THE BIRMINGHAM DISTRICT: AN INVENTORY OF NATURAL AND RECREATIONAL RESOURCES

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INTRODUCTION

Purpose

This survey is intended to serve as a preliminary guide to the natural and recreational resources of The Birmingham Industrial Heritage District and to sites associated with the coal, iron and, transportation industries in Bibb, Jefferson, Shelby, Tuscaloosa, and Walker counties. This publication is intended to encourage interest in the preservation and development of these resources.

Survey Process and Public Participation

This survey has been conducted under the aegis of the National Park Service. The Congressional Art of November 5, 1990, Public Law 101-512, authorized a study of the Birmingham District that would "examine historical sites that are devoted to the development and growth of heavy industry in Alabama" and "focus on the iron, steelmaking, and coal industries as well as transportation systems necessary to fuel and move America's industrial growth and development."

The Southeast Regional Office of the National Park Service contracted with Birmingham Historical Society to prepare the study. Cooperative Agreement 5000-1-9011 of June 7, 1991 established a Scope of Work and required printed research and planning reports. The Scope of Work also required the extensive public participation of Steering and Advisory Committees from the five county area.

The research and planning process, begun in June 1991, has been open and inclusionary, welcoming an exchange of ideas and the involvement of any interested party. Many community leaders and groups, local officials, businesses, and private citizens across the District have become aware of the study and participated in it. Though field visits, planning sessions, and public presentations, they have become more actively involved in the identification of and plans to develop the District's natural, cultural and recreational resources.

The Society's research team included a project coordinator, an industrial archeologist, several professional and lay historians, information management specialists, and a planning firm with special capabilities in recreation. This team worked with the National Park Service staff. A 25-member Steering Committee met 13 times to provide general direction, and review and evaluate study findings. A broad-based Advisory Committee has been informed about the study by written correspondence and formal presentations. Their oral and written comments have been incorporated into written documentation.

Other study publications include *The Birmingham District-A History and Assessment*, *The Birmingham District-A Survey of Cultural Resources*, and *The Birmingham Industrial Heritage District- A Study of Alternatives for the Establishment of the District*.

DESCRIPTION OF THE DISTRICT

The Birmingham District Study Area is situated in north central Alabama and is centered around Birmingham and its metropolitan area. The study area includes five counties: Bibb, Jefferson, Shelby, Tuscaloosa and Walker. Together these counties encompass approximately 4,650 square miles and have a combined total population of 985,651. Three principal rivers, the Warrior, Cahaba and Coosa, cut diagonally across the study area and have played significant roles in shaping the area's history while serving as both economic and recreational resources.

Mineral resources of the study area include coal, iron ore, dolomite and limestone, shale and clay, chert, building stone, and sand and gravel. It was the fortunate juxtaposition of iron ore, coking coal, limestone and dolomite that formed the basis of the District's early and spectacular rise as an ironmaking center. These essential raw materials for iron smelting could be assembled cheaply within a narrow belt, about 10 miles wide, lying along both sides of Red Mountain. The abundant minerals within this belt also formed the basis of other resource-based industries including production of brick, clay and cement pipe, agricultural limestone, cement, building and crushed stone and lime.

In recent decades, the dominance of resource-based industries has been augmented by rapidly expanding employment in trades and service industries related to education, engineering, health care and finance. While the District's economy is becoming increasingly diversified, the mineral resources of the study area will continue to be of major economic significance.

PHYSIOGRAPHY

Situated at the southwestern extremity of the Appalachian Mountain chain, the District is divided between three distinctly different physiographic areas: the Warrior Basin of the Cumberland Plateau, the Alabama Valley and Ridge section of the Appalachian Valley and Ridge Province, and the Gulf Coastal Plain.

WARRIOR BASIN

The Warrior Basin is a broad plateau occupying about 45 percent of the study area. It includes all of Walker County, major portions of northern and western Jefferson County and northeastern Tuscaloosa County. Its southern boundary is formed by Rock Mountain, Opossum Valley and Sand Mountain.

Hilltops are broad, slightly rounded, and range in elevations from about 500 to 700 feet. Its terrain is cut by steep stream valleys of the basin's dendritic drainage system. Between hilltops and valley floors, differences in elevation range up to 350 feet within short distances. Principal streams draining the basin are the Warrior River and its major tributary the Locust Fork. Both flow southwest through the center of the basin.

The basin is underlain by the vast coal resources of the Warrior Coal Field; the principal source of coking coal used to fuel Birmingham and America's industries. In recent decades, these coal resources have also become increasingly important as fuel for electric power generation. Broad surface areas of the basin have been affected by strip mining.

VALLEY AND RIDGE SECTION

The distinctive topography of this section is created by a series of parallel valleys and ridges aligned along northeast-southwest axes. Within the study area, the Valley and Ridge Section lies between the Warrior Basin and the Coosa River. It occupies 33 percent of the study area and includes the southern half of Jefferson County, all of Shelby County, northeastern Bibb County, and a small area in southeastern Tuscaloosa County. The Valley and Ridge Section is subdivided into the Birmingham Valley district, the Cahaba Ridges district, the Cahaba Valley district, the Coosa Ridges district and the Coosa Valley district.

Birmingham Valley District This district is an elongated land area bounded on the northwest by the Warrior Basin and on the southeast by the crests of Bluff Ridge, Little Shades Mountain and Shades Mountain. Red Mountain, the dominant topographic feature of the district, gained its name from outcrops of red iron ore (hematite) once located along its crest. The district became the focus of intense urban development as Birmingham emerged as an industrial center.

Red Mountain divides the Birmingham Valley district's land area between the drainage basins of the Warrior and Cahaba Rivers. Northwest of Red Mountain the district includes Jones Valley, in which the city of Birmingham lies, Flint Ridge, Opossum Valley and ridges bordering the adjoining Warrior Basin. Southeast of Red Mountain's crest, the district includes the mountain's slopes and Shades Valley. Elevations range from over 1,360 feet on the northeastern crest of Red Mountain to about 390 feet in the southwestern part of Shades Valley. Crossing these valleys every few miles are five large creeks: Turkey, Five Mile, Valley, Village and Shades Creek. The first four flow northwest across the width of the county, emptying into the Warrior River. Shades Creek empties into the Cahaba River.

Cahaba Ridges District This district extends southeast from Shades Valley to the Helena Fault located along the northwest bases of New Hope Mountain and Pine Ridge. Within it lies the Cahaba Coal Field. Extensive underground mines were worked in this coal field through the first half of this century. Rapid suburban development since 1950 and mounting opposition to mining near homes has sharply reduced potential for further coal mining in this district.

Characteristic topographic features include steep northwest escarpments and gentle back-slopes of ridges in the northwestern half of the district and hogback ridges in its southeastern half. Escarpment ridges include Shades Mountain, Flat Ridge, Black Jack Ridge, and Grassy Ridge. Hogback ridges include Dolly Ridge, Owens Mountain and Pine Ridge. Ridges are typically separated by narrow intervening stream valleys. Elevations range from over 1,100 feet on the crest of Shades Mountain to about 390 feet along the Cahaba River.

The district is drained by the Cahaba River and its major tributary Shades Creek. The river flows southwest along a steep, meandering channel which passes through many water gaps. Minor tributaries form a dendritic drainage pattern across broad-back slopes and a trellis-like drainage pattern in areas of the hogback ridges.

Cahaba Valley District The Cahaba Valley district lies between the Helena Fault and the crests of Double Oak and Oak Mountains. It includes New Hope Mountain, the northwest slopes of Double Oak and Oak Mountains and a narrow intervening valley. Elevations in the district range form 720 feet on the northeastern crest of New Hope Mountain to about 520 feet in the southwestern part of the valley near Montevallo. The valley is drained by a number of streams including Little Cahaba River in the northeast, Cahaba Valley Creek, Buck Creek and Spring Creek.

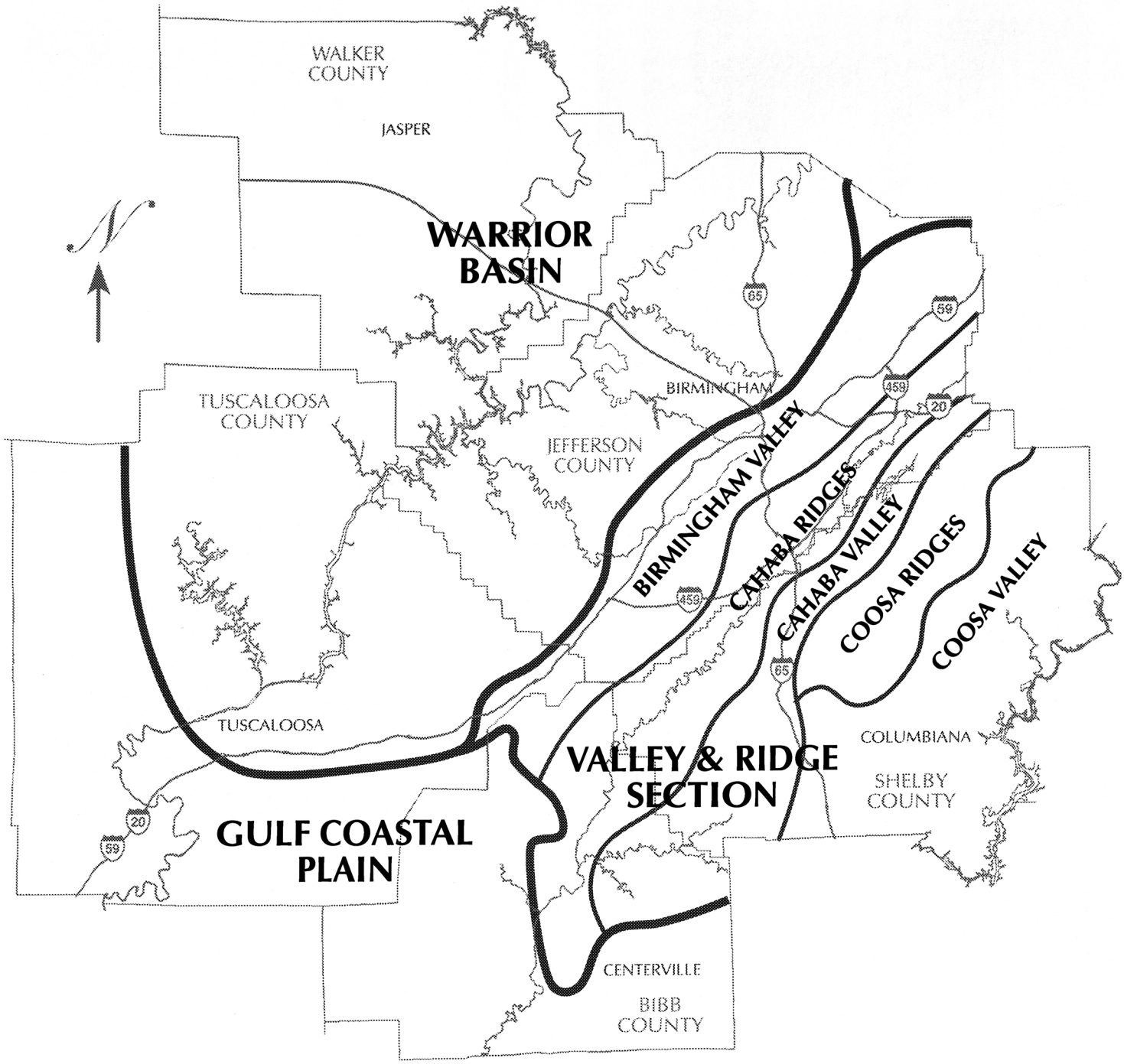
Coosa Ridges District The Coosa Ridges district contains a series of parallel ridges and valleys lying between the crest of Oak Mountain and the Coosa Fault. This fault lies southeast of, and parallel to, Double Oak Mountain. Elevations range from 490 feet in the lower valley areas to over 1,500 feet at the lookout tower on Signal Mountain.

Coosa Valley District This portion of the study area lies southeast of Double Oak Mountain between the Coosa Fault and the Coosa River. Its terrain has few significant

topographic features and tilts gently towards the southeast. Elevations generally range between 520 feet in upland areas to 450 feet along the Coosa River. The most significant topographic feature is a small ridge on the east side of Columbiana with elevations of about 900 feet. Tributaries of the Coosa River have cut a shallow, dendritic drainage pattern across the relatively level terrain of this district.

GULF COASTAL PLAIN

The cretaceous sediments of the Gulf Costal Plain cover 22 percent of the study area in the southern and western portions of Bibb and Tuscaloosa Counties. In these two counties, Gulf Coastal Plain sediments form the visible western boundaries of the Warrior Basin and the Valley and Ridge section. Strata of the basin and the Valley and Ridge section dip beneath and underlie the cretaceous sediments. Terrain is gently rolling with elevations in broad upland areas ranging between 320 and 525 feet. In the Warrior River Valley, west of Tuscaloosa, elevations drop to under 130 feet.



Physiography of the Birmingham District

GEOLOGY

WARRIOR BASIN

The Warrior Basin is a broadly synclinal plateau with a gentle dip to the southwest of approximately 20 feet per mile. It is underlain by the relatively horizontal strata of the Pottsville formation. This formation is a southwestward-thickening wedge of sedimentary rock ranging in thickness from less than 1,000 feet at its northern boundary in Walker County to over 2,800 feet in Jefferson County. Its strata include shale, siltstone, sandstone and more than 30 coal beds with their associated underclays.

The earth's crust of the Warrior Basin was only mildly affected by the mountain making events that created the Appalachian Mountains. There are no major or regional folds. The most prevalent structural features are normal faults and vertical fractures.

VALLEY AND RIDGE SECTION

The Valley and Ridge Section is underlain by about 15,000 feet of rock strata ranging in age from Cambrian through Pennsylvanian. During the mountain making events that created the Appalachian Mountains, these strata were folded, fractured and faulted. Folds are long, narrow and parallel. Vertical displacement of strata on the planes of thrust faults may reach 10,000 feet. Exposed strata generally strike northeast and dip southeast. The dip, however, is often sharply reversed by intense folding in the vicinity of thrust faults. Oldest rock strata are mostly carbonate and generally outcrop in lower valley elevations. Younger strata are mostly sandstones, conglomerates and chert that outcrop on higher ridge elevations.

GULF COASTAL PLAIN

Cretaceous sediments of the Gulf Coastal Plain thinly overlap older formations and consist of sand, clay lenses and a base layer of gravel.

MINERAL RESOURCES

The Birmingham District's emergence as an ironmaking center was based on the close proximity of mineral resources including iron ore, limestone, dolomite, coal, fire clay, and silica sand. These raw materials, essential for iron smelting, could be assembled cheaply within a close geographic range. These and other economically important mineral resources still contribute significantly to the economy of the area.

IRON ORE

Two types of iron ore --brown (goethite) and red (hematite)-- have been important resources for the Birmingham District's ironmaking industries. Brown iron ore is formed as a precipitate from iron enriched ground water within sinkholes or limestone depressions. Its iron content averages 54 percent, which is higher than that of the area's more plentiful red iron ore. Brown iron ore has been mined in the vicinities of Columbiana, Montevallo, Leeds, Lake Purdy, Goethite, and southwestern Jefferson County as early as the 1820s. Conditions required for the formation of brown iron ore make discoveries of new deposits difficult.

Red iron ore seams outcrop on the crest of Red Mountain and dip southeast beneath Shades Valley and the Cahaba Ridges to the Helena Fault. Ore in the Red Mountain Formation is found in three beds --the lower Irondale Seam, the middle Big Seam, and the upper Ida Seam. The Big Seam, with about 20 feet of ore and ferruginous sand, was the major source of ore for the ironmaking industry in the Birmingham District. Mining was generally confined to the richer, upper 10 to 14 feet of the seam. In the Bessemer area, the Big Seam and the Irondale Seam are practically contiguous making the combined ore bed about 35 feet thick.

About 20 percent of these red ore beds is fossiliferous calcium carbonate. Iron content in unweathered zones ranges from 25 to 43 percent. Where ore beds are exposed, much of the calcium carbonate has leached out and the iron content is higher. The richer weathered zones of the seams were the first to be exploited and, beginning in 1863, supplied ore for the furnaces at Oxmoor and later Birmingham. Mining of the weathered zones accelerated during the 1880s with the introduction of larger coke-fired furnaces. From 1870 through 1910, about 90 surface and shallow mines exploited these ore seams. From 1920 to the early 1970s, the number of surface mines decreased as larger underground mines produced ore under Red Mountain's southeastern slopes and Shades Valley. These mines reached depths of 1,280 feet. In the 1970s, mining ceased as richer, imported ores became available. There remains an estimated 550 million tons of red iron ore reserves in Jefferson County alone.

COAL

Warrior Coal Field The Warrior Coal Field underlies almost 2,000 square miles in the northern and western portions of the District. Its coal resources include about 30 coal beds of the Pottsville Formation distributed between seven coal groups. The coal groups are, in descending order, Brookwood, Utley, Gwin, Cobb, Pratt, Mary Lee, Black Creek and the J. Groups of significant economic importance include the Pratt, Mary Lee, and Black Creek.

Historically, the Pratt Coal Group has been one of the more productive coal groups in the Warrior Coal Field. Significant beds of this group include the American Coal Bed, Nickel Plate Coal Bed and the Pratt Coal Bed. The latter bed is one of the most extensively mined coal beds in the Warrior field. Coals of this group are used for steam generation and coke production.

The Mary Lee Coal Group begins about 250 below the Pratt Coal Group and outcrops widely within the Warrior Coal Field. Important coal beds of this group include the Blue Creek, Mary Lee, and New Castle beds. Coal from these beds has been extensively mined primarily for making coke.

Three important beds of the Black Creek Coal Group include the Black Creek, Jefferson, and Lick Creek Coal Beds. Coal from the Black Creek Coal Bed is of excellent metallurgical grade and has the lowest ash and sulfur content of the major coal beds in the Warrior field.

The coal industry continues to play an important role in the economy of the region, particularly in Jefferson, Tuscaloosa and Walker Counties. Drummond Company, Inc., one of the country's largest coal and coke by-product operations, is headquartered in Jasper and employs more than 3,000 individuals. Jim Walter Resources, Inc. operates the deepest vertical shaft coal mines in North America. Both Jim Walter and Drummond are consistently listed as top 20 producers of coal in the United States. Jim Walter's Blue Creek mines, located in the heart of Alabama's coal-rich Warrior Basin, yield coal meeting rigid metallurgical and thermal specifications. Four of Alabama Power Company's six coal-fired electric generating plants including the Miller, Holt, Bankhead and Gorgas plants are located on the Warrior River in the District.

Cahaba Coal Field The Cahaba Coal Field is part of the intensely folded and faulted Valley and Ridge section. The smaller size of this field, and its structural complexity, combine to render it less important economically than the Warrior field. Expansion of the Birmingham urban area into the Valley and Ridge Section has further reduced potential for mining in this field. The field contains about 40 coal beds of which the Nunnally, lower Harkness, upper Wadsworth, Adkins, Coke, Moyle and Little Pittsburgh have been extensively mined. All minable coal beds of this field are ranked high volatile, bituminous.

LIMESTONE AND DOLOMITE

Limestone and dolomite occur broadly in the valleys and lower ridge elevations of the Valley and Ridge section of the District. Deposits of significant economic importance include:

Conasauga Formation Limestones of this formation occur in the Jones and Opossum Valleys of the Birmingham Valley district. This limestone was used as fluxstone for the iron industry during the early 1900s and has excellent qualities for use in chemical industries and as crushed aggregate.

Tuscumbia Limestone This limestone has a high calcium carbonate content of 98.4 percent. Between 1931 and 1956, it was mined from underground red ore mines near Bessemer for use as fluxstone.

Newala Limestone High calcium (97 percent) beds of Newala Limestone underlay the entire length of the Cahaba Valley. Its purity makes it well suited for the production of cement, lime, agricultural limestone, dimension stone, aggregate, and flux for iron and steel manufacturing. Shelby County is the leading limestone producing area in the state, and most of its production is from the Newala Limestone beds.

Ketona Dolomite Ketona Dolomite has excellent chemical qualities and is used as crushed aggregate, dolomitic agricultural limestone, fluxstone, and in the manufacture of rock wool and cement products. It is also a resource for the extraction of magnesium. Ketona dolomite is present in the Opossum and Jones Valleys of the Birmingham Valley district and in the Cahaba Valley of Jefferson and Shelby Counties.

CHERT

Chert is mined from the Cooper Ridge Dolomite and Fort Payne Chert beds in the Cahaba Valley District. It is now extensively used as fill and surfacing material in road construction.

SHALE

Shale, found at numerous locations throughout the Warrior Basin and the Valley and Ridge Section of the District, is an important resource. Shale from the Parkwood Formation near Bessemer is used for production of lightweight aggregate by a plant in Jefferson County. Lightweight aggregate is used in making concrete blocks and other carbonaceous or calcareous material. Shale is mined in the Cahaba Valley district near Calera for use as an additive in the manufacture of cement and decorative mortar. Several shale quarries near Lovic have been producing ceramic raw materials for over 70 years.

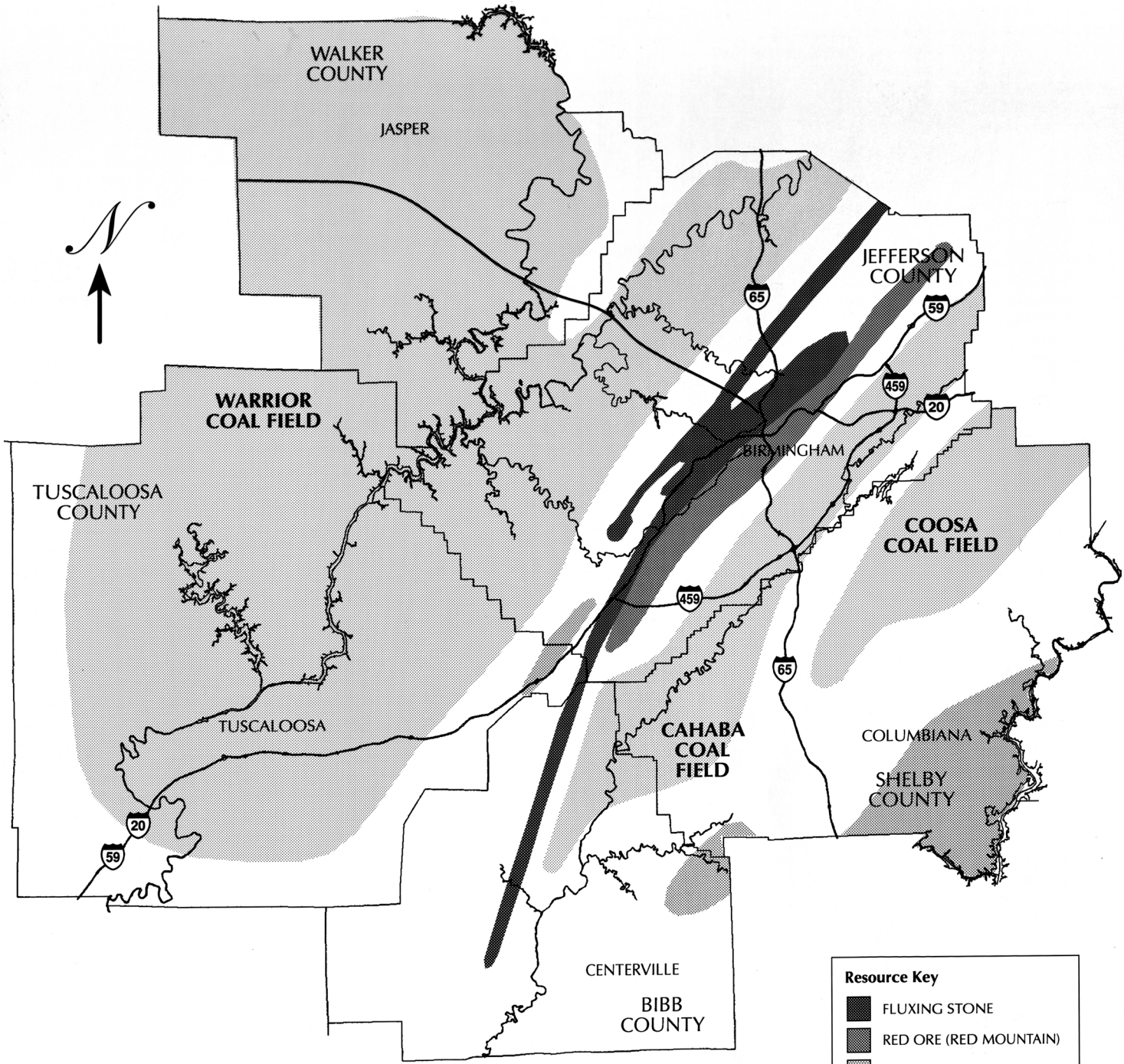
CLAY

Fireclay is a siliceous clay used in the manufacture of refractory ceramic products such as crucibles, firebrick and tile. It is widely found as an underclay of coal seams of the Pottsville Formation in the Warrior and Cahaba Coal Fields.

Clayey tripoli is a granular silica material mined in the Cahaba Valley district, east of Montevallo. It is used as a refractory gunning mix which is sprayed under pressure into the lining of cupolas, furnaces, and steel and iron ladles in foundries and steel mills.

SANDSTONE

Sandstone and quartzite having a silica content greater than 95 percent is found in the Pottsville Formation and Hartselle Sandstone throughout most of the Warrior Basin and Valley and Ridge section. This stone is used as metallurgical flux, hydraulic fracturing sand, abrasives, molding sand, and in the manufacture of glass, ferroalloys, ceramics, and refractories. Hartselle sandstone has been mined at several locations north of Trussville for use as aggregate and foundry sand. It was quarried near Gate City, now a neighborhood of the City of Birmingham, for use in manufacturing glass.



Mineral Resources of the Birmingham District

HYDROLOGY

Three major river systems have defined development in the District. The Warrior River and Locust Fork, its major tributary, flow southwest through the center of the Warrior Basin in the western portion of the District.* Village, Valley, Five Mile and Turkey Creeks drain into the Warrior. The Cahaba Ridge district is drained by the Cahaba River and its major tributary Shades Creek. The Cahaba Valley district is drained by a number of streams, including the Little Cahaba River in the northeast, Cahaba Valley Creek, Buck Creek and Spring Creek. The Coosa River forms a portion of the eastern boundary of the District.

WARRIOR RIVER

Description The busiest and the most developed of Alabama's waterways is the Warrior River, which flows from the coal rich Warrior Basin through Jefferson and Walker Counties, the industrial heartland near Birmingham and Tuscaloosa, and then south to the port of Mobile.

The current Warrior-Tombigbee waterway system contains six locks along the 455 river miles extending from head of navigation located northwest of Birmingham to the port of Mobile. All current locks have been rebuilt from 1954 to 1991.

Several long, narrow lakes --Holt, Bankhead, and Oliver Lakes-- which form the current waterway extend well beyond the original river banks. They provide many opportunities for water-based recreation. The U.S. Army Corps of Engineers has developed public recreation areas at convenient points along the waterway for activities such as fishing, boating, water-skiing, swimming, picnicking, camping and sightseeing. Visitation in 1989 amounted to 6.4 million persons.

Historical Overview Early settlers used the Warrior River extensively to transport passengers and freight. Rafts and flatboats were widely used and later steamboat and paddle wheel operations developed in the more easily navigable portions of the river. Situated at the head of navigation and on the "fall line," Tuscaloosa served as an early capitol of the state from 1826 to 1846. (The "fall line" represents the place of transition

* Historically, the Warrior River was divided into two segments originally called the Black Warrior River, extending from its headwaters to Tuscaloosa, and the Warrior River, extending from Tuscaloosa to Mobile. (The name Black Warrior derives from the Indian word Tuskaloosa.) According to local tradition, former U.S. Congressman John Bankhead gave the river two names as a ploy to increase federal appropriations. Today, both segments of the river are included in the Warrior-Tombigbee System which extends from the headwaters northwest of Birmingham to Demopolis, 175 miles to the south, and thence southward to Mobile. The Warrior-Tombigbee Development Association, headquartered in Birmingham, currently manages the entire river system. Locals use all three names --Warrior, Black Warrior and Warrior-Tombigbee system-- to refer to the segment from the headwaters to Tuscaloosa which is located in the Birmingham District Study area. This study uses the Warrior River to refer to this segment.

between the Coastal Plain and the Appalachian Mountains. Above it rivers were, and many still are, full of waterfalls and rocky shoals.) Due to its strategic geographic location, Tuscaloosa became a regional shipping center for the entire northern Alabama region. Beginning in the 1830s, coal, cotton and other commodities were transported here (over the Byler, the state's first road, the Huntsville and other plank roads) for shipment to the port of Mobile. Transportation down-river from above Tuscaloosa was strictly one-way and in the 19th century limited to flat boats. People along the river, during the summer months built boats along the river banks, filled these boats with coal mined in the immediate vicinity and when the water rose sufficiently to float them, they were guided down river. Of every 10 boats starting on the upper Warrior, only seven or eight reached Tuscaloosa. Those flatboats that reached Mobile and disposed of their cargoes were often dismantled and sold for lumber.

Construction of the original 17 locks and dams along the Warrior River began in the 1870s and was completed in 1915. The U.S. Congress, active in development of navigation for inland waterways as early as 1824, first approved the improvement of the Warrior River navigation facilities in 1871, when it provided funds for a channel from Mobile to Demopolis. State geologist Eugene Allen Smith's pioneering reconnaissance of the obstructions to navigation and natural resources of the land adjacent to the river, completed in 1879 established the importance of improvements to ease navigation on the river and make coal available to the U.S. Government, residents of the Gulf States and the world. In the late 1880s, Tuscaloosa Mayor and newspaper editor W.C. Jemison pushed to open the river for navigation. Canalization of the waterway to provide a 6 foot channel from the mouth to the headwaters got underway in 1888. The first commercial use of the locks at Tuscaloosa was made November 23, 1895. The entire series of locks and dams was completed in 1915. During the entire construction period, John Hollis Bankhead championed this waterway improvement project in the U.S. Congress. The channel was later deepened to 9 feet. Construction of the waterway stimulated investments in the coal fields of Jefferson, Walker and Tuscaloosa Counties and development of major industries along the river, principally at Holt in Tuscaloosa County.

By the end of World War II, the locks and dams had deteriorated substantially and become obsolete as tug boats and bigger barges replaced 19th century boats. Annual tonnage had declined to 2.5 million. The Warrior-Tombigbee Development Association organized in 1948 to work for the redevelopment of the waterway system. Replacement of outmoded locks and dams, improvement of the port of Mobile, and securing ongoing maintenance funds to support reliable navigation became the objectives of the association. Five new locks, to replace the original 19, were constructed from 1954 to 1975. The sixth, the William Bacon Oliver Lock at Tuscaloosa and Northport, was completed in 1991. Annual traffic on the river is currently estimated at 25 million tons.

CAHABA RIVER

Description The Cahaba River originates in Jefferson and St. Clair counties to the northeast of Birmingham. The river drains south to the Alabama River in Dallas County. The Cahaba River Basin includes land in eight counties including Jefferson, Shelby, Bibb and Tuscaloosa in the study area. Twelve major tributaries drain the 1,870 square mile Cahaba Basin. Major tributaries, listed from the mouth of the river to its source are: Oakmulgee Creek, Lower Little Cahaba River, Six Mile Creek, Shoal Creek, Mahan Creek, Shades Creek, Buck Creek, Patton Creek and upper Little Cahaba River.

Located along the banks of the Cahaba are archaeological sites, ruins of early forge and bloomery sites, salt petre caves, Civil War era coal mine and nailery ruins, later coal mine sites and camps, the Birmingham Waterworks, railroad and other historic industrial structures. Centreville, county seat of Bibb County, remains the only town on the river corridor.

Historical Overview The banks of the Cahaba River have been inhabited for at least 10,000 years. The earliest known inhabitants entered the area during the last Ice Age and remained through the four major prehistoric cultural periods: Paleo, Archaic, Woodland and Mississippian. At 12 sites along the Cahaba River, archaeologists have recorded evidence of inhabitation dating as early as 8,000 B.C. These sites range from large villages to brief campsites. Archaeologists consider the Cahaba River corridor one of the richest river corridors in the state. The Cahaba River, Alabama-Wild & Scenic River Study of 1979 recommended additional professional excavation of the area. The name Cahaba derives from the Choctaw Indian word Aka-Aba (meaning "waters above"). The waters are "above" the confluence of the Alabama and Cahaba Rivers at the site of the historic town of Cahaba.

Later settlement of the river corridor dates to the period following the War of 1812. In 1820, Alabama's first capital was established at Cahaba in Dallas County, then a temporary trading site on the river. The first day of its first session, the Alabama legislature authorized a survey to determine major obstacles in the state's rivers.

At this time, snags and shoals on the Cahaba made navigation on this river dangerous even in high water. Centreville, 80 miles upstream from Cahaba and the northernmost point of possible navigation, received very little, but well-documented, steamboat traffic in the years 1836, 1844, 1847 and 1849. Most of the area's cotton, coal and iron products were floated downriver to Mobile on flatboats as steamboat traffic was hazardous. However, water levels in the nearby Coosa River made it a more frequently used waterway.

To the north of Centreville, lies the Cahaba Coal Field, an area of 355 square miles (66 miles long and five to six miles wide) located in Bibb, Shelby and Jefferson counties. First explored and mined in the 1830s and 1840s, seams in the Cahaba field provided excellent coal for domestic purposes. As early as 1820 and throughout the 1830s and 1840s, Bibb and Shelby County planters and entrepreneurs established iron forges along tributaries

of the Cahaba including the Little Cahaba River, Six Mile Creek and Shultz Creek. By the 1850s, an ironworks, machine shop and rolling mill operated at Shelby. At this time, the arrival of railroads from Selma and Montgomery facilitated development of the coal and iron industries in the Cahaba field. By 1853, the Alabama & Tennessee Rivers Railroad, chartered in 1848 to connect Selma to the Coosa River, was completed to Montevallo. Montevallo became a regional shipping point experiencing boom times until the 1860s when the railroad was further extended to Shelby Springs and Calera. During the Civil War, a branch from Ashby, just south of Montevallo, was extended to Adams Dam Forge and the coal fields. The Alabama & Tennessee mainline later became the Selma, Rome & Dalton (& later Southern, now Norfolk Southern) Railroad. The South & North Railroad, a state-financed line chartered in 1854 (later the Louisville & Nashville, now CSX) was completed to Helena and Brock's Gap and graded to Grace's Gap on Red Mountain in Jefferson County during the Civil War. It crossed the Cahaba at Buck Creek. In the late 1880s, several additional railroads, extended southward from Bessemer and Birmingham, led to the opening of mines and communities at Blocton, Marvel, Piper, Woodstock, Green Pond, Coleanor, Gurnee, Aldrich, and Overton. The mining boom in the Cahaba Field continued through the 1920s. U.S. Steel briefly reopened the Gurnee Mine in recent years and its current ownwer, USX, is rumored to be considering reopening it once again.

The Alabama Constitution of 1875 forbade the State of Alabama to pay for internal river improvements. Dredging and snag removal were considered appropriate for federal action. In 1874, and again in 1880 and 1882, federal government engineers surveyed the Cahaba River and recommended minimal improvements south of Centreville. In 1893, and again in 1909, appeals for further improvements were denied.

In 1890, the Birmingham Water Works began drawing drinking water for the Birmingham area from the river at the still operating Cahaba Pumping Station site. A small dam, constructed at what is now U.S. 280, formed a reservoir between the dam and the pumping station. Early water works publications stated that the only treatment necessary to render the water potable was a short settling period. In 1911, a dam was constructed on the Little Cahaba to form Lake Purdy. Water is released from the lake during times of low flow to supplement the supply of water to the pumping station. In 1929, the Lake Purdy Dam was raised by 20 feet to increase the storage capacity of the lake. This system has supplied the Birmingham area with high-quality drinking water for a century.

Current Issues As Birmingham has grown, so has its demand for water. Today over 600,000 people rely on the Cahaba River water supply for a major portion of their drinking water. Although other sources augment this supply, as many as one hundred million gallons per day are now drawn from this small river. Times of real water demand coincide with the times of minimum flow of the river and, as a result, there is frequently no flow over the U.S. 280 dam in hot, dry weather.

The growth of the Birmingham metropolitan area in recent years has been greatest to the south and east of the Birmingham city center, in south Jefferson and north Shelby Counties. Today, the upper Cahaba Basin in northeastern Jefferson County is experiencing a similar onset of rapid growth, and the most rapid growth in the state. The

completion of the southern perimeter road, Interstate 459, in the late 1980s further enhanced demand for land and development here. The lower Cahaba River Basin, which extends from the U.S. 280 Dam south to the Shelby County line near the confluence of Shades Creek now flows through a southern necklace of suburban communities. Millions of gallons of sewage effluent are discharged into the river each day.

The entire Cahaba River Basin is a valuable resource of scenic and natural beauty, a primary source of domestic water, a highly attractive setting for development, and also the recipient of waste water disposal. With increasing urbanization, the conflicting demands on the Cahaba as both source of drinking water and recipient of wastewater will continue to create tension.

The Cahaba River and its watershed have been the subject of many studies. Problems and concerns affecting the watershed are well-documented. Since the early 1970s, various agencies have addressed water quality, as well as other environmental issues.

In 1979, the Cahaba River - Alabama Wild and Scenic River Study of the U.S. Forest Service concluded that the Cahaba River did not, at that time, meet the criteria for inclusion in the National Wild and Scenic River System. However, the study recommended its preservation and enhancement through local efforts and that these efforts should include providing the public with "a managed recreation opportunity." Intrusions that destroy wild and scenic qualities of the river were cited in the study; these intrusions included urban and suburban development in the Birmingham area, pipeline and power line crossings, as well as evidence of past and present mineral extraction. Also, land transportation networks, mining activities, timber harvest, and agricultural activities, located within sight and sound of most parts of the river, were additional intrusions that destroyed a "wild and scenic" character. Inclusion of certain river sections after corrective or mitigating action is taken was not ruled out as a possibility for future planning efforts.

