimund mines still stand and are occupied by new uses. A nearly intact ore crusher remains at Ruffner No. 2 and the hoisting engine is still in place at the Sloss No. 2 hoist house. The structural steel headframe and several plant buildings still stand at the Pyne mine.

Applying the new criteria for mine sites being developed by Bruce Nobel and Bob Spude in National Register Bulletin 42: Evaluating and Nominating Historic Mining Sites (draft copy), individual sites appear eligible for the National Register as nationally significant sites. All sites along Red Mountain may be eligible as a National Register and perhaps National Landmark district. This district might also include an extensive collection of worker housing, commissaries and schools in the Ishkooda, Wenonah, Muscoda and Raimund Neighborhoods, as well as the surviving miners and their families. (See Industrial Communities for the survey form describing the Muscoda mining community, a fine example of the extensive surviving camps along Red Mountain.)
Red Mountain Ore Mining, Birmingham, Jefferson County, Alabama
### Sloss Red Ore Mine No. 2

**Historic Name:** Sloss Red Ore Mine No. 2  
**Current Name:** Sloss No. 2  
**Location:** USGS Quad: Bessemer  
**City:** Bessemer  
**County:** Jefferson  
**Acreage:** 40 acres  
**Owner:** Jim Walter  
**Type:** District  
**Date of Construction:** c. 1882  
**Builder/Architect/Engineer:** Multiple, Sloss Furnace Co.

#### Description

The Sloss No. 2 Mine covers about 40 acres along the slope and crest of Red Mountain. It consists of a mine portal (inscribed SSS&I Co., SLOSS No. 2), a few other mine openings, a hoisting engine house and hoist, a cemetery, a tailings pile and numerous foundation remnants. The mine portal is well preserved exhibiting some decorative features in addition to its functional elements. The hoist house is moderately well preserved. Its brick walls, reinforced concrete foundations and steel frame ceiling elements are sound although the wood and corrugated steel roof has been partially burned and is badly rusted. The mine hoist has a drum that is about 9-feet in diameter and 6-feet wide. It has the partial remnants of an electric and gear box still in place but appears to have originally been steam powered. The major portion of the hoist house may date to c. 1894, but additions appear to have been made. The cemetery contains graves ranging from the late 19th century through the 1950s. The field survey did not determine the fact, but it is possible that the cemetery is associated with the archaeological remains of an early mine camp. While the cemetery and most structural remains are located on the northwest side of Red Mountain, the tailings pile is located just slightly over the crest of the Mountain on the Shades Valley side. It rises above the crest of the mountain offering a striking panorama of both Shades Valley and portions of Jones Valley.

#### Significance

Like most of the ore mines on Red Mountain, Sloss No. 2 appears to be significant in the areas of industrial history, engineering and historical archaeology. Its period of significance dates from the early 1890s through 1960. As one of the Sloss City Furnaces’ major sources of red ore it is significant as an element in the "straight line production" model. From an engineering standpoint, the portal and hoisting house are important. The portal offers insight into the design and construction elements of ore mining openings. The mine hoist may be the only surviving example of an ore mine hoist in the Birmingham District. The hoist house contains interesting architectural features but its ground plan is unusual, possibly reflecting a functional adaptation to the terrain and layout of the mining operation. If the archaeological remains of a mine camp survive in the vicinity of the cemetery, it would contain the material cultural remains of some of the earliest migrant black miners in the District, newly arrived from the tenant farms of the agricultural region.  

**Period of Significance:** 1890s-1960s
HISTORICAL OVERVIEW
Sloss No. 2 was opened in 1890. By 1894, the mine had reached a depth of 850 feet and by 1908 it had penetrated to a depth of 1,330 feet. The mine was modernized around 1900 and a Gates crusher, Corless air compressors and other new equipment installed.1

Sloss Nos. 1 and 2 became the primary producers for the Sloss Furnaces by the turn of the century. Their ore was superior to that mined at Ruffner. The ore at Sloss No. 2 at times graded so high in carbonates that it was "self fluxing" and it did not require the addition of fluxing stone as furnace burden. The superiority of this Sloss red ore was vividly illustrated in 1910 when the mine was flooded and the company had to depend entirely on red ore from Ruffner. During the time that No. 2 was being repaired the cost of making pig iron with Ruffner ore increased about $1.50 per ton.2 Sloss Nos. 1 and 2 were closed sometime during the late 1950s or early 1960s.

ACCESS
Take Dartmouth Avenue to 30th Street and turn left, go to base of Red Mountain beyond residential neighborhood.

CONDITION
The Sloss No. 2 mine site has changed little since it was abandoned in the early 1960s. The hills around the site are covered with trees and undergrowth which obscure many of the foundation remnants and other features but also protect them from vandalism.

THREATS
The site appears to be threatened by vandalism and possible efforts to reclaim the marginal ore that is contained in the tailings pile. An old road through the site has recently been reworked possibly to provide access to the tailings pile. Vandals have recently removed some steel beams and other metal from the hoist house using cutting torches. Some one has also recently started a fire in the ground floor of the hoist house but it did not do any structural damage.

SOURCES
Bergstresser Inventory, 1990
The Birmingham District Files, Birmingham Historical Society Collection

Birmingham Historical Society 6/12/92 c:\wp51\ihc.db\jeff.reg
SLOSS RED ORE NO. 2
BESSEMER, ALA.

N3322.5-W8652.5/7.5

1959
PHOTOREVISED 1970 AND 1978
AMS 3650 IV NW - SERIES V844
Sloss #2

Concrete Portal, Portal Date 1892. Slope is heavily timbered.

Wooden Trestle

Wooden Beams

Old slope, if that's what it was, is very erratically developed.

Sloss #1

Concrete Portal

Portal Date 1882

Slope is paved just behind portal.

Wooden Trestle

Concrete Retaining Wall

Old Cemetery

19th-20th Century Dikes

Steel Water Tank

Sloss No. 1 & 2 Red Ore Mines, Bessemer,
Jefferson County, Alabama, Drawings by
Bob Yuill, March, 1990, Courtesy Alabama
Historical Commission
Concrete Portal, Sloss Red Ore Mine No. 2, Bessemer, Jefferson County, Alabama

Hoist Engine, Hoist Engine House, Sloss Red Ore Mine No. 2, Bessemer, Jefferson County, Alabama
**HISTORIC NAME** Ishkooda Red Ore Mines Nos. 13 & 14-Eureka No. 1  
**CURRENT NAME** USX-Oxmoor Industrial Park  
**LOCATION** USGS Quad: Birmingham South UTM: 0, to south of Wenonah-Ishkooda Road (JC 66) on Red Mountain  
**CITY** Birmingham  
**COUNTY** Jefferson  
**ACREAGE** 60 acres  
**OWNER** USX  

**TYPE** District  
**DATE OF CONSTRUCTION** 1873, 1895  
**BUILDER/ARCHITECT/ENGINEER** Multiple: TCI-U.S. Steel  

**DESCRIPTION**  
The archaeological and structural remains of Ishkooda Nos. 13 & 14 are scattered across approximately 60 acres along the crest and on the northwest and southeast slopes of Red Mountain. They consist of two portals, numerous foundation remnants, piers and abutments, a partially preserved building, and at least three drift openings. The two portals, which are substantial reinforced concrete structures, are inscribed with the name and dates of operation of the mines. Ishkooda No. 13 bears the dates: 1873-1933, Ishkooda No. 14 bears the dates: 1895-1941. While the portals are located on the southeast slope, the foundations work for the tipples are located on the northwest slope. The cut and fill work necessary to accommodate tracks, sheave tower and other structures that moved ore out of the mine, over the crest of Red Mountain (900 foot contour line) and down to the tipple are clearly evident. The distance from portal to tipple at No. 13 is nearly 2,000 feet and about 1000 feet at No. 14. Historical documents suggest that open pit mining for the ore used at the Oxmoor experiments in the 1870s was conducted in the immediate vicinity of No. 13. The surface alterations and the remains of two drift openings tend to support this assumption. The remains of railroad beds on both sides of the mountain represent several generations of rail access.  

**SIGNIFICANCE**  
Ishkooda Nos. 13 and 14 are significant in the area of industry, engineering and Black history. Their period of significance ranges from the early 1870s through the mid 1940s. They are crucial to the industrial history of the Birmingham District as the site where the first ore for the Oxmoor furnace experiments was mined. No. 13 is also probably the oldest surviving slope mine opening in the Red Mountain ore mining district. This area of significance is enhanced by the fact that the engineering features of this early activity are still visible and will become more apparent once more intensive field assessment is completed. It appears that evidence of the earliest phases of mining from open pit to drift and capital intensive slope mining are all represented at the site. Because these early mining activities were highly productive and inexpensive, they received national attention with numerous mentions in U.S. Geological Survey reports, trade journals and other publications. The worker housing, commissary and other structures located in the former Ishkooda and Wenonah Camps at the base of the mountain on the Jones Valley side were not intensively surveyed during the field visit to the mine site but they appear to be of sufficient integrity to warrant further investigation.  
**Period of Significance** 1870s to 1940s
HISTORICAL OVERVIEW
Some of the earliest mining activity on Red Mountain was conducted in the immediate vicinity of Ishkooda No. 13 and 14. According to McCalley's 1897 report, one of these mines is probably located on the site of the "Old Eureka No. 1" which "furnished the first red ore which went to revolutionize the iron industry in Alabama or to make the first coke iron that was ever made in Alabama." Ore from Eureka No. 1 was hauled across Shades Valley to the Oxmoor furnaces where the first major efforts to experimentally produce coke pig iron were conducted during the mid-1870s.1 The ore from this early mining activity was called soft ore because surface weathering had precipitated out many impurities producing a higher grade of ore than that which was found further below the surface. As this surface ore was exhausted miners were forced to dig underground tunnels to continue mining. When terrain permitted drift mines were opened but as production increased, more substantial slope openings were built. The early 1873 date on the No. 13 portal suggests that it may be the oldest surviving portal in the Birmingham District. Using techniques similar to those employed at the Ruffner Mines (See Ruffner survey form.), the ore from these early mines was sent down the southeastern slope of Red Mountain via inclined planes to supply the Oxmoor Furnaces.2 Later, as TCI built other furnaces in Jones Valley, the orientation of the mine shifted toward the northwestern slope of the mountain. After the 1930s all the ore produced at the Ishkooda mines, which by then had grown to include five separate slope openings, supplied these operations. A substantial community of worker housing, commissary and other facilities were built to accommodate the ore miners and their families. As Ishkooda Nos. 13 and 14 declined in production, TCI's other Ishkooda mines plus their nearby Wenonah and Muscoda mines rose to increase production.

ACCESS
From JC 66 go .5 miles west from Oxmoor Road, turn left, proceed up hill into woods.

CONDITION
The site is densely overgrown, but in the same condition as when the site closed and buildings were razed.

THREATS
Redevelopment of the site as part of the expansion of the USX Industrial Park.

SOURCES
Bergstresser Inventory, 1990
White, Marjorie, The Birmingham District, p. 212

Birmingham Historical Society 6/29/92 c:\wp51\ihc.db\jeff.reg
Details by Bob Yuill, Courtesy Alabama Historical Commission.
Concrete Portal, Ishkooda Red Ore Mine No. 13, Birmingham, Jefferson County, Alabama
DESCRIPTION
The remains of these three mines are contained within about 100 acres along the lower to middle sections of the northwestern slope of Red Mountain. In addition to the slope openings, tipple foundations, assorted piers, abutments and one group of boiler stacks which extend for about 1 3/4 miles along the 740 foot contour line, virtually the entire complement of surface plant buildings survive intact at the southwestern end of the site. Since these buildings are still occupied by a variety of small industrial firms they were not available for a close inspection. They include a brick supply house (1903), a brick shop building (1903), a safety hall (1940), an electrical shop, and a privy and bathhouse with entrances marked for white and black workers. The site also includes nearly four miles of railroad track consisting of a section of the Birmingham Mineral Railroad and a long spur track that originally ran alongside the ore crushers that were located adjacent to the tipples. Substantial portions of these ore foundations appear to survive.

SIGNIFICANCE
The Muscoda Mines, whose dates of significance range from the late 1880s through the 1950s are significant in the areas of engineering, architecture and social history. From an engineering standpoint, they offer a wide range of upgrades in underground mining practice that typifies the general evolution of mining practice in the Birmingham District. This evolutionary sequence is nationally significant due to the unique, adaptations to the localized conditions of the Clinton ore formations in the Birmingham District. The limestone mining in Muscoda No. 4 is a specialized adaptation rare in American underground mining practice. The surface plant is also significant because it is, along with the Raimund ore mines a few miles to the southwest, the only extensive group of ore mining buildings that survive from the 50 or so surface plants that were built on Red Mountain. The Muscoda mines are also significant because of their extensive collection of worker and supervisor housing, schools and other structures. (See the Muscoda Community survey form.)

Period of Significance 1880s to 1950s

HISTORICAL OVERVIEW
TCI began opening the first of six Muscoda slope mines in the late 1880s. Muscoda No. 6, the last of the group to be opened was begun in 1888. While some the soft surface ore
was strip mined before the slope mines were begun the Muscoda Mines were intended from the start to be one of the largest, most capital intensive slope mining operations on Red Mountain.

While one major phase of modernization was begun around the turn of the century, the Muscoda mines received major upgrades at least three other times during their productivity. The second major upgrade occurred around 1928 when the slopes reached the end of their average 25 degree dip and began to level out into a flat seam about 1,600 feet beneath the surface of Shades Valley. Until this time the mining practice had been geared toward removing ore from sloping seams but at this time it became oriented toward practices designed to exploit level ore seams. This required the installation of massive ore loading facilities at the base of the slope, almost 6,000 feet from the mine opening. A trolley system was installed to bring ore to the underground ore loading facility where it was transferred to skip hoists to be hauled to the surface. Around 1947, the trolley system was replaced by rubber-tired (trackless) mine haulage equipment.1

Another major event occurred around 1924 when Muscoda No. 5 was converted to a limestone mine. The limestone seam lay about 330 feet above the ore seam. An incline was extended upward from the main slope and underground limestone mining was begun. In the meantime the workings of the No. 4 and 6 slopes were joined forming one large ore mine that continued to operate while limestone was being mined above.2

The Muscoda mines were phased out in the 1950s when the District began to import higher grade ores from Latin America and other sources. At the time of their closing, the Muscoda mines had extended several miles back below Shades Valley and had produced several million tons of ore and limestone.

ACCESS
Access is from the Muscoda community, via Minnesota Avenue or winding up from US 150 south of Bessemer.

CONDITION
Mine areas are overgrown but left in condition they were in when mines closed. Mine buildings are currently being used.

THREATS
The current intensive industrial reuse of the mine headquarters may be hazardous to the structures.

SOURCES
Bergstresser Inventory, 1990

Birmingham Historical Society 6/12/92 c:\wp51\ihc.db\jeff.reg
Entrance Detail, Bathhouse, Muscoda Red Ore Mine No. 5, Muscoda-Bessemer, Jefferson County, Alabama
HISTORIC NAME: Pyne Red Ore Mine
CURRENT NAME: Pyne Mine
LOCATION: AL 150, 4 miles south of Bessemer USGS Quad: Greenwood
UTM: 508220/369266
CITY: Bessemer
COUNTY: Jefferson
ACREAGE: 5 acres
OWNER: Jimmy Moore and Judy Mathis; William McGowen

TYPE: District
DATE OF CONSTRUCTION: 1919-1950s
BUILDER/ARCHITECT/ENGINEER: Multiple: John Hager, Woodward Iron

DESCRIPTION
The Pyne Mine site covers about five acres and consists of a shaft mine headframe constructed of structural steel, four red brick buildings and a variety of concrete foundation, pier and abutment remnants. Some of the foundation work is probably part of an ore briquetting and heavy media concentration plant. While the function of the individual buildings could not be determined at the time of the field visit, historical records indicate that they include a 500-man bathhouse, a compressor house, an air compressor house, an electrical substation, an ore crushing and screening plant and a hoist house. It appears that the only original building that is not still standing is the crushing and screening plant. While the mine equipment appears to have been removed, the buildings are still in use.

SIGNIFICANCE
The Pyne mine is significant in the areas of industrial history and engineering during the period from 1919 through the 1960s. It is one of only two shaft ore mines in the Birmingham District and was probably the deepest and largest of its kind in the region. Both the underground operation and the surface plant are significant engineering sites. The surface plant included one of the first ore briquetting plants installed in the Birmingham District. The heavy media plant represented the culmination of a long series of U.S. Bureau of Mine experiments designed to determine the feasibility of beneficiating red ore from Red Mountains's Clinton formation. The application of coal mining practice at the ore mine is an example of the unique advantages derived from "straight line production" and the close proximity of ore and coal mines. It was this close proximity which enabled the Woodward Company to bring its ore and coal mining engineers together in the kind of close cooperation that would have been necessary to adapt one body of mining practice to another kind of mining conditions.
Period of Significance: 1919-1960s

HISTORICAL OVERVIEW
The Woodward Iron Company began the construction of the Pyne mine shaft in 1918 at about the same time that it opened a 384 foot shaft at its nearby Songo mine. These were the only vertical ore mine shafts constructed in the Birmingham District. The 1,214 foot
Pyne shaft operated for a few years but for some reason that is yet to be established was abandoned and allowed to flood. In 1942, in response to the demands of war time production, the Pyne mine was reopened. The water was removed and an innovative mining system, adopted from the panel mining system in use at Woodward's coal mines, was begun. In addition to the innovative mining techniques employed, Woodward also designed and constructed its own loading machines and other equipment. Combined with a very modern and efficient surface plant, the Pyne was capable of producing one million tons of ore per year. According to a contemporary observer this was the largest tonnage deliverable through a single shaft in the United States.¹

The Pyne mine soon replaced Woodward's slope mines as the company's major source of red ore. Originally ore was loaded into railroad cars at the mine for shipment to the furnaces but later large Euclid trucks hauled the ore to the Woodward No. 3 mine where it was transferred to railroad cars. In the early 1950s, Woodward installed an ore briquetting system in an initial effort to beneficiate its then low grade ore. Later the system was upgraded by the addition of a Wemco Drum-type heavy media concentrator.² The mine continued to operate until the 1960s when Woodward began to import foreign ore.

ACCESS
Travel south on US 150 four miles from Bessemer. Entrance is on left.

CONDITION
. The site is currently in use. Tailings are being crushed for use as road aggregate. Headquarters facilities serve a variety of light industries. The headframe appears structurally sound.

THREATS
. Substantial redevelopment of the site once the current removal of tailings has been completed.

SOURCES
M.D. Harbaugh, "Iron Ore In 1944," Blast Furnace and Steel Plant 33 (January 1944); 75;
Bergstresser Inventory, 1990
White, Marjorie, The Birmingham District, p. 206-207
Site Visit with Jim Byram, Summer 1991

Birmingham Historical Society 6/12/92 c:\wp51\ihc.db\jeff.reg
Hoist House No. 1, Pyne Red Ore Mine, Bessemer, Jefferson County, Alabama

Bathhouse, Pyne Red Ore Mine, Bessemer, Jefferson County, Alabama
Headframe, Pyne Red Ore Mine, Bessemer, Jefferson County, Alabama
PYNE MINE
GREENWOOD, ALA.
N33°15' W86°52.5' / 7.5' 1959
PHOTOREVISED 1978
AMS 9650 N 5 W - SERIES V844
COKE MAKING SITES

Billy Gould Mines and Coke Ovens
Pratt Coke Ovens
Brookside Coal Mine-Coke Ovens (See Sloss Furnace Model of Vertical Integration.)
Coalburg Coke Ovens (See Sloss Furnace Model of Vertical Integration.)
Central Iron-Empire Coke By-product Plant (Empire Coke)
Alabama By-product Company (ABC)-Drummond Coke By-product Plant (Tarrant Coke)
Pioneer Mining and Manufacturing-Republic Steel-Thomas Furnaces Coke By-product Plant (Thomas Coke)

Consistent with its ranking within the top four coke producing regions in the United States during the period from the 1880s to the present, the Birmingham District contains a wide variety of cokemaking sites. These sites range from non-by-product beehive and rectangular ovens to some of the latest and most technologically advanced by-product coke ovens. The physical condition of the non-by-product oven sites are roughly analogous to the Connellsville region of Western Pennsylvania although the numbers in this District are much smaller and a high integrity site like the Pennsylvania Shoaf site is not known to exist in the Birmingham District. As the shift to by-product cokemaking occurred earlier and more completely in the Birmingham District, many of these early sites were redeveloped as part of company-sponsored modernization efforts.

Collectively, the integrity of the by-product coking facilities in the District is high. Four of the original compliment of seven plants are still operational. Three operating plants feature several generations of modifications. The Semet-Solvay plant at Holt (c. 1903, 1913) continues to operate in a virtually unaltered state with most of its original equipment and organization of work intact. The Holt plant is a rare survivor of the earliest era of by-product coking in the United States. Should the theme of cokemaking be determined to be nationally significant, the Holt facility appears to warrant evaluation as a National Historic Landmark. In addition to the operating plants, the Thomas Coke Works is mothballed in a good state of preservation and available for interpretive use.
HISTORIC NAME Gould, Billy Coal Mines and Coke Ovens
CURRENT NAME Gould, Billy Coal Mine
LOCATION At the confluence of Buck Creek and the Cahaba River
CITY Helena
COUNTY Shelby
ACREAGE c. 40 acres
OWNER CSX Railroad

TYPE District
DATE OF CONSTRUCTION 1870s

DESCRIPTION
The site is located on an elevated bluff at the confluence of Buck Creek and the Cahaba River. The site has slopes ranging from medium to steep and is heavily eroded. This is a complex site that contains several components of undetermined temporal affiliation. Included at the site are: the remains of ashlar pier and abutment work of former railroad bridges over Buck Creek and the Cahaba River; two coal mine openings (slope and shaft) with hoisting engine foundation and tailings pile, the ruins of a battery of 12 beehive coke ovens; a stone quarry where the stone work for the coke ovens and portions of the bridges may have been quarried; remnants of railroad and tramway beds.

SIGNIFICANCE
It is difficult to accurately determine the significance of this site until further research has established the construction dates of the bridgework and coke ovens. The mine openings are significant because they are some of, if not, the earliest mine remnants from the post Civil War era.

The coke ovens are very possibly the most significant feature of the site having probably been built as an experiment to determine the cokability of Cahaba coal field coal during the Oxmoor experiments of the 1870s. This association cannot be verified by the historical record but the archaeological features of the site suggest that only a limited amount of coke of very poor quality was manufactured there. If the ovens are associated with the Oxmoor experiments, they are extremely significant because virtually all other sites associated with this pivotal historic event have been destroyed. Whatever the date of their construction, they are probably the only surviving example of the few coke ovens constructed in this portion of the Cahaba coal field following the Civil War.

The bridge piers and abutments are significant in their own right since they were probably built during the 1880s or 1890s and constitute some of the few surviving remnants of the L. & N. Railroad built over the original course of the South and North Alabama Railroad that was pushed through the District during the Civil War.

Period of Significance 1870s
**HISTORICAL OVERVIEW**

The earliest Billy Gould Mine at this site was opened in 1863 by William L. (Billy) Gould and Charles and Fred Woodson to supply coal for the Confederate Arsenal and Naval Foundry at Selma. Opened after a temporary track of the South and North Alabama Railroad was extended from Calera to Helena, the mine produced 75 tons of coal per day. Mules and wagons hauled coal from this horse-powered slope to the nearby railway. In 1866, Gould and the Woodsons sold the mine to the Cahaba Coal Company which established a monopoly on the coal trade in the area through the acquisition of Browne Mine and Irish Pit near Montevallo. Between 1866 and 1870, this mine produced over 40,000 tons making it one of the largest Reconstruction era mines.

William L. ("Uncle Billy") Gould (b. 1830 near Glasgow, Scotland into a coal-mining family) answered an ad to mine coal in Tuscaloosa. This ad appeared in an 1854 Philadelphia Sun. Gould came to Tuscaloosa then drifted from county to county opening mines and shipping boat loads of coal to Wetumpka, Montgomery, and Mobile. During the Civil War Gould shipped approximately 75 tons of coal per day to the Selma arsenal. Captain John M. Huey of Jonesboro served as the Confederate Navy's Selma agent and handled the sale of coal and lumber to the government. In 1865, Wilson's Raiders destroyed the mines, burning 3,000 tons of coal in area stockpiles.

"Uncle Billy" then tried his hand at the cotton business in Selma. Later he continued prospecting coal seams. In 1870, he located the coal seam at Newcastle in Jefferson County. In 1877, he discovered the famous 4' 8" seam that became known as the Pratt seam, the seam which opened large scale development of the Birmingham District. Gould sold out "for a song" to the Sloss/DeBardeleben/Aldrich team. Other miners reopened Gould mines after the Civil War. The mine may have been reopened after the Civil War to fuel the close by Eureka Coke Ovens at Oxmoor. The 12 coke ovens at the site may have been built for this purpose.

**ACCESS**

Access to site from dirt logging road to Hubbard's Ford, one mile north of Helena.

**CONDITION**

. Determining the geological stability and condition of the Billy Gould mines was not possible during a preliminary investigation. Although the mines were identified by warning markers, progress in negotiating the mine area was slow due to awareness of caution for mine openings.

. The property surrounding the mine site has been recently heavily timbered and extensive brush piles have been positioned to block entrance to the overgrown area. The totally abandoned site contains no recent improvements. The natural setting is spectacular.
Although not completely intact, the 12 coke ovens are in excellent condition and are a fine example of large scale stone work. Overgrowth can be easily cleared to increase visibility of the coke ovens.

Though overgrown, the abandoned railroad bed provides a trail through the site which could easily be reclaimed. Bridges crossing the Cahaba River and Buck's Creek no longer exist, but their location is evident from remnants which display extensive stonework.

The site is elevated above the creek and the river. Although it is accessible indirectly by automobile, a great potential exists for orienting access from the water, thus combining historical and recreational experiences.

**THREATS**

- Because the site is a mined area, safety issues may hinder its interpretation, as well as increase the cost of making it accessible to the general public.
- If they are not stabilized soon, the coke ovens will experience further deterioration.
- The mines may be subject to sealing and securing by the Abandoned Mines Division of the Alabama Department of Industrial Relations. The agency has undertaken an active program to protect the public from hazardous mines.
- Continued timbering of the site and adjacent property may de-stabilize the area and possibly destroy the structures located there.

**SOURCES**

Site Visits with Ken Penhale, 7/22/91, 2/9/92; Richard Anderson

The Historic American Engineering Record field team will record the site during the summer of 1992.

*Birmingham Historical Society* 6/24/92  c:\wp51\ihc.db\shelby.reg
Billy Gould Coal Mine and Coke Ovens, near Helena, Shelby County, Alabama
West wall, Billy Gould Mines-Coke Ovens, near Helena, Shelby County, Alabama

Bridge Pier, Cahaba River, Billy Gould Mines-Coke Ovens, near Helena, Shelby County, Alabama
Slope Opening, unsealed, 1870s, Billy Gould Coal Mines-Coke Ovens, Near Helena, Shelby County, Alabama

Foundations, Hoisting Engine, 1870s, Billy Gould Mines-Coke Ovens, Ken Penhale, President, Shelby County Historical Society inspecting, near Helena, Shelby County, Alabama
Pratt Coke Ovens

USX Pratt City Coal Storage Yard

The Pratt City Coke Oven site is generally bounded by 1st Street/Pratt Highway on the north; Avenue G on the east; 3rd Place on the south; and the Birmingham Southern Railroad on the west, in the Pratt City neighborhood.

Birmingham

Jefferson

+20 acres at coke oven site

USX Realty, Inc.

District

1879-1900

Multiple.

There are currently two rows of brick beehive coke ovens (diameter 11-13’) visible on the site that extend for approximately 1,750 feet along Coal Branch of Village Creek. The condition of a portion of these structures is excellent. Other ovens on the site have fallen in due to natural processes and human disturbance. Some of the ovens are covered with soil and heavy vegetation, thus making a preliminary site investigation inconclusive. Further investigation of the site will be conducted in the winter months when the heavy understory vegetation is dormant. Historic maps display a third row of coke ovens that appears to be buried by the stockpile of coal to the north of the existing ovens and a large cemetery.

The Pratt coke ovens, the largest, early concentration of coke ovens in the District, played an historically significant part in creating the pig iron boom which made the Birmingham District one of the nation’s most important producers of iron. This site also includes the rail link that moved raw materials to furnaces in the Birmingham city center, making the boom possible.

Period of Significance 1879-1920s

Coke ovens at Pratt City were constructed immediately following the opening of coal mining operations at Pratt Mine Shaft No. 1 in 1880. In that year, 316 ovens were operating. McCalley’s 1886 Report on the Warrior Coal Fields enumerates 710 coke ovens at Pratt and notes that the waste gases were being used to furnish steam for machinery at Shaft No. 1. The 1900 TCI Description of Plants and Mines enumerates 1,082 ovens at Pratt and notes their size as varying from 11’ to 13’ in diameter. The older ones mostly of “the 12’ beehive type, charged by lorries operated by dinky locomotives running on standard gauge track along the center of the coke oven batteries.” Waste gases were still being used to generate steam at several boiler plants at Shaft No. 1, and Slopes No. 3, 4 and 5. The division also included a large number of tenement houses,
two merchandise stores, supply houses and an office. At this time TCI operated more coke ovens than any other American corporation except the Frick Coke Company of Pennsylvania.

The coke ovens continued in operation at Pratt until the 1920s. Historic maps indicate an area directly adjacent and to the west of the ovens toward the Ensley furnace site was used as a cemetery.

ACCESS
Access to the site is available through Metal Processing of Alabama, Inc., to the north of the coke ovens along Pratt Highway. Limited access is also available to the site through several streets that dead end into the property such as 1st Place or 2nd Street.

CONDITION
. The site has no recent site improvements. It appears the site has not been used other than for coal storage since the TCI-U.S. Steel-Birmingham Southern Railroad operations ended in 1970.
. Most of the visible coke ovens are located in a wooded area along Coal Branch. The tree species consist of a mixture of hardwoods and evergreen species indigenous to drainage ways. A portion of the site to the north of the existing ovens is heavily disturbed due to storage of coal on the site, much of which still remains.
. An environmental survey of the property has recently been conducted for USX Realty; however, these findings are not currently available to the public.
. Some of the coke ovens appear to have been destroyed to obtain the brick material.
. Additional investigation is necessary to determine the exact numbers and condition of remaining ovens.

THREATS
. Coal eroding from the stockpiled area is burying the northeastern rows of coke ovens.
. Natural forces such as re-forestation will gradually reduce the structural integrity of the coke ovens.
. The site is currently a geographic boundary between two rival youth gangs.
. Future harvesting of the hardwood timber and coal stockpiles could destroy the ovens.
. USX is considering abandoning the under-utilized railroad linking the coke ovens to the Birmingham city center.
DESCRIPTION CONTINUED

Other Physical Characteristics of the Site

**Topography** The site is gently sloping to the south toward Coal Branch. Steep, heavily-eroded slopes exist at the edge of a huge coal pile along the northern edge of the coke ovens.

**Hydrology** Coal Branch, a tributary of Village Creek, runs southwest and parallel to the coke oven site. The branch separates the coke ovens from the residential neighborhood to the south. Portions of the coke ovens site may be susceptible to minor flooding during heavy rainfall periods.

**Geology** The Pratt Coal seam is located within 1,000 feet of the coke oven site to the north and east. Coal mined at the adjacent mines was sent to the coking operation by an internal rail network.

**Vegetation** Most of the visible coke ovens are located in a wooded area along Coal Branch. The tree species consist of a mixture of hardwoods and evergreen species indigenous to drainage ways. A portion of the site to the north of the existing ovens is heavily disturbed due to storage of coal on the site, much of which still remains.

**Other** An environmental survey of the property has recently been conducted for USX Realty; however, these findings are not currently available to the public.
By-product Flue designed by TCI Engineer-inventor Erskine Ramsay to recapture waste gases for use as mine power plant, 1880s, Pratt Coke Ovens, Pratt City—Birmingham, Jefferson County, Alabama

Coke Oven, Pratt Coal Mines and Coke Ovens, 1880s, Pratt City—Birmingham, Jefferson County, Alabama
HISTORIC NAME | Alabama By-products Corporation (ABC) Coke Plant
CURRENT NAME | Drummond Coke By-product Plant (Tarrant Coke)
LOCATION | Pinson Valley Highway
CITY | Tarrant
COUNTY | Jefferson
ACREAGE | 75 acres
OWNER | Drummond

TYPE | District
DATE OF CONSTRUCTION | 1918
BUILDER/ARCHITECT/ENGINEER | Multiple

DESCRIPTION
The Tarrant plant, a c. 75 acre site with rail access to CSX and Norfolk Southern, contains three batteries of coke ovens, including 78 Wilputte coke ovens constructed 1968-1969, 25 Koppers ovens constructed in 1941, and 29 Koppers ovens constructed in 1952; a 30 acre storage yard for coals and coke, shipping, loading facilities, crushing and conveying operations, a power house with historic and current steam engines and boilers and five or six of the original brick industrial buildings including the original power house, bath house and general office building. All structures are built of red brick laid in a similar bond, with brick pilasters ornamenting the gable ends and windows squared. Company officials describe their style as "pilaster style."

HISTORICAL OVERVIEW
In 1918, the Koppers Company, a Pittsburgh engineering firm, constructed this coke by-product plant for the federal government as part of the World War I effort. Originally known as Birmingham ByProduct Coke Company, this coke plant, the National Cast Iron Pipe Plant (est. 1912) and other quarry operations in the area attracted workers, who incorporated the City of Tarrant on August 17, 1918. The population was 734. Alabama By-Products Corporation (ABC), formed in December of 1920 to mine coal and produce coke, acquired the Koppers plant and increased its capacity several times, with proportionate increases in primary by-products: ammonia, benzol and coal tar. The plant has continuously operated ever since. It produces foundry coke, crude light oil, tar and sulphate of ammonia. It has been known as the ABC Coke Division of Drummond since the ABC-Drummond merger in 1985. Drummond promotional literature claims the Tarrant plant produces more foundry coke than any other plant in the U.S. Capacity production is 2,150 tons of coke a day. This coke is shipped by truck and rail. Drummond is the sole supplier for General Motors Central Foundry Division, the largest U.S. consumer of foundry coke. Drummond mines in northern Jefferson and Walker Counties supply metallurgical coal to the Tarrant plant.
ACCESS
Access to the plant is from US 79 (Pinson Valley Parkway) at Huntsville Road just northeast of the I 20-59 Exit 128 at Tallapoosa Street.

CONDITION
Historic plant buildings and coke ovens dating to the 1950s at this active plant are in excellent condition.

THREATS
. Continued modernization to meet ever more stringent EPA guidelines.

SOURCES
Porter, J.W., The Story of the Alabama By-Products Corporation Its Origin and Growth, prepared for presentation to Kiwanis Club of Birmingham, 1943
White, Marjorie, The Birmingham District, p. 17
ABC Report to Stockholders, 12/31/86
Alabama By-Products Corporation - A History with a Brief Glance into the Future, Birmingham, 1929
Strickland, James H. to Marjorie White Correspondence, 2/25/92
Site Visit led by Philip Grover, Jim Strickland, Drummond Public Relations; J.D. Duren (former plant superintendent), 360 Kilough Circle, 3/4/92
<table>
<thead>
<tr>
<th>HISTORIC NAME</th>
<th>Pioneer Mining and Manufacturing-Republic Steel Company-Thomas Furnaces Coke By-product Plant</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT NAME</td>
<td>Wade Sand and Gravel Quarry (Thomas Coke Plant)</td>
</tr>
<tr>
<td>LOCATION</td>
<td>Bounded by I-59/20 on the south; by Avenue W on the west; by Pratt Highway/2nd Street on the north; and by Bankhead Highway (U.S. Highway 78) on the east.</td>
</tr>
<tr>
<td>CITY</td>
<td>Birmingham</td>
</tr>
<tr>
<td>COUNTY</td>
<td>Jefferson</td>
</tr>
<tr>
<td>ACREAGE</td>
<td>c. 1,000 acres</td>
</tr>
<tr>
<td>OWNER</td>
<td>Wade Sand and Gravel Company, Inc.</td>
</tr>
<tr>
<td>TYPE</td>
<td>District</td>
</tr>
<tr>
<td>DATE OF CONSTRUCTION</td>
<td>1900-1950s</td>
</tr>
<tr>
<td>BUILDER/ARCHITECT/ENGINEER</td>
<td>Multiple</td>
</tr>
</tbody>
</table>

**DESCRIPTION**

Located on the 1,000 acre industrial site are historic brick buildings, structures and equipment associated with the Pioneer Mining and Manufacturing-Republic Steel Company's furnace, coke and by-product and quarry operations, as well as current limestone and dolomite quarry operations and related current industrial uses. Existing buildings and structures appear to date from several eras of construction: the early 1900s, just following the take over by Republic Iron and Steel and the 1920s when the existing coke works were constructed.

The Thomas Coke Plant on five acres of the larger site includes almost every building and structure that constituted a Koppers-Becker by-product coke plant. Remaining are a battery of 50 coke ovens, two larry cars, a coke pusher, door extracting machine, quencher, coke wharf, and other machinery. The coal receiving system, including hoppers, conveyors, elevators and other equipment are also preserved as well as the loading system which delivered coke to waiting railroad cars. Adjacent to the coke ovens, the by-product plant is intact except for a few minor structures. The plant includes the direct primary coolers, electrostatic precipitator, saturator, ammonia still, phenol tower and other features. Other structures which once served the blast furnace plant also survive. These include the company offices, power house, boiler plant, infirmary, fire truck house, gate house, and machine shop with company locomotives and a hose truck.

**SIGNIFICANCE**

The Thomas Coke Plant is the District's, and perhaps the nation's, finest intact early 20th century by-product coke plant available for interpretation. Preservation of this site would make the Birmingham District the only iron and steel region in the United States where two major artifacts of the American iron and steel industry, a blast furnace and a by-product coking plant, are preserved as historic sites. This site represents the modern method of extracting by-products from the coking process and using them to make industrial chemicals. In addition to these well-preserved physical structures, most of the company office and service buildings as well as records and drawings of all phases of
operations also survive to interpret both the mechanical and technological aspects as well as the human side of coke making.

**Period of Significance** 1902-1950s

**HISTORICAL OVERVIEW**
The Koppers-Becker by-product plant built in 1925 was the last of five by-product plants built in the Birmingham District. The original battery of 50 ovens was dismantled in the 1950s and replaced by the 50 ovens which are now standing. When the new ovens were installed, the original material handling system and by-product plant were retained maintaining essentially the original operation, differing only in increased capacity. The plant was "moth balled" or sealed in the 1970s when its owners anticipated only a temporary shut down. The plant was never reactivated and passed to its current owners in an exceptional state of preservation.

In 1869 David Thomas, then one of Pennsylvania's leading ironmakers, his two sons Samuel and Edwin, and their Pennsylvania associate Robert Sayre, formed the Pioneer Mining and Manufacturing firm and purchased extensive mineral lands in the Birmingham District. In 1888, this company erected the first iron furnace at Thomas and began quarrying coal and limestone on the site. Brown ore came from Tannehill. Additional state-of-the-art furnaces and coke ovens were constructed. In 1899, Republic Iron and Steel Company of Chicago, then one of the largest iron and steel companies in the United States, acquired the plants. Following the Republic takeover, many improvements to the plants and mines were undertaken. Another series of improvements came in the 1920s when the coke works, by-products plants and Republic continued ironmaking at this site until 1971. Coke was produced here until the 1980s.

**ACCESS**
Access to the site is direct and convenient from the I-59/20 interchange at Arkadelphia Road, as well as from the Bankhead Highway. Limited access is available on Florida Avenue through the East Thomas neighborhood. The site is visible from the interstate. It is located in Section 28, Township 17 South, Range 3 West.

**CONDITION**
Waste materials from previous coke operations have recently been cleaned up in accord with EPA, RICRA and ADEM standards so that hazardous materials associated with the industry, primarily limestone sludge and coal decanter tars, are not found on the site. Any hazardous wastes on the site are in small volume and at low levels of toxicity.

**THREATS**
- Rust and further deterioration is difficult to control without substantial and costly maintenance.
- Economic considerations may dictate dismantling of the historic structures on the site.
- Because the coke works remains functional, though inactive, foreign investors may purchase the structures and re-locate a significant portion of the facility.
- Although security has been provided, protection of the site from vandalism is an ongoing concern.
DESCRIPTION CONTINUED

The facilities and structures on the Wade Sand and Gravel Company/Republic Steel, Thomas Plant site can be divided into three major components: the historic Republic Steel Coke Works Thomas Plant; the current Wade Sand and Gravel Company quarrying operation; and other components including current industries, railroad tracks, roads and parking.

I. Major extant structures associated with the historic coke plant include:

1. **Power House** (c. 1900)
The Power House, located at the southern end of the coke plant site, supplied electricity for the entire plant, as well as the neighboring community of East Thomas, and the company’s Sayreton Mines. This turn-of-the century three and one-half story brick building is finely detailed with pilasters and corbelled eaves, and features a roof supported by steel truss and wood framing. It houses electrical generators, an operational overhead crane and other machinery dating to the 1910s and 1920s. Powerlines and transmission poles also remain.

2. **Boiler House and Boiler Coal Bunker**
The Boiler House and Boiler Coal Bunker are situated immediately north of the Power House.

3. **Car Shop or Machine Shop**
The Car Shop or Machine Shop lies to the northeast of the Boiler House. It contains a Winton diesel over electric locomotive dating from 1930s (Republic 202), a locomotive dating from the 1950s (Republic 910), and a 1936 Republic Steel hose truck.

4. **Benzol Distillery Building** (1920s)

5. **Coke Plant and Ovens**
The Coke Plant, originally built in 1925, contains technology that progressed forward to the 1950s. Principal elements include:
   a. Coal Unloading Tracks
   b. Foundation of the Coal Unloading Facility
   c. Foundation of the Track Hoppers
   d. Coal Physical Lab
   e. A Series of Coal Conveyors
   f. Coal Bins
   g. The foundation or concrete pad of Old Battery No. 1 - The foundation of the early coke ovens lies in a filled area.
   h. Coke Battery No. 2 - This facility contains 65 coke ovens.
   i. Coke Wharf
5. **Coke Plant and Ovens continued**
   j. Coke Conveyor
   k. Screen Station
   l. Coke Tracks
   m. Quench Station
   n. Quench Station Pumphouse

6. **The following structures are situated on the site between the coke ovens to the south and the main track line into the plant:**
   a. Ram Charging Station
   b. Coke Plant Office
   c. Supply House
   d. Pump House
   e. Two Tar Collection Tankers
   f. Ammonia Liquid Collection Tankers
   g. Two Flushing Liquid Decanters
   h. Ammonia Storage
   i. Tar Storage Tank
   j. Gas Holder
   k. Condensate Sump
   l. Primary Coolers
   m. Octarrers
   n. Vac-Pac Building
   o. Benzol Washers, with Final Cooler
   p. Foundation of Naphthalene Sump and Separator
   q. Naphthalene Storage Tank
   r. Wash Oil Circular Tank
   s. Ammonia Cooling Coils
   t. Wash Oil Cooling Coils
   u. Recirculating Water Pump House
   v. Ammonia Absorber
   w. Tar Skimmer
   x. Acid Tank
   y. Old Pure Still
   z. Cooling Towers
   aa. By-Products Building
   bb. By-Products Storage Tanks
   cc. Benzol Dump
   dd. Agitator Building
   ee. Benzol Refining Building
   ff. Light Oil Plant
   gg. Caustic Tank
   hh. Acid Tank
   ii. Pipe Shop
   jj. Oil and Grease and Lab
   ll. Women’s Bath House
   mm. Inst. Repair and Lab
   nn. Supply House
   oo. Pipe Storage
   pp. Form House
   qq. Coke Plant Office
7. The following structures are located near the eastern boundary of the site, across the drainage ditch:
   a. Gate House-weigh station (1900s)
      One-story, single-bay brick
   b. Hospital and Security Office (1900s)
      Two-story, three-bay brick
   c. Fire Truck House (1900s)
      One-story, single-bay brick
   d. Employee Parking Lot
   e. General Office (1910s)
      Two and one-half story red brick, set upon raised foundation with white limestone sills, entrance and coping at the roofline.

II. The following structures associated with Wade Sand and Gravel Company's operations in the southeastern portion of the site:

1. Conveyor Belts
2. Washers
3. Screens
4. Crushers
5. Miscellaneous mining equipment

Wade Sand and Gravel Company’s current limestone and Dolomite Quarrying operation has been in existence since 1932, when Robin A. Wade, Sr., a chemist with Republic Steel first leased and then acquired the facility from his former employer. With production ranging from 1.8 to 2 million tons annually, the limestone quarry is the largest in the State of Alabama. In addition to use as a road construction material, commercial uses of the company’s limestone include demineralization of seawater, concrete, asphalt, steel, ferroalloys, insulation, and castings, to name a few. Dolomite is used in a number of chemical processes, as well as in the steel production process.

III. Other site improvements:

1. The Wade Sand and Gravel Company Office is located on the site at the plant’s entrance. The entrance lies west of Highway 78 on 12th Avenue. Weighing scales are associated with the office.

2. A branch of Dunn Construction Company is located in the southwest portion of the site. Dunn Construction purchases stone from WAS&G and processes asphalt at this plant.

3. APAC-Alabama also has an asphalt production facility located in the southeast corner of the property near the entrance to WAS&G.