Public reaction to the U. S. and Alabama Forest Service study was outrage. Many experts continued to maintain that the Cahaba River possesses a multitude of "outstandingly remarkable scenic, recreational and ecological resources."

A more recent nationwide river inventory conducted by the National Park Service evaluated rivers on eight factors, including cultural, historic, ecological, and geological features. While only two percent of the river miles in the country were identified as "outstandingly remarkable," the Cahaba River achieved this rating on seven of the eight specified factors.

In addition to attention focused on the Cahaba River watershed by various public agencies through the years, private and non-profit groups have been vocal in raising the issue of protecting the watershed. Recently, one of these groups, the Cahaba River Society, established in 1987, sponsored a Cahaba River Corridor Study, which was conducted by faculty and students in the Planning and Landscape Architecture Department at Auburn University. The study was completed during the winter of 1989

and a public conference --The Cahaba River: Planning for the Future-- organized at the University of Alabama at Birmingham.

Currently, ten jurisdictions lying within the Upper Cahaba River watershed have joined forces to develop a management approach to development in the area. (The Upper Cahaba is defined as those portions above U.S. Highway 280.)

The Cahaba River Society also received funding during 1992 from the National Park Service through the Rivers and Trails Conservation Assistance Program. It is anticipated that this funding be utilized for technical assistance for resource protection and enhancement. In addition, the Cahaba River Society is working with the Alabama Department of Economic and Community Affairs as it conducts a statewide rivers assessment modeled after a similar study recently completed in South Carolina. Today, despite over 20 years of efforts to protect it, the Cahaba River remains without specific federal, state or municipal protection. The Cahaba River remains the state's largest free-flowing river.

COOSA RIVER

Description
The Coosa River rises to the north and east of Birmingham and Gadsden along the Alabama-Georgia state line and flows southwest through Childersburg and Wetumpka to its confluence with the Alabama River system at Montgomery. Principal dams and power generating sites along the Coosa include the N. H. Henry Dam, Logan Martin Dam, Mitchell Dam and Jordan Dam. The Coosa River provides the eastern border for Shelby County, and thus, the boundary of a portion of the District.

VILLAGE CREEK

Description Village Creek rises in eastern Jefferson County near Huffman and continues a 40-mile course through the Birmingham urban area to its confluence with the Warrior River to the northwest of this area. The creek drains more than 100 square miles of valleys and ridges in the center of Jefferson County. Though the creek currently follows its original contours, several generations of urban and industrial buildings, concrete culverts, channels and bridges line and extend over its banks. Bayview Dam creates Bayview Lake, the largest water body in Jefferson County.

Historical Overview Unlike northern and other major industrial centers, Birmingham was not located on a river. The industrial center depended upon Village Creek for domestic water for drinking, cooking and cleaning and also industrial usage. Meeting both those, enormous demands as the city grew in the later 19th century was not easy. As scores of furnaces went into blast in the late 1880s, Village Creek fast became an unfit source of drinking water and was taxed to the limits to provide industrial water for large-scale plants at Ensley, Thomas, North and East Birmingham built to drink from its waters. By 1912, to increase industrial supply, the Tennessee, Coal and Iron Company (TCI, later US Steel and USX), which owned the plants at Ensley, constructed a dam at Bayview in the

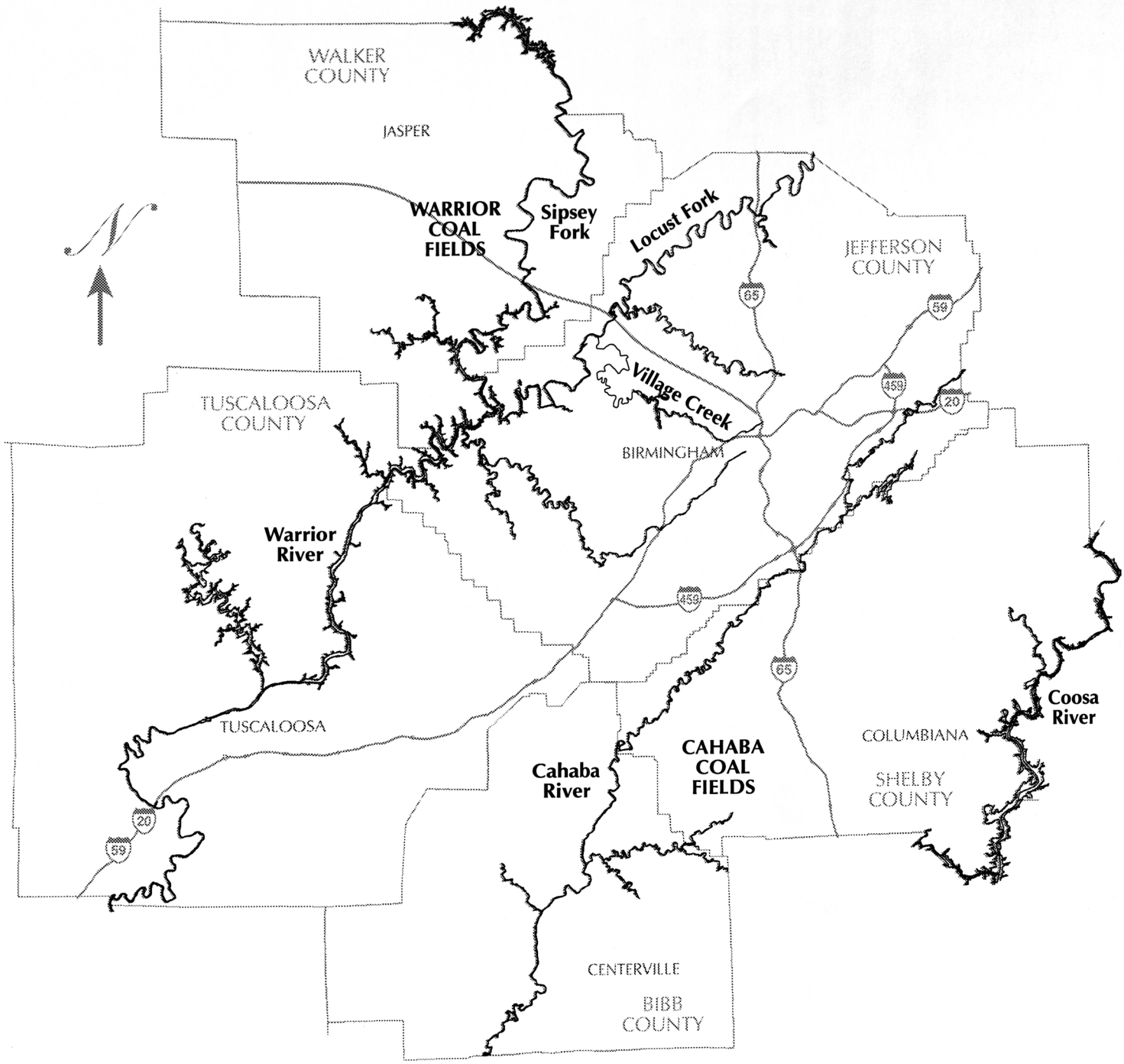
coal mining district to the northwest of Birmingham. At Ensley, the water was used and then dumped, untreated, back into Village Creek. Water from the Bayview reservoir also fed the company's steel and finishing mills at Fairfield. In the 1930s, Inland Lake was constructed to increase Birmingham's industrial water supply, and Smith Lake, built by Alabama Power Company in the 1960s, was added to provide additional water for Birmingham's industrial water system. These changes established the creek as a conduit through which water from the creek's drainage area flowed past furnaces on the city's western edge toward holding basins that became the sources of industrial water.

On May 1, 1925, the newly created Birmingham Park and Recreation Board announced a report prepared by the Olmsted Brothers firm of Brookline, Massachusetts. The Olmsted report called for a comprehensive system of urban parks and boulevards extending along the floodplain of the creek and the crest of Red Mountain. The report addressed a wide range of social ills that stemmed from the Birmingham area's rapid urbanization and suggested that Village Creek become a major component of a much enlarged urban park system. The Olmsted design for Village Creek proposed an elongated park of meadowlands, bridal paths, foot paths, and automobile parkways. At this time, land along the creek was relatively low in value and industrial and private developments in the flat meadows and tree-covered "flats" that then bordered the creek were sparse. The Olmsted Report predicted that unless Birmingham quickly acquired unoccupied land along Village Creek, industries and private houses would soon line its banks.

By 1928, three years after the publication of the Olmsted Report, hundreds of houses were constructed in the flood prone areas. With increased urbanization, industrialization and channelization in subsequent years, flooding continued to increase. Had the Olmsted vision been implemented, Birmingham would have been spared countless millions of dollars in flood control and damage costs, and the city would now have a system of streamside parks.

Current Issues Since the 1970s, the U.S. Army Corps of Engineers has spearheaded efforts to clear housing from the floodplain of the creek. Birmingham Historical Society's Village Creek study of 1985, done for the Corps, provides a history of the creek's use and development and includes a survey of industrial housing types. Federal appropriations to complete Corps projects were recently curtailed.

Current City of Birmingham planning initiatives, spearheaded by Chief Planner Mike Dobbins, are reviving the Olmsted vision for a greenway system in the floodplain of the creek. The Thomas and Pratt Coke Oven sites appear prime candidates for initial preservation projects for a potential park system.



Hydrology of the Birmingham District

ECONOMY

Since 1970, the economy of the Birmingham District has transitioned from a manufacturing to a service base. Nationwide recessions in 1973-74, 1980 and 1982-83 caused significant declines in durable goods manufacturing, particularly in the steel industry. The local economy, however, has diversified as a result of significant growth in fields such as health service and health sciences research. The nationwide recession that began in 1990 has not affected the District as severely as other post-World War II recessions. The region's increasingly diversified economy is reflected in the listing of the largest employers in the Birmingham and Tuscaloosa areas. See Appendices 1 and 2.

HEALTHCARE AND HIGH-TECH RESEARCH

The presence of more than 20 hospitals and numerous specialized health care facilities establish the District as the Southeast's biomedical center. In the Birmingham Metropolitan Area, medicine and healthcare employ approximately 12 percent of workers.

As the Birmingham metropolitan area's largest employer, the University of Alabama at Birmingham (UAB) provides jobs for some 13,765 faculty and staff members, and has an annual budget of $633 million. In 1989, UAB ranked 34th in the nation in federal grants and received contract awards of more than $105 million for advanced research on everything from cancer to nutrition. UAB's medical center includes specialized facilities for diabetes, sight disorders, hearing impairments, arthritis, cancer, pediatrics and sports medicine. The National Institute of Health has ranked UAB's Comprehensive Cancer Center first in the nation in research and education. An allied institution, the Health Services Foundation, is currently constructing the $103.5 million Kirklin Clinic. This outpatient and ambulatory care facility, staffed by University of Alabama at Birmingham medical faculty, is located adjacent to the UAB campus and research facilities in the Birmingham city center. The initial phase of the clinic opened in June 1992.

Complementing Birmingham's health care facilities is Southern Research Institute (SRI), the largest nonprofit independent research laboratory in the Southeast with 605 employees. SRI's research staff has received national recognition for AIDs and cancer research. Four of today's 30 most common cancer-fighting drugs were developed at SRI. No other research facility in the world can equal this record.

Birmingham is Alabama's center for advanced technology, with 738 high-technology firms employing more than 47,000 people and an estimated annual payroll of $976 million. Area industries include telecommunications, engineering, aerospace design, computer services, in addition to health care. The Office for the Advancement of Developing Industries (OADI) at University of Alabama at Birmingham is a high-tech business incubator facility. To foster other high-tech firms, a consortium of public and private interests including USX are currently developing TCI-U.S. Steel's historic Oxmoor furnace and Red Mountain mining sites as the 7,500-acre Oxmoor Research Park. A new

Southern Research Institute Engineering Research Center and expanded facilities for UAB currently anchor this concentration of research and development facilities at Oxmoor.

An estimated 10,000 engineers work in the Birmingham metropolitan area at such firms as Rust International Corporation, Harbert International, BE&K, Southern Company Services and Alabama Power Company. There are more engineers in Birmingham than in any city in the Southeast, and outside of Houston, more than any city in the South.

Birmingham is home to South Central Bell's corporate headquarters, as well as to BellSouth Services. These firms provide engineering, data processing, marketing, human resources and engineering support to a nine-state service area.

EDUCATION

Education plays a lead role in the District's economy. The District includes numerous institutions of higher education, both public and private. Two major universities, the University of Alabama at Birmingham (UAB) and the University of Alabama are briefly described below. An inventory of other educational facilities is provided in Appendix 3.

The University of Alabama at Birmingham, occupying 70 city blocks in the Birmingham city center, is a state-supported university with undergraduate, graduate and medical schools offering approximately 15,500 students annually a comprehensive liberal arts, sciences and pre-professional curriculum. UAB's medical school and biomedical research centers are nationally ranked.

The University of Alabama, located on an 850-acre campus in Tuscaloosa, was founded in 1831. A comprehensive teaching, research and service institution, the University of Alabama offers undergraduate, graduate and doctoral degrees in the Colleges of Arts and Sciences, Commerce and Business Administration, Communication, Education, Engineering, Human Environmental Service, Nursing, New College, and the School of Social Work. The University of Alabama School of Law, The Alabama Museum of Natural History and the Geological Survey of Alabama are also located on the campus.

OTHER SERVICES

Publishing is a strong component of the area's economy. Some 34 magazines, as well as company and trade publications, are produced in Birmingham. Southern Progress Corporation, the largest of the area's publishing companies, is a subsidiary of Time-Warner Inc. Vulcan Publications is a major trade publisher and one component of the Ebsco Industries, a large subscription fulfillment operation. Stevens Graphics/Oxmoor, a subsidiary of BellSouth, is the second largest publisher of Yellow Pages in the United States.

The banking and financing sector also plays a major role in the area's economy. AmSouth Bank, N.A., the state's largest banking company, is one of the area's largest

employers. Central Bank of the South and SouthTrust Bank of Alabama, with headquarters in Birmingham, are also major area employers.

Major insurers, service companies, and utilities in the Birmingham area include Energen, Alagasco, Sonat, Torchmark and Protective Life, Alabama Power and Southern Company Services.

INDUSTRY

While its economy is becoming increasingly diversified and service-oriented, the District's goods-producing industries, including mining, construction and manufacturing, remain a vital component in the area's economic base. Employment in this sector accounts for 19.9% of total employment, with manufacturing claiming a significant 13.2% of total employment. Fabricated metal products, paints, apparel, electronics, chemicals, office furniture, containers, paper products and truck bodies are among items produced.

The District's mineral and natural resources continue their significant impact upon the economy. The manufacture of ductile pipe, steel pipe and other foundry products, coal mining and the production of coke and coke by-products are important contributors.

Cast Iron Pipe Industry An estimated 55% of ductile pipe currently made in the United States is manufactured in Jefferson County. Of the 12 American pipe plants in operation today, four plants are located in Jefferson County. Birmingham is the only city in the United States to have more than one plant. Three of the others are located in New Jersey, one in California, one in Utah, one in Virginia and one in Iowa. Birmingham's plants are larger than those in other parts of the country, and all pipe of 30" diameter or larger is manufactured here. Birmingham area pipe producers include the American Cast Iron Pipe Company (ACIPCO), U.S. Pipe and Foundry Company (U.S. Pipe, a division of the Jim Walter Resources Corporation) and McWane Cast Iron Pipe Company. The ACIPCO plant in North Birmingham is the largest plant of its type under one roof in the world.

The iron industry in the area is not limited to the production of ductile pipe. A number of other iron and foundry products are also produced in the region. Reportedly, more garden furniture and ornamental metalwork is manufactured in Birmingham than anywhere in the world. Lawler Machine and Foundry Company, Inc. is a major supplier.

Steel Industry The steel industry continues to thrive in the District. USX (formerly U.S. Steel) operates a fully integrated, state of the art steelmaking plant at Fairfield. USX has just completed construction of a $200 million continuous continuous slab caster here adding to its ability to deliver finished products. Since 1980, the company has invested more than $1 billion in new facility construction. This Fairfield Works, the only fully integrated steel mill that USX operates in the nation, has recently set national records for low cost casting and continuous production. USX employs 2,500 people. A new $100 million mini-mill, Tuscaloosa Steel, one of the first new facilities to be built in the United States in recent years, is now operating at Holt on the Warrior River near Tuscaloosa.

Constructed by O'Neal Steel of Birmingham with an English firm, the mill was recently sold to the English firm.

Coal Mining The largest mining industry in Alabama during 1989, coal mining employed more than 6,500 people in the operation of approximately 13 underground mines and 98 surface mines. Alabama produced over 26.5 million short tons of coal in 1988 and continusouly ranks 11th or 12th in the nation as a coal producer. Of the Alabama total, the five counties in the Birmingham District produced 23.5 million short tons, or 90 percent. In 1988, Walker County was listed as the 20th top coal producing county in the United States, a ranking it has consistently maintained. In 1989, three District coal producers --Drummond Company, Jim Walter Resources and U.S. Steel Mining Company-- were ranked in the top 20 major U.S. coal producers. Jim Walter Resources' Brookwood Mines No. 3, No. 4 and No. 7 (at 2,300' the deepest vertical shaft coal mines in North America), and Pittsburgh and Midway Coal Mining Company (P & M's) deep and surface North River Mines are listed as major U.S. coal mines for 1989 with annual capacities of more than two million tons per mine. In 1992, Drummond announced plans to open a new four million ton mine at the convergence of the Jefferson, Tuscaloosa and Walker county lines.

Other Resource-Based Industry The Birmingham District is home to other resource-based industries. Vulcan Materials Company, a Fortune 500 company headquartered in Birmingham, is one of the world's largest chemical and aggregate producers. It claims net earnings in excess of $130 million per year.

A pattern of employment similar to that of the Birmingham Metropolitan Area has emerged in Tuscaloosa, with the education and health sectors playing leading roles in the economy. Employing 3,653 people in 1990, the University of Alabama was the Tuscaloosa area's largest employer. The Department of Mental Health and Mental Retardation ranked second with 3,100 employees. Tuscaloosa's Druid City Hospital Regional Medical facility employs 3,063 persons.

Tuscaloosa's industrial sector also remains strong. The Jim Walter Resources Mining Division with 2,774 workers ranks as the fourth largest employer. The Uniroyal Goodrich Tire Manufacturing plant ranks fifth. Phifer Wire Products, Gulf States Paper Corporation, and GVC America, Inc., are other major manufacturing employers.

Although Bibb County shares the coal mining heritage of the nearby Tuscaloosa and Birmingham metropolitan areas, its economy retains a strong base in forestry. While deposits of coal, iron ore, dolomite, limestone, barites and other minerals lead to development of a large mining district, timber became and remains Bibb County's largest industry. Eight-five percent of Bibb County is heavily forested with pine, especially loblolly and several species of oak, as well as hickory, walnut, mulberry, hackberry, tulip poplar, gum, cedar and dogwood. The forest products industry is centered at Brent and Centreville in the southern part of the county.

TRANSPORTATION

The District serves as a regional transportation center with railroads, interstate highways, airlines, and waterways connecting it to other urban areas throughout the United States. The Warrior River carries barge and other riverboat traffic between Birmingham and the broad midcontinent and Gulf Coast areas served by the Tombigbee, Tennessee and Mississippi river systems.

RAILROADS

Three major railroads serve the District: CSX, Norfolk Southern and Burlington Northern. The area is also served by one of the most extensive local rail lines in the nation --the Birmingham Southern Railroad-- creating a "rail district" in which industrial sites can be accessed by any or all major rail lines. Amtrak provides daily passenger service to New York, New Orleans and Mobile. Five railroad shops and yards including Norfolk Southern's Norris Yard are located in the District.

HIGHWAY NETWORK

The District is served by three existing interstate highways: I-65, I-20, and I-59. The interstate system serving the area also includes portions of two circumferential interstates, I-359 and I-459, circling Tuscaloosa and Birmingham, respectively. Major arterials in addition to interstates that serve the region include U.S. 31, 11, 280, 78, 231, 278 and 411. Minor arterials and collector highways include State 79, 75, 69, 183, 22, 25, 70, 34, 269, 4 and 102.

U.S. Highway 11 originates in New Orleans, passes into Tuscaloosa and then progresses to Birmingham, New York and Canada. U.S. Highway 43, a north-south facility provides access to Florence and Mobile, Alabama. U.S. Highway 82 extends to Columbus, Mississippi, connecting eventually with U.S. 60 on the West Coast. U.S. 82 also extends south through Montgomery to Savannah, Georgia. U.S. 78 (the Bankhead Highway), one of the first two transcontinental highways in the nation, connects Birmingham and Jasper to Memphis and the West Coast. Corridor X basically parallels the route of U.S. 78.

The Federal Highway Administration and the Alabama Highway Department are currently in the design phase of building a freeway-type facility from near the Walker/Jefferson County line to U.S. Highway 31 in the Birmingham metropolitan area. This project is a segment of Corridor X-Appalachian Development Highway Program. Corridor X, when completed, will link the metropolitan Birmingham area to Memphis, Tennessee. Construction of this highway will have significant implications for the Birmingham District because of the major north-south access it will provide the overall area, as well as access to individual Birmingham District sites, particularly those in Walker and northwest Jefferson County that are currently remote.

WATERWAYS

The Warrior-Tombigbee System, Alabama's most vital commercial route, is one of the most heavily-used inland navigation routes in the southeast. The system includes 455 miles of waterways extending from the head of navigation 20 miles west of Birmingham to Mobile. The Warrior-Tombigbee carries almost 70 percent of the export coal handled by the port of Mobile.* The Alabama State Docks recently completed a $250 million expansion program, which now provides the most advanced coal handling technology in the nation. This waterway also annually moves nearly six million tons of coal to electric generating plants located on the river system. Barge transportation delivers these products as well as chemicals, aggregates and wood products. In 1991, the waterway's annual tonnage was estimated at 24.9 million. The port of Mobile ranks high in forest and related product exports. The Warrior Tombigbee Association, which oversees development of the river corridor, is headquartered in Birmingham.

Port Birmingham, located 16 miles northwest of Birmingham, the largest inland shipping center of general commodities on the Warrior-Tombigbee System, connects to 16,600 miles of navigable rivers from the Gulf of Mexico via the Tennessee and Ohio Rivers. Seven barge lines offer shipping in and out of Port Birmingham. Walker County and the Tuscaloosa area are tied to both Birmingham and Mobile via the waterway.

AIR TRAVEL

There are presently five airports located in the District. In Jefferson County airports are located in Birmingham and in Bessemer in Jefferson County. Tuscaloosa is home to the airport in Tuscaloosa County. In addition, smaller airports are located at Alabaster in Shelby County, and Jasper in Walker County.

The Birmingham Airport is Alabama's primary airport, accounting for more than two million passengers per year or approximately 52 percent of the state's total air passenger service. Commercial service is provided by nine airlines, and direct service is available to more than 50 cities with 70 daily departures. Daily air freight service is offered to most major American cities. The recent $125 million expansion of the Birmingham airport includes additional gates, parking, a new two-level access road, a 32-acre site for an air cargo facility featuring a 67,500-square-foot building and runway additions among other improvements.

* The Warrior-Tombigbee inland navigation system begins at the southern end of the Appalachian Mountain Range a few miles above the junction of the Locust and Mulberry Forks, approximately 20 miles west of Birmingham. From the coal-rich Warrior Basin, the Warrior River flows west and south to its junction with the Tombigbee River at Demopolis. The Tombigbee flows southward from Demopolis to join the Alabama River where their combined flows form the Mobile River to the Port of Mobile. The entire system is connected to the Tennessee River and thence to 16,000 miles of inland waterways serving America's heartland via the Tennessee-Tombigbee integration at Demopolis, Alabama.

INVENTORY OF NATURAL RESOURCE SITES

This inventory includes existing natural resource sites in the District. Sites are categorized as Geological Sites, Preserves and Rivers and Creeks and designated according to national, state and local classifications, as applicable.

GEOLOGICAL SITES

Red Mountain Cut National Natural Landmark The Red Mountain Cut through Red Mountain in Birmingham, Alabama, is designated as a National Natural Landmark by the United States Department of the Interior and as a National Site of Geological Interest by the American Geological Institute. The highway cut was completed in 1970 to expedite traffic flow on U.S. 280 (Elton B. Stephens Expressway) from suburbs to the south of Birmingham to the interstate highway system in the Birmingham city center. The cut is 210 feet (63 meters) deep and approximately 2,000 feet (600 meters) long. It trends perpendicular to the strike of the formations comprising Red Mountain and exposes a stratigraphic thickness of 700 feet (210 meters) of Paleozoic formations ranging in age from Late Cambrian (510 million years ago) to Early Mississippian (350 million years ago). For additional information, see the site survey form.

PRESERVES

The Oakmulgee Division, Talladega National Forest Talladega Forest is a forest preserve which occupies 307,659 acres and straddles Bibb, Chilton, Hale, Perry and Tuscaloosa counties in west central Alabama. Of the total acreage in the preserve, 112,132 acres lie within the boundaries of the District in Bibb (89,349 acres) and Tuscaloosa (22,783 acres) counties. The forest preserve contains 110 acres of lakes and ponds, as well as 189 miles of perennial streams. The Oakmulgee Division of the Talladega National Forest is situated in the Upper Gulf Coastal Plain. Longleaf and loblolly pines are the predominate types of trees. Bottomland and upland hardwoods are also prevalent.

Ruffner Mountain Nature Center Ruffner Mountain includes a preserve occupying 538 acres on the upper slopes of Red Mountain in the limits of the City of Birmingham. The terrain of the preserve is mountainous with the steepest slopes facing northwest and more moderate slopes facing to the southeast. The peak elevation at the mountain crest stands more than 300 feet above the Jones Valley floor below, offering magnificent views 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 red iron ore. The entire area is wooded except for those areas disturbed by historic mining operations of the various Sloss companies. 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.

During the past few years the Ruffner Mountain Nature Coalition has adopted an acquisition plan which includes proposed minimum and maximum additions to the preserve. The site does not currently include all portions of the historic mining operations with significant remaining features. For additional information see the site survey form.

Pratt Ferry Preserve The Pratt Preserve, recently acquired by the Nature Conservancy of Alabama, is the first parcel of ecologically sensitive land along the Cahaba River acquired for preservation purposes. The 15 acre parcel in Bibb County is ecologically significant, attractive, and of historic and recreational importance. At the Pratt Ferry site, one of the few crossings of the Cahaba operated during the 19th century, experts have documented 76 species of fish --the greatest diversity of fish in the Cahaba and more than at any other single point in the river. The Cahaba River is home to more species of fish than any other river of comparable size in North America today. Many of these fishes are rare, threatened or endangered and must have the habitat found here to survive.

The river banks at the Pratt Ferry Preserve feature high limestone bluffs. These natural features support unique microhabitats for numerous plant and animal species. The preserve also includes the best known Alabama population of Sedum nevii and the largest stand of Croton alabamansis (Alabama croton) known anywhere. Each of these plants is classified as "Category 2" species, meaning that the species is known from less than 10 populations worldwide.

The Cahaba River Society approached the Conservancy to acquire the Bibb County parcel and used the Conservancy's expertise and experience in direct land protection to plan for future protection of the site. The Cahaba River Society is working with Bibb County officials and the Conservancy to manage the preserve. See the site survey form for additional information.

RIVERS

National Classification Efforts to designate portions of the **Cahaba River** as a nationally significant "wild and scenic" river have been ongoing for the past 20 years.

The Wild and Scenic River Act, Public Law 90-542 of October 2, 1968, provides for the preservation of "certain selected rivers of the nation which, with their immediate environments, possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values, ...in their free-flowing condition...for the benefit and enjoyment of present and future generations."

To implement this national policy, the U.S. Congress established the Wild and Scenic River System, initially composed of eight rivers. In addition, 27 other rivers were designated as potential components of the system, with inclusion contingent upon the outcome of the studies of a river's qualifications for the system.

Public Law 93-621 of January 3, 1975 added 29 rivers to the original number of rivers under study for possible inclusion in the system. The Cahaba River was included as a

"study river" under this act. The portion of the river to be studied was defined as: "the segment from its junction with U.S. 80, west of Selma to U.S. 280," a distance of approximately 116 river miles north generally known as the lower Cahaba River.

In April 1976, a joint federal/state study team was formed to carry out the Cahaba study. The USDA Forest Service with representatives from the southeastern area, state and private forestry, represented the federal government. The Alabama Forestry Commission represented the state. In October 1976, this team was formally expanded to include a number of other federal and state agencies to assist information assembly.

The team evaluated each of the eligibility criteria for wild and scenic qualities as it applied to different stream sections, and more importantly, the combined effect of all of the criteria pertaining to the following characteristics: free-flowing, river length, water volume, water quality, minerals and recreational use. The river and its immediate land areas were considered as a unit, with primary emphasis upon the possession of outstandingly remarkable attributes, the quality of the experience for the user, and overall impressions the user would receive while on the river.

The resulting study, published in 1979 as the Cahaba River - Alabama Wild and Scenic River Study concluded that the Cahaba River did not, at that time, meet the criteria for inclusion in the national Wild and Scenic River System. Intrusions considered detrimental to the wild and scenic qualities of the river included urban and suburban development in the Birmingham area, pipeline and power line crossings, as well as evidence of past and present mineral extraction. Timber harvest and agricultural activities also were noted within sight and sound of many parts of the river.

Although the study did not support inclusion of the Cahaba River in the national Wild and Scenic River System, it strongly recommended preservation and enhancement of the Cahaba through local efforts and that these efforts should include providing the public with "a managed recreation opportunity." Inclusion of certain river sections, at some future point in time after corrective or mitigating action is taken, was not ruled out.

The passage of additional Public Laws, including 88-27 and 90-542, the U.S. Congress called for preparation and maintenance of a continuing inventory and evaluation of the outdoor recreation needs and resources, as well as the identification of potential wild, scenic and recreational river areas. In 1982, the National Park Service completed a Nationwide River Inventory. According to this report, "The river inventory was conducted by the Department of the Interior with the cooperation of state and local agencies. However, listing of these rivers is in no way an endorsement by participating agencies that the rivers or river segments are the best within their jurisdiction nor that they feel any specific action should be taken to protect these rivers." Rivers identified in the nationwide inventory do not have legislative standing.

The Nationwide River Inventory includes 34 streams in Alabama. Of these, the Cahaba River and Locust Fork of the Warrior River are located in the District and classified in the top two percent of seven out of eight categories.

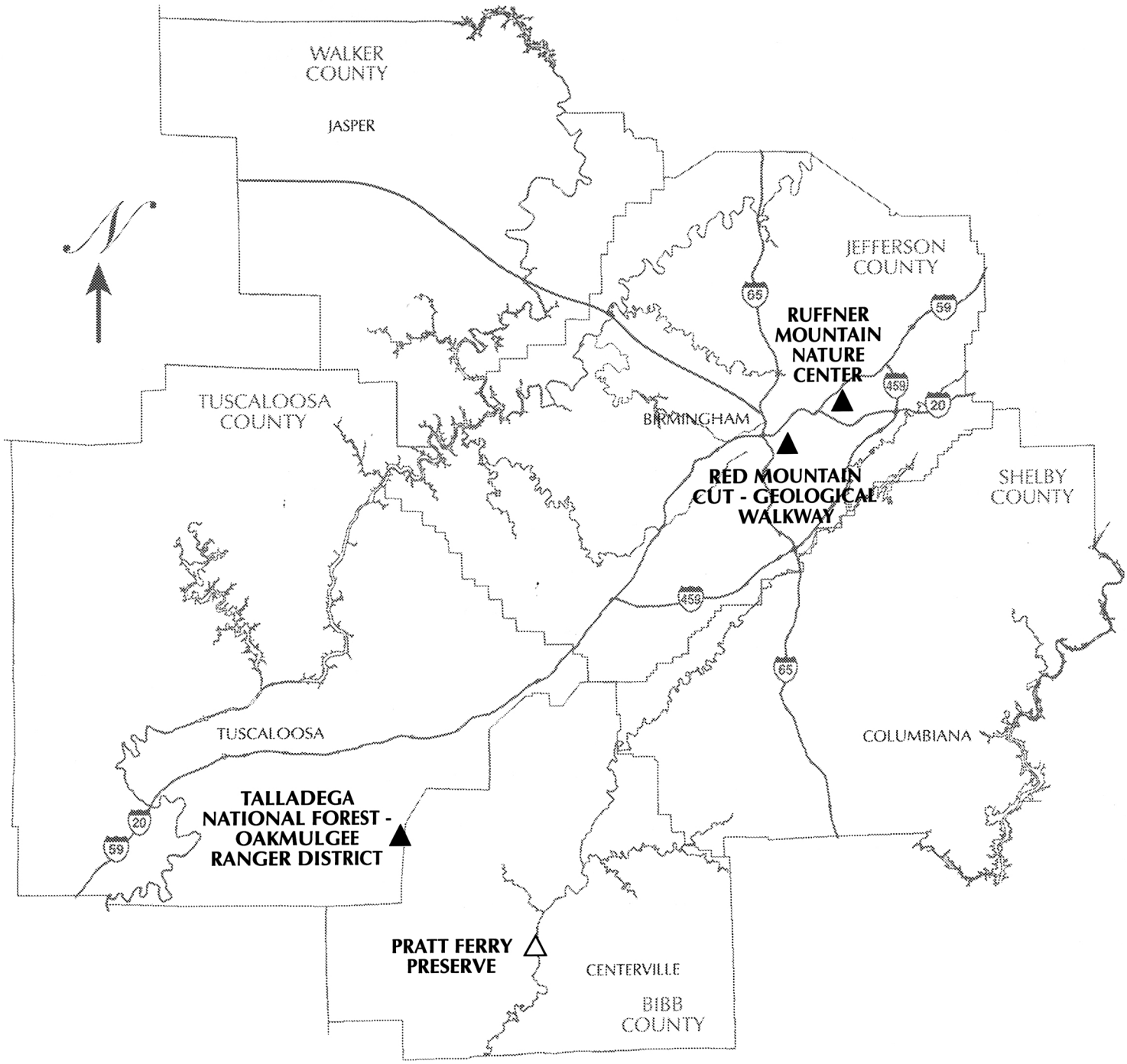
In order to be eligible for inclusion in the national system, a river or stream must be free-flowing and possess one or more outstandingly remarkable ratings on a range of values, including scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values, such as ecological. Only two percent of the river miles in the country were identified as "outstandingly remarkable." The lower Cahaba River achieved this rating on seven of the eight identified factors.

State Classification The Cahaba is not currently protected as a state river resource. In early 1990, the Cahaba River Society (CRS) petitioned the Alabama Environmental Management Commission (AEMC) to reclassify the most ecologically significant portions of the Cahaba as "Outstanding National Resource Waters." After several months of debate AEMC, which sets policy for the Alabama Department of Environmental Management (ADEM), refused to give the Cahaba that designation. The Commission did, however, vote unanimously to direct ADEM to devise a new state classification for "Outstanding Alabama Waters," including the Cahaba.

The Outstanding Alabama Waters proposal would require: 1) additional treatment of discharges that now meet only minimum standards; 2) additional evaluation of alternatives to new discharges; 3) use of "best management practices" to control pollutants contained in stormwater runoff from diffuse sources; and 4) control of bacterial levels for safe swimming. The Cahaba River Society opposes ADEM's proposal, which was approved by the Commission in April, 1992 following consideration of comments received at a public hearing on the proposed designation on the grounds that they fall well short of measures needed to halt the decline of water quality of the Cahaba. The Cahaba River Society asserts that federal and state antidegradation policies clearly require that waters of "exceptional ecological significance" be "maintained and protected," and that the state is obliged to devise a water pollution control classification sufficient to achieve that objective.

MAJOR CREEKS

Village Creek The 40-mile Village Creek which rises in eastern Jefferson County and flows through the Birmingham urban and industrial area is currently classified as a flood prone area with the Corps of Engineers having supervised mitigating efforts to control seasonal rampages.



Natural Resource Sites

INVENTORY OF RECREATIONAL RESOURCES

The Birmingham District offers residents and visitors an array of recreational resources. These include local, regional, state and national parks, public and private facilities and activities associated with the area's abundant water bodies, walking, jogging, hiking and horseback trails, cultural facilities, historic sites and districts, and a broad range of festivals and events. While many of these resources take advantage of the forests, rivers and natural areas, additional potential remains. This inventory identifies gaps. A complete listing of the resources is included in Appendix 5.

NATURAL RESOURCE SITES

Within the study area, 53,798 acres are classified as Natural Resource Sites. Sites include the Red Mountain Cut-Geological Walkway located in Jefferson County, the Oakmulgee Division of the Talladega National Forest partially located in Bibb and Tuscaloosa Counties, the Ruffner Mountain Nature Center situated in Birmingham's eastern area, and the Pratt Ferry Preserve in Bibb County. The following portion of this report briefly describes the recreational opportunities currently available at each of the individual sites.

Red Mountain Cut-Geological Walkway Visitors to the Red Mountain Cut have the opportunity to witness first-hand the geological diversity of physical and mineral resources which gave rise to an industrial center at Birmingham. Walking along the eastern side of the 600' long highway cut, they observe caves, fossil reefs, volcanic ash, the Red Mountain fault, fossil beaches, limestone and iron ore seams, and fossil tracks. Markers along the path and attached to the rock surface interpret the walk-through geological display.

The exposed rock formations become the basis for geological interpretation. The Red Mountain Museum, located adjacent to the cut, serves as a satellite interpretive center. This museum, established in the 1970s, merged in August 1991 with Discovery 2000, a privately owned science center headquartered in the Birmingham city center. See Appendix 4 for additional information.

Oakmulgee Division, Talladega National Forest Recreation in the Talladega National Forest includes developed recreational areas which are maintained for general public use, as well as dispersed recreational opportunities covering a range from wilderness to sight seeing, hunting, fishing and hiking. All national forests in Alabama, including Talladega, are becoming increasingly important recreational areas as public demand for hunting increases. Hunting use of this forest has increased steadily. There has also been a steady increase in the number of fisherman using Alabama's national forest lands and streams. Fish and wildlife management is a cooperative effort between the Alabama Department of Conservation and Natural Resources and the U.S. Forest Service.

Ruffner Mountain Nature Center The Ruffner interpretive center, located at the primary entrance to the large "urban wilderness," features exhibits on the natural features of the area and a wildflower garden. Seven miles of trails beginning at the nature center office wind along the wooded crest of Ruffner Mountain providing outstanding views of Birmingham's urban area, as well as access to quarry sites which were part of earlier mining operations of the Sloss companies. The five mile roadbed of the abandoned L. & N.-Birmingham Mineral Railroad, located at the base of the southern flank of the mountain accesses historic red ore mining sites. (Ruffner Mountain is a portion of Red Mountain.) See the survey form for additional information.

Pratt Ferry Preserve Although the Pratt Ferry Preserve has recently been acquired to protect this ecologically sensitive land along the Cahaba River, the area is well known to fishermen. The Preserve supports the greatest diversity of fish in the Cahaba River. The ferry site, one of the few crossings of the Cahaba operated during the 19th century, also affords opportunities to interpret historic events and enhance recreational experiences. See the survey form for additional information.

RIVERS, CREEKS, LAKES AND WATERFRONTS

Water resources in the District have encouraged economic development and supported recreational opportunities. Although recreation potential has not achieved maximum development, citizens and governments have recognized the demand for water-based recreation activities. In the five-county region 42,643 land acres and 16,244 water acres are devoted to recreation associated with the area's major water bodies. Appendix 7 provides an inventory of water-associated recreation facilities currently available.

Cahaba River One of the District's most valuable recreational assets is the Cahaba River, the last free-flowing river in Alabama. The Cahaba harbors more than 131 species of fish, more species than any other river in North America. The Cahaba also provides 600,000 people with drinking water, and serves as a recreational resource. Hundreds of miles of the Cahaba and its tributaries offer boating, white water rafting, hiking, camping and swimming.

Visitors to Limestone Park on the Little Cahaba tributary in Bibb County enjoy picnicking, swimming, tube floating, canoeing, water slides and wilderness camping. The most popular canoe excursions on the Little Cahaba and Cahaba Rivers range from 2 to 10.5 miles.

Similar activities are available at Bulldog Bend also located on the Little Cahaba River. In addition to picnicking and camping, tube floating and canoeing, visitors take advantage of recreational vehicle hook-ups. Canoe rental for 4, 6, 8, 10, and 14 mile trips are available.

The river banks also offer historic interpretation potential. This study has identified more than 20 sites associated with 19th century industry in Bibb and Shelby Counties. See the

site survey forms and a map locating sites of former industrial activities along the Little Cahaba. The Cahaba River Society has conducted additional research.

Warrior River The Warrior River has been an important commercial waterway since the earliest settlers moved inland and built settlements along the river banks. Today, the navigation improvements that make this waterway among the most important in the southeast have also created a series of scenic lakes with abundant recreational opportunities including sailing, fishing, water skiing, hunting, hiking, camping, and picnicking. Side trips to historic sites along the waterway make an outing to the lakes area an opportunity to combine learning with fun. Information pertaining to historic industrial sites along the Warrior, as well as maps which locate them, are provided in Appendix 9. Opportunities for extensive interpretation of the river and its role in the area's economic development are plentiful.

The rugged terrain in the upper reaches of the Warrior is characterized by high ridges and deep river gorges. The Warrior Basin has abundant natural coal resources and is one of the most highly industrialized areas in the southeast.

Construction of the locks and dams of the current Warrior-Tombigbee System has created six lakes with a total surface area of 40,000 acres. Three of these lakes -- Bankhead, Holt and Oliver Lakes-- are located in the District. They are situated in virtually unspoiled natural surroundings. The lakes vary in size, but each offers similar recreational activities. An abundance of game and pan fish makes fishing a popular sport. Both small and large-mouth bass, bream, catfish and crappy are abundant.

The lakes are bordered by many miles of hardwood-lined shores, an ideal habitat for a variety of wildlife. Several thousand acres near the lakes have been designated as public hunting areas. Hunters must obtain written permits from the resource manager in order to hunt on project lands.

An unusually large deer population attracts hunters from neighboring states as well as the local area. Hunting for doves, squirrels and turkey is also popular. Waterfowl is also plentiful. Wood ducks and mallards are the most common species.

Boating and waterskiing are also favorite sports on the lakes. Because the lakes contain hazards such as submerged stumps, logs and rocks, swimming is not recommended except in designated areas.

The U.S. Army Corps of Engineers maintains shoreline areas on the lakes for fishing, picnicking and boat launching. Some of the lakes have Corps operated campgrounds and other facilities.

Holt Lake The most popular of the Warrior River lakes, Holt Lake, lies six miles northeast of Tuscaloosa and two miles northwest of Holt. The construction of the Holt lock and dam, completed in 1966, formed the 3,200 acre, 19-mile long lake. The dam and lock with its 64 foot lift is the second highest on the waterway. Holt Lake is the most

developed of the Warrior River lakes in terms of Corps-managed recreational facilities. Facilities here include four tent and trailer camping areas with comfort stations, an information service, foot trails, and authorized swimming beaches at the Deerlick Creek, Rocky Branch and Old Lock No. 16 areas. An Alabama Power Company hydroelectric generating facility is also located at Holt.

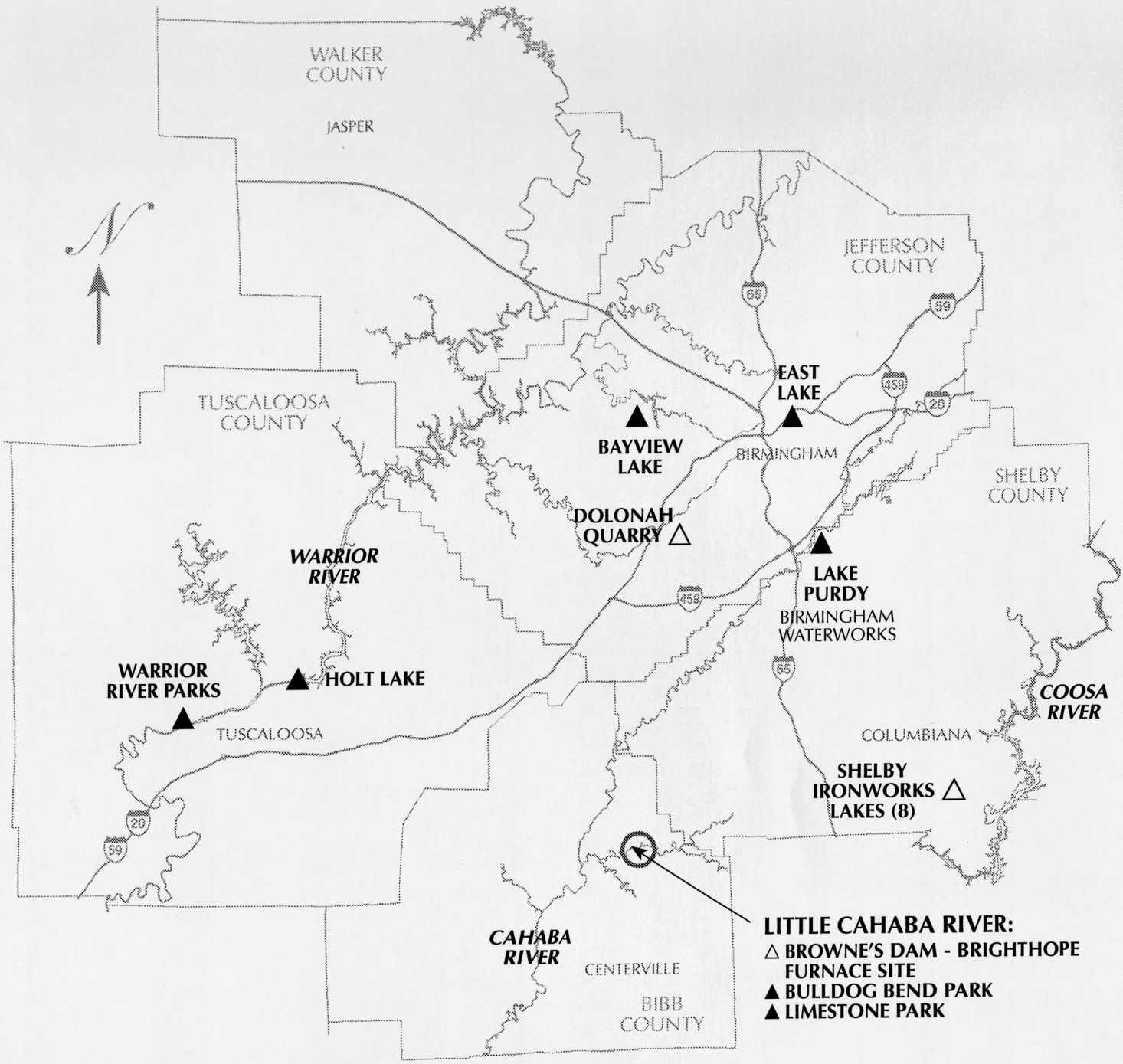
Bankhead Lake The 9,100 acre, 65-mile long Bankhead Lake lies 31 river miles below Port Birmingham. Bankhead Lock and Dam, the last structure built in the original waterway system, is the most northerly project in the system. Completed in 1915, it is the only original structure still remaining on the waterway. Portions of the 1915 structure, though modernized with the construction of a new lock with a 69 foot lift in the 1970s, still remain. The new lock has the highest lift of those on the Warrior-Tombigbee system. Bankhead Dam is also the site of the Alabama Power Company Bankhead generating plant developed in the 1950s.

A considerable amount of private development exists on Bankhead Lake. Most of the shoreline is owned by the power company, USX and private individuals. A day use area with overlook is located at the power company site immediately downstream of the lock structure.

Oliver Lake The 9-mile long Oliver Lake confined within the banks of the original river and covering 1,000 acres, lies below Tuscaloosa and Northport. William Bacon Oliver Lock and Dam is located within Tuscaloosa city limits. Modernization of the Oliver Lock and Dam was completed during 1991. Recreational facilities include boat-launching and day-use areas. Future plans anticipate substantial Corps of Engineer related recreational facilities as part of potential expansions of the Kentuck Park and Northport historic areas.

Village Creek Village Creek rises in eastern Jefferson County near Huffman and continues a 40-mile course through the Birmingham urban area to its confluence with the Warrior River to the northwest of this area. The creek drains more than 100 square miles of valleys and ridges in the center of Jefferson County. Though the creek currently follows its original contours, several generations of urban and industrial buildings, concrete culverts, channels and bridges line and extend over its banks. Bayview Dam creates Bayview Lake, the largest water body in Jefferson County.

Bayview Lake The 4.5-mile long Bayview Lake lies four miles north of Ensley and Birmingham on Village Creek. Built in 1911 by Tennessee Coal and Iron Company (TCI, later U.S. Steel and USX), Bayview Lake originally supplied water for TCI company plants at Ensley and Fairfield, and other industrial sites at Thomas, North and East Birmingham. The lake currently belongs to TCI's successor corporation, USX.



Rivers, Creeks, Lakes & Waterfronts

TRAILS

The absence of a network of trails linking sites throughout the District constitutes an important deficiency in the recreational experiences. Although individual sites, such as Tannehill Historical State Park, Ruffner Mountain Nature Center, as well as the Talladega National Forest, offer well-developed and heavily-used trail systems, in general, trail development lags behind the provision of other recreational facilities in the five county District. Walking and jogging trails range from a low of 2.5 trail miles in Shelby County to a high of 16.3 trail miles in Jefferson County. Tuscaloosa County's 23.2 trail miles lead the area. Bibb County's 26 miles of horseback riding trails in the Talladega National Forest outpaces the other counties. Tannehill offers 12 miles of horseback riding trails. A complete listing of trail miles is provided in Appendix 5.

While the District currently lacks a developed trail system, ample opportunity exists to establish a network. The region is ripe for a "Rails to Trails" program in which abandoned railroad rights-of-way are converted to walking, jogging, biking and hiking trails. Potential trails could link recreational experiences to interpretation of the area's industrial heritage. The list in Appendix 7 represents an initial base for a trail system.

Recreational plans underway or recently prepared by local governments in the region highlight the demand for such a network. The **City of Birmingham's Park and Recreation Master Plan** includes recommendations for development of a series of urban parks in the flood plain of Village Creek and across Red Mountain's crest extending from Ruffner to Bessemer.

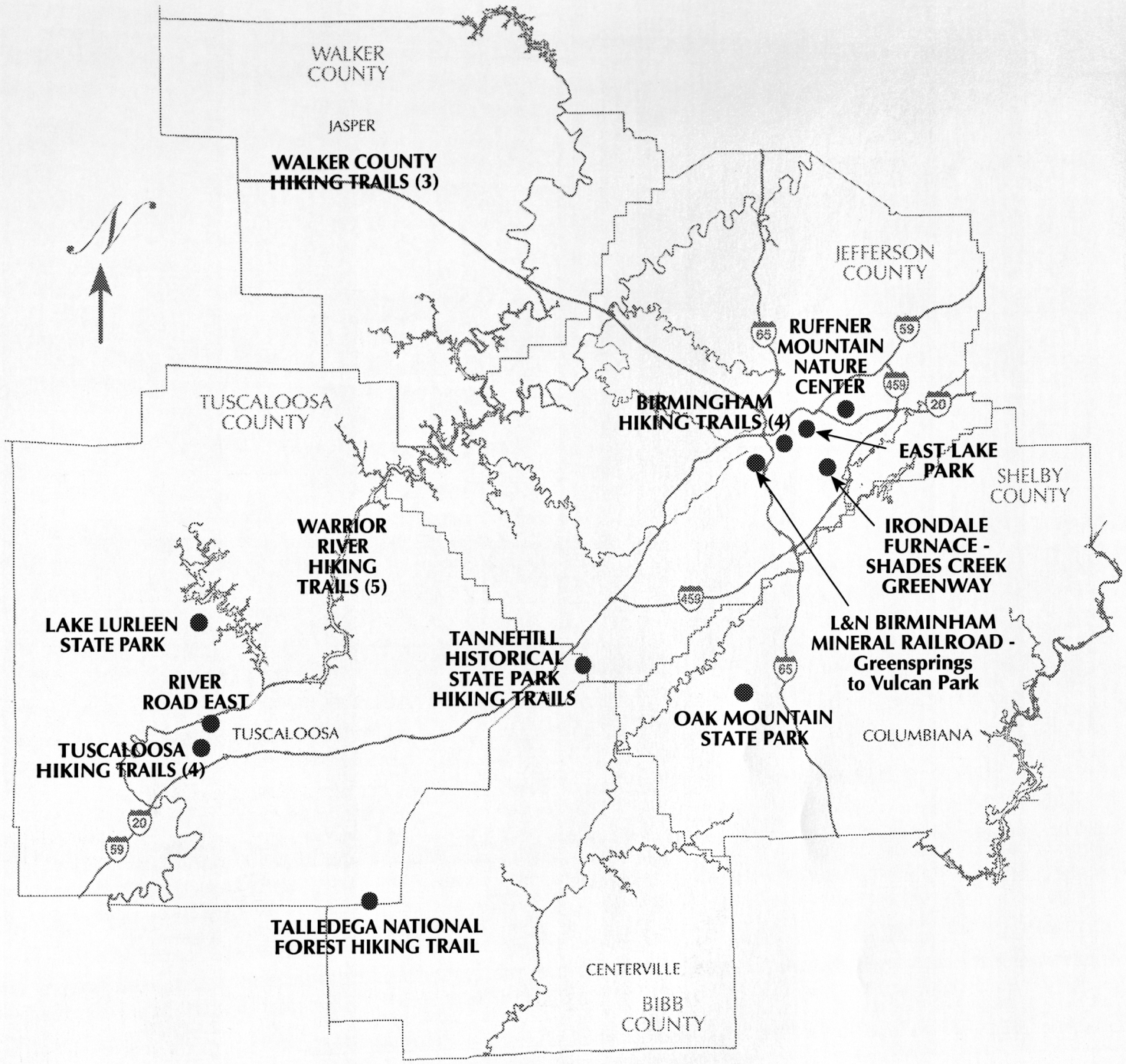
SCENIC ROADS

While not officially designated, scenic roads crisscross the region and link historical sites. Travellers currently enjoy memorable vistas along the Wenonah-Ishkooda Road, Eastern Valley Road, Pratt City to Linn Crossing Road, Altamont Parkway, and Bankhead Highway. A system of coordinated, interpretive signage could enhance the visitor experience and inform the traveler of particular destinations along the journey.

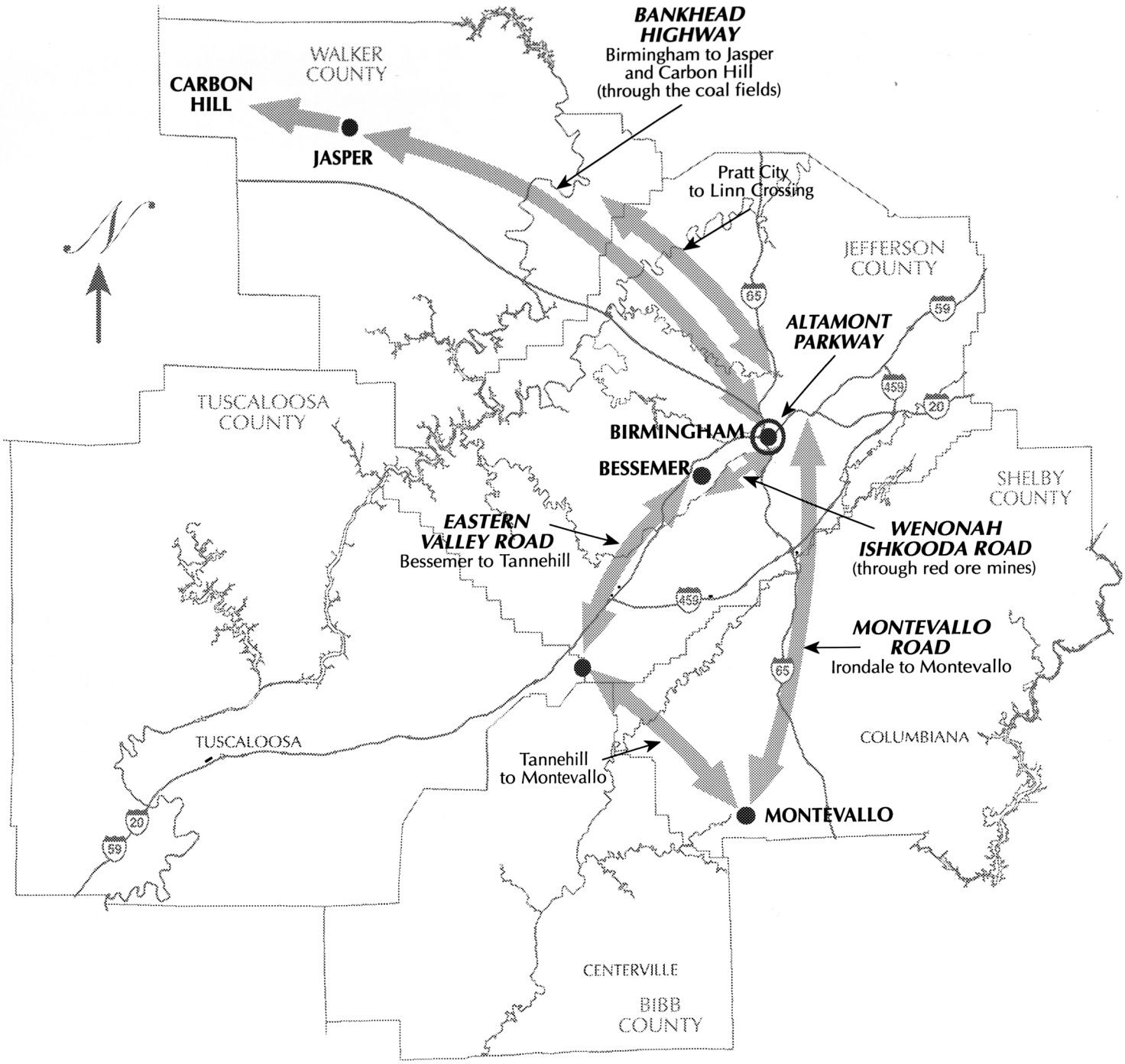
PARKS

The District contains 13,110 acres in three counties which are designated as Alabama State Parks. These parks include **Tannehill Historical State Park** (1,500 acres) which straddles Bibb, Jefferson and Tuscaloosa Counties; **Brierfield Ironworks Park** (45 acres; recently combined with Tannehill park) located in Bibb County; **Oak Mountain State Park** (9,940 acres) in Shelby County; and **Lake Lurleen State Park** in Tuscaloosa County. The **Mound State Monument**, a prehistoric Indian site dating to 1,000 A.D., is also located at Moundville in Tuscaloosa County.

Tannehill Historical State Park System This system interprets the District's industrial heritage and includes both the Tannehill and Brierfield ironworks sites. At Tannehill


WALKER COUNTY
JASPER
WALKER COUNTY HIKING TRAILS (3)
JEFFERSON COUNTY
RUFFNER MOUNTAIN NATURE CENTER
65
59
459
20
TUSCALOOSA COUNTY
BIRMINGHAM HIKING TRAILS (4)
EAST LAKE PARK
SHELBY COUNTY
WARRIOR RIVER HIKING TRAILS (5)
IRONDALE FURNACE - SHADES CREEK GREENWAY
LAKE LURLEEN STATE PARK
L&N BIRMINHAM MINERAL RAILROAD - Greensprings to Vulcan Park
TANNEHILL HISTORICAL STATE PARK HIKING TRAILS
RIVER ROAD EAST
OAK MOUNTAIN STATE PARK
TUSCALOOSA
COLUMBIANA
TUSCALOOSA HIKING TRAILS (4)
TALLEDEGA NATIONAL FOREST HIKING TRAIL
CENTERVILLE
BIBB COUNTY

Trails



Scenic Roads

Historical State Park, a museum of iron and steel artifacts, grist mill, historic houses and a restaurant are all part of the wooded park which is situated along tributaries of the Cahaba River. Built at the site of ruins of a pre- and Civil War era ironworks, this park also interprets industrial activity and life in Alabama during the mid to late 1800s. More than 27 houses and a complete 1870s farm with outbuildings and equipment, have been relocated to the park, renovated and are open to the public. The park also includes a working blacksmith shop, sorghum mill, grist mill, and cotton gin operation. Campers have access to 210 campsites with electrical and water hook-ups and two bathhouses. Another 50 tent sites are available. Craft shows, educational programs and special events fill the park with more than 300,000 visitors annually. Through its network of trails, the Tannehill Historical State Park unites historical and recreational experiences. The seven developed trails follow the historic roads opened for the Tannehill ironworks' mining, charcoal-making and shipping activities. For a detailed description of the park, see the site survey form.

Located at a physically separated site, the Brierfield Ironworks site, the Civil War and Reconstruction era ironmaking operation, now called Brierfield Ironworks Park hosts a year-round schedule of events including Civil War reenactments, bluegrass and gospel festivals, and muzzleloading rifle competitions. Many mid to late 1800s structures have been moved to the park and renovated for new uses. Camping and cabin rentals are also available in the park. For a detailed description of the park, see the site survey form.

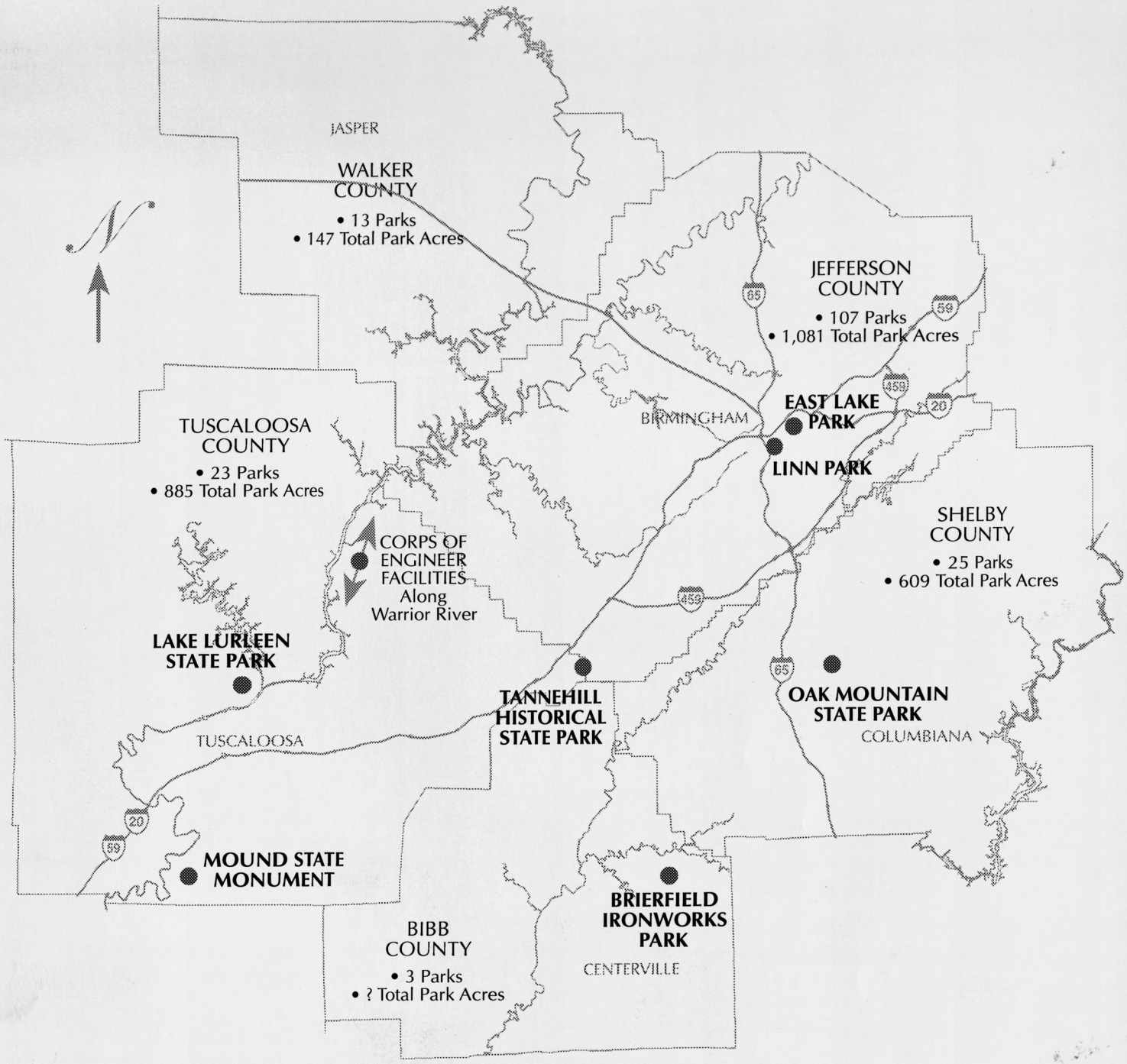
Oak Mountain State Park Located near Pelham in Shelby County, Oak Mountain State Park is a natural area that spreads across nearly 10,000 acres of tree-covered ridges and lush valleys. The largest park in the Alabama park system, Oak Mountain's many recreational activities include swimming, boating, fishing, hiking, golf, tennis and camping. A demonstration farm containing a variety of livestock, and a wildlife refuge center are also located in the park.

Lake Lurleen State Park This lakeside park, located in Coker, offers 86 campsites, a beach area complete with a bathhouse and refreshment stand and more than five miles of hiking trails. Tents with camping equipment are available for rent; canoes and paddleboats are also available.

Mound State Monument Now located 15 miles south of Tuscaloosa, Moundville's prehistoric Indian settlement and ceremonial center flourished from 1,000 to 1,500 A.D. and supported over 3,000 inhabitants. Today 20 prehistoric platform mounds, nature trails, campsites and an archeological museum, operated by the Alabama Museum of Natural History, and picnic sites constitute the state monument along the banks of the Warrior River.

The six regional parks in the District, totaling 1,346 acres, are located in Birmingham. They attract visitors from points beyond the immediate Birmingham area.

Ruffner Mountain Nature Center The Ruffner Mountain Nature Center is a 538 acre forested preserve with exhibits on the natural features of the area and a wildflower



Parks: State, Regional & Local

garden. Existing trails and abandoned railroad roadbeds through the wooded property offer opportunities for interpreting the mountain's role in the District's historic ore mining.

Fair Park Fair Park is situated on 565 acres in western Birmingham. A major attraction is the recently opened Family Fun Center and Sports Amusement Park with arcades, kiddie rides, and go cart track. The fairgrounds also includes a grandstand for auto racing and other activities, exhibition building with flea market first weekend of the month. The annual Alabama State Fair draws approximately 400,000 persons.

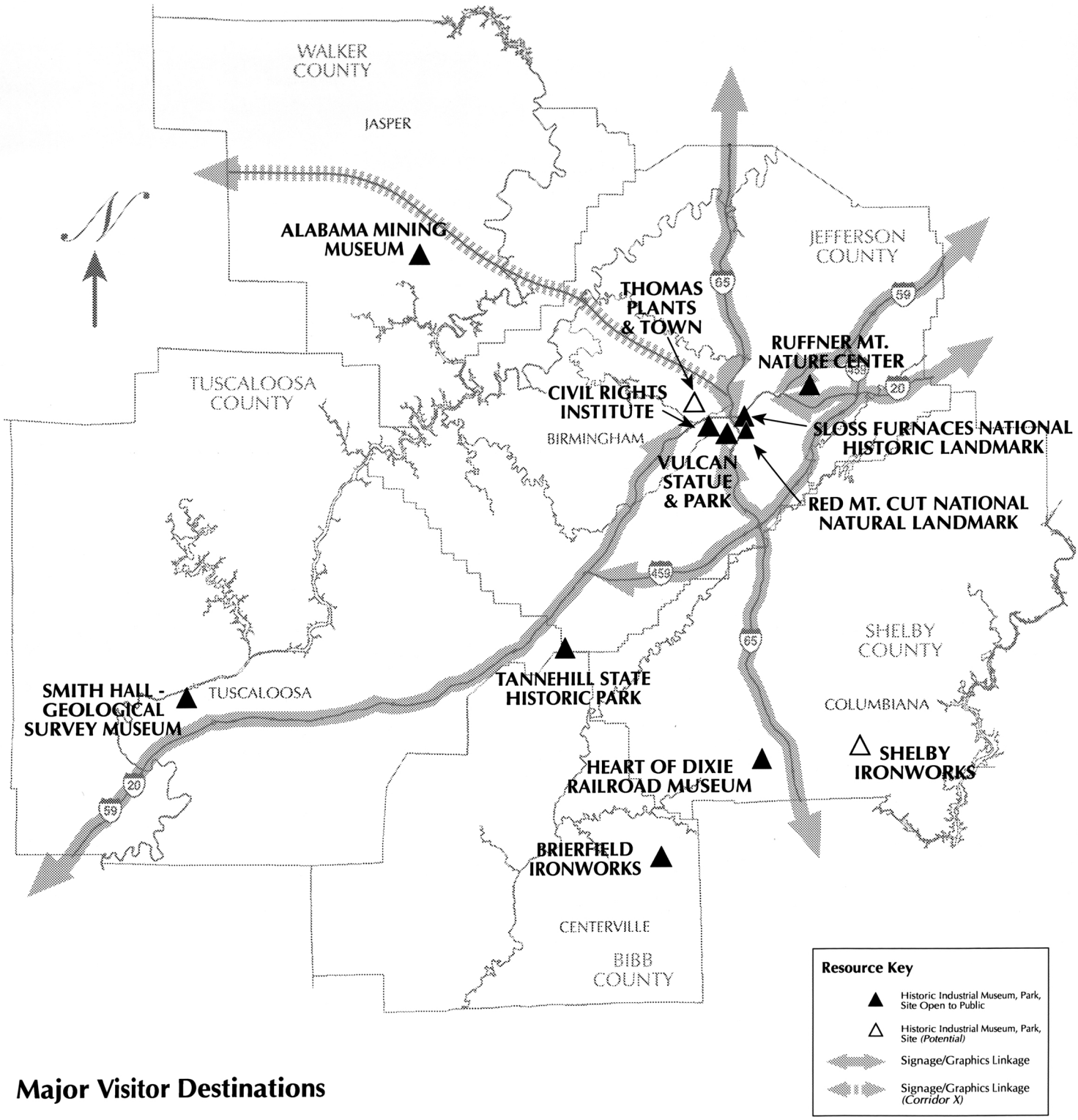
Lane Park Lane Park includes the Jimmy Morgan Zoo and the Birmingham Botanical Gardens. It occupies approximately 197 acres at the southern border of the City of Birmingham and the City of Mountain Brook. One of the largest zoos in the Southeast, the Birmingham Zoo is home to nearly 1,000 mammals, birds and reptiles. The grounds of the Birmingham Botanical Gardens include 22 garden areas with a trail network, the Camellia House, the Desert House, and the climate-controlled glass "clear-span" conservatory, the largest of its kind is the southeast, which houses rare and delicate plants from every climate. The wildflower garden is located in a former limestone quarry. A major meeting and interpretive facility is also located at the site.

Linn Park This urban park occupies 5.5 acres at the heart of the Birmingham city center. Established at the core of the original city plan of 1871, the city founders intended to relocate Alabama's capitol to the site which is currently surrounded by city and county municipal and cultural buildings including city hall, the county courthouse, the library, art museum, civic auditorium and board of education headquarters. The formally designed park contains a large central fountain, reflecting pools, pathways, plantings and statuary beneath a tree cover. Since restoration in the late 1980s, Linn Park has been increasingly used for festivals and special events in addition to casual visitation from those in surrounding offices and institutions.

East Lake Park Originally designed as a the recreational anchor for an 1880s streetcar era suburban development, the 35-acre East Lake Park's parks current walkways, fishing piers and pavillions host varied recreational activities. East Lake is formed by a dam backing up the headwaters of Village Creek which rises at the Roebuck Springs just to the east of the park.

Tuscaloosa Riverfront Parks A series of non-connected riverfront parks, totaling c. 10 acres, line the Warrior River to the north of River Road. These include University Park, River Road Park East, and U. S. Army Corps of Engineers property. The parks incorporate portions of the original Warrior River locks, quarries and lock tender housing at sites now principally used for picnics and fishing and enjoying river views.

The low number of regional park facilities in the five-county area indicates a gap in meeting recreational needs, particularly for residents located outside of metropolitan areas. A recent Jefferson County Office of Planning and Community Development study documented this weakness in that county's recreation facilities. Several potential regional



Major Visitor Destinations

park sites have been identified throughout this county, and plans are underway to purchase properties suitable for park development. This study has identified additional sites.

Community and neighborhood parks occupy 2,729 acres in the five county area. Virtually all of the parks are situated within individual corporate limits and are not owned or operated by the five counties. A majority of these park acres are in Jefferson County.

Several neighborhood and community parks in the District, due to their relationship and proximity to communities important to the District's industrial heritage, merit future assessment and consideration.