4. Roads: Roads on the Wade Sand and Gravel portion of the property wind through the site and are gravel-based. A portion of the roads which provide access to the Thomas Coke Works are paved.

5. Railroads: Railroad access is one of the major assets of the site, both historically and currently. Four major railroad lines crisscross the property and transport materials from the companies which have been located there through the years. They include: CSX, Birmingham Southern, Southern and Burlington Northern. A portion of the trackage was
on the route of the Republic-Birmingham Southern Mineral Railroad Loop. A substantial railroad yard is situated in the northwestern quarter of the site.

6. Parking: A parking lot, formerly used by employees at the Thomas Coke Works, is located in the northeast section of the property in the vicinity of the secured access entrance to the plant on Florida Avenue. Limited parking is also available adjacent to the Wade Sand and Gravel Company Office.

IV. Physical characteristics of the site:

Topography The site is in a valley that is virtually flat; it is characterized by land than is less than 10% slope.

Hydrology Village Creek, once a primary source of drinking water as well as an industrial water supply for the City of Birmingham, winds through the southern portion of the site from a northwesterly to southwesterly direction. It physically separates the operations conducted at Wade Sand and Gravel Company.

A storm water detention facility has recently been constructed along Village Creek.

Several lakes are scattered over the site.

Geology Two principal mineral resources are found on the site. Limestone is quarried near the southern boundary of the site on the south side of Village Creek. This quarry, which produces 1.8 to 2 million tons of limestone annually, is currently the largest in the State of Alabama. Reserves of limestone can be mined to 700 feet below the surface. Plans have been made to quarry the western part of the site toward Avenue W.

Dolomite is also quarried from the Ketona seam in the southwestern portion of the site, to the north of Village Creek.

Vegetation Although there are several wooded areas on the acreage, most of the vegetation existing on the sites is grass. Much of the site is classified as disturbed due to mining and mining-related operations. Portions of the inactive operations include unkept grassy areas.
Republic Steel-Wade Sand & Gravel Co., Inc. Thomas Coke Plant, Thomas-Birmingham, Jefferson County, Alabama, Drawing by Cecil Kinsey
Coal Conveyor and Pusher Track, Republic Steel's Thomas Coke Plant, Thomas-Birmingham, Jefferson County, Alabama

Coal Conveyor, Pusher Track, Coke Ovens, Republic Steel's Thomas Coke Plant, Thomas-Birmingham, Jefferson County, Alabama
By-Products Plant, Republic Steel's Thomas Coke Plant, Thomas-Birmingham, Jefferson County, Alabama

Benzol Distillery, Republic Steel's Thomas Coke Plant, Thomas, Birmingham, Jefferson County, Alabama
Republic Steel Headquarters, Thomas-Birmingham, Jefferson County, Alabama

Republic Steel Gate House (left) and Infirmary (right), Thomas, Jefferson County, Alabama
HISTORIC NAME | Central Iron and Coal Foundry Co.-Empire Coke and By-products Plant
CURRENT NAME | Empire Coke Plant
LOCATION | Holt
CITY | Holt
COUNTY | Tuscaloosa
ACREAGE | c. 50 acres
OWNER | McWane, Inc.

TYPE | Site
DATE OF CONSTRUCTION | 1903, 1913
BUILDER/ARCHITECT/ENGINEER | Semet Solvay Company

DESCRIPTION
The plant contains 40 Semet Solvay ovens dating to 1903, 20 ovens dating to 1913, chargers, the original three story, wood-frame overhead, gravity-fed stock trestle, the by-products recovery plant with two original exhausters constructed in 1913 and the original streetcar-like rail system, coke wharfs, etc. The brick power house contains one Ridgeway No. 3377 Engine patented in 1885-1895 and a General Electric Direct Current Motor patented in 1902 as well as three other early compressors.

SIGNIFICANCE
The Empire Coke Plant is an exceptionally well preserved, rare surviving example of the first by-product coke making process imported into the United States from Germany. Preceded only by plants at Syracuse, New York, Dunbar, Pennsylvania and a few others, now demolished, Empire's Semet-Solvay plant is still fully operational and employs most of the original equipment. The 1903 coke ovens battery differs significantly from the 1913 battery and features a series of improvements, particularly in flue work and oven heating techniques, representing early technological milestones in the evolution of the Semet-Solvay process. The organization of work, retained virtually intact from the original plant, provides an extremely important record of the tasks and skills required before by-product coke making achieved the mechanization of modern plants.

Period of Significance | 1903-present

HISTORICAL OVERVIEW
The coke works were built to supply the blast furnaces and foundry associated with Central Iron and Foundry Company's cast iron soil pipe works operated just to the west of the works until the 1980s. In 1903 the first battery of Semet Solvay ovens were built here and followed by a second battery and a by-product coke plant in 1913. The plant operated until the depression.

DeBardeleben Coal Company acquired the coke works and by-product plant in 1940. Henry T. DeBardeleben, son of Henry F. DeBardeleben, served as President of DeBardeleben Coal from its formation in 1923 through the merger of this company with
Empire Coal Co. and Corona Coal Company in 1947. In 1948, the new company owned coal lands in Walker, Cullman and Fayette counties, engaged in mining on the Black Creek, Mary Lee and Corona Seams with an annual capacity of one million tons, operated retail coal yards in Birmingham, bunkering divisions at Mobile and New Orleans and this by-product plant.

McWane, Inc., headquartered in Birmingham, acquired Empire Coke in 1962. The 60 original Koppers ovens and by-product plant have been continuously operating since 1940, with the ovens individually relined as they wear out, and is thought to be the oldest operating Semet Solvay by-product plant in the nation. The Henry Ford Museum supplies spare parts to the plant.

ACCESS
To reach the Central Foundry, take the River Road north from McFarland Boulevard, Tuscaloosa to Holt.

CONDITION
The site is currently in operation and well-maintained.

THREATS
Modernization of facilities to meet evermore stringent EPA air quality standards.

SOURCES
F. W. Miller, "Alabama has Made Great Progress in Coking Coal," *Coal Age* 26 (October 1924): 506-508.
H. S. Geismer, and David Hancock. "Beehive and By-product Coke in Alabama," *Coal Age* 3 (June 1913): 879-882.
Field Check with Marvin Harper, 8/12/91
Birmingham Historical Society, Industrial Corporation files, McWane, Inc.
Site Visit led by assistant plant manager Danny Lewis, 3/19/92
Guy, Jim, plant manager, Interview by Brenda Howell, 11/18/92

*Birmingham Historical Society* 6/29/92  c:\wp51\ihc.db\tusc.reg
Coke Oven Battery and Pusher, 1903, Central Iron and Foundry-Empire Coke Plant, Holt, Tuscaloosa County, Alabama

Materials loading ramp, Central Iron and Foundry-Empire Coke Plant, Holt, Tuscaloosa County, Alabama
General Office Building, Central Iron and Foundry-Empire Coke Plant, Holt, Tuscaloosa County, Alabama

View of By-products Plant, 1913, (left) and Coke Plant, 1903, 1913 (right), Central Iron and Foundry-Empire Coke Plant, Holt, Tuscaloosa County, Alabama
The Birmingham District became the nation's leading producer of cast iron pipe around the turn of the century. Subsequently, the District became the center of technological innovation for the industry. During the current survey, permission to document ACIPCO and Central Iron was not obtained. Due to the prominence of these sites, survey forms which constitute only "windshield" level reconnaissance are included.
HISTORIC NAME  American Cast Iron Pipe Company (ACIPCO) Plants
CURRENT NAME  American Cast Iron Pipe Company (ACIPCO) Plants
LOCATION  Entrance Gate: 1501 31st Avenue North, North Birmingham, plant and storage yard extends westward from I 65 to US 78 to north of Finley Avenue.
CITY  Birmingham
COUNTY  Jefferson
ACREAGE  555 acres
OWNER  ACIPCO

TYPE  District
DATE OF CONSTRUCTION  1906-1990s
BUILDER/ARCHITECT/ENGINEER  Multiple

DESCRIPTION
The survey team has not yet visited ACIPCO, a 555-acre site and the largest individual pipe manufacturing plant in the world. Several officials originally agreed to provide description of historic facilities and plants remaining, as well as a guided tour. However, correspondence of 1/92 denied access to the plants at this time. Historic resources thought to remain on the site include the 1912 Bathhouse, the 1915 General Executive Office Building, and a 1923 Medical Building as well as extensive pipe casting facilities.

SIGNIFICANCE
ACIPCO is historically significant in the areas of industry and labor. From its inception in 1905, the company established a tradition for innovative pipemaking practices. During World War I, ACIPCO experimented with the direct delivery of molten pig iron from the blast furnaces of Republic Steel Corporation’s Thomas plant to its pipemaking foundry. In the early 1920s when the Birmingham District led the industry in the adoption of centrifugal casting techniques, ACIPCO developed the Moore method of centrifugal casting in sand-lined molds.

Company President John J. Eagan’s Plan of Business Administration which became permanent company policy in 1924 featured employee profit sharing. Eagan’s profit sharing idea became a model widely emulated in American industry.
Period of Significance  1905-present

HISTORICAL OVERVIEW
In 1905, southern investors organized, and wholly financed, ACIPCO in Atlanta. They selected Birmingham as the site for a new pipe plant and in 1906 constructed a pipe
foundry, powerhouse and machine shop and "Quarters for about 40 black families. Guided by John J. Eagan, principal stockholder and first president, the company succeeded from the start. Under Eagan’s leadership, it also inaugurated a now celebrated program of corporate welfare benefits. The first of these benefits was a bathhouse constructed in 1912 at the plant site. In 1921, Eagan brought workers into corporate management and in 1922, created a profit-sharing arrangement. At his death, he created a permanent trust of all the company’s common stock. ACIPCO’s operation has continued as a beneficial trust ever since.

ACCESS
To reach the ACIPCO plant entrance from the Birmingham City Center, take 26th Street North to 30th Avenue North; turn left on 30th and proceed to the ACIPCO plants.

CONDITION
. Unknown

THREATS
. Continued modernization and use of this plant.

SOURCES
Noble, Henry Jeffers, History of the Cast Iron Pressure Pipe Industry in the United States of America, Newcomen, Birmingham, Alabama, 1940. (Noble was works manager for ACIPCO at the time.)
White, Marjorie, The Birmingham District, pp. 53-54, 159-161

Birmingham Historical Society 7/2/92 c:\wp51\ihc.db\jeff.reg
HISTORIC NAME | Central Iron and Coal Foundry Company Plant
CURRENT NAME | Old Central Iron Foundry
LOCATION | Holt
CITY | Holt
COUNTY | Tuscaloosa
ACREAGE | c. 102 acres
OWNER | U.S. Government

TYPE | Site
DATE OF CONSTRUCTION | 1903
BUILDER/ARCHITECT/ENGINEER | Multiple.

DESCRIPTION
Today, Tuscaloosa Steel and Empire Coke, a division of McWane Inc., operates a steel mini mill and coking operation at the Holt site on the western and eastern, respectively, portions of the Central Iron site. The foundry site appear abandoned and unused at present with two cupolas and substantial numbers of early 20th century plants and facilities still standing. The furnaces have been demolished.

SIGNIFICANCE
While information about the Central Coal and Iron Foundry site is limited, this site appears historically significant for three reasons. Central Iron was once the largest soil pipe plant in the United States. It was also the first fully integrated pipemaking operation in the United States with a coke plant, blast furnaces, and foundry located on the same site. The still operating coke plant (See Empire Coke survey form.) is potentially National Register eligible. Since the foundry was shut down before the federally mandated changes of the 1970s and 1980s, a comprehensive inventory of the foundry portion of the site could reveal that significant early features of the plant are still intact.

Period of Significance 1903-1920s

HISTORICAL OVERVIEW
In 1901, Central Iron and Foundry Company, the major producer of cast iron soil pipe in the United States, established the Central Iron and Coal Company as a subsidiary of the parent company located in New York. The Central Iron and Coal Company purchased a 1,200 acre tract of land along the Warrior River six miles north of Tuscaloosa. Due to the completion of the locks and dams along the Warrior River, this industrial site provided excellent water transport. The site was also accessed by the Warrior Southern Railroad. Construction of the first blast furnace began in 1901, along with a battery of 164 beehive coke ovens. The blast furnace with an 85-foot high stack and an 18-foot wide bosh, went into blast in August of 1903, producing the first pig iron casts three days later. Capacity of the furnaces was listed as 150 tons per day. In 1907, a soil pipe plant was also built. In 1912, a much larger pipe plant was built to replace the original plant. This plant manufactured universal pressure pipe in sizes 2-inch through 36-inch. It was made in six foot lengths and named for the design of its joint. A nodulizing plant was also built in 1909-1910 for the "preparation of pyrite cinder from Spain" and a contract was signed with the Virginia-Carolina Chemical Company for this production. The community of Holt grew up around the furnace and pipe works. J. Warner Shook, son of Colonel A. M. Shook and a graduate of Sewanee and Boston Institute of Technology, who began his career as a machinist at the Ensley works in the 1890s, served as vice-president and general manager of the Holt plant.
Coal for the Holt operations came from Kellerman. In 1903, the Mobile and Ohio Railroad built a 13-mile long railroad (later extended to 16 miles) to develop this area to support the Holt operations. The Central Coal and Iron Company also purchased mining properties near Woodstock accessible by the Alabama Great Southern Rail Line.

In 1903, a new coking process patented by Semet-Solvay Company was implemented at Holt and 40 Semet Solvay ovens constructed. The original beehives continued in operation until 1912 when 40 additional Semet Solvay ovens were constructed. The Semet Solvay coking process had been introduced to the United States in the early 1880s from Europe where its use began in the 1870s.

About 40% of the iron produced by the Holt furnace was used in the manufacture of pipe, the rest was sold under the brand name of "Warrior," a high manganese iron, and "Tuscaloosa," a straight foundry iron. In 1929, the Holt Furnace was closed and early in 1940 the Central Iron and Coal Company went into receivership. DeBardeleben Coal Corp. acquired the by-products plant in 1940. Henry Ticknor DeBardeleben (1874-1948, son of Henry Fairchild and Ellen Pratt, born in Prattville) served as President of DeBardeleben Coal Company from its formation in 1923 through the merger of DeBardeleben Coal Co., Empire Coal Co. and Corona Coal Co. in 1947. In 1948, the company owned 100,627 acres of coal lands in Walker, Cullman and Fayette counties, engaged in mining on the Black Creek, Mary Lee and Corona seams with an annual capacity in excess of 1 million tons, operated retail coal yards in Birmingham, the byproducts plant at Holt and bunkering divisions at Mobile and New Orleans. McWane/Empire Coke acquired the coking portion of the plant in 1962. The foundry site is currently owned by the U.S. Government which acquired it due to the bankruptcy of its former owner.

ACCESS
From McFarland Boulevard take the River Road east to Holt.

CONDITION
Abandoned

THREATS
Redevelopment of the site for new industrial uses.

SOURCES
Woodward, Joseph H., Alabama Blast Furnaces, 1940, pp. 77-78
Phillips, William B., Ironmaking in Alabama, 1912, p. 191
O'Neal, Emmet III, Interview with Marjorie White, 12/24/91
Guy, Jim, Empire Coke Plant Manager, P.O. Box 190, Holt, AL 35404
Noble, Henry Jeffers, History of the Cast Iron Pressure Pipe Industry in the United States of America, Newcomen, Birmingham, Alabama, 1940. (Noble was works manager for ACIPCO at the time.)
Field Check, 8/12/91

Birmingham Historical Society 7/2/92 c:\wp51\ihc.db\tusc.reg
View of Cupolas and Foundry, Central Iron and Foundry, Holt, Tuscaloosa County, Alabama

View of Assorted Foundry Buildings, Central Iron and Foundry, Holt, Tuscaloosa County, Alabama
MANUFACTURING PLANTS

Hardie Tynes Foundry and Manufacturing Co. (Hardie Tynes)
Continental Gin Company (Continental Gin)

As the District's iron industry expanded and matured, the industry's twin advantages of cheap iron and steel for manufacturing purposes and a growing regional market for its products attracted a variety of manufacturing industries. The companies listed began as regional suppliers and later expanded into the national and international markets. Further survey work may reveal other sites of equal significance.
HISTORIC NAME  Hardie Tynes Foundry and Manufacturing Company
CURRENT NAME  Hardie Tynes Manufacturing Company (Hardie Tynes)
LOCATION  800 28th Street North
CITY  Birmingham
COUNTY  Jefferson
ACREAGE  One city block
OWNER  Hardie-Tynes Manufacturing Company

TYPE  District
DATE OF CONSTRUCTION  1902; 1924

DESCRIPTION
The Hardie Tynes site consists of an office building, two large brick buildings containing machine shops, a carpenter shop, air compressor building, blacksmith shop, and other small buildings. The office and one of the large buildings are original two-story brick structures typical of early twentieth century industrial buildings with elaborate brick corbelling at the roofline of the gable end. The roofs of all structures are laid with a concrete pipe-like tile. A second, large machine shop was rebuilt, according to the original plans, following a fire in 1924. The surviving 1902 building, originally a foundry, has an attached brick wing containing two non-working cupolas. The air compressor building contains an operating 1924 steam-powered air compressor built to an original Hardie Tynes patent. The 1924 machine shop contains a wide range of lathes, boring machines, and other precision metal finishing equipment, most of recent vintage. The carpenter shop basement and an ancillary building contain an extensive collection of wooden mould patterns while the top floor of the carpenter shop contains several pieces of belt-driven wood working equipment. The non-working blacksmith shop contains two large forge hammers and a variety of blacksmith tools. The company also retains substantial collections of drawings, photographs and correspondence.

SIGNIFICANCE
Hardie Tynes is significant as an example of a turn of the century foundry and machine shop, the oldest of such enterprises that once formed a significant part of the District's industrial activity. The current operating plant includes original buildings, records, drawings, correspondence and mould patterns documenting the company's role as an important regional manufacturer. Significant national projects include castings for the Panama Canal and the Hoover dam. Other patented products for the mining, ironmaking and cotton processing industry included various models of steam engines and mine hoisting equipment, used locally. This equipment enjoyed a national reputation for durability and reliability.
Period of Significance  1902-present
HISTORICAL OVERVIEW
The Hardie Tynes Company has been a major manufacturing center in the Birmingham District since its formation in 1902. Originally intended to serve the District's industrial and agricultural interests Hardie Tynes developed a line of products used in mines, manufacturing establishments and cotton ginning mills. As the company expanded its product line it received contracts to produce special order castings such as equipment used in the construction of the Panama Canal and the Hoover dam. As the iron industry declined in the 1960s, the company closed its foundry and shifted operations almost exclusively to specialty machine work. Recent contracts include large aluminum rings for space shuttles and steel platforms for ship-borne Tomahawk missile launchers.

ACCESS
This operating plant is located in the Birmingham city center, directly adjacent to the Birmingham-Jefferson Civic Center complex and the I 20-59/US 280 interchange. Since the company is still operating, public access is limited to tours requested in advance.

CONDITION
. The machine shop is maintained in good operating order.
. Historic industrial buildings are well-maintained.

THREATS
. Construction of new plant facilities on the fully-developed site.

SOURCES
Site Visit with Gordon L. Flynn, President and CEO, 2/15/92
HAER Summer Documentation, 1992
Hardie Tynes Manufacturing Company, Birmingham, Jefferson County, Alabama, Sanborn Map, 1911
Hardie Tynes Manufacturing Company, c. 1920, Birmingham, Jefferson County, Alabama

Machine Shop, c. 1920, water tower and General Office Building, c. 1902, Hardie Tynes Manufacturing Company, Birmingham, Jefferson County, Alabama
United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in How to Complete National Register Forms
Type all entries—complete applicable sections

1. Name

historic Continental Gin Company

and/or common

2. Location

street & number 4500 - 5th Avenue South

city, town Birmingham

state Alabama code county Jefferson code

3. Classification

<table>
<thead>
<tr>
<th>Category</th>
<th>Ownership</th>
<th>Status</th>
<th>Present Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>public</td>
<td>× occupied</td>
<td>agriculture</td>
</tr>
<tr>
<td>building(s)</td>
<td>× private</td>
<td>× unoccupied</td>
<td>× commercial</td>
</tr>
<tr>
<td>structure</td>
<td>both</td>
<td>× work in progress</td>
<td>educational</td>
</tr>
<tr>
<td>site</td>
<td>Public Acquisition</td>
<td>in process</td>
<td>entertainment</td>
</tr>
<tr>
<td>object</td>
<td>× being considered</td>
<td>yes: restricted</td>
<td>government</td>
</tr>
<tr>
<td></td>
<td></td>
<td>× yes: unrestricted</td>
<td>× industrial</td>
</tr>
</tbody>
</table>

4. Owner of Property

name Hill Realty Company, Inc.

street & number 4500 - 5th Avenue South

city, town Birmingham

state Alabama

5. Location of Legal Description

courthouse, registry of deeds, etc. Jefferson County Courthouse

street & number 716 21st Street North

city, town Birmingham

state Alabama

6. Representation in Existing Surveys

title Avondale Section not surveyed

has this property been determined eligible? yes no

date

depository for survey records

city, town

state

For HCRS use only

received

date entered 11-20-80
7. Description

Describe the present and original (if known) physical appearance

The Continental Gin Complex is located 2.8 miles east of 20th Street, adjacent to the Railroad Reservation that delinicates the North and South sectors of the City of Birmingham. The 25 acre industrial site is a part of the Avondale section of the city. The Continental Gin site now owned by Hill Realty Company, Inc. is bounded on the north by the Railroad Reservation and the main trunk line of the Seaboard Costline Railroad; on the east by a residential district along 47th Street; on the west by a residential district along 44th Street; and on the south by 5th Avenue and Crestwood Boulevard. The original property boundaries formed a parallelogram 1,300 feet deep north to south by 950 feet east to west. The site slopes gently down from its southern boundary along Crestwood.

The c. 17 acre plot that is included in the nomination encompasses the concentration of industrial buildings dating before 1930 and omits later buildings and open space. The long axis of the factory buildings are aligned on the site parallel to the east and west property lines. The site plan was engineered and designed to provide for rail spur access to each of the four primary groups of industrial buildings from the Seaboard Coastline rail siding entering the northeast corner of the property. Four spur tracks originally branched off of this main siding, paralleling the Seaboard Coastline main track. The spurs off the siding curved in a southerly direction to serve long loading docks adjacent to each of the four primary building groups. Only one of the rail spurs remains in use today, the other three have been removed at various times from 1961 to the present.

The removal of the two western-most sidings have allowed the development of the northern and western extremes of the property for further warehouse and industrial use. Prior to the removal of the spurs, the northern yard was occupied by curving railroad sidings and spoil areas for industrial waste.

The factory buildings associated with the initial development of the complex are shown on the original site drawing (map B) and include those structures with letter designations. Those buildings which still remain are indicated on the attached district map (A).

STRUCTURES WHICH CONTRIBUTE TO THE COMPLEX

1. The Continental Gin Office Building (c. 1926), (noted as proposed on the plan) now named the Hill Building. The central block of this building was completed a year after the industrial buildings were in operation. The east and west wings were added to the original building in 1947 and 1957 respectively. The office building is a three-story reinforced concrete structure with walls of load bearing clay tile and brick veneer. The "H" shaped floor plan divides the 20,000 sq. ft. of the office space into two wings and a central block.

2. The Foundary Building (c. 1925), "A" on early plan, is 130' x 400'. The building historically housed the pattern shop, the core room, the cupola chamber, and the heavy, medium and light foundry areas. This building is the Ferguson Standard Factory Building No. 3 alongside a special crane way bay adopted from the Railroad Divisions selection of engine repair shops.
3. The Old Machine Shop (c. 1925) "B" on early plan, is 150' x 400'. This building historically housed the heavy and light machine shops, blacksmith shop, tool room and crude oil engine test stands. This building is also the Ferguson Standard Factory Building No. 3 alongside a special craneway designed for railroad engine repair.

4. The Old Assembly Building (c. 1925), "D" on the early plan, is 150' x 400'. This building housed the Assembly Shop and Paint Shop on grade level and a Sheet Metal Shop in the basement adjacent to the covered rail platform between the Assembly Building and the Warehouse. This is a modification of the Ferguson Standard Factory Building No. 3 incorporating a double line of roof monitors with a structure of three 50' wide bays.

5. The Old Wood Working Shop (c. 1925) "E" on plan is 150' x 200'. Prior to 1930 substantial portions of the housings for cotton ginning stands were manufactured of wood. After 1930, wood was no longer used in the manufacture of machinery but was used extensively for crating the finished ginning equipment for shipment. The Wood Working Shop is the Ferguson Standard Factory Building No. 7 with a single clerestory and single crane bay.

6. The Old Warehouse (1925) "H", is a three story structure 112' x 200'. In 1929, the original warehouse was expanded by the construction of a three story addition 80' x 200'. The Warehouse is the Ferguson Standard Factory Building No. 8 termed "Mill Construction".

7. The Old Boiler House (c. 1925 and 1944) Building "K" is 45' x 90'. This building housed the steam boilers, turbines and generators which supplied heat and electricity to the industrial complex. The boilers and heavy equipment were sold at the time the complex was closed by Fulton Industries in 1961.

ORIGINAL BUILDINGS WHICH HAVE BEEN DEMOLISHED OR MOVED

Old Paint Storage Shop, Building C. (c. 1925) was a small building to the north of the machine shop. The date of demolition is unknown.

The Wood Drying Kiln, Building J (c. 1925). Demolished.

The Dry Lumber Storage Shed, Building L (c. 1925) was a simple wooden post and beam shed 150' x 180' with a tin roof as indicated on the original building sections and plans. Demolished c. 1941-1942 to make way for the existing Metal Fabrication Shop.

The Demonstration Ginning Buildings, noted as future construction on the 1925 site plan of the complex were built in 1926. One was relocated and still exists in the northeast corner of the site adjacent to the entrance of the rail siding into the property.
There have been several additions and alterations to the site and the original office, industrial and warehouse buildings from 1930 to the present. These are enumerated below:

8. Infill warehouse building (c. 1962) was constructed by connecting the eave line of the west side of the old Machine Shop and the east side of the Old Foundry Building with a steel bar joist roof structure. The additional interior space enclosed was 65' x 340' x 30' high. The creation of this warehouse space necessitated the removal of the factory window walls in the adjoining Machine Shop and Foundry to meet fire code requirements for tenant separation.

- The Metal Plate Fabrication Shop (located just outside of the district boundaries) This shop, craneway and plate storage yard replaced the Dry Wood Storage Shed. The Fabrication Shop was built during the early war period (1941-1942) adjacent to the Old Woodworking Shop.

- The northern end of the boiler house was extended in 1944 to encompass the base of the smokestack.

- The East and West wing additions to the original office building were built in 1947 and 1957 respectively. These additions increased the size of the office building from 20,000 square feet to nearly 60,000 square feet.

- The remodeling of the north wall of the Old Machine Shop building was commenced in 1961 to provide truck loading bays when the buildings were converted to warehouse space by Hill Grocery Company.

- A continuous shed roof was constructed over the rail loading platform on the west side of the old Foundry Building in 1961.

- The Factory window walls on the south elevation of the old Machine shop and the west elevation of the old Foundry Building were removed and the openings filled with brick and concrete block in 1961. The clerestory windows in the old foundry were also removed and replaced with corrugated aluminum panels and translucent panels.

- Presently the northern yard (approximately 5 acres) along the Seaboard Coastline Railroad is being developed for two new warehouse/industrial buildings totaling 75,000 square feet. This section of the property was historically open space used for rail sidings and the storage of bulk material and industrial wastes. This area was not significant to the historical or industrial aspects of the Continental Gin operation. The rail spur along the western elevation of the Old Foundry Building was removed recently to accommodate a new entrance road from Crestwood Boulevard to the new warehouse/industrial buildings in the rear. The new warehouse development is indicative of the contemporary emphasis on truck transport. However, the existing main rail spur will be realigned to serve the rear of the largest new warehouse (60,000 square feet) presently under construction.
VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION

The boundaries of the Continental Gin Complex are described both verbally and by the yellow line on the attached scale map C. The boundaries encompass those buildings in factory areas which contributed to the historical significance of the industrial process of cotton gin manufacturing. The buildings in the district are all original buildings dated before 1926. The buildings excluded from the district include a model ginning building c. 1926 which was moved from its original position in front of the warehouse building on Fifth Avenue and the Metal Fabrication Shop (c. 1941) which is a prefabricated metal building connected to the woodworking shop at a common firewall, but is otherwise completely detachable. This building is later than the Gin Complex and is not considered to be a contributing element. The boundaries, while including the original factory buildings, also provide for the use of the north yard for compatible warehouse or industrial development now in progress or planned for the future and provides for the future development potential of the north yard, contributing to the long range economic viability of this industrial property.
The Continental Gin Complex is significant as the corporate headquarters (1926-1963) and production facility (1925-1955) for the world’s largest manufacturer of cotton gins. Technological improvements by the company substantially improved the profitability and marketability of the cotton farmer’s crop in national and world markets from 1886-1980 in the face of rising labor costs and increasing competition from the production of foreign cotton markets.

The history of Continental Gin and its six parent companies is representative of the dynamic growth obtainable by corporate entities in the late 19th and early 20th century and is linked with some of the South’s most prominent industrial leaders. The location of the main plant and the corporate headquarters of this major firm reflects the attractiveness of Birmingham as an industrial site. Additionally, the company was ranked in the top ten industries in Birmingham and as such was a major employer of a highly skilled work force.

The Continental Gin Complex constitutes an outstanding example of site planning, plant engineering and industrial architecture for the southeast during the period 1915-1940. It was the most comprehensively planned complex of the period completed by the H. K. Ferguson Company, the first U. S. firm to provide complete design-build-equip services using standard designed factory buildings. The design of the complex was a direct result of an engineering and industrial process study conducted by H. K. Ferguson Company in 1920.


9. Major Bibliographical References

Archives of Bush Hog/Continental Gin. Main Plant. Prattville, Alabama
Continental Gin Company. "A Trip through the Continental Gin Company."
Brochure printed by Woodlawn High School Print Shop. No date
(see continuation sheet)

10. Geographical Data

Acreage of nominated property 17

Quadrangle name: Birmingham North

Quadrangle scale 1:24000

UMT References

<table>
<thead>
<tr>
<th>Zone</th>
<th>Easting</th>
<th>Northing</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1 1 6</td>
<td>5 2 1 2 0 0 0</td>
</tr>
<tr>
<td>B</td>
<td>1 1 6</td>
<td>5 2 2 0 2 0 0</td>
</tr>
<tr>
<td>C</td>
<td>1 1 6</td>
<td>5 2 1 8 8 0 0</td>
</tr>
<tr>
<td>D</td>
<td>1 1 6</td>
<td>5 2 1 7 8 0 0</td>
</tr>
<tr>
<td>E</td>
<td>1 1 6</td>
<td>5 2 1 7 8 0 0</td>
</tr>
<tr>
<td>F</td>
<td>1 1 6</td>
<td>5 2 1 8 6 0 0</td>
</tr>
<tr>
<td>G</td>
<td>1 1 6</td>
<td>5 2 1 7 8 0 0</td>
</tr>
<tr>
<td>H</td>
<td>1 1 6</td>
<td>5 2 1 8 6 0 0</td>
</tr>
</tbody>
</table>

Verbal boundary description and justification

(See yellow line on plat plan and continuation sheet.)

List all states and counties for properties overlapping state or county boundaries

<table>
<thead>
<tr>
<th>state code</th>
<th>county code</th>
</tr>
</thead>
</table>

11. Form Prepared By

name/title: Randolph C. Marks/Preservation Planner

organization: Kidd, Wheeler & Plosser, Inc
date: October 16, 1980

street & number: 2101 Magnolia Avenue, Suite 509
telephone: (205) 251-0125

city or town: Birmingham

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

National  State  Local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89–665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

For HCRA use only

I hereby certify that this property is included in the National Register

Keeper of the National Register

Attest:

Chief of Registration
Continental Gin Company Headquarters (now Hill) Building, 1925, Avondale-Birmingham, Jefferson County, Alabama
CIVIL WAR SITES

Tannehill Furnaces
Alabama Coal Mining Company Mine

This thematic group does not include many sites because some sites such as the Shelby, Irondale and Brierfield charcoal furnaces of Civil War era significance are included in other thematic groups and many have not yet been field checked. The Alabama Coal, Williams and Owens Forge, and other Civil War coal and ore mining sites important to this theme exist only as foundation or structural remnants and buried archaeological components in the isolated wooded areas near the Tannehill and Brierfield furnaces. The scope of this preliminary survey precluded the type of assessment spelled out in National Register Bulletin 36: Evaluating and Registering Historical Archaeological Sites and Districts, that would be required to adequately survey these sites. Based upon extant historical records, information from local informants and the level of integrity at similar sites that have been surveyed, these sites should prove eligible for the National Register.
<table>
<thead>
<tr>
<th><strong>HISTORIC NAME</strong></th>
<th>Tannehill Furnaces-Roupes Valley Ironworks-Hillman Forge</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT NAME</strong></td>
<td>Tannehill Historical State Park</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>20 miles southwest of Birmingham, 14 miles south of Bessemer, 12632 Confederate Parkway</td>
</tr>
<tr>
<td><strong>CITY</strong></td>
<td>McCalla</td>
</tr>
<tr>
<td><strong>COUNTY</strong></td>
<td>Jefferson, Bibb, Tuscaloosa</td>
</tr>
<tr>
<td><strong>ACREAGE</strong></td>
<td>55 acres, furnace complex; 1,500 acres, state park</td>
</tr>
<tr>
<td><strong>OWNER</strong></td>
<td>State of Alabama, governed by the Tannehill Furnace &amp; Foundry Commission</td>
</tr>
</tbody>
</table>

| **TYPE**         | Site |
| **DATE OF CONSTRUCTION** | 1830 to 1865 |
| **BUILDER/ARCHITECT/ENGINEER** | Multiple. See individual forms. |

**DESCRIPTION**
Structures at the Tannehill State Park associated with the original iron plantation and the Civil War furnace operations are concentrated in the western portion of the park along Roupes Creek and accessed by the original tramway roadbed. These structures include three stone furnaces with blower house and raceway, slave housing and cemetery, a sandstone quarry, charcoal pits and extensive foundations of other structures including forges, foundries, brick-making, tanning, and office buildings.

In addition to these historic resources, the Tannehill State Historical Park includes 34 historic buildings which have been moved to the site; and new construction including The Iron and Steel Museum, the Little Southern Railway depot and tracks, recreational grounds for camping, picnicking, hiking, horseback riding, and scouting, and park-related structures.

The primary use area of the park is located just south of the entrance. New construction and historic structures moved to the park are grouped here and in clusters along Mill Creek with sites tied together by new trail and rail networks.

**SIGNIFICANCE**
The Tannehill Furnaces, the best example of a pre-Civil War and Civil War ironmaking plant in the District, contains evidence of slavery as an industrial labor force. This site represents ironmaking and ore mining methods used from colonial times to the Civil War. Tannehill's buildings and equipment that have been preserved and opened for public interpretation illustrate the technological history of these industries and the changing methods of providing power and moving materials. The site also provides evidence of the extensive use of slaves on a southern industrial site.

**Period of Significance** 1830 to 1865

**HISTORICAL OVERVIEW**
In the fall of 1830, "several planters of means" in Jefferson County decided to experiment with iron manufacture. The Jefferson County residents recruited Daniel Hillman, a
seasoned forge builder whose Dutch ancestors had been ironmasters for centuries. The elderly Hillman built a forge on the banks of then heavily-timbered Roupes Creek and located a large deposit of brown ore (later called the Thomas and Goethite Mines). Writing to his son, Daniel Hillman described the ironmaking potential of the area as "one of the best prospects I ever saw ...to make a fortune." (Armes, 60-61) Hillman's intended market was Tuscaloosa. (Daniel Hillman's Letter to George Hillman, 9/21/1830)

After Hillman's death in 1832, Ninion Tannehill, a South Carolina born cotton planter and stock breeder, bought the forge and expanded operations. Known as "Tannehill," the operation developed as a small iron plantation producing plows, skillets, kettles, irons and other cast-iron goods which were sold throughout the agricultural areas of the state. Some 20 slaves assisted with agricultural and industrial pursuits on the 1,000 acre farm, 750 acres of which were cleared for cotton farming and livestock by 1842. Tannehill operated gin, grist and saw mills, and maintained "houses for hands" and a two story frame residence for his family. At the forge site, 15 acres were cleared and "some good buildings for hands" erected. (E.R. Riddle's letter to Samuel Riddle, 1842) With the 1857 sale of the furnaces to ironmaster Moses Stroup, operations increased significantly. Using slave labor, Stroup quarried sandstone and constructed a 30' furnace with charging bridge and cast shed. He also built a tramway to the brown ore mines before selling the furnace to William Sanders.

With the advent of the Civil War, the Confederate Government granted Sanders a large contract to construct two additional furnaces (the "double furnaces"). With three furnaces in blast, Tannehill became a major Alabama ironworks with daily output of 20 tons. Iron was hauled from the furnaces 16 miles to the Alabama & Tennessee Rivers railhead near Montevallo for shipment to the Arsenal at Selma. Holloware was also cast during the war. On March 31, 1865, federal troops destroyed the furnaces while in blast. It is presumed they also destroyed all documentation then extant at the site.

In 1869, David Thomas, a major Pennsylvania industrialist, who formed the Pioneer Mining and Manufacturing Company (later acquired by Republic Steel), purchased the Tannehill property as part of his acquisition of mineral lands. The Pioneer Company initiated brown ore mining in this area in the late 1880s but never refired the Tannehill Furnaces, choosing instead to locate their industrial operations at Thomas. In 1952, Republic donated the furnace site to the University of Alabama. Development of the state historic park began in 1969.

**ACCESS**
Approaching from I 59-20, access is relatively convenient, through indirect. Upon exiting the interstate at the Bucksville Exit, the visitor travels south on old Tuscaloosa Road (Highway 216) to Tannehill Parkway. The park is also accessible from Eastern Valley Road (JC18). At the McCalla Exit off I 65-20, take Eastern Valley Road seven miles west to the park entrance.
CONDITION
The ruins of the three historic furnaces, a blower house, and cast shed have been reconstructed during various periods since the late 1970s. Stonework of the furnaces, forebay and raceway and foundations of several additional structures were quarried on and are original to the site. All wooden superstructures are new construction. The waterwheels have been relocated to the site. The slave cemetery and slave quarters have not been investigated. A Master Plan for the overall Tannehill Historic State Park is in the works.

THREATS
- Overuse of the public area of the park site which attracts 400,000 visitors annually
- Failure to concentrate financial resources upon future archaeology, research and interpretation of the historic resources
- Lack of management plan for historic resources, and for the overall site
- All cultural resources associated with the iron plantation are not under ownership of the state park.

SOURCES
Colcord, Bradford C., The History of Pig Iron Manufacture in Alabama, American Iron and Steel Institute, Birmingham, Alabama, October 24, 1950, pp 6-8
Agricultural and Manufacturing Census, 1860, Bibb County, Alabama, microfilm, Birmingham Public Library, Birmingham, Alabama
Agricultural and Manufacturing Census, 1850, Tuscaloosa County, Alabama, microfilm, Birmingham Public Library, Birmingham, Alabama
Confederate States of America, The War Department, CSA Imprint, Communication of February 17, 1865 from Secretary of War John C. Breckenridge to Jefferson Davis, Special Collections, University of Alabama Library, University of Alabama, Tuscaloosa, Alabama. (The Confederate House of Representatives on December 24, 1864 requested a report on the number and location of Southern iron furnaces and forges under government contract, which information was transmitted to President Davis.)
Republic Steel Corporation memo, Rickey, Alabama, June 18, 1926 listing an inventory of the remaining old parts of the Tannehill Furnaces, Maxwell Papers, Special Collections, University of Alabama Library, University of Alabama, Tuscaloosa, Alabama
SOURCES continued
CSA Imprint, Letter from A.T. Jones, president of the Shelby Iron Company to Charles B. Mitchell, member of the Confederate Senate, April 26, 1864, Special Collections, University of Alabama Library, Tuscaloosa, Alabama, p. 5
Jones, James Pickett, Yankee Blitzkrieg: Wilson's Raid Through Alabama and Georgia, University of Georgia Press, Athens, Georgia, 1976, p. 86
DeJarnette, David L., and DeJarnette, Thomas H., An Archaeological Investigation of the Tannehill Blast Furnaces, unpublished manuscript on file at the Alabama Museum of Natural History, Division of Archaeology, Moundville, 1956
Historic American Building Survey, 1934
Site Visit, 6/28/91

DESCRIPTION CONTINUED

ORIGINAL HISTORIC STRUCTURES AND SITES WITHIN THE PARK

1. Furnace No. 1
Constructed by Moses Stroup c. 1859, this 30' high cold blast furnace represents the technology of hillside furnaces that employed gravity feed of ore and charcoal. Its capacity was from three to five tons per day. Active throughout the Civil War, the stone furnace was not re-fired after Union troops raided the site in 1865. Extensive restoration
work (including reconstruction of the wooden charging bridge and cast shed) was undertaken in 1976 and the furnace successfully refired.

Other operations under the Stroup management included tramways to the brown ore mines, charcoal pits and quarry operations as well as a brick kiln, a nail factory, various small blacksmith and foundry operations, a tan yard and a brick kiln. Products were shipped to market over the Bucksville and Montevallo Roads. The railhead of the Alabama and Tennessee Rivers Railroad, located near Montevallo by 1853, extended markets for Tannehill iron to Selma, Montgomery and other southern cities. By 1861, several area planters also operated forges just to the east of the Tannehill Furnace site along Roupes Creek. The Williams and Owen Forge, constructed by Thomas C. Bratton, was active from 1861 to 1866. William Cowens also operated a forge. In addition to the furnace, the original tramways and road system remain. To date, archaeological excavations have located only the site of a brick kiln.

2. Blower House, with forebay and raceway
The diversion of water from Roupes Creek to power iron working began with Daniel Hillman's forge in 1830. The existing stone-lined forebay and raceway replaced Hillman's earlier flumes possibly as early as 1842. The blower house with waterwheels may have been installed when Stroup built Tannehill Furnace No. 1 in c. 1859. Its purpose was to blow a blast of cold air into the base of a forge or furnace. The current wooden blower house was reconstructed in 1990 on the 18' x 8' stone foundations of an original structure. Two waterwheels of the period have been installed in this structure to facilitate interpretation. During the Civil War, steam-powered blowers replaced the original water wheels.

3. Furnaces No. 2 and No. 3, the "Double Furnaces"
Constructed in 1863 with advances from the Confederate government, these 30 foot stone furnaces were equipped with a steam engine to provide hot blast and thus increase the yield of iron. When Union troops arrived to destroy the furnaces on March 31, 1865, the "Double Furnaces" were in blast. Iron from the last run remains in both furnaces.

4. Quarry Site
Sandstone blocks, weighing as much as 400 pounds, for furnace and raceway construction were quarried from this hillside site 300 yards to the west of the furnaces. Drill holes are clearly visible along the tramways, now hiking trails, leading to the furnaces.

5. Slave House Ruins
Located across Roupes Creek to the east of the furnace site are foundations and chimneys ruins at sites said to be slave houses. To a trained observer ruins of 20 structures are visible. No archaeological work has yet been done at the site. Ethel Armes stated that 600 slaves worked at Tannehill during the Civil War in all phases of ironmaking including timber cutting, charcoal production, ore mining, construction and transportation.
6. Slave Cemetery
Located across Roupes Creek to the east of the furnace site on the "iron haul" road to Montevallo, this cemetery includes 40 to 50 grave sites that are easily identifiable. Oral tradition holds that slaves were buried here. No extensive research or archaeological work has been done at this site nor has the full extent of the site been determined due to overgrowth.

7. Hillman Forge Ruins Site
Archaeological evidence is inconclusive as to the location of this 1830 forge site. Foundations and artifacts from a storage shed built previous to the construction of Furnace No. 1 were identified through the 1990 archaeological investigation, but not conclusively tied to this early forge. A wooden superstructure was rebuilt to cover these foundations located just east of the Blower House.

ORIGINAL HISTORIC STRUCTURES LOCATED ON ACCESS ROADS TO THE TANNEHILL STATE PARK

Entering from I 65/20 through Bucksville:

1. David Buck House (1825)
Old Tuscaloosa Highway, Bucksville

2. Bucksville Cemetery
Daniel Hillman, Ninion Tannehill, John Wesley Hall and many other of the early ironworkers and planters of the area are buried here.

3. Goethite and Other Brown Ore Mine Sites (active 1830s-1950s)
This rich deposit of brown ore was continuously mined for more than a century. Hillman may have opened mining in the 1830s. David Thomas, Pennsylvania's leading ironmaster, purchased the Tannehill site in the 1860s to acquire these deposits which his company (later the Pioneer Mining and Manufacturing Company and Republic Iron and Steel) used to fuel their furnaces at Thomas, Alabama. The Shook and Fletcher Company also actively mined these deposits until the 1950s.

By casual observation, hand dug depressions, trenches, tramways and former mining sites --now lakes-- are still visible about the vast 800+ acre former mining tract.