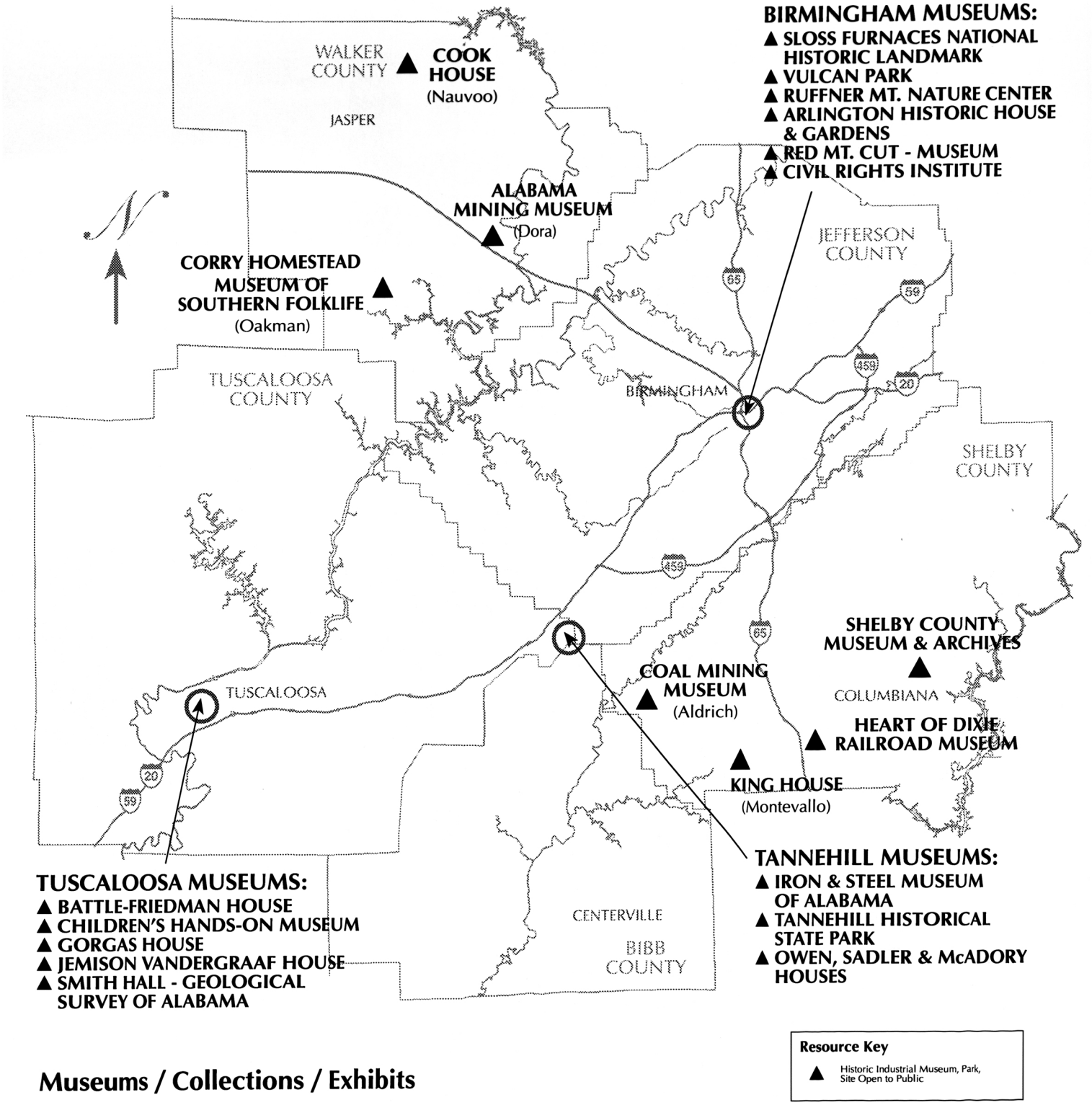
Vulcan Park The mountaintop park showcases the Vulcan Statue. The 55-foot cast-iron statue of Vulcan, Roman god of ironmaking, commemorates Birmingham industry. Vulcan stands on a pedestal 124 feet high. This monument as a whole rises to height of 179 feet, taller than Niagara Falls. Situated on the crest of Red Mountain, Vulcan surveys Jones Valley and the Birmingham urban area 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 almost all points in the greater Birmingham area. Built as the largest cast iron statue in the world, Vulcan was conceived as an exhibit for the 1904 World Exposition in St. Louis.

In December of 1935, the Tennessee Coal and Iron Company (TCI) deeded land atop Red Mountain to the City of Birmingham for Vulcan Park. The mountainside park includes 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 host changing exhibits. The current exhibit directs visitors to other sites of historic significance and interest throughout the region. A covered walkway links the statue and observation tower to the gift shop/concession building which lies to the west of the statue. In addition to well-landscaped and well-maintained grounds, a formal garden, a fountain, extensive WPA stonework for walkways, staircases, terraces and a pathway to a red ore mine opening are also found on the site. The City of Birmingham owns the park and the contiguous right-of-way of the abandoned Birmingham Mineral Railroad. Additional information is available on the Vulcan survey form.

MUSEUMS/COLLECTIONS/EXHIBITS

The District offers more than 25 museums, collections, and exhibits. Each of the five counties claims at least one major site directly linked to the District's industrial heritage. A list of museums, collections, and exhibits is included in Appendix 5.

Alabama Mining Museum Located in Walker County, this state-supported mining museum tells the technological, social and human stories of Alabama's development as a major coal mining region. Collections include photographs and records of the larger mine operators in the surrounding area. The museum is housed in a former WPA school



Museums / Collections / Exhibits

Resource Key

▲ Historic Industrial Museum, Park, Site Open to Public

gymnasium located on a 20 acre former school site. The survey form contains additional information on the museum.

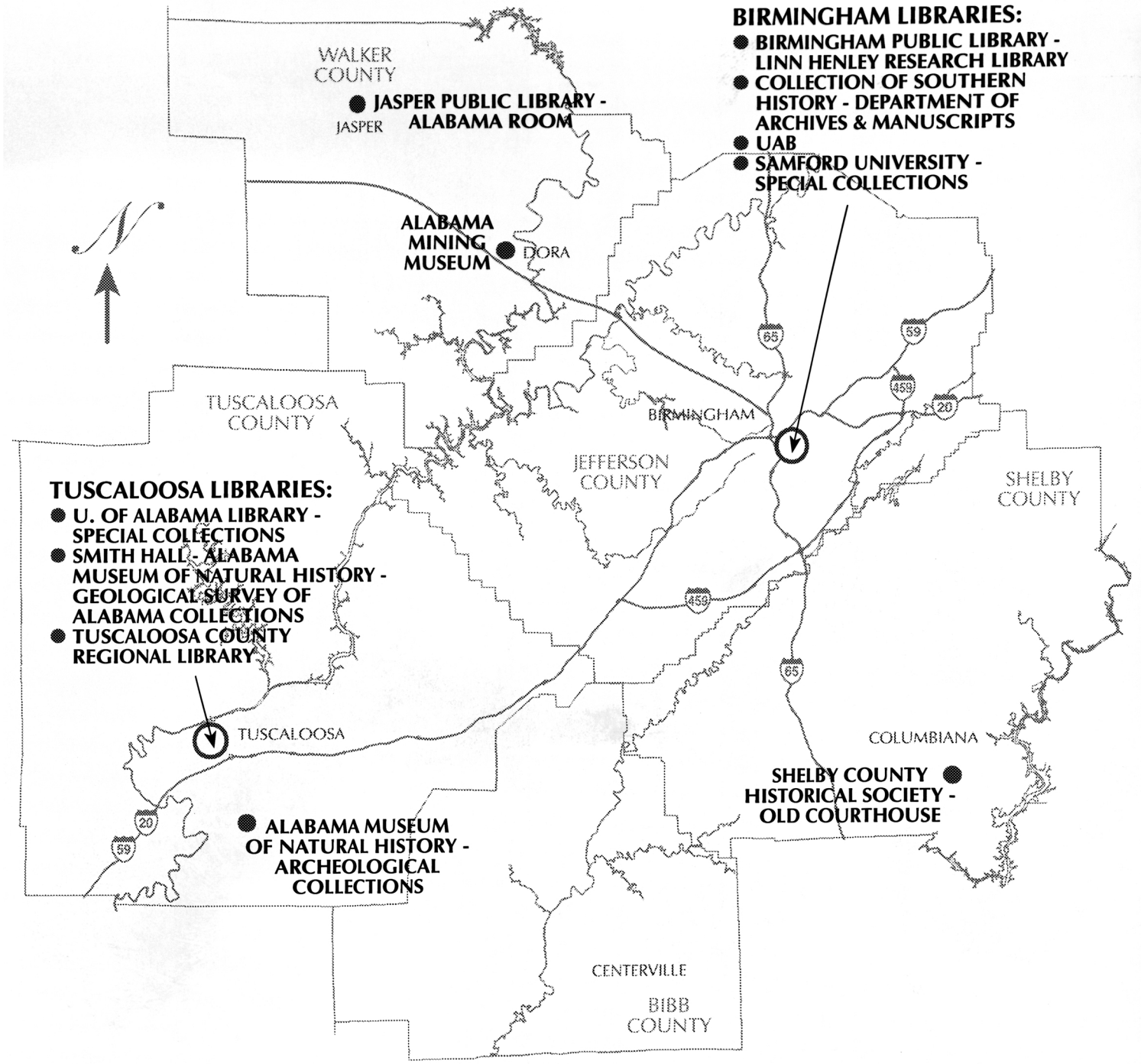
Alabama Museum of Natural History Located in Smith Hall on the University of Alabama Campus in Tuscaloosa, the Alabama Museum of Natural History and Alabama Geological Survey host exhibits dealing with geological and natural history. Smith Hall is a classically-styled early 20th century museum and educational facility built in 1910. See the survey form for additional information.

Heart of Dixie Railroad Museum In Shelby County, the centerpiece of this museum is the former Southern Railway Depot moved from Wilton, Alabama to the Calera site approximately eight years ago. The depot's former freight room now displays photos and artifacts including lanterns, tools, uniforms, signals, dispatching equipment, photographs, books, magazines, timetables and other paper items. The freight agent's office and two passenger areas are also being developed. Adjacent to the museum is an operating shop and yard used to store historic rolling stock and equipment. The museum also owns the 12-mile abandoned L. & N./Alabama Mineral Railroad right-of-way extending from the museum to Shelby. See the survey form for additional information.

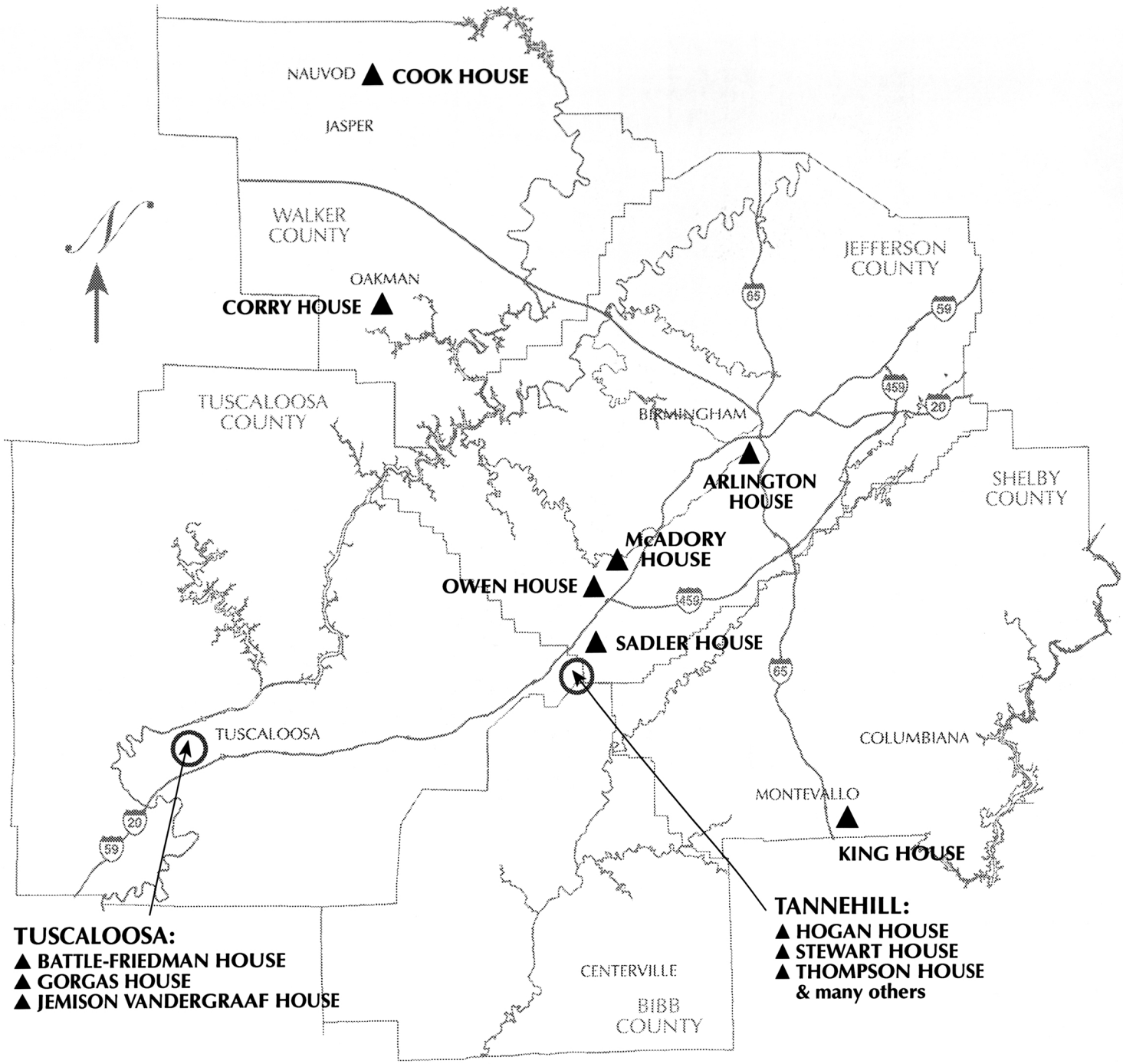
Iron and Steel Museum of Alabama This museum facility, located at Tannehill Historical State Park, traces area history from the Creek Indian days through the development of early 19th century ironworks and their destruction by federal troops during the Civil War. The museum contains a large collection of ironmaking artifacts and machinery including cotton gins and ordnance manufacturing operations. Additional information is available on the Tannehill State Historic Park survey form.

Ruffner Mountain Nature Center, **Vulcan Park** and **Sloss Furnace National Historic Landmark** feature exhibits and on-site signage which inform visitors about the industrial development of the District. The interpretive nature center at Ruffner Mountain features a topographic relief model of the mountain with historic mining operations indicated. The Vulcan Park visitor center features presentations on Vulcan and other area sites open to the public. See the survey form for additional information.

Sloss Furnaces National Historic Landmark This 32-acre site, interprets the ironmaking process, the principal activity at the site from the 1880s to the 1970s when industrial activity ceased. In 1980, the Sloss Furnace Association turned out the vote and passed a major City of Birmingham bond issue which funded restoration of the idled furnaces as a city museum and community center. Portions of the furnace site reopened on Labor Day, 1984. City and federal appropriations have funded successive restoration of historic fabric and interpretation. The Sloss Furnaces, now a museum of the City of Birmingham, have become an international center for the pouring and smithing of metals with blacksmiths and artists working on the site and also attracted to exhibits, workshop and special programs. A detailed description of the site and site map of Sloss Furnaces are included on the survey form.



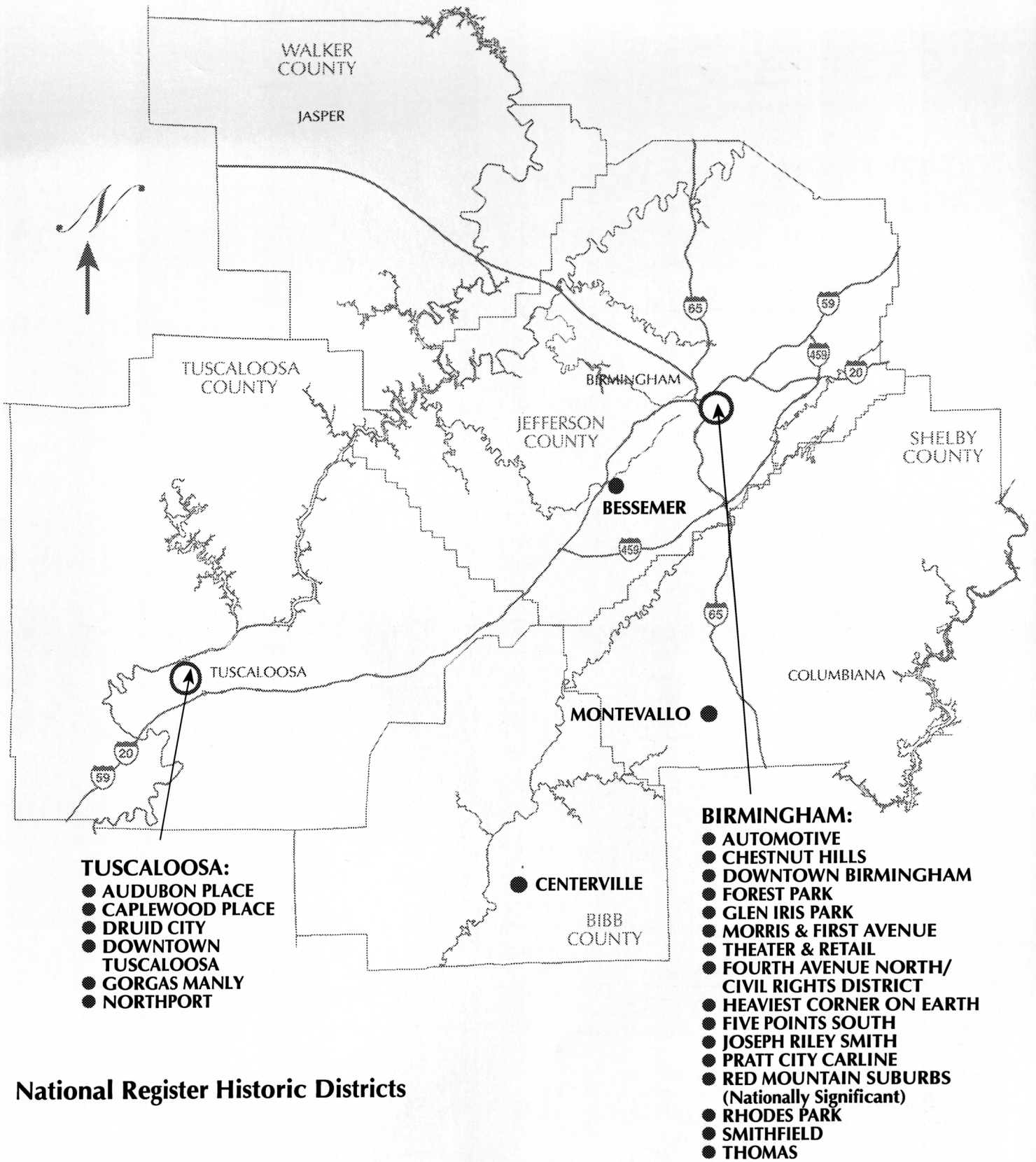
Libraries / Research Facilities



Historic Homes *(Open to the Public)*

Resource Key

▲ Historic Industrial Museum, Park, Site Open to Public



TUSCALOOSA:

- AUDUBON PLACE
- CAPLEWOOD PLACE
- DRUID CITY
- DOWNTOWN TUSCALOOSA
- GORGAS MANLY
- NORTHPORT

BIRMINGHAM:

- AUTOMOTIVE
- CHESTNUT HILLS
- DOWNTOWN BIRMINGHAM
- FOREST PARK
- GLEN IRIS PARK
- MORRIS & FIRST AVENUE
- THEATER & RETAIL
- FOURTH AVENUE NORTH/ CIVIL RIGHTS DISTRICT
- HEAVIEST CORNER ON EARTH
- FIVE POINTS SOUTH
- JOSEPH RILEY SMITH
- PRATT CITY CARLINE
- RED MOUNTAIN SUBURBS (Nationally Significant)
- RHODES PARK
- SMITHFIELD
- THOMAS

National Register Historic Districts

CULTURAL/RECREATIONAL SITES, DISTRICTS, TOURS

A significant number of historical resources, including commercial, residential, and industrial sites and districts provide recreational opportunities for residents of and visitors to the Birmingham District through both organized and self-guided tours. A number of these sites are nationally recognized sites. The Red Mountain Cut has been designated as a National Natural Landmark and Sloss Furnaces a National Historic Landmark. In addition, 19 districts of more than 2,000 properties are listed on the National Register of Historic Places in Birmingham and nine districts in Tuscaloosa, Bessemer, Montevallo and Centreville, all associated with industrial development. Numerous other districts, sites and buildings are eligible for National Register listing. For a list of National Register Districts and other cultural/recreational resources in the District, see Appendix 5. Sites or districts with established tours or open to the public are designated. Many other historical sites and districts are available for interpretation.

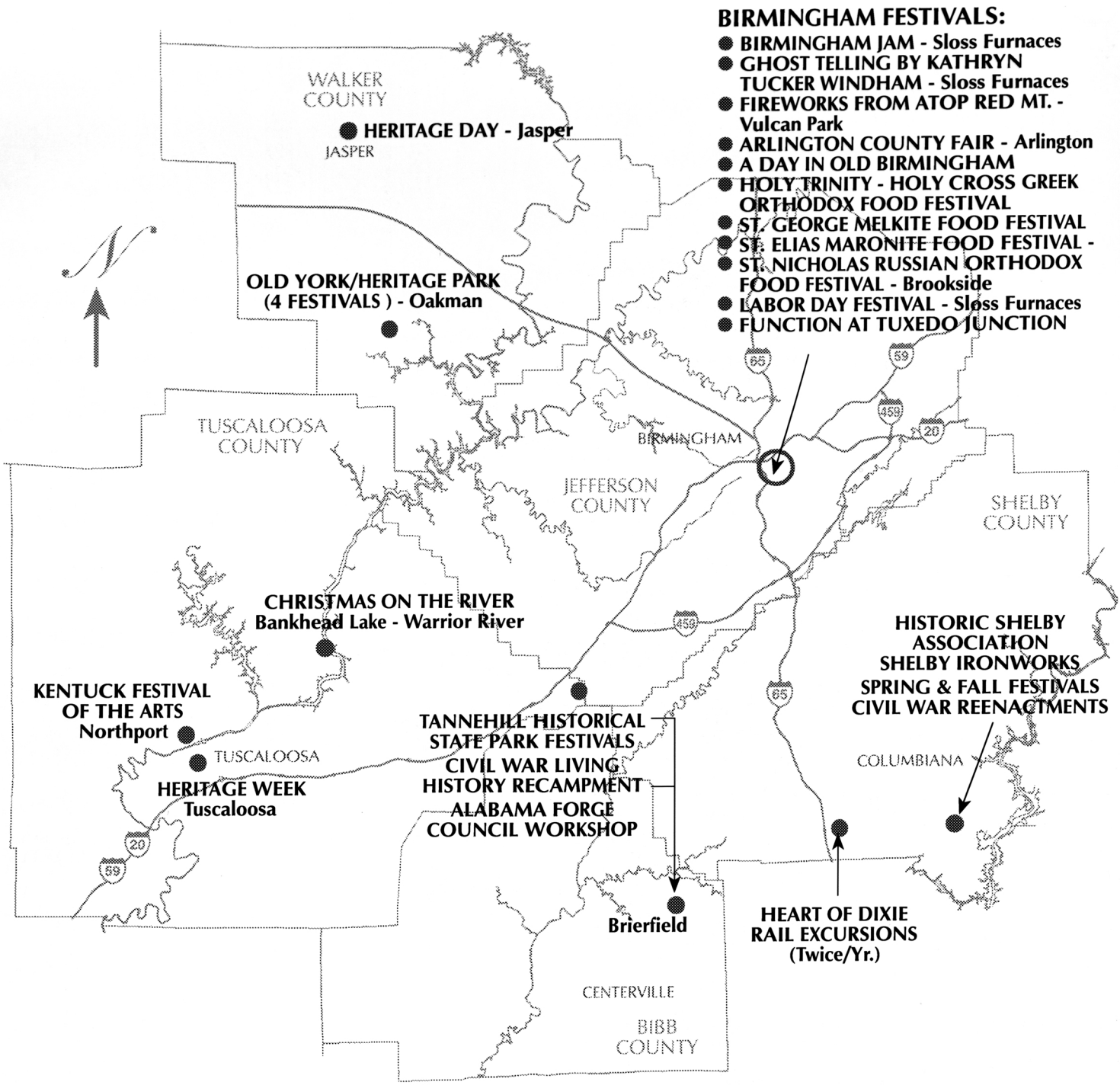
OTHER CULTURAL AND RECREATIONAL ATTRACTIONS

Residents of the Birmingham District are patrons of the arts. The City of Birmingham hosts a full symphony orchestra which travels throughout the state. Contemporary and jazz music is offered at a variety of settings. A Jazz Hall of Fame and Jazz Museum are popular facilities. Theater, ballet, modern dance and opera are available and supported by area residents. Professional and collegiate football is enthusiastically followed, and fans are loyal to professional baseball and basketball teams that play in Birmingham. Appendix 5 briefly describes the major cultural and recreational attractions that currently provide education and entertainment for area residents and visitors.

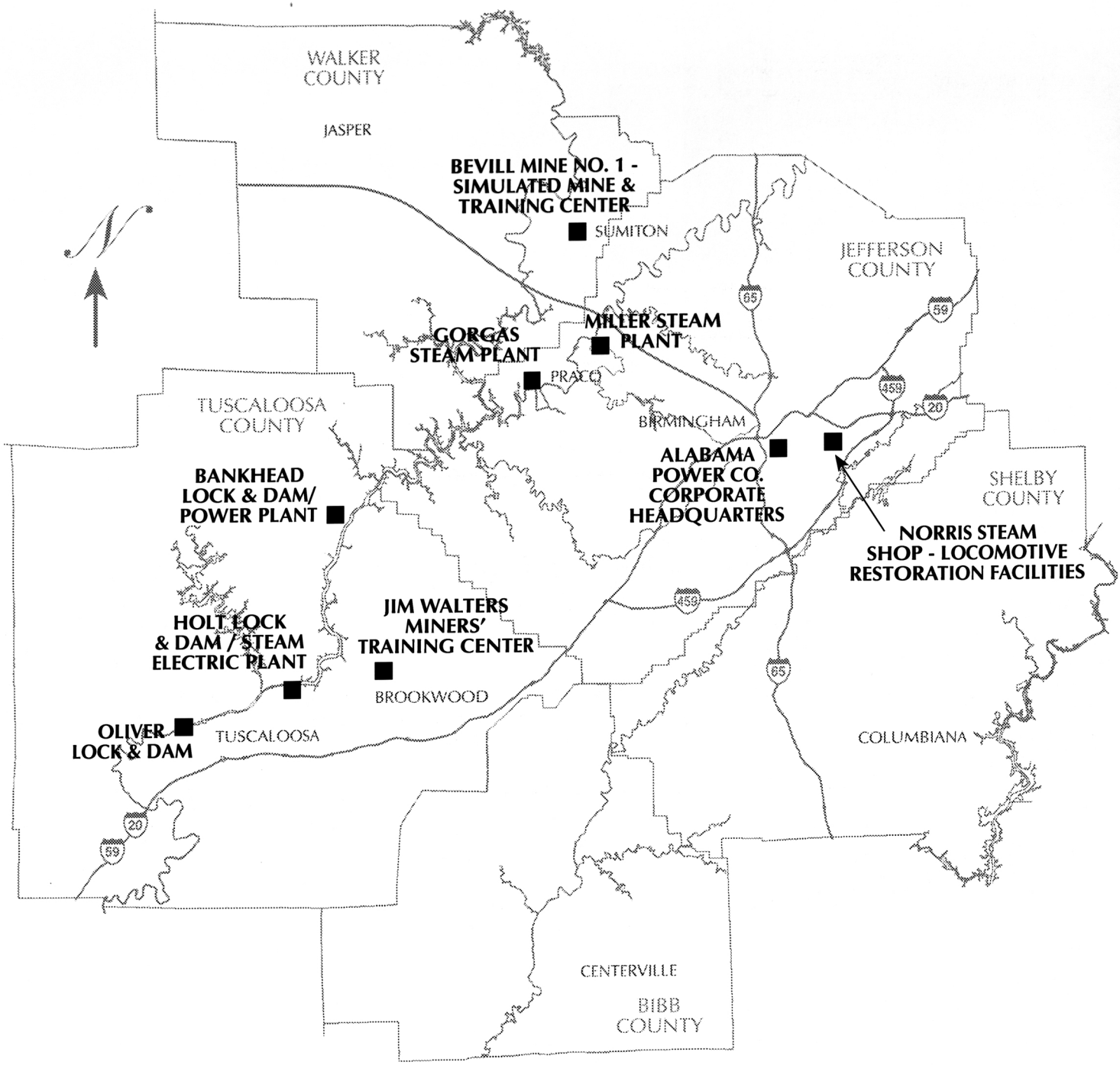
Rickwood Field Constructed in 1910 as home to the Birmingham Barons, the 12.7 acre Rickwood Field, now owned by the City of Birmingham, is considered the oldest standing baseball park in the nation. Its grandstands, playing field, ticket booths, dugout and ancillary structures are now used for Birmingham school system, police league and other baseball games and associated activities. See the Rickwood survey form for information.

FESTIVALS AND EVENTS

The Birmingham District supports many festivals and events, ranging from several that draw from across and outside the region to community celebrations that attract local residents. Several historic sites, such as Tannehill Historical State Park, Sloss Furnaces, Red Mountain Museum, Smith Hall and Old York host activities throughout the year. Others host annual events such as the Kentuck Festival of the Arts in Northport. A list of the District's major festivals and events is found in Appendix 5. Additional information on the Old York and the Kentuck festivals is available on the survey forms.



Festivals / Events



Active Plant Tours

Resource Key

■ Industrial Plant Tour

SUMMARY OF FINDINGS-NATURAL AND RECREATIONAL RESOURCES

The Birmingham District's natural resources have and will continue to influence the location and development of industry, transportation corridors and communities.

- The juxtaposition of coal, iron ore and fluxing stones underscored the District's rise as an iron and steelmaking center. These minerals also spawned other resource-based industries including production of bricks, clay and cement pipe, agricultural limestone, building and crushed stone, cement, and lime. While the District's economy has increasingly diversified, mineral resources will continue to be of major economic significance.

- Red Mountain, named for the red iron ore outcrops once located along its crest, is the dominant topographic feature of Jones Valley. This valley, the heart of the District in which Birmingham, Bessemer and Fairfield lie, was the focus of intense urban and industrial development.

- Two types of iron ore, brown and red, have been important natural resources for the District's iron and steelmaking industries. Brown ore pockets have been mined near Columbiana in Shelby County, as well as Leeds, Lake Purdy, and Goethite in Jefferson County. Red ore seams outcropped along the crest of Red Mountain southeast beneath it, Shades Valley, and the Cahaba Ridges to the Helena Fault in Shelby County.

- Three river systems, the Warrior, Cahaba and Coosa, cut diagonally across the District and played significant roles in shaping the area's economic development while serving as both economic and recreational resources.

- The Birmingham District is centered within several large coal fields: the Warrior, Cahaba and Coosa Fields, named for the rivers which drain them.

- The Warrior Field borders Jones Valley to the northwest and includes parts of Jefferson and Tuscaloosa Counties and all of Walker County. Since initial exploration and exploitation for commercial use in the 1870s, this field has provided a high-quality bituminous coal, excellent for making steam, gas and coke, the principal fuel for iron and steelmaking. Its major current uses include cokemaking and electric power generation.

- The Cahaba Coal Field lies southeast of Jones Valley and includes parts of Bibb, Shelby and Jefferson Counties. First explored and mined in the 1830s and 1840s, its seams still provide excellent coal for domestic, steam and gas purposes and are now principally used in electric power generation. The smaller Coosa Field is located principally in Shelby County.

- The coal industry continues to play an important role in the District's economy particularly in Jefferson, Tuscaloosa and Walker Counties.

• Subtle differences in the District's red and brown ores and coals led to the development of a special kind of pig iron. This iron, the District's most distinctive product, was made into stoves, cotton gins, radiators, engine blocks and especially cast iron pipe.

. Development patterns in the area have been strongly influenced by the location of raw materials. The natural and cultural landscape reveals this process.

• The Birmingham District is a geographic area initially defined by geological discoveries and subsequently by the location of industries that exploited the minerals located by the geologists.

• The natural and historical boundaries of the District were defined by its raw material deposits and natural avenues of transportation. Development clustered near favorable concentrations of raw materials and prevailing transportation routes. Over time, as extractive and processing technology changed, the raw materials of choice also changed, creating new concentrations of development serviced by new transportation routes.

• The presence of mineral resources attracted rudimentary manufacturing plants and railroads, the crossing of which fixed the site of Birmingham, the central city of the District. As more substantial plants and mines were opened, a transportation network was built and communities were established to service the needs of industrial companies and their employees.

The District's natural resources offer a wide variety of cultural, historical and natural recreational features, sites and events to meet needs of locals and visitors. Already a significant number of historical resources, including commercial, residential and industrial sites and districts, provide recreational opportunities for residents and visitors to the Birmingham District. Many other historical resources are available for similar or enhanced interpretation.

• Water resources both encourage economic development and support recreational opportunities including picnicking, fishing, hunting, white water canoeing, tubing, hiking, camping, and swimming. The Cahaba River also provides approximately 600,000 people with high quality drinking water.

• The Cahaba River shelters more species of fish than any river of comparable size in North America. At Pratt Ferry Preserve in Bibb County 76 species have been documented.

• Navigation improvements that have made the Warrior River among the most important transportation corridors in the Southeast have also created a series of scenic lakes with abundant recreational opportunities.

• The region's rivers are important recreational assets. Their water quality should be protected to ensure enhancement as a source of active and passive recreation.

· The region's rivers offer outstanding opportunities to link historic sites, parks, trails and open spaces. Although they are not presently regarded as nationally significant, further development of waterfront park and interpretive systems can foster growth and enjoyment of the important recreational features.

· The District's rivers offer exceptional potential for historic interpretation, since water was transportation avenue, power source, and site of mineral resources. Concentrations of antebellum and Civil War era sites have been identified along the Cahaba River in Shelby and Bibb Counties. Industrial sites may survive along the Warrior River.

· The Warrior River's significant role in the District's story merits development of a river corridor interpretive system. Although some interpretation of historic sites along the river currently exists, resources at Tuscaloosa, Northport, Holt and Corps of Engineer sites along the river should be further developed to this end.

· Tannehill Historical State Park, Ruffner Mountain Nature Center and the Talladega National Forest, have well-developed trail systems, however trail development lags behind the provision of other recreational facilities.

· The District currently lacks a developed trail system; however, opportunity to establish a network abounds. An abandoned railbed, extending along the crest of Red Mountain past former red ore mines, is a potential trail that could link recreational and educational experiences while preserving industrial sites. The Tannehill Trail (now also abandoned and overgrown) links an impressive concentration of Civil War era ironworks, coal mines and forges.

· The region is ripe for a Rails to Trails program through which abandoned railroad rights-of-way become walking, biking and hiking trails. Interpreting trailside historic sites adds educational experiences to the recreational use.

· While not officially designated, scenic roads crisscross the District and link historical sites. Development of a regionwide system of coordinated, interpretive signage to inform the traveler of particular destinations would enhance the travel experience.

· Regional parks are limited. Local and community parks now meet local and regional demand for active and passive recreation. Linking community parks to industrial sites along proposed Village and Shades Creek Greenways should be further explored.

· Village Creek offers exceptional potential for an urban greenway linking historic industrial sites including the Pratt Coke Ovens and Thomas Cokeworks and Community.

· A linked system of natural, historical and recreational parks and greenways, incorporating existing state and local parks and historic industrial sites, provides outstanding opportunity to enhance, preserve and interpret the District's resources.

APPENDIX 1 BIRMINGHAM METROPOLITAN STATISTICAL AREA LARGEST EMPLOYERS, FEBRUARY 1991*

Employer	Product of Service	Employees
1. University of Alabama at Birmingham	Education/Healthcare	14,142 (1)
2. United States Government	Government	9,500 (2)
3. City of Birmingham	Government/Education	8,646 (3)
4. Jefferson County Government	Government/Education	7,707 (4)
5. State of Alabama	Government	7,432
6. Alabama Power Company	Utilities	5,094
7. Baptist Medical Centers	Healthcare	5,000
8. South Central Bell Telephone Company	Service	4,533
9. BellSouth Services	Service	4,363
10. American Cast Iron Pipe Company	Manufacturing	2,600
11. AmSouth Bank N.A.	Financial	2,600
12. USX Corporation - Fairfield Works	Manufacturing	2,300
13. Blue Cross/Blue Shield of Alabama	Service	2,200
14. SouthTrust Bank of Alabama	Financial	2,176
15. Carraway Methodist Medical Center	Healthcare	2,000
16. Bruno's, Inc.	Service	1,864
17. Rust International	Engineering/Construction	1,800
18. Stockham Valves & Fittings	Manufacturing	1,800
19. Pemco Aeroplex	Manufacturing	1,682
20. St. Vincent's Hospital	Healthcare	1,634

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(1) Includes 3,502 part-time employees
(2) Includes 2,375 U.S. Post Office employees, 1,915 Department of Health Services employees, and 1,400 Veterans Administration employees.
(3) Includes 4,946 Birmingham Board of Education employees
(4) Includes 4,000 Jefferson County Board of Education employees

Source: Personnel Departments, prepared by Business Development & Research Division, Birmingham Area Chamber of Commerce.

* The Birmingham Metropolitan Statistical Area (MSA) includes Jefferson, Walker, Shelby, St. Clair and Blount Counties. All employers listed are also located in the Birmingham District Study Area.

APPENDIX 2 TUSCALOOSA AREA LARGEST EMPLOYERS, JUNE 1990

Employer	Product or Service	Employees
University of Alabama	Education	3,653
Department of Mental Health and Mental Retardation	Mental Health	3,100
DCH Regional Medical	Medical Facility	3,063
Jim Walter Resources	Mining	2,774
Uniroyal Goodrich	Tire Manufacturer	2,290
Tuscaloosa City School System	Education	1,660
Tuscaloosa City School System	Education	1,220
Veterans Administration Medical Center	Medical Facility	1,138
City of Tuscaloosa	City Government	900
Phifer Wire Products	Aluminum Screens & Nails	900
AMI West Alabama Hospital	Medical Facility	650
Gulf States Paper Corporation	Paper Processing	550
JVC America, Inc.	Magnetic & Laser Disc Manufacturers	550
Peco Foods, Inc.	Poultry Processing	485
Tuscaloosa County	County Government	400
Shelton State	Education	350
Gayfers	Department Store	300
Alabama Power Company	Electricity	295
Coral Industries, Inc.	Shower Doors & Tub Enclosures	290
Harrison Division, GMC	Automobile Parts	245

Source: Economic Development Profile, Chamber of Commerce of West Alabama.

APPENDIX 3 INSTITUTIONS OF HIGHER EDUCATION

The University of Alabama at Birmingham (UAB) is a state-supported undergraduate, graduate and medical university with about 15,500 total students offering a comprehensive liberal arts, sciences and pre-professional curriculum. UAB is one of the country's leading medical schools and biomedical research centers.