Entering along Eastern Valley Road from I 459 and Bessemer:

1. Owen House (1833-38)
Eastern Valley Road one mile west of I 459

2. McAdory House (1840)
214 Eastern Valley Road, one mile west of 14th Street, AL 150; four miles east of I 459
3. Sadler House (c. 1838)
Eastern Valley Road, six miles west of AL 150, one mile west of McAdory High School and intersection with I 459

Entering from the Brierfield Ironworks along the old Iron Haul Road to the Alabama and Tennessee Rivers Railroad, an abandoned right of way currently proposed as a recreational trail linking Tannehill and Brierfield:

1. Williams and Owens Forge Archaeological Ruins (1861-1866)
Roupes Creek, just east of the Tannehill Furnaces

2. Alabama Coal Mining Company Mine Ruins (1859)
Near Aldrich

This mine, the earliest, capital-intensive shaft coal mine in the state, produced throughout the Civil War period. Foundations of the steam engine hoist and of many other structures remain. (See the Alabama Coal Mining Company Survey form.)

3. Thompson's Mill-Valley Forge Ruins (1820s-1860s)
Near Montevallo

Planter Edmund King financed construction of this, the earliest known forge in the District (See Edmund King Survey form.)

4. Brierfield Ironworks Ruins (1861-1880s)
Brierfield (now a part of Tannehill) State Historical Park, Brierfield

This Civil War ironworks produced and rolled iron for Confederate armament and was refired and rebuilt during Reconstruction. (See Brierfield Ironworks Survey form.)
Furnace Compound, May, 1992,
Tannehill State Historical Park,
Tannehill, Tuscaloosa County, Alabama
View of Furnace No. 1, c. 1859, Furnaces No. 2 & 3, c. 1863, (the "Double Furnaces) with reconstructed cast sheds, charging bridges and Blower House, with forebay and raceway on the right, Tannehill Furnace Compound, Tannehill State Park, Tannehill, Tuscaloosa County, Alabama
Ruins, House and Chimney, Slave Quarters, Tannehill State Historical Park, Tannehill, Tuscaloosa & Jefferson Counties, Alabama

Slave Cemetery, Tannehill State Historical Park, Tannehill, Tuscaloosa & Jefferson Counties, Alabama
HISTORIC NAME  Alabama Coal Mining Company Mine
CURRENT NAME  Alabama Coal Mining Company Mine
LOCATION  Southwest of Montevallo
CITY  Near Aldrich
COUNTY  Shelby
ACREAGE  5
OWNER  Kimberly-Clark Corporation

TYPE  Site
DATE OF CONSTRUCTION  1859

DESCRIPTION
The Alabama Coal Mining Company's shaft mine site covers about five acres. It consists of the brick and cut stone foundation remnants of a steam engine foundation, boiler house, hoisting drum room, and retaining wall. The remains of a tailings pile are also located on the site. The cut stone work of the steam engine foundation and hoisting drum room consists of massive Pottsville sandstone blocks, some of which are four feet long and two and one-half feet thick. Scars on locally outcropping parent stone indicate that much of the building material was quarried close by the mine site. The site is located in a large wooded tract with the boundary of a pulpwood plantation cutting through one end.

SIGNIFICANCE
The foundation remnants of the Alabama Coal Mining Company's shaft mine are fine examples of mid-19th century coal mine engineering. The steam engine foundation provides valuable material evidence about the installation and operation of the earliest horizontal steam engines employed in American coal mining. The engine used here was imported from Wilkesbarre, Pennsylvania. As the location of the state's earliest, systematic, capital intensive mining operation, the site also became part of a larger cluster of mines which now constitute some of the earliest surviving archaeological remains of coal mining in the South. This cluster contains not only information on the engineering and construction features but also the cultural features of southern born and immigrant miners from Germany and other European countries. Since the mine employed free labor in contrast to the prevailing southern norm of relying on slave labor, the practice at William P. Browne's operation nearby, the cluster's contrasting labor bases offer insight into the various approaches to industrialization in the antebellum South. Although no subsurface testing has been conducted, the buried archaeological remains of the site undoubtedly contain additional significant information.

Period of Significance  1859-1860s

HISTORICAL OVERVIEW
An act of the Alabama Legislature created the Alabama Coal Mining Company in the mid-1850s. The company's principle purpose was to mine coal on a several hundred acre tract of land on Pea Ridge near Aldrich. Prior to the construction of the steam-powered shaft mine, several small mines including the Whim Pit, Irish Pit and Dutch Pit, had been
opened in the vicinity during the late 1830s or early 1840s. Some of the South's earliest immigrant miners worked these mines. Local oral tradition indicates that the small community of "Dutchtown" grew up near Dutch Pit. Ceramic shards, iron fragments and other cultural material conforming to this early time period have tentatively confirmed the community's character.

During the 1850s, as industrial activity increased in the state, the owners of the Alabama Coal Mining Company approached Michael Tuomey, the state's first geologist, requesting a property appraisal and suggestions to improve mining techniques. While the Geological Survey of Alabama did not publish Tuomey's report until after the Civil War, the information gathered probably led to the development of the state's first fully capitalized and technologically advanced coal mining venture. During the Civil War, the Alabama Coal Mining Company mine became one of the state's largest producers, providing much of the coal used at the Shelby Ironworks. English immigrant mining engineer Joseph Squire directed company operations during the war, the mines' most important period of service.

ACCESS
Access to the site is from logging roads off Shelby County 10 one mile north of Aldrich. The site is not identified.

CONDITION
The site is heavily-wooded and remote. Condition of the stonework is excellent.

THREATS
. Lack of any protection.
. Timbering and erosion from recently cut drainage ditches.
. Destruction by individuals desiring to reuse stonework.

SOURCES
Armes, Ethel, The Story of Coal and Iron in Alabama, pp. 153
Squire, Joseph, "Notes and Data Collected from My Diaries and Note Books for the Purpose of Furnishing Material with Which to Form a Brief Biography of My Past Life," copy in Shelby County Historical Society Collection, Columbiana
Alabama Coal Mine Company Mine, March, 1992, Near Aldrich-Montevallo, Shelby County, Alabama, Drawing by Jack Bergstresser
Foundations, Steam Engine Hoisting Drum, c.1859, Alabama Coal Mining Co. Mine, near Aldrich, Shelby County, Alabama
INDUSTRIAL COMMUNITIES

The District possesses a wide complement of industrial communities ranging from a major urban center, Birmingham; a major city, Tuscaloosa; regional mining centers; as well as extensive and nearly intact mining camps; street-car suburbs of industrial managers and supervisors; and elite neighborhoods of industrial capitalists and entrepreneurs. These communities reflect the strong traditions of community planning that were essential to the rapid development of housing and community services needed to establish and maintain industrial operations in geographic areas with little previous development and difficult terrain inherent in the mineral rich landscape. They also reflect not only the racial attitudes of the South but also the ethnic diversity of the Birmingham District.

Company Towns
  Thomas Furnace Community (Thomas)
  Muscoda Red Ore Mining Community (Muscoda)

Planned Communities
  Fairfield
  Bayview Coal Mining Camp (Bayview)
  Altamont Parkway

Commercial Districts
  Pratt City Carline
  Bessemer
  Dora
  Downtown Birmingham
  Downtown Birmingham Railroad Reservation
  Downtown Birmingham Theatre & Retail
  Heaviest Corner on Earth
  Morris Avenue & First Avenue
  Downtown Tuscaloosa

Buildings
  Alabama Power Company Office Building
  Arlington-Mudd-Munger House
  Bankhead, John Hollis Sr. House
  Birmingham Realty Company Building
  Gorgas, General Josiah House
  Jemison-Vandergraaf House
  King, Edmund House
  L. & N. Station
  Woodward, Allen Harvey House
The Birmingham District's finest example of a New South company town presents a fine collection of early industrial housing types in the District. The only industrial community modeled directly on Pennsylvania prototypes, it represents an outstanding example of the direct transfer of company town planning, as well as housing types, from its American center in Pennsylvania to the South.

The community is also significant because it shows a clear division in the planning of worker housing. Thomas' social geography demonstrates not only management-worker and black-white divisions but also segregation by country of origin with immigrants from southern Europe housed along a different street.

Period of Significance 1887-1920s
HISTORICAL OVERVIEW

The town of Thomas was laid out in the late 1880s and closely modeled on the Pennsylvania industrial communities of Hokendauqua and Alburtis, headquarters of the Thomas Iron Company. Frank B. Keiser, company engineer, supervised town building as well as construction of the adjacent industrial facilities. Serving as plant manager, mayor and school administrator, Keiser remained in charge of both the town and the works until 1909. The town was operated as a company town until 1948 when houses were resold to occupants and other private owners.

From 1888 to 1971, the Pioneer Mining and Manufacturing Company of Pennsylvania, later Republic Iron and Steel and Republic Steel operated an iron producing facility with coke works, limestone quarry and coal mines on adjoining portions of the 2,000 acre Thomas site. The Thomas Coke Works continued in operation until the 1980s under the management of LTV. Wade Sand and Gravel operates limestone and dolomite quarries and other operations to this day.

ACCESS

As the community remains surrounded by railroads, access is limited to one principal entrance from US 78-Bankhead Highway at Second Street. It is possible to enter the community from Florida Avenue through the Wade Sand and Gravel site, but impractical.

CONDITION

. Due to its physical isolation and lack of development pressures, this company town, with its early street system, landscape features, foreman and worker houses, commissary and company buildings, remains remarkably intact.
. Upkeep of the houses varies from poor to good. Some houses were deteriorating due to inadequate maintenance as a result of the low income level and/or age of residents.

THREATS

. Deterioration due to inadequate maintenance is an ongoing concern.
. As the City of Birmingham has no standards to guide residents of low-income, historic districts in home repair and improvement, improvements may be made to residences that will destroy their architectural integrity. A low level of awareness and interest may contribute to this problem.
. Residents express concerns regarding the impact of truck traffic on the neighborhood as industries transport materials to and from the site via the Florida Avenue-Wade Sand and Gravel plant entrance.
. Residents are also concerned about the lack of emergency access to the neighborhood, particularly when trains block the railroad tracks at the entrance to the site.

SOURCES

White, Marjorie; McDaniel, George; Van Buren, Maurie; Hunter, Betsy; Thomas National Register Historical District Nomination, 1986.
Birmingham Historical Society, Industrial Community Files, Thomas

Birmingham Historical Society  6/24/92  c:\wp51\ihc.db\jef.reg (Thomas Furnace Community A)
Aerial View of Thomas, from top to bottom, white quarters, black quarters, coke and by-products plant, quarry, I 20-59, Thomas-Birmingham, Jefferson County, Alabama
Foremen's Housing, First Street, white quarters, housing modelled on Pennsylvania prototypes, 1880s, Thomas-Birmingham, Jefferson County, Alabama

Worker Housing, Sixth Street, Black quarters, c. 1900, pyramidal roof cottages, Thomas-Birmingham, Jefferson County, Alabama
HISTORIC NAME  Muscoda Red Ore Mining Community
CURRENT NAME  Muscoda
LOCATION  On the northern and southern slopes of Red Mountain at Readers Gap, to the east and west of AL 150
CITY  Bessemer
COUNTY  Jefferson
ACREAGE  Multiple private
OWNER  District
DATE OF CONSTRUCTION  1902-1909, 1917-1918
BUILDER/ARCHITECT/ENGINEER  TCI Land Department

DESCRIPTION
The Muscoda community is situated along the crest and slopes of Red Mountain just south of Bessemer and just north of TCI's former red ore mines, the largest in the Birmingham District. The community is composed of several distinctive sections including a row of seven two-story frame superintendent residences along Minnesota Avenue at the crest of the mountain. Along and to the south of Minnesota Avenue and nearest the mine headquarters is a section of 16 mining foremen's residences. To the west across Readers Gap is a section of 115 four-room square top and bungalow style worker houses, originally divided into black and white sections. As mining operations expanded during World War I this area housed white miners and additional company housing for blacks was built on the southern slopes of Red Mountain in geographically separated sections known as "New Camp" and "New (or Borah) Village." New Village includes 69 four-room and six-room frame duplexes, known locally as "double two room" and "double three room" houses.

The Muscoda community still includes numerous company-built community facilities, including two schools (one for blacks and one for whites), a teachers' cottage, a Social Science Building now a residence, a church, a doctor's house and a medical dispensary (now a church). Five brick mine headquarters buildings also remain as well as substantial foundation materials at Muscoda mine sites on the southern slope of Red Mountain. A power house and head frame for the mine hoist also remain.

SIGNIFICANCE
The Muscoda mining community includes the finest concentration of worker housing and company-built community facilities in the District. Two schools, a church, medical dispensary, doctor's house and teachers' cottages document company-operated social welfare programs of the 1910s and 1920s. The community also reveals a diversity of building types which reflects the hierarchy of the labor force and a clearly delineated, geographically separated racial organization.
Period of Significance  1902-1920s
HISTORICAL OVERVIEW
In 1899, TCI purchased existing mining operations at Muscoda. In 1901, Don Bacon, former president of a major Minnesota red ore mining firm, became president of TCI. Bacon and many of his Minnesota associates and their families, moved to Birmingham. These men expanded and improved the Muscoda Mines which became and remained through the 1950s the largest in the Birmingham District. To house the new mine management, Birmingham's leading architectural firm, Wheelock and Wheelock, designed two-story Queen Anne style frame houses. Birmingham contractor C. D. Ratliffe built them.

In 1902 and 1903, TCI also built 115 square-top worker houses across Readers Gap for miners and their families. Wheelock, Joy and Wheelock provided the plans and Ratliffe served as contractor. TCI's John A. Baird supervised construction. The pyramidal roof cottage design, best known locally as the four-room square top, was well adapted to the southern climate and needs of an industrial work force. With two front doors, it could be rented to one or two families. The design proved so popular, it, and not the two-room cottage, the standard for other southern mining communities, became the most common housing form in TCI and other industrial company camps throughout the Birmingham District. In 1907 and 1908 under Baird's supervision as head of the land department, TCI constructed additional square-top houses at Muscoda. In 1909, a second group of foremen's houses were also built. In 1913 the company relocated black miners originally housed along Avenue I to "New Camp," a two-street village of 115 two and three-room frame houses on the southern slope of Red Mountain. In 1917 and 1918, duplex housing was built in the older sections and in another settlement called "New" or "Borah Village." Baird designed and supervised these building efforts, as well as maintenance of the structures. By the 1920s, an estimated 3,500 persons lived at Muscoda.

Throughout the 1910s, TCI erected numerous community facilities. The two-story brick Georgian Revival white miners' clubhouse featured a dance hall and pool. By 1914, two substantial schoolhouses--a brick one for whites and a frame structure for blacks; a cottage for nine resident teachers and a social science building for cooking and sewing classes, a medical dispensary and doctor's house were completed. Until the Depression, they were generously staffed by TCI Division of Social Science employees under the direction of Dr. Winifred Collins, a nationally-recognized educator trained in the Chicago schools of social work.

ACCESS
To reach Muscoda from Bessemer, take 19th Street south up Red Mountain to Holbrook Avenue and turn right on Holbrook Avenue to Minnesota Avenue. The mining community is on both sides of AL 150. The community is also accessible from Club House Road, just south of Fairfax Avenue.
CONDITION
Good. Houses and community facilities that remain have been generally well-maintained and little altered through the years.

THREATS
Addison Elementary School, until quite recently the last remaining TCI school still operating as a school, remains vacant.

SOURCES
White, Marjorie, The Birmingham District, pp. 202-206
Birmingham Historical Society, Industrial Community Files, Muscoda
Auburn University School of Architecture Urban Design Studio Inventory Project, Notebook and Files, Fall 1991-Winter 1992

DESCRIPTION CONTINUED
Significant Structures and Groups of Structures Remaining at Muscoda include the following:

Superintendents’ Houses (1902)
Architect: Wheelock and Wheelock
Contractor: C. D. Ratcliffe
1405-1509 Minnesota Avenue

Foremen Houses (1909)
1309-1403 Minnesota Avenue
1402-1510 Avenue I

Worker Houses (1902-1903)
Architect: Wheelock and Wheelock
TCI Associate John A. Baird
Avenues I, J, H and G

Worker Houses (1906-1907, 1917-1918)
Avenues G, H and I

New Camp (1913)
New Avenue, west of AL 150

New (Borah) Village (1917-1918)
Borah and Gary Avenues, east of AL 150
**TCI White Schoolhouse-Bessemer Baptist Association** (c. 1914)
Fairfax Avenue (JC 18) at AL 150

**TCI Black Schoolhouse-Addison Elementary School** (1914)
Until quite recently, the last remaining TCI school still operating as a school.
413 Morgan Road

**Starlite Baptist Church**
A TCI-built church
AL 150 at Morgan Road

**Muscoda Mine Headquarters (1903, 1940)**
Just south of Minnesota Avenue, to east of AL 150

The five brick structures at this site served as headquarters for the Muscoda mines, TCI's largest red ore mining operations in the District. The best concentration of ore mining headquarters facilities in the District, they include a 1903 brick supply house, a 1903 brick shop building, a 1940 safety hall, an electrical shop and a one-story brick privy and bathhouse with separate entrances for white and black miners. Several industrial enterprises occupy the site.

**Muscoda Red Ore Mines Nos. 5 & No. 6**
Southern slope of Red Mountain at Muscoda

The sites contain foundation materials scattered over more than 20 acres. Included are hoist foundations, a boiler stack, large foundation remnants, smaller piers, wall and other features which reveal the progressions of mining practice in the Red Mountain mining district from surface, out crop trenches to steam and electrically powered hoist assisted operations.

**Pyne Mine**
To east of AL 150, four miles south of Bessemer

At this five acre site, originally part of the Muscoda mines, the 40' steel headframe and brick powerhouse are still standing. Inside the powerhouse, foundations for equipment remain. One of only two shaft mines in the District, Pyne, one of the largest red ore mines in the nation, operated until 1971.
Muscoda Community, TCI-U.S.
Steel's Red Ore Mining Camp,
Muscoda-Red Mountain-Bessemer,
Jefferson County, Alabama
Superintendents' Row, 1902, Minnesota Avenue, Muscoda-Bessemer, Jefferson County, Alabama

Worker Houses, TCI “four-room square tops,” Avenue H, c. 1906, Muscoda-Bessemer, Jefferson County, Alabama
Double Three-room House Plan ("double 3," TCI Worker Housing built c. 1919, Drawing by James Baird, TCI Land Department, 1980, Birmingham Historical Society)
Four Room House Plan ("4 room square top"), TCI Worker Housing built c. 1902, Drawing by James Baird, TCI Land Department, 1980, Birmingham Historical Society
Worker House, TCI “double three rooms,” c. 1917, 913 Borah Avenue, New Village, near Bessemer, Jefferson County, Alabama

TCI Medical Dispensary - now a church, Avenue I, Muscoda-Bessemer, Jefferson County, Alabama
TCI White Schoolhouse-Bessemer Baptist Association, c. 1914, Fairfax Avenue, Muscoda-Bessemer, Jefferson County, Alabama

TCI Teachers’ Cottage and Social Science Building, c. 1914, Muscoda-Bessemer, Jefferson County, Alabama
TCI Black Schoolhouse-Addison Elementary School, c. 1914, 413 Morgan Road, New Camp-Muscoda-Bessemer, Jefferson County, Alabama

TCI Black Church-Starlight Baptist Church, New Camp, Muscoda-Bessemer, Jefferson County, Alabama
HISTORIC NAME | Fairfield
CURRENT NAME | Fairfield
LOCATION | Extends from 40th to 52nd Streets and along Commerce, Gary, Parkway, DeBardeleben, Carnegie and Ridgeway Avenues, seven miles west of the Birmingham city center.

CITY | Fairfield
COUNTY | Jefferson
ACREAGE | c. 240
OWNER | Multiple private.

TYPE | District
DATE OF CONSTRUCTION | 1909-1920s
BUILDER/ARCHITECT/ENGINEER | George Miller, Boston, land planner

DESCRIPTION
The original city of Fairfield which forms the core of the present day City of Fairfield includes densely-developed residential areas along Parkway, DeBardeleben, Ridgeway and Carnegie Avenues, a solidly-lined commercial district along Gary Avenue, a Civic Plaza and central park as well as many smaller parks. Residential types include single family bungalows, the dominant housing form, as well as Tudors and attractive two-family duplex houses. Residences and churches are located about the central park. The former TCI Hospital, now Lloyd Noland, is located in Overlook Park on a high knoll above the city. Streets of the residential area are tree-lined with landscaped medians and carefully contoured to the hilly terrain. The commercial district lies in the flat valley land, adjacent to the industrial plants of TCI-U.S. Steel-now USX.

SIGNIFICANCE
Fairfield represents the ultimate expression of planned worker communities of the iron and steel industry. The design for this model industrial city reflects the influence of the "City Beautiful" movement of the Progressive Era in the history of the United States. Extensive, surviving planning documents detail goals of social engineering in their generous provision for civic and green spaces in the new city. While no expense was spared in the planning and construction of streets, parks, sidewalks, residences and landscaping for this community, Fairfield housed only skilled white labor --showing the attitudes of racial segregation of the era.

Period of Significance | 1909-1920s

HISTORICAL OVERVIEW
The Plan for Corey-Fairfield
In 1909, local developer Robert Jemison, Jr., hired George H. Miller of Boston to design a model city for workers to be attracted to TCI-U.S. Steel's plants scheduled to be constructed at a totally new site originally called Corey (for the U.S. Steel President) and later Fairfield. (Corey's involvement in a scandalous divorce led to changing the name to Fairfield, the Connecticut residence of another U.S. Steel official.) Miller was a nationally prominent city planner with extensive work in northern industrial town planning.
Detailed design work was done from December 1909 through March 1910, with planning for parks and residential areas continuing through April 1911. Miller's schematics included a general plan, zoning scheme, plans for parks, cross sections of streets showing surface divisions, studies for street corners, studies for sewer, gas and water lines, possibilities for arrangement of lot space for typical bungalows and for residences of TCI officials, as well as plans for a hotel. Construction began in March 1910 and continued through April 1911. During this time, $1,000,000 was expended on improvements.

Miller's town scheme demonstrated the cardinal principles of city planning: zoning of land for different purposes, inclusion of parks, regulation of the character of development on private land and design of a unified scheme that takes advantage of existing conditions. The physical land plan was grand and intricate: a rectilinear, fan-shaped and curvilinear system of streets, avenues and parks, closely fitted to existing roads and lay of the land. In level sections most conveniently accessible to the plants, business property, manufacturing concerns, small houses and apartments were suggested. The wooded, higher regions were devoted to fine residential sections. Existing vegetation was maintained. Miller's plan included proposals for additional landscaping and four separate park areas, one of which forms the Civic Plaza area, the dominant and formal axis of the community. Here Miller planned to locate major public and commercial buildings which he conceived as a unified group and designed in a homogeneous style. Zoning restrictions determined location, height and architectural style as well as types of business allowed.

Behind the Civic Plaza, the central park area was provided with recreational facilities, including athletic fields, tennis courts and playgrounds. Homes and churches bordered the park. City planner Miller claimed, with pride, that 90 percent of all houses in Fairfield were less than a two-minute walk from a park or parkway.

Parkway, DeBardeleben and Carnegie Avenues, the principal residential thoroughfares, led from the central park. For these and all streets, Miller prepared individualized landscaping designs to enhance the streets, buffer traffic and increase desirability of the property. To implement the designs, the land company provided a generous budget which included the planting of flowers and more than 100,000 trees and shrubs at a cost in excess of $80,000, reportedly the largest such allocation for a southern real estate venture. Every lot in the proposed town was provided with a sanitary outlet, gas and water mains and electrical and telephone connections. More than 20 miles of streets were guttered, curbed and paved, setting new standards for southern residential construction. Quite literally, the town was built to order before its residents arrived.

The Fairfield Land Company, the local land development firm officered by Robert Jemison and associates, tried to set a standard for single-family residences through the example of the cottages they erected in 1910. All were single-family, detached houses set on 50-foot lots with large backyards. By about 1914, approximately 160 houses had been built on the 1,256 lots subdivided for residential development. The company also erected some of the early commercial buildings. Due to a slower than expected completion of
U.S. Steel's plants adjacent to the model city, Fairfield's residential and commercial blocks did not fill out until after World War I. The 1920s and 1950s were additional prosperous times.

Jemison's plans for Fairfield's housing did not include residences for low income workers, who were largely immigrants and blacks. The American Steel and Wire Mill proposed to build several groups of "block houses" - two stories high with roof gardens and arranged about central courtyards - to accommodate workers at its plants. However, these were never built. In response to increased need for workers during World War I, TCI built Westfield, a model village providing homes, schools and playing fields for black employees. Fifty houses had been completed in Westfield by December 1917. TCI later constructed schools and churches along winding, tree-lined streets. The community lay one mile north of Fairfield, directly across from the plants and next to the slag dump. No structures remain at Westfield today, but the Westfield High School classes hold reunions in Birmingham and several northern cities each year. Interurban Heights provided another residential area for black workmen at the various mills.

ACCESS
Fairfield is accessed by two exits from I 20-59.

CONDITION
- A recent city-sponsored restoration of the Civic Plaza restored remaining architectural features, replanted trees and shrubs according to the original plans and added rows of flags bordering the original brick walkways. The original fountain (converted to a planter) and bench still serve as the landmark center of town.
- The central park area behind the plaza now contains a large graded area for baseball and softball and a smaller field for sports by younger groups, both with concrete spectators' seats; three asphalt tennis courts; an asphalt basketball court; a fenced play area with modern play equipment; and a pavilion with a barbecue pit and picnic tables.
- Homes and churches appear to be in stable condition in the areas to the south of Gary Avenue. Construction of I 20/59 destroyed the northern edge of the residential district close to the USX plants and has undermined the desirability of remaining residences.

THREATS
- Although many of the residences and commercial buildings in the historic portion of Fairfield remain in sound condition, a number of structures have fallen into disrepair.
- Repairs and renovations which are not guided by a prescribed program, that recognizes and protects historical and architectural features, may destroy the historic character, now intact, of the area.
- Similarly, unguided land use decisions will negatively affect the historic integrity of residences and the commercial core, as deteriorated structures are removed and leave vacant parcels suitable for infill development.
- Past redevelopment in the commercial district has not been in accord with a program that recognizes and protects historical and architectural features.
SOURCES
White, Marjorie, The Birmingham District, pp. 116-125.
Morris, Philip, White, Marjorie, DESIGNS on BIRMINGHAM-A Landscape History of a Southern City and its Suburbs, pp. 15-19.
Jemison & Co. Papers, Department of Archives and Manuscripts, Linn-Henley Research, Birmingham Public Library.
Smith, Anita, The Lloyd Noland Story
American Iron and Steel Institute, Monthly Bulletin, Vol. 1, March, 1913, pp. 87-89
"Fairfield, Alabama, the South's Model Industrial City," Iron Tradesman, Vol. 73, February, 1915, pp. 1-5
"Housing the Employee," System, Vol 26, October, 1914, pp. 433-435, Illustrations only
Tenth International Housing Congress, The Hague, 1913, Rapports, pte: 3:130-133
Miller, G. H., "Fairfield, a Town With Purpose," American City, Vol. 9, September, 1913, pp. 213-219
Survey, Vol. 27, January 6, 1912, pp. 1467, 1535, 1539
U.S. Steel Corporation, Bulletin No. 4, November, 1913, pp. 33-36, 43-44

DESCRIPTION CONTINUED
The Fairfield District includes the following:

Fairfield Business District (1909-1950s)
Gary Avenue between 43rd Street and Valley Road

The district, lying due north of U.S. Steel-USX's Fairfield Works, includes significant buildings developed by the original development firm as well as many other firms and individuals, is probably the largest historic commercial district in the Birmingham area outside the Birmingham City Center.

Fairfield Residential Areas (1910s-1920s)
Along Parkway, DeBardeleben, Carnegie and Ridgeway Avenues and from 40th to 52nd Streets.

Fairfield City Hall (1945)
4701 Gary Avenue

Fairfield Post Office (1936)
420 45th Street
DESCRIPTION Continued

Christ Episcopal Church of Fairfield (1921-31)
4912 Parkway

Fairfield Presbyterian Church (1926)
4400 Parkway

First Baptist Church of Fairfield (1921)
4816 Carnegie Avenue

Fairfield First United Methodist Church (1953)
4411 Parkway

TCI-Employees (Lloyd Noland) Hospital (1919; wings 1965, 1973)
Ridgeway Road

A landmark development of the Fairfield community is the TCI Employees (now Lloyd Noland) Hospital. In 1919, TCI constructed a 318-bed, four-story industrial hospital, one of the first of its kind in the nation, on a commanding 41-acre site along Flint Ridge, overlooking the mills. Though not sited here as part of the original plan, the hospital aligns with the axis of the city, which extends from the by-product plant up Crawford Street to the principal business section at Gary Avenue and on through the Plaza and park at the Civic Center to Flint Ridge. Birmingham historian George Cruikshank, writing in 1920, described the hospital as "the most magnificent of any of the institutions in the Birmingham district." Originally known as the Employees Hospital of the Tennessee Coal, Iron and Railroad Company, the hospital was renamed in 1950 to honor TCI medical director, Lloyd Noland. In August, 1951, TCI conveyed the hospital to the community, along with funds for expansion, and established a private foundation for its administration.

Flintridge-TCI-U.S. Steel-USX Building
Flintridge Road on hill, overlooking plant of TCI-U.S. Steel-U.S.X.'s Fairfield works

In 1951 TCI moved its main headquarters from the Brown-Marx Building, in Birmingham's City Center, to this hilltop site on Flint Ridge overlooking the Fairfield Works. The Chicago architectural firm of Holabird, Root and Burgee designed the $6 million facility for 1,300 employees.

The International style building made extensive use of stainless steel for both structural and decorative purposes. John W. Galbreath and Company, a Columbus, Ohio real estate and land management firm, financed construction of the office complex through the Flint Ridge Development Company, which leased the structure to U.S. Steel.
Original City Plan for Fairfield, the "model" industrial city, privately developed, adjacent to U.S. Steel-now USX's Fairfield Works, October, 1991, Fairfield, Jefferson County, Alabama
Worker Housing, View looking south, 43rd Street, west side, Fairfield, Jefferson County, Alabama

Worker Housing, View Looking south, 43rd Street, east side, Fairfield, Jefferson County, Alabama
Worker Housing, 4900 Block, Carnegie Avenue, northside, Fairfield, Jefferson County, Alabama
Aerial View of Fairfield with Civic Center, middle left and surrounded by the historic residential district; Gary Avenue & Commercial District, bottom center to left leading to the Flint Ridge-U. S. Steel Headquarters Building; U.S. Steel Plants, to the right of this photograph, 1950, Fairfield, Jefferson County, Alabama
<table>
<thead>
<tr>
<th><strong>HISTORIC NAME</strong></th>
<th>Bayview Coal Mining Camp</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT NAME</strong></td>
<td>Bayview</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>Off Birmingport Road (AL 269), eight miles northwest of Birmingham</td>
</tr>
<tr>
<td><strong>CITY</strong></td>
<td>Unincorporated area</td>
</tr>
<tr>
<td><strong>COUNTY</strong></td>
<td>Jefferson</td>
</tr>
<tr>
<td><strong>ACREAGE</strong></td>
<td>c. 200</td>
</tr>
<tr>
<td><strong>OWNER</strong></td>
<td>Multiple private</td>
</tr>
<tr>
<td><strong>TYPE</strong></td>
<td>District</td>
</tr>
<tr>
<td><strong>DATE OF CONSTRUCTION</strong></td>
<td>1911-1915</td>
</tr>
<tr>
<td><strong>BUILDER/ARCHITECT/ENGINEER</strong></td>
<td>TCI Land Department, James Baird, Supervising Architect</td>
</tr>
</tbody>
</table>

**DESCRIPTION**

The Bayview community includes 228 frame houses, a brick commissary and a teachers' cottage in a well-designed industrial community, situated on Bayview Lake. The community plan conforms to the peninsular setting and includes two distinct and geographically separate sections: white and black camps encircling areas in which civic buildings were formerly located. Approximately 139 frame bungalow-type houses of four distinct variations, the frame TCI teachers' cottage (an enlarged bungalow-type structure) and the 35' x 50' one-story brick commissary (now vacant) are located along curving streets in the former white camp. Residences for mine management, set on slightly larger lots, are sited along Bayview Drive, at the entrance to the community. Ninety frame bungalow houses, of similar dimensions and types, are located along curving streets in the former black camp. In this camp, houses are sited to face the lake.

**SIGNIFICANCE**

Bayview reflects the adoption of "City Beautiful" planning ideals, first expressed in the District in the exemplary planning at Fairfield, by a major industrial entity --TCI-- which utilized these concepts for their worker camps. As a "model" mining community Bayview is the most fully-realized example in the District and also reflects the prevailing standards for geographic separation of race. The original plan defines two geographically distinct sections --one for white workers and one for black workers.

**Period of Significance** 1911-1915

**HISTORICAL OVERVIEW**

In 1911, the Tennessee Coal and Iron Company, a subsidiary of U.S. Steel, locally known as TCI completed construction of a water system damming the waters of Village Creek to form Bayview Lake. At Bayview, a 200-acre peninsula jutting into Bayview Lake, TCI began construction of a large shaft coal mine and its final "modern mining camp of model design" for an estimated population of 500 miners. The mine was put into operation in 1912. By 1915, 172 persons were employed at Bayview. In 1920, employment topped 500. Peak employment came in 1924 with 714 miners on the TCI payroll. The mine produced more than 400,000 tons that year.
In contrast to other TCI villages, which grew as mining operations expanded, Bayview was laid out as a complete entity anticipating a projected population. Land department engineers applied "Beaux Arts" planning principles first introduced at Fairfield then under construction to this camp site. Streets were laid out to fit the contour of the site. Two camps, with streets circling centrally located civic centers, housed white and black miners. In the white camp, a Foreman's Row was built on the ridge along Bayview Drive. The commissary, a church and a teachers' cottage were located in the white camp. TCI installed sewers and sidewalks in both camps and planted shrubs, trees and flower beds along the entranceway to the mines. Most houses were four-room bungalow style cottages with varied rooflines and porch placements. Some houses were sited toward the lake to take advantage of the lakeside views. Meeting halls, tennis courts, an athletic field and the views of Bayview Lake enhanced the "well-appointed industrial community," of which one contemporary account stated, "not many resorts of the wealthy have a more delightful setting." Mining declined in the 1920s and many residents moved elsewhere. During a five week period in 1937, the Birmingham area Red Cross cared for more than 3,000 Mississippi River flood refugees at the deserted camp.

ACCESS
Located to the northwest of Birmingham, Bayview is reached by taking US 269-Birminghamport Road eight miles to Mulga. Turn right onto 4th Street which becomes Bayview Drive. Proceed one mile to the residential community.

CONDITION
. Condition of residences and the teacher's cottage is generally good.
. The commissary, in poor condition, vacant, roofless and neglected, is the only community facility remaining about the open grassy, former civic center space.

THREATS
. Toxic substances deposited from more than 100 years of industrial dumping into the creek forming Bayview Lake.
. Inadequate financial reserves to maintain residences.
. Lack of economic enterprise to rehabilitate and make use of the commissary, one of few remaining in the District.

SOURCES
White, Marjorie, *The Birmingham District*, pp. 259-260
Auburn University School of Architecture Urban Design Studio Inventory Project, Notebooks and Files located at Birmingham Historical Society, Fall 1991-Winter 1992
Birmingham Historical Society, Industrial Community Files, Bayview
The Southern Pine Association, "Homes for Workmen," New Orleans, 1919, pp. 24-26

Birmingham Historical Society 3/10/92 c:\wp51\ihc.db\jeff.reg
Bayview Coal Mine Camp, TCI-U. S. Steel "model" community, Bayview, Jefferson County, Alabama
Type M-TCI Worker Housing, c. 1912, Bayview, Jefferson County, Alabama

Type N-TCI Worker Housing, c. 1912, Bayview, Jefferson County, Alabama
TCI Teachers’ Cottage, c. 1912, School Drive, Bayview, Jefferson County, Alabama
View looking south along Front Street, Bayview, Jefferson County, Alabama

TCI Commissary-Bayview Super Store (abandoned), Bayview, Jefferson County, Alabama
HISTORIC NAME | Altamont Parkway-A Portion of Red Mountain at Birmingham  
CURRENT NAME | Altamont Parkway-Red Mountain Suburbs National Register District  
LOCATION | Northern slope of Red Mountain extending west from Altamont School to Country Club Road-Arlington Avenue  
CITY | Birmingham  
COUNTY | Jefferson  
ACREAGE | 80 acres  
OWNER | Multiple private and the University of Alabama at Birmingham  

TYPE | District  
DATE OF CONSTRUCTION | 1911-1920s  
BUILDER/ARCHITECT/ENGINEER | George H. Miller, Boston, Landscape Architect  

DESCRIPTION
Altamont Parkway is a boulevard with mountain-top homesites along the crest of Red Mountain. The parkway stretches one and one-half miles along the northern flank of Red Mountain. Elevated 400 feet above the city of Birmingham which spreads laterally in the valley below, Red Mountain forms a definitive southern border for the city. Residential districts nestled among tree-lined streets fill the ridge leading to the crest. The parkway serves as a skyline drive overlooking the industrial city. Mansions for the barons of iron and steel and business line the crest above the parkway. This area includes portions of the Red Mountain Suburbs National Register Historic District.

The plan for this parkway defines the character of the Red Mountain crest. The parkway is visible, from all points in the valley below in which Birmingham is located, as a wooded, mountain ridge punctuated by the mansions of the barons of iron and steel. The parkway also provides spectacular views from the mountain’s crest of the valley below, with its railroads, industrial plants and urban center, for residents and parkway visitors.

SIGNIFICANCE
Altamont Parkway, an exceptional example of planning, reflects the importance of "City Beautiful" planning concepts to the industrial leaders of Birmingham who paid for high-quality planning for both industrial communities and their own suburban neighborhoods. The parkway plan, which sited the mansions of the barons of industry along the crest of Red Mountain overlooking the industrial plants in the valley below, resulted from the talent of a designer brought to the city by the idealistic real estate firm then also planning the "model" industrial city of Fairfield.

Period of Significance | 1911 to 1920s

HISTORICAL OVERVIEW
Boston landscape architect and industrial town planner, George Miller who was working with Jemison & Co. to provide detailed plans for that company’s development of the "model" industrial city of Fairfield, drew the plan for the parkway. The company had been attempting to develop a boulevard and mountain top home sites along Red Mountain’s crest since 1905 but needed expert advice to figure out difficult engineering and design concerns inherent in building on the rocky mountain top. Miller’s plan and detailed engineering solutions were completed by November 1911. His plan of that date sited
houses on the crest of the ridge to take advantage of the view of two valleys. The plan further protected both private and public views of the city of Birmingham for residences by developing only one side of the parkway. In the years before the current trees matured, these views were even more spectacular. Construction of the parkway began in 1913. However, due to difficulties of routing road construction through the mountain's hard rock and the advent of World War I, the parkway and its extension along Redmont Road were not completed until the mid 1920s.

In addition to locating the parkway, Miller's 1911 plan envisioned a sequence of estates set along the knolls at the crest. During 1914, Miller executed extensive detailed drawings for his last Birmingham commission, the 40-acre estate of Robert Jemison Jr.'s brother-in-law, local iron baron Rick Woodward. Miller's drawings and correspondence with Jemison and the Woodwards suggested a low-lying California style house as appropriate to the mountain-top site and reflected much care to site the residence to take advantage of breezes and mountain-top exposures. The Woodward estate, completed in the 1920s, is now the residence of the President of the University of Alabama at Birmingham.

Throughout the 1920s, the Jemison Company, working with Birmingham landscape architect William Kessler located drives and assisted with siting and building of other estates along the ridge fulfilling Miller's original plan. In 1927, to preserve the public views of the city from the parkway, the Jemison Company sold an 18-acre parcel, the current Altamont Park, to the City of Birmingham for a nominal price.

ACCESS

Access to this mountaintop parkway is difficult.
- From Southside and Forest Park, take University Boulevard East to Clairmont Avenue, proceeding east on Clairmont at the park. Take Essex Road right to a dead end at Cliff, left at Cliff one block to the eastern end of Altamont Parkway.
- From Country Club Road-Arlington Avenue which crosses Red Mountain, take Cliff Road to the western end of Altamont Parkway.

CONDITION

Excellent, view could be improved if trees and vegetation were cut.

THREATS

- Development pressures to build along the southern flank of the parkway, thus obscuring the public views. (The neighborhood association successfully stopped a major developer two years ago.)
- Construction of contemporary housing not respectful of original development set backs and scale. Current city ordinances do not provide adequate protection to ensure compatible new design.

SOURCES

White, Marjorie & Morris, Philip, DESIGNS on BIRMINGHAM-A Landscape History of a Southern City and its Suburbs, pp.2-3, 22-23.
Birmingham Historical Society, DESIGNS on BIRMINGHAM and Neighborhood Files.
Miller, George H., "Altamont - A Portion of Red Mountain at Birmingham, Study for General Subdivision and Arrangement." Extensive drawings, plans and correspondence are located in the Jemison & Co. Collections of Linn-Henley Research-Birmingham Public Library, Department of Archives and Manuscripts, Birmingham.

Birmingham Historical Society 6/29/92 c:\wp51\ihc.db\jeff.reg
<table>
<thead>
<tr>
<th><strong>HISTORIC NAME</strong></th>
<th>Pratt City Carline Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT NAME</strong></td>
<td>Pratt City Carline Historic District (Pratt City Carline)</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>Bounded on the north by the tracks of the Birmingham Southern Railroad and the newer houses developed on the former mining slopes beyond, on the east by Avenue W and on the southeast by the Frisco Railroad, on the west by the site of the Pratt mines and coke ovens</td>
</tr>
<tr>
<td><strong>CITY</strong></td>
<td>Birmingham</td>
</tr>
<tr>
<td><strong>COUNTY</strong></td>
<td>Jefferson</td>
</tr>
<tr>
<td><strong>ACREAGE</strong></td>
<td>80</td>
</tr>
<tr>
<td><strong>OWNER</strong></td>
<td>Multiple</td>
</tr>
<tr>
<td><strong>TYPE</strong></td>
<td>District</td>
</tr>
<tr>
<td><strong>DATE OF CONSTRUCTION</strong></td>
<td>Multiple</td>
</tr>
</tbody>
</table>

**DESCRIPTION**
The Y-shaped district extends 15 blocks in a northwest/southeast direction along Carline Avenue, the original and intact streetcar rail line roadbed. Carline Avenue is a tree-lined street that cuts across the series of irregularly sized city blocks. At each point that it intersects the grid of city streets, irregularly sized open spaces are formed. The major triangular spaces in the center of the carline form distinctive commercial and community centers, each called into existence and unified by the historic streetcar system. The district's 61 Commercial buildings are clustered about this series of nodes.

Buildings in the district are one and two-story frame and brick commercial structures of nine different architectural types. Though called into existence by modern industrial development, the district showcases the full range of late 19th and early 20th century styles, buildings, materials and techniques popular in small towns across the South. Brick is the dominant building material and is laid up in decorative patterns and panels.

**SIGNIFICANCE**
Earliest and leading commercial center for the Birmingham and Alabama coalfields, physical development strongly influenced by the streetcar railway

**Period of Significance** 1887-1920s

**HISTORICAL OVERVIEW**
With the opening of mines and coke ovens in Pratt City beginning in 1879, the area boomed. As early as 1887, the Ensley Railroad Company provided streetcar service from Pratt City to the neighboring industrial manufacturing towns of Ensley and Thomas and to "Town," as local Pratt residents called downtown Birmingham. By 1900, traffic over this line was so heavy that tracks were doubled. This trolley line carried many a passenger
and also determined the development of Pratt City's commercial resources... a series of centers anchored to the open public domain of the carline, each center clustered at the intersection of the carline with the grid of city streets. Four centers emerged, the largest at 1st Street and Pratt Mines Station and smaller neighborhood centers at Ezell and Ida Stations. Each center took on the character of the adjacent industrial activity or ethnic variety of nearby residents. Into all these commercial areas, crowded small family-run trades including grocery, general merchandise, household and dry goods, and furniture stores, saloons, a bank and offices for the many doctors who treated industrial injuries. The Pratt Carline District formed the earliest and largest regional economic center for the Alabama coal fields. Prosperity continued through the 1920s when the mines and coke ovens were in full operation. Activity at the TCI-Birmingham Southern Shipping Yard continued through the 1950s.

ACCESS
Access is easy from US 78 at Cherry Street or from Avenue W, the major connector to I 59-20 and US 78.

CONDITION
Despite intensive city-sponsored physical improvements including roads, sidewalks, lights and tree planting, many properties have been abandoned and are vacant.

THREATS
- Substantial number of vacant buildings
- Continued development along the US 78 corridor siphoning civic and commercial activities from its historic center in the district.

SOURCES
Pratt City Carline National Register Historic District Nomination, 1981

DESCRIPTION CONTINUED

PHYSICAL CHARACTERISTICS
Topography  The topography is gently rolling away from Carline Avenue, which is generally located on a small ridge line. The grade on Carline Avenue, once a streetcar rail line, does not exceed 5% slope.

Hydrology  The district runs parallel to Coal Branch which forms the northwest district boundary. The district terminates to the southwest at Village Creek, once the site of an old trestle that linked the streetcar to Ensley.

Geology  The district borders the Pratt Coal Seam located to the north and west.

Landscape Feature  Carline Avenue is a tree-lined street. Many low walls and hedges mark the edges of the private property as it lines up to the carline right-of-way. Commercial buildings along the street tend to abut the sidewalk and adjacent buildings. Few buildings, however, fill the large building lots.
DESCRIPTION Continued

HISTORIC RESOURCES

1. Pattern of Land Division, Street and Lot Layout
The district is densely developed along the historic street carline roadbed as it cuts across the series of irregularly sized city blocks. The carline cuts through the developed area in a northwest/south-easterly direction. At each point that it intersects the grid of city streets, irregularly sized open spaces are formed. The major triangular spaces in the center of the carline form distinctive commercial and community centers, each called into existence and unified by the historic streetcar system. The carline makes the district one. It connects centers within the town, and the town with other centers: Ensley, Thomas and Birmingham.

The Pratt City Carline District consists of four basic sections. All sections are located at historic streetcar stops along the original and intact streetcar roadbeds. Sections include: 1st Street, Pratt Mines Station, Ezell Station and Ida Station. Additionally, there are two neighborhood stores attached to residences. The 1st Street commercial center, nicknamed "The Bottoms" is located virtually directly adjacent to the historic industrial operations including Slope #1, the coke ovens and bins, Shaft #1, the tracks of the Birmingham Southern Railway and the two stores are located along Carline Avenue, the curving trolley roadbed which follows the ridge above the industrial plans and "The Bottoms." At each center commercial buildings cluster about the distinctive and irregular open spaces created by the intersection of the carline and the city grids.

The 1st Street center, the largest and oldest of the commercial centers, contains 28 buildings. It extends from the tracks of the Birmingham Southern Railway and the TCI Commissary along the 300' block of 1st and then up Avenue U to Pratt Mines Station. The 1st Street center contains Pratt City’s oldest commercial concentration with 15 brick structures solidly lining the southside of the Street (five built by 1891 and 10 by 1902). This is thought to be the most substantial early commercial area in Birmingham.

Pratt Mines Station contains 15 buildings (10 commercial and five residential). These buildings are grouped about the irregularly shaped triangle which forms the principal entrance to Pratt City from town. Pratt Station buildings are principally stores, a wonderfully-curved Historical Revival style commercial block, a Masonic Hall, and a magnificent grouping of early cottages situated on the elevated rise overlooking the entrance triangle.

Ezell Station boasts a single large commercial block. At Ida Station 12 commercial structures are grouped about and in the triangular medial ground. The majority are brick, however, early frame stores also remain.

2. Architectural Characteristics of the District
The Carline District consists of 61 historic one and two-story frame and brick commercial buildings and residences. The 52 commercial buildings display nine architectural types. There are three residential styles. Residential styles include individual examples of bungalow and Queen Anne houses and several cottage types. Commercial types
include: Commercial Brick, Brick Victorian, Italianate, Colonial Revival, Historical Revival, Tudor, Mission and other (the clapboard stores). Commercial Brick (N=37 or 73% of commercial buildings in the district) is the predominant style. Victorian Brick (N=7 or 14% of buildings in the district) is also popular, notably for the oldest buildings. There are single examples of the Italianate (the W.D. Young Building); the Colonial Revival (the early furniture company and masonic lodge building); and the Historical Revival (the wonderful Pratt Mines Station Commercial Block whose facade is rounded to fit the curve of this carline site). The Mission style is represented by the Hill Grocery, the Pratt City Service Station, and a remodeling of an earlier structure. There are three clapboard stores. Two are attached to residences; one is free standing.

Of all the commercial buildings constructed, stores are the most prolific type. Forty-five of the 51 commercial structures in the district (88%) are stores. Of these 87% are one story. Pratt City’s stores are small, practical buildings. They represent the types of commercial structures that flourished at the turn of the century in small towns across the South, arising to meet the needs of middle class shop owners and their middle class clientele. Although the industrial context at Pratt City was new to the South, neither the industrial milieu nor the ethnicity of the entrepreneurs running the small stores at Pratt is evident in the stores’ facades. Neither is the function of one store clearly delineated from that of another. For example, the Pratt City Bank is housed in a building that looks much like the other stores. The bank is a brick front store with a recessed name plaque on the same street in the same scale as the other businesses.

Most of the stores (N=52 or 86% of all commercial buildings in the district) are single structures. However, at each of the major streetcar stations, stores are grouped in units of two and three. These units fill the irregularly shaped lots and sport distinctively shaped facades. Well-sited on the carline, these large facades were intended to attract arriving and departing carline passengers and entice them to stop and shop. They include the Pratt Station Commercial Block with its great oculus, the stucco-clad Ezell Station Block and the Victorian Brick showcase Costello Grocery at Ida Station. These commercial blocks and the two-story buildings are the most prominent structures in the Pratt Carline District. The two-story structures (N=9 or 14% of commercial structures in the district) include Vann Brothers/S.T. Key Furniture Store and the three masonic lodges. Each of these buildings has shelter facilities for commerce at the ground level and rooms for meeting and social activities above. Standing apart from their neighbors, they provide an essential focus for collective activities and rank among the most conspicuous buildings in town.

Brick is the predominant building material in the district appearing in all of the district properties (100%) and as the principal structural material in 87%. Bricks of nearly every size, shape and color form the principal structural and decorative elements. The district stores were designed to be seen from the front, and not as free-standing objects. Typically they sported fancy facades, with narrow street frontage. These facades had store-fronts of brick laid up in decorative patterns and panels, most often at the cornice line. The fancy brickwork at the cornice competed with the display of merchandise in the large shop windows to attract the passerby. Other materials used include clapboard, stucco, iron, tile, cinder block and permastone.
3. Description of Principal Commercial Types

Victorian Brick
There are seven Victorian Brick style commercial buildings located principally in the older 1st Street area. These brick buildings are one and two-stories tall with entrances flush to the facade, small arched window openings on the upper story and decorative corbeling, often with a depth of surface ornament at the cornice. This cornice serves as the elaborate terminus to the whole building. Roofs are flat and hidden.

Good examples of the Victorian Brick style can be found at A.H. Daniels Grocery (includes extensive decorative corbeling above the transom lights and at the cornice, left building); Prigot Dry Goods (decorative arched openings above entrance and transoms) and Costello Grocery (windows embellished with decorative surrounds, series of recessed panels at cornice line).

Commercial Brick
There are 37 Commercial Brick structures in the district. Well dispersed throughout all sections of the district, they are one and two stories tall and 25' or 50' wide. Brick, the principal construction material, was laid in a straight forward bond often incorporating shallow pilasters and modest corbels beneath flat parapets. The most popular method of decorating the resulting expanse of the wall plane is the inset panel, framed by headers and inset with a name plaque.

The Commercial Brick style features symmetrical facades. Roofs are flat and hidden behind a stepped parapet capped by brick, stone or terra cotta. Upper story windows, when present, are usually of the double hung variety set in wooden sashes and grouped in pairs to stress horizontal size. As in the Victorian Brick style, windows at the first story are large and designed for the display of goods. Entrances are centered and often recessed.

Good examples of this style abound and include: Laughlin Grocery (with shallow brick corbeling at the cornice line); Evans Furniture (with its name plaque offset by headers); the Old Post Office Building (with its patterned cornice and pilaster strips); and Turner Drugs (where the flat brickwork at the cornice line becomes a showcase of the bricklayer's talent).

OTHER SITE IMPROVEMENTS
In 1990, the City of Birmingham made street improvements along Carline Avenue as part of a commercial revitalization program. These improvements include minor re-alignment of Carline Avenue, street lighting, new sidewalks and landscaping.
HISTORIC NAME  Bessemer Commercial District  
CURRENT NAME  Bessemer National Register Historic Commercial District  
LOCATION  From Carolina Avenue on the southeast to Fifth Avenue on the northwest, with a finger reaching up to include Diana Hall on Sixth Avenue; and from 17th to 20th Streets North southwest to northeast, with the Second Avenue block extended to 21st Street.  
CITY  Bessemer  
COUNTY  Jefferson  
ACREAGE  c. 45 acres  
OWNER  Multiple public and private ownership.  

TYPE  District  
DATE OF CONSTRUCTION  1880s-1920s  
BUILDER/ARCHITECT/ENGINEER  Multiple

DESCRIPTION  
The commercial district is situated at the base of Red Mountain in the gently sloping Jones Valley floor. No significant creeks are found in the district. Drainage from the district flows primarily in a westerly direction, eventually flowing into Valley Creek. The proposed historic district is an urban commercial area with limited street plantings and other foundations plantings.

HISTORICAL OVERVIEW  
The physical development of Bessemer was originally centered around the rolling mills, furnaces and railroads. A fire district established in 1887 went southeast-northwest from Carolina to Fourth Avenues, and southwest-northeast from 16th to 21st Streets. By 1895 the commercial center of town was at Second Avenue and 21st Street continuing to 22nd Street and across the tracks to Carolina Avenue. The first town well was dug at the intersection of Carolina and 22nd. Several large and imposing commercial, office and residential blocks were constructed in this area in the 1880s, funded largely by the local real estate investment companies. One observer dismissed these buildings as "grandeur amidst mudholes." The most pretentious of these blocks (but also practical, since it served as a tenement for mill workers) was the Charleston Block (Second Avenue and 19th Street) a location which in 1887 was remote from the center of the town. The primary commercial intersection eventually located at 19th and Second, at which intersection the Office Building (1890, later the Bank of Commerce) and the Berney Bank Block were constructed. The Grand Hotel, one of Bessemer's proudest possessions stood at the fourth corner until its demolition in 1987 to make way for a County facility. Filling in between the large blocks were smaller structures, at first of frame, then of brick.

Bessemer has seen much vitality and success in its history, but its aspirations to be the premier manufacturing and financial city in Alabama were never realized. From an architectural standpoint, however, the connections of an optimistic investment community,
which paid for the skills of the many building craftsmen who flooded into Bessemer when it was booming, and which had at its disposal every material and process then known, remain a rich heritage of this late 19th and early 20th century boom town.

The proposed National Register district recognizes what is now the primary commercial center of Bessemer. Many of the earliest structures built near the railroad have been destroyed; over time the commercial center expanded to the north and west of the original blocks, eventually intruding upon areas that until relatively recently had been almost exclusively residential. This transition explains the presence in the inventory of residential buildings (although most now in commercial use) interspersed among the commercial structures, and the presence of newer commercial and office structures within the historic streetscapes.

ACCESS
The commercial district is easily accessed from I 20-59 at the 19th Street exit.

CONDITION
A 1963 tornado damaged commercial structures and a then current city policy of facade modernizations encouraged loans for screening of facades, modernizing of storefronts, removal of cornices, and other projects that would show Bessemer’s determination to be successful as a "modern" city. It is anticipated that many of the screens can be removed, thus restoring these buildings and improving the visual cohesion of the proposed district.

THREATS
. Limited public and private funds may prevent appropriate preservation of commercial and residential structures.
. Facade modification of the 1960s not in accord with a design program that recognizes and protects its architectural significance.
. Unkempt vacant properties discouraging new businesses and residences from locating in available space.
. Unguided land use decisions will negatively affect the historic integrity of the district, as deteriorated structures are removed and leave vacant parcels suitable for infill development.

SOURCES
Southern Railway Passenger Station-Bessemer Hall of History, Bessemer National Register Historic District, Bessemer, Jefferson County, Alabama

Carnegie Library-Bessemer Chamber of Commerce, 1907, Bessemer National Register Historic District, Bessemer, Jefferson County, Alabama
HISTORIC NAME: Dora Commercial District
CURRENT NAME: Old Dora
LOCATION: Walker County 81, 5 miles west of U.S. 78
CITY: Dora
COUNTY: Walker
ACREAGE: Two
OWNER: Multiple private

TYPE: District
DATE OF CONSTRUCTION: 1886-1910s
BUILDER/ARCHITECT/ENGINEER: Unknown

DESCRIPTION
The "Old" Dora commercial district lies along Walker County 81 to the south of and parallel to the elevated and curving tracks of the Frisco (now Burlington Northern) Railroad. A retaining wall, buttressing the commercial area from the tracks forms the northern edge of the commercial district. Along the south side stands a silent row of turn of the century brick commercial buildings of one and two-story scale. Among the buildings remaining are the bank, masonic building, several stores, and a church. Located on the road behind and parallel to the commercial strip is a 15' X 30' X 15' massive jail built of sandstone blocks by the WPA. Foundations for the Frisco Depot, the heartbeat of the former mining community, remain. Most buildings in the district are currently abandoned. The roadway is overgrown with weeds.

SIGNIFICANCE
This mining boomtown and railroad distribution center represents the importance of the Warrior Coal Fields to the Birmingham District. While communities of this type once flourished throughout the District, few intact examples remain. Dora contains a brick commercial strip, a fine jail, a railroad tunnel and turn of the century residences of prosperous miners, and remains as one of the most intact examples of this type of community in the District. A WPA gymnasium, now the Alabama Mining Museum, also contains artifacts and collections that document the history of coal mining throughout the Birmingham District.
Period of Significance: 1886-1920s

HISTORICAL OVERVIEW
In 1886, when the Frisco Railroad constructed tracks through this section of the Warrior Coal Fields, the town of Dora was known as Sharon. Upon completion of the tracks, it became Sharon-by-the-Railroad. A few years later, town residents renamed the community Horse Creek, after the Horse Creek Coal Company, then the most active coal mining company in the area. However, in 1906, because of confusion with so many "creek" towns in the surrounding coal fields (Blue Creek, Short Creek, and Lost Creek) the community was named Dora in honor of Dora Morgan, a mine owner's wife.
Dora became one of the largest mining centers in the Warrior Coal Fields. By 1910, eight coal companies were operating in the hills and hollows about the town. Freight trains carrying "black gold" were frequent sights. As many as 14 trains a day passed through the town on the Frisco and Illinois Central Railroads which formed the spine of the rural community. For many years, rails provided the only access to the community. Trains not only brought in goods and services but also transported miners to their work. In 1910, 15 general merchandise stores, a meat market, livery, bottling company, lumber yard, contracting, furniture and undertaking firms, a baker, jeweler, tailor, two milliners, a dentist, three physicians, a lawyer and two justices of the peace constituted the economic base of the Dora mining boomtown. In this year, population was listed at 800. The Pleasanton and Ivy Hotels, Shipp and Green's Restaurant, and the Dora Banking and Trust Company, of which H. F. Crawford was president, served many additional coal miners and their families who lived in surrounding company camps. By the 1920s and 1930s, the prosperous mining community boasted an automobile sales agency and a movie house.

**ACCESS**

Take US 78-Bankhead Highway 20 miles northwest of Birmingham from the I 20/59 interchange. At the traffic light at Sumiton-Dora, turn left onto Walker County 69, proceed two miles through Dora to old Dora, crossing the tracks to enter the commercial district.

**CONDITION**

Today, intensive strip mining continues in the area and the railroad runs through the heart of the community, but commercial activity now centers around the automobile-oriented U.S. 78. It will shift once again with the construction of Corridor X slated for completion through Walker County to the east of Dora in the 1990s. In old Dora, the once-prosperous row of brick commercial buildings stands as if fabricated to be a ghost town stage set. The ghost town together with turn of the century houses in the surrounding area recall former prosperous days when Palmer's Mercantile, Dora Bottling and Mrs. C. W. Jackson's Millinery were selling staples, fancy hats and bottled drinks to coal miners' wives and daughters. The Alabama Mining Museum, located close by, actively collects records and artifacts of the area and the District's mining heritage.

Most all buildings are unused and deteriorating.

The roadway is overgrown.

**THREATS**

Continued deterioration by neglect, fire, and lack of property maintenance.

**SOURCES**

White, Marjorie, *The Birmingham District*, p. 268
Field Visits with Eddie Key, Alabama Mining Museum, 2/15/91

*Birmingham Historical Society* 6/8/92 c:\wp51\ihc.db\walker.reg
Commercial District, looking west, Dora, a regional mining and shipping center for the Warrior Coal Fields, Walker County, Alabama

WPA Jail, 1930s, Dora, Walker County, Alabama
<table>
<thead>
<tr>
<th>HISTORIC NAME</th>
<th>Downtown Birmingham</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT NAME</td>
<td>Downtown Birmingham National Register Historic District</td>
</tr>
<tr>
<td>LOCATION</td>
<td>Centered on Second and Third Avenues North from 20th to 24th Streets including the 2000-2400 blocks of Second Avenue North, 200 block Third Avenue North, 200 block 20th Street, part of the 100 and 200 blocks of 21st, 22nd, 23rd, 24th Streets and part of the 300 blocks of 20th and 21st Streets, City Center</td>
</tr>
<tr>
<td>CITY</td>
<td>Birmingham</td>
</tr>
<tr>
<td>COUNTY</td>
<td>Jefferson</td>
</tr>
<tr>
<td>ACREAGE</td>
<td>c. 8</td>
</tr>
<tr>
<td>OWNER</td>
<td>Multiple public and private</td>
</tr>
<tr>
<td>TYPE</td>
<td>District</td>
</tr>
<tr>
<td>DATE OF CONSTRUCTION</td>
<td>1880-1929</td>
</tr>
<tr>
<td>BUILDER/ARCHITECT/ENGINEER</td>
<td>Multiple</td>
</tr>
</tbody>
</table>

**DESCRIPTION**

First approved for listing in 1982 and expanded in 1983, this eight-acre district includes 104 commercial buildings in the Birmingham City Center built between 1880 and 1929. Commercial structures in the district reflect all periods of the city's growth and development as the major industrial and urban center of the New South and include strong concentrations of the city's earliest 1880s architecture and early 20th century skyscrapers, commercial and retail buildings.

Outstanding structures in the district include the cast-iron fronted Zinszer Building (1888, 2117 Second Avenue North), the 10-story Frank Nelson Building (1903, Second and 20th financed by iron-magnate William Woodward to house The First National Bank of Birmingham), the nine-story Title Guaranty and Trust Building (1903, Third & 21st); the 26-story Jefferson County Savings Bank-Corner Building (1913, Second and 21st), the polychrome-terra cotta clad Renaissance Revival style Florentine Building (1925, Second & 20th) and the Art Deco Watts Building (1927, Third & 20th).

Downtown Birmingham is one of five National Register Historic Districts in the Birmingham City Center. These include the Morris Avenue/First Avenue; Theater and Retail; Fourth Avenue and Heaviest Corner on Earth Historical Districts. In addition to these districts, the Sloss Furnace National Historic Landmark and numerous other individually registered landmarks including churches, public and commercial buildings have been individually listed on the National Register.

**SIGNIFICANCE**

District reflects all periods of Birmingham's development as a major urban center and the industrial capital of the South.

**Period of Significance** 1880 to 1929
HISTORICAL OVERVIEW
The Downtown Birmingham Historic District reflects the development of Birmingham's commercial core in every major period of the city's growth. These buildings represent architecture from the simple brick buildings of the city's first decade (1871-1881), to the collection of steel-frame skyscrapers erected during the 1900s and 1910s, following the growth of local mining and metallurgical industries at the turn of the century, to the elegant expression of wealth and prosperity in the Art Deco and Renaissance Revival styles of the 1920s.

Birmingham was founded in 1871 and for 15 years was a small town developing around railroads that intersected just south of the district. The architecture that remains from this period reflects an architecture of need, buildings quickly erected to serve a new city with a growing population, rather than an architecture of plenty that was to arrive in later decades. This architecture is exemplified by the Dewberry Building (c. 1880), and the Wilson Building (c. 1880), two story, rough-brick buildings that derive their style from simplified Italianate motifs, created by the laying of the brickwork to imitate arcades and cornices of classical inspiration.

About 1886, the city began to realize its prominence as a production center for pig iron, fostered by the opening of mines and furnaces during the first half of the decade. By the time this first industrial boom occurred, Birmingham had become the largest city in Alabama, in wealth and commerce, as well as in population. This new found cosmopolitan air was displayed in the architecture during the period. The Zinszer Building (1888), a three story cast-iron facade building elaborately decked with ranges of classical colonnettes and cornice lines, housed Peter Zinszer's Mammoth Furniture House, an "easy payment" store that sold furniture, carpet, stoves and a general line of household furnishings to a public eager to amass the qualities of the "civilized life." (For many years after Peter Zinszer died in 1894, the store was run by his widow, Rosa Zinszer, who was the most prominent female entrepreneur in early Birmingham.) The Daniel Building (1888), believed to be the oldest remaining iron-frame building in the city, was built to house the V.V.V. Blood Medicine Manufacturing Company and had residential rooms on the upper floors, a characteristic of many of the buildings in the district from the 1880s until the 1910s. It is a four story brick and stone-faced building, overlaid with pressed metal spandrels and cornices, and it originally carried an elaborate pediment at the roofline. This building's skin of pressed metal and striped masonry carefully masks the straightforward structural form of the cast-iron frame construction that is a landmark point in the movement toward the turn-of-the-century erection of the city's steel-frame skyscrapers. Less imposing buildings of the period also expressed the new wealth of the city. The Waters Building (1888), with its Italianate pressed metal window hoods, elaborate pressed metal cornice and general ordering of the facade, is a modest but rather stylish building that originally housed a shop that sold imported china. The Fair Variety Store Building (1890) is a small storefront that is notable for its design composition, skillful brickwork, molded terra cotta ornament, which provides a distinctive pattern and texture and a completely intact pressed metal and cast-iron storefront. The Fair Variety Store was established by a local merchant, John W. O'Neill, and remained in this location until 1930, selling notions, crockery and glassware. Between 1889 and
1896, a group of buildings were erected along the south side of the 2000 block of Third Avenue North the Gilreath Construction Company erected several buildings c. 1889-1896, and other contractors built two others (1889) that express the turn of the century taste for ornament in their brick and terra cotta facades, with inset panels and molded cornices. These buildings housed furniture stores, groceries, hardware stores and offices, and were the last buildings erected in the district before the turn of the century. In 1893, a depression in the national and local economies brought construction to a halt. Birmingham, the late 19th century boomtown, would have to wait until the next decade, the first of a new century, to grow up.

By 1900 steel was being produced in commercial quantities in local furnaces. This new industrial might needed raw materials to keep going, so the first decade of the century was a time of rapid growth and investment especially connected with coal and iron ore mining. The growth of mining and metallurgical industries brought with it a general land speculation. All of this fostered Birmingham’s economy, which pushed the city to the forefront of the industrial "New South." As rapidly as the economy picked up, so did the building industry. New suburbs ringed the late 19th century town, and most importantly, new buildings, of great size and of new technology, replaced outmoded late 19th century buildings.

The first steel-frame skyscraper erected in the city was completed in 1902. The second, the Title Guaranty and Trust Company Building, and the third, the Frank Nelson Building, followed within a year. The Title Guaranty and Trust Building (1903) is perhaps the finest expression of the Chicago style in the city. It was designed by Birmingham’s most prominent early 20th-century architect, William C. Weston. A honey-colored brick-faced building, it follows the division of base, shaft and capital that was devised by Louis Sullivan expressed here with the use of terra cotta at the ground floor, articulating an impressive entry, quoined brickwork at the second and ninth floors that provide a transition to the central floors that are articulated by flat walls with a grid of paired windows. The Frank Nelson Building (1903), also designed by Weston for the First National Bank of Birmingham and financed by local steel magnate William H. Woodward, is a 10 story, buff-colored, brick-faced building that expresses the Chicago style through a balance of vertical and horizontal elements, specifically the vertical ranges of paired windows and the series of string courses and cornice lines at every floor. The most dramatic of the early skyscrapers, and for more than 50 years the tallest building in the city (some say the Southeast), is the 26-story Jefferson County Savings Bank Building (1913), a Beaux Arts-expression of the Chicago style in marble, granite and terra cotta. Bank president Eugene F. Enslen, son of a German immigrant who founded the bank in 1884, was responsible for erecting the building. This building was the last major work by architect William C. Weston in Birmingham, who was assisted in the building’s construction by two architects of later prominence in the city, Eugene Knight and John Davis. While the financial base of the city was expanding, as evidenced in the erection of the large banking houses and skyscrapers, the local retail economy was growing. The Yeilding’s Store, the oldest retail establishment founded in the city (1876) that is still in existence, built a new building in 1911. This three-story brick building, by local architects Miller & Martin with J.A. Lewis, is an excellent example of the functional commercial style
of the early 20th century, here influenced by Beaux Arts design expressed in a classical cornice, Roman grill attic story and a large blank parapet at roofline. Originally, the store served as a feed and grain store for farmers, with residential rooms above. Farther east along Second Avenue in the 2200 block, a group of two and three-story commercial storefront buildings (1904-1915) represents the development of small business and merchant concerns that occurred in the district during the early part of the century. Originally, this stretch of Second Avenue North was primarily residential with frame dwellings interspersed with small groceries and other neighborhood service concerns. As the central business district expanded along the 2000 and 2100 blocks of Second Avenue, the smaller merchants, grocers, tailors, jewelers and clothing and hardware stores --as well as farm goods stores and carriage shops-- moved here. A good example of the type of building erected by these small merchants is 2210, a two-story red brick storefront that shows Beaux Arts influence in its use of classical motifs in the pressed metal cornices that top the storefront and the roofline, the fine brickwork that frames a large segmental arch window opening, and the use of a cartouche and terra cotta ornament along the parapet to give the building a decorative finish.

The buildings of this period transformed the eastern end of Second Avenue from a residential neighborhood to a small-merchant business district. The buildings at the eastern end of the district had storefronts at the street level, with residential rooms and lofts in their upper stories. The 2400 block of Second Avenue (c. 1907-1913) is an excellent example of this development.

The 1910s saw a development of more stylized buildings that relied on the use of geometric patterns and fine brickwork, with inlays of stone and terra cotta, and the replacement of a cornice with an activated roofline. A four-story commercial building (1913) is a fine example of this style, built by the local architectural firm of Harry Wheeler. Its gold brick facade is relieved by recessed spandrels and brick banding, with inlays of terra cotta and stone, a commercial adaptation of the Craftsman style.

During the time of World War I, building slowed in the district, but it rapidly picked up during the 1920s. The most prominent styles appearing were the Art Deco and Renaissance Revival. Three fine Art Deco skyscrapers were erected in the city between 1926 and 1928 by the architectural firm of Warren, Knight, and Davis. The most notable expression of the Art Deco style in the city was the Watts Building (1928), a monumental tower sheathed in terra cotta panels with geometrical patterns, and window bays that emphasize the verticality of the building. Its stepped roofline gives it a profile unchallenged in the Birmingham skyline. The other major stylistic influence, Renaissance Revival, is expressed by the Florentine Building (1927), a polychromed terra cotta and striated travertine marble interpretation of Venetian Renaissance motifs by local architect David Oliver Whildin and built by local attorney William Upson Simms to house an exclusive club. These buildings, as well as several others in the district that are equally fine designs, on more modest scales, represent the aspirations and hopes of Birmingham, which was fast becoming the biggest industrial city in the South, surpassing in population the older established cities in the region.
With the depression, Birmingham’s economy came to a halt. Furnaces, manufacturing plants and mines were shut, and the city’s development pace, accelerated during the 1920s, stopped cold. Between 1930 and 1946, only a handful of buildings were constructed throughout the city, the most common occurrence was the vacating of old buildings, not the construction of new ones. Within the district, not one building was constructed. The first building constructed in the district after the depression and war era was the Bromberg’s Building (1946). It is the finest example of the International style in the city, its smooth limestone walls and monumental, asymmetrically placed windows cleanly expressing and elegant and balanced composition. Bromberg’s, a jewelry and fine furniture store, is the oldest retail concern in the state. Founded in Mobile in 1836, Bromberg’s moved to Birmingham in 1900. Although the building is only 46 years old, its design, quality, scale, materials and historical associations make it an integral part of the historic district.

Contemporary building in the district includes both new construction and renovation of older buildings. Most notable of the new construction is the Guaranty Savings and Loan Association Building (1971), an example of the Brutalist style, using rough-cast concrete and bronze-tinted glass to create a design compatible with the historic buildings that surround it, showing how contemporary architecture can contribute to the character of the historic district without patronizing its traditional architecture.

ACCESS
The Downtown Birmingham National Register Historic District is easily accessed from I 20-59 at 22nd Street or from First Avenue North, the main east-west thoroughfare in the city center.

CONDITION
Most historically/architecturally significant properties are in good to excellent condition. During the 1980s substantial numbers of buildings in the district were renovated through private investment and City of Birmingham, TAX ACT and UDAG subsidies.

THREATS
- Decline in maintenance of buildings due to high office/retail vacancy rate.

SOURCES
Downtown Birmingham National Register Nomination, 1985

Birmingham Historical Society 6/29/92 c:\wp51\ihc.db\jeff.reg
This cast iron fronted furniture store, the Zinszer Building, serves today as law offices in the Downtown Birmingham National Register Historic District.

The 1890 Steiner Bank, located in the Downtown Birmingham District, actively financed immigration, civic and industrial development.
HISTORIC NAME: Downtown Birmingham Railroad Reservation
CURRENT NAME: Downtown Birmingham Railroad Reservation
LOCATION: Bounded by 38th Street on the east and 16th Street on the west and extending from First Avenue on the North to First Avenue on the south
CITY: Birmingham
COUNTY: Jefferson
ACREAGE: c. 182
OWNER: Multiple

TYPE: District
DATE OF CONSTRUCTION: 1871-1950s
BUILDER/ARCHITECT/ENGINEER: William Barker, engineer

DESCRIPTION
Significant buildings in the Railroad Reservation include the Sloss Furnaces National Historic Landmark, the Alabama Power Company-Powell Avenue Power Station (1895, 1906, 19th Street and Powell Avenue), the Seaboard Railroad Freight Office & Depot/Alagasco Building (1905, 30-20th Street), the Transportation Building (1928, 22nd St. at First Avenue); the Morris Avenue portions of the Morris Avenue and First Avenue Historic District, numerous concrete and steel viaducts and underpasses including the Rainbow Viaduct (1919, at 21st Street) and the Art Deco styled 20th and 19th Street Underpasses (1931); and the L. & N. Station (1952) which replaced the original Union Station of the 1880s. Since the 1960s, railroads have demolished structures associated with rail use creating large areas of vacant land within the reservation.

SIGNIFICANCE
The beginning of city planning in Birmingham and symbol of centrality of the railroad in the District. The railroad formed the main artery of transportation into the early city and its surrounding manufacturing centers.
Period of Significance: 1871

HISTORICAL OVERVIEW
The major and most clearly articulated feature of the Elyton Land Company's 1871 plan for the City of Birmingham is the "Reservation for Railroad and Mechanical Uses." As documented in surveyor William Barker's records and the land company's Minute Books, the intent was to use this central portion of the city grid to bring in and service railroad and industrial uses. By the late 1880s, iron-producing furnaces and rolling mills, railroad stations (both passenger and freight) and shops and yards filled the designated area. The company had succeeded in launching the South's largest industrial center. Elyton Land Company officers withheld some of the original "Railroad Reservation" lots along Morris Avenue for warehouse developments, many of which the directors built and operated.
These form today's Morris Avenue and First Avenue National Register Historic District. After the turn of the century, as railroad shops and yards grew in size and usage, they relocated to the north, east and west of the city. Areas of former rail use were redeveloped with the warehouses along First Avenue North now in the Downtown Birmingham Theater and Retail District. The current series of overpasses and viaducts were built from 1918 through the early 1930s.

ACCESS
The Railroad Reservation is easily accessed via the numbered streets in the Birmingham city center, all of which terminate at the reservation, traverse it, or pass over it.

CONDITION
. The rail lines remain in active use.
. Various city groups are currently working together in major planning efforts to encourage redevelopment of property in the historic Railroad Reservation, restoration of the historic viaducts and underpasses in the Morris and First Avenue National Register Historic District and links to Sloss Furnaces National Historic Landmark. The Birmingham Historical Society sponsored the Auburn University Urban Design Studio student survey of historic properties in the reservation during the spring of 1991. Architectural students completed project files on 19 structures including photographs, drawings and historical research. A plan to develop a signage/graphics interpretive system for the Reservation is currently in the works.

THREATS
. Sale of vacant land (much of it owned by railroads) and developments incompatible with city-sponsored plans to encourage new uses in this area of the city sensitive to the historic context.

SOURCES
Birmingham Historical Society-Auburn University Urban Design Studio, Railroad Reservation Project Files, 1991
Elyton Land Company, Minute Books, 1871 and 1872, Birmingham Public Library Department of Archives and History
<table>
<thead>
<tr>
<th>HISTORIC NAME</th>
<th>Heaviest Corner on Earth</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT NAME</td>
<td>Heaviest Corner on Earth National Register Historic District</td>
</tr>
<tr>
<td>LOCATION</td>
<td>Intersection of First Avenue North and 20th Street, city center</td>
</tr>
<tr>
<td>CITY</td>
<td>Birmingham</td>
</tr>
<tr>
<td>COUNTY</td>
<td>Jefferson</td>
</tr>
<tr>
<td>ACREAGE</td>
<td>Less than one</td>
</tr>
<tr>
<td>OWNER</td>
<td>Multiple</td>
</tr>
<tr>
<td>TYPE</td>
<td>District</td>
</tr>
<tr>
<td>DATE OF CONSTRUCTION</td>
<td>1902-1912</td>
</tr>
<tr>
<td>BUILDER/ARCHITECT/ENGINEER</td>
<td>Birmingham architects in association with national firms</td>
</tr>
</tbody>
</table>

**DESCRIPTION**

The four buildings at the intersection of First Avenue North and 20th Street in the Birmingham city center include the 10-story Woodward-NBC Bank Building, the 16-story Empire-Colonial Bank Building, the 16-story Brown-Marx Building and the 21-story American Traders-John Hand-AmSouth Bank Building.

The Heaviest Corner showcases both the Chicago and New York architectural traditions in the design of skyscrapers --the preeminent form of American architecture. The skyscrapers were designed by important local architects in association with national firms on three of the four buildings. The earliest buildings, the Woodward and the Brown Marx are good examples of the Commercial style with exteriors strongly reflecting the skeletal structure. The Woodward Building (the first steel frame building in the city) introduced the innovative technologies of the skyscraper form --steel frame construction, terra cotta fire­proofing and decoration, internal plumbing and the use of electricity to light and heat interior spaces-- to Birmingham. The later two Neo Classical Revival style skyscrapers, the American Traders-John Hand Building and the Empire-Colonial Bank Building, are extravagantly adorned towers decorated with granite, marble and glazed terra cotta in skilled interpretations of classical motifs.

**SIGNIFICANCE**

Birmingham District companies were nationally at the forefront of vertical integration. These four large office towers reflect the importance of these large integrated companies and their financial partners in the development of iron, mining and transportation industries in the District. Just as the Birmingham industrialists adopted the new technologies in coal and iron, so they adopted the innovative engineering and building technologies and styles being developed in Chicago and New York. Consequently, this unique massing of early skyscrapers is unequaled in the South.

**Period of Significance** 1902-1912
HISTORICAL OVERVIEW

The four early skyscrapers constructed from 1902 to 1912 on the corners of the major intersection of the city are a rare and perhaps unique concentration of skyscrapers. They were built to provide office space for the burgeoning industrial corporations as well as service oriented firms at a peak period of the Birmingham District's development. These urban giants were developed by prominent local banks and businessmen and built by architects and contractors who were attracted to Birmingham during its early 20th century boom. The unique massing of skyscrapers created a new scale for the developing city. Elephantine in appearance, these soaring modern inventions dwarfed the sequence of delicate late 19th century facades which once lined First Avenue and 20th Street, and when their available office space filled to capacity, local boosters declared them the "Heaviest Corner on Earth." They are among 13 skyscraper office buildings constructed in the city center prior to World War I.

ACCESS

Located at a major intersection in the Birmingham city center, they are easily accessible from public streets.

CONDITION

In the 1980s significant renovation and restoration efforts were directed toward preservation of the Woodward and the Empire Buildings, both major TAX ACT projects. The elevator lobby of the Empire Building was restored and exterior terra cotta cleaned. A 1930s ground-level modernization of the Woodward was removed and the skyscraper's exterior restored to its original appearance.

The Brown Marx, long considered the largest office building in the South and long the headquarters of TCI-U S Steel, and the John Hand Building have not undergone major renovation in recent years.

THREATS

Low occupancy in the Brown Marx and John Hand Buildings

SOURCES

Mertins, Ellen; King, Pam; and Bowsher, Alice; "Heaviest Corner on Earth National Register Nomination," 7/11/85
White, Marjorie, Downtown Birmingham, pp. 32-37
Birmingham Historical Society, Downtown Birmingham Building Files
DESCRIPTION CONTINUED

Woodward-National Bank of Commerce (NBC) Building (1902)
1927 First Avenue North, SW Corner

Architects: Stone Brothers, New Orleans; William C. Weston, Birmingham (former associate of Daniel Burnham, Chicago)
Contractor: John Griffiths & Sons, Chicago
Engineers: Purdy & Henderson, Chicago

Brown-Marx Building (1906, 1908)
2000 First Avenue North, NE Corner

Architect: William C. Weston

Empire-Colonial Bank Building (1909) confirm date
1928 First Avenue North, NW corner

Builder: T. C. Thompson and Sons

17 20th Street North, SE Corner

Architect: Uffinger and Mowbray, New York; William L. Welton, associates
Contractor: Fred A. Jones Building Company
Empire-Colonial Bank Building, 1909, First and 20th, Heaviest Corner on Earth National Register Historic District, Birmingham, Jefferson County, Alabama
**HISTORIC NAME**  Morris Avenue & First Avenue North
**CURRENT NAME**  Morris Avenue & First Avenue North National Register Historic District
**LOCATION**  2000-2400 blocks of Morris Avenue and 2100-2500 blocks of First Avenue North, just north of the Railroad Reservation, city center
**CITY**  Birmingham
**COUNTY**  Jefferson
**ACREAGE**  c. 9
**OWNER**  Multiple private

**TYPE**  District
**DATE OF CONSTRUCTION**  1886-1920s

**DESCRIPTION**
First listed in 1973 and expanded in 1986, the Morris-First Avenue Historical District includes Birmingham’s earliest warehouse district with 33 remaining commercial/warehouse structures erected here adjacent to the major rail lines and freight depots of the city’s central railroad reservation. Warehouses dating from 1886 to the 1920s reflect the transitions in building practices from wood frame to steel and concrete structural support systems and incorporate new technologies in structural and window design for industrial buildings. The district also includes several significant office buildings associated with public utility and development firms.

Outstanding structures in the district include the Slaton, McGlathery & Burwell Building (1886, 2125 Morris Avenue) with its wide, arched carriage delivery entrances still intact; the Collins Building (1902, 2100 Morris Avenue) an early food brokerage; and the W. S. Brown Building (1904, 1915, 2301-2307 Morris Avenue), a local mercantile company warehouse now loft condominiums. The office buildings for the Birmingham Realty Company (1905, 2118 First Avenue North, a Beaux Arts gem with original interiors intact, that still houses corporate offices of the company that founded the city) and the eight-story Birmingham Railway Light & Power Company Building (1915, 1926-1927, a replacement for a turn of the century structure that burned and the offices of the company that developed by 1900, under the leadership of Robert Jemison, Sr., the second (to Los Angeles) largest streetcar network in America) are also located in the district.

**SIGNIFICANCE**
This fine concentration of warehouses in Birmingham’s oldest and most important warehouse and jobbing district testifies to the importance of railroads to the commerce of the early city. The district documents the development of warehousing over a 50 year span showcasing warehouse design and technology from small scale, load bearing wall buildings through the larger scale, steel and concrete reinforced structures with vast expanses of industrial windows.

**Period of Significance**  1880s-1920s
HISTORICAL OVERVIEW
Morris Avenue developed in the 1880s as the city's first warehouse and wholesale district. Named for Josiah Morris, the Elyton Land Company's largest stockholder and most astute financial advisor, the district, excellently served by rail transport, first burgeoned with small family enterprises including groceries, sawmills and stockyards and later the substantial warehouses of today's district. By 1900, warehousing activity spilled over into the 2300 to 2500 Blocks of First Avenue North, still a warehouse district to this day.

The Morris Avenue portion of today's National Register District was designated the city's first National Register District in 1973. At this time, asphalt covering the original Belgian block street was removed and gas lighting and sidewalk improvements installed as part of unsuccessful efforts to create an entertainment district.

ACCESS
First Avenue North is the east-west major artery in the Birmingham City Center.

CONDITION
During the 1980s, this area witnessed substantial renovation with conversion of many warehouses to use as artists' studios, loft apartments and offices for legal and design professionals.

THREATS
. None known.

SOURCES
National Register Nominations 1973, revised and expanded 1986
Birmingham Historical Society, Downtown Birmingham Files
Downtown Birmingham—"Birmingham's Broadway"

Downtown Birmingham Theater and Retail District

<table>
<thead>
<tr>
<th>HISTORIC NAME</th>
<th>Downtown Birmingham—&quot;Birmingham's Broadway&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT NAME</td>
<td>Downtown Birmingham Theater and Retail District</td>
</tr>
<tr>
<td>LOCATION</td>
<td>1605-1916 First Avenue North, 1631-1931 Second Avenue North, 1709-1928 Third Avenue North, 216-218 North 18th Street, 111-219 19th Street North, 112-218 20th Street North, City Center</td>
</tr>
<tr>
<td>CITY</td>
<td>Birmingham</td>
</tr>
<tr>
<td>COUNTY</td>
<td>Jefferson</td>
</tr>
<tr>
<td>ACREAGE</td>
<td>c. 14</td>
</tr>
<tr>
<td>OWNER</td>
<td>Multiple public and private</td>
</tr>
<tr>
<td>TYPE</td>
<td>District</td>
</tr>
<tr>
<td>DATE OF CONSTRUCTION</td>
<td>1900-1939</td>
</tr>
<tr>
<td>BUILDER/ARCHITECT/ENGINEER</td>
<td>Multiple</td>
</tr>
</tbody>
</table>

DESCRIPTION

Listed in 1989, this district includes 56 structures in the historic theater and retail district along 19th Street from Second to Third Avenue North, as well as warehouses along First Avenue and a scattering of commercial buildings, structures dating from the early 1900s through 1939.

Notable and large department stores in the district include the white terra cotta-clad Saks (1916, Second and 19th) and Pizitz Buildings (1923, 1926, Second and 19th) and the Art Deco style Loveman’s (1935, Third and 19th) and stores for F. W. Woolworth and Company (1939, Third and 19th) and S. H. Kress & Company (1939, Third and 19th).

Most lavish of the historic theaters is the Spanish Revival extravaganza-style Alabama Theater (1927, 1811 Third Avenue). Also listed are the Majestic (1907, 1816-1818 Third Avenue) and Lyric Theater (1912, 18th Street and Third Avenue).

SIGNIFICANCE

Exceptional concentration of large department stores and theaters, the shopping and entertainment center for the entire Birmingham District

Period of Significance 1910s-1930s

HISTORICAL OVERVIEW

As Birmingham grew in the 1910s and 1920s, Second and Third Avenues from 18th to 20th Streets became "Birmingham’s Broadway," the center of downtown shopping and entertainment. Streetcars and railways brought shoppers, theatergoers and visitors to this densely-developed urban district within the city center. Here were the best stores, the highest rentals, and the greatest developments. The city’s prominent locally-owned department stores, Blach’s, Loveman’s, and Pizitz were joined along 19th and Second by the S.H. Kress (1910 Second) and Silver’s 5 and 10 cent stores, the Saks Clothing Company (now Newberry’s, Second and 19th, NW corner), a new Pizitz Department Store, the Adams Department Store (now Calder’s, 1820 Second) and the Ideal Department Store (now Standard Furniture, 111 19th.)
In contrast to the small, single merchant, Italianate-style brick commercial buildings of the 1880s, these stores were large and lavishly ornamented structures, five to ten stories tall, faced with gleaming white terra cotta. Near the stores many legitimate theaters and movie houses, their marquees blazing with show titles, thrilled theatergoers to comedies, revues, melodramas, minstrel shows, spectacles and moving pictures.

Birmingham and Alabama's largest theater is the Alabama. Designed in the lavish extravagant style of the 1920s, Paramount Theaters built the Alabama as a silent movie house. Movies and big stage shows, accompanied by stage orchestra band or other live entertainment, were the fare of the era. The Spanish decor and style of the theater is as fabulous as the original entertainment.

Other theaters in "Birmingham's Broadway" remaining include the Lyric Theater, one of the fanciest in the city and the only theater designed as a multi-use facility. It was built to present vaudeville and silent movies. After failing in the Depression, it remained an active movie house until the early 1960s.

The Majestic Theater also remains.

**ACCESS**
Located principally along 19th Street between Second and Third Avenues in the Birmingham city center, the district is easily accessible from interstates and any point in the city center.

**CONDITION**
. Many buildings are vacant and awaiting reuse.
. The City of Birmingham has recently targeted this area of the city center for substantial redevelopment. In the late 1970s and early 1980s these included major landscaping and street improvements. In 1994 Discovery 2000, a hands on science museum, will open in the historic Loveman's building. The National Trust for Historic Preservation has assisted local preservation efforts at the Alabama Theater's recent return to active reuse. The Jazz Hall of Fame and a city-sponsored Civil Rights Museum several blocks to the west are examples of other local efforts to develop new entertainment-oriented uses for this city district. The current city plan has targeted this area for major renovation. The New Civil Rights Museum is nearby. Discovery 2000, a science museum, is slated to move into the major historic anchor department store, Loveman's.

**THREATS**
. Further deterioration of vacant buildings.

**SOURCES**
Downtown Birmingham Theater and Retail District National Register Nomination, 1989
Birmingham Historical Society Downtown Birmingham Files

**Birmingham Historical Society** 6/29/92 c:\wp51\ihc.db\jeff.reg
In 1926, Paramount Theatre selected Birmingham for a major "picture palace," a vital component of today's National Register Theatre and Retail District.