The University of Alabama, located in Tuscaloosa on an 850-acre campus, was founded in 1831. It is a comprehensive teaching, research and service institution offering undergraduate, graduate and doctoral degrees through the Colleges of Arts and Sciences, Commerce and Business Administration, Communication, Education, Engineering, Human Environmental Service, Nursing, New College and the School of Social Work. **The University of Alabama School of Law** and **The Alabama Museum of Natural History** are located on the campus.

Birmingham School of Law, now in its 76th year, holds night classes leading to the Juris Doctor degree. Enrollment is approximately 300.

Birmingham-Southern College, a Methodist liberal arts college with an enrollment of 1900, offers degrees in the arts and sciences, nursing, and music and has recently been included on lists of the nations top liberal arts colleges.

Miles College is a C.M.E. liberal arts college with approximately 500 students, offering many courses of study including business administration, communications and the Black Living Artist Series.

Samford University, Alabama's largest private university with an enrollment of approximately 4,000, offers programs in colleges of arts and scenic, business, divinity, education, law, music, nursing and pharmacy, and was recently cited by *U.S. News and World Report* as one of the country's best small colleges. Samford is home to **Cumberland School of Law**.

University of Montevallo is a state supported liberal arts university with approximately 3,000 students, offering degrees in the liberal arts and sciences, business administration, fine arts and music.

Jefferson State Community College, with more than 7,300 students, is the largest state-supported community college in Alabama. **Bessemer State** is Alabama's largest technical college, with a curriculum that includes an Automotive Service Educational Program run in concert with General Motors.

Lawson State Technical College in Birmingham offers a two-year program to approximately 1,700 students. **Walker College** is located in Jasper and serves approximately 700 students. **Shelton State Community College** offers educational opportunities to students in West Alabama. Located in Tuscaloosa, the institution is publicly funded and governed by the Alabama State Board of Education.

Stillman College, founded in 1876 to train black ministers, is now a four-year, coeducational liberal-arts college. The 100 acre campus, located on the western side of Tuscaloosa, employs a faculty of 43 full-time and 16 part-time instructors and has an average enrollment of 750 students.

Religious institutions in the Study Area include **Southern Bible College**, **Birmingham Baptist Bible College** and **Easonian Baptist Seminary**.

APPENDIX 4 RECREATIONAL USAGE ANALYSIS

Recreational Resource	Annual Usage
Warrior River, Coffeeville to Bankhead Lake *	5,350,000
Oak Mountain State Park	618,359
Alabama Theatre	400,000
Fair Park	400,000
Tannehill Historical State Park, Tannehill *	341,000
Birmingham Botanical Gardens, Birmingham	220,000
Jimmy Morgan Zoo, Birmingham	155,814
Civil Rights Institute, Sixteenth Street Baptist Church *	no data
Birmingham Museum of Art	153,000
Talledega National Forest, Oakmulgee Division	102,000
Lake Lurleen State Park, Coker	100,000
Discovery 2000 Museum, Birmingham	84,500
Vulcan Park, Birmingham *	82,810
Linn Park, Birmingham	75,000
Sloss Furnaces National Historic Landmark, Birmingham *	70,000
Tuscaloosa Riverfront Parks *	64,000
Mound State Monument, Tuscaloosa	40,000
Red Mountain Museum, Birmingham *	36,300
Brierfield Ironworks Park, Brierfield *	35,000
Alabama Museum of Natural History - Geological Survey of Alabama, Tuscaloosa *	20,000
Alabama Mining Museum, Dora *	15,000
Ruffner Mountain Nature Center, Birmingham *	9,300
Heart of Dixie Railroad Museum/Trail, Calera *	not yet open to public
Cahaba River Greenway *	no data
East Lake Park, Birmingham	no data
Pratt Ferry Preserve, Cahaba River, Bibb County	no data

* Resource directly linked to industrial history of Birmingham District

This study was compiled through telephone interviews and correspondence with the individual agencies managing the sites during September and October 1992 by Carol Slaughter, Birmingham District project.

APPENDIX 5 INDEX TO BIRMINGHAM DISTRICT RECREATIONAL FACILITIES

EXISTING RECREATIONAL FACILITIES

Natural Resource Sites	**Acres**
Bibb County	
Pratt Ferry Preserve	15
Oakmulgee Division, Talladega National Forest-portion	60,810
Jefferson County	
Red Mountain Cut-Geological Walkway-Birmingham	
Ruffner Mountain Nature Center-Birmingham	528
Tuscaloosa County	
Oakmulgee Division, Talladega National Forest-portion	10,445
TOTAL	**53,798**

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Rivers, Creeks, Lakes and Waterfronts	Land Acres	Water Acres
Bibb County		
Bibb County Public Lake-North of Centreville (AL 5)	520	100
Cahaba River		
Little Cahaba River		
Browne's Dam - Brighthope Furnace Site	170	70
Bulldog Bend Park	11	
Limestone Park	12	
Payne Lake Recreation Area - Payne Lake	670	110
Subtotals	**1,383**	**280**
Jefferson County		
Bankhead Lake - Bankhead Lake		9,200
Bankhead Public Use Area - Bankhead Lake	600	
Bayview Lake		
Cahaba River		
East Lake		25
Little Cahaba River		
Lake Purdy	600	525
Oak Mountain State Park - Lake Double Oak, Cabin Lake	9,940	
Oak Mountain Public Lakes		100
White's Landing - Bessemer	5	
Clevenger's Marina Park - Bessemer	30	
Bill's Landing - Bessemer	5	
Dolonah Quarry - Bessemer	65	85
Ketona Lake		30
Subtotals	**11,245**	**9,965**
Shelby County		
Lay Lake Public Boat Launch - Lay Lake	9	
Beeswax Creek Public Boat Launch - Lay Lake	4	
Lake Purdy		1,060
Lacoosa Marina - Shelby - Lay Lake	10	
Okomo Marina - Shelby	70	
Cahaba River		
Little Cahaba River		
Shelby Ironworks Lakes		
Blue Hole-brown ore strip pit lake		3
Chain Gang Hole Lake		3
Blackman's Pond		2
Wash Hole		2
Dog Town Hole		1
Subtotals	**93**	**1,071**

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Rivers, Creeks, Lakes and Waterfronts continued	**Land Acres**	**Water Acres**
Tuscaloosa County		
Holt Lake		3,200
Daniel Creek - Holt Lake	115	
Rocky Branch - Holt Lake	341	
Blue Creek - Holt Lake	172	
Old Lock 16 - Holt Lake	313	
Deerlick Creek Campground - Holt Lake	300	
Old Lock 15 Public Use Area - Holt Lake	99	
Dam Site Left Bank - Holt Lake	103	
Dam Site Right Bank - Holt Lake	115	
Rock Quarry Landing	76	
Lake Lurleen State Park - Lake Lurleen	1,625	250
Lake Lurleen Public Lake	1,364	250
Sharpe's Landing Ramp - Lake Tuscaloosa	4	
Moundville State Park Ramp - Black Warrior River	5	
Riverview Boating Landing - Hwy 82/River Road - Tuscaloosa		
Fosters Landing - Black Warrior River, Tuscaloosa	10	
Rock Quarry Lake - Lake Tuscaloosa, Tuscaloosa	8	
Binion Creek Landing, Hwy 43 N-Lake Tuscaloosa, Tuscaloosa	3	
Treasure Island/Lake Tuscaloosa - Tuscaloosa	25	
Carroll's Creek Island - Tuscaloosa	26	
Sharpes Landing - Lake Tuscaloosa, Tuscaloosa	16	
Davis Creek	1,419	
Rock House Creek	1,720	
Vance	960	
Bluff Creek	624	
Smith's Landing - Lake Tuscaloosa, Northport	4	
Colson Marina - Lake Tuscaloosa, Northport	10	
Carver's Landing - Warrior River	5	
Subtotals	**9,462**	**3,700**
Walker County		
Wolf Creek Management Area	20,100	
Walker County Public Lake	268	168
Smith Lake Spillway Ramp - Smith Lake	5	
Lynn's Park Boat Ramp - Mulberry Fork - Warrior River	5	
Cordova City Park Ramp - Mulberry Fork - Sipsey River	3	
Barney Trunnell Ramp - Mulberry Fork	3	
Mulberry Fork Boat Ramp - Sipsey River	2	
Lewis Smith Lake		1,060
Duskin Point Marina - Smith Lake, Jasper	10	
Barney Beach - Warrior River, Cordova	5	
Richards Marina - Smith Lake, Jasper	17	
Franklin Ferry Marina-Warrior River, Bankhead Lake, Cordova	65	
Subtotals	**20,483**	**1,228**
TOTALS	**42,643**	**16,244**

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Trails	**Trail Miles**
Bibb County	
Bankhead National Forest Horseback Riding Trails	26.0
Talladega National Forest	
Walking/Jogging	2.0
Nature/Hiking	1.0
Payne Lake Recreation Area	
Walking/Jogging	2.0
Nature/Hiking	
Tannehill State Historical Park	
Nature/Hiking	7.2
Horseback Riding	12.0
Subtotal	**50.2**
Jefferson County	
Oak Mountain State Park	
Walking/Jogging	5.7
Nature/Hiking	3.0
Horseback Riding	2.0
East Lake Park - Walking/Jogging-Birmingham	1.0
Black Creek Park - Walking/Jogging-Fultondale	.8
Moncrief Park-Gardendale	
Walking/Jogging	1.0
Nature/Hiking	1.0
North Highland Park-Walking/Jogging-Bessemer	1.0
Community Center Park - Bessemer - Walking/Jogging	1.0
Leeds Memorial Park - Walking/Jogging - Leeds	1.0
Lipscomb City Park - Walking/Jogging - Lipscomb	1.0
Midfield City Park - Walking/Jogging - Midfield	1.0
Ruffner Mountain Nature Center -Nature/Hiking - Birmingham	3.0
Tannehill State Historical Park	
Nature/Hiking	7.2
Horseback	12.0
L&N Birmingham Mineral Railroad from Green Springs to Vulcan Park - Birmingham	3.0
Irondale Furnace and Shades Creek Greenway - Mountain Brook	.5
Smithfield Estates Park - Walking/Jogging - Birmingham	.4
Norwood Boulevard - Walking/Jogging - Birmingham	1.3
Wylam Park - Walking/Jogging - Birmingham	.5
Crestwood Park - Walking/Jogging - Birmingham	.2
Wahouma Park - Walking/Jogging - Birmingham	.2
Bradford Park - Walking/Jogging - Birmingham	.2
Subtotal	**45.0**

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Trails continued	**Trail Miles**
Tuscaloosa County	
Daniel Creek - Nature/Hiking	4.0
Rocky Branch - Nature/Hiking	2.0
Blue Creek - Nature/Hiking	1.0
Deerlick Creek - Nature/Hiking	2.0
Old Lock 15 Picnic Use Area - Walking/Jogging	1.0
Lake Lurleen State Park - Walking/Jogging	5.0
Bowers Hargrove Road - Tuscaloosa	
Walking/Jogging	1.0
Nature/Hiking	1.5
Tannehill State Historical Park	
Nature/Hiking	7.2
Horseback Riding	12.0
Cardinal Park Tuscaloosa Municipal Airport - Walking/Jogging - Tuscaloosa	.3
River Road East - Nture/Hiking - Tuscaloosa	.2
North River Yacht Club - Nature/Hiking - Tuscaloosa	12.5
Subtotal	**49.7**
Shelby County	
Oliver Park - Nature/Hiking - Calera	1.0
Joe Tucker Park - Walking/Jogging - Helena	.5
Orr Park - Walking/Jogging - Montevallo	.5
Vincent Municipal Park - Walking/Jogging - Vincent	1.0
Subtotal	**3.0**
Walker County	
Cordova Park - Walking/Jogging - Cordova	1.2
Memorial Park - Walking/Jogging - Jasper	1.0
Gambel Park - Walking/Jogging - Jasper	.5
Subtotal	**2.7**
TOTAL	**55.40**

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

State and Regional Parks	Land Acres	Water Acres
State		
Bibb County		
Brierfield Ironworks Park	45.0	
Tannehill Historical State Park - Bucksville (Portions are located in Tuscaloosa & Jefferson counties.)	1,500.0	
Jefferson County		
Oak Mountain State Park	9,940.0	
Tuscaloosa County		
Lake Lurleen State Park - Coker	1,625.0	250.0
Mound State Monument - Moundville	317.0	
Subtotal	**1,942.0**	
Regional		
Jefferson County		
Fair Park East - Birmingham	565.0	
Lane Park (Zoo and Botanical Gardens) - Birmingham	197.4	
Ruffner Mountain Nature Center - Birmingham	538.0	
Linn Park	5.5	
East Lake Park	35.0	25.0
Vulcan Park	5.0	
Subtotal	**1,345.9**	
Walker County		
Smith Lake (borders on Walker County)		1,060.0
TOTALS	**14,772.9**	**1,335.0**

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Local/Community/Neighborhood Parks	Land Acres	Water Acres
Bibb County		
Limestone Park - south of Wilton, off Bibb County 65	12.0	
Bullldog Bend Park - south of Wilton, off Bibb County 65	11.0	
Browne's Dam - Brighthope Furnaces Ruins	170.0	
Subtotal	**183.0**	
Jefferson County		
Spring Park - Adamsville	17.0	
Blackwell Park - Adamsville	5.0	
DeBardeleben - Bessemer	2.0	
Roosevelt Park - Bessemer	17.0	
Carver Park - Bessemer	15.0	
Harol Park - Bessemer	12.0	
Greenwood Park - Bessemer	15.0	
McNeil Recreation Center - Bessemer	20.0	
Duke Park - Birmingham	1.1	
North Haven	1.3	
Barker Park	1.4	
Honeysuckle Hills	1.6	
East Birmingham	0.5	
Fairview Park	1.8	
Exchange Park	2.8	
Brother Bryan Park	2.5	
Crestline Park	2.1	
Gaston Park	2.9	
Tuxedo Park	2.9	
Lewis Park	3.5	
Green Acres	3.5	
Kelly Ingram Park	3.8	
Marconi Park	3.8	
Clayton Park (not city owned)	4.8	
Bessie Estell Park	12.0	
Ramsey Park #1	1.6	
Ramsey Park #2	5.0	
Grayson Park	7.7	
Underwood Park	6.0	
Eldorado Park	6.7	
Harris Park	7.0	
Stockham Park	7.0	

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Local/Community/Neighborhood Parks continued

Jefferson County (continued)	Land Acres	Water Acres
Norwood Boulevard Park	27.0	
Hooper City Park	8.9	
Woodward Park	9.3	
Wylam Park	13.3	
Downey Park	10.8	
Crestwood Park	12.4	
Pratt City Park	16.0	
East Thomas Park	23.4	
Memorial Park	3.7	
Hayes Park	4.0	
Harrison Park	5.3	
McAlpine Park	8.2	
Central Park	10.0	
Howze-Sanford Park	11.5	
North Birmingham Park	13.3	
Maclin Park	8.0	
Fountain Heights	14.2	
Powderly Park	19.3	
Caldwell Park	2.5	
Rhodes Park	3.3	
Altamont Park	6.2	
Arlington Park	6.0	
Clairmont Park	0.7	
Rushton Park	4.3	
Arthur Shores Park	6.5	
Fairfield Civic Plaza/City Park - Fairfield	8.0	
Willie Mays Park - Fairfield	6.0	
Glen Oaks Park - Fairfield	13.0	
Forest Hills Park - Fairfield	16.0	
Black Creek Park - Fultondale	14.0	
Fulton Municipal Park - Fultondale	26.0	
Moncrief Park - Gardendale	40.0	
Luman Harris Park - Gardendale	10.0	
Graysville Playgrounds - Graysville	3.0	
North Highland Park I- Hueytown	34.0	
Allison Bonnett Park - Hueytown	17.0	
Martin Luther King Park - Hueytown	19.0	
Bessemer Gardens Park - Hueytown	3.0	
Community Center Park - Hueytown	10.0	
Walker Avenue Park - Hueytown	2.0	

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Local/Community/Neighborhood Parks continued

Jefferson County (continued)	Land Acres	Water Acres
Irondale Municipal Park - Irondale	14.0	
Ellard Park - Irondale	10.0	
Ruffner Park - Irondale	2.0	
Kimberly Park and Recreational Center - Kimberly	11.0	
Leeds Civic Center and Park - Leeds	33.0	
Leeds Memorial Park - Leeds	38.0	
Leeds Old City Park - Leeds	5.0	
Leonard Park - Leeds	12.0	
Lipscomb City Park - Lipscomb	15.0	
Brookwood Park - Brookwood	1.0	
Midfield Municipal Park - Midfield	4.0	
Pleasant Grove Park - Pleasant Grove	8.0	
Northside Park - Pleasant Grove	5.0	
Tarrant Recreation Center Park - Tarrant	9.0	
Wills Davis Park - Tarrant	5.0	
Brummitt Heights Park - Tarrant	3.0	
Birmingham Street Park - Tarrant	2.0	
Depot Street Park - Tarrant	1.0	
Sanders Park - Trafford	7.0	
Mall Park - Trussville	5.0	
West Mall - Trussville	1.0	
Civitan Park - Trussville	2.0	
Masonic Park - Trussville	5.0	
Rock Park - Trussville	10.0	
Telephone Mall Park - Trussville	2.0	
Rock Ridge Park - Trussville	1.0	
Unnamed Park - Trussville (North Chalkville)	2.0	
East Mall - Trussville	1.0	
Unnamed Park Property - Trussville	1.0	
Byrd Park - Vestavia Hills	4.0	
Wald Park - Vestavia Hills	25.0	
Haumark Park - Warrior	4.0	
Irondale-McElwain Furnace - Mountain Brook	7.4	
Brighton City Park - Brighton	35.0	
Subtotal	**955.8**	
Tuscaloosa County		
Munny Sokol Park - Tuscaloosa	325.0	
Brookwood Town Park - Brookwood	40.0	
River Road Park - Holt	10.0	
Kentuck Park - Northport	39.0	
Bowers Hargrove Road - Tuscaloosa	157.0	
Cardinal Park - Tuscaloosa Municipal Airport	5.0	

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Local/Community/Neighborhood Parks continued

Tuscaloosa County (continued)	Land Acres	Water Acres
Monnish 15th Street/Hackleberry Lane - Tuscaloosa	6.0	
McKinney 19th Street/14th Avenue-Tuscaloosa	2.0	
Snow Hinton, McFarland Blvd - Tuscaloosa	40.0	
Springbrook Park - Tuscaloosa	1.0	
Community Center Park 3001 8th St. - Tuscaloosa	1.0	
Capitol Park - University Blvd. at 28th Street - Tuscaloosa	5.0	
River Road Park West - Tuscaloosa	10.0	
River Road East - Tuscaloosa	5.0	
West End Park - Tuscaloosa	2.0	
Kaulton Park, Pine Street - Tuscaloosa	10.0	
Harmon Field/2901 Greensboro Avenue - Tuscaloosa	3.0	
Rosedale Park/Greensboro Avenue - Tuscaloosa	6.0	
Queen City River Road - Tuscaloosa	12.0	
Carroll's Creek Island Lake Tuscaloosa - Tuscaloosa	26.0	
Palmore Park - Tuscaloosa	175.0	
Vance Park and Civic Center - Vance	5.0	
University Park - Tuscaloosa		
Subtotal	**885.0**	
Shelby County		
Alabaster City Park - Alabaster	15.0	
Abbey Wooley - Alabaster	2.0	
Buck Creek - Alabaster	10.0	
Proposed New Park - Alabaster	55.0	
Alabaster Municipal Park - Alabaster	6.0	
Oliver Park - Calera	60.0	
Columbiana City Park - Columbiana	5.0	
Columbiana City Park - Columbiana	2.0	
Harpersville City Park - Harpersville	4.0	
Joe Tucker Park - Helena	40.0	
Mini-Park Cunningham Drive - Helena	1.0	
Orr Park - Montevallo	42.0	
Mini Park - Montevallo	1.0	
Pelham City Park - Pelham	41.0	
Neighborhood Park	14.0	
Creekview Park - Pelham	1.0	
Chandler Park - Pelham	3.0	
Mallard Point Park - Pelham	4.0	
New Park - Pelham	45.0	
Shelby Ironworks Park - Shelby		
Gorman Park - Vincent	14.0	
Pine Hill Park - Vincent	2.0	
Vincent Municipal Park - Vincent	24.0	
Subtotal	**391.0**	

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Local/Community/Neighborhood Parks continued

Walker County	Land Acres	Water Acres
Wilsonville City Park - Wilsonville	14.0	
Blue Water Park - Pelham	4.0	
Laura Lee Lake - Twin Pines Conf. Ctr. - Sterrett	150.0	50.0
Carbon Hill City Park - Carbon Hill	5.0	
Edward L. Crockett Memorial Park - Carbon Hill	4.0	
East End Park - Carbon Hill	7.0	
Cordova Park - Cordova	7.0	
Dora Municipal Park - Dora	30.0	
Memorial Parkk - Jasper	30.0	3.0
West End Park - Jasper	8.0	
A.P. Howell Park - Jasper	5.0	
James Cox - Jasper	10.0	
Valley Park - Jasper	8.0	
Fowler Park - Jasper	15.0	
Gambel Park - Jasper	15.0	
Sumiton City Park - Sumiton	3.0	
Subtotals	**315.0**	**53.0**
TOTALS	**2,729.8**	**53.0**

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Museums/Collections/Exhibits

Bibb County

*Iron and Steel Museum of Alabama - Tannehill Historical State Park

Jefferson County

*Alabama Power Company Headquarters and Archives - Birmingham
*Alabama Museum of the Health Sciences - Birmingham
*Arlington Historic House and Gardens - Birmingham
*Birmingham Museum of Art - Birmingham
*Birmingham Public and Linn-Henley Research Libraries
*City of Birmingham Cutural District - Birmingham
*Civil Rights Instititue - Birmingham
*Bessemer Hall of History Museum - Bessemer
Jazz Hall of Fame - Birmingham
*Red Mountain Museum/Discovery 2000 - Birmingham
*Ruffner Mountain Nature Center - Birmingham
*Sixteenth Street Baptist Church - Birmingham
*Sloss Furnace National Historic Landmark - Birmingham
*Southern Museum of Flight - Birmingham
*Sports Hall of Fame - Birmingham
*Vulcan Statue/Park - Birmingham

Shelby County

*Shelby County Museum and Archives - Old Shelby County Courthouse - Columbiana
*Smith-Harrison Museum - Columbiana
*Heart of Dixie Railroad Museum - Calera
*Aldrich Coal Mining Museum - Aldrich

Tuscaloosa County

*Battle-Friedman House - Tuscaloosa
*Children's Hands-On Museum (CHOM) of Tuscaloosa County - Tuscaloosa
*Alabama Museum of Natural History - Smith Hall, University of Alabama - Tuscaloosa
*Gorgas House - Tuscaloosa
*Mound State Monument/Archaeological Museum - Moundville
*The Warner Collection, Gulf States Paper Corporation National Headquarters - Tuscaloosa
Garland Hall Art Gallery - University of Alabama - Tuscaloosa
Frank Moody Music Building - University of Alabama - Tuscaloosa
*Kentuck Museum - Northport
*Paul "Bear" Bryant Museum - Tuscaloosa

Walker County

*Alabama Mining Museum - Dora
*Corry Homestead/Museum of Southern Folklife - Oakman

* Denotes established tours or open to public

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Cultural/Recreational Resources

Historic Houses/Commercial Sites

Jefferson County

*Arlington Historic House and Gardens - Birmingham
*Carnegie Library, now Chamber of Commerce - Bessemer
Eastern Valley Pioneer Houses including the Sadler, McAdory, and Owen Houses - Bessemer, McCalla
*Leeds Depot, now Chamber of Commerce - Leeds
Birmingham Realty Company Building & Collection - Birmingham
Tuxedo Junction - Ensley

Shelby County

*Montevallo Depot, now Chamber of Commerce - Montevallo
Edmund King House - University of Montevallo - Montevallo
*Wilton Depot - Heart of Dixie Railroad Museum - Calera

Tuscaloosa County

*Allen and Jemison Co. Hardware and Warehouse - Furniture & Antiques - Tuscaloosa
*Battle-Friedman House - Tuscaloosa
Dearing House - University of Alabama University Club - Tuscaloosa
*Gorgas House - Tuscaloosa
*Jemison - Vandergraff House - Future House Museum
*L. & N. Depot, now Restaurant - Tuscaloosa
President's House - University of Alabama - Tuscaloosa

Walker County

Bankhead House - Jasper
*Corry Homestead - Oakman
*William Cook House - Nauvoo
Harbin Hotel - Nauvoo

*Denotes established tour or open to public

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Historic Residential/Commercial Districts

Bibb County

Centreville National Register Historic District

Jefferson County

*Downtown Birmingham National Register Historic District - Birmingham
*Downtown Birmingham - Morris Avenue/First Avenue North National Register Historic District - Birmingham
*Downtown Birmingham Theatre and Retail District - Birmingham
*Fourth Avenue North National Register Historic District - Birmingham
(Restaurants, Jazz Hall of Fame, Civil Rights Museum, Sixteenth Street Baptist Church and Kelly Ingram Park)
*Heaviest Corner on Earth National Register Historic District - Birmingham
*Five Points South National Register Historic District - Birmingham
*Joseph Riley Smith Historic District - Birmingham
Pratt City Carline National Register Historic District - Birmingham
*Smithfield National Register Historic District - Birmingham
Birmingham Automotive Historic District - Birmingham
Chestnut Hills National Register Historic District - Birmingham
*Forest Park National Register Historic District - Birmingham
Glen Iris Park National Register Historic District - Birmingham
Red Mountain Suburbs National Register Historic District - Birmingham
Rhodes Park National Register Historic District - Birmingham
Thomas National Register Historic District - Birmingham

Shelby County

Montevallo National Register Historic District - Montevallo

Tuscaloosa County

*Downtown Tuscaloosa National Register Commercial District: Shops, Restaurants - Tuscaloosa
*Northport National Register Historic District: Shops, Restaurants - Northport
*Gorgas Manly National Register Historic District - University of Alabama Campus - Tuscaloosa
Audubon Place National Register Historic District - Tuscaloosa
Caplewood Drive National Register Historic District - Tuscaloosa
Druid City National Register Historic District - Tuscaloosa
Pinehurst Drive Municipal Historic District - Tuscaloosa
Myrtlewood Drive Municipal Historic District - Tuscaloosa
Seventh Street Municipal Historic District - Tuscaloosa

Walker County

No listings

* Denotes established tour/brochure or open to the public.

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Historic Industrial Sites

Bibb County

*Brierfield (Tannehill) State Historical Park - Brierfield

Jefferson County

*Sloss Furnaces National Historic Landmark - Birmingham
*Tannehill State Historical Park - Bucksville
*Vulcan Statue-Park - Birmingham
*TCI-U.S. Steel-USX Fairfield Works

Historic Industrial Communities

Jefferson County

*Thomas National Register Historic District - Birmingham
*Pratt City Carline National Register Historic District - Birmingham

Current Industrial Sites - Active Plant Tours

Jefferson County

*Alabama Power Company Corporate Headquarters - Birmingham
*Alabama Power Company - Gorgas and Miller Steam Electric Generating Plants
*Norris Yard Steam Shop - Monthly Tour of Steam Locomotive Restoration Facilities-Irondale

Tuscaloosa County

*Jim Walter Resources Brookwood Mine and Miners' Training Center - Brookwood
*Warrior River "Old" Locks and Dams - Bankhead, Holt, and Oliver Locks and Dams
*Alabama Great Southern Railroad Depot - Tuscaloosa
*Alabama Power Company Hydroelectric Generating Plant - Holt

Walker County

*Alabama Power Company Gorgas Steam Plant
*Alabama Power Company Miller Steam Plant
*Bevill Mine No. 1 - Tour of Simulated Mine and Miners' Training Center - Sumiton

* Denotes established tour or open to the public.

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Historic Railroad Depots

Bibb County

Jefferson County

Seaboard Airline, now Alagasco Offices - Birmingham
+Southern Railway Depot - Chamber of Commerce, Leeds
+Southern Railway Passender Depot - Hall of History Museum, Bessemer
Southern Railway Freight Depot - Bessemer
+Southern Railway Depot, North Birmingham, now 415 W. Oxmoor Rd.
Terminal Station Site and Underpass - Birmingham
22nd Street Viaduct
24th Street Viaduct
Rainbow Viaduct

Shelby County

+Selma, Rome & Dalton Depot, now Chamber of Commerce - Montevallo
+Wilton Depot, now Heart of Dixie Museum - Calera

Tuscaloosa County

+L & N Railroad Depot, now restaurant - Tuscaloosa
M & O Depot - Northport
+Southern Railway Depot - Tuscaloosa

Walker County

Frisco Depot - Gordo
+Oakman Depot, now Alabama Mining Mining Museum Depot - Dora

+ Indicates established tour or open to the general public.

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Libraries/Research Facilities

Jefferson County

ACIPCO Company Archive - Birmingham
Alabama Power Company Archive - Birmingham
Birmingham Civil Rights Institute - Birmingham
Birmingham Historical Society - Birmingham
Birmingham Public Library - Linn-Henley Research Library - Birmingham
Tutwiler Collection of Southern History; Department of Archives and Manuscripts:
  DeBardeleben Coal and Iron Company
  Jemison and Company Papers
  Robert Jemison, Sr. Papers
  Photographic Collection
  Pioneer/Republic Company Collection
  Erskine Ramsay Papers
  Sloss Company Papers
  Woodward Companies personnel records
Red Mountain Museum - Birmingham
Samford University Special Collections - Birmingham
  Harper Photographic Collection
Sloss Furnaces National Historic Landmark - Birmingham
  Documentation relating to site and managing companies
  Work Songs of Black Laborers
Tannehill Historical State Park and Alabama Iron & Steel Museum - Tannehill
TCI-U.S. Steel-USX Photographic Collection, Publications, USX Fairfield
University of Alabama of Birmingham - Birmingham

Shelby County

Shelby County Historical Society - Old Courthouse - Columbiana

Tuscaloosa County

Alabama Museum of Natural History - University of Alabama - Tuscaloosa
  Alabama Geological Survey
  Smith Mineral Collection
  Archaeological Division, Moundville
Tuscaloosa County Preservation Society - Tuscaloosa
Tuscaloosa Preservation Commission - Tuscaloosa
Tuscaloosa Public Library - Tuscaloosa
University of Alabama Library, Special Collections - Tuscaloosa
  Woodward Iron Company Papers
  James A. Bowron Papers
  Corry Family Papers
  Shelby Iron Works Papers

Walker County

Walker County Regional Library, Alabama Room - Jasper
Alabama Mining Museum - Dora

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Major Sports Complexes

Jefferson County

Legion Field - Birmingham
Birmingham Race Course - Birmingham
Hoover Metropolitan Stadium - Hoover
Rickwood Field - Birmingham

Tuscaloosa County

Bryant-Denny Stadium - Tuscaloosa

Other Facilities

Jefferson County

Alabama Sports Hall of Fame - Birmingham
Birmingham Botanical Gardens - Birmingham - 67 acres
Fair Park-Alabama State Fairgrounds - Birmingham - 87.6 acres
Jimmy Morgan Zoo - Birmingham - 160 acres
Robert R. Meyer Planetarium, Birmingham Southern College - Birmingham

Shelby County

Oak Mountain Amphitheater - Pelham

Tuscaloosa County

Observatory - University of Alabama Campus - Tuscaloosa

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Festivals and Events

Bibb County

Tannehill Historical State Park
- Trade Days (monthly)
- Pioneer Days
- Quilt Show
- Spring Folklore Festival
- Southern Dulcimer Festival
- Tannehill Furnace Run
- Gem and Mineral Show
- Labor Day Celebration
- Dixie Pickups Ltd. Truck and Car Show
- Alabama Forge Council Workshop
- Antique Steam and Gas Show
- Woodcarvers Show
- Civil War Living History Encampment
- Country Craft Show
- Village Christmas and Candlelight Tour

Brierfield (Tannehill) Historical State Park
- Blue Grass Stage Performances
- Amphitheatre Performances

Jefferson County

City Stages - Birmingham
The Black Heritage Tour - Birmingham
Spring Fling - Alabama State Fairgrounds, Birmingham
Spring in the Park - Avondale Park, Birmingham
Magic City Art Connection and Children's Art Connection - Linn Park, Birmingham
Birmingham Festival of Arts - Birmingham
Black Heritage Festival - Alabama State Fairgrounds, Birmingham
Great Southern Kudzu Festival - Sloss Furnaces, Birmingham
Jazz Hall of Fame Banquet and Concert - Birmingham
Birmingham Jam - Sloss Furnaces, Birmingham
Ghost Telling by Kathryn Tucker Windham - Sloss Furnaces, Birmingham
Fireworks from atop Red Mountain - Vulcan Park, Birmingham
Function at Tuxedo Junction Jazz Festival - Ensley, Birmingham
Arlington Country Fair - Arlington, Birmingham
A DAY IN OLD BIRMINGHAM - Birmingham
Octoberfest - Birmingham
Alabama State Fair - Alabama State Fairgrounds, Birmingham
Birmingham News Vulcan Run - Birmingham
Christmas at Arlington - Birmingham

BIRMINGHAM DISTRICT EXISTING RECREATIONAL FACILITIES

Festivals and Events (continued)

Christmas Tour of McAdory, Sadler and Owen Pioneer Homes - Bessemer
Super Day-East Lake Park, Birmingham
Mining Town Annual Reunions - Docena, Piper and others
St. Stanislaus Spaghetti Social - Wylam
St. Nicholas Russian Orthodox Food Festival - Birmingham
Holy Trinity - Holy Cross Greek Orthodox Food Festival - Birmingham
St. George Melkite Food Festival - Birmingham
St. Elias Maronite and Thomas Food Festival - Birmingham
St. Joseph's Day at St. Joseph and St. Mark's Catholic Church - Ensley - Birmingham

Shelby County

Heart of Dixie Rail Excursions (twice/yr.) - Calera
Historic Shelby Association - Shelby Ironworks - Shelby
  Spring Festival
  Fall Festival
  Civil War Reenactments
Heart of Dixie Stock Dog Trial
Dogwood Festival - Hoover
Civil War Reenactment and Parade - Orr Park - Montevallo
Barbeque Cookoff Contest - Oak Mountain Amphitheater, Pelham
Bluegrass Festival - Vandiver
Shelby County Fair - Columbiana
Arts and Crafts Show - Alabaster
Annual Montevallo Trade Day - Montevallo

Tuscaloosa County

Kentuck Festival of the Arts - Northport
Heritage Week - Tuscaloosa
Christmas on the River - Bankhead Lake - Warrior River
CityFest - Tuscaloosa
Sakura Festival - Tuscaloosa

Walker County

Christmas Festival - Harbin Hotel - Nauvoo
Old York/Heritage Park - Oakman
  Spring Festival
  Fall Festival
  Mule and Wagon Day
  Christmas Party
Heritage Day - Jasper
Barney Beach Reunion - Barney

BIRMINGHAM DISTRICT POTENTIAL RECREATIONAL FACILITIES

Natural Resources Sites

Bibb County

Salt Petre Caves along Cahaba River near Helena
Six Mile Creek Salt Petre Caves - Bibb County

Jefferson County

Dolonah Quarry and Lake - Birmingham
Ruffner Limestone Quarries and Ore Mines - Birmingham
Lovic Shale Quarries - Lovic

Rivers, Creeks, Lakes and Waterways

Billy Gould Coal Mine, Coke Ovens, Cahaba River near Helena, Shelby County
Boshell Mill - Lost Creek, near Townley, Walker County
Shades Creek Greenway Project - linking sites at Irondale and Oxmoor to others in this tributary of the Cahaba including the Irondale Furnaces in Mountain Brook
Bayview Lake - Bayview
Village Creek Greenway Project - linking industrial sites, including the Pratt Coke Ovens, Thomas works, Bayview Lake and community, and other urban and industrial areas - Birmingham and Jefferson County

BIRMINGHAM DISTRICT POTENTIAL RECREATIONAL FACILITIES

Industrial Communities Recommended for Historic Resource Survey and National Register Nominations

Jefferson County
Alden
Bayview
Bessemer Residential
Brookside/Cardiff/Blossburg
Docena
Edgewater
Eldridge
Ensley
Ensley Highlands
Fairfield
Irondale
Ishkooda/Wenonah
Miles College
Mulga
Muscoda
Norwood Boulevard
Norwood
Pratt City Residential
Sipsey
Tarrant
Wylam
Zion City

Bibb County
Piper-Coleanor
South Lowell
West Blocton

Shelby County
Calera
Columbiana
Helena
Montevallo
Woodstock

Walker County
Aldrich
Carbon Hill
Cordova
Dora
Jasper
Nauvoo
Oakman
Parrish
Townley

Potential Main Street Towns

Jefferson County
Bessemer (already established)
Ensley
Fairfield
Graysville
Pratt City
Tarrant

Shelby County
Calera
Columbiana
Montevallo

Bibb County
Centreville
West Blocton

Tuscaloosa County
Northport

Walker County
Carbon Hill
Cordova
Jasper

BIRMINGHAM DISTRICT POTENTIAL RECREATIONAL FACILITIES

Historic Industrial Company-Built Sites/Camps

Bathhouses
Wylam, TCI
Muscoda,TCI
ACIPCO, North Birmingham
Birmingham Southern RR Shops, Wylam
ABC Coke Plant, Tarrant

Commissaries
ABC, Praco
TCI, Bayview
TCI, Wenonah
TCI, Docena
Alabama Fuel & Iron Co., Overton
ACIPCO, North Birmingham
Woodward, Mulga