Loveman's Department Store, an anchor tenant of the historic retail district is currently being converted to Discovery 2000, a science museum.
<table>
<thead>
<tr>
<th>HISTORIC NAME</th>
<th>Downtown Tuscaloosa</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURRENT NAME</td>
<td>Downtown Tuscaloosa National Register Historic District</td>
</tr>
<tr>
<td>LOCATION</td>
<td>301-621 Greensboro Ave.; 2219-2330 4th St.; 2101-2330 University Blvd.; 2105-2428 6th St.; 523, 525, 531 and 610 23rd Ave.; 605 and 621 25th Ave.; 2317 and 2319 7th St.; 520 and 527 22nd Ave.</td>
</tr>
<tr>
<td>CITY</td>
<td>Tuscaloosa</td>
</tr>
<tr>
<td>COUNTY</td>
<td>Tuscaloosa</td>
</tr>
<tr>
<td>ACREAGE</td>
<td>Multiple</td>
</tr>
<tr>
<td>TYPE</td>
<td>District</td>
</tr>
<tr>
<td>DATE OF CONSTRUCTION</td>
<td>c. 1830-1935</td>
</tr>
<tr>
<td>BUILDER/ARCHITECT/ENGINEER</td>
<td>Multiple</td>
</tr>
</tbody>
</table>

**DESCRIPTION**

The Downtown Tuscaloosa Historic District includes 102 commercial structures, 73 of them considered contributing to a "significant collection of Alabama commercial and civic architecture of the late 19th and early 20th century." Of these one dates to the 1830s, one to the 1850s, three to the 1880s, three to the 1890s, nine from 1900 to 1905, 18 from 1909 to 1916, eight from 1923 to 1939, 25 or 34% from 1920 to 1922, and ten from 1930 to 1939, reflecting a continuum of building practices.

Among the outstanding buildings in the district are the 1909 Alston Building, at 2400 6th Street, Tuscaloosa's first skyscraper, built on the site of the antebellum courthouse, demolished for construction of this seven-story classically styled building. The Alston Building was originally topped by a roof-top garden and towering electric sign which read "Try Tuscaloosa." Also noteworthy is the 1922 First National (now First Alabama) Bank Building, 2330 University Boulevard, a ten-story skyscraper that towers over the entire district. Also included in the district are the Allen & Jemison 1903 Store, 620 Greensboro, established 1883 by William Carlos Jemison; Merchants Bank & Trust (now J. C. Bradford), 2316 University; and the yellow brick Beaux Arts style L. & N. Station (1912) 301 Greensboro Avenue, and the 1910 NeoClassical Revival red brick and limestone U. S. Post Office (now City Hall) 2201 University Boulevard.

**HISTORICAL OVERVIEW**

Tuscaloosa lies on a bluff above the, now submerged, falls of the Black Warrior River. As Alabama's most inland port, Tuscaloosa was accessible from the south via the Warrior and from the north originally via the Huntsville Road linking it to Mobile and the Tennessee Valley. For this reason, the city became the state capital in the 1820s. The city had been incorporated in 1819, the same year that Alabama achieved statehood.
Tuscaloosa’s early economy owed much to cotton. Surrounding lands developed as cotton farming plantations with many farms of smaller scale and often diversified products. Coal mining along the Warrior River northward into Jefferson and Walker Counties and in the Brookwood area, now site of some of the deepest shaft mines in America, began in the 1830s to service markets in Mobile. The population of Tuscaloosa County grew steadily in the decades following initial settlement from 8,283 in 1820 to 23,116 in 1860.

The impact of river commerce, the influx of legislators, government operations and the opening of a state university swelled the commercial life of the early city. To the west of the commercial district, the classically styled campus of the University of Alabama, modelled on Thomas Jefferson’s University of Virginia, opened its doors in 1831. A sustained 33 year period of growth inspired such local confidence that a Tuscaloosa newspaper editor of 1846 stated, "We predict that the day is not remote when Tuscaloosa shall become the Pittsburgh of this section of the Union (Boucher, 1947, p. 110)." The transfer of the seat of government to Montgomery the next year insured that Tuscaloosa would remain primarily an educational, agricultural and commercial center. The city’s flourishing urbanity declined. During the Civil War, the University served as training ground for the Confederate military. Gen. John Croxton’s federal cavalry successfully destroyed the campus and industrial enterprises in the city during the final days of the war.

The region’s cotton agriculture recovered quickly from the Civil War and prospered until the boll weevil plague after the turn of the century. The first rail link to Tuscaloosa was completed in 1871. During the 1880s and 1890s, New South political and civic leaders successfully brought in railroads, cotton mills, foundries, and factories and increased transportation along the Warrior River through the completion of a series of locks and dams. (See Warrior River Locks and Dams survey form.) The Tuscaloosa, Coal, Iron and Land Company, a large development firm headed by newspaper editor and mayor William Carlos Jemison, led industrial development of the area. (W. C. Jemison was brother to Birmingham’s Robert Jemison, Sr. See Powell Avenue Power Plant, Fairfield and Altamont Parkway Survey Forms for links to the Birmingham Jemisons. He was also nephew of Tuscaloosa’s Robert Jemison. See the Jemison Vandergraff House survey form.)

With the completion of the Warrior River improvements, Central Iron and Coal Company’s plant at Holt, and the opening of lumber and mining operations in the Warrior and Blue Creek Coal Fields led to a resurgence of economic activity in the city. Holt became and remains a Tuscaloosa center of industrial activity.

The Downtown Tuscaloosa skyline reflects they city’s reemergence as an agricultural and industrial center. Banks, low and high-rise office and commercial buildings in the Downtown District chart the city’s economic health in the steady construction which continued through the 1930s.

ACCESS
From I 20-59, access is via the Tuscaloosa loop and Greensboro Avenue.
CONDITION

Buildings are generally well-maintained at first-story level and commerce brisk in this district, which functions more like a small town than a city.

THREATS

. None known.

SOURCES

National Register, 5/15/86, expanded 1/26/89
Bell, Robert K., Reconstruction in Tuscaloosa County, 1933
Dowling, H. G., Tuscaloosa, Alabama, the Druid City: A Brief Sketch of the History Back of this Thriving City, 1938
Clinton, Matthew W., Tuscaloosa, Alabama: Its Early Days, 1816-1865, 1958
Lambert, Alton, History of Tuscaloosa County, Alabama, 1977
McEachin, Archibald B., The History of Tuscaloosa, 1977
Moorehead et al., Cultural Resources Survey of Federal Mineral Lands in North Central Alabama, 1978
Hubbs, Guy, Tuscaloosa: Portrait of an Alabama County, 1986
View of First National-AmSouth Bank Building, top left, and the Alston Building, center, University Boulevard, Downtown Tuscaloosa National Register Historic District, Tuscaloosa County, Alabama

Allen & Jemison Hardware, right, and warehouse (now an antique mall), left, 1903, 620 Greensboro Avenue, Downtown Tuscaloosa Historic District. Building owner, William Carlos Jemison, Tuscaloosa's New South era newspaper editor and mayor encouraged and participated in that city's industrial emergence. Tuscaloosa, Tuscaloosa County, Alabama
HISTORIC NAME | Alabama Power Company Office Building
CURRENT NAME | Alabama Power Company Historic Tower
LOCATION | 600 North 18th Street
CITY | Birmingham
COUNTY | Jefferson
ACREAGE | Less than one
OWNER | Alabama Power Company

TYPE | Building
DATE OF CONSTRUCTION | 1925
BUILDER/ARCHITECT/ENGINEER | Sigmund Nesselroth, AIA, Principal Designer, Warren, Knight and Davis

DESCRIPTION
Designed in the Neo Gothic Art Moderne style, this tan brick 15 story structure is trimmed with multi-colored brick and tile at the upper walls and topped by a red tile hipped roof crowned. This historic tower stands as monument to Alabama's mineral resources. All structural steel, limestone, marble, brick, colored tile, cast iron pipe, cement, lime and pine lumber used in the building's construction originated within 60 miles of Birmingham. Over the front entrance, three limestone statues symbolize "Power", "Heat" and "Light," services of the power company. The figure on top of the skyscraper holding aloft sheaths of lightning bolts and intended to represent Alabama in her electrical progress, became popularly known as "Miss Electra."

The first floor lobby features a two-story columned hall with gold-gilded sunburst medallions. The adjacent retail space along Sixth Avenue, originally for product display, now serves as company museum and archives. The spectacular 14th floor space, which originally functioned as an employees' cafeteria, now serves as a law library.

SIGNIFICANCE
The Alabama Power Company Building is significant for its architectural excellence which received national and international acclaim at the tower's completion in 1925. The building's design, innovative for the era in its Art Moderne features and incorporation of sculpture to express corporate identity, broke new ground in southern architecture. The tower symbolizes the emergence of the Alabama Power Company, a public utility hailed by Forbes Magazine in that year as "one of the finest in the country."

Period of Significance | 1925

HISTORICAL OVERVIEW
The Company:
With construction of this general office building in 1925, Alabama Power Company established its corporate headquarters in Birmingham's city center. The company had moved its home office to Birmingham, the state's thriving industrial capital, in 1912. In 1924, Alabama Power consolidated operations then spread throughout the city center uniting employees in their own building, the first major corporate headquarters to emerge on the Birmingham skyline.

Established in 1907 in Gadsden, by Alabama steamboat captain William Patrick Lay and his son Earl, the company obtained federal and state authorization for construction of the
first dam along the Coosa River. During the 1910s and 1920s, Canadian entrepreneur with experience in hydroelectric development James Mitchell and Montgomery bred lawyer Thomas Martin led the company's expansion of a water-powered electrical system. By 1921, Alabama Power owned coal-fired steam plants near Parrish, Huntsville, Decatur, Selma, Guntersville and Marion. The company later acquired plants in Montgomery, Tuscaloosa, Union Springs, Boaz and Greenville, effectively consolidating small electric companies within the state into a coordinated regional network. From 1912 to 1930, Alabama Power Company built three major dams on the Coosa River --Lay, Mitchell and Jordan-- as well as Martin, Yates and Thurlow Dams on the Tallapoosa River. During the 1920s, the company promoted electricity on a large scale to towns and cities, and new industrial corporations across the state. In 1925, Forbes Magazine recognized Alabama Power as one of the finest public utilities in the country.

The company claims to be the first utility in the national to aggressively seek out new industries for its state. Company president Martin sent employees north to spread the word about Alabama's natural resources and its first-class power delivery system. At this time eastern cotton mill executives "knew little about Alabama and were inclined to consider it a foreign country." However, according to company sources, power company officials touted good electricity as the lure to attract industry to the state. Between 1925 and 1940, Alabama Power helped bring 275 new industries and businesses to Alabama. These included such major national companies as Goodyear, Westinghouse, General Electric, Pepperell Manufacturing and National Gypsum.

The Building:
The Alabama Power Company Building broke new ground in southern architecture departing significantly from the commercial skyscrapers of the Chicago style which had preceded it in the Birmingham city center. Sigmund Nesselroth, a Hungarian born and Harvard-educated architect from the New York firm of Hutchinson and French served as principal designer for the building. His design represented a radical departure from earlier southern work and reflected his understanding of the developing American styles emerging in both Chicago and New York. The Dixie Construction Company, a sister company of the power company, became the building's General Contractor. This company was primarily a contracting company organized to perform all construction work, primarily dams and power plants, for the company and its affiliates. The local architectural firm of Warren, Knight and Davis later became involved.

At completion, the skyscraper attracted international attention. In 1926, a London newspaper declared the building to be one of the three most beautiful public buildings in the world. Photographs were published in a portfolio entitled "American Architecture of the 20th Century." It is illustrated in a 1927 volume of the Dutch publication Moderne Architecture. In the later article, written by Prof. J. G. Wattjes of the prestigious Bouwwkundig Ingenieur Hoogeschool Te Delft, the building is equated in its excellence to the work of both American masters, Louis Sullivan and Frank Lloyd Wright. In addition, the building was awarded the only Gold Medal and First Prize for the best commercial building at the 1929 Southern Architecture and Industrial Arts Exposition. This, the first gathering of the Southern Chapters of the American Institute of Architects, was held in Memphis, Tennessee and included an exhibition. Competition for that exhibition placed the power company building in direct comparison with buildings throughout the region.
and placed it under scrutiny of professionals active nationally within the architectural discipline.

ACCESS
Located in the Birmingham city center, the building is easily accessed from city streets and from the 18th Street Exit from I 20-59 two blocks to the north. The atrium cafeteria is open to the public. Tours of the building, the company's Archive and exhibits on power generation and of Miller Steam Generating plant are available to the general public and school groups upon request.

CONDITION
During the late 1980s, as part of the construction of the new and contextually sympathetic headquarters complex, Alabama Power carried out a complete renovation of the historic tower which included cleaning and repainting all exterior brick and terra cotta, and a meticulous restoration of the historic lobby and Miss Electra.

THREATS
. None known.

SOURCES
Birmingham News, "Alabama Power Gravure Section," Nov. 1, 1925
Alabama Power Company Office Tower, 1925, topped by the golden Electra and flanked by a respectful, new addition, 1980s, Birmingham, Jefferson County, Alabama
HISTORIC NAME: Arlington-Mudd-Munger House
CURRENT NAME: Arlington Historic House and Gardens
LOCATION: 331 Cotton Avenue S.W. (Old Georgia Road)
CITY: Birmingham
COUNTY: Jefferson
ACREAGE: 6
OWNER: City of Birmingham

TYPE: Building
DATE OF CONSTRUCTION: c. 1850, c. 1902
BUILDER/ARCHITECT/ENGINEER:

DESCRIPTION:
This two-story frame residence with hipped roof and four exterior end chimneys features a hexastyle portico across the front composed of wooden piers and a center-hall plan. Extensive renovations c. 1902 included replacement of a small balcony over the main doorway with a full-length upper gallery, construction of a pedimented rear portico, installations of Colonial Revival mantelpieces, formation of a single large drawing room, installation of interior plumbing and development of formal gardens. Dependencies date from the late 19th century.

HISTORICAL OVERVIEW:
Built mid 19th century for Judge William S. Mudd (1816-1884) and originally called the Grove, this property was located in Elyton, then the county seat of Jefferson County and an area of prosperous farms. Mudd was a lawyer, legislator, circuit judge. During the Civil War, Arlington served as headquarters for Federal troops dispatched to destroy ironworks in the area. In 1902, Robert Sylvester Munger purchased the house and grounds as a summer retreat. He named it Arlington. Munger restored the house and landscaped the grounds planting cottonwoods, red oaks, hackberries, pecans and at the front, water oaks accentuating the columned facade. Munger, a Texas-born inventor and manufacturer of labor-saving improvements for cotton gins, moved his Dallas business to Birmingham in 1892. In 1899, he merged his company into the Pratt Gin Company of Prattville, forming the Continental Gin Company, the largest manufacturer of cotton gins east of the Mississippi, with plants in Prattville and Birmingham, both with mills and other plant structures still remaining.

ACCESS:
Arlington is reached by traveling west from the Birmingham city center along First Avenue which becomes Cotton Avenue. Arlington is open to the general public Tuesday-Saturday from 10:00 to 4:00 p.m. and Sunday from 1:00 to 5:00 p.m. Admission is charged.

CONDITION:
The preservation and interpretation of Arlington, a house museum and its extensive decorative arts collections, is the mission of the private support group Arlington Historical Association. The property and grounds are well maintained.

THREATS:
None known.

SOURCES:
White, Marjorie, *The Birmingham District*, p. 31
HABS, 1937
Birmingham Historical Society, Arlington Files

*Birmingham Historical Society* 6/17/92 c:\wp51\ihc.db\jeff.reg
HISTORIC NAME  Gorgas, General Josiah House
CURRENT NAME  Gorgas, General Josiah House
LOCATION  University of Alabama Campus, Gorgas-Manley National Register Historic District
CITY  Tuscaloosa
COUNTY  Tuscaloosa
ACREAGE  Less than one
OWNER  University of Alabama

TYPE  Building
DATE OF CONSTRUCTION  1829
BUILDER/ARCHITECT/ENGINEER  William Nichols

DESCRIPTION
Gorgas House is a two-story brick raised cottage with a two-story central, open portico accessed by circular staircase. This structure designed by William Nichols served as a dining hall, faculty residence, infirmary, post office, and residence of Confederate Brigadier General Josiah Gorgas (1818-1879), president of the university in 1878, and other Gorgas family members from 1878 to 1954. Originally, the lower floor consisted of one large dining room with fireplaces at each end capable of seating 100 students. The steward and his family lived on the upper floor.

SIGNIFICANCE
Gorgas House served as the last residence of General Josiah Gorgas, the Pennsylvania-born chief of the Confederate Bureau of Ordnance, and is the "only" known shrine to this Confederate General. It is one of only four buildings of the original University of Alabama campus that survived the federal destruction during the Civil War.
Period of Significance  1878-1883

HISTORICAL OVERVIEW
Built in 1829 as the dining hall for the University of Alabama, this structure is the first permanent university building and one of only four to survive destruction of the campus during the Civil War. It is the only structure on campus that survives from English architect William Nichols' original (1828) campus master plan. The University of Alabama was chartered December 17, 1819, three days after the state was admitted to the union. The U.S. government granted the State of Alabama 72 square miles of land, the proceeds from which were to be used to establish a "seminary of learning."
Confederate General Josiah Gorgas was born near Elizabethtown, Pennsylvania in 1818. Gorgas was educated at the U.S. Military academy from 1837-1841. Upon graduation, he was appointed lieutenant of ordnance. He served as ordnance officer at arsenals in New York, Detroit and Michigan and as first lieutenant of ordnance in the War with Mexico from 1846 to 1848. After the war, he was again an ordnance officer serving in New York, Pennsylvania, Virginia, Alabama, Maine, and South Carolina. While stationed at the Mt. Vernon Arsenal in 1853, he met and married the Alabama Governor's daughter Amelia Gayle. At the outbreak of the Civil War, he resigned his commission in the U.S. Army
and became chief of the Confederate Bureau of Ordnance, Richmond, Va., in which position he served until the close of the war.

According to Alex Sartwell, current historian of the Geological Survey of Alabama, Gorgas had an intimate knowledge of Alabama's mineral resources and industrial capabilities, due to his stay at the Mt. Vernon arsenal, and first hand knowledge of the state's first and recently published geological survey by Michael Tourney. He used this survey to develop the iron furnace, foundries and arsenals in what became the Confederate Industrial Corridor. (Sartwell Interview, 9/14/91)

After the war, Gorgas ventured into ironmaking at the Brierfield Furnaces. The venture proved unsuccessful. In 1870, the University of the South at Sewanee made him Vice-Chancellor, and in 1878 he became President of the University of Alabama. Due to ill health, he resigned a year later. Appointed university librarian, the Trustees also granted him and his family residence at this property throughout their lifetimes. His wife Amelia Gayle Gorgas became matron of the university infirmary and postmistress. The infirmary, the post office and her family were all located at "Gorgas House." After the General's death in 1883, Mrs. Gorgas became university librarian, serving until 1906. Their son William Crawford Gorgas (1854-1920), educated at Sewanee and Bellevue hospital medical college in New York became Surgeon General for the U. S. Army receiving international honor for his conquering of yellow fever and malaria during construction of the Panama Canal in the early 1900s. Gorgas family members resided in "Gorgas House" until 1954 when it was declared a "state shrine."

Gorgas House is owned by the University of Alabama and maintained as a house museum with furnishings and personal memorabilia of two generations of the Gorgas family.

ACCESS
Gorgas House is open to the public and easily accessed from Capstone Drive on the campus of the University of Alabama.

CONDITION
Excellent. Now furnished with mementos and documents of the Gorgas family, Gorgas House is maintained by the University of Alabama as a museum.

THREATS
Unknown

SOURCES
HABS
Tuscaloosa Ct. Site Survey
Tuscaloosa Landmarks
The University of Alabama - A Guide to the Campus, 24-25
Historic Homes of Alabama, 1935, pp. 30-36

Birmingham Historical Society 6/8/92 c:\wp51\ihc.db\tusc.reg
Gorgas House, 1829, last residence Gen. Josiah Gorgas, Chief, Confederate Bureau of Ordinance, Gorgas-Manly National Register Historic District, University of Alabama Campus, Tuscaloosa, Tuscaloosa County, Alabama
**HISTORIC NAME**  Bankhead, John Hollis Sr. House  
**CURRENT NAME**  "Sunset"-Bankhead House  
**LOCATION**  1400 Seventh Avenue  
**CITY**  Jasper  
**COUNTY**  Walker  
**ACREAGE**  Three  
**OWNER**  Dr. Steve Johnson  

**TYPE**  Building  
**DATE OF CONSTRUCTION**  c. 1900  
**BUILDER/ARCHITECT/ENGINEER**  unknown  

**DESCRIPTION**  
This two-story frame Neo-Classical Revival style house with hip roof and full, open front and side porches is set atop a hillside estate along Seventh Avenue in an historic residential area of this county seat and coal mining center.

**SIGNIFICANCE**  
The Bankhead House is the long-time home of John Hollis Bankhead, Sr. whose efforts to develop waterways, roads and industrial enterprise strongly impacted the District's economic development. As a Congressman and Senator for 33 years, Bankhead chaired committees on canals and waterways, post offices and public buildings, and introduced legislation implementing federal highways. His efforts to channelize the Warrior River provided access for the District to southern ports and international markets.  
**Period of Significance**  1906 to 1920

**HISTORICAL OVERVIEW**  
John Hollis Bankhead, Sr. resided here from 1906, the year of his election to the U. S. Senate, until his death in 1920. Previous to that time, during his years of service to the Alabama legislature and the U. S. Congress, Bankhead resided at the family homeplace, still standing in Marion County. His father, George Bankhead, a planter and stock grower built this property as well as the first mill near Russellville in Marion County. His son, John Hollis Bankhead, Jr., a lawyer, coal mine operator and also a U. S. Congressman, resided here, after his father's death. Actress Tallulah Bankhead, granddaughter of John Sr., also served in the U. S. Congress.  

Civil War veteran, planter, lawyer, coal mine operator, and politician John Hollis Bankhead, Sr. (1842-1920) served in the state legislature before serving 33 years in the U. S. House and U. S. Senate. In the early 1880s, as warden of the state penitentiary, he recommended reform schools for youthful offenders and abolished the use of small cellular sleeping quarters and instruments for discipline.  

Elected to the U. S. Congress in 1887, in this year he began service on the committee on rivers and harbors, a committee he later chaired. In this capacity, he assisted development of waterway projects throughout the nation. Through his efforts, the shoal-studded Warrior River, which several of his Congressional colleagues suggested might more easily be filled with concrete, was effectively channelized 455 miles from the coal fields of Walker County passing major industrial operations at Cordova, Birmingham, Holt and Tuscaloosa in the District to the port of Mobile, also improved at this time as a deep
water port. Construction of 19 locks and dams effectively creating this major southeastern waterway continued through World War I. Bankhead also served as chairman of the committee on public buildings and post offices, in which capacity he presided over the construction of the Library of Congress.

Bankhead’s principal service, however, came in improving roads across the nation. On July 11, 1916, he procured passage of an act to aid the states in construction of rural post-roads, the “Good Roads Act.” In recognition his name was given to one of two early transcontinental highways which extended from Washington to the Pacific Ocean through Birmingham and Jasper, the Bankhead Highway, now US 78.

ACCESS
To reach Jasper, take US 78-Bankhead Highway 27 miles northwest. Take a left at Sixth Avenue and proceed through the historic residential district. Take a left at 15th Street and right onto Seventh Avenue. The Bankhead House is privately owned.

CONDITION
Excellent

THREATS
. Lack of fire detection system.

SOURCES
U.S. Good Roads Bulletin, December 1920, January 1927
National Register Nomination, 6/18/73
Who’s Who in America, Vol. 1, Marquis, 1903, pp. 69
Young, W. C., Famous Actors and Actresses of the American Stage, 1975, pp. 45-50
Walker County Site Survey, p. 65

DESCRIPTION CONTINUED
This two-story frame Neo-Classical Revival style house set atop a hilltop estate with full, open front and side-columned porches was built by Mr. and Mrs Jack Crawford and sold to the Bankhead family at the turn of the century. (confirm) The house known as "Sunset" is significant for its association with members of the Bankhead family including John Hollis Bankhead, Sr., John Hollis Bankhead, Jr. and Tallulah Brockman Bankhead. John Hollis Bankhead, Sr. (1842-1920), his wife and many other family members occupied the house from 1900 to 1920 (Owen, 92), or beginning in 1906 (Historic Homes, 77). A Civil War veteran, he served in the Alabama legislature during the 1860s and 1870s, and as warden of the state penitentiary in 1880s during which time a reform school for juvenile delinquents was established. In 1886, he was elected to the U. S. Congress serving continuously until 1907. He was a member of the committee on public buildings and grounds during his entire tenure, and chairman during Democratic control at which time the Library of Congress in Washington was built. He was able to secure for Alabama appropriations for a number of government-owned buildings and post offices including those in Tuscaloosa (1910) and Birmingham (1919). According to his biographer, in 1897,
he was appointed a member of the committee on rivers and harbors, and through his
efforts, originally ridiculed by his Congressional colleagues, the Warrior River was made
"the longest canalized waterway in the world." (Owen, 88-92) Bankhead Lock and Dam
on the Warrior River is named for him. Bankhead also worked for the development of the
port of Mobile as a deep sea shipping port.

In 1907, John Bankhead, Jr. was elected to the U. S. Senate serving until his death in
1920. John Bankhead, Sr. is best known as the father of the "Good Roads" legislation.
He advocated the then-radical policy of federal cooperation with the states. Bankhead
also served as president of the national "Good Roads Association." One of the nation's
first transcontinental highways, the "Bankhead Highway" which begins in Washington and
runs through Walker County to San Diego, California was named for him. President of
the Alabama "Good Roads Commission," he was the author of the amendment to the
Alabama Constitution which permitted the State to create a state highway commission
and engage in major road and bridge construction during the 1920s.

"Sunset" was a family house to which the Bankhead's five children and grandchildren
trooped for visits. These children included: daughters Louise and Marie (novelist and
playwright who married Thomas McAdory Owen, director of the Alabama Department of
Archives and History) and sons John Hollis, Jr., William Brockman, and Henry. Actress
Tallulah Brockman Bankhead, daughter of William and Evelyn Sledge, who died shortly
after Tallulah's birth, passed her entire childhood in the house. Playing lady with the
 finery in the old trunks in the attic, Tallulah and her sister Eugenia did their first acting.

Tallulah Bankhead made her debut her New York stage debut in 1918 at age 15, in the
movies at age 16, and her London stage debut in 1923 remaining there for 10 years.
Upon her return to the U. S. in 1933, Tallulah became, in the opinion of several critics,
"the first lady of the theater" and "theater's first personality." Best known for her portrayal
of Regina (The Little Foxes, 1939), she also won awards for performances as Sabrina
(The Skin of Our Teeth), Connie (Lifeboat), Amanda Prynne (Private Lives) and Sadie
Thompson (Rain). Her theatrical and motion picture career extended into the 1950s when
she also starred on radio and television shows with NBC. Well-known for the hoarse
character of her speech and flamboyant mannerisms, Tallulah was a legend in her own
time. One observer described her arrival one night at the stage door: "She arrived with
a gusto that must have been felt in Java." Tallulah and her grandmother Tallulah were
named for Tallulah Falls, Georgia (Tallulah being a Cherokee word for "troubled waters").

On November 16, 1916, Senator and Mrs. Bankhead celebrated their golden wedding
anniversary at "Sunset." The celebration, attended by national dignitaries, also celebrated
the election of their son William Brockman Bankhead to membership in the U. S.
Congress. According to one biographer, the election of a father and a son to the U. S.
Senate and U. S. Congress was unprecedented in American history. (Owen Ill, 92)

John Hollis Bankhead, Jr. (1872-1946), lived here from 1922 until his death. John
Bankhead, Jr. managed the political campaigns of both his father and brother, conducted
a large private and corporate law practice, and served in the Alabama legislature. He was
also president of the Bankhead Coal Mine and other coal mines in Walker County. In
1930, he was elected to the U. S. Senate.
HISTORIC NAME          Birmingham Realty Company Building
CURRENT NAME          Birmingham Realty Company Building
LOCATION              2118 First Avenue North
CITY                  Birmingham
COUNTY                Jefferson
ACREAGE               Less than one
OWNER                 Birmingham Realty Co.

TYPE                  Building
DATE OF CONSTRUCTION  1905
BUILDER/ARCHITECT/ENGINEER  William C. Weston

DESCRIPTION
This two-story, yellow-brown brick Beaux Arts style building features a godhead centered within an arch at the second story of the front facade. At the rear of the 25' x 125' building is a 25' x 25' garden. William C. Weston designed this corporate headquarters, among the first in the city built for an individual corporate client. Interior spaces include a two-story, skylit central area with teller cages to transact property sales, a board room, offices, vault and collection of maps and artifacts charting the company’s role in development of the city on display throughout the building.

SIGNIFICANCE
This building houses the Birmingham Realty Company whose financing and planning created the city of Birmingham. This finely-detailed Beaux Arts building also houses an exceptional collection of maps and artifacts charting the firm’s influential role developing the original city, its industrial base, and its suburbs.
Period of Significance  Building: 1905; collection: 1871-1920s

HISTORICAL OVERVIEW
In 1905, Birmingham Realty Company, the successor corporation to the Elyton Land Company which founded the city in 1871, established its headquarters in this building. Previous to this location the company had shared a multi-use structure whose elaborate cornice and metal detailing must have seemed out-of-date for a company that aspired to continue its role as the city’s premier real estate firm. Neighbors in the 2100 block of First Avenue North at this time were public utility, streetcar railway and other real estate firms.

William C. Weston, a New Zealand born architect and former associate of the Daniel Burnham firm in Chicago, designed this sophisticated, corporate headquarters, among the first in the city built for a single corporate entity.

In 1905, Birmingham Realty was still selling residential lots from the 4,150 acres of the original city and also from its South Highlands tract: 1,500 acres lying to the north of
Eighth Avenue South along the northern flank of Red Mountain. This property includes Five Points South, Glen Iris Park, Southside, Highland Avenue and Lakeview Park. At this time, the company was also developing Norwood, a streetcar suburb just to the north of the original city grid and close to industrial plants in North Birmingham.

The Elyton Land Company, the 10 men who met in Montgomery in December, 1870 with intent to build an industrial center in the mineral lands of northern Alabama, had done a spectacular job by 1905. The company, in addition to selecting the site for the city and hiring a railroad engineer, William Barker, to plan and survey that site, platted wide streets and avenues, alleys and blocks with land systematically dividing the land. They also successfully recruited railroads and industrial corporations to fill their empty blocks platted in the overgrown cornfields. By the 1880s, the original Railroad Reservation, the central feature of the city plan, had filled with railroad uses (depots, stations, shops and yards, and warehouses) and industrial plants. Rails and industry successfully drove the economy of the new city, the center of a growing industrial district. The city center and residential districts would experience their most accelerated early growth in the years from 1905 to World War I.

ACCESS
Birmingham Realty is easily accessible from First Avenue North, a main street in the Birmingham City Center. Arrangements must be made to visit interior spaces.

CONDITION
Thanks to a recent restoration, this office building appears much as it did in 1905 when Birmingham Realty opened its doors to sell lots in the early city. Beneath a stained-glass skylight are the original teller cages and cash register. The original board room with mantle and furnishing also remain, as does the rear garden with terra cotta planters and interior oak balusters, rails, moldings and light fixtures.

THREATS
None identified.

SOURCES
Birmingham Historical Society, Downtown Birmingham Building Files, Birmingham Realty Company Building
Birmingham Realty Company Map and Artifact Collection exhibited and used throughout the company’s offices.
Birmingham Realty Company Building, 1905, Birmingham, Jefferson County, Alabama. The successor firm of the company that founded Birmingham in 1871 is headquartered in this Beaux Arts Building.
HISTORIC NAME: Jemison-Vandergraaff House
CURRENT NAME: Jemison-Vandergraaff House
LOCATION: 1305 Greensboro Avenue
CITY: Tuscaloosa
COUNTY: Tuscaloosa
ACREAGE: Less than one
OWNER: City of Tuscaloosa

TYPE: Building
DATE OF CONSTRUCTION: 1860-1862
BUILDER/ARCHITECT/ENGINEER: John Stewart (architect), formerly of the Philadelphia firm of Sloan and Stewart

DESCRIPTION
This 26-room Italianate style brick (originally scored to look like stone) house is basically rectangular with a slightly advanced central pavilion and one story demioctagonal side bays, decorative open porches, and hipped roof surmounted with a large cupola. A service wing is at the rear. A servants' house and remains of a private coal-fired gas illuminating and cooking system are also located on the property. The interior features a center hall plan, 18' ceilings, inlay woodwork (walnut, oak and chinaberry) from Jemison’s plantations and a rare survival of a mid-19th century bathroom.

SIGNIFICANCE
The house is significant as the home of Robert Jemison, a major Tuscaloosa area planter who developed early coal and ore mines in the District and financed the development of transportation systems. Jemison reflects the divergent economic outlook of the planter class in Alabama. The primary remaining structure associated with Jemison, this house contained some of the earliest examples in the state of domestic technologies --interior plumbing and a coal-fired gas illuminating system. Extensive papers document Jemison's activities.

Period of Significance: 1862-1871

HISTORICAL OVERVIEW
Builder of this palatial residence was Robert Jemison (1802-1871), a major plantation owner who had far flung interests in railroads, an iron foundry, coal and ore mining, and also served as a legislator in the Alabama house and senate and the Confederate State Senate. Jemison also owned the Jemison Flickin Stage Line, one of the first stage coach lines in the state which ran to Montgomery and into Mississippi. He also erected a plank road from his surface coal mines at Brookwood to Tuscaloosa.

In 1860, at 58, Jemison decided to build a "city" house, moving his residence to Tuscaloosa from his many plantations, including "Cherokee" to the northwest of Tuscaloosa at Northport. The resulting 26-room Italianate house topped with domed cupola was designed by a Philadelphia architect and constructed with lumber from Jemison’s mills. The house was lighted by gas. The property contained machinery which
manufactured gas from coal. There was also a water system and deep well to act as refrigeration. Jemison took an active role in developing these systems and attempted to sell these services to other city residents.

The Jemison House passed to Robert Jemison's granddaughter, Minnie Cherokee Jemison Vandergraaff, who raised five children in the house including Robert Jemison Vandergraaff, an MIT professor who invented a generator used in splitting the atom.

In 1945 J. P. Burchfield purchased and restored the then much deteriorated property that had been rented out to many individuals. In 1955, Hugh Friedman purchased the house and gave it to the City of Tuscaloosa as a library. The City has recently worked out arrangements with local historical groups to restore the property to a new use.

ACCESS
The house is located on Greensboro Avenue, a major traffic artery in Tuscaloosa, which leads from I 20/59 to the city center and the riverfront.

CONDITION
The house is currently under restoration. Harvie Jones, AIA, Huntsville, is directing the restoration efforts working with the Tuscaloosa County Preservation Society which is headquartered in the property. Robert Mellown, University of Alabama professor of art, is currently researching the Jemison family papers for documentation to assist restoration efforts.

THREATS
Insufficient funding to accomplish a major restoration.

SOURCES
Site Visit, 8/12/91, 4/24/92
HABS, 1934
Alabama Register, 7/31/75
National Register, 4/19/72
Tuscaloosa County Site Survey, p. 102
Gamble, Robert; The Alabama Catalog, p. 354
Clinton, Matthew, Historic Tuscaloosa - A Self-conducted Tour, 1966, pp. 5-6
Interview with Betsy Haslip, Director, Tuscaloosa Preservation Society, 12/27/91
Alabama Members of the National League of American Pen Women, Historic Homes of Alabama and Their Traditions, 1935
Jemison, Robert Papers, University of Alabama Special Collections, William S. Hoole Library, Tuscaloosa
Jemison-Vandergraff House, 1860-1862, 1305 Greensboro Avenue, Tuscaloosa, Tuscaloosa County, Alabama. Planter-industrialist Robert Jemison built this town house and installed internal plumbing and a coal-fired illuminating and heating system.
HISTORIC NAME: King, Edmund House
CURRENT NAME: University of Montevallo Guest House
LOCATION: NW Corner Highland and Bloch Sts., University of Montevallo Campus
CITY: Montevallo
COUNTY: Shelby
ACREAGE: Less than one
OWNER: University of Montevallo

TYPE: Building
DATE OF CONSTRUCTION: 1823, additions c. 1900
BUILDER/ARCHITECT/ENGINEER: Unknown

DESCRIPTION:
The original two-story brick residence with two exterior end chimneys, gamble roof and center-hall plan includes a three-story bay porch with scroll-cut balustrade, a one-story ell, and rear porch dating to the turn of the century. In the mid-19th century, the exterior was stuccoed and scored to look-like stone. A 1973-1974 reconditioning for use as the university guest house removed the external stucco and reconstructed some interior spaces using original woodwork. The house sits on extensive grounds within the University of Montevallo campus. The King Family Cemetery is nearby.

SIGNIFICANCE:
This substantial, brick house is associated with Edmund King, a planter and businessman who financed the earliest ironworks in the District. Edmund King was involved in the 1820 Thompson's Mill Forge on Shoal Creek near Montevallo. The primary remaining structure associated with King, the house represents the divergent economic outlook of the planter class in Alabama.

Period of Significance: 1823-1860s

HISTORICAL OVERVIEW:
Edmund King, the Montevallo area's most extensive planter, started the District's earliest known ironworks c. 1820. King, the fifth child of his father's third marriage, was born in 1782 in Virginia and reared in Griffin County, Georgia. In 1817, with Indians as guides, King brought his family in two covered wagons to a place called Wilson Hill, later Montevallo. (Wilson, one of Andrew Jackson's soldiers, was the owner of the hill, claimed to be located at the exact center of the state.) In the area were many fine springs, nut-bearing trees and Shoal Creek, a tributary of the Cahaba River. King prospered as a merchant, planter and financier of Thompson's Mill Forge. King also ran a grist mill at the site which was later called "Valley Forge." Located two and one-half miles from Montevallo, the water powered forge, contiguous to area coal formations and the Alabama and Tennessee Rivers Railroad, manufactured "a superior article of bar iron" and
due to its favorable location did an extensive business. In 1823, King erected a fine residence, the first brick structure built in Shelby County. Known as the "Mansion House," the two-story plantation-made brick (later stuccoed and scored to look like stone) residence served the King, Shortridge (King's daughter married George Shortridge), and later French Nabors families. Deeded by the Nabors to the Alabama Girls’ Industrial School, later Alabama College and the University of Montevallo, it has served as Infirmary, Home Economics Building, classroom and guest cottage for these educational institutions.

**ACCESS**
To reach Montevallo, take I 65 23 miles south of Birmingham to the Calera exit at Shelby County 25. Proceed west on Shelby County 25 to the intersection with Shelby County 119. Right on Shelby County 119 one-half mile to the community whose commercial center flanks this road. Turn left at Vine St. and proceed two blocks to the University of Montevallo campus.

**CONDITION**
. Excellent

**THREATS**
. None known

**SOURCES**
Armes, Ethel, *The Story of Coal and Iron in Alabama*, p. 71
Shortridge, George, Letter to M.P. Blue, September 15, 1854, Matthew P. Blue Papers, Alabama Department of Archives and History, Montgomery. This letter written by King’s son-in-law describes operation of Thompson’s Mill-Valley Forge which Shortridge operated after King’s death.
Everse, Martin, *The Ironworks at Brierfield - A History of Ironmaking in Bibb County, Alabama*, p. 12
HABS, photos (1934), data pages (1936)
National Register, 12/11/78
Site Visits, 6/26/91, 2/9/92

_Birmingham Historical Society_ 6/29/92 c:\wp51\ihc.db\shelby.reg
Edmund King House, 1823, University of Montevallo Campus, Montevallo, Shelby County, Alabama. Planter-industrialist King built the District's earliest ironworks in the 1820s near Montevallo.

Edmund King House and grounds, Montevallo, Shelby County, Alabama.
HISTORIC NAME  L. & N. Station  
CURRENT NAME  The Old Train Station Food and Spirits  
LOCATION  301 Greensboro Avenue, Tuscaloosa  
CITY  Tuscaloosa  
COUNTY  Tuscaloosa  
ACREAGE  Less than one  
OWNER  John Curry (Curry Furniture Company)  

TYPE  Building  
DATE OF CONSTRUCTION  1912  

DESCRIPTION  
This Beaux Arts style depot built of yellow brick with limestone detailing, copper cornice and entrance awnings, and red tile roof now serves as a popular restaurant. Interior spaces are well preserved as is the bed of the abandoned L. & N. Railway which approaches the depot from the northeast, passing through the University of Alabama campus and residential areas.  

SIGNIFICANCE  
This finely-detailed station marks the farthest extension of the L. & N.-Birmingham Mineral Railroad which opened Tuscaloosa County coalfields to economic development.  

Period of Significance  1912  

HISTORICAL OVERVIEW  
In 1884, the L.& N. Railroad formed the Birmingham Mineral Railroad in order to penetrate the coal and iron ore regions throughout the Birmingham District. Several years later, in 1888, the L.& N. extended a 27-mile branch line known as the Blue Creek Extension through the coal mining communities of Adger, Johns and Sumpter in Jefferson County to Yolanda in Tuscaloosa County and on to Blockton Junction on the northern edge of Bibb County. This Blue Creek extension was the first major rail carrier to enter the mineral region of Tuscaloosa County. By 1890, the line extended to Brookwood and in 1912 construction of an 18-mile branch line linked these coalfields to Tuscaloosa (Klein 1972:248, 270). It was in this year that the current Tuscaloosa station was constructed. The recently abandoned L. & N. roadbed also remains today.  

ACCESS  
Easily accessed from River Road and University Boulevard, major Tuscaloosa thoroughfares.  

CONDITION  
Excellent adaptive reuse as popular restaurant and party spot.  

THREATS  
. None known.  

SOURCES  
National Register, 12/21/88  
Klein, Maury, History of the Louisville & Nashville Railroad, pp. 248, 270  
Site Visits, fall 1991  

Birmingham Historical Society  6/17/92  c:\wp51\ihc.db\tusc.loc
L. & N. Depot-The Old Train Station Food and Spirits, 1912, 301 Greensboro Avenue, Tuscaloosa, Tuscaloosa County, Alabama.
HISTORIC NAME: Woodward, Allen Harvey House
CURRENT NAME: Woodward House-Residence of the President of the University of Alabama at Birmingham
LOCATION: 4101 Altamont Road
CITY: Birmingham
COUNTY: Jefferson
ACREAGE: 36
OWNER: University of Alabama at Birmingham
TYPE: Building
DATE OF CONSTRUCTION: 1919-1925
BUILDER/ARCHITECT/ENGINEER: Reginald Johnson, California, Architect; George O. Miller, Boston, Landscape Planner

DESCRIPTION
The Woodward Estate consists of a large Italian Revival style stucco residence, guest house, servants buildings, gardens, terraces and drives set on a 36-acre knoll atop Red Mountain overlooking both Jones Valley to the north (in which the city of Birmingham lies) and Shades Valley to the south. The residence, designed by California architect Reginald Johnson contains 22 rooms. Boston landscape architect George Miller completed site planning for the estate and drives in 1914. World War I delayed construction as red ores located beneath the estate were mined for wartime use.

SIGNIFICANCE
The principal residence of the owner of a major Birmingham producer of foundry iron, the estate is the most fully realized and intact example of estate architecture and landscape architecture in the District.
Period of Significance: 1914 to 1925

HISTORICAL OVERVIEW
Allen Harvey ("Rick") Woodward and his wife Annie Jemison built this estate as their family home. Woodward was Chairman of the Board of Woodward Iron Company, a major locally-based producer of foundry iron. His wife was sister to Robert Jemison, Jr., developer of the Altamont Parkway and the subdivision of Red Mountain in which the Woodward House was built, later known as Redmont. After a trip to the west coast, Woodward met and selected the architect for the venture. The Woodward and Swann Houses, also located in Redmont, are the most extensive, elaborate and inventive estates in the Birmingham District built in the 1920s.

ACCESS
The Woodward House is accessed from Altamont Parkway.

CONDITION
Excellent

THREATS
. None Known
. In the 1970s, the University was considering subdivision of portions of the land surrounding the estate and outbuildings, however nothing materialized.

SOURCES

Birmingham Historical Society 6/29/92 c:\wp51\ihc.db\jef.reg
Allen Harvey ("Rick") Woodward House, 1919-1925, Altamont Road, Birmingham, Jefferson County, Alabama. Iron magnate Rick Woodward's Red Mountain Residence and 40-acre estate now serves as the residence of the President of the University of Alabama at Birmingham.
OTHER IMPORTANT SITES

Red Mountain Cut National Natural Landmark
Smith Hall-Geological Survey of Alabama Collection
Woodward Furnace Site
Prison Hill Cemetery
Pratt Mines-TCI Convict Cemetery
Warrior River Locks No. 1, No. 2 and No. 3 & Quarries
Mobile and Ohio Railroad Bridge
Powell Avenue Power Station
Vulcan Statue
TCI-U.S. Steel-USX Fairfield Works (Fairfield Works)
TCI-U.S. Steel Ensley Works (Ensley Works Site)
HISTORIC NAME | Red Mountain Cut
---|---
CURRENT NAME | Red Mountain Cut National Natural Landmark
LOCATION | 1421 22nd Street South, immediately east of U.S. Highway 280 (Red Mountain-Elton B. Stephens Expressway)
CITY | Birmingham
COUNTY | Jefferson
ACREAGE | 3.8
OWNER | The City of Birmingham. The property has been managed since the 1970s by the Red Mountain Museum, a museum of natural history and geology, which in August 1991 merged with Discovery 2000, a science museum.