Teachers' Cottages
TCI, Johns
TCI, Muscoda
TCI, Bayview

Medical Dispensaries/Hospitals
TCI-Medical Dispensary, Muscoda
TCI-Lloyd Noland Hospital, Fairfield
ACIPCO, North Birmingham
Hospital, Jasper

Schools
Alabama Fuel and Iron Co. Black School,
Overton
TCI Black and White Schools, Muscoda

Camps
TCI, Muscoda
Pioneer-Republic, Thomas
TCI, Docena
TCI, Edgewater
TCI, Bayview
TCI, Ishkooda
TCI, Wenonah
Alabama Fuel and Iron Co., Overton
Birmingham Coal & Iron-Woodward, Mulga Mine
DeBardeleben Coal & Iron Co., Sipsey
Sloss, Alden
U. S. Government-Republic, Sayre

Company Headquarters Buildings
Republic Iron & Steel, Thomas
Republic, Raimund Mine
Republic, Sayreton Mine
Woodward Iron Co., Woodward
McWane Pipe, East Birmingham
Stockham Pipe & Fittings Co., East Birmingham
TCI-U S Steel Flintridge Building, Fairfield
TCI-U S Steel Raw Materials Division, Wenonah
TCI, Muscoda Mine
TCI, Concord Mine
TCI, Fairfield Works
TCI-Woodward Iron Co. Pyne Mine
Hardie-Tynes General Office Building, Birmingham
ACIPCO General Office Building, North Birmingham
Cobb Coal Company, Carbon Hill
ABC General Office Building, Tarrant Coke Plant

BIRMINGHAM DISTRICT POTENTIAL RECREATIONAL FACILITIES

Trails/Greenways

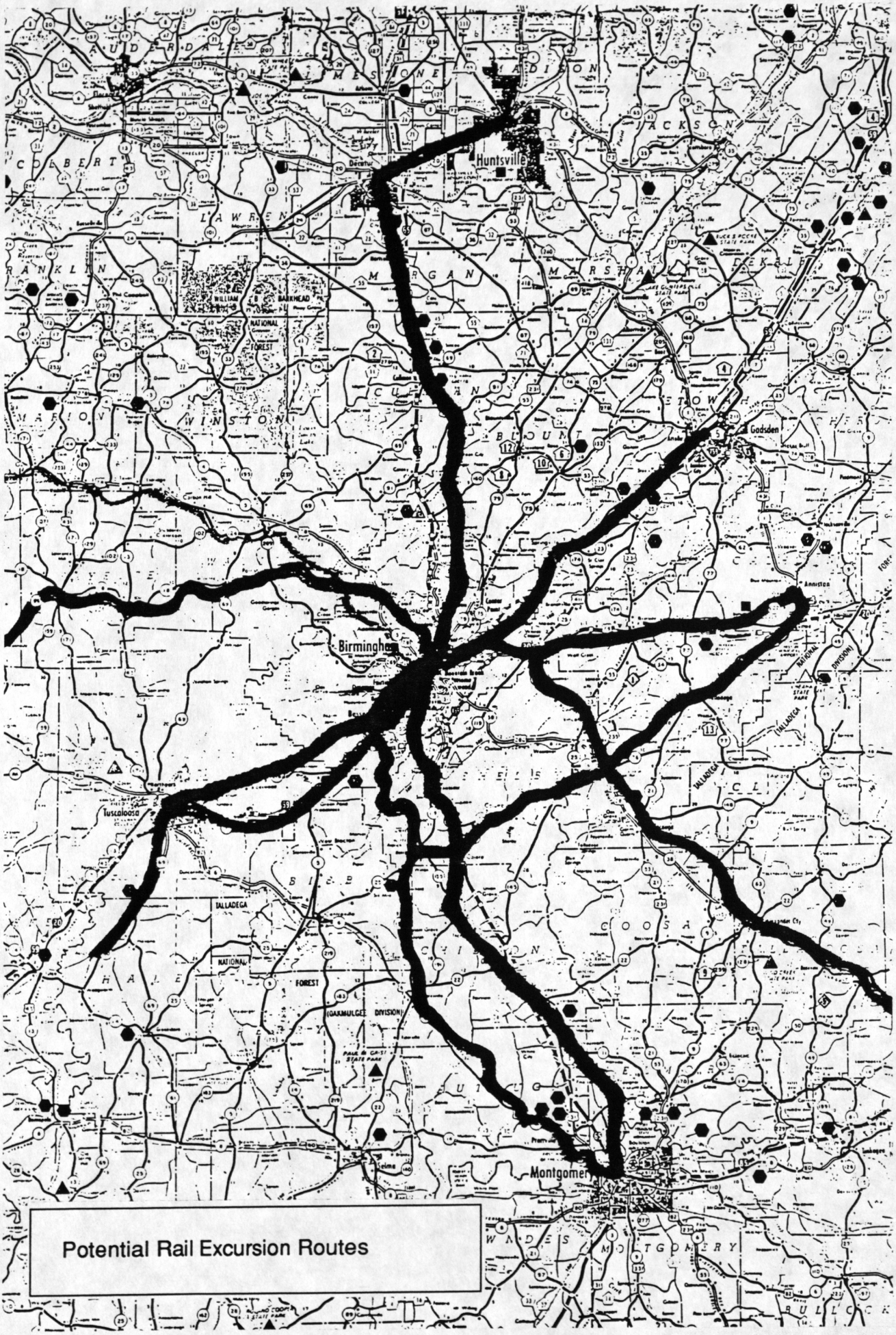
Red Mountain Mine and Mineral Railroad Trail - along crest and slopes of Red Mountain from Ruffner Mountain to Vulcan Park and Green Springs, and beyond to Oxmoor and Bessemer - Birmingham, Bessemer
The Tannehill Trail - Tannehill Historical State Park to the Alabama Coal Mine, Booth's Ford, and Brierfield Ironworks, linking Tannehill to the historic 1850s railhead near Montevallo
Shades Creek Greenway - linking sites at Irondale and Oxmoor to others in this tributary of the Cahaba including the Irondale Furnaces in Mountain Brook
Cahaba River Greenway - linking early forge and furnace sites and natural areas in Shelby and Bibb Counties
Village Creek Greenway - linking industrial sites, including the Pratt Coke Ovens, Thomas works, Bayview Lake and community, and other urban and industrial areas - Birmingham and Jefferson County

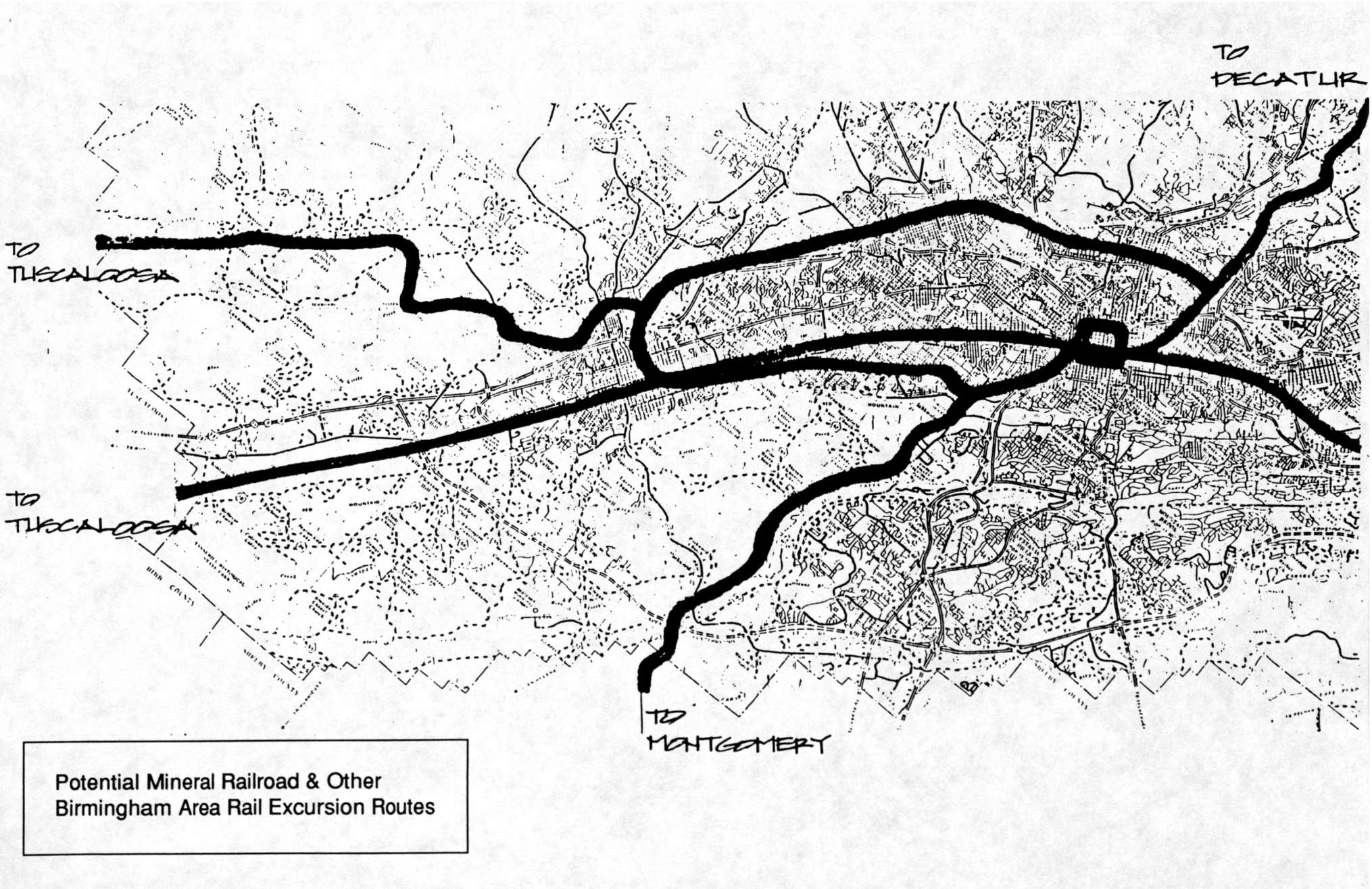
Rail-to-Trail Projects

Alabama and Tennessee Railroad Spur, Ashby to Cahaba River
Southern Railroad Depot to Pyne Mine - Bessemer - abandoned trackage, trestle and tunnels
Red Mountain Mines-Birmingham Mineral Railroad - Ruffner Mountain, Vulcan, Oxmoor, Ishkooda-Wenonah Mines to Pyne and Raimund Mines, Irondale to Bessemer
Ruffner Mountain - portion of the Mineral Railroad
Daniel Creek Railroad - Holt to Kellerman via Daniel Creek
High-Line - Wenonah to near Fairfield
L. & N. Mineral Railroad - Tuscaloosa
Pratt Mines Railroad - Birmingham City Center to Pratt City
Tramway linking Brierfield Ironworks Park to Rolling Mill Site
L. & N. Railroad on Gould Mine and Coke Oven Site - Helena
Tramway leading from Irondale Furnace Site to its Red Mountain Mines
Railroad from Shelby Ironworks to Dead Horse Landing on Coosa River
Southern Railway Tunnel and Bed - Powell Avenue, Birmingham
Downtown Birmingham Railroad Reservation
Spurs into Sloss Furnaces National Historic Landmark
Drifttrack - Pratt City
Hamilton Slope Trackage - Pratt City to Hamilton Slope

Rail Excursion Routes

L. & N.-Birmingham Mineral Railroad Loop to industrial sites about the city
Day trips possible on existing trackage from Birmingham to Tannehill, Dora, Tuscaloosa, Huntsville, Montgomery, Anniston, Memphis, Chattanooga
C & S (former) Alabama Mineral Railroad extending from Calera to Shelby


Huntsville
Decatur
Birmingham
Tuscaloosa
Montgomery
Gadsden
Anniston
TALLADEGA
NATIONAL
FOREST
(OAKMULGEE DIVISION)
WILLIAM B. BANKHEAD
NATIONAL
FOREST
TALLADEGA
NATIONAL
FOREST
DIVISION
Potential Rail Excursion Routes



Potential Mineral Railroad & Other
Birmingham Area Rail Excursion Routes

BIRMINGHAM DISTRICT POTENTIAL RECREATIONAL FACILITIES

Local or Regional Parks

Aldrich Coal Museum, Community, Cemetery, and (Potential) Mine Park - Aldrich
Bayview Lake - Bayview
Billy Gould Coal Mine, Coke Ovens - Cahaba River near Helena, Shelby County
Boshell Mill - Lost Creek, near Townley, Walker County
Brookside Mine and Coke Ovens (Potential) - Brookside
Browne's Dam - Brighthope Furnace Site - Bibb County Park
Dolonah Quarry and Lake - Bessemer
Lovic Shale Quarries - Lovic
Tuxedo Junction - Ensley
Virginia Coke Ovens - Bessemer area

Museums

Baseball Museum at Rickwood Field - Birmingham
Civil Rights Institute - Birmingham
Discovery 2000 - Birmingham
Shelby Ironworks - Shelby
Jemison Vandergraaff House - Tuscaloosa
Warrior River Museum-Kentuck, Northport Renaissance Project

Scenic Roads

Jefferson County
Wenonah - Ishkooda Road through ore mining communities - Jefferson County
Eastern Valley Road through a rural, agricultural landscape - Bessemer to Tannehill
Old Coal Road - Pratt City to Linn Crossing through historic coal communities
Altamont Parkway, a skyline drive through residential neighborhoods - Birmingham
Bankhead Historic Highway through the coalfields - Birmingham to Jasper, Jasper to Carbon Hill

Walker County
Bankhead Historic Highway through historic mining towns - Jasper, Townley, Carbon Hill

Active Industrial Plant Tours

Wade Sand & Gravel Quarry - Thomas
Empire Coke - Holt
USX Fairfield Works - Fairfield
American Cast Iron Pipe Company (ACIPCO) - North Birmingham
U.S. Pipe Works - Bessemer and North Birmingham
Pullman Standard-Trinity Industries - Bessemer
Drummond Strip Mining Operations - Warrior Coal Fields

BIRMINGHAM DISTRICT POTENTIAL RECREATIONAL FACILITIES

Historic Waterways

Cahaba River Early Industrial Sites and Ruins along banks of the Cahaba & its tributary creeks in Jefferson, Shelby and Bibb Counties:

Lower Cahaba (below U.S. Highway 280)

1. Little Cahaba-Brighthope Furnace Ruins (1840s, 1860s)
   Browne's Dam Site
   Little Cahaba River (recently acquired by Bibb County)
2. Adam's Dam (Claubaugh-Gray-Scott-Brantley-Adams) Forge Ruins(1841)
   Cahaba Nailery Ruins(1864-1865)
   Grist Mill Site
   Little Cahaba River

2.5 Alabama & Tennessee Rivers Spur Line Bed & Culverts (1865)
   Ashby to the Little Cahaba River

3. Alexander Hill's-Weissinger & Riddle-Hugh Davis Bloomery Ruins(1841)
   Little Cahaba River
4. Thompson's Mill Forge - Shoal Creek Forge Ruins(1854)
   Shoal Creek, 2 1/2 miles s w of Montevallo
5. Scottsville Cotton and Woolen Factory Ruins (1836-1865)
   Shultz Creek
6. Camp, James Forge/Bloomery Site (1835)
   Shultz Creek
7. Six Mile Creek Salt Petre Caves (1860s)
8. Six Mile Creek Forge Ruins
9. Six Mile Creek Forge-Robinson & Thomas's Bloomery Ruins (1868)
10. River Bend Bridge-Pratt Ferry Site
    Cahaba River at Bibb County 26
    The site for "Croton"
11. Confluence of Caffe Creek and Cahaba River, Cahaba Lily Site
12. Ore Bank
    Huge deposit of brown ore, with lots of surface pits
13. Camp Branch Forge Ruins
    Near Shelby (not yet located at 11/26/91)
14. L. & N. Railroad Trestles (1880s)
    Buck Creek at the Cahaba River
15. Gould, Billy Coal Mines (1856-1870s)
16. Coke Ovens (1870s)

Upper Cahaba (above U.S. Highway 280)

17. Cahaba River Pumping Station, Lake Purdy and Dam

BIRMINGHAM DISTRICT POTENTIAL RECREATIONAL FACILITIES

Historic Waterways continued

Warrior River Historic and Current Industrial Sites:

1. Oliver, William Bacon Lock and Dam (1991)
   Tuscaloosa

2. Gulf, Mobile & Ohio Railroad Bridge (1899)
   Spans the Warrior River bed. Tuscaloosa & Northport

3. Northport

4. Tuscaloosa

5. Old Lock No. 1 Ruins (1890s)
   At the Corps of Engineer site, across from Tuscaloosa Library River Road - Tuscaloosa

6. Old Lock No. 2 and Lock Tenders' Houses Sites (1890s)
   1/4 miles upstream from Corps of Engineers, Tuscaloosa

7. Old Lock No. 3 Ruins (1890s)
   At University Park, Tuscaloosa

8. Bank Quarry Site
   East of Lock No. 3, across from River Road Park East, Tuscaloosa

9. River Bed Quarry Site
   Just west of University Park in the river, Tuscaloosa

10. Holt Lock and Dam (1966) and Alabama Power Company Holt Plant
    Holt

11. Holt Lake

12. Old Lock 16 Public Use Area
    Holt Lake Area

13. Old Lock 15 Public Use Area
    Holt Lake Area

14. Rocky Branch Public Use Area
    Scales, Holt Lake Area

BIRMINGHAM DISTRICT POTENTIAL RECREATIONAL FACILITIES

Historic Waterways continued

15. Deerlick Creek Campground
    Holt Lake

16. Central Iron & Coal Foundry Company Plants (est. 1901, abandoned)
    Empire Coke Plant (est. 1903 and still operating)
    Tuscaloosa Steel Mini-mill (c. 1990)
    Holt

17. Reichhold Chemical, Inc. Plant (abandoned)
    Holt

18. Daniel Creek Railroad Bed, Tunnels and Trestles (abandoned)
    Extends from Holt to Kellerman Mines via Daniel Creek

19. Birmingport (est. 1921, active)
    AL 269, 20 miles west of Birmingham

20. Gorgas-Alabama Power Steam Plant (est. 1916, active)
    JC 53, Gorgas, 27 miles west of Birmingham

21. Miller-Alabama Power Electric Generating Plant (est. 1980, active)
    JC 81, Near Quintown, 20 miles northwest of Birmingham

22. Bankhead Lock and Dam (1915, 1975, active) and Bankhead-Alabama Power Company Plant (1950s)
    40 miles northeast of Tuscaloosa, 40 miles west of Bessemer

23. Barney Beach & Cemetery
    Walker County

24. Alabama State Docks Facility
    Cordova, Walker County

    Many of Alabama's largest and currently operating coal mines are located on or near the Warrior River including Drummond's Mary Lee No. 1 and No. 2; and Jim Walter's Brookwood Mines.

APPENDIX 6 PROJECT PERSONNEL

Historians
Jack Bergstresser,Sr., Industrial Historian and Archeologist, 1993 PhD Candidate Auburn University, Auburn, Alabama served as Project Historian with primary responsibility for field investigation, survey reports on industrial sites, and Research Report sections on ironmaking, coal mining, cokemaking, and steelmaking.

Dr. Andrew J. Millard, Historian of Science and Technology and Chairman of the Department of American Studies, University of Alabama at Birmingham, Birmingham, Alabama contributed to sections of the Research Report dealing with transportation, maintaining social order, and company towns.

Dr. Melvin Kranzberg, Professor Emeritus and formerly Callaway Professor of the History of Technology, Georgia Institute of Technology, Atlanta, Georgia and a leading figure in the field that he established in the 1940s, contributed a contextual essay on the significance of the District to the Research Report.

Dr. W. David Lewis, Hudson Professor of History and Engineering, Auburn University, the premier historian on Sloss Furnaces and author of the National Park Service Handbook to Hopewell Furnace National Historic Site, contributed an essay on the historical significance of the District.

Marjorie L. White, Director, Birmingham Historical Society, MPhil Yale University, author, The Birmingham District-An Industrial History and Guide, served as Project Director and Editor.

Researchers
Brenda Howell, sociology graduate, Auburn University, coordinator, Educational Programs, Birmingham Historical Society researched active industry and genealogy.

Bill Jones, English and communications major, MA, Louisiana Tech, coordinated field visits, public participation and computer files.

Ashlea Atkins, history student, Birmingham Southern College, researched sites and personalities.

Carol Slaughter, geologist and historical interpreter

Also assisting **Bob Yuill, Joey Brackner**, Alabama Folklife Program, **Ellen Mertins** and **Steven Kay**, Alabama Historical Commission,
Auburn University School of Architecture Urban Design Studio faculty member Frank Setzer and students, winter and spring quarters, 1993, and **Dale Fritz** and **Wilhelmine Williams, Jack Bergstresser**, and **Marjorie White**, and Steering and Advisory Committee Members.

Scott Fuller, Icongraphics, designed and computerized maps and images for the reports.

Planners
Cecil Jones & Associates, Inc., Birmingham, Alabama
Wilhelmine Williams, planner with ten years experience in urban planning at the neighborhood, community, county and regional levels, MA Harvard University, conducted the planning sessions and contributed heavily to the natural and recreational resource inventory, field visits, and planning report.

Gary Cooper, planner with over twenty-five years experience in urban planning at the state, regional, metropolitan, community and private development levels, MS Georgia Tech, provided project oversight and coordination.

Robert Barbour, geologist and planner,MA University of North Carolina, contributed to the geological sections of the reports.

Dale Fritz, Landscape architect, MLA, University of Melbourne, Australia, participated in the site visits, analysis and research and hand drew project maps and site plans.

Steve Brooks designed maps and boards for presentations.

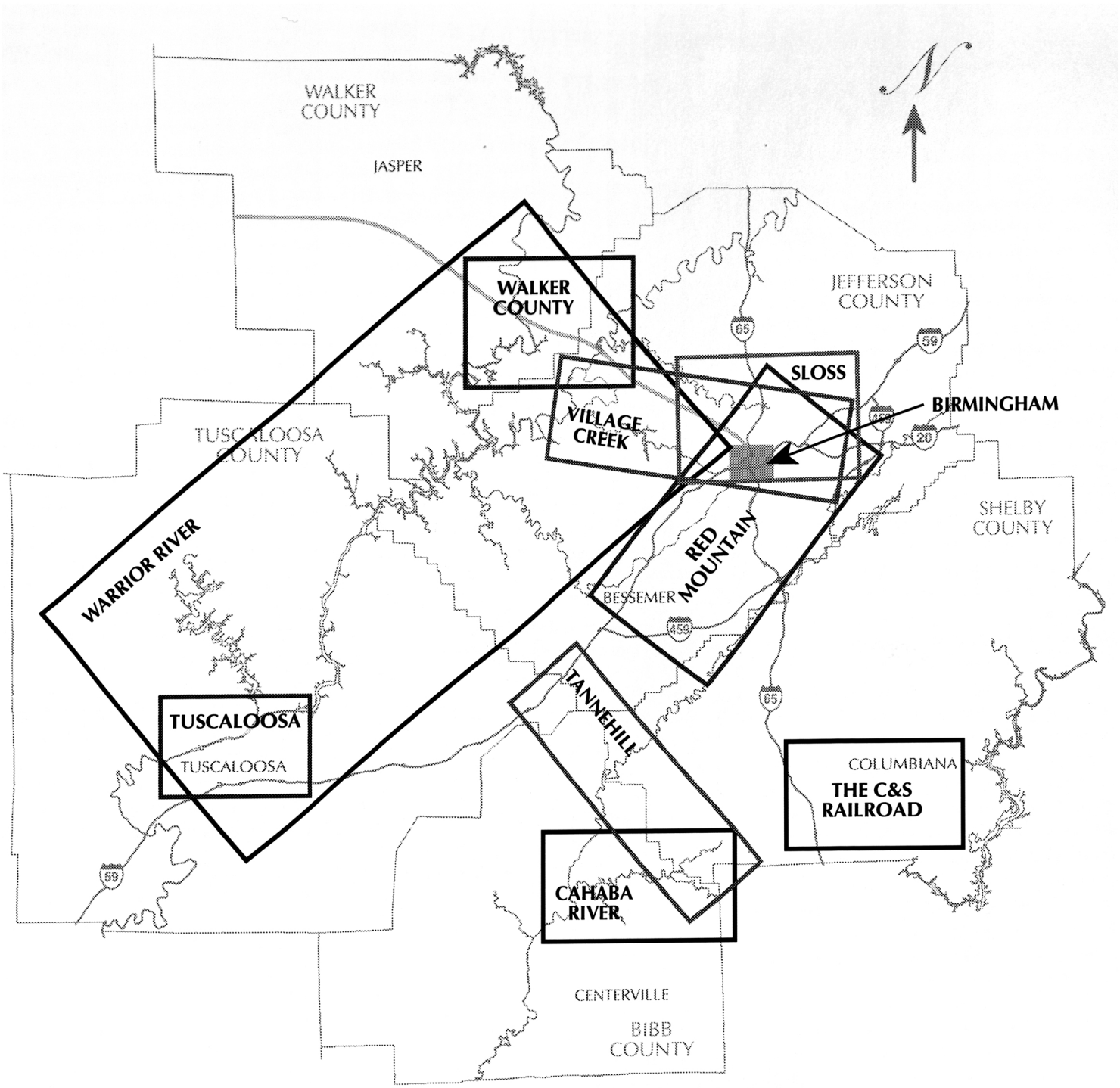
APPENDIX 7 SURVEY FORMS AND MAPS for Thematic and Geographic Resources selected for Resource Clusters illustrating the Birmingham District Story

THE BIRMINGHAM DISTRICT STORY

The Birmingham District is a geological area initially defined by mineral resources, coal, iron ore and limestone, the raw materials for making steel, in close proximity; and subsequently by the evolution of industries that exploited these minerals. The Birmingham District is currently the focus of an effort to organize a systematic approach to interpret natural, cultural, and recreational resources.

Birmingham District resources tell the story of Southern industrialization. From the Old South to the New, from the early forges of the 1820s through intensive Civil War production, and from the great booms of the 1880s and the early twentieth century to the present day, the South's major industrial district retains a diverse array of mills and mansions, furnaces and foundries, communities, archeological sites, and cultural traditions that tell the story of making coal, iron, steel and other industrial products, Southern style.

The Birmingham District currently includes nationally significant sites and a wealth of supporting resources. For interpretive purposes, these resources can be grouped into the following **thematic and geographic clusters**: Vulcan - Symbol of the District, Red Mountain - Minerals, Mines and Mansions, Cahaba River - Early Forges, Tannehill - Civil War Ironmaking, Tuscaloosa - From the Old South to the New, Birmingham - The Magic Industrial City, Sloss Mines and Furnaces - New South Industry, Village Creek - Watering the Industrial Miracle, C & S Railroad - From Mine to Mill and Market, Walker County - Coal Country, and Warrior River -Waterway to the World. Each cluster of resources tells a part of the story. Together they tell the story of the Birmingham District.



THE BIRMINGHAM DISTRICT STORY

Thematic & Geographic Resource Clusters

VULCAN STATUE AND PARK Symbol of the District
The Roman god, Vulcan, taught mortal men to make iron. A skillful artisan, he lived on Mt. Olympus where his labor force of one-eyed Cyclopes forged armament and adornment for these gods. In 1903, Birmingham industrialists chose Vulcan to commemorate Birmingham industry. They commissioned his colossal statue be cast of Birmingham iron and sent to the St. Louis World's Fair to advertise the region. Since 1935, from a park location high atop Red Mountain, the world's largest cast iron statue has symbolized the industrial district.

RED MOUNTAIN Minerals, Mines, and Mansions
Minerals provided the base for industrial development of the Birmingham District. For 100 years from the 1860s to the 1960s, Red Mountain's vast supply of red iron ore supported District ironmaking. The **Red Mountain Mines**, once the nation's second largest group of underground ore mines, extended 16 miles from Ruffner to Bessemer. Remaining today along an abandoned railroad bed are extensive mine ruins, worker camps at Wenonah and Muscoda, mansions of the influential barons, the **Red Mountain highway cut** exposing the mountain's mineral endowment, and the Vulcan statue telling the story of industrial success.

CAHABA RIVER Early Forges and Furnaces
By the 1820s, brown ore deposits along the Cahaba River's rocky banks attracted ironmaking needed to support early agriculture in the region. From the antebellum era through the present day, coal has also been extensively mined along the river. Unfit for navigation, the free-flowing Cahaba River provides the Birmingham area's principal source of drinking water and a rich habitat for fish and flora. The Cahaba River rises in northeast Jefferson County and flows 180 miles to its confluence with the Alabama River at Cahaba, near Selma. Antebellum, Civil War, and early twentieth century archeological sites along this free-flowing river and its tributaries offer possibilities for historic interpretation as well as recreational experiences such as picnicking, swimming, fishing, tubing, canoeing, and the study of diverse fish and flora.

TANNEHILL Civil War Ironmaking
During the Civil War, the Confederate government's infusion of capital and labor intensified ironmaking throughout the District. At Tannehill, 600 slaves mined raw materials and charged the furnaces that provided iron for Confederate armament until their destruction by federal troops in March 1865. The District's finest Civil War ironmaking resources include the stone furnaces and **Iron and Steel Museum of Alabama** at **Tannehill State Historic Park** and the, yet to be fully documented, ironmaster's residence and ruins of slave quarters, slave cemetery, forges, and a coal mine located along the 12-mile "old iron haul road" linking Tannehill and Brierfield.

TUSCALOOSA From the Old South to the New
Located in 1819 on the Warrior River at the head of navigation, Tuscaloosa served as Alabama's capital from 1824 to 1846. Citizens established the University of Alabama here in 1820 and the **Geological Survey of Alabama** in 1847. Transportation, first of agricultural and later mining and industrial products, and education became and remain mainstays of the city's economy. Tuscaloosa's riverfront resources, geological survey collections at **Smith Hall**, and planter (turned industrialist) houses witness an old South center's support for and education of geologists, mining engineers, and leaders in the exploration and development of the Birmingham Industrial District from the 1820s to today.

BIRMINGHAM The Magic Industrial City
Southern investors founded Birmingham in 1871, six years after the close of the Civil War. With intent to revitalize the South through investment in industry and city building, they named their "magic little industrial city" in the mineral rich hills of northern Alabama for the famed English industrial center. Birmingham fulfilled these investors' vision to become the central city of an industrial district with a vast network of street and conventional railways connecting it to outlying industrial mining camps and communities, and markets for industrial products.

Birmingham's city plan projected a grid with wide streets and avenues flanking a central Railroad Reservation. Now filled with early skyscrapers and dense commercial and residential districts that testify to the emergence of Birmingham industry in the early years of this century. Company towns and privately-built industrial communities including nearby Fairfield, Bayview, and Thomas and further removed mining and commercial centers of Jasper, Carbon Hill, Pratt City, West Blocton, and Dora surround the central city.

Southern black and white men provided the majority of the labor that built the Birmingham District of the New South. The traditions, values and struggles of African Americans culminated in successfully launching

Martin Luther King's non-violent protests and the Civil Rights Movement of the 1960s, a story told at the **Birmingham Civil Rights Institute** and other sites throughout the District.

SLOSS MINES AND FURNACES New South Industry
From the late nineteenth century through the 1960s, the Birmingham District served as the nation's leading foundry iron producer. Birmingham District ironmakers developed distinctive blast furnaces and practices well suited to the District's raw materials. They also created vertically integrated ironmaking systems that capitalized on the close proximity of area mineral resources including coal and iron and their speedy delivery to area furnaces. **Sloss Furnaces** represents this important technological achievement.

The **Sloss Furnaces**, the nucleus of an integrated ironmaking system, which includes extensive surviving remnants of coal and iron ore mines, quarries, coke ovens and railroads, are the District's most tangible landmark. Abandoned in the 1970s, the 32-acre furnace site, adjacent to and highly visible on the skyline of the Birmingham City Center, Sloss's steel-jacketed blast furnaces, stoves, boilers, and 32-acre site have been preserved by the City of Birmingham as a museum and community center. The opportunity exists to preserve and interpret **Sloss's red ore mines at Ruffner and Sloss** and **coal mines and coke ovens at Brookside**. The 538-acre Ruffner site is currently a nature preserve.

VILLAGE CREEK Watering the Industrial Miracle
Located at the crossing of two rail lines at the center of a mineral rich district and not on a major river, Birmingham industry used this modest creek to cool its plants. Village Creek rises at Roebuck Springs and travels 40 miles westward to its confluence with the Warrior River. Today, Village Creek offers exceptional potential for an urban linear park linking historic industrial sites to existing parks along a proposed greenway system. Two sites, the **Pratt Mines and Coke Ovens** and the **Thomas Cokeworks, Quarries, and Industrial Town**, offer the opportunity to trace the evolution of cokemaking and the coke byproducts industry from the beehives of the 1880s through the byproducts revolution of the early twentieth century into the 1950s, to see how people lived, and experience active mineral extraction.

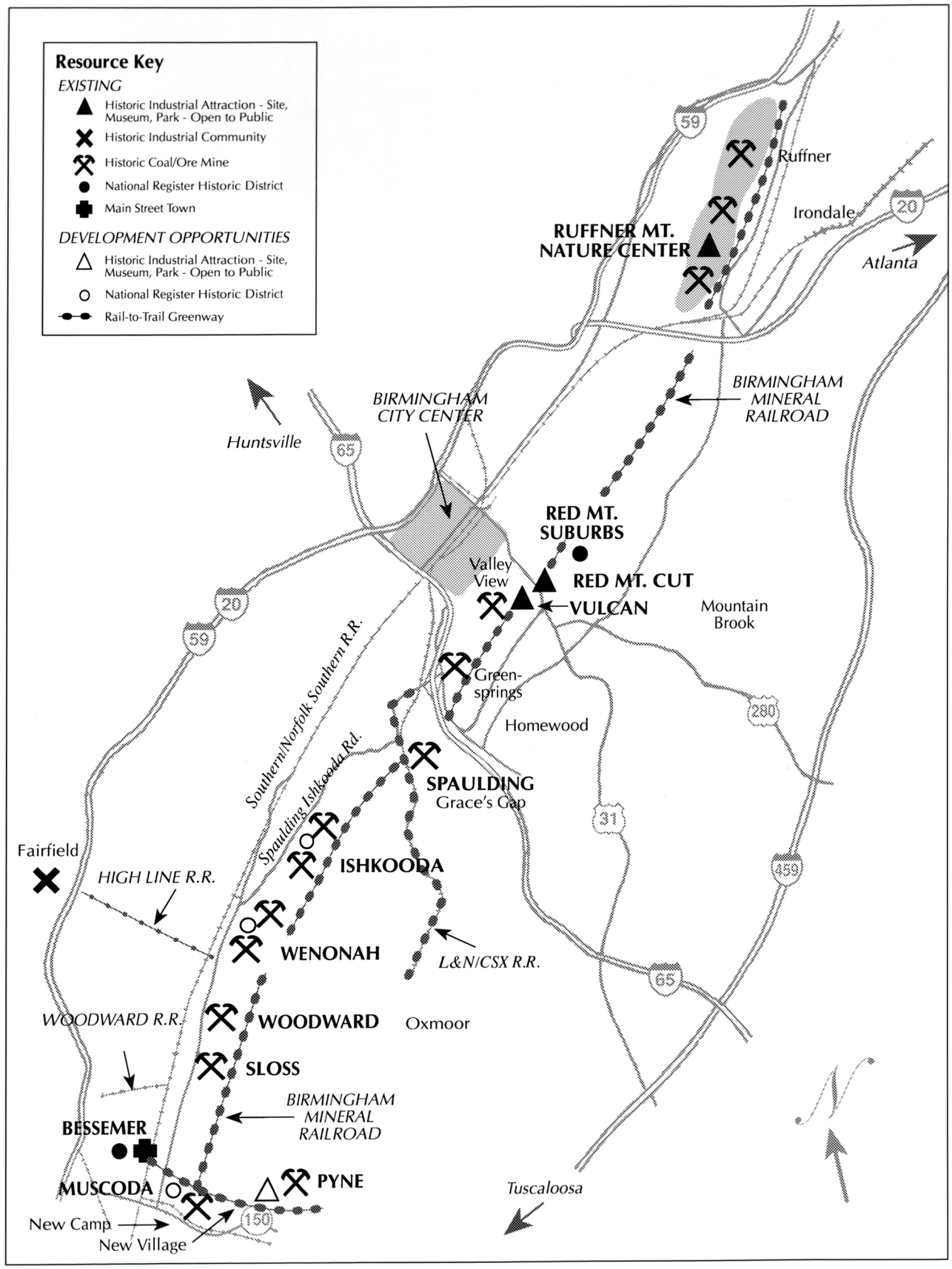
THE C & S RAILROAD From Mine to Mill and Market
A vast network of railroads facilitated exploration and development of the District's mineral resources and industrial facilities. Earliest lines arrived by the 1850s. By the 1880s, extensive networks crisscrossed the District linking mines to mills and mills to markets across the nation and the world.

The **Heart of Dixie Railroad Museum** includes the restored Wilton Depot with exhibits of railroad memorabilia, a working railyard with many examples of rolling stock, and the 12-mile, currently abandoned, right of way along the C & S Railroad linking Calera and Shelby in Shelby County. At Shelby, the 500-acre **Shelby Ironworks site** in a now wooded, rural setting includes extensive ruins of charcoal furnaces active from the 1840s to the 1920s and spectacular brown ore pit lakes.

WALKER COUNTY Coal Country
Coal, when converted to coke, provides the fuel for the iron and steelmaking processes, the coke byproducts industry and electric power generation. The Birmingham District opened the fifth largest group of coal mines in America and remains a top coal producer with extensive and active surface and underground coal mines. The **Alabama Mining Museum**, a miner's training center, and active electric power generating plants showcase the evolution of the industry from pick and shovel to today's high-tech era.