TYPE | Site
DIMENSIONS | Length: 2,000’ Width: 410’ Depth: 210’
DATE OF CONSTRUCTION | 1970
BUILDER/ARCHITECT/ENGINEER | Alabama Highway Department

DESCRIPTION
Completed in 1970 to facilitate traffic flow to the interstate system, the Cut is among the deepest highway cuts in the United States. It is situated on the southeastern limb of the Birmingham Anticlinorium, a major structure in the southern Appalachian fold and thrust belt. It trends perpendicular to the strike of geological formations comprising Red Mountain and exposes a stratigraphic thickness of 700 feet of Paleozoic rock formations ranging in age from the Late Cambrian era (510 million years ago) to Early Mississippian (350 million years ago).

A walkway along the eastern side of the Cut serves as an open-air museum exhibit. Markers along the path and attached to the rock surface interpret the walk-through geological display. Visitors have the opportunity to witness firsthand the geological diversity of physical and mineral resources which gave rise to an industrial center in Birmingham. Visitors observe caves, fossil reefs, volcanic ash, the Red Mountain fault, fossil beaches, limestone and iron ore seams and fossil tracks.

SIGNIFICANCE
The Red Mountain Expressway Cut through Red Mountain is designated as a National Natural Landmark by the United States Department of Interior and as a National Site of Geologic Interest by the American Geological Institute. The strata exposed by the cut were formed over 160 million years of geologic time. They contain the fossilized remains of a wide range of paleo-environments that existed during this immense timespan. The
iron ore and limestone seams exposed along the walkway are the same ones that were mined to provide raw materials for the Sloss City Furnaces, which are visible from the cut, and the other blast furnaces of the Birmingham District.

**Period of Significance** 510 years ago-350 million years ago

**HISTORICAL OVERVIEW**
The Cut was completed in 1970, after highway construction teams had removed more than 2 million cubic yards of rock. During the $20 million construction of the Red Mountain Cut, a number of agencies, including the Geological Survey of Alabama and the Alabama Geological Society, as well as many private citizens convinced the State of Alabama Highway Department to preserve the exposed rock formations, thus enabling them to become the basis for geological interpretation. Highway Department plans which would have covered the exposed surface of the cut with gunnite were halted. Instead, a 600' walkway was built along the eastern side of the Cut to allow it to serve as an open-air museum exhibit. The Red Mountain Museum was formed to manage the site and to develop interpretive programs for the cut. (This museum merged in August 1991 with Discovery 2000, a privately owned science center to be headquartered in the Birmingham city center, with the cut remaining a satellite interpretive center.)

**ACCESS**
Access to the site from US 280 is circuitous particularly when travelling southward. The southbound visitor is directed to follow the signs and re-enter US 280 northbound and exit at Arlington Avenue.

**CONDITION**
Although the cut is stable, it is plagued by vegetative growth that is difficult and costly to control. In the fall of 1990, all of the kudzu was removed manually. A staffer removed trees from the Cut itself through a rapelling operation. An analysis of the problem determined that a one-time expense of $75,000 is required to adequately remove the vegetation; an annual expense of $8,000 is necessary for on-going spraying and maintenance.

Several problems are related to the Geological Walkway which provides access to the Cut and provides an interpretive walk-through geological display. The existing ramp, built at the time of construction of the Cut, rotates 10 feet down the slope of the mountain due to a previous problem with storm sewer overflow. Because the original walkway was too steep and was not handicap-accessible, the Red Mountain Museum received a federal grant for design of a new ramp. Design work has been completed; the $225,000 project awaits funding.
Lack of funds has also affected the maintenance of the interpretive signage along the walkway and the Cut. In a number of cases, the reference markers on the Cut have faded from view or are no longer in place. Several of the sign posts are in need of repair.

THREATS

. Clearing and maintenance of vegetation.
. City-owned properties in proximity to the Red Mountain Museum and Cut will be subject to increasing land use and zoning pressures.
. Financial resources to maintain both the Discovery 2000 Museum and Red Mountain Museum facilities will be stretched.
. Plans for Discovery 2000 should include adequate funding to upgrade interpretation of the Red Mountain Museum Cut, if the Museum is to contribute.
. The current fence which protects visitors to the Cut does not provide an adequate sound barrier and, thus, detracts from the visitor's experience.
. Tying the Red Mountain Cut and Museum to Discovery 2000 may be difficult due to the distance and indirect route between the museums.

SOURCES

Bearce, Denny, History and Geology of the Red Mountain Expressway Roadcut, A National Natural Landmark, Birmingham, Alabama, October 1991
Site Visit, 7/16/91
Meylan, Peter A., "The Potential Contribution of the Collections of the Red Mountain Museum to a Science Center in the City of Birmingham," a report to the office of the mayor, 1988
U.S. Department of the Interior, National Park Service, National Natural Landmarks
Red Mountain Cut and Museum, Birmingham-Jefferson County, Alabama
View of Red Mountain Cut looking south towards the Birmingham City Center, Birmingham, Jefferson County, Alabama.

Diagrammatic view of Red Mountain Cut noting period and age of rock formations including two major red ore seams, Birmingham, Jefferson County, Alabama.
<table>
<thead>
<tr>
<th><strong>HISTORIC NAME</strong></th>
<th>Smith Hall-Geological Survey of Alabama Collection</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CURRENT NAME</strong></td>
<td>Smith Hall-Geological Survey of Alabama Collection</td>
</tr>
<tr>
<td><strong>LOCATION</strong></td>
<td>Alabama Museum of Natural History, University of Alabama Campus</td>
</tr>
<tr>
<td><strong>CITY</strong></td>
<td>Tuscaloosa</td>
</tr>
<tr>
<td><strong>COUNTY</strong></td>
<td>Tuscaloosa</td>
</tr>
<tr>
<td><strong>ACREAGE</strong></td>
<td>Less than one</td>
</tr>
<tr>
<td><strong>OWNER</strong></td>
<td>University of Alabama</td>
</tr>
<tr>
<td><strong>TYPE</strong></td>
<td>Building</td>
</tr>
<tr>
<td><strong>DATE OF CONSTRUCTION</strong></td>
<td>1910 (buildings); 1847-present (collection)</td>
</tr>
<tr>
<td><strong>BUILDER/ARCHITECT/ENGINEER</strong></td>
<td>Frank Lockwood, state architect; Albert Chadwick, supervising architect</td>
</tr>
</tbody>
</table>

**DESCRIPTION**
The four-story Smith Hall is constructed of yellow brick with classical detailing of gray Bedford Indiana limestone. Built in 1910 to emulate the nation’s great natural history museums such as the Smithsonian in Washington, the Field Museum in Chicago and the Natural History Museum in New York, the Beaux Arts style Smith Hall features a central three-story, Corinthian columned, glass-roofed museum gallery flanked by two-story classroom wings. The skylit gallery is accessed by a marble staircase. This gallery still serves its original purpose to display Alabama’s state geological and natural history collection. Classroom, storage and office space is also located in the building.

The Geological Survey of Alabama collection of statewide geological materials includes 21,500 items in the core collection, 900 glass plate negatives, and a library of 250,000 items including field notes, maps and reports.

**SIGNIFICANCE**
This building was built to house the Geological Survey of Alabama and to display its extensive geological collection. The survey and its collection represent the scientific investigation of natural resources that was crucial to locating and developing industry in the District. The reports of the Geological Survey became bibles of industrial development. In this building Eugene Allen Smith, state geologist from 1873-1927, had his offices, wrote and disseminated his reports and maintained and displayed the state’s collection. The collection, one of the few intact state geological collections, includes mineral specimens, field notes, maps, photography, and reports dating from 1847 to the present.

**Period of Significance** Building 1910, collection 1847-1920s

**HISTORICAL OVERVIEW**
The Geological Survey of Alabama, established in 1847, is the oldest state agency other than the department of the military. This survey provided the underpinnings for development of Confederate industrial operations and later the Birmingham District. The survey has always been located on the University of Alabama campus in Tuscaloosa and closely associated with the University. The state geologist is appointed by the President of the University and also given a faculty appointment. In the almost 150 years of the survey, Alabama has had six state geologists. Irishman Michael Toumey completed the first survey of mineral resources in Alabama in the early 1850s. Toumey’s successor, Dr. Eugene Allen Smith, served from 1873 to 1927. Dr. Walter B. Jones, father of the current Director of the Alabama Museum of Natural History, Douglas Jones, served as state geologist from 1927 to 1961. Both Smith and Jones received doctorates in geology,
Smith from the premier German institutions in the late 1890s and Jones from Johns Hopkins University, the first American university to grant PhDs in Geology. Due to their dedication and long tenures, Alabama's Geological Survey collection has been kept intact. It is considered one of the finest and most complete state geological collections and includes 14,000 mineral specimens, field notes, photography and reports, dating from 1847 to present. The collection, which includes all photographic and collateral documentation from 1873 to the present and partial materials dating to its beginning in 1847, is in the process of being catalogued.

Birmingham businessmen Hill Ferguson and Robert Jemison, Jr. led the drive to build this geological museum in the early 1900s. Smith Hall was intended to house the Geological Survey of Alabama and its collection and to honor Smith, a distinguished scientist through whose tireless efforts Alabama's water and mineral resources were charted and promoted, successfully opening them to economic development.

ACCESS
Smith Hall is open to the public and easily accessed from Capstone Drive on the campus of the University of Alabama.

CONDITION
Smith Hall is in excellent condition. The records of the Geological Survey are in the process of being catalogued. Ground will be broken in the spring of 1992 for a major collections facility on a site directly adjacent to Smith Hall. When complete in 1994, Smith Hall will become an interpretive and exhibit facility charting the geological evolution of the state in a world context.

THREATS
None known.

SOURCES
Sartwell, Alexander, Geological Survey of Alabama, Correspondence to Marjorie White, 11/26/91
Mellown, Robert Oliver, The University of Alabama - A Guide to the Campus, The University of Alabama Press, Tuscaloosa, 1988
Site Visit, 11/14/91
White, Marjorie, Interview with Alexander Sartwell, historian, Geological Survey of Alabama, 11/14/91
White, Marjorie, Interview with Douglas Jones, Director, Alabama Museum of Natural History, 11/14/91
White Marjorie, Interview with Frances Robb, historian-curator, 11/16/91
Hubbs, G., Portrait of an Alabama County, 1987, p. 25
Alabama Museum of Natural History, "Summary of Natural History Collections at the University of Alabama," (June 3, 1991)
"Report to the Trustees of the State University," Tuscaloosa Independent Monitor, January 6, 1848. Courtesy Doug Jones.

Birmingham Historical Society 6/8/92
Smith Hall-Alabama Museum of Natural History, University of Alabama Campus, Tuscaloosa, Alabama

Legend:
- ★ Smith Hall Site
- ██ University of Alabama Campus

University of Alabama Campus Detail, Tuscaloosa
Front facade, Smith Hall-Alabama Museum of Natural History, University of Alabama Campus, Tuscaloosa, Tuscaloosa County, Alabama.

View of museum gallery, second floor with state geologist Eugene Allen Smith's 1880s survey vehicle and camp station exhibited, center, Smith Hall, Tuscaloosa, Tuscaloosa County, Alabama.
HISTORIC NAME  Woodward Iron Company Works
CURRENT NAME  Woodward Industrial Park (Woodward Furnace Site)
LOCATION  The site is generally bounded by I-59/20 on the east; Warrior River Road on the north; a residential district along Brooklane Drive on the west; and the Woodward Golf Course on the south. The site is located in Sections 21, 28, 29, 32 and 33 of Township 18 South, Range 4 West, Bessemer
CITY  Bessemer
COUNTY  Jefferson
ACREAGE  c. 1,200 acres
OWNER  Ownership of the site is divided among several owners:
A. Koppers Industries
B. Piggly Wiggly Corporation
C. Railroads
D. Alabama Silicon, Inc.
E. A&K Railroad Materials, Inc.
F. Vulcan Materials
G. Vulcan Pipe and Steel Coatings
H. Vulcan Painters
I. Vacant Land of unidentified ownership

TYPE  Site
DATE OF CONSTRUCTION  1883 to 1990s
BUILDER/ARCHITECT/ENGINEER  Multiple

DESCRIPTION  Located on this vast industrial site are the foundations of the four historic Woodward Iron Company furnaces and ancillary structures, an electric furnace (currently operating), a range of beehive coke ovens dating to the 1880s, a coke works and by-products plants (currently operating), an extensive rail network (much of it in use) and the former Woodward Iron Company Headquarters Building (1912). In addition to the historic resources associated with the Woodward Iron Company, the site has been extensively redeveloped with additional industries including the Piggly Wiggly Distribution Center, Alabama Silicon, Inc., A & K Railroad Materials, Inc., Vulcan Materials, Vulcan Pipe and Steel Coatings, Vulcan Painters and the former Mulga Coal Company Headquarters.

The blast furnace site, which has not been redeveloped, contains the foundations, wall portions, exhaust stacks and other remnants of virtually every industrial structure that once stood. The most notable features include foundations of four blast furnaces, hot blast stoves and cast sheds. The reinforced concrete stock bins are relatively well preserved, missing most of their hardware but retaining such features as the foundations and bed plates for one of the stock hoisting engines. The beehive coke ovens are some of the best preserved in the District. They lack hardware and machinery but the retaining walls have survived and the interiors of the ovens are fairly well preserved. The by-product coke plant is in a good state of preservation but several features, including the coke
ovens have been extensively modified. The by-product processing facilities also appear to have been modified extensively.

**SIGNIFICANCE**

While its state of preservation in no way rivals the Sloss City Furnaces, the Woodward Furnace Site is perhaps the most significant foundry iron blast furnace plant in the District. As the first company to achieve full vertical integration, Woodward served as the model for other blast furnace operations. Professional trade journals often sited Woodward for its profitability and efficiency. From an engineering point of view, the structural remains of the blast furnace plant contain much information about the construction materials and building techniques. Built at different times, the four furnaces present a continuum in furnace design not available at any other site in the District and perhaps not available in the written record. The still extant walls and foundations of the stock bins the flow of raw materials around the site, a feature that possessed elements derived from the nearness to extractive sites, climate, volume of operation and other characteristics distinctive to Birmingham District blast furnace sites.

**Period of Significance  1883-1980s**

**HISTORICAL OVERVIEW**

Established in 1881, Woodward Iron Company became one of the largest and most successful of Birmingham ironmaking corporations and the only such corporation to remain in local ownership throughout its near 100 year history. Iron furnaces at Woodward were first constructed in 1883 and iron production continued at this site until 1973. Joseph H. Woodward and William H. Woodward founded Woodward Iron in 1881. As descendants of an ironmaking family of West Virginia and earlier Massachusetts, they brought technological and business acumen to their first southern venture. They purchased not only the site of the ironworks, but also extensive coal and red ore lands within a five mile radius of the works, building a company railroad to link these sites. The well-managed operation was a successful producer of cheap pig iron from the start. By 1909, 2,000 men were on the payroll at Woodward. Company housing had been built at the Woodward as well as coal and iron ore mining sites. In 1912, after purchase of the holdings of the Birmingham Coal and Iron Company, the company constructed a corporate headquarters building at Woodward.

Conditions made possible cheap iron production through the early 1960s, years of highest earnings and plant expansions. In 1968, Mead Corporation, Inc., a paper and pulp company headquartered in Dayton, Ohio, acquired the company. Mead closed furnaces and mining operations in the early 1970s and sold coal mines and the coke works to new owners. Company housing was demolished and the Woodward site incorporated into the City of Bessemer and successfully marketed for new industrial uses.

**ACCESS**

Access to the site is available from the north via Warrior River Road and Koppers Drive. From I-20/59 the site is reached by taking Exit 113 to Woodward Road.
CONDITION
1. Pig Iron Furnaces
Although the furnaces have been virtually dismantled, foundations and other remnants in varying stages of preservation are extant.

2. Koppers Industries
a. Woodward Coke Plant
The old Woodward Coke Plant was modernized in 1974 with the installation of 226 Koppers ovens.
b. Chemical By-Products/Roofing and Tar Plants
The expansion during the 1980s made the Koppers roofing and tar operations at Woodward the largest and most efficient of the company’s American plants.

3. Beehive Coke Ovens
Location and visual assessment of the coke ovens was not conducted during the preliminary investigation of the Woodward site.

4. Woodward Iron Company Headquarters Building
A visual assessment indicates that the Woodward Iron Company’s vacant administrative building is in sound structural condition. There is evidence of the need for roof repair, and window frames have been boarded up. Although no interior inspection was conducted, the building appears to be functional, if appropriate repairs are made.

5. Railroads
All railroad lines are currently in good condition and are operational.

6. Mulga Coal Company
The building which formerly houses the Mulga Coal Company is vacant and in a dilapidated condition.

7. Piggly Wiggly Warehouse Distribution Center
The Piggly Wiggly Warehouse/Distribution Center is in excellent condition.

8. Alabama Silicon, Inc.
Although the furnace was built in 1961, it has recently been returned to efficient operating condition.

THREATS
- Multiple ownership of the site and facilities may inhibit a coordinated preservation strategy.
- The coke ovens will continue to deteriorate if they are not identified and preserved.
- The remnants of the pig iron furnaces will continue to deteriorate if preservation efforts are delayed.
- Construction of the large-scale Piggly Wiggly facility indicates that the site is marketable; thus, development pressures may threaten the remaining historic integrity of the site.
- Preservation of existing structures, such as the Woodward Iron Company Headquarters building may become increasingly difficult as sites are selected and restoration costs increase.
- Asbestos has been identified on the Woodward Furnace site, creating environmental and health concerns which may prove costly to mitigate.
DESCRIPTION CONTINUED
The following structures are located on the Woodward site:

1. Furnaces
The remains from five historic furnaces at the Woodward site are extensive. The foundations of virtually every industrial structure are present in varying states of preservation.

Remains include all four furnace foundations, each cut off at different levels above ground level; cast sheds, hot blast stoves, stacks and stock bins. The bed plates for one of the hoisting engines is intact in one portion of the stock bins. In addition to the furnace plant proper, the power house foundations and three large stacks are also standing. The ground floor of the refrigeration plant which dehumidified the furnace blast is also preserved. The electric furnace is currently operated by Alabama Silicon.

2. Koppers Industries
   a. Woodward Coke Plant
      The Koppers Coke Works is the former Woodward Coke Plant. Upon acquisition of the Woodward Coke Plant in 1974 by Koppers Company, Inc., the operations were significantly updated with the installation of 226 new Koppers ovens which produce foundry coke for the metal castings industry.
   b. Chemical By-Products/Roofing and Tar Plants
      Koppers Industries also operates roofing and tar plants at Woodward. The tar plant started in the 1920s with an underground pipeline transferring gas from Woodward’s coke ovens to its roofing operations. Expansions were undertaken during the 1980s to make the Koppers operation at the Woodward site the largest and most efficient of the company’s three American plants.

3. Coke Ovens
   Although the beehive coke ovens themselves have not been specifically identified, White located the general area in the eastern portion of the site. The firebrick coke ovens, which have been covered by overgrowth lie to the east of Woodward Road and to the north of the Piggly Wiggly Distribution Center, described below. They lie beneath a long loading ramp on the hillside.

4. Woodward Iron Company Headquarters Building
   Constructed in 1912, the Woodward Iron Company Headquarters is a handsome two-
story brick building which remains vacant. It is located immediately off of Woodward Road at the entrance to the site.

5. Railroads
The site is amply served by rail. The Birmingham Southern Railroad, along with the Mead Corporation Railroad, the Norfolk Southern Railroad and the CSX Railroad pass through the property.

6. Mulga Coal Company Building
The former headquarters building of the Mulga Coal Company is located on the site. The company, which had operated the Mulga Coal Mine as a subsidiary of Mead Corporation, Inc., no longer exists.

7. A lake
A lake stretching across approximately 20 acres is located on the northwestern edge of the site.

Other Site Improvements

1. Piggly Wiggly Distribution Center
The 500,000 square foot Piggly Wiggly Warehouse/Distribution Center is situated on a 253 acre parcel of land. It lies to the north and west of the historic Woodward Iron Company headquarters building. The facility was constructed in 1988 and houses 500 employees.

2. Alabama Silicon, Inc.
Alabama Silicon, Inc., opened its ferrosilicon operation in 1990 utilizing the electric furnace which was constructed in 1961 on the Woodward Iron Company site. The company employs 40 people.

3. A&K Railroad Materials, Inc.

4. Vulcan Materials - Woodward Plant

5. Vulcan Pipe and Steel Coatings

6. Vulcan Painters

Vacant Acreage
The site contains a considerable amount of vacant property which lies generally between the railroad tracks and Interstate I-59/20.

Physical Characteristics of the Site

Topography The terrain of the site is gently rolling.

Hydrology All site drainage empties into Valley Creek, which lies to the south of the site. Opossum Creek, one of the tributaries of Valley Creek, crosses the property. A lake stretching across approximately 20 acres is located on the northwestern edge of the Woodward Iron site.

Geology

Vegetation Because of the industrial activities which have occurred on the site, much of the area has been disturbed. A grassy condition is found over most of the site. Wooded areas are found on the edges of the property and along the creek.

Birmingham Historical Society 6/18/91 c:\wp51\ihc.db\jef.reg
Woodward Iron Community, Woodward-Bessemer, Jefferson County, Alabama
HISTORIC NAME  Prison Hill Cemetery  
CURRENT NAME  "Prison Hill" Cemetery  
LOCATION  "Prison Hill," SC 10, .2 mile from Aldrich  
CITY  Aldrich  
COUNTY  Shelby  
ACREAGE  Less than one  
OWNER  Kimberly-Clark Corporation  

TYPE  Site  
DATE OF CONSTRUCTION  1914-1928  
BUILDER/ARCHITECT/ENGINEER  

DESCRIPTION  
This convict mine cemetery contains evidence of 40 to 50 gravesites. A single tombstone marks the hillside site. The stone obelisk reads: Nathan Miller, February 22, 1891-February 20, 1916. Area residents still call the site "Prison Hill."

SIGNIFICANCE  
This cemetery, which contains the unmarked graves of convicts leased from the state of Alabama to work the Montevallo Coal Mining Company's Aldrich mine, is one of the few physical evidences of the convict labor system remaining in the District. Convict labor provided significant percentages of the coal mining force in the District until it was abolished in 1928. The cemetery is all that remains of a prison community built to house the captive workforce for the nearby mine. Such cemeteries are the only known remains of the District's convict mine community.  
Period of Significance  1914-1928

HISTORICAL OVERVIEW  
In 1872 Truman Aldrich took over the company. Mr. Aldrich, a New York native, started men to work in the summertime, a practice unheard of in the south. Aldrich also stacked coal in the summer for winter sales. So successful was he at selling coal, he drove the English coals off the southern coal market. (Armes, 154-156). About 1875, Truman Aldrich leased his mine at Aldrich to his brother William Farrington Aldrich, who lived at the site, managing the works and the town.

In 1912 Henry Badham, Sr. and W. S. Lovell purchased the Montevallo Mining Company and the Aldrich Mine. In February 1914, they leased state convicts to work the mines. A two-story frame, barracks-type prison, a hospital and farm were constructed at the site and a cemetery opened. The prison was demolished in 1928 when the convict lease system was terminated under the administration of Governor Bibb Graves.

ACCESS  
The cemetery is reached by taking Shelby County 10 northwest from Montevallo two miles to Aldrich. The prison is one-half mile east of Aldrich on the left at the top of a hill that everyone in town still refers to as "Prison Hill." Montevallo is located 25 miles south of Birmingham, seven miles west of I 65 from the Calera exit.

CONDITION  
. The cemetery site is overgrown with trees and underbrush.  
. An exact assessment of the site cannot be made without cleaning it up.

THREATS  
. Timber cutting in the surrounding area.  
. Destruction by neglect.

SOURCES  
Site Visit with Henry Emfinger, 2/8/92

Birmingham Historical Society  6/29/92  c:\wp51\ihc.db\shelby.reg
Nathan Hill Gravemarker, Prison Hill Cemetery, Aldrich, near Montevallo, Shelby County, Alabama.
HISTORIC NAME  Pratt Mines-TCI Convict Cemetery  
CURRENT NAME  Old Convict Graveyard  
LOCATION  To south of Pratt Highway, Pratt City  
CITY  Birmingham  
COUNTY  Jefferson  
ACREAGE  c. 8 acres  
OWNER  USX  

TYPE  Site  
DATE OF CONSTRUCTION  c. 1880  
BUILDER/ARCHITECT/ENGINEER  TCI  

DESCRIPTION  
This cemetery includes an unknown number of graves in a portion of land delineated on historic maps of the industrial site. The cemetery lies just to the east of the earliest Pratt mining slopes, convict camps, coking operations and the Birmingham Southern Railroad Shops and yards. The graves are unmarked and revealed only by depressions in the landscape. A iron fence surrounds a single grave. Clearing of the site would be necessary to accurately access the full extent of the graveyard which Pratt City natives refer to as the "old convict graveyard."

SIGNIFICANCE  
This cemetery provides evidence of the exploitative nature of early industry regarding labor sources and particularly of southern black workers who formed 65% of the coal mining labor force by 1900 and 90% of convicts working at the Pratt Mines.  
Period of Significance  1880-1914  

HISTORICAL OVERVIEW  
To meet the pressing demand for labor in the early days, the Pratt Coal and Iron Company (later TCI) employed state convicts. The practice of working convicts outside the prisons, begun in Alabama in 1866, was common across the South well into the 1900s. Private companies paid state and county governments a certain amount each month for each convict. The company built prison facilities and clothed and fed the men, who were required to work 10 hours a day and fill a quota. An estimated ninety percent of the convicts employed at the Pratt mines were black. TCI continued the practice until 1914. Other District mining concerns worked convicts until 1928.

In 1883, a new Alabama law required the state penitentiary physician to reside where the greatest number of convicts were confined. Thus Dr. Russell M. Cunningham moved to the prisons at the Pratt mining camp to take care of some 1,000 inmates a year. His attention to sanitary conditions, hours of work, diet and recreation resulted in the reduction of the mortality rate from 18 percent in 1881 to two percent in 1884. In reports to the state inspector of mines in 1883 and 1884, Cunningham recommended a stockaded convict town be built, with 50 cabins, a hospital, adequate bathing arrangements, guardhouses, a cook room, kitchen and space for outdoor recreation, so that the welfare of the prisoners would approximate that of the free miners. His findings and recommendations created a stir among lessees of convicts and led to improvements in sanitation and living conditions at the mines.

Prison facilities were enlarged in 1888 after TCI signed a 10-year contract for 500 to 600 convicts with the State of Alabama. An 1888 Sanborn map of the Pratt mines shows a complex of frame structures including a prison, convicts' kitchen, convicts' dining
commissary, bathhouse and kettles to boil clothes. By August 1906, probably the era of maximum use of convicts at the Pratt Mines, 906 state convicts (described as able bodied males, age 16 and over from 23 county and state prisons) resided here. Of these, 300 worked at No. 1.

Cunningham retained charge of medical services for convicts employed by principal mining contractors throughout the state until January 1914. He also served as company physician for the Pratt Company and TCI until 1914. At Ensley he constructed a private infirmary, the Cunningham Hospital, to serve his large industrial practice. During this period, he also launched a successful political career, serving as state senator (1896-1900), lieutenant governor (1901-1904; 1905-1907), and acting governor of the state (1904-1905). Throughout his political career, Cunningham worked for reform of the convict lease system, inspection of coal mines and regulation of mine sanitation. He considered these efforts his principal contribution to state politics.

ACCESS
To reach the cemetery from Pratt Highway, take the right of way clearing at the gas line, just west of the old Birmingham Southern Shops and Yards. About midway to Pratt City, turn west, cross a steep gully and begin looking for depressions in the leaf covered, heavily overgrown terrain.

CONDITION
- Unmarked, densely overgrown, and abandoned, known only to neighborhood residents and to those residents who once lived in the neighborhood

THREATS
- Redevelopment of the industrial site for a new use

SOURCES
Alabama, State of, Quadrennial Report of Board of Inspectors of Convicts (for the State of Alabama) to the Governor from September 1, 1906 to August 31, 1910, Montgomery, State of Alabama, 1910.
Alabama, State of, Quadrennial Report of Board of Inspectors of Convicts, for the State of Alabama to the Governor, from September 1, 1910 to August 31, 1914.
Childers, James Saxon, Erskine Ramsay-His Life and Achievements.
Cunningham, Russell Dr. Papers, in possession of Mrs. Russell Cunningham, Jr., Birmingham
Hillyard, Earl, Interview with Marjorie White, April 4, 1992.
TCI, Description of Plants and Mines, 1900, p. 98.
White, Marjorie, The Birmingham District, pp. 246-247, and related files.

Birmingham Historical Society 7/2/92 c:\wp51\ihc.db\jeff.loc
Iron gate, Convict Cemetery, Pratt Coke Ovens, Pratt City-Birmingham, Jefferson County, Alabama.
HISTORIC NAME  Warrior River Locks No. 1, No. 2 and No. 3 & Quarries
CURRENT NAME  Warrior River Old Locks, Dams and Quarries-Tuscaloosa
LOCATION  Along River Road and the Black Warrior River extending from University Park on the east to River Bend Park on the west
CITY  Tuscaloosa
COUNTY  Tuscaloosa
ACREAGE  University of Alabama, City of Tuscaloosa, Tuscaloosa County, U.S. Army Corps of Engineers
OWNER  U.S. Army Corps of Engineers, William Powell, Major of Engineers

TYPE  District
DATE OF CONSTRUCTION  1888-1898
BUILDER/ARCHITECT/ENGINEER  Located in a series of riverfront parks and wooded areas extending for a mile along the southern bank of the Black Warrior River are portions of the locks walls and guide cribs for the original Locks and Dams No. 1, No. 2 and No. 3 and evidence of stone cutting from the river bottom and adjacent hillside quarries (originally River Bed and Bank Quarries). The entire Bank Wall at the No. 3 Lock and Dam, a 380' x 49' x 20' structure constructed of sandstone blocks 4' x 5' x 1' is located at University Park and currently used as a fishing pier. The Bank Quarry extending for .3 miles along both sides of River Road, just south of Lock No. 3, showcases clearly visible cuts. Other locks walls, dams and the River Bed Quarry operation, submerged due to construction of the current locks and dams, are clearly visible during low water levels along the river. Iron and stone staircases lead from embankments to the structures.

SIGNIFICANCE  The Warrior River lock, dam and quarry sites along the Tuscaloosa riverfront constitute the best surviving remains of an extensive system of locks and dams that opened river transportation for the Birmingham District by creating the longest, channelized waterway in the world at time of its construction. These locks mark the efforts to create a commercial waterway through the Birmingham District to link it to southern ports and international markets. The massive engineering work represents the union of federal and commercial interests.

Period of Significance  1888-1915
HISTORICAL OVERVIEW
The 19 original locks and dams along the Warrior and Black Warrior Rivers were authorized by a series of Congressional acts beginning in 1871 and constructed from 1888 to 1917. The Tuscaloosa Locks and Dams were under construction from 1888 to 1898. At their completion, the 455-mile Warrior River system was said to be the longest channelized waterway in the world. The current system, containing six locks and dams completed from 1954 through 1991, replaced and partially flooded the original locks and dams.

Tuscaloosa, the early capital of the state (1826-1846) was located on the Warrior River at its early head of navigation. Its location made it a regional shipping center for the entire northern Alabama region. Beginning in the 1830s, coal was transported here from surrounding areas and the Warrior coal fields for shipment to the port of Mobile. However, due to abundant shoals, transportation was dangerous and strictly one-way. While steamboats and paddle wheel operations traveled the more easily navigable portions of the river below Tuscaloosa, flatboats were the most popular means of river transport. Upon reaching Mobile and disposing of their cargoes, usually coal, the flatboats themselves were dismantled and sold for lumber.

State geologist Eugene Allen Smith’s study of the obstructions to navigation and natural resources of the land adjacent to the river (principally coal) completed in 1879 was instrumental in attracting federal investment. In the late 1880s and 1890s U. S. Congressman John Hollis Bankhead from Jasper, located in the heart of the coal fields, successfully championed the cause at the congressional level to construct the locks and dams.

ACCESS
Public access to the riverfront park site is easy from river road.

CONDITION
Portions of the locks and dams are submerged to varying degrees due to fluctuations in water level of the river. Lock No. 3, the best preserved, forms the centerpiece of University Park where it is used as a fishing pier.
Dangerous. Nothing prevents one from falling into the river.
There is no interpretation of the locks and dams at any of the city, county or university parks. Indeed, no one knows what the massive stone structures were or are.

THREATS
Demolition by neglect.
SOURCES
Interview, Marjorie White with Kenneth D. Willis, September, 1991
Site Visit with Marvin Harper, September, 1991
Site Visit with Kenneth D. Willis, January 17, 1992
The Tuscaloosa Times, January 15, 1896
The Tuscaloosa Times, February 2, 1896
U.S. Army Corps of Engineers Photographic Collection and Annual Reports, 1887-1896
(includes plans and construction details)
Warrior-Tombigbee Development Association, "The Warrior-Tombigbee Waterway-The
"Warrior-Tombigbee Development Association- What it is, What it Does, Its
Corps of Engineers Annual Reports and Photographs, at Tuscaloosa Office and U of A
Special Collections.

DESCRIPTION (Continued)

Lock No. 1 (later No. 10), located near the shop of the U.S. Army Corps of Engineers,
across from the Tuscaloosa Library, on River Road, though submerged, the original rock
dam is clearly visible.

Lock No. 2 (later No. 11), located 1/4 mile upstream from No. 1, guide cribs, made of
timber boxes filled with stone, placed above and below the locks to absorb the shock of
boats and barges and to help guide them in and out of the locks, can still be seen. The
lock wall remains about one foot above the water line. Foundations to the lock tender
houses, only recently demolished, and the plans remain.

Lock No. 3 (later No. 12), located 1/4 miles upstream from No. 2 in the University of
Alabama's University Park, the south lock wall is used as a fishing pier. The River Bed
Quarry, an island in the bottom of the river, is visible just to the west of University Park.

Bank Quarry is located just east of Lock No. 3 on the southside of River Road, across
from River Road Park East. The old cuts in the bank are clearly visible from the road.

River Bed Quarry, just west of University Park, the island quarry is visible in the bed of
the river.

Birmingham Historical Society 6/10/92  c:\wp51\ihc.db\tusc.reg
Warrior River Locks & Quarries, Tuscaloosa, Tuscaloosa County, Alabama, Map adapted from Willis, Harnessing the Black Warrior River
South Lock Wall No. 3, University Park, Tuscaloosa, Tuscaloosa, County, Alabama.
**HISTORIC NAME**: Mobile and Ohio Railroad Bridge  
**CURRENT NAME**: Gulf, Mobile & Ohio (G.M. & O.)-Illinois Central Gulf Railroad Trestle Bridge  
**LOCATION**: Spans the Black Warrior River between Tuscaloosa and Northport  
**CITY**: Tuscaloosa  
**COUNTY**: Tuscaloosa  
**ACREAGE**: MidSouth Corporation, Jackson, Mississippi

**TYPE**: Structure  
**DATE OF CONSTRUCTION**: 1896-1899, 1924  
**DIMENSIONS**: Approximately 1-1/2 miles long  

**DESCRIPTION**
This wooden trestle bridge with steel center span stretches across the Warrior River between Tuscaloosa and Northport. The curved wooden trestle serves as the western boundary of the commercial portion of the Northport National Register Historic District. After crossing the Warrior River on a series of concrete reinforced sandstone piers, the trestle bridge -a two deck truss with a through truss- passes through a city park and just west of the site of Alabama's second Capitol, now Capitol Park, headed to the M. & O. Shop and Yard, and points beyond.

**SIGNIFICANCE**
This structure represents the railroads in the District and the vital part they played in opening up mining areas, moving raw materials to processing plants and finished goods to markets. Construction of this wood and steel trestle bridge spanned the Warrior River linking Tuscaloosa and the Birmingham District to markets in the South and West. This structure, considered one of the longest remaining trestle bridges in the nation, shows the amount of engineering work necessary to create an industrial infrastructure.  
**Period of Significance**: 1898-1920s

**HISTORICAL OVERVIEW**
Chartered in 1848 to link Mobile to the Ohio River, the Mobile and Ohio Railroad was not completed through Tuscaloosa until the late 1890s. Its completion in the 1890s coincided with the construction of the original series of locks and dams along the Warrior River which opened the Warrior River for commercial navigation to the north of Tuscaloosa.
Upon completion of the mainline of the M. & O. from Mobile to St. Louis, the railroad extended spurs into the Cahaba and Warrior Coal fields, contributing significantly to industrialization at Holt, Kellerman and Brookwood along the Warrior River, as well as accessing the entire Birmingham District to markets in the midwest and the south. The American Bridge Co. replaced the original steel spans across the Warrior with the current span in 1924. The impressive engineering feat is considered to be one of the nation's longest wood and steel bridges.

ACCESS
On the Tuscaloosa side, the trestle is accessed from River Road. On the Northport side, the trestle is located in a floodplain area accessed from Main Street.

CONDITION
The trestle bridge is in active use. Well-maintained, it has been stressed with steel trussing on the Northport side, but otherwise appears to be in excellent condition.

THREATS
Due to its age and the wooden construction materials used, the trestle may be threatened by replacement.

SOURCES
Gulf, Mobile and Ohio Railroad Collection, Archives, University of South Alabama, Mobile (Collection includes some business records and photographs, 434-3800.)
Dunn Construction Company Collections, Birmingham.
Ben Hardaway, Hardaway Construction Company, Columbus, Georgia. (His grandfather Col. Robert A. Hardaway served as U of A's first full time professor of engineering appointed 1882. Hardaway Hall as the school of engineering is named for him.)
Interview with Jim Parker, author Alabama State Highway Department Bridge Inventory, 1/6/92
Interview with Jerry Weeks, Engineering Department, Mid South Corporation, Jackson, Mississippi, 1/6/92 (This department, responsible for bridge maintenance, may have engineering drawings of the bridge).
Interview with Betsy Haslip, Tuscaloosa Preservation Society, 12/27/91
Interview with Marvin Harper, 1/17/92
The Tuscaloosa Times, February 12, 1896, June 3, 1896
Site Visits, summer and fall 1991, January 17, 1992
Clinton, Matthew, Tuscaloosa, Alabama: Its Early Days, 1816-1865, 1958, pp. 102-103

Birmingham Historical Society 6/10/92 c:\wp51\ihc.db\tusc.reg
Mobile and Ohio Railroad Bridge Trestle, 1898-1899, Tuscaloosa, Tuscaloosa County, Alabama.
HISTORIC NAME | Powell Avenue Power Station
CURRENT NAME  | Powell Avenue Steam Plant
LOCATION      | 18th and 19th Streets South from Powell Avenue to the railroad lines.
CITY          | Birmingham
COUNTY        | Jefferson
ACREAGE       | Less than one
OWNER         | Alabama Power Company

TYPE          | Building
DATE OF CONSTRUCTION | 1896, 1901-1904, 1907
BUILDER/ARCHITECT/ENGINEER | Stone and Webster, Philadelphia
DIMENSIONS    | 400' X 500' X 40'

DESCRIPTION
This two-story brick building is executed in the commercial style of the nineteenth century. The facade is punctuated by a series of bays. It is about 40' high. The roof is supported on steel trusses. The original building had one brick chimney. By the time it had reached its present size there were three 90' chimneys. Two remain. Two of the original Westinghouse motor generators installed in the early twentieth century plant also remain.

SIGNIFICANCE
This plant powered the extensive Birmingham street railway network which linked outlying industrial centers to its urban core in the Birmingham city center. One of few remaining, turn of the century urban power stations in the country, the Powell Avenue plant best represents the era of electrical streetcars in the District, an era when Birmingham's street railway network was the nation's second largest.
Period of Significance 1896-1920s

HISTORICAL OVERVIEW
Built in 1896 to provide electricity to the electric streetcar system of Birmingham, this 150' square plant replaced two smaller ones. It was situated on the railroad lines in the center of the city to receive the large amounts of coal required to fire the multiple boilers. Birmingham's electrical supply system grew very quickly as a result of demand from extensive streetcar operations and the added load of providing light and power to a fast-growing city. The Birmingham Railway and Electric Company that had built the 1896 structure was succeeded by Birmingham Railway, Light, and Power Company at the turn of the century. Robert Jemison, Sr. served as president of the company. Operations at the plant provided both direct and alternating current to its various customers. The generators at the station were diverse and included small and large generators and alternators, ranging from 80 to 300 kilowatt capacity. Around seven or eight steam engines of various sizes powered the generators.
This station followed a path taken by most urban power stations by growing in increments during the twentieth century. Additions between 1901 and 1907, doubled the size of the 1896 building until it occupied an entire city block. New generating equipment was added and more efficient boilers installed. In the 1920s and 1930s throughout America, large, centralized "super stations" often took over power generation. Stations such as the Powell Avenue plant were usually demolished or converted to a sub-station to transform the high voltage current brought in on the supply grid. Powell Avenue operated as a sub-station through World War II.

In 1952, the production of electricity at the plant was brought to an end. The station, converted to a boiler plant, supplies steam heat to commercial buildings and hospitals in the city center area. Alabama Power Company still operates it today.

ACCESS
Located in the Birmingham city center, one block off 20th Street.

CONDITION
Excellent. Alabama Power Company completed a major restoration and landscaping of the exterior in the late 1980s.

THREATS
. None known.

SOURCES
Auburn University School of Architecture Urban Design Studio, "Alabama Power Company Steam Plant." The file, located at Birmingham Historical Society, was compiled as part of a research project on the Railroad Reservation. Spring 1991.
Powell Avenue Power Station, view looking east toward the Birmingham city center, Railroad Reservation, Birmingham, Jefferson County, Alabama.
**HISTORIC NAME** Vulcan Statue  
**CURRENT NAME** Vulcan Statue  
**LOCATION** Vulcan Park, atop Red Mountain on Vulcan Road which lies just east of 20th Street South and to the north of Valley Avenue.  
**CITY** Birmingham  
**COUNTY** Jefferson  
**ACREAGE** 4.7  
**OWNER** City of Birmingham  

**TYPE** Object  
**DIMENSIONS** 55' tall  
**DATE OF CONSTRUCTION** 1904  
**BUILDER/ARCHITECT/ENGINEER** Giuseppe Moretti, sculptor  

**DESCRIPTION**  
From foot to the tip of the outstretched hand, the cast iron statue of Vulcan is a 55 feet tall. The statue stands on a pedestal 124 feet high so that the monument as a whole rises to a height of 179 feet, taller than Niagara Falls. Situated on the crest of Red Mountain, Vulcan surveys the City of Birmingham at an elevation of nearly 600 feet, or just over the height of the Washington Monument, the tallest shaft in America. Vulcan is visible from most all points in the greater Birmingham area.

Vulcan is the largest iron figure ever cast. It was cast from Birmingham iron and poured in a Birmingham foundry. Because of its weight, 120,000 pounds, it was cast in several sections. Separate molds were made of the head, arms, torso and legs, and these were welded together. Each foot is seven feet long by three feet wide and weighs about 10,000 pounds. The massive head alone required six tons of iron.

**SIGNIFICANCE**  
Vulcan symbolizes the enthusiasm and promotion of industry in the Birmingham District and embodies the spirit of New South promotion. Built as the largest cast iron statue in the world, Vulcan was used to advertise mineral wealth, technological achievements and industrial prowess. Conceived as an exhibit for the 1904 World Exposition in St. Louis, the statue was cast of Birmingham materials in Birmingham foundries.  
**Period of Significance** 1904

**HISTORICAL OVERVIEW**  
In late 1903 members of the Birmingham Commercial Club (forerunner of the Birmingham Chamber of Commerce) commissioned Italian sculptor Giuseppe Moretti to design an exhibit to represent the industrial city of Birmingham at the Louisiana Purchase Exhibit in St. Louis, Missouri. With but several months to produce the statue, Moretti accepted the commission and selected Vulcan, the Roman god of artisans and workingmen as symbol of the city of Birmingham.
Son of Zeus and Hera, the Roman god Vulcan was thrown out of Mount Olympus and injured in the fall. In his forges on Mount Aetna on the island of Sicily, he became a smith, armorer and ironmaster. Aided by the Cyclopes, he manufactured cunning and useful objects from metals found in the earth's depths including palaces for the gods, jewelry, furnishings, thunderbolts and love-inspiring darts. Moretti chose to depict Vulcan as a sturdy, muscular man and not as usually depicted as lame due to his fall from Olympus. Moretti further depicted him at the precise moment he discovered the secret of making iron. The resulting statue of Vulcan held aloft a spear, symbol of his triumphant success.

Despite his late arrival at the St. Louis Fair, Vulcan represented the Birmingham District to 19 million visitors at the fair's Palace of Mines and Metallurgy and took the Grand Award among fair exhibits. Disassembled for return to the city, ignominiously forgotten Vulcan was reassembled for a 30-year interlude at the Alabama State Fairgrounds.

In December of 1935, the Tennessee Coal and Iron Company (TCI) deeded 4.45 acres of land atop Red Mountain, with an additional one-quarter acre in 1951, to the City of Birmingham for Vulcan Park. With the support of the Kiwanis Club, assistance of the state's Works Progress Administration (WPA) and labor of many Italian craftsmen, the mighty iron statue was reassembled on Red Mountain and in a handsome mountainside park. The WPA construction project included masterfully-laid stonework for the colossal column, walkways, staircases, terraces and a pathway to a red ore mine opening.

In 1971, the City of Birmingham completed a million dollar renovation program which altered the character of the original park by reorienting entrances and covering over much of the original stonework that was laid during WPA construction. The renovation also included construction of an elevator to transport visitors to a climate-controlled, glass-enclosed observation deck from which the visitor enjoys a magnificent, panoramic view of Jones and Shades Valleys. At the base of the statue, interior, first-floor display cases were installed to host changing exhibits. Other features of the renovation were the covered walkway linking the statue/observation tower to the 1971 gift shop/concession building, the parking lot and landscape plans for the park-like grounds.

In 1990 Vulcan Park was the focus of re-evaluation through a master planning process. The "Master Plan for Revitalization of Vulcan Park," sponsored by a private "friends" group, the Greater Vulcan Society, and prepared by a joint venture of landscape architects Nimrod Long & Associates, Inc., and architects Adams Design Associates, recommends a significant and historically sensitive "re-renovation" of Vulcan Park. The proposed $5 million plan includes significant restoration of original features including the physical conservation of the Vulcan statue, the removal of the stonework covering the column, restoration of the original 1905 entrance orientation, the water cascade at the original entrance, restoration of the terraces with access to the Mineral Railroad hiking trail, restoration of the original exterior stonework of the statue column as well as construction of a new museum/meeting pavilion in a manner that speaks to the original WPA setting.
ACCESS
Access from major roads is available, though indirect. Visitors heading south on the Red Mountain Expressway-U. S. 280 exit onto 21st Street heading south and travel west to the intersection of Valley Avenue and 20th Street South (U.S. 31). The park is reached from I 65 by taking the Oxmoor Road exit and travelling east on Oxmoor Road, then north on Green Springs to Valley Avenue and eastward to Vulcan Park.

CONDITION
See threats and historical overview.

THREATS
. The statue is in critical need of conservation. During the 1930s concrete was poured into the statue to stabilize it; material is now leaching out of the statue. A feasibility study for the technical preservation of the statue is currently in progress. If repair of the statue of Vulcan remains unattended, the structure will continue to deteriorate and may become a safety hazard. Regardless, a declining appearance may inhibit its attractiveness as a tourist destination.
. Lack of funding to complete preservation of the statue and the proposed park renovation.

SOURCES
White, Marjorie, The Birmingham District, p.221-222.
Alabama Heritage, Special Issue No. 20 on Vulcan, Spring 1991.
Birmingham Parks and Recreation Board, Birmingham's Vulcan: World's Largest Iron Man
Vulcan, God of Fire and Metal, Pamphlet, Sloss-Sheffield Steel and Iron Company, 1952
WPA records on the planning of Vulcan Park at the Library of Congress in Washington could not be located after a diligent search. The search is still on for records available in the state.
Vulcan Statue at Vulcan Park, Red Mountain-Birmingham, Jefferson County, Alabama
View of the statue of Vulcan atop the Observatory Column, Red Mountain, Birmingham, Jefferson County, Alabama.

View from the Vulcan Observation Tower, looking north across Jones Valley and the Birmingham City Center, Birmingham, Jefferson County, Alabama.
The Fairfield Works site is situated in Opossum Valley at the foot of Flint Ridge to the southeast. The developed portion of the site gently slopes to the southwest. A small hill at the northern boundary of the site stands 160 feet above the site's lowest elevation. Opossum Creek originates on the Fairfield Works site. Several ponds exist on the site. Active industrial production facilities include three Q-BOP (basic oxygen process) furnaces, the High-Line, a continuous continuous twin slab casting facility, No. 8 blast furnace, a seamless pipe and other plate mills, Harbison-Walker Refractories brickmaking plant and the Vulcan Materials slag processing plant. To the east of these plants are the stacks of the recently demolished Ensley open-hearth and blast furnaces. To the west of the current operating facilities are the tin, strip and sheet mills, the machine, fabricating and axle shops and storage facilities no longer in use.

Since its construction in 1917, the Fairfield Works has remained the largest steel mill in the southeast. Its blast furnace plant has historically featured the largest furnaces in the South and the No. 8 Furnace, the only furnace currently standing, is one of the largest in the United States. While most of the older structures and facilities have been modified or replaced, the current facilities including a seamless pipe mill, Q-BOP steel furnaces and continuous caster are all "state of the art" modern facilities. While a systematic inventory of the older buildings and industrial facilities on the site was not possible at the time of this survey, it is certain that several are possibly National Register eligible.

Historical Overview
On November 5, 1907, U.S. Steel acquired the entire assets of TCI, then the Birmingham District's strongest industrial corporation with principal iron and steel producing facilities at Ensley and ore and coal mining operations scattered over 20% of the Jefferson County. Following the take over, U.S. Steel began development of new production facilities at a new town, originally called Corey for the president of U.S. Steel, but later renamed Fairfield, due to the president's scandalous divorce.
During 1909, TCI began construction of a coke by-products plant at Fairfield, when completed it included 280 Koppers-type ovens. Harbison-Walker Refractories of Pittsburgh, makers of firebrick and tile, completed their Fairfield plant, still operating, during 1909. The American Steel and Wire Company also began construction of a plant in 1910. During the 1910s, TCI also constructed an industrial water system and opened extensive new coal mines at Docena, Edgewater and Bayview.

World War I increased demand for local steel production. In 1917, TCI expanded facilities at Fairfield to roll structural and plate steel cast at Ensley into shapes for shipbuilding. Subsidiary companies in Mobile built 14 ships. TCI's World War I capacity included production of 1.2 million tons of pig iron; 700,000 tons of steel ingots; 380,000 tons of rails and 61,000 tons of bars and plates. After the war, these Fairfield mills were converted to rail car production and later disassembled and moved to Bessemer to form the nucleus of the Pullman Standard operation, long Bessemer's largest employer.

During the 1920s, TCI's Birmingham plants could still assemble the raw materials for making steel more cheaply than anywhere in the country. And as southern markets increased, TCI expanded the steel-making and finishing operations at Fairfield, supplying 50% of the southern steel market. Completion of a merchant mill in 1923 and a sheet mill in 1926 provided a major source of steel supply for manufacturers and fabricators throughout the South. With mills operating at full capacity, steel production peaked in 1926. TCI produced 1.4 million tons of steel ingots and 590,000 tons of steel rails. During 1928 blast furnace and coke oven capacities increased and a cotton tie and hoop mill was built.

By World War II, TCI was by far the largest producer of primary steel in the region and supplied huge quantities of its products to southern manufacturers of defense items ranging from artillery shells to merchant ships. Additions to the furnaces and mills were made at this time. By the late 1940s, TCI plants, extending from Ensley to Fairfield and on to Bessemer, boasted a total annual capacity of 3 million tons of finished hot-rolled steel products including rails, structural shapes, plates, reinforcing rods, bars, ingots, blooms and billets for forging. During the 1950s, coal mines at Concord and iron production facilities at Ensley were improved. TCI employed as many as 28,000 persons at this time.

U.S. Steel retained the TCI name in Birmingham, first as a subsidiary and then as a division until 1964 when all of the company's basic steel-making operations lost their separate identity through consolidation. At that time the Ensley and Fairfield Works were combined into the Fairfield Works and the local division offices moved from Fairfield to Pittsburgh.

During the 1960s, increased competition from facilities in Texas and other foreign and domestic producers reduced Birmingham's share of steel production to 18% of the steel made in the South.

Beginning in 1974, U.S. Steel undertook major plant expansions installing three Q-BOP (basic oxygen process) furnaces by 1978. These furnaces can produce 200 tons in 30 to 40 minutes and 5,000,000 tons annually. During 1978, U.S. Steel also installed a new
battery of coke ovens and the behemoth No. 8 blast furnace. This computerized operation is capable of casting 5,000 tons of iron (the equivalent of 80 Vulcan statues) per day. During the 1980s, U.S. Steel completed construction of a major steel pipe mill at an estimated cost of $800 million.

U.S. Steel, now USX's, investments in the Fairfield plants during the 1980s are estimated at $1 billion. The continued efficiency and modernization of the Warrior-Tombigbee Waterway were important in the decision to modernize facilities at Fairfield. USX employs 2,500 persons at the Fairfield plant.

ACCESS
The plants are accessed by exits from I 20-59 at Valley Avenue and Tin Mill Road.

CONDITION
The No. 8 Furnace, the three Q-Bops, slab casting, rolling and pipe mills, as well as firebrick and slag processing and transportation facilities, all reworked-rebuilt during the 1970s and 1980s, are in active use. Equipment in the tin, strip, and sheet mills, the machine, fabricating and axle shops and storage facilities is no longer in use. Equipment in these facilities is being sold and scrapped and facilities prepared for reuse.

THREATS
Historical structures may be demolished during the construction of new operations at this active industrial facility.

SOURCES
United States Steel, No. 8 Blast Furnace Fairfield Works, U.S. Steel Facility Orientation Booklet
---. "Five Years of Progress in Southern Blast-furnace Practice." TAIM, vol. 120, 1936, 36-45.
DESCRIPTION CONTINUED
Significant Historic Structures and Groups of Structures Remaining include the following:

**Furnaces Nos. 5, 6, 7, and 8 (1970s)**
Fairfield Furnace No. 8

Furnaces Nos. 5, 6, and 7 and the remaining structures such as hot blast stoves were being demolished. The No. 8 Furnace, constructed in the late 1970s, currently supplies iron for the three Q-BOP open hearth furnaces completed in 1974 and 1978. Daily iron production is 5,000 to 6,000 tons; annual iron production is 750 million tons.

**U.S. Steel Continuous Continuous Twin Slab Caster (1980s)**
USX Continuous Continuous Slab Caster

This slab caster, installed in the 1980s to cast single or twin slabs, is unique in the world. During March 1992, this plant set a North American record with 10 days (308 heats) of continuous continuous casting.

**By-Products Plant (1909)**
Now U.S. Steel-USX Coke and Chemicals Division
Ensley-Pleasant Grove Road (JC 76) at intersection with Tin Mill Road (JC 59)

This plant is no longer in operation. Buildings and structures remain.

**Harbison-Walker Brick Plant (1909)**
Enterance to west of Ensley-Pleasant Grove Road

This plant is still in operation.

**U.S. Steel-American Steel and Wire Co. Plant (1914-1979)**
Now USX Pipe Mill
First plant entrance west of Fairfield, to north of Valley Road

The original headquarters building is still standing. The site of the plants has been redeveloped as pipe mill plant in the 1980s.

**U.S. Steel Pipe Works (1980s)**
Now USX Pipe Works
Valley Road (JC 56)

**U.S. Steel Q Bop Furnaces (1980s)**
USX Q Bop Furnaces

The three furnaces produce c. two million tons of steel annually.

*Birmingham Historical Society* 6/24/92 c:\wp51\ihc.db\jeff.reg
HISTORIC NAME: TCI-U.S. Steel-USX Ensley Works
CURRENT NAME: USX Ensley Works Site
LOCATION: The U.S. Steel Ensley Works is bisected by AL 269, also known as Birmingport Road. The site is located immediately west of downtown Ensley, with Burlington Northern Railroad's tracks running lengthwise adjacent to the site and the downtown Ensley area. The site is also bordered by Village Creek on the north end; by the Wylam community to the southwest; and a combination of the Sherman Heights neighborhood and a mix of slag dumps, agriculture uses and undeveloped lands on the northwest side.

CITY: Birmingham
COUNTY: Jefferson
ACREAGE: c. 750 acres
OWNER: USX Corporation

TYPE: District
DATE OF CONSTRUCTION: 1888-1978
BUILDER/ARCHITECT/ENGINEER: Multiple

DESCRIPTION: The majority of site buildings and railroad tracks once associated with the Ensley steel mill and blast furnace plant have been demolished and removed. Remaining structures include: 1) the remaining exhaust stack of the open hearth furnace and two metal ladle structures on the south side of the overpass; 2) two red mill buildings from which some salvage operation activity remains on the northwest side of the overpass; 3) three brick buildings on the south side of the overpass, which comprise the old electric power house and two former supply buildings; 4) the Don Drennen Overpass, on which AL 269 is situated as it crosses the site; 5) the old Sherman Heights Elementary School now used as a local community center; 6) other miscellaneous items, including retaining walls, foundations and portions of parking lots and railroad tracks.

SIGNIFICANCE: The Ensley steel mill is historically significant for a variety of "firsts" which occurred there. The first duplex steel (so named because it was first produced in a Bessemer convertor then transferred to open hearth furnaces) in the United States was made here in 1899. The duplex process was later adopted widely at many major steel mills including the Duquense plant of U.S. Steel. This steel was made into the first railroad rails produced from the open hearth process in the United States. The Ensley open hearths were also some of the first tilting open hearths employed in the United States.

While these features make the site nationally significant, historically, the blast furnace plant is also important. These furnaces were the first blast furnaces in the District to produce basic iron on a large scale and the product was so competitive that it was sold to the Carnegie Steel Company for their steel furnaces in Pittsburgh. Since they were used to make basic pig iron from Red Mountain ore, in contrast to most other furnaces in the
District which produced foundry iron, they developed a body of practice and design that was different from their local counterparts as well as the basic iron blast furnaces from other regions. While the differences were subtle, they were substantive and by the time the plant was acquired by U.S. Steel, it had become a basis of comparison with furnace design in other regions. Several technical reports issued by U.S. Steel show the designs of the Ensley furnaces alongside such notable blast furnaces as those at South Chicago, Edgar Thompson and Duquesne. When the thin-walled furnace design was introduced from Germany, U.S. Steel rebuilt one of the Ensley furnaces to these specifications making it an important prototype for the corporation.

**Period of Significance** 1880s-1920s

**ACCESS**
Although access is currently restricted, eastern access is available via the I-20/59 interchange at 20th Street, with 20th Street changing into AL 269. Western access is available via AL 269.

**CONDITION**

**Buildings/Structures:** Demolition of structures is an ongoing activity on the site.

**Roads:** The primary access road leading into the site from the Don Drennen Overpass, has been blocked to traffic by placement of a raised concrete slab at the entrance off the Overpass. The majority of roads and railroad tracks have been removed.

**Parking:** Currently, the only accessible parking area in close proximity to the site occurs at the red old mill building, which is located on the northwest side of the Don Drennen Overpass, where salvage operation activity remains.

**THREATS**

- Further dismantling and salvage operations will leave extremely little in terms of historic structures.
- If any redevelopment of the site were to occur, the presence of abandoned mine shafts as well as natural sinkholes would require thorough investigation and possible restriction on the type and placement of development.

**SOURCES**

Site Visits, 1991
DESCRIPTION CONTINUED

Topography  The site is characterized by a ridge upon which the old Sherman Heights School (now the local community center) sits. This ridge runs northeast-southwest and parallel with the site. The major operations of the site were situated in a gentle valley created by the ridge to the west and the City of Ensley, which is elevated above the site, to the east. This ridge diminishes to the northeast on its approach to Village Creek and also diminishes to the west and southwest of the site. Various retaining walls, terraces, and foundation are found on the site. Artificial influences on the site's natural topography are associated with the former iron and steel manufacturing operations. Most of these features were erected parallel to the ridge.

Hydrology  A number of fairly flat areas are found within the gentle valley portion of the site. The soils within these areas retain water upon saturation. Village Creek serves as the primary collector for storm water from the site. Storm water moves either directly into the creek from the north end or indirectly through the City's storm sewer system from other site locations.

Geology  Two geographical districts make up the site. A large portion of the site lies in the Warrior Basin, which consists of silty Pottsville soil formations with fragments of shale. This silty soil is then underlain with interbedded sandstone, siltstone, and shale. A portion of the site's southeast corner exists in the Birmingham Valley district. This district consists of silty Conasauga soil formations with a depth sometimes no more than 55 inches. This formation is a good aquifer, with the water table often lying only six feet to thirty feet below ground surface. However, numerous sinkholes are often associated with this formation in areas of its outcrop.

Vegetation  The majority of the site is open with wild grasses and kudzu taking over the open areas. Pioneer type hardwoods are found adjacent to Village Creek; within bordering neighborhoods to the northwest, west, and southwest of the site; and generally found on any portion of the site not used in the operations of the former steel works.
View of the Power House and Open Hearth Exhaust Stacks, TCI-U. S. Steel’s Ensley Works, Ensley, Jefferson County, Alabama.
V. INDEX TO BIRMINGHAM DISTRICT SURVEY FORMS REFERENCED TO NATIONAL PARK SERVICE THEMES

THEME XI. THE CIVIL WAR

C. War in the West
   Shelby Ironworks
   Brierfield Ironworks
   Irondale Furnaces
   Tannehill Furnaces
   Alabama Coal Mining Company Mine
   Gorgas House

THEME XII. BUSINESS

A. Extractive or Mining Industries
   1. Iron and Ferro Alloys
      Sloss Furnaces National Historic Landmark
      Sloss Furnaces Straight Line Production Model; Sloss Furnaces, Brookside Coal Mine and Coke Ovens, Ruffner and Sloss Red Ore Mines

B. Manufacturing Organizations
   4. Fabricated Metal and Glass Products
      Sloss Furnaces National Historic Landmark
      Pipe Mills and Other Large Foundries: American Cast Iron Pipe Company (ACIPCO), Central Iron and Foundry Company (Central Iron)
      Manufacturing Plants: Hardie Tynes Foundry and Manufacturing Company (Hardie Tynes), Continental Gin Company (Continental Gin)
      Fairfield-TCI-U.S. Steel Works
      Ensley-TCI-U.S. Steel Works

F. Finance and Banking
   Birmingham Realty Company Building
   Downtown Birmingham National Register Historic District

G. Service Centers
   Bessemer National Register Historic Commercial District
   Downtown Birmingham National Register Historic District
   Downtown Birmingham National Register Theatre and Retail Historic District
   Downtown Tuscaloosa National Register Historic District
H. Power and Lighting

1. Electric
Powell Avenue Power Station
Alabama Power Company Office Building

THEME XIII. SCIENCE

B. Earth Science

2. Geology
Red Mountain Cut National Natural Landmark
Smith Hall-Geological Survey of Alabama Collection

THEME XIV. TRANSPORTATION

C. Canals
Warrior River Locks and Dams No. 1, No. 2 and No. 3 and Quarries
Bankhead, John Hollis Sr. House

E. Railroads
Mobile and Ohio Railroad Bridge
L. & N. Depot

F. Urban Transport
Powell Avenue Power Station
Pratt City Carline National Register Historic District

THEME XVI. ARCHITECTURE

E. Craftsman
Fairfield
Bayview

M. Period Revivals
6. Beaux Arts
Birmingham Realty Company Building
Smith Hall-Geological Survey of Alabama Collection

N. Commercial
Heaviest Corner on Earth National Register Historic District
Downtown Birmingham National Register Historic District
Morris Avenue and First Avenue National Register Historic District
Bessemer National Register Historic Commercial District
Pratt City Carline National Register Historic District
V. Historic District
Downtown Birmingham National Register Historic District
Downtown Birmingham National Register Theatre and Retail District
Downtown Tuscaloosa National Register Historic District
Altamont Parkway

W. Regional and Urban Planning
1. Urban Areas
   Birmingham Railroad Reservation
   Fairfield
   Bayview Coal Mining Camp

5. Regional Planning
   Altamont Parkway

THEME XVII. LANDSCAPE ARCHITECTURE
Altamont Parkway

THEME XVIII. TECHNOLOGY (ENGINEERING AND INVENTION)

F. Extraction and Conversion of Industrial Raw Materials
Brookside Coal Mines and Coke Ovens
Ruffner Red Ore Mines Nos. 1 & 2

G. Industrial Production Processes
Sloss Furnaces National Historic Landmark
Charcoal Blast Furnaces: Shelby Ironworks, Brierfield Ironworks, Irondale Furnace
American Cast Iron Pipe Company (ACIPCO)
Woodward Furnace Site
TCI-U.S. Steel-USX Ensley Works
Vulcan Statue

THEME XXIV. PAINTING AND SCULPTURE

H. The 20th Century, 1900-1930
Vulcan Statue
THEME XXX. AMERICAN WAYS OF LIFE

A. Slavery and Plantation Life
   Tannehill Furnaces
   Charcoal Furnaces: Shelby Ironworks, Brierfield Ironworks, Irondale Furnace

C. Industrial Towns
   Pratt City Carline National Register Historic District
   Thomas Furnace Community
   Muscoda Red Ore Mining Community
   Fairfield
   Dora
   Bessemer National Register Historic Commercial District

E. Ethnic Communities
   Brookside Coal Mines and Coke Ovens
   Thomas Furnace Community
   Pratt City Carline National Register Historic District

F. Industrial Wealth
   Bankhead, John Hollis, Sr. House
   King, Edmund House
   Jemison-Vandergraaf House
   Woodward, Allen Harvey ("Rick") House
   Altamont Parkway
   Arlington-Mudd-Munger House

THEME XXXI. SOCIAL AND HUMANITARIAN MOVEMENTS

G. Prison Reform
   Prison Hill Cemetery
   Pratt Mines-TCI Convict Cemetery

N. General and Radical Reform
   American Cast Iron Pipe Company (ACIPCO)
VI. LISTS OF SITES IDENTIFIED BY COUNTY

Bibb County Sites List

**Alabama & Tennessee Railroad Spur**, At Adams Dam Forge Site, Little Cahaba River, Near Ashby and Montevallo
**Belcher Brothers Sawmill**, Bear Creek Road
**Bibb County Banking and Trust Company**, 101-107 West Court Square, Centerville
**Bibb County Courthouse**, Courthouse Square, Centerville
**Bibb County Jail**, 121 Court Square West, Centerville
**Brierfield Baptist Church**, AL 139, Brierfield
**Brierfield Catholic Church**, Brierfield Ironworks Park, Brierfield
**Brierfield Ironworks-Bibb Naval Furnaces**, 8 miles south of Montevallo on AL 25, Brierfield
**Brierfield Ironworks Cemetery**, At end of road entering Brierfield Ironworks site from AL 139, Brierfield
**Brierfield Ironworks Superintendent's House**, On left of road entering ironworks site from AL 139, Brierfield
**Browne's Dam-Little Cahaba-Brightness Furnace**, Off Bibb County 10, Near Montevallo
**Cahaba Nailery**, Little Cahaba River at confluence of Four Mile Creek
**Cahaba River Archaeological Sites**, Cahaba River
**Camp, James Forge/Bloomery**, Two miles below Scottsville, once on Shultz Creek, now near or in Crystal Lake, Scottsville
**Centerville National Register Historic District**, 101-121 West Court Square, 110-122 East Court Square, 419-476 Walnut Street, Centerville
**Centerville Presbyterian Church**, 115 West Court Square, Centerville
**Claubaugh-Gray-Scott-Brantley-Adams Forge**, Little Cahaba River
**Coleanor Coal Mines and Camp Site**, On Cahaba River near Piper, Piper
"Dago Hollow"-"Little Italy", TCI's Blocton Coal Mining Camp, Blocton
**Davidson-Smitherman House**, 167 Third Avenue South, Centerville
**Eagle Tavern**, 476 Walnut Street, Centerville
**Edwards Furnace**, .25 miles behind the old Woodstock Elementary School, through some rough overgrowth, Woodstock
**Fancher House-Farm**, Bibb County 24
**Henry-Kennedy House**, 476 Walnut Street, Centerville
**Howard House**, 228 Walnut Street, Centerville
"Italian" Cemetery, Bibb County 24, West Blocton
**Limestone Park**, Bibb County 65, eight miles south of Wilton
**Lucille Mine and Camp**, AL 65, Lucille
**Mahan Forge**, Shoal Creek, near Brierfield
**Marvel Coal Mine and Camp**, Bibb County 10, Marvel
**Marvel Mine Shaft**, Bibb County 10, Marvel
**Marvel Water Tower**, Bibb County 10, Marvel
Masonic Building, Courthouse Square East, Centerville
Montbrier Residence, Brierfield Ironworks, AL 139, two miles south of Montevallo, on knoll above Mahan Creek, Brierfield
Moren Plantation House, 200 Moren Avenue, Centerville
Mt. Carmel Cemetery-West Blocton, West Blocton, West Blocton
Piper, AL 10, Piper
Pratt Ferry/Alabama Croton Site, River Bend Bridge at Bibb County 26 and the Cahaba River, just above Centerville
Pre Civil War Ironworks in Bibb and Shelby Counties, Along Cahaba River and creeks flowing into it
Salt Petre Caves, Six Mile Creek
Scottsville Cotton and Woolen Factory, Shultz Creek, Scottsville
Six Mile Creek Bridge, Rt. 6 at Six Mile Creek
Six Mile Creek Forge, Six Mile Creek
Six Mile Creek Forge, Six Mile Creek
Six Mile Salt Petre Caves, Along Six Mile Creek, Six Mile Creek
Smith Cemetery, Site of J. N. Smith Plantation and a former Methodist Church, Near Montevallo
Smith, Jonathan Newton Plantation, Near Montevallo
St. Francis of Assisi Catholic Church, Dago Hollow, Blocton
St. Thomas Aquinas Catholic Church, Gunlock Hill, Blocton
T.C.I. Superintendent's Residence, Main Street-Bibb County 24, West Blocton
Tannehill to Booth's Ford and Montevallo Railhead, Links Tannehill State Historical Park to Montevallo
Thompson Coal Mines, Near Piper
Thompson Coal Mines Cemetery, near Piper, Piper
West Blocton Commercial and Residential District, Bibb County 24, West Blocton
Woodstock, Woodstock
Woodstock United Methodist Church, Woodstock
Jefferson County Sites List

Adamsville City Hall, 4828 Main Street, Adamsville
Adamsville-Tutwiler Grocery and Steadings General Store, 4919 Adams Avenue, Adamsville
Alabama Fuel and Iron Company Black Camp, To south of Overton Road, along Cedar Road and Oak, Pine and Walnut Streets, Overton
Alabama Fuel and Iron Company Commissary, Overton Road, across from Buckthorn Road, Overton
Alabama Fuel and Iron Company Superintendent’s Row, 656-666 Buckthorn Road, across from commissary, Overton
Alabama Fuel and Iron Company White Camp, To north of Overton Road on high ridge along Ravine and Interlox Roads, Overton
Alabama Power Company Office Building, 600 North 18th Street, Birmingham
Alabama Power Company-Gorgas Steam Plant, Off AL 296, to north of Gorgas and Goodsprings, Gorgas
Alabama Rolling Mills Site, Off Georgia Road at Interlaken Avenue, Gate City, Birmingham
Alden-Flat Top Coal Mine and Camp, USGS Quad: Brookside UTM: 503220/372162, Alden: Graysville
Aldrich Villa, Shades Mountain, Homewood
Alice Furnaces No. 1 and No. 2, USGS Quad: Birmingham North UTM: 516799/370616, Birmingham
Altamont Parkway-A Portion of Red Mountain at Birmingham, Northern slope of Red Mountain extending west from Altamont School to Country Club Road-Arlington Avenue, Birmingham
American Cast Iron Pipe Company (ACIPCO) Plants, Entrance Gate: 1501 31st Avenue North, North Birmingham, plant and storage yard extends westward from I 65 to US 78 to north of Finley Avenue, Birmingham
Arlington-Mudd-Munger House, 331 Cotton Avenue S.W. (Old Georgia Road), Birmingham
Bagwell House
Bayview Coal Mining Camp, Off Birminghamport Road (AL 269), eight miles northwest of Birmingham, Unincorporated area
Bessemer City Hall, 1800 Third Avenue North, Bessemer
Bessemer Furnaces No. 3 and 4, USGS Quad: Bessemer UTM: 503250/369700, Bessemer
Bessemer Furnaces Nos. 1 and 2, USGS Quad: Bessemer UTM: 505020/369653, Bessemer
Bessemer Ice House and Plant, Carolina Avenue at 30th, Bessemer
Bessemer Industrial District, Bounded by 5th Avenue on the North, 32nd Street on the east, Carolina Avenue on the South and 22nd Street (confirm) on the west, Bessemer
Bessemer National Register Historic Commercial District, Extends from Carolina Avenue on the southeast to Fifth Avenue on the northwest and from 17th on the southwest to 20th Street on the northeast; Second Avenue block extends to 21st Street, Bessemer
Bessemer Red Mountain Residential District, Northern slope of Red Mountain along Clarendon, Arlington, Dartmouth Avenues from the 1500 blocks to the 2100 Blocks, Bessemer
Bessemer Rolling Mill, USGS Quad: Bessemer UTM: 504560/369615, 2201 North Fifth Avenue, Bessemer
Bessemer Super Highway, Extends from Fairfield to Bessemer, Bessemer-Fairfield
Bessemer-Harbison Walker Refractories Plant, 32nd Street, Bessemer
Bessemer-Little Belle Furnace, USGS Quad: Bessemer UTM: 503250/369688, Robertstown, Bessemer
Bessemer-Pullman Standard-Trinity Industries, plant gate, 401 North 24th Street, Bessemer
Bessemer-Railroad Reservation, Bounded by Alabama Avenue to the northwest; 19th Street to the southwest; Carolina Avenue to the southeast; and 20th Street to the northeast., Bessemer
Bessemer-Robertstown Residential District, 9th to 5th, 22nd to 31st, Bessemer
Bessemer-Southern Railway Depot, 1905 Alabama Avenue, Bessemer
Bickerstaff Clay Plant, Sparks Gap, Bessemer
Birmingham Chamber of Commerce Building, First Avenue North and 19th Street, Southwest corner, Birmingham
Birmingham Clay Products, 23rd Lane North, North Birmingham, Birmingham
Birmingham Coal and Iron Company-Woodward Commissary, Slope Road, Mulga
Birmingham Coal and Iron Company-Woodward Doctor's Residence/office, Slope Road, across from Commissary, Mulga
Birmingham Mineral Railroad Trestle, Interlaken Avenue, 5 blocks east of Georgia Road, Gate City, Birmingham
Birmingham Ornamental Iron Company Plant, 1401 Meadowcraft Road, Tarrant
Birmingham Rail and Locomotive Company Plant, 3615 28th Way North, North Birmingham, Birmingham
Birmingham Rail and Locomotive Company Plant, 205 Fifth Avenue, Lipscomb
Birmingham Realty Company Building-Collection, 2118 First Avenue North, Birmingham
Birmingham Rolling Mills, To south of First Avenue at 14th Street, Birmingham
Birmingham Slag-Vulcan Materials Company Plant, Ensley-Pleasant Grove Road, across from cokeworks, Fairfield
Birmingham Stove and Range Company Plant, Huntsville Road at 27th Avenue, North Birmingham, Birmingham
Birmingham Water Works-Red Mountain Water Tunnel, North Entrance: Red Mountain at 19th Street South, Birmingham; South Entrance: Red Mountain at State Farm Insurance Co., Old Montgomery Highway, Homewood
Birmingham Waterworks-Bald Ridge Tunnel, North of Shades Mountain Filter Plant and under Mountain Brook Office Park, Mountain Brook
Birmingham Waterworks-Cahaba Pumping Station, Blue Lake Drive, just south of U.S. 280 interchange with I-459, Birmingham
Birmingham Waterworks-Cahaba River Dam, Cahaba River at U.S. 280, Birmingham
Birmingham Waterworks-Lake Purdy Dam, To north of AL 119, just east of U.S. 280, Birmingham
Birmingham Waterworks-North Birmingham Pumping Station, 21st Avenue between 30th and 31st Streets North, North Birmingham, Birmingham
Birmingham Waterworks-Rosedale Pumping Station, Visible from Red Mountain Expressway (U.S. 280); Woodcrest Place, Homewood
Birmingham-Ensley Land Company Office Building, 722-24 19th Street, Ensley, Birmingham
Birmingport, On the Warrior River at intersection with AL 269, 20 miles west of Birmingham, port facilities extend along both sides of the Warrior River, Near Birmingham
Bivens Chapel Cemetery, Bivens Chapel Road, just off JC 105, Brookside
Blossburg Mines and Coke Ovens, At Cougar Hollow Mine Site to north of Adamsville, east of JC 112, Near Adamsville
Boyles Baptist Church, 1406 Alabama Street at Jefferson Blvd., Boyles, Tarrant
Boyles Public School, 939 Overton Avenue at Jefferson Blvd., Boyles, Tarrant
Boyles United Methodist Church, 637 Bell Avenue, Boyles, Tarrant
Boyles-Louisville & Nashville Shops and Yards, To west of Pinson Valley Parkway, Boyles, Tarrant
Brocks Gap; Parkwood Tunnel, Along L. & N. tracks, near AL 150 and Shades Crest Road, Hoover
Brookside Coal Mine/Coke Ovens, USGS Quad: Brookside UTM: 507710/372243, Brookside
Browns Spring District-Gate City, Off Oporto-Madrid Road at "It's Here" Billboard, Birmingham
Bynum, Ellis Drug Store, Southeast corner, Ford Avenue and Pinson Street, Tarrant
Cardiff Cemetery, Old JC 109, just north of city, Cardiff
Cardiff City Hall, Old JC 109, Cardiff
Cardiff-Tombrello Coal Company Commissary, Old JC 109, Cardiff
Carmichael, Dr. Josiah House, 4901 Parkway, Fairfield
Chicago Bridge and Iron Company Plant, 1420 50th Street North, East Birmingham, Birmingham
Christ Episcopal Church of Fairfield, 4912 Parkway, Fairfield
Citadel Cement Corporation, 4700 Shuttlesworth Drive, North Birmingham, Birmingham
Coalburg Coal Mine; Coke Ovens, USGS Quad: Birmingham North UTM: 512780/371830, Coalburg Road (JC 77), adjacent to the Five Mile Creek Sewage Treatment Plant,
Concord-TCI Coal Mine, Concord
Consolidated Mercantile Company Building, 4401 7th Avenue, Wylam, Birmingham
Continental Gin Company Headquarters, Fourth or Fifth Avenue South, Avondale, Birmingham
DeBardeleben, Charles House, On knoll behind Alabama Fuel and Iron Company Commissary, Overton
Docena-TCI Coal Mining Camp, Adamsville-Ensley Road (JC 65), Docena
Dolcito Quarry, 2101 Pinson Valley Highway, Tarrant
Dolonah Quarry, JC 47 (Dolonah Road), one mile west of 19th Street-Bessemer Exit from I 20-59, Bessemer
Donald Building, 4611 Gary Avenue, Fairfield
Downtown Birmingham National Register Historic District, Centered on Second and Third Avenues North from 20th to 24th Streets including the 2000-2400 blocks of Second Avenue North, 200 block Third Avenue North, 200 block 20th Street, part of the 100 and 200 blocks of 21st, 22nd, 23rd, 24th Streets and part of the 300 blocks of 20th and 21st Streets, City Center, Birmingham
Downtown Birmingham Railroad Reservation, Bounded by 38th Street on the east and 16th Street on the west and extending from First Avenue on the North to First Avenue on the south, Birmingham
Downtown Birmingham Theater and Retail District, 1605-1916 First Avenue North, 1631-1931 Second Avenue North, 1709-1928 Third Avenue North, 216-218 North 18th Street, 111-219 19th Street North, 112-218 20th Street North, City Center, Birmingham
Downtown Birmingham-Fourth Avenue North National Register Historical District, 1600-1800 blocks of Fourth Avenue North, 300 block of 17th and 18th Streets, city center, Birmingham
East Birmingham Commercial District, 10th Avenue North between Appalachee and Coosa, Birmingham
East Birmingham Masonic Temple, 10th Avenue North between 41st and 42nd Streets, Birmingham
East Birmingham Real Estate Company Building, 4409 10th Avenue North, Birmingham
East Thomas-Frisco Railroad Yards and Roundhouse, Bounded by US 78 at East Thomas on the west, Finley Avenue on the north, I 65 on the east and the East Thomas and Smithfield neighborhoods on the south, Birmingham
Edgewater-TCI Coal Mine, Finland Avenue, Edgewater,
Edgewater-TCI Coal Mining Camp, Off New Mulga Loop Road (JC 80), 4 miles north of Ensley, Edgewater
Elyton Land Company Plan for the City of Birmingham, 4,150 acres extending from the current 8th Avenue South to 10th Avenue North and from 14th St. on the west to 31st St. on the east, the north and south side of the City Center, Birmingham
Ensley, Bank of, 425 19th Street, Birmingham
Ensley Baptist Church, 2301 Avenue E, Ensley, Birmingham
Ensley Carnegie Library, 1801 Avenue H, Ensley, Birmingham
Ensley Commercial District, Eight blocks along 19th Street from Avenue I to Avenue C and extending along Avenue E from 19th to 14th Streets, Ensley, Birmingham
Ensley Elk’s Home, 2007 Avenue E, Ensley, Birmingham
Ensley High School, 2301 Avenue J, Ensley, Birmingham
Ensley Highlands Residential District, To east and west of Ensley Avenue on slopes of Flint Ridge, from 25th to 29th Street, Ensley Highlands, Birmingham
Ensley Masonic Lodge Number 560, 517 24th Street, Ensley, Birmingham
Ensley Methodist Church, 1921 Avenue G, Ensley, Birmingham
Ensley Olive Branch Grand Lodge, 1724 Avenue E, Ensley, Birmingham
Ensley Residential Area, Avenue E to I, 23rd to 35th Streets, Ensley, Birmingham
Ensley-Columbus, Christopher Hall, 509-11 17th Street, Ensley, Birmingham
Ensley-Graffeo Brothers Quality Foods, 1700 Avenue I, Little Italy-Ensley, Birmingham
Ensley-Little Italy, 17th Street to Village Creek between Avenues F to J, Ensley, Birmingham
Ensley-Minor School, 1930 Pike Road, Ensley Highlands, Birmingham
Ensley-Ramsay-McCormick Building, 1823-25 Avenue E, Ensley, Birmingham
Ensley-Rouss & Maenza Wholesale Grocery, 1721-23 Avenue E, Ensley, Birmingham
Ensley-Shadyside Residential District, Pike (old Warrior River) Road between Cullman and Ensley Avenues, Ensley, Birmingham
Ensley-St. Anthony of Padua Church; School, 2112 Avenue H, Ensley, Birmingham
Ensley-St. John's Episcopal Church, 2709 Ensley Avenue, Ensley, Birmingham
Ensley-St. Joseph's Catholic Church and School, 1013 30th Street, Ensley, Birmingham
Ensley-TCI Furnaces: "The Big Four," Nos. 5, 6, USGS Quad: Adamsville UTM: 0, Birmingham
Ensley-TCI Rail Mill, Just northwest of Ensley business district, Ensley, Birmingham
Ensel Works-TCI/U.S. Steel; Ensley, Alabama, The U.S. Steel Ensley Works is bisected by AL 269, also known as Birminghamport Road. The site is located immediately west of downtown Ensley, with Burlington Northern Railroad's tracks running length-wise adjacent to the site and the downtown Ensley area. The site is also bordered by Village Creek on the north end; by the Wylam community to the southwest; and a combination of the Sherman Heights neighborhood and a mix of slag dumps, agriculture uses and undeveloped lands on the northwest side, Birmingham
Eureka Red Ore Mines No. 1 & No. 2-Ishkooda-TCI Nos. 13 and 14, USGS Quad: Birmingham South UTM: 0, to south of Wenonah-Ishkooda Road (JC 66) on Red Mountain, Ishkooda-Birmingham, Birmingham
Fairfield, Extends from 40th to 52nd Streets and along Commerce, Gary, Parkway, DeBardeleben, Carnegie and Ridgeway Avenues, seven miles west of the Birmingham city center, Fairfield
Fairfield Business District, Gary Avenue between 43rd Street and Valley Road, Fairfield
Fairfield City Hall, 4701 Gary Avenue, Fairfield
Fairfield First United Methodist Church, 4411 Parkway, Fairfield
Fairfield Post Office, 420 45th Street, Fairfield
Fairfield Presbyterian Church, 4400 Parkway, Fairfield
Fairfield Residential Areas, Along Parkway, DeBardeleben, Carnegie and Ridgeway Avenues and from 40th to 52nd Streets, Fairfield
Fairfield TCI-U.S. Steel Furnaces Nos. 5, 6, 7, and 8, USGS Quad: Bessemer UTM: 0, Fairfield
Fairfield-TCI-U.S. Steel Works, Eight miles southwest of the Birmingham City Center. The site is generally bound by Interstate 20/59 on the east and south; Tin Mill Road on the west; and Ensley-Pleasant Grove Road No. 76 on the north, Fairfield
Fairfield-Harbison-Walker Refractories Plant, Entrance to west of Ensley-Pleasant Grove Road
Fairfield-TCI By-Products Plant, Ensley-Pleasant Grove Road (JC 76), at intersection with Tin Mill Road (JC 59)
Fairfield-U.S. Steel Pipe Works, Valley Road (JC 56), Fairfield
Fairfield-U.S. Steel-American Steel and Wire Co. Plant, First plant entrance west of Fairfield, to north of Valley Road
First Baptist Church of Fairfield, 4816 Carnegie Avenue, Fairfield
Five Points South National Register Historic District, 1000-1124 and 1300-1318 20th Street South; 1006-1126,1219-1325, 1400 19th Street South, 1901-2031 11th Avenue South, 1910 12th Avenue South, 1912,1914 and 2023 13th Avenue South; 1900-1923 14th Avenue South, 2000-2124 Highland, located 12 blocks from the city center on the foothills of Red Mountain in the Five Points South neighborhood, Birmingham
Flintridge-TCI-U.S. Steel-USX Building, Flintridge Road on hill, overlooking plant of TCI-U.S. Steel-U.S.X.'s Fairfield works, Fairfield
Glen Iris Park National Register Historic District, Glen Iris Park, Southside area, just south of the University of Alabama in Birmingham campus in the foothills of Red Mountain, Birmingham
Gorgas Steam-Alabama Power Company Plant, Off AL 296, to north of Gorgas and Goodsprings
Grace's Gap-Spaulding Red Ore Mine, Spaulding-Ishkooda Road at Montevallo Road (JC 95), Birmingham
Graysville, Main Street between 4th Ave. S.E. and 2nd Ave. N.E., Graysville
Hanby, W. H. House, Main Street (JC 148), just north of East Lake Road, Pinson
Hanby's Coal Mines-Mills, Turkey Creek, two miles off AL 79, near Bullfrog Bend and Turkey Creek Falls, Pinson
Hardie-Tynes Foundry and Machine Shop, 800 28th Street North, Birmingham
Heaviest Corner on Earth, Intersection of First Avenue North and 20th Street, city center, Birmingham
Helen Bess Red Ore Mines, Near Timberlane Drive, Birmingham
Henderson Furnace, 28th Street at 24th Avenue North, just north of Village Creek, North Birmingham, Birmingham
Henry Ellen Mine, North of U.S. 78 at intersection with I-20, Leeds
Holy Rosary Catholic Church, 7406 Georgia Road, Gate City, Birmingham
Huntsville Road, Runs west from AL 150 to I-459 and Tannehill Historical State Park, Bessemer, McCalla
Interurban Heights, 52nd to 63rd Streets between Flintridge Road and Avenue F, black residential district, Fairfield
Irondale-McElwain Furnace-Cahaba Ironworks, USGS Quad: Irondale UTM: 525090/370707, Stone River Road, Mountain Brook
Ishkooda (Eureka) Mines-Camp, Wenonah-Ishkooda Road (JC 66), Birmingham
Ishkooda-TCI Red Ore Mines Nos. 13 and 14 (Eureka Mines No. 1 & No. 2), USGS Quad: Birmingham South UTM: 0, to south of Wenonah-Ishkooda Road (JC 66) on Red Mountain, Birmingham
Jemison-Red Mountain Suburbs, Portions of the present day communities of Forest Park, Redmont and Mountain Brook, Birmingham, Mountain Brook
Jones Foundry, Carolina Avenue, Bessemer
Ketona-TCI Quarry, Just west of Pinson Valley Parkway, Tarrant
L. & N.-Birmingham Mineral Railroad, Birmingham District, Birmingham, Bessemer +
L. & N.-Boyles Shops and Yard, To west of Pinson Valley Highway, Boyles-Tarrant
Leeds-Southern Railroad Depot, Ninth Street at Thornton Avenue, Leeds
Linn Crossing L. & N. Trestle Bridge, Crosses JC 71, Linn Crossing
Linn Iron Works-Birmingham Foundry and Car Manufacturing Company, Just south
of First Avenue North at 14th Street, Birmingham
Lipscomb, Along Avenue K-Jefferson Ave., just east of Bessemer, Lipscomb
Little Belle Furnace, USGS Quad: Bessemer UTM: 503250/369688, Robertstown,
Bessemer
Lone Star and Phoenix Portland-Citadel Cement Plant and Quarry Headquarters
Building, 4700 Huntsville Road-Shuttlesworth Drive, North Birmingham, Birmingham
Martin, Joseph Residence, 4502 6th Avenue, Wylam, Birmingham
Mary Pratt Furnace, USGS Quad: Birmingham North UTM: 520200/370926, Avondale,
Birmingham
Masonry Arts Headquarters, Third between 21st and 22nd, Bessemer
McWane Cast Iron Pipe Co, Inc. Headquarters Building & Plants, 1201 Vanderbilt
Road, East Birmingham, Birmingham
Miles College, 5500 Avenue G, Fairfield
Miller-Alabama Power Electric Generating Plant, On the Warrior River, 20 miles
northwest of Birmingham,
Morris Avenue & First Avenue North National Register Historic District, 2000-2400
blocks of Morris Avenue and 2100-2500 blocks of First Avenue North, just north of
the Railroad Reservation, city center, Birmingham
Mt. Pinson Ironworks (McGee's Forge), Turkey Creek, off AL 79, near Bullfrog Bend
and Turkey Creek Falls, Pinson
Mulga Mine & Camp, Off AL 269, 8 miles northwest of Ensley and I20-59, Mulga
Muscoda Red Ore Mining Community, On the northern and southern slopes of Red
Mountain at Readers Gap, to the east and west of AL 150, Bessemer
Muscoda-TCI Red Ore Mine Headquarters Buildings, Just south of Minnesota Avenue,
to east of AL 150, Muscoda, Bessemer
Muscoda-TCI Red Ore Mine Nos. 5 & 6, USGS Quad: Bessemer UTM: 505780/369440; 506100/369478, Bessemer
National Cast Iron Pipe Company-Clow Corporation Plant Headquarters, Pinson
Valley Parkway at National Street, Tarrant
New Castle Coal Mines-Camp, New Castle Road (JC 121), five miles north of
Birmingham, Gardendale
Norris-Southern Railroad Yard & Steam Locomotive Restoration Shop, To east of
Ruffner Road, northeast of Irondale, Birmingham
North Birmingham Industrial District, Area to the north of 35th Avenue extending along
the Huntsville Road-Shuttlesworth Drive, bounded on the east by the Boyles-L. & N.
Shops and Yards and on the west by extensive rail lines, Birmingham
North Birmingham Commercial District, 27th Street from 28th to 33rd Avenues North,
Birmingham
O'Neal Steel, Inc., 744 41st Street North, East Birmingham, Birmingham
Oakland Cemetery, Italian Section, Near entrance at 1005 Warrior Road, Ensley, Birmingham