WARRIOR RIVER Waterway to the World
Water served as transportation avenue, power source and site of mineral resources. The Warrior River links the coal fields of Walker and Jefferson Counties to the Gulf of Mexico at the port of Mobile, 455 miles to the south. The industrialization of the Warrior River began in the 1820s when coal mining activities extended into Jefferson and Walker Counties. By 1915, federally sponsored navigation improvements had made the Warrior the most important transportation corridor in the District, fostered coal mining and industrial development, and created a series of scenic lakes.

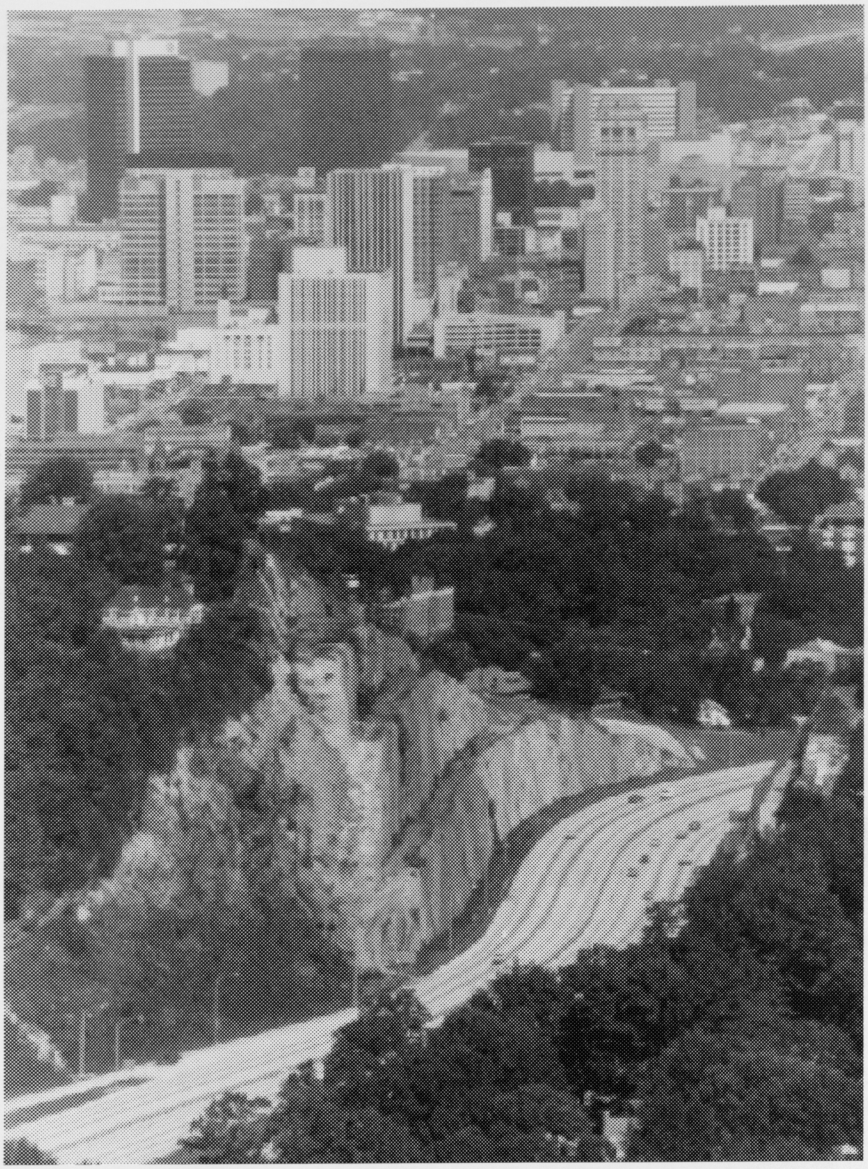
Active locks and dams, river traffic, power generating and industrial plants, and recreational facilities line the river's banks from Tuscaloosa to Cordova. Enhanced waterfront and interpretive systems and parks, a projected maritime museum, and active plant tours can foster appreciation of active industry and historic and recreational features.



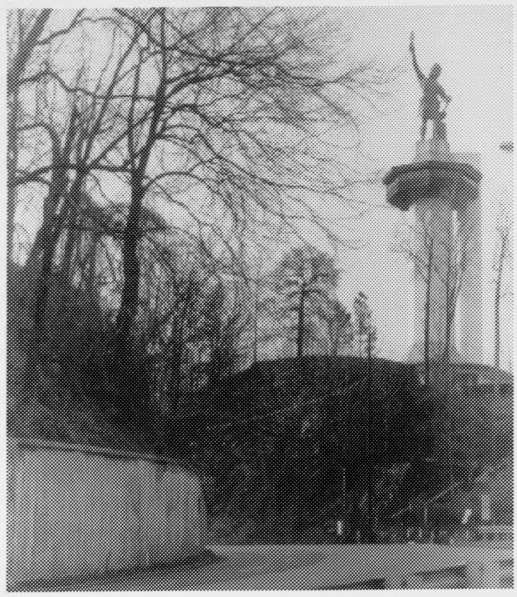
RED MOUNTAIN

Minerals, Mines & Mansions

RED MOUNTAIN
Minerals, Mines & Mansions

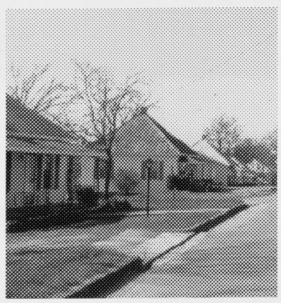


Red Mountain's red iron ore fueled many a furnace in the Birmingham District. Today the Red Mountain Cut, a National Natural Landmark, showcases red iron ore and 170 million years of geological history.



The cast-iron Vulcan towers over a city and a district that owes its existence to the ironmaking process. According to legend, this Roman god taught mortal men to make iron.



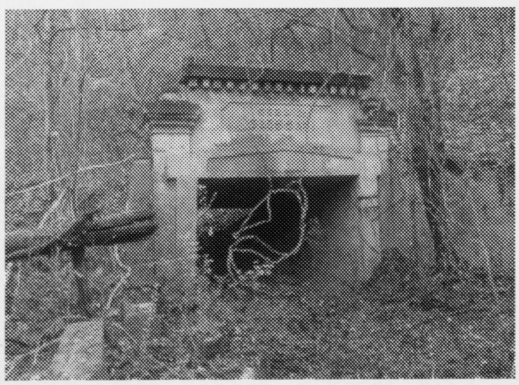


These "four-room square tops" built in 1902 for workers at the Muscoda mines became the most common form of worker housing in the District.

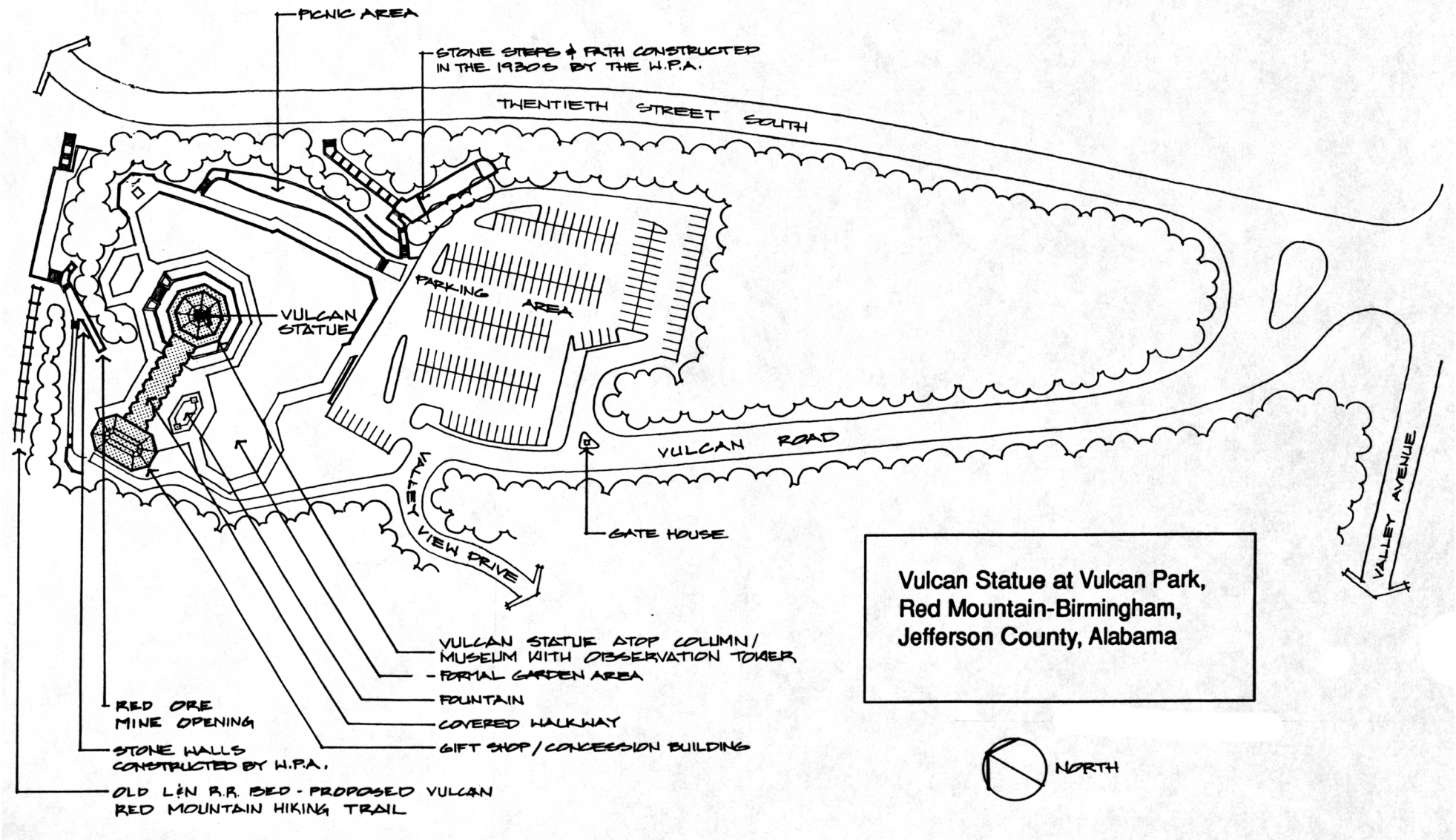
This hoist at Woodward Iron Company's Pyne Mine (above left) near Bessemer, once hauled iron ore from the deepest vertical shaft mine in the United States.



Iron magnate Rick Woodward's Red Mountain Residence (1919) now serves as residence to the President of the University of Alabama at Birmingham.



The Sloss Company also mined red ores from the Sloss Mine, one of many along Red Mountain's Mineral Railroad. These mines constituted the nation's second largest group of underground ore mines.


PICNIC AREA
STONE STEPS & PATH CONSTRUCTED IN THE 1930s BY THE W.P.A.
TWENTIETH STREET SOUTH
PARKING AREA
VULCAN STATUE
VULCAN ROAD
VALLEY VIEW DRIVE
GATE HOUSE
VALLEY AVENUE
VULCAN STATUE ATOP COLUMN/ MUSEUM WITH OBSERVATION TOWER
FORMAL GARDEN AREA
FOUNTAIN
COVERED WALKWAY
GIFT SHOP/CONCESSION BUILDING
RED ORE MINE OPENING
STONE WALLS CONSTRUCTED BY W.P.A.
OLD L&N R.R. BED - PROPOSED VULCAN RED MOUNTAIN HIKING TRAIL
Vulcan Statue at Vulcan Park, Red Mountain-Birmingham, Jefferson County, Alabama
NORTH

HISTORIC NAME Vulcan Park, including Statue of Vulcan, Red Ore Mine, L.& N.-Birmingham Mineral Railroad
CURRENT NAME Vulcan Park and Abandoned Red Mountain Mines Mineral Railroad Hiking Trail
LOCATION 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 acres + railbed
OWNER City of Birmingham
One mile of the three mile railroad right-of-way is owned by the City of Birmingham; the other two miles are in multiple private ownership.

TYPE Site
DATE OF CONSTRUCTION c. 1935 (park); 1903 (statue); 1889 (railroad)
BUILDER/ARCHITECT/ENGINEER Works Progress Administration, City of Birmingham, L.& N. Railroad

DESCRIPTION

PHYSICAL CHARACTERISTICS

Topography The park is located along the crest of Red Mountain. The site itself has been graded and landscaped so that it is rolling.
Hydrology No natural water bodies or sources are found on the site.
Geology The crest and substrate of Red Mountain was extensively mined for red ore, as evidenced by a mine opening located on the grounds of the park.
Vegetation The site is partially wooded and partially landscaped, with formal lawn and garden areas surrounding the structures.

HISTORICAL RESOURCES

Vulcan Statue/Museum with Observation Tower

From foot to the tip of the outstretched hand, the statue of Vulcan is 55 feet tall. The statue stands upon 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 a mountain, Vulcan surveys the City of Birmingham and Jones Valley from 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 in Birmingham foundries. 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 over six tons of iron.

The torch which has been placed in the outstretched hand of Vulcan is a silent sentinel of safety. Since 1946, Vulcan has promoted a campaign for traffic safety spearheaded

by the Birmingham Jaycees. The torch burns green unless an automobile fatality has occurred; then warning red torch is carried that day in the hand of a mythical figure which has become the world's largest safety reminder. Vulcan is one of the few monuments in the world erected, not to commemorate an event or to perpetuate the memory of a person, but to symbolize industry.

Vulcan Park

In December of 1935, TCI deeded 4.45 acres of land, with an additional one-quarter acre in 1951, to the City of Birmingham for Vulcan Park. With 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 in a handsome park by 1939.

In 1971, the City of Birmingham completed a million dollar renovation program which altered the character of the original park by re-orienting entrances and covering the original stonework that was laid during the WPA construction. Remnants of the original park still grace the setting. On the eastern edge of the park several stacked stone walls remain in the picnic area, as well as further south adjacent to the parking area. Stone steps also indicate the original entrances to the park from U.S. 31 (20th Street).

Red Ore Mine and Birmingham Mineral Railroad

At the base of Vulcan Park, where U.S. 31 now cuts through Lone Pine Gap, a significant portion of the upper portion of the Red Mountain iron ore may be seen. Until the 1920s, a railroad bridge carried the Birmingham Mineral Railroad over the early wagon road at this location. A WPA stonework path leads from the refurbished Vulcan Park to a "forgotten" terraced area of the property which contains an entrance to a red ore mine, observation pavilions, as well as access to the abandoned railroad bed, now informally used as a hiking trail.

ACCESS

Access from major roads is available, though indirect. Visitors heading south on the Red Mountain Expressway-U.S. 280 exit onto 21st Street 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, Birmingham.

CONDITION

Vulcan Statue/Museum With Observation Tower

The statue of Vulcan is critically in need of conservation. During the 1930s concrete was poured into the statue to stabilize it; material is now leaching out. A feasibility study for the technical preservation of the statue is currently in progress.

Vulcan Park

Red Ore Mine and Birmingham Mineral Railroad Bed

The mine opening on the site is not currently open to public view. The mine entrance itself is protected by a stone wall that appears stable and in good condition. The status and condition of the mine itself will require geotechnical analysis.

The Birmingham Mineral Railroad track area is an abandoned railroad bed. Although the right-of-way is evident, it has become overgrown and unkempt. As mentioned previously, plans are underway to develop the property, one mile of which has been acquired by the City of Birmingham, for an interpretive and hiking trail.

IMPROVEMENTS

Existing

In 1971, the City of Birmingham completed a million dollar renovation program in Vulcan Park. The renovation included an elevator to transport visitors to a climate-controlled, glass-enclosed observation deck from which the visitor enjoys a magnificent, panoramic view of the Jones and Shades Valleys. At the base of the statue, first floor display cases host changing exhibits. The current exhibit directs tourists to other sites of historic significance and interest throughout the region.

A covered walkway links the statue and observation tower to the gift shop/concession building, which lies to the west of the statue. In addition to well-landscaped and well-maintained grounds, a formal garden and a fountain are also found on the site.

Upon entrance to Vulcan Park, through the gate house, ample parking is available for automobiles, as well as buses. Approximately 190 parking spaces are available in this lot.

The park property also contains a substantial vacant area, which is located between Vulcan Road and 20th Street South. This area is heavily wooded.

Proposed

In 1990, Vulcan Park was the focus of re-evaluation through a master planning process. The "Master Plan for the 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 and Associates, Inc., and architects Adams Design Associates, recommends a significant and historically sensitive "re-renovation" of Vulcan Park. Major features of the $5 million plan include significant restoration of the original WPA park fabric.

1. Proposed Site Improvements:

a. Improve Park image at Valley Avenue by reducing the visual clutter of signage, utilities and traffic control devices. Remove or relocate non-essential elements off site. Provide landscaping consistent with a "front-door" image for the Park.

b. Return vehicular access to original 1935 design where vehicular entrance to the park was in line with the statue's North/South axis.

c. At new site entrance, create an entry plaza/structure that consolidates user services - pedestrian entrance and ticket sales, concessions, gift shop, public restrooms and administrative services.

d. Recreate the 1935 WPA water cascade as an important visual/audio progression to the statue and museum.

e. Increase the Park's ability to serve as a community resource for multi-function events with the following additions:

1) A new Conference Building and Special Events Plaza for large outdoor gatherings and indoor meeting space with limited catering facilities.

2) Re-defined overlooks suitable for artisan/craft displays or small performance areas.
3) An increased lawn seating area and new Pavilion for outdoor performances with larger audiences.
4) A second terraced picnic area associates with access to the Mineral Railroad Trail.

f. Direct pedestrian links from the statue complex and the parking lot to the beginning of the Mineral Railroad Trail; return access to the parking lot only.

g. Re-configure parking lot with a central pedestrian link to the entry Plaza and additional landscaping. Provide parking for 153 cars and bus drop-off for two vehicles.

2. Proposed Architectural Improvements:

a. Tower and Observatory: Restore the original WPA stonework by removing the marble cladding of the tower. Rebuild the observatory as an all-glass enclosure which allows direct views to the statue through the roof and because of its relative transparency, enhances the verticality of the tower. Improve statue lighting.

b. Museum: Provide new stone cladding in a manner reminiscent of the original 1930s stonework. Create interpretive displays highlighting the history of Vulcan and the Birmingham District's iron and steel industries.

c. Meeting Rooms: Provide for two meeting rooms in a building connected to the tower by a stone columned canopy. The rooms will accommodate 50 to 75 persons each and be separated by a movable partition. The rooms adjoin private terraces with views of the city or the fountain and plaza. Include a kitchen to provide a limited catering ability.

d. Entrance Building: Accommodate park entrance functions in a partially buried building which frames a direct view of the tower. The ticket booth and gate, restrooms, vending machine area, and gift shop spaces form an entrance plaza which will serve as a transitional area between the parking area and the ascent to the statue and tower.

THREATS

. If repair of the statue of Vulcan remains unattended, the structure will continue to deteriorate and may become a safety hazard. Regardless, its declining appearance may inhibit its attraction as a tourist destination.

. Cost estimates for proposed improvements are high.

. Soil and slope instability may prevent re-opening of the red ore mine for public viewing and interpretation.

SOURCES

"A Master Plan for the Revitalization of Vulcan Park," sponsored by The Greater Vulcan Society, November 29, 1990

"Strategic Plan for the Revitalization of Vulcan Park," sponsored by The Vulcan Park Development Task Force of the Birmingham Area Chamber of Commerce, May 1988

HISTORIC NAME Red Mountain Cut/Geological Walkway/Museum
CURRENT NAME Red Mountain Cut National Natural Landmark/Walkway/Museum
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 and the State of Alabama Highway Department. 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 headquartered in the Birmingham city center.

TYPE Site
DIMENSIONS Length: 2,000' Width: 410' Depth: 210' (of the highway cut)
DATE OF CONSTRUCTION 1970 (of the highway cut)
BUILDER/ARCHITECT/ENGINEER Alabama Highway Department

DESCRIPTION
The Red Mountain Museum is composed of the following facilities: a) the exhibit building; b) the Red Mountain Cut; c) the geologic walkway; d) a picnic area; e) an amphitheater; f) the administrative office; g) the auditorium; and h) other museum facilities located in several residences owned by the Museum.

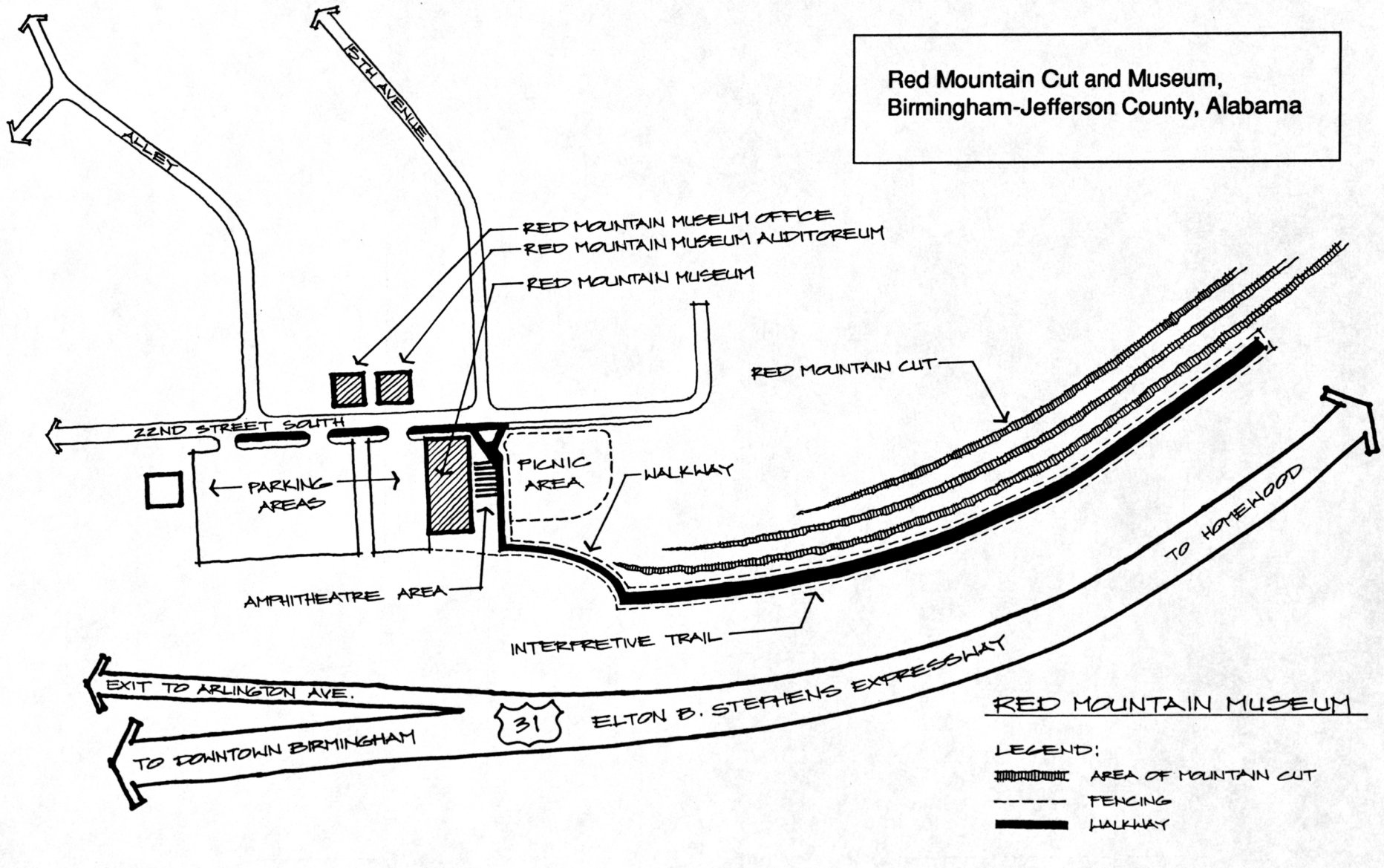
a. Exhibit Building.
The exhibit building is a one-story clapboard structure with exhibit, storage areas, and a gift shop. The exhibit building is the only architectural structure constructed specifically for the Red Mountain Museum since receipt of its charter in 1971 and its subsequent opening in 1977.

Since 1977, museum programming has focused on interpretation of the entire spectrum of geological history exposed in the Cut. In addition to preparation of museum exhibits, staff members have conducted extensive paleontological digs and have run educational programs for thousands of area students.

When visitors arrive at the Red Mountain Museum, they take a 30-foot walk in time by observing a large painted mural which depicts life ranging from 2.6 billion years ago to approximately 350 million years ago. A number of other displays serve as educational tools to interpret various aspects of geological history in a lively, visitor-friendly manner. Through use of a spectrohelioscope, visitors may study images of the sun on a television monitor; a fiberglass model of the sun shoots solar flares in many directions. An eight-foot prototype of the earth is cut to reveal a glowing molten interior. The exhibit building also houses fossils, rocks, minerals, Indian artifacts, as well as changing exhibitions.

One of the centerpieces of the Museum is a 14-foot Mosasaur, a giant aquatic lizard which dominated the sea that once covered Alabama. The Mosasaur was discovered and assembled by the Red Mountain Museum staff.

The extensive fossil collection stored at the museum reveals evidence of dinosaurs, ice age mammals, giant whales, turtles, fish and plants. According to a recent report, "the vertebrate paleontology collections of the Red Mountain Museum include some of the


Red Mountain Cut and Museum,
Birmingham-Jefferson County, Alabama
ALLEY
15TH AVENUE
RED MOUNTAIN MUSEUM OFFICE
RED MOUNTAIN MUSEUM AUDITOREUM
RED MOUNTAIN MUSEUM
RED MOUNTAIN CUT
22ND STREET SOUTH
PARKING AREAS
PICNIC AREA
WALKWAY
AMPHITHEATRE AREA
INTERPRETIVE TRAIL
TO HOMEWOOD
EXIT TO ARLINGTON AVE.
TO DOWNTOWN BIRMINGHAM
31
ELTON B. STEPHENS EXPRESSWAY
RED MOUNTAIN MUSEUM
LEGEND:
AREA OF MOUNTAIN CUT
FENCING
WALKWAY

finest examples of marine reptiles and birds known from the Cretaceous period of North America, a significant collection of Eocene whales and a large collection of Pleistocene vertebrates. All of this material is well-to extremely well-preserved and therefore has excellent potential for display and scientific study."

b. The Red Mountain Cut

c. The Geological Walkway

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. The Highway Department plans would have covered the exposed surface of the cut with gunnite. 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 observe caves, fossil reefs, volcanic ash, the Red Mountain fault, fossil beaches, limestone and iron ore seams and fossil tracks.

d. Picnic Area

The site includes a cleared grassed area which contains a number of picnic tables and benches. The area is surrounded by trees on its eastern edge and offers a view of the cut across the Red Mountain Expressway, as well as a scenic view of downtown Birmingham.

e. Amphitheater

f. Administrative Office

The administrative office of the Red Mountain Museum is located in a converted residence situated across the street from the Museum's exhibit building.

g. Auditorium

The Red Mountain Museum Auditorium is located immediately to the south of the Museum office in an adaptive reuse of a residential structure.

h. Associated Museum Structures

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

a. Exhibit Building

The Exhibit Building is in sound condition. However, it is not of sufficient size to display the extensive collections of fossils currently stored in structures associated with the Museum. Current plan envisage display at the City Center site.

b. The Red Mountain Cut

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 in a repelling 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.

c. The Geologic Walkway

Several problems are related to the walkway which provides access to the Red Mountain Cut and provides an interpreted walk-through geological display. The existing ramp, built at the time of construction of the Cut, rotates ten 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 Museum received a Federal Grant for design of a new ramp. Design work has been completed; the $225,000 project awaits funding and management decisions related to the Cut's role in the Discovery 2000 project.

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. Many of the sign posts are in need of repair.

d. Picnic Area

The picnic area is well-maintained; picnic tables and benches are in good condition.

e. Amphitheater

f. Administrative Office

The administrative office is in sound condition and is well-maintained.

g. Auditorium

The auditorium, which is a renovated residence, is in good condition. However, its size limits the type of programs and presentations that can occur there.

h. Associated Museum Structures

Proposed

Plans are actively underway for development of Discovery 2000, a hands-on interactive museum with exhibits contributing to an understanding of science. A recent bond issue for the City of Birmingham provided $500,000 for the project; the Museum is designated to receive a subsidy from the City for three years. Discovery 2000 will occupy 180,000 square feet of space in the former Loveman's Department Store building in the Birmingham City Center. The first phase of the Museum is scheduled to be open in 1994.

Formation of Discovery 2000 mandates dissolution of the Red Mountain Museum, per se, and management by a single, private board of Trustees to manage a combined Red

Mountain-Discovery Place Museum. The former Director of Discovery Place, Barbara Royal, has recently been named as Director of the Museum. Programs which will be incorporated into the Museum are not yet defined. Plans have been laid to market exhibits to various corporations in the area. The Business Science Roundtable, an informal advisory committee, has been organized and may play a role in program development. It is expected that the Red Mountain Museum facility and Cut will become a satellite interpretive center closely associated with Discovery 2000. The destination of the extensive fossil collection remains unresolved.

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.
. Several threats to the proposed Discovery 2000 Science Museum site have been identified:
. The project is ambitious and may be inadequately funded to develop a museum of this magnitude.
. Renovation of the historic Loveman's building is a costly undertaking.
. Access to the Loveman's is indirect.
. Parking for the museum will pose a challenge in educating suburbanites to use parking decks.
. The Loveman's building is situated in the Downtown Birmingham Theater and Retail National Register District, in a currently declining portion of the City Center; encouraging attendance and attracting visitors to the area will require changing perceptions held by many people in the region. Discovery 2000 should provide an important anchor and catalyst for rejuvenation of the area which also includes the Jazz Hall of Fame and the Birmingham Civil Rights Museums slated to open in 1992 and 1993.

SOURCES

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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
Olson, Barbara and Eric, "Prime Cut," Birmingham, March 1984, pp. 42-50
Stone, Deborah, "The Red Mountain Expressway Cut," press release, n.d.
U.S. Department of the Interior, National Park Service, National Natural Landmarks

Birmingham Historical Society 1/12/93 c:\wp51\ihc.db\jef.reg

HISTORIC NAME L. & N.-Birmingham Mineral Railroad
CURRENT NAME L. & N.-Birmingham Mineral Railroad Trail
LOCATION Red Mountain
CITY Birmingham, Bessemer
COUNTY Jefferson
ACREAGE
OWNER

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

DESCRIPTION
The roadbed of the mineral railroad extends from Irondale, at Ruffner Mountain, to Bessemer along the southern and northern flanks of Red Mountain. Certain sections such as the routes through Ruffner Mountain and from Vulcan Park to Green Springs Highway currently serve as trails. The entire roadbed needs further exploration and delineation.

HISTORICAL OVERVIEW
Under the aggressive leadership of Milton Smith, traffic manager and later president, the Louisville & Nashville (L. & N.) Railroad constructed a 156-mile loop encircling the city of Birmingham by 1888 connecting furnaces and industrial plants and sources of raw materials. By 1889, the Red Gap Branch extended 10 miles from Graces Gap at the Eureka-Ishkooda & Spaulding Red Ore Mines to Red Gap Junction at Irondale. With later additions, the loop extended the entire length of Red Mountain from Irondale to Bessemer and also linked mines to furnaces and industrial plants in the valley below.

SOURCES
White, Marjorie, The Birmingham District, p. 51
Klein, Maury, History of the Louisville and Nashville Railroad, McMillan, New York: 1972

DESCRIPTION CONTINUED

Sites along the roadbed of the L.& N.-Birmingham Mineral Railroad:

Ruffner Red Ore Mine No. 1 & No. 2 (1887)
Ruffner Mountain Nature Center

The Ruffner No. 1 ore mine site consists of three visible stone foundations and the remnants of a slope opening. Covering between five and ten acres, the foundations appear to also include a sheave tower, steam hoisting foundation and an ore crusher.

The Ruffner No. 2 site covers perhaps as much as 30 acres and contains an array of widely scattered structures and foundations. The most striking and concentrated assemblage is located near a remaining ore crusher. Adjacent to the crusher are the remains of an ore handling plant. At another location two small buildings, possibly separate blasting cap and explosives storage facilities, remain. At another location a small hoisting sheave foundation is evident. In addition the slope opening is still visible as well as numerous drift openings which extend up and down area ravines.

Helen Bess Red Ore Mines (c. 1863-1910s)
Timberlane Apartments
Near Timberlane Drive

Red Mountain Cut and Geological Walkway (1969)
1421 22nd Street South

Vulcan Park, including Statue of Vulcan and Red Ore Mine
Atop Red Mountain on Vulcan Road

Vulcan-Louisville & Nashville (L. & N.)-Birmingham Mineral Railroad (1889)
Vulcan-Mineral Railroad Hiking Trail
Extending from Vulcan Park three miles eastward to Green Springs Highway

This three mile former trackage, extends eastward along the crest of Red Mountain passing several former red ore mine openings and overlooking Jones Valley and the greater Birmingham area.

Grace's Gap
Spaulding-Ishkooda Road at Montevallo Road (JC 95)

Spaulding Sintering Plant, Red Ore Mine Site (1887; 1935)
East side intersection of West Oxmoor-Montevallo Road (JC 95) and Spaulding-Ishkooda Road (JC 66)

Eureka Red Ore Mines No. 1 & No. 2-Ishkooda-TCI Nos. 13 and 14 (1862, 1862, 1872, 1872)
U.S.X.-Oxmoor Industrial Park

The original Eureka Red Ore Mines (later Ishkooda Nos. 13 and 14) sites, covering about 20 acres, include a well-preserved portal building with intact basement and extensive foundation work. Concrete pier work is found at both sites.

Ishkooda-TCI Camp (1900s-1920s)
East of Powderly Road (JC 66)

This community of worker housing spreads out through the valley but below the mineral railroad bed.

Woodward Red Ore Mines No. 1 (c. 1883)
Off 3rd Place and Dartmouth Avenue
Bessemer

Woodward No. 1 is located on about a five to ten acre site at a small gap in Red Mountain. Remnants of the slope opening are visible. Other foundation remains extend back from the slope along the bed of a small hollow. These remains include a combination tipple and crusher c. 30 feet high constructed of poured concrete and a timber sheave frame.

Woodward Red Ore Mine No. 3 c. 1883)
On Red Mountain
Bessemer

Woodward Red Ore Mine No. 3 site consists of a concrete and brick foundation remnant located immediately to the fore of a probable slope opening no longer visible. The foundations of other structures are located approximately 100 yards aft of this opening in dense overgrowth.

Wenonah-Fossil Red Ore Mines (est. 1887-)
Wenonah-Ishkooda Road
Wenonah

Wenonah-TCI Superintendents/Foremen/Clerks Houses (1903, 1904, 1905)
1116, 1118, 1120 Wenonah Terrace
Wenonah

Wenonah-TCI Black Quarters (1917-1918)
New Hill Circle, Court and Avenue
Wenonah

High-Line (1925)
Extends from site of TCI-U.S. Steel's Wenonah Sintering Plant on Red Mountain to the Fairfield Works, Fairfield

This historic transportation route originally transported red ore and furnace burden from TCI-U.S. Steel's Red Mountain mining and processing operations to its furnaces at Fairfield.

Wenonah-TCI Sintering Plant (c. 1924)
Wenonah-Ishkooda Road (JC 66)
Wenonah

Originally used for the processing of red ores for furnace burden, this site is currently under demolition for scrap. Concrete crusher operation remains in a state of partial

demolition. Red ore mining closed in 1962 at Wenonah. This facility remained active through the 1980s.

Wenonah-TCI-U.S. Steel Raw Materials Division Office (1938)
Wenonah-Ishkooda Road (JC 66)
Wenonah

A showcase of steel technology, the one-story structure was faced with porcelain-enameled steel panels and had steel-bar roof joists covered with steel-deck insulation material, tar and gravel.

Sloss Red Ore Mine No. 1 & No. 2 (c. 1882)
On Red Mountain
Bessemer

The Sloss Red Ore Mines Nos. 1 and 2 contain fairly extensive remains scattered over about 20 acres. The most striking feature is the portal at No. 2 slope. In front of the portal are wooden trestle remains, concrete piers and the hoist house foundation. Similar, but less well-preserved, remains are found to the front of the No. 1 slope.

Muscoda Red Ore Mining Community (1902-1909, 1917-1918)
At Readers Gap to the east and west of AL 150
Bessemer

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 six-room frame duplexes, known locally as "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.

Muscoda-TCI Red Ore Mine Headquarters Buildings (1903-1940)
South of Minnesota Avenue, to east of AL 150
Bessemer

Structures remaining consist of a brick supply house (1903), a brick shop building (1903), a safety hall (1940), an electric shop, and a privy and bath house with entrances for white and black workers. Several industrial enterprises currently occupy the site.

Muscoda-TCI Red Ore Mine No. 5 & 6 (1890s-1971)
Bessemer

The Muscoda sites contain substantial foundation materials scattered over more than 20 acres. Included are hoist foundations at both sites and a boiler stack at what is presumed to have been the No. 5 site. In addition to the large foundation remnants, smaller piers, walls, and other features are scattered about the site.

The Muscoda mines reveal a somewhat typical progression of mining practice in the Red Mountain mining district. The earliest mines removed the soft surface ore from surface trenches. Once these ores had been mined out a slope was opened. Steam-powered hoists evolved to electrical hoists by the 1920s.