Oxmoor Cemetery, On west side of West Oxmoor Road at intersection with Wenonah-Oxmoor Road or JC 42 [West Oxmoor continues as Shannon-Oxmoor Road (JC 93) to south of this intersection], Birmingham

Oxmoor-TCI-U.S. Steel Furnaces, USGS Quad: Birmingham South UTM: 514278/369870, along Shades Creek, between Shannon Oxmoor Road and Shades Creek, Oxmoor (Entrance to site marked by historical marker), Birmingham

Pike Avenue Baptist Church, 2220 Pike Road, Ensley Highlands, Birmingham

Powell Avenue Power Station, 18th and 19th Streets South from Powell Avenue to the railroad lines, Birmingham

Praco-ABC Commissary, Praco

Pratt City Community, Six miles west of the Birmingham City Center. The mining boom town is generally bounded on the north by Bankhead Highway (US 78); on the south by Village Creek; on the west by Avenue W, Birmingham

Pratt City-Birmingham Southern-TCI Railroad Yard, The site is bounded to the south by Coal Branch of Village Creek and a residential neighborhood; to the north by Pratt Highway, to the east by Sheridan Road and 1st Street and on the west by Cordova Avenue, Birmingham

Pratt City-Drifttrack, Between Hibernian and Mitchell Street, along Church, Maple, Page, Mildred, Miles, Beech, Cherry and Elm Avenues, Birmingham

Pratt City-Frenchtown, 9th Street to 10th Way, Avenue W to Avenue S, Pratt City, Birmingham

Pratt City-Irish Hill, TCI Superintendent Housing, Fraternal Cemetery, Along Sheridan Road, Pratt City-Birmingham

Pratt City-TCI Coke Ovens and Cemetery, The Pratt City Coke Oven site is generally bounded by 1st Street/Pratt Highway on the north; Avenue G on the east; 3rd Place on the south; and the Birmingham Southern Railroad on the west, Birmingham

Pratt Coal and Coke Company-Birmingham Southern Railroad, Extends six miles 14th Street in Birmingham city center to Pratt City, Birmingham

Pratt Mines-TCI Convict Prisons, Irish Hill, adjacent to the historic Pratt Mines Slope No. 1, Birmingham

Pyne-TCI-Woodward Red Ore Mine, AL 150, 4 miles south of Bessemer

USGS Quad: Greenwood UTM: 508220/369266, Bessemer

Raimund (Pioneer-Republic) Red Ore Mines Nos. 1 & 2, USGS Quad: Greenwood UTM: 504690/369249; 504330/369203; off Eastern Valley Road (JC 18), eight blocks west of AL 150 on Elrie, Bessemer

Raimund Red Ore Mines Nos. 1 & 2, USGS Quad: Greenwood UTM: 504690/369249; 504330/369203; off Eastern Valley Road (JC 18), eight blocks west of AL 150 on Elrie, Raimund, Bessemer

Raimund Red Ore Mines Nos. 1 & 2, USGS Quad: Greenwood UTM: 504690/369249; 504330/369203; off Eastern Valley Road (JC 18), eight blocks west of AL 150 on Elrie, Bessemer

Ramsay-McCormack Building, 1823-25 Avenue E, Ensley, Birmingham
Red Mountain Museum, 1421 22nd Street South, immediately to the east of U.S. 280, the Red Mountain Expressway, Birmingham

Red Mountain Cut, 1421 22nd Street South, immediately east of U.S. Highway 280 (Red Mountain-Elton B. Stephens Expressway), Birmingham

Red Mountain Cut and Geological Walkway, 1421 22nd Street South, immediately east of U.S. Highway 280 (Red Mountain Expressway), Birmingham

Red Mountain Museum, Red Mountain Cut, Discovery 2000, The Red Mountain Museum, which incorporates the Red Mountain Cut National Natural Landmark is located at 1421 22nd Street South, immediately to the east of U.S. 280 (the Red Mountain Expressway). The Red Mountain Museum office and auditorium are located across the street at 1425-29 22nd Street South on Red Mountain in Birmingham’s Southside. The Discovery 2000 Science Museum will occupy the former Loveman’s Department Store building located at Third Avenue North and 19th Street in Birmingham’s City Center, Birmingham

Rickwood Field, 1137 Second Avenue West, Birmingham

Ridgely Apartments, 2100 Park Place, Birmingham

Rouss & Maenza Wholesale Grocery Site, 1721-23 Avenue E, Ensley, Birmingham

Royster, F.S. Guano Building, 32nd Street, Bessemer

Ruffner Ore Mines, Five miles east of downtown Birmingham immediately to the north of I 20 at the Oporto-Madrid exit. The preserve is generally bound by Georgia Road on the south; Ruffner Road on the east; 86th Street/Valley Brook Road to the north; and the Birmingham neighborhoods of Gate City, East Lake, South East Lake, and Brown Springs on the west, Birmingham

Sadler Grist Mill, Elyton

Sawyer’s, C. E. Industrial Metal Fabricators, Inc., 3917 10th Avenue North, East Birmingham, Birmingham

Sayre Mine, 22 miles northwest of Birmingham, Sayre

Sayre Village Housing Project, 22 miles northwest of Birmingham, Sayre

Sayreton (Pioneer-Republic) Coal Mines/Headquarters Buildings, USGS Quad: Birmingham North UTM: 515540/371346; JC 94, just west of I65 Exit at 41st Avenue North, North Birmingham, Birmingham

Sayreton Coal Mines/Headquarters Buildings, USGS Quad: Birmingham North UTM: 515540/371346; JC 94, just west of I65 Exit at 41st Avenue North, North Birmingham, Birmingham

Sayreton Coal Mines/Headquarters Buildings, USGS Quad: Birmingham North UTM: 515540/371346; JC 94, just west of I65 Exit at 41st Avenue North, North Birmingham, Birmingham

Shannon Red Ore Mine, USGS Quad: Birmingham South UTM: 0, Shannon

Sloss City Furnaces Nos. 1 & 2, USGS Quad: Birmingham North UTM: 519350/370887, Birmingham

Sloss Furnace Co.-Sloss Sheffield Steel and Iron Co.-U.S. Pipe Sites, Birmingham City Center, North Birmingham, Ruffner Mt., Brookside, and Alden, Birmingham and Jefferson County

Sloss North Birmingham Furnaces Nos. 3 & 4, USGS Quad: Birmingham North UTM: 517360/371158, North Birmingham, Birmingham
Sloss North Birmingham No. 5 Furnace, USGS Quad: Birmingham North UTM: 517500/371250, North Birmingham, Birmingham
Sloss Quarry Site, East of I-65 between 19th and 25th Streets, North Birmingham, Birmingham
Sloss-Ruffner Ore Mine No. 2, USGS Quad: Irondale UTM: 528420/371394, Birmingham
Sloss-Ruffner Red Ore Mine No. 1, USGS Quad: Adamsville UTM: 527960/371290, Birmingham
Sloss-Sheffield-U.S. Pipe North Birmingham Plant, 4200 Huntsville Road, 3500 35th Street North, North Birmingham, Birmingham
Smithfield, Roughly bounded by Eighth Avenue North and Fourth Terrace North and 6th Street West on the west and 1st Street West on the east; Parker High School, established in 1889 as the city’s first black high school and long the largest black high school in the South and the 600-unit Smithfield Housing Project, built 1936-1937 as the city’s first low-cost, low-rent housing for blacks, form the district’s northern border along Eighth Ave., to the east and south are industrial districts; to the west is Legion Field, a stadium built in 1927 and called the “Football Capital of the South;” Smithfield, Birmingham
Smithfield-Tenth Avenue North District, Roughly 100 to 800 blocks Tenth Avenue North, Smithfield, Birmingham
Southern Cement Company, 2800 24th Street North, North Birmingham, Birmingham
Southern Railroad-Finley Yards, 16th Street, North Birmingham, Birmingham
Spaulding Sintering Plant, Red Ore Mine Site, At Grace’s Gap, east side intersection of West Oxmoor-Montevallo Road (JC 95) and Spaulding-Ishkooda Road (JC 66), on hillside above L. & N. Railroad, Spaulding, Birmingham
St. Mark’s Catholic Church, Thomas Historic District, 16th Avenue West at 10th Street West, Birmingham
St. Stanislaus Catholic Church, 904 Indiana Street, Wylam, Birmingham
Stacey, William House, 720 Erie Street, Wylam, Birmingham
Steward Machine Company, Inc., 3911 13th Avenue North, East Birmingham, Birmingham
Stockham Memorial Methodist Church, 920 41st Street North, East Birmingham, Birmingham
Stockham Valves & Fittings Plant, 4000 10th Avenue North, East Birmingham, Birmingham
Stockton Coal Mine, USGS Quad: Birmingham North UTM: 512580/371580, Birmingham
Tannehill Furnaces-Roupes Valley Ironworks-Hillman Forge, 20 miles southwest of Birmingham, 14 miles south of Bessemer, 12632 Confederate Parkway, McCalla
Tarrant (Bethel-First) Methodist Church, Jackson Boulevard at Ford Avenue, Tarrant
Tarrant Branch-First National Bank of Birmingham, 315 Pinson Street, Tarrant
Tarrant City Hall and Fire Station, 1004 Ford Avenue, Tarrant
Tarrant City Savings Bank, 1707 Pinson Street, Tarrant
Tarrant Commercial District, Pinson Street between AL 79 and JC 126, Tarrant
Tarrant Library, 1140 Ford Avenue, Tarrant
Tarrant-Koppers-Birmingham ByProduct Coke Company-Alabama ByProducts Corporation Coke Plant, Pinson Valley Highway, Tarrant
TCI-Employees (Lloyd Noland) Hospital, Ridgeway Road, Fairfield
TCI-U.S. Steel High-Line, Extending from site of TCI-U.S. Steel's Wenonah Sintering Plant on Red Mountain to the Fairfield Works, Fairfield

Thomas Coke Plant, Bounded by I 59/20 on the south; by Avenue W on the west; by Pratt Highway/2nd Street on the north; and by Bankhead Highway (U.S. Highway 78) on the east, Birmingham

Thomas Furnace Community, Circumscribed by railroad tracks, the district is bounded on the southwest by the Pioneer-Republic Thomas industrial plants, on the north by 1950s housing along Thomas and Ohio Circles, on the southeast by 1950s housing along 14th Street and on the east by the Birmingham Southern and Burlington-Northern Railroad tracks; four miles west of the Birmingham city center, Birmingham

Thomas (Pioneer-Republic Co.) Furnaces Nos. 1, 2, & 3, USGS Quad: Birmingham North  UTM: 512740/370940 (1 & 2) 513110/370911 (3), Birmingham

Thomas (Pioneer-Republic-Wade Sand & Gravel Co.) Quarries, Just west of US 78 at the Arkadelphia Exit of I 20-65, Birmingham

Trussville Furnace, USGS Quad: Leeds  UTM: 0, Trussville
Tuxedo Junction Commercial Building, 1728 20th Street, Ensley, Birmingham
U.S. Pipe Pipe Plant, 2023 St. Louis Avenue, at I20-59, Bessemer
U.S. Pipe and Foundry Company Plant, 3000 30th Avenue North, North Birmingham, Birmingham

Goslin Machine and Foundry Company-Goslin Birmingham, 3401 Eighth Avenue North, Birmingham

Vanderbilt Furnaces Nos. 1, 2, & 3, Vanderbilt Road between 15th and 18th Avenue North, just north of Village Creek, to east of L. & N. tracks, USGS Quad: Birmingham North  UTM: 519580/371188, North Birmingham, Birmingham

Virginia-Gulf States-Republic Coke Ovens, Approximately one mile from the intersection of Virginia Lane and Leston Lake Road, Hueytown

Vulcan Park, including Statue of Vulcan, Red Ore Mine, L.&N.-Birmingham Mineral Railroad, Atop Red Mountain on Vulcan Road, which lies just east of 20th Street South and to the north of Valley Avenue, Birmingham

Vulcan Rivet and Bolt Company, 1020 Pinson Valley Highway, Tarrant
Vulcan Statue, Vulcan Park, atop Red Mountain on Vulcan Road which lies just east of 20th Street South and to the north of Valley Avenue, Birmingham

Vulcan-Louisville & Nashville (L. & N.)-Birmingham Mineral Railroad, Extending from Vulcan Park three miles eastward to Green Springs Highway, Birmingham
Walker and Matlock Houses, 1447 and 1451 Pike Road, visible from I20-59, opposite Ensley Park, Ensley Highlands, Birmingham

Warrior Residential and Commercial Districts, Along old Highway 31 (Stouts Road), 21 miles north of Birmingham, Warrior

Wenonah-Fossil Red Ore Mines, Wenonah-Ishkooda Road, Wenonah, Birmingham
Wenonah-Ishkooda Road (JC 66), Extends from AL 95 at Spaulding to Jefferson Avenue at Wenonah, Birmingham and Bessemer
Wenonah-TCI Black Quarters, New Hill Circle, Court and Avenue, Wenonah, Birmingham
Wenonah-TCI Sintering Plant, Wenonah-Ishkooda Road, JC 66, Birmingham
Wenonah-TCI Superintendents/Foremen/Clerks Houses, 1116, 1118, 1120 Wenonah Terrace, Wenonah, Birmingham
Wenonah-TCI-U.S. Steel Raw Materials Division Office, Wenonah-Ishkooda Road (JC 66) at Wenonah, Birmingham
Westfield-TCI Village Site, Between industrial plants and Tin Mill Road (JC 59), Fairfield
Williams and Owen Forge, On Montevallo Road, one mile south of Tannehill, Tannehill
Williamson Furnace, USGS Quad: Birmingham North UTM: 517350/370745, Birmingham
Woodward, Allen Harvey ("Rick") Woodward House, 4101 Altamont Road, Birmingham
Woodward Beehive Coke Ovens, To south of Woodward Road, across from Koppers plant, Woodward, Birmingham
Woodward Furnaces Nos. 1, 2, 3, and 4, USGS Quad: Bessemer UTM: 0, Woodward, Bessemer
Woodward Iron Company Headquarters, Main Street, Woodward, Bessemer
Woodward Iron Company Works, The site is generally bounded by I-59/20 on the east; Warrior River Road on the north; a residential district along Brookline Drive on the west; and the Woodward Golf Course on the south. The site is located in Sections 21, 28, 29, 32 and 33 of Township 18 South, Range 4 West, Bessemer
Woodward Office Building and Bathhouse, At Mulga mine site, accessible from Black Camp, Mulga
Woodward Post Office, Tannehill State Historical Park, relocated at demolition of all Woodward Company housing in 1980s
Woodward Red Ore Mine No. 3, USGS Quad: Bessemer UTM: 507740/369730, on Red Mountain, Bessemer
Woodward Red Ore Mines No. 1, USGS Quad: Bessemer UTM: 507300/369672, accessed off 3rd Place and Dartmouth Avenue, on Red Mountain, Bessemer
Woodward-Koppers Coke, Tar and Roofing Plants, 2134 Koppers Drive, Woodward, Bessemer
Wylam Branch-Bank of Ensley, 4400 7th Avenue, Birmingham
Wylam Commercial and Residential District, Third to 15th Avenues, Erie to Lexington Streets, just northwest of Ensley, Birmingham
Wylam TCI No. 5 and No. 8 Mines, 55th and 56th Streets and 15th Avenue, Wylam, Birmingham
Wylam Vulcan Materials Co.-Open-Hearth Plant, Slayden Avenue, Wylam, Birmingham
Wylam-Minniesville, 11th to 13th Avenues, Toledo, Seattle, Richmond and Portland Streets, Wylam, Birmingham
Wylam-TCI Bathhouse, Ensley-Pleasant Grove Road at intersection with Tin Mill Road, opposite 56th Street, Wylam, Birmingham
Zinszer's, Peter Mammoth Furniture House, 2117 Second Avenue North, Birmingham
Zion City, To northwest of 74th Street-Zion City Road extending from 84th Street north to 90th Place, Birmingham
Shelby County Sites List

ABEX Rail Plant, 14th Street and Woodbine Avenue, Calera
Alabama (later Montevallo) Coal Mining Company's Montevallo Mines, Southwest of Montevallo, Near Montevallo
Alabama Mineral- L. & N. Railroad-Calera to Shelby, Calera to Shelby, Calera, Shelby
Aldrich Commissary, 137 Shelby County 203, Aldrich
Boothton Mines, Booth's Ford at the Cahaba River, Near Montevallo
Brock's Gap, Shades Mountain, Hoover
Browne's Pits, Near Wilton, Near Montevallo
Buck Creek Cemetery, Buck Creek and Cahaba River, near Helena
Buck Creek Cotton Mill, Shelby County 119, Siluria
Calera (Limeville) Commercial District, Along Main Street (SC 31) and Church Street (SC 25), Calera
Calera Depot, 16th Avenue, at junction of L. & N. and Southern Railroads, Calera
Churchhill and Co. Foundry, Machine Shop & Blacksmith Shop, Unknown, Columbiana
Cobb & Fell - Central Iron - Helena Rolling Mills - Connors Steel Plant, Shelby County 261, Helena
Commercial Building, SC 261, Helena
Davis Falls, Montevallo
Dogwood Mines, Five Miles from Montevallo, Montevallo
Episbeth Baptist Church, Off Railroad Avenue, Aldrich
Eureka No. 3 & No. 4 Coal Mines, Near Helena, Near Helena
Eureka(?) Coke Ovens, Approximately one mile north of Helena at the confluence of the Cahaba River and Buck Creek, Near Helena
Farrington Hall, SC 203, Aldrich
Gould, Billy Coal Mine, At the confluence of Buck Creek and the Cahaba River, Helena
Gould, Billy Mine; Coke Ovens, Approximately one mile north of Helena at the confluence of the Cahaba River and Buck Creek, near Helena
Gould, Billy Mine, Coke Ovens, South and North Railroad, Approximately one mile north of Helena at the confluence of the Cahaba River and Buck Creek. Section 9, Range 3W, Township 20S, Helena
Helena Cemetery, On knoll above SC 261, Helena
Helena Commercial District, SC 261 at the L. & N. Railroad, Helena
Helena Mines, Near Montevallo
King, Edmund House, NW Corner Highland and Bloch Sts., University of Montevallo Campus, Montevallo
King, Peyton Griffin House, Avondale, Birmingham
McKibbon House, 27 East Boundary Street, Montevallo
Montevallo Depot, Vine and East Boundary Streets, Montevallo
Montevallo National Register Historic District, University of Montevallo, Montevallo
Montevallo Railhead (Alabama & Tennessee Rivers, later Selma, Rome and Dalton, and Southern Railroad), Montevallo
New Dinnamore Hotel, Main Street, Shelby
People’s Hotel, Sixteenth Avenue, Calera
Prison Hill Cemetery & Aldrich Prison, "Prison Hill," SC 10, .2 mile from Aldrich, Aldrich
Reynolds Hall, North side of Highland Street between Middle and Vine Streets, University of Montevallo Campus, Montevallo
Shelby County (old) Courthouse, Main Street, Columbiana
Shelby County Confederate Cemetery, SC 42, Calera
Shelby County Courthouse, Main Street, Columbiana
Shelby Ironworks, Shelby County 42, Shelby
Shelby Springs Hotel Site-John Irby Reid House, SC 42, Calera
South and North Railroad Buck Creek and Cahaba River Trestles and Elevated Roadbed, At the confluence of Buck Creek and the Cahaba River, Section 9, Range 3W, Township 20S, approximately one mile north of Helena, Helena
Squire, Joseph House, Facing the L. & N. Railroad, Helena
Storrs House, University of Montevallo Campus, Montevallo
Thompson’s Mill Forge/Shoal Creek Forge, Shoal Creek, 2-1/2 miles southwest of Montevallo, Near Montevallo
Verchot House, Columbiana
Ware, Horace House, Shelby Ironworks, Shelby
Ware, Horace Lot, Columbiana Cemetery, SC 25, Columbiana
Wilton Depot, Ninth Street, Calera
Wilton Southern Railway Depot, City center, Calera
Wilton-Woodsborough-Birmingham Junction, SC 214, off SC 139
Tuscaloosa County Sites List

Alabama Great Southern-Southern Railroad Station, 2105 Greensboro Avenue, Tuscaloosa
Alabama Museum of Natural History-Smith Hall, University of Alabama Campus, Tuscaloosa
Alabama State Capitol, Childress Hill, 28th Avenue, between 5th and 6th Streets, Tuscaloosa
Alaca Place, Between 16th and Queen City Avenue, Tuscaloosa
Allen and Jemison Co. Hardware Building and Warehouse, 620 Greensboro Avenue, Tuscaloosa, Tuscaloosa
Alston Building, 2400 6th Street, Tuscaloosa
Audubon Place, 1707-1515 (old) University Blvd.; 8-37 Audubon Place, Tuscaloosa
Bankhead, John Hollis Dam, Thirty-one miles below Port Birmingham on Warrior River, Near Kellerman
Barnard Hall, University of Alabama Campus, Tuscaloosa
Battle-Friedman House, 1010 Greensboro Avenue, Tuscaloosa
Black Warrior Cotton Factory, Cottondale, Cottondale
Brookwood Coal Mines, JC 36, 25 miles southwest of Bessemer, Brookwood
Bryce-Alabama Insane Hospital, University Boulevard, Tuscaloosa
Byler Road, Extends from Warrior River at Northport through Walker County to the Tennessee River, Northport
Capitol Park Historic District, Along 6th to 9th Streets, 27th and 30th Avenues, the 2600 block of University Boulevard and several properties on Lurleen Wallace Boulevard, Tuscaloosa
Caplewood Drive Historic District, 1418 University Boulevard, 21-27, 301-329, 400-430, 1309, 1315, 1409, 1411, 1415, 1416 Caplewood Drive, Tuscaloosa
Central Iron and Coal Foundry Company Plants, Holt, Holt
"Cherokee"-Robert Jemison Plantation, On high plain above Warrior River, along the old Byler Road, west of the Tuscaloosa Airport and Northport, Northport
Children's Hands-on Museum of Tuscaloosa County, 2213 University Boulevard, Tuscaloosa
Christ Episcopal Church, 605 25th Avenue, Tuscaloosa
City National Bank, 2330 University Boulevard, Tuscaloosa
Clark Hall, University of Alabama Campus, Tuscaloosa
Clements House, 1287 Greensboro Avenue, Tuscaloosa
Clements House, 1802 20th Avenue, Northport
Collier-Overby House, S.W. Corner 9th Street and 21st Avenue, Tuscaloosa
Commercial Building (Pierce-Lewis Antique Auction), 501-503 Main Street, Northport
Cox House, 610 36th Avenue, New Town, Tuscaloosa
Daniel Creek Railroad-Holt to Kellerman via the Warrior River and Daniel Creek, Extends from Holt to Kellerman via the Warrior River and Daniel Creek, Holt, Kellerman
Dearing House, 2114 14th Street; 14th Street and 21st Avenue, Tuscaloosa
Dearing House-University Club, 421 Queen City Avenue, Tuscaloosa
Details about various locations and buildings in Tuscaloosa:

**Dearing Log Storehouse and Store-rooms**, Lot No. 165, Main Street, Tuscaloosa

**Deerlick Creek Campground**, Holt Lake

**Downtown Tuscaloosa Historic District**, 301-621 Greensboro Ave.; 2219-2330 4th St.; 2101-2330 University Blvd.; 2105-2428 6th St.; 523, 525, 531 and 610 23rd Ave.; 605 and 621 25th Ave.; 2317 and 2319 7th St.; 520 and 527 22nd Ave., Tuscaloosa

**Drish House**, 2300 17th Street, Tuscaloosa

**Druid City Historic District**, Along Queen City Avenue, Tuscaloosa

**First African Baptist Church**, 2621 9th Street, Tuscaloosa

**Fitch House**, 3404 6th Street, Tuscaloosa

**Foster House**, University of Alabama Campus, Foster

**Foster House**, 1600 Dearing Place, moved from original site facing Queen City Avenue, Tuscaloosa

**Foster's Grand Allee**, Dearing Place, Tuscaloosa

**Garland Hall**, University of Alabama Campus, Tuscaloosa

**Garland Hall Art Gallery**, University of Alabama Campus, Tuscaloosa

**Geological Survey of Alabama Collection-Smith Hall**, Alabama Museum of Natural History, University of Alabama Campus, Tuscaloosa

**Goethite Brown Ore Mines**, Just west of AL 216, to north of Tannehill Historical State Park, site begins just across Southern Railroad tracks and extends north to I 20-59

**Gorgas, Amelia Gayle Library**, University of Alabama Campus, Tuscaloosa

**Gorgas House**, University of Alabama Campus, Gorgas-Manley National Register Historic District, Tuscaloosa

**Gorgas-Manley Historic District**, University of Alabama Campus, Tuscaloosa

**Great University Plan**, University of Alabama Campus, Tuscaloosa

**Greenwood Cemetery**, 9th Street and 27th Avenue S.W., Tuscaloosa

**Guard House**, University of Alabama Campus, Tuscaloosa

**Guild-Verner House**, 1904 University Boulevard, Tuscaloosa

**Gulf State Paper Co. Headquarters**, River Road, Tuscaloosa

**Gulf States Paper Corporation National Headquarters**, 1400 River Road, Tuscaloosa

**Harrison House**, 1601 Alaca Place, Tuscaloosa

**Heritage Week**, Tuscaloosa, Tuscaloosa

**Holt Lake**, Warrior River, Holt

**Holt Lock and Dam**, Six miles northeast of Tuscaloosa on Warrior River, Near Holt

**Holt-Empire Coke Plant**, Holt, Holt

**Huntsville Road**, Extended from the Capitol in Tuscaloosa to Huntsville, Tuscaloosa

**Jemison-Borghese House**, 2303 13th Street, Tuscaloosa

**Jemison-Vandergraaff House**, 1305 Greensboro Avenue, Tuscaloosa

**Jemison-Wood-Brandon House**, 1005 17th Avenue, originally faced Queen City Avenue, Tuscaloosa

**Kellerman Mine No. 2 (strip coal)**, Kellerman, Near Tuscaloosa

**Kellerman Mines**, Kellerman, Near Tuscaloosa

**Kentuck Festival of the Arts**, Kentuck Park, Northport

**Kilgore House**, University of Alabama Campus, Tuscaloosa

**L. & N. Depot**, 301 Greensboro Avenue, Tuscaloosa, Tuscaloosa

**Leach & Avery Foundry**, Tuscaloosa, Tuscaloosa
M. & O. Shops and Yards, Extending from 9th to 15th Streets (confirm), Tuscaloosa
Manly Hall, University Campus, Tuscaloosa
Maxwell-Peters House, 302 Main Street, Northport
McGuire-Glascock House, 1109 21st Avenue, Tuscaloosa
McGuire-Strickland House, Capitol Park, Sixth Street, originally located at 509 15th Street, at Greensboro Avenue, Tuscaloosa
Mobile & Ohio Railroad Section House, 7922 Seventh Street, just east of G M. & O Bridge, Tuscaloosa
Mobile and Ohio Railroad Trestle Bridge, Spans the Black Warrior River between Tuscaloosa and Northport, Tuscaloosa
Monnish House, 14 Monnish Drive, Tuscaloosa
Murphee House, 815 7th Avenue, originally faced Queen City Avenue, Tuscaloosa
New Town, Extending from Capitol Park east to Tuscaloosa Country Club along 7th Street, Tuscaloosa
Nitre Plant, 10th Street and 10th Avenue S.E., Tuscaloosa
Northport, The Northport Historic District is roughly bounded on the east by the Lurleen Wallace Boulevard, an elevated six-lane highway; on the north by Park and 9th Streets, which are narrow residential streets; on the west by 30th Avenue, another residential street; and, on the south by 5th Street, which is also residential in character. The western boundary of the Illinois Central Gulf Railroad trestle and a parallel line run approximately halfway between 1st and 4th Streets, Northport
Observatory, NW Corner Stadium Drive and Fifth Street, University of Alabama Campus, Tuscaloosa
Old Lock 15, Warrior River, Near Holt
Old Lock 16, Holt Lake Area, Warrior River, Near Holt
Oliver, William Baker Old Lock and Dam, Tuscaloosa, Tuscaloosa
Ormond-Little House, 325 Queen City Avenue, Tuscaloosa
Pinehurst Historic District, 215 and 305 17th Avenue, 1-28 and 6-9 Pinehurst Drive, Tuscaloosa
President's House, Southside of University Boulevard, University of Alabama Campus, Tuscaloosa
Reichhold Chemical, Inc., River Bend, Near Tuscaloosa
Rice Mine, Rice Mine Mill Road, Northport
River Bridge, Spans the Warrior River from Northport to Tuscaloosa, Tuscaloosa, Northport
River Road Park, River Road, Tuscaloosa
Scales-Rocky Branch Public Use Area, Warrior River, Near Tuscaloosa
Scott-Moody House, 1925 8th Street, Tuscaloosa
Searcy House, 2608 8th Street, Tuscaloosa
Seventh Street Historic District, Seventh Street between 14th Avenue and Queen City Avenue, Tuscaloosa
Shirley-Christian-Harper House, 512 Main Street, Northport
Smith Hall-Alabama Museum of Natural History, University of Alabama Campus, Tuscaloosa
Sommerville-McEachin-Little House, 709 Queen City Avenue, Tuscaloosa
St. John the Baptist Catholic Church, 800 25th Avenue, Tuscaloosa
Stillman College, 15th Street; 37th Avenue, Tuscaloosa
Tavern, The, 2800 28th Avenue at Fifth Street, moved to this site in 1968 from 2512 Broad Street, Tuscaloosa
Toumey Hall, University of Alabama Campus, Tuscaloosa
Turner-McAlpine House, 621 Queen City Avenue, Tuscaloosa
Tuscaloosa City Hall, 600 Greensboro Avenue, Tuscaloosa
Tuscaloosa City Jail, 2803 6th Street, Opposite Capitol Park, Tuscaloosa
Tuscaloosa Steel Plant, Holt, Holt
Tuscaloosa Waterworks, River Road, Tuscaloosa
Tuscaloosa-U.S. Post Office, 2201 University Boulevard, Tuscaloosa
Warrior River Locks, Dams, and Quarries-Tuscaloosa, Black Warrior River, Tuscaloosa
Warrior-Black Warrior River Development, Tuscaloosa, Jefferson, Walker Counties,
Williams-Brown House, 907 17th Avenue South, Tuscaloosa
Wilson-Clements House, 1802 20th Avenue, Northport
Winn-Rice House, 10 Oak Bluff Lane, Northport
Woods Hall-"The Barracks", University of Alabama Campus, Tuscaloosa
Yolande Coal Mines, Northeast of Brookwood on the L. & N. Mineral Railroad, Near Tuscaloosa
Walker County Sites List

Aiken Grove Church and Cemetery, Walker County 82, Aiken Grove
Alabama Mining Museum-Dora High School, 35 northwest of Birmingham, just off WC 81, Dora
Alabama Room, Jasper Public Library, 20 E. 18th Street, Jasper
Artesian Well, 11th Avenue and 20th Street South, Jasper
Ashmore, Dr. B. T. House, US 78, Eldridge
Baker, Peter House, Jasper
Bankhead Farmstead Community, Intersection of 5 and 195, Jasper
Bankhead, John Hollis Sr. House, 1400 Seventh Avenue, Jasper
Bankhead, Walter William "Will" House, Jasper
Bankhead, William Brockman House, 800 Seventh Street, Jasper
Barney Cemetery, Off Walker County 61, Barney
Bevill Mine No. 1, U.S. 78, Sumiton
Black Water Creek, US 78 at Lisa Wallace Bridge,
Boshell Store, Walker County Highway 124, Townley
Boshell's Mill Dam, Walker County 124, one mile south of Bankhead Highway (US 78), one mile north of Townley, Near Townley
Burton Manufacturing Company Building, Courthouse Square, Jasper
Byler Road, Eldridge
Carbon Hill City Hall, At Northwest Second Street and Northwest Second Avenue, Carbon Hill
Carbon Hill Commercial District, U.S. 78, Carbon Hill
Carbon Hill Residential District, US 78, 13 miles north of Jasper, Carbon Hill
Carter House, South Lowell Loop, off US 257, North of Jasper
Coal Washer, Copes Coal Yard,
Cobb Coal Co. Building, U. S. 78, Carbon Hill
Confederate Veterans' Memorial, Courthouse Square, Jasper
Cook, William House, Walker County 11, Nauvoo
Corona Mines, Coal Valley Road, Near Coal Valley
Corry Homestead, AL 69, 10 miles south of Jasper, Oakman
Corry House, One block west of AL 69, Oakman, a small community 10 miles south of Jasper
Davis, James Wesley House, Route 1, Horse Creek Valley, 5 miles southwest of Dora, Near Dora
Davis, William C. House, 1300 Seventh Avenue, Jasper
Dora Commercial District, Walker County 81, 5 miles west of U.S. 78, Dora
Drummond Coal Company Field Office, 3000 Highway 78, Jasper
Drummond, Don House, Historic Residential District, Jasper
Drummond Graveyard, Walker County 77, Near Jasper
Drummond, Heman Homeplace, Walker County 77, Near Jasper
Eldridge Baptist Academy, U.S. 78, Eldridge
First Methodist Church, 1800 Third Avenue, Jasper
First National Bank of Jasper, 1900 Third Avenue North, Jasper
Fraternal Hall, Jasper
Frisco Railroad Trestle and Tunnel, Parallel to WC 269, Parrish
Frisco Railroad Tunnel, WC 81, Dora
Galloway Coal Co. Office, US 78, Carbon Hill
Gilbert Mercantile Store, Main Street, Sumiton
Gilchrist Home, Pleasantfield-Evansbridge Road, Near Jasper
Gordo Depot, Gordo
Grist Mill, Just off Route 5 at Liberty Grove Church on Black Water Creek
Harbin Hotel, Nauvoo-Carbon Hill Road-Walker County 11, Nauvoo
Hickory Hill Lane Residential District, Jasper
Houston Road District, Sixth Avenue, Jasper
Hyche, Will House, Off Walker County 22, Cordova
Indian Head Mill Agent's House-Pinkard House, 232 Armory Drive, Cordova
Indian Head Mill and Housing, Cordova
Jackson House, Dora
Jordan Family Homeplace, U.S. 78, Argo
Kelly, J. A. & Co. Store, US 78, Eldridge
Kilgore, John House, 606 Seventh Avenue, Jasper
King, Henry J. House, Route 1, Townley
Lamkin House, 1512 Second Avenue, Jasper
Lindsey House, 300 17th Street, Jasper
Long, B. M. House, 100 Green Avenue, Cordova
Long, Benjamin M. House, Route 5, Jasper
Long, C. D. House, 701 19th Street, Cordova
Long Memorial Methodist Church, Greene Avenue and 1st Street, Cordova
Long-Musgrove House, 1500 First Avenue, Jasper
Musgrove Country Club, Route 8, Jasper
Natco Brick Company Plant, Walker County 22, Cordova
Nauvoo Commercial District, Walker County 11, Nauvoo
Nesmith Log Cabin, Route 2, Carbon Hill
O'Rear, James House, Sixth Avenue, Jasper
Oak Hill Cemetery, AL 195, just north of Jasper, Jasper
Old York, Absorbed into Oakman, Oakman
Parrish, West of AL 269 on Walker County 20, Parrish
Phillips, Jake M. House, 1508 Fifth Avenue North, Jasper
Pisgah Baptist Church, Walker County 77, Near Jasper
Sardis Primitive Baptist Church, Route 1, Cordova
Sims, Harrison P. House, US 78, Eldridge
Sipsey, Walker County 77, Sipsey
Sloss-Ivey Coal & Coke Co. Mines-Coke Ovens, Dirt road, off Walker Circle and Cordova Highway, Dora
Stanley, Phillip Building, Courthouse Square, Jasper
Stevenson House, US 69, Oakman
Sumiton Commercial District, Walker County 22, Sumiton
Tallulah Hotel, Main Street, Cordova
Temple Emanu-El, 1501 Fifth Avenue, Jasper
Thacker-Keeton-Norris-Odom Mill, Rose Hill Rd. (WC 25) at Black Creek, Near Jasper
Thorogood House, Off US 78, Eldrige
Townley, Walker County 124, Townley
Townley, Walker County 124, two miles south of Bankhead Highway (US 78), Townley
Townley Jail, Townley
Townley Primitive Baptist Church, Townley
U.S. Post Office - Courthouse, 4th and 19th Street, Jasper
Walden Cemetery, Near Carbon Hill
Walker College Buildings
Wyatt Elementary School, Alabama Mining Museum, Dora
<table>
<thead>
<tr>
<th>Company/Plant/Location</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama By-products Company (ABC)-Drummond Coke By-product Plant (Tarrant Coke)</td>
<td>98</td>
</tr>
<tr>
<td>Alabama Coal Mining Company Mine</td>
<td>152</td>
</tr>
<tr>
<td>Alabama Power Company Building</td>
<td>224</td>
</tr>
<tr>
<td>Altamont Parkway</td>
<td>189</td>
</tr>
<tr>
<td>American Cast Iron Pipe Co. (ACIPCO)</td>
<td>117</td>
</tr>
<tr>
<td>Arlington-Mudd-Munger House</td>
<td>228</td>
</tr>
<tr>
<td>Bankhead, John Hollis, Sr. House</td>
<td>232</td>
</tr>
<tr>
<td>Bayview Coal Mining Camp (Bayview)</td>
<td>183</td>
</tr>
<tr>
<td>Bessemer National Register Historic Commercial District</td>
<td>196</td>
</tr>
<tr>
<td>Billy Gould Mines and Coke Ovens</td>
<td>85</td>
</tr>
<tr>
<td>Birmingham Realty Company Building</td>
<td>236</td>
</tr>
<tr>
<td>Brierfield Ironworks</td>
<td>53</td>
</tr>
<tr>
<td>Brookside Coal Mines-Coke Ovens</td>
<td>17</td>
</tr>
<tr>
<td>Central Iron-Empire Coke By-product Plant (Empire Coke)</td>
<td>111</td>
</tr>
<tr>
<td>Central Iron and Foundry Co. (Central Iron)</td>
<td>120</td>
</tr>
<tr>
<td>Coalburg Coke Ovens</td>
<td>35</td>
</tr>
<tr>
<td>Continental Gin Company (Continental Gin)</td>
<td>128</td>
</tr>
<tr>
<td>Dora Commercial District</td>
<td>200</td>
</tr>
<tr>
<td>Downtown Birmingham National Register Historic District</td>
<td>203</td>
</tr>
<tr>
<td>Downtown Birmingham Railroad Reservation</td>
<td>209</td>
</tr>
<tr>
<td>Downtown Birmingham Theater and Retail National Register District</td>
<td>217</td>
</tr>
<tr>
<td>Downtown Tuscaloosa National Register Historic District</td>
<td>220</td>
</tr>
<tr>
<td>Ensley Works Site</td>
<td>294</td>
</tr>
<tr>
<td>Fairfield</td>
<td>173</td>
</tr>
<tr>
<td>Fairfield</td>
<td>289</td>
</tr>
<tr>
<td>Gorgas, General Josiah House</td>
<td>229</td>
</tr>
<tr>
<td>Gould Billy Mines and Coke Ovens</td>
<td>85</td>
</tr>
<tr>
<td>Hardie Tynes Foundry and Manufacturing Co.</td>
<td>124</td>
</tr>
<tr>
<td>Heaviest Corner National Register Historic District</td>
<td>211</td>
</tr>
<tr>
<td>Irondale Furnaces</td>
<td>59</td>
</tr>
<tr>
<td>Ishkooda Red Ore mines No. 13 &amp; 14-Eureka No. 1</td>
<td>70</td>
</tr>
<tr>
<td>Jemison-Vandergraff House</td>
<td>239</td>
</tr>
<tr>
<td>King, Edmund House</td>
<td>242</td>
</tr>
<tr>
<td>L. &amp; N. Station, Tuscaloosa</td>
<td>245</td>
</tr>
<tr>
<td>Mobile &amp; Ohio Railroad Bridge</td>
<td>277</td>
</tr>
<tr>
<td>Morris &amp; First Avenue National Register Historic Commercial District</td>
<td>215</td>
</tr>
<tr>
<td>Muscoda Red Ore Mines No. 4, 5 &amp; 6</td>
<td>75</td>
</tr>
<tr>
<td>Muscoda Red Ore Mining Community (Muscoda)</td>
<td>162</td>
</tr>
<tr>
<td>Pioneer Mining and Manufacturing-Repub Steel-Thomas Furnaces Coke By-product Plant</td>
<td>101</td>
</tr>
<tr>
<td>Powell Avenue Power Station</td>
<td>280</td>
</tr>
<tr>
<td>Pratt Coke Ovens</td>
<td>92</td>
</tr>
<tr>
<td>Pratt City Carlile Historic District</td>
<td>191</td>
</tr>
<tr>
<td>Pratt Mines-TCI Convict Cemetery</td>
<td>269</td>
</tr>
<tr>
<td>Prison Hill Cemetery</td>
<td>267</td>
</tr>
<tr>
<td>Pyne Red Ore Mine</td>
<td>79</td>
</tr>
<tr>
<td>Red Mountain Cut National Natural Landmark</td>
<td>250</td>
</tr>
<tr>
<td>Ruffner Red Ore Mines</td>
<td>26</td>
</tr>
<tr>
<td>Shelby Ironworks</td>
<td>40</td>
</tr>
<tr>
<td>Sloss City Furnaces National Historic Landmark</td>
<td>10</td>
</tr>
<tr>
<td>Sloss Furnaces Straight Line Production Model</td>
<td>9</td>
</tr>
<tr>
<td>Sloss Red Ore Mine No. 2</td>
<td>65</td>
</tr>
<tr>
<td>Smith Hall-Geological Survey of Alabama Collection</td>
<td>255</td>
</tr>
<tr>
<td>Tannehill Furnaces</td>
<td>140</td>
</tr>
<tr>
<td>TCI-U. S. Steel-USX Ensley Works</td>
<td>294</td>
</tr>
<tr>
<td>TCI-U. S. Steel-USX Fairfield Works</td>
<td>289</td>
</tr>
<tr>
<td>Thomas Furnaces Coke By-product Plant (Thomas Coke Plant)</td>
<td>101</td>
</tr>
<tr>
<td>Thomas Furnace Community (Thomas)</td>
<td>157</td>
</tr>
<tr>
<td>Vulcan Statue</td>
<td>284</td>
</tr>
<tr>
<td>Warrior River Locks No. 1, No. 2, No. 3</td>
<td>272</td>
</tr>
<tr>
<td>Woodward, Allen Harvey House</td>
<td>247</td>
</tr>
<tr>
<td>Woodward Furnace Site</td>
<td>259</td>
</tr>
</tbody>
</table>
VIII. ACKNOWLEDGEMENTS

The creation and publishing of this survey of cultural resources of the Birmingham District has been assisted by a very large number of individuals.

Marjorie L. White, Director, Birmingham Historical Society, served as Project Director and Editor of this volume.

Jack Bergstresser, Sr., an Industrial Historian and Archeologist, currently finishing his doctoral thesis at Auburn University, Auburn, Alabama, served as Project Historian with primary responsibility for field investigation, survey reports, and the sections dealing with the ironmaking, coal mining, cokemaking, steelmaking, and description and assessment of the District’s industrial sites.

The field and research team in addition to White and Bergstresser included planners Gary Cooper, Wilhelmine Williams, landscape architect Dale Fritz, all of Cecil Jones and Associates; Brenda Howell, Bill Jones, Ashlea Akins of the Birmingham Historical Society staff, Bob Yuill, and Auburn University School of Architecture Urban Design Studio faculty member Frank Setzer and students. Dale Fritz drew the site plans unless otherwise noted. Ellen Mertins and Steven Kay of the Alabama Historical Commission reviewed the statements of significance. Members of the Birmingham District Steering and Advisory Committees also provided valuable assistance with field work and research.

Karen Rehm, Senior Historian, Cultural Resources Planning Division, Southeast Regional Office, National Park Service served as the Service’s Government Technical Representative on the project. Paul Hartwig, Deputy Associate Regional Director and Kirk A. Cordell, Chief, Cultural Resources Planning Division, Southeast Region, National Park Service provided project oversight and valuable guidance.

Marjorie L. White
Project Director

Jack Bergstresser, Sr.
Historian, Industrial Archeologist