Pyne-TCI-Woodward Red Ore Mine
AL 150, 4 miles south of Bessemer

Pyne Mine, one of only two shaft ore mines in the District (the other was Woodward's Songo Mine), is located on an approximately five acre site. The headframe and power house are still standing. Inside the power house, foundations for equipment are still visible although the equipment has been removed. The site is one of the best preserved red ore mining sites in the District.

Raimund Red Ore Mine No. 1 & No. 2 (1896)
Off Eastern Valley Road (JC 18), 8 blocks west of AL 150 on Elrie
Bessemer

The Raimund Red Ore Mines Nos. 1 and 2 are scattered over approximately 20 acres. Structures remaining include a fan house, hoist house, other substantial buildings, a slope, and several concrete piers and crusher foundations. A company schoolhouse, company bathhouse and a concentration of camp housing may also remain.

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
OWNER Multiple private

TYPE 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. Ratliffe
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

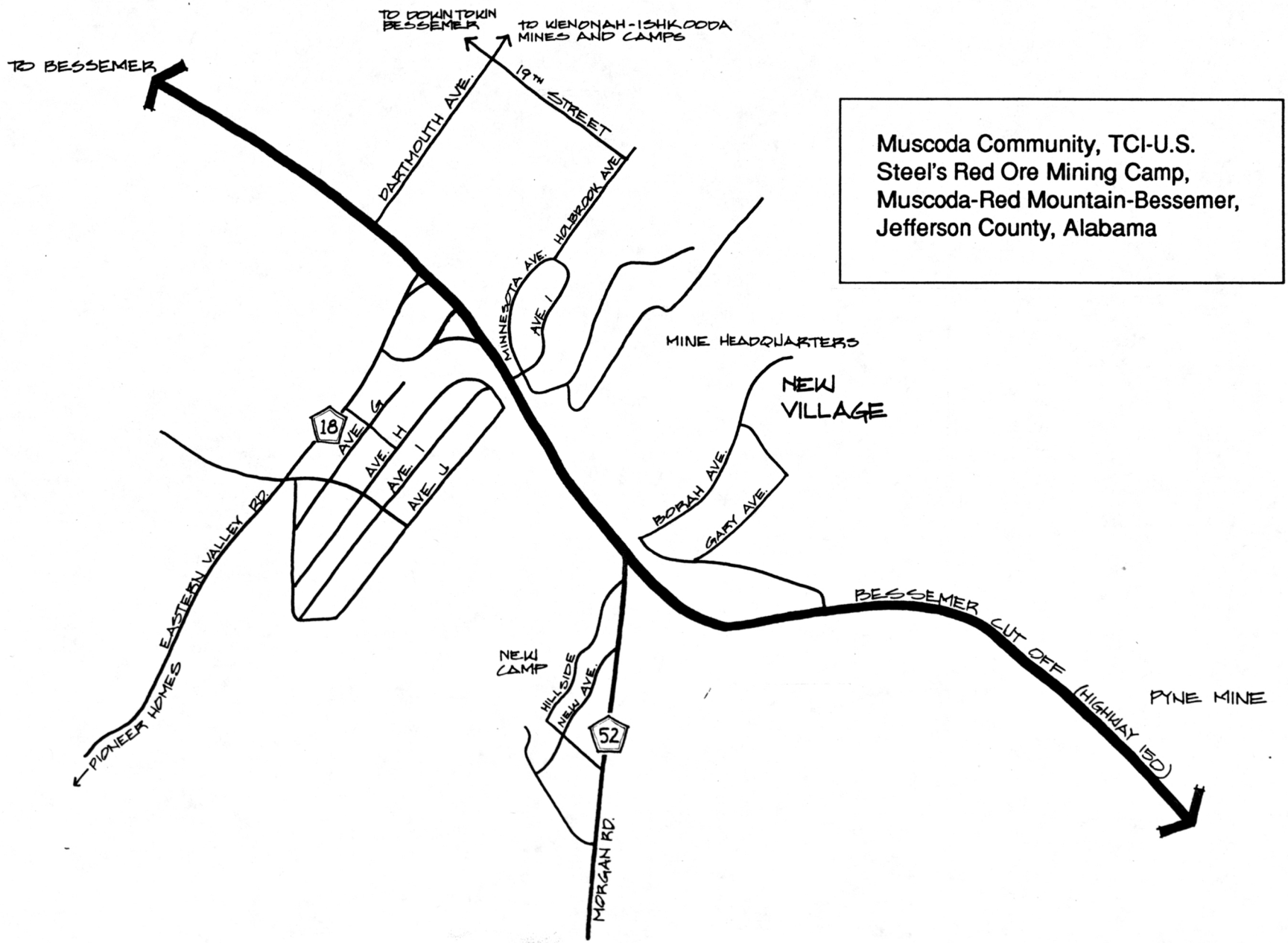
The five brick structures at this site served as headquarters for the Muscoda mines, TCI's largest red ore mining operations in the District. The best concentration of ore mining headquarters facilities in the District, they include a 1903 brick supply house, a 1903 brick shop building, a 1940 safety 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

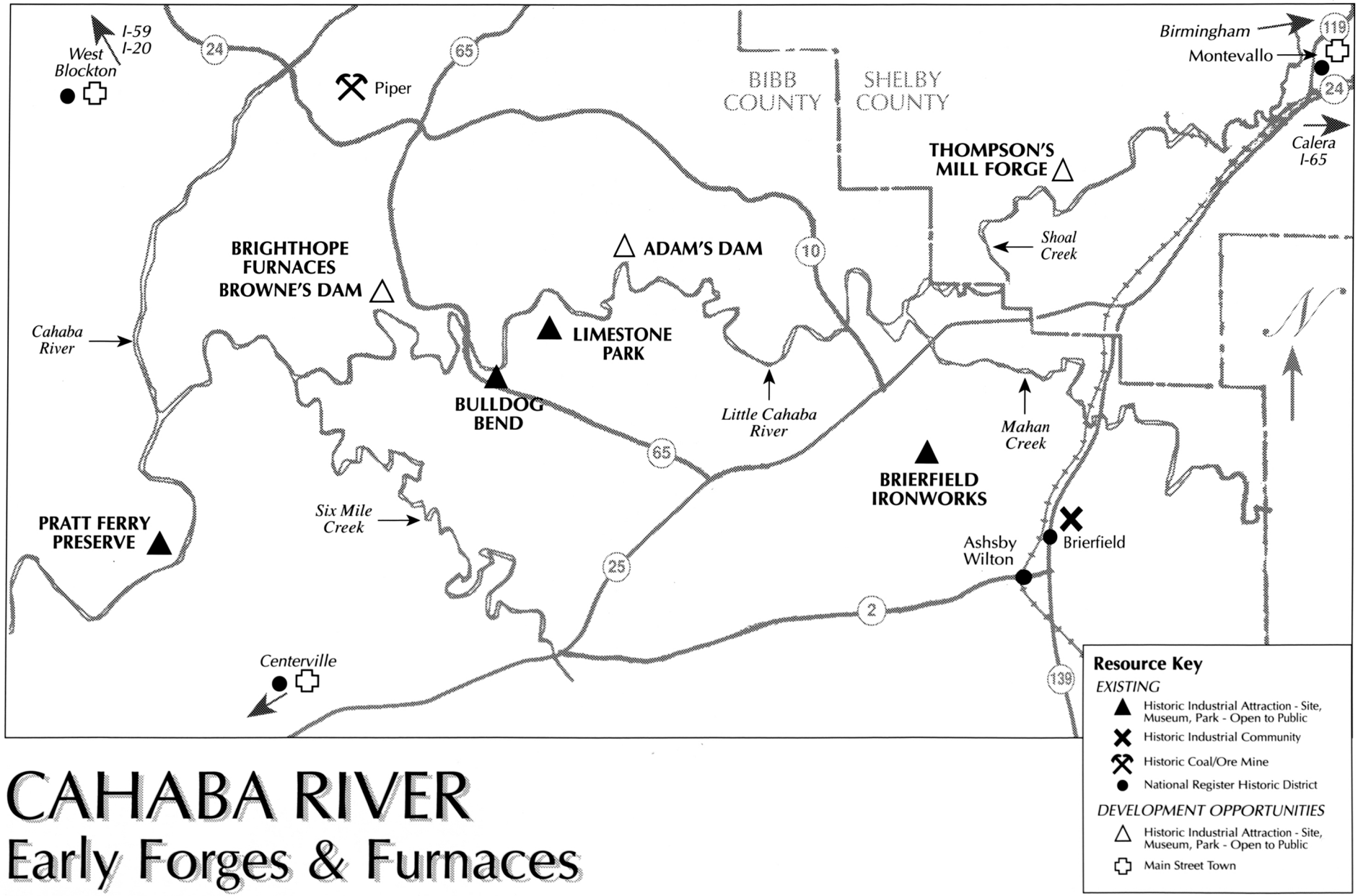
The sites contain foundation materials scattered over more than 20 acres. Included are hoist foundations, a boiler stack, large foundation remnants, smaller piers, wall and other features which reveal the progressions of mining practice in the Red Mountain mining district from surface, out crop trenches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



CAHABA RIVER
Early Forges & Furnaces

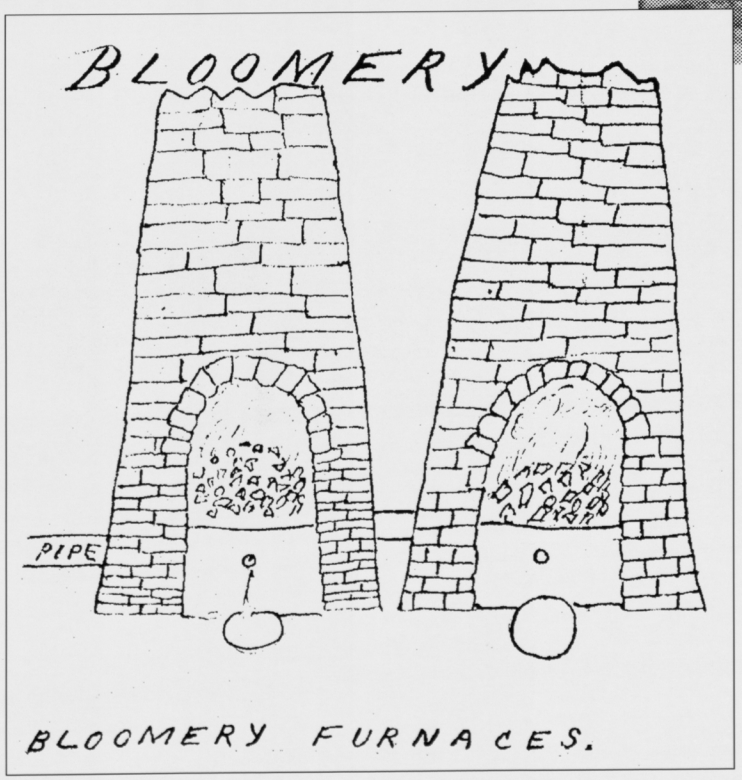
CAHABA RIVER
Early Forges & Furnaces



The free flowing Cahaba River offers lush flora, fauna, fish and early industrial ruins.



The Browne's Dam - Brighthope Furnace site is well-known to Bibb County canoeists and picknickers.





Early forge sites dot the Cahaba's banks (above).

Blacksmith Larry Cooper demonstrates century-old iron forging techniques at Sloss Furnaces and other District forges (left).



King House (1823), Montevallo, residence of planter-industrialist Edmund King who built Thompson's Mill Forge, the District's earliest ironworks in 1820.

HISTORIC NAME Browne's Dam-Little Cahaba-Brighthope Furnace
CURRENT NAME Browne's Dam-Little Cahaba Brighthope Furnace Ruins
LOCATION Off Bibb County 10
CITY Near Montevallo
COUNTY Bibb
ACREAGE 170
OWNER Bibb County Commission

TYPE Site
DATE OF CONSTRUCTION c. 1848, dam; c. 1850, furnace
BUILDER/ARCHITECT/ENGINEER

DESCRIPTION
Remnants of the dam and the furnace include stonework from the dam and stone steps cut into the rock formations along the Little Cahaba at the dam site and furnace stones and slag piles at the furnace site. The dam site is 150 yards upstream from the furnace site. Further research and archaeological investigation is necessary to identify remnants.

SIGNIFICANCE
Pre-Civil War furnace, the first charcoal blast furnace in Bibb County, site of the first test firing of Red Mountain red iron ore in early 1850s
Period of Significance 1848-1860s

HISTORICAL OVERVIEW
William Phineas Browne, (1804-1869) born in Vermont in 1804 and trained as a lawyer, came to Shelby County in 1846 becoming active in opening coal mines near Montevallo. During the preceding 15 years, he had been involved in canal construction, the steamship business, real estate speculation, mercantile management and law practice, dabbling at these activities in Mobile, New Orleans, and Liverpool, Mississippi. (Armes, 75; Knapp, 108-115) Sometime before 1850, Browne purchased land from Bibb County planter J. N. Smith on which he built a large dam (which still bears his name) and the first charcoal blast furnace in Bibb County. J. N. Thompson operated the furnace in 1850. Baylis Grace brought his load of Red Mountain rocks to this forge to prove that iron could be made from them. His premise was proven, and Grace kept souvenirs of the wrought iron and blooms on his desk throughout his life. (Armes, 46)

The Little Cahaba Furnace came to be called the "Brighthope Furnace." Alabama's first state geologist, Michael Toumey, is said to have inspired this name, for after a visit to the area, he was said to have remarked "Its operations were confined to the manufacture of pig iron and holloware; the blast is urged by steam power, the boiler is heated direct from the trundle head. It is convenient to a good quality of ore and abundant fuel. It cannot fail of success." (Armes, 75)

The dam which William Browne constructed across the Little Cahaba a short distance above the furnace at a natural falls on the river became known as Browne's Dam and was

considered one of the "wonders of the county." Writing in 1909, historian Ethel Armes provides this description: "It was fashioned out of several tiers of great, solid hewn pine timbers, fourteen by fourteen, their bases resting against the seats cut in the rock on each side of the river, and fastened together with huge iron bolts. The whole made the figure of a beautiful arch, bowing upstream and meeting mid-way on a tiny little rock island below the shoals." The dam was intact in 1909, but parties interested in fishing destroyed it in subsequent years. (Armes, 76)

Ruins of the two furnace stacks, originally 21' and 19' in height and built of medium-sized sandstone, were located about 150 yards below Browne's Dam in the early 1900s. (Armes, 76)

Bibb County has recently acquired 170 acres at the dam and furnace site with intent to establish a county park. According to historian Marty Everse, remnants of the dam and furnace sites including steps cut in the stone (at the dam site), furnace stones and slag piles remain. Browne's dam is a popular tubing and canoe take-out point on the Little Cahaba River.

ACCESS
Browne's Dam is a popular picnic site and tubing and canoeing take-out point on the Little Cahaba River.

CONDITION
Bibb County recently acquired 170 acres at the dam and furnace site with intent to establish a county park. The county manager is also the county historian. with a great interest in preservation of early industrial sites.

THREATS

SOURCES
Everse, Martin, The Iron Works at Brierfield - A History of Iron Making in Bibb County, Alabama, Masters Thesis
Armes, Ethel, The Story of Coal and Iron in Alabama, pp. 46, 73, 75, 76
Browne, William Phineas, Papers, University of Alabama Special Collections, Tuscaloosa
Ellison, Rhoda C., Bibb County, Alabama: The First Hundred Years, 1818-1918, p. 101
Knapp, Virginia, "William Phineas Browne, Business Man and Pioneer Mine Operator of Alabama," Alabama Review, 3, April , 1950, pp. 108-115
Knapp, Virginia, "William Phineas Browne, A Yankee Business Man of the South," M. A.. Thesis, University of Texas, 1948
Woodward, Joseph H., II, Alabama Blast Furnaces, photo, p. 97

HISTORIC NAME	Claubaugh-Gray-Scott-Brantley-Adams Forge
CURRENT NAME	Adams Dam Forge
LOCATION	Little Cahaba River
CITY	Near Montevallo
COUNTY	Bibb
TYPE	Site
DATE OF CONSTRUCTION	1841

DESCRIPTION
This forge site has been identified and sited on a map through a literature search and preliminary research. An archeological investigation is necessary to determine precise location and remains. Culverts for the Alabama & Tennessee River Railroad constructed in 1864 to access the site are known to remain.

SIGNIFICANCE
Pre-Civil War forge and bloomery
Period of Significance 1841 to 1860s

HISTORICAL OVERVIEW
Samuel and Cumberland Claubaugh had the father and son team of ironmasters Jonathan and Horace Ware build this furnace on the Little Cahaba in 1841. The firm operated fairly continuously with lots of owners during the 1840s through the 1860s. Identified as owners/operators are John Gray (whose bloomery and forge appears in the Alabama Industrial Census of 1850), John Brantley (to whom J. Peter Lesley makes reference in the Iron Manufacturer's Guide), David Scott (the former Tuscaloosa merchant and owner of the Scottsville Cotton Mill (1836-1865) located close by on Shultze Creek) and Henry Adams, whose name became associated with the operation. During the Civil War Adams also ran a grist mill at the site. In 1864, Adams sold portions of his lands to the Cahaba Nail Manufacturing Co. for construction of a nailworks nearby.

SOURCES
Everse, Martin, "Genealogy of a Forge," typescript, n.d., in the
"Adams Dam Forge" File in possession of Martin Everse, Centreville

HISTORIC NAME	Thompson's Mill Forge/Shoal Creek Forge
CURRENT NAME	Thompson's Mill Forge-Shoal Creek Forge Ruins
LOCATION	Shoal Creek, 2-1/2 miles southwest of Montevallo
CITY	Near Montevallo
COUNTY	Shelby
TYPE	Site
DATE OF CONSTRUCTION	1820-22 (rebuilt 1854)

DESCRIPTION
This site has been identified through a literature search, preliminary research and located on the map. An archaeological investigation will be necessary to determine precise location and remains that are thought to remain on or close by the historic road leading from Tannehill Furnaces to the Montevallo railhead.

SIGNIFICANCE
Earliest ironmaking operation in the five country Birmingham District
Period of Significance 1820 to 1850s

HISTORICAL OVERVIEW
Edmund King, the Montevallo area's most extensive planter and entrepreneur, started up this forge in the early 1820s. It became known as Thompson's Mill Forge. The Thompsons also ran a grist mill at the site. King's son-in-law, George Shortridge, described the operation in a September 15, 1854 letter to M. P. Blue:

> "The manufacture of iron has carried on in this county with some success for many years. A forge for the making of bar iron was started by Col. E. King about 25 years ago on Shoal Creek 2-1/2 miles from Montevallo. This establishment in the hands of different owners has continued in operation to the present day. A superior article of bar iron is made there. Its fine water power, contiguity to the coal formations, the A & T Rivers Railroad, together with the quality of the ore render it a favorite location for an extensive business."

In 1854, Pleasant Fancher, a successful Bibb county farmer, owned half interest in a Shoal Creek forge with Horace Ware. This forge is thought to have been built near or at the site of Thompson's Mill Forge. It was also called the "Valley Forge." In the Montevallo Herald of March 3, 1854, P. M. Fancher was offering "the Valley Forge for sale along with 130 acres, 2-1/2 miles southwest of Montevallo, 3/4 of a mile from the railroad."

SOURCES
Armes, Ethel, The Story of Coal and Iron in Alabama, p. 71
Shortridge, George E., Letter to M. P. Blue, Sept. 15, 1854, Matthew P. Blue Papers, Alabama Department of Archives and History, Montgomery
Everse, Martin, The Iron Works at Brierfield - A History of Iron Making in Bibb County, Alabama, Masters Thesis, p. 12
Lyman, Edward S., Historic Matters Concerning Shelby County, Shelby County Library, Columbiana, n.d.

Birmingham Historical Society /15/92 c:\wp51\ihc.db\shelby.loc

HISTORIC NAME Pratt Ferry/Alabama Croton Site
CURRENT NAME Pratt Ferry Preserve
LOCATION River Bend Bridge at Bibb County 26 and the Cahaba River, just above Centerville
CITY
COUNTY Bibb
TYPE Site
DATE OF CONSTRUCTION

DESCRIPTION
The site is a wooded slope containing the best known Alabama population of "Sedum nevii" and a large vigorous stand of "Croton alabamensis," an Alabama endemic plant. On the federal list they are "Category 2" species and known from less than 10 populations range-wide. Until this acquisition, neither species existed under any form of protection.

The Cahaba shiner, the Frecklebelly madtom, the Goldline darter, and the streambank Spider Lily are all other special elements known from the Cahaba River in this area. Protection of this site will help to maintain the integrity of this river system and the habitat of these species. It will allow additional public access to the Cahaba River. The Cahaba River Society and the Bibb County Commission will assist The Nature Conservancy in the management of this preserve.

The Cahaba River Society is currently acquiring this 15 acre steamboat wreck site for cultural and recreational development. This tract is also a Nature Conservancy of Alabama preserve, the first of what the Conservancy hopes will be several key acquisitions along the river.

SOURCES
Interview with Don Elder, Director, Cahaba River Society, 8/14/91
"Alabama News," The Nature Conservancy of Alabama Newsletter, Fall, 1991

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
Griffith, Lucille, History of Alabama Colleges, Montevallo, Alabama, 1967
Meroney, Eloise, Montevallo: The First One Hundred Years: 1818-1918, Montevallo, Alabama, 1977
Gamble, Robert, The Alabama Catalog - A Guide to the Early Architecture of the State, p. 341
HABS, photos (1934), data pages (1936)
National Register, 12/11/78
Alabama Members of the National League of American Pen Women, Historic Homes of Alabama and Their Traditions, 1935, pp. 249-255
Site Visits, 6/26/91, 2/9/92

HISTORIC NAME	Montevallo National Register Historic District
CURRENT NAME	Montevallo Historic District
LOCATION	University of Montevallo
CITY	Montevallo
COUNTY	Shelby
TYPE	District
DATE OF CONSTRUCTION	1823-1940

DESCRIPTION
The Montevallo National Register Historic District now includes 62 buildings and residences dating from 1823 to 1940 and associated with the institution and its faculty. They include substantial and classically styled brick educational buildings and late nineteenth-early 20th century residences.

HISTORICAL OVERVIEW
The original National Register Historic District listed in 1978 included only 12 buildings located on the university campus. The recently expanded district now includes 62 contributing residences, educational buildings and other resources associated with the history of the university. Associations of these resources to the area's coal and industrial operations was not explored as part of the National Register process. However, industrial operations have been and remain the heartbeat of the community.

From the 1850s on, Montevallo served as a regional center for railroading and coalmining, as well as lime and clay manufacturing. Blue Circle and Allied run lime plants on land formerly owned by Newal Lime Co., formerly operated by the Hardy family of Birmingham. The Montevallo Heritage Preservation Association at 54 Vine Street, Montevallo, 35115, promotes appreciation and development of historic Montevallo.

Following the battle of Horseshoe Bend, General Andrew Jackson is said to have sent 500 cavalrymen into the Cahaba Valley to round up any disruptive Indians. Once discharged, several of Jackson's men decided to clear land, build cabins and homestead this area. These men included Jesse Wilson, first settler in the Montevallo area, known as Wilson's Hill by 1822. (Meroney 1977, 5-6) In the 1820s area promoters attempted to lure the state university to the community which they had surveyed and renamed "Montevallo." Methodist, Presbyterian, Catholic and Episcopalian churches were established and in 1845 a Masonic Lodge was organized. (Meroney 23) In 1848 Montevallo incorporated as a town with corporate limits extending "one-half mile in every direction from the tavern house." (Meroney 1977, 24). The population was under 1,000. In 1851, Reynolds Hall was built as a private institution for the education of young men. In 1858, the Montevallo Male and Female Institute.

In 1853 Alabama and Tennessee River Railroad coming 55 miles from Selma reached Montevallo. A reporter for the Montgomery Advertiser who made the initial trip to Montevallo commented: "It afforded additional evidence that the right spirit was abroad in our state -the spirit that will yet afford an outlet to the Gulf and the Atlantic for the inexhaustible beds of coal, iron and marble, and place Alabama in her right position. Our trip has confirmed in us the view lately expressed in regard to the necessity of a rail road through that rich section of north Alabama." (Meroney, 25) Evidently, state legislators making the trip were not as enthusiastic and failed to vote additional rail subsidies.

With the establishment of Montevallo as a railhead, the town became a regional shipping center for agricultural products and industries. Industries flourishing prior to the Civil War included grist mills, cotton gins, wool carding mills, saw mills, tanneries, brick kilns, iron foundries, all located in or near Montevallo. (See the Cahaba River inventory for 19th century sites known to remain. Additional research to document additional sites should be undertaken.)

Coal mining began in earnest in 1856, "at a point in Shelby County, one mile west of the Montevallo Coal and Transportation Company's present shop." This mine was operated by investors from Bibb County, Talledega and Wilcox.(Squire 1890, quoted in Meroney 1977, 27) William P. Browne operated the mines in the 1850s and 1860s, originally known as "Browne's Pits," later known as the Montevallo Mines. Other pits active in 1859 were the Arcade Pit, Irish Pit, Dutch Pit, Whim Pit, Wood pit and an 80-acre mine for the Shelby Iron Company (Emfinger, 10; Armes,153-156).

As early as 1839, coal had been produced in the Montevallo area at a site known as "Woods Pit." Other early pits were located above Davis Falls on Davis Creek with coal being used for grate purposed by area residents (Emfinger, 9).

In the 1860s, the Alabama & Chattanooga (later Selma, Rome & Dalton and Southern) Railroad was extended to Shelby Springs, then Columbiana and Blue Mountain, Georgia. The South & North Alabama Railroad, originally slated to pass through Montevallo, was rerouted through Calera. Montevallo's importance as a regional center declined.

In the 1880s development of extensive mining operations at Aldrich, just a few miles from Montevallo, inaugurated industrial development in the area. Montevallo, isolated and remote continued to develop as a small town, a center of mercantile and banking activities, and of education. In 1896 Montevallo promoters attracted the Alabama Girls Industrial School to the town by contributing funds and flattering school's trustees. (Streets in Montevallo were renamed Bloch, Plowman, Moody and Wadsworth.) (Meroney 1977, 58-60). Impressive multi-story brick dormitories, later Haley, Kennedy and Stallworth Halls, were completed by the turn of the century. By 1923, the educational institution, today known as Montevallo University, became a four-year, degree granting institution, and the heart and soul of the community.

SOURCES

Meroney, Eloise, Montevallo: The First One Hundred Years, 1977, pp. 5, 6, 23, 24, 27, 28, 58-60
Armes, Ethel, The Story of Coal and Iron in Alabama, pp. 153-156
Emfinger, Henry A., The Story of My Hometown, Aldrich, Alabama, 1970, pp. 9-10
National Register Nomination, 10/17/90
Montevallo Heritage Preservation Association, 54 Vine Street, Montevallo, 35115; Catherine Legg, President
Montevallo Chamber of Commerce, P.O. Box 592, Montevallo, 35115, Mr. Ross Brunson

HISTORIC NAME	Centerville National Register Historic District
CURRENT NAME	Centerville National Register Historic District
LOCATION	101-121 West Court Square, 110-122 East Court Square, 419-476 Walnut Street
CITY	Centerville
COUNTY	Bibb
TYPE	District
DATE OF CONSTRUCTION	Mid 19th century to early 20th century

DESCRIPTION

Twenty-four buildings surrounding the brick and stone Romanesque style courthouse, comprising the commercial core of this rural county seat. The earliest structures (a tavern and church) date to the 1850s, but most reflect the prosperous days following the opening of the Cahaba Coal fields and the arrival of the Mobile & Ohio Railroad in 1898, which provided additional markets for the area's agricultural, forest and mining products. Most impressive are the 1902 Courthouse, the 1899 Bibb County Banking and Trust Company, the 1910 Renaissance Revival Jail and the many stately turn of the century homes adjacent to the district but not included in it. These reflect the prosperous times of the early 20th century in Bibb County.

SIGNIFICANCE

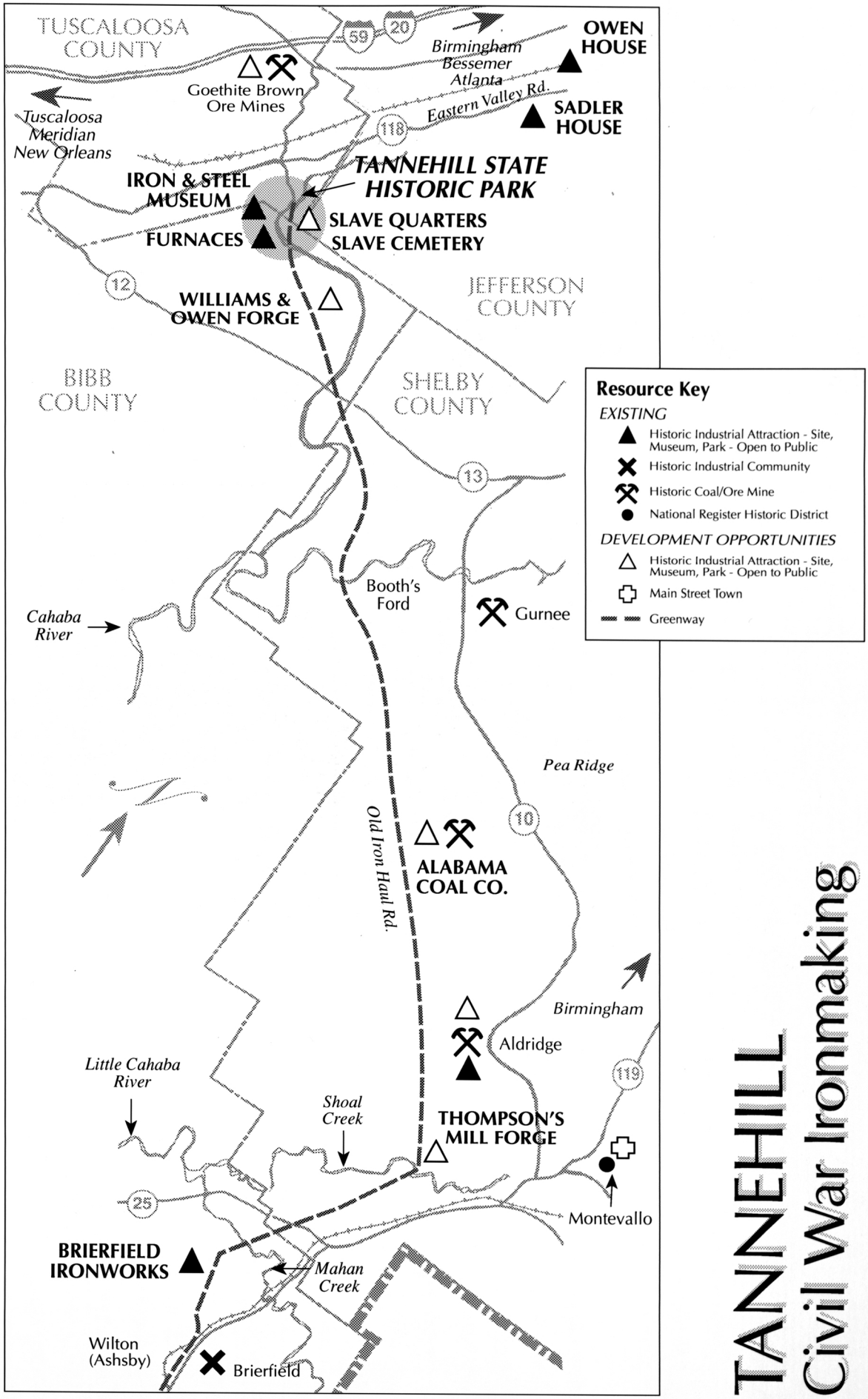
Regional coal mining and administrative center
Period of Significance 1890s to 1920s

HISTORICAL OVERVIEW

Centerville is located at the head of the navigable waters of the Cahaba River. It became the Bibb County seat in 1828. Bibb County is named for the state's first governor, William Wyatt Bibb (1781-1820), a Virginia-born doctor who served in the U.S. Congress before coming to Alabama as territorial governor. Today, Centerville is a regional center of the lumber industry.

SOURCES

National Register, 10/19/78
AHC National Register Database List
Ellison, Rhoda C., Bibb County, Alabama: The First Hundred Years, 1818-1918, pp. 199-219



TANNEHILL
Civil War Ironmaking

TANNEHILL
Civil War Ironmaking



Tannehill's "Double Furnaces" (1863) poured forth pig iron used to manufacture Confederate cannon balls and ship plate at the Selma arsenal.



Owen House (1838), Eastern Valley Road, McCalla, planter-industrialist Thomas Owen ran a forge during the Civil War. The forge site is located near today's Tannehill State Park.

HISTORIC NAME Tannehill Furnaces-Roupes Valley Ironworks-Hillman Forge
CURRENT NAME Tannehill Historical State Park
LOCATION 20 miles southwest of Birmingham, 14 miles south of Bessemer, 12632 Confederate Parkway
CITY McCalla
COUNTY Jefferson, Bibb, Tuscaloosa
ACREAGE 55 acres, furnace complex; 1,500 acres, state park
OWNER State of Alabama, governed by the Tannehill Furnace & Foundry Commission

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 ironworks 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, brickmaking, 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 park; 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 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, and 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, possible national significance 1863-1865

HISTORICAL OVERVIEW
In the fall of 1830, "several planters of means" in Jefferson County decided to experiment with iron manufacture. These 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 [See Goethite Mine survey form.]). 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." (Daniel Hillman's Letter to George Hillman, 9/21/1830, quoted in Armes, 60-61) Hillman's intended market was Tuscaloosa.

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. By 1842, 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. 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. Charging bridges and cast shed for Furnace No. 1 were constructed and the furnace refired as part of the nation's Bicentennial Celebration in 1976.

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 300,000 visitors annually
. Failure to concentrate financial resources upon future archeology, 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.

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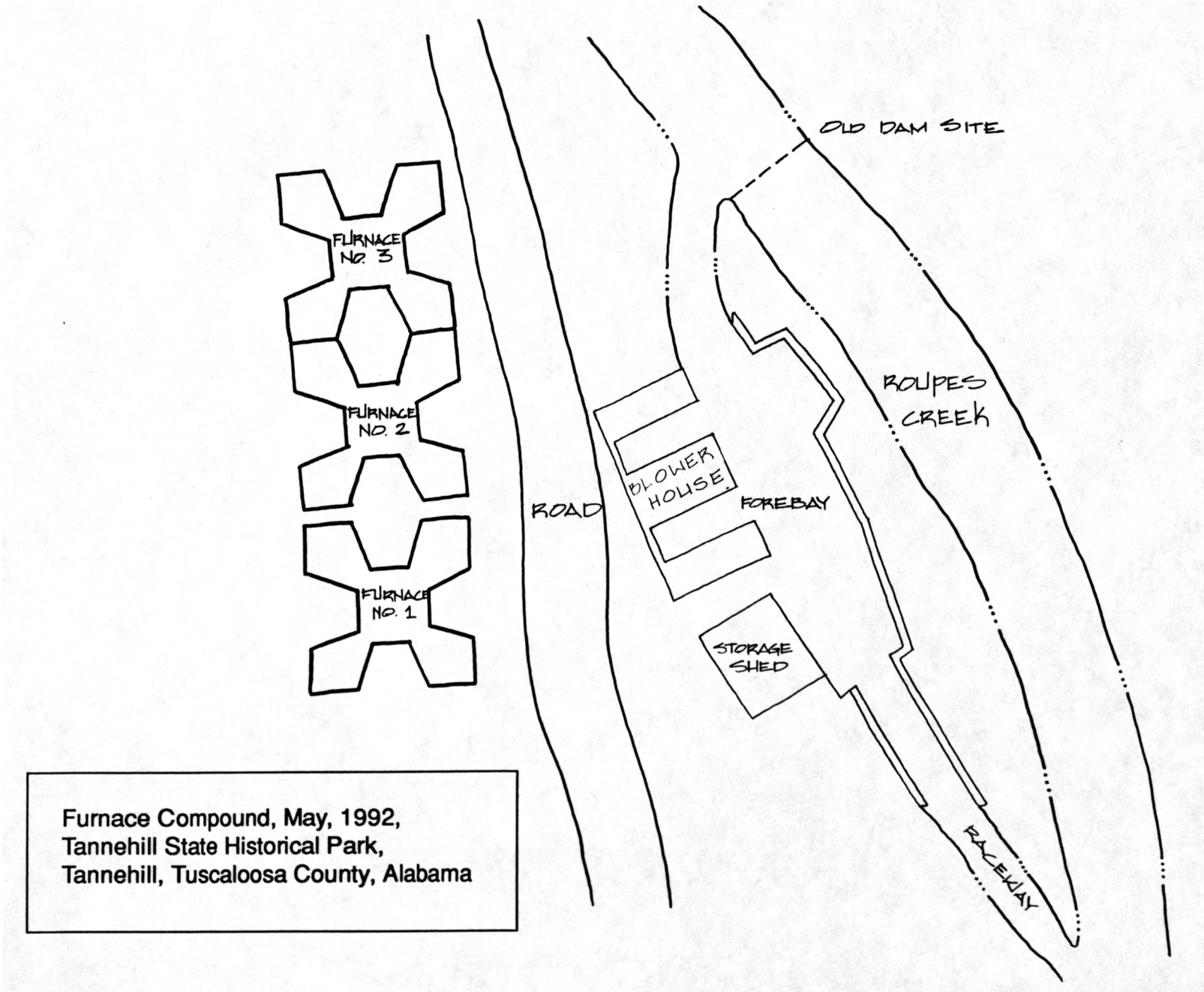
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DESCRIPTION CONTINUED

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 Compound, May, 1992,
Tannehill State Historical Park,
Tannehill, Tuscaloosa County, Alabama

furnace was not refired after federal 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.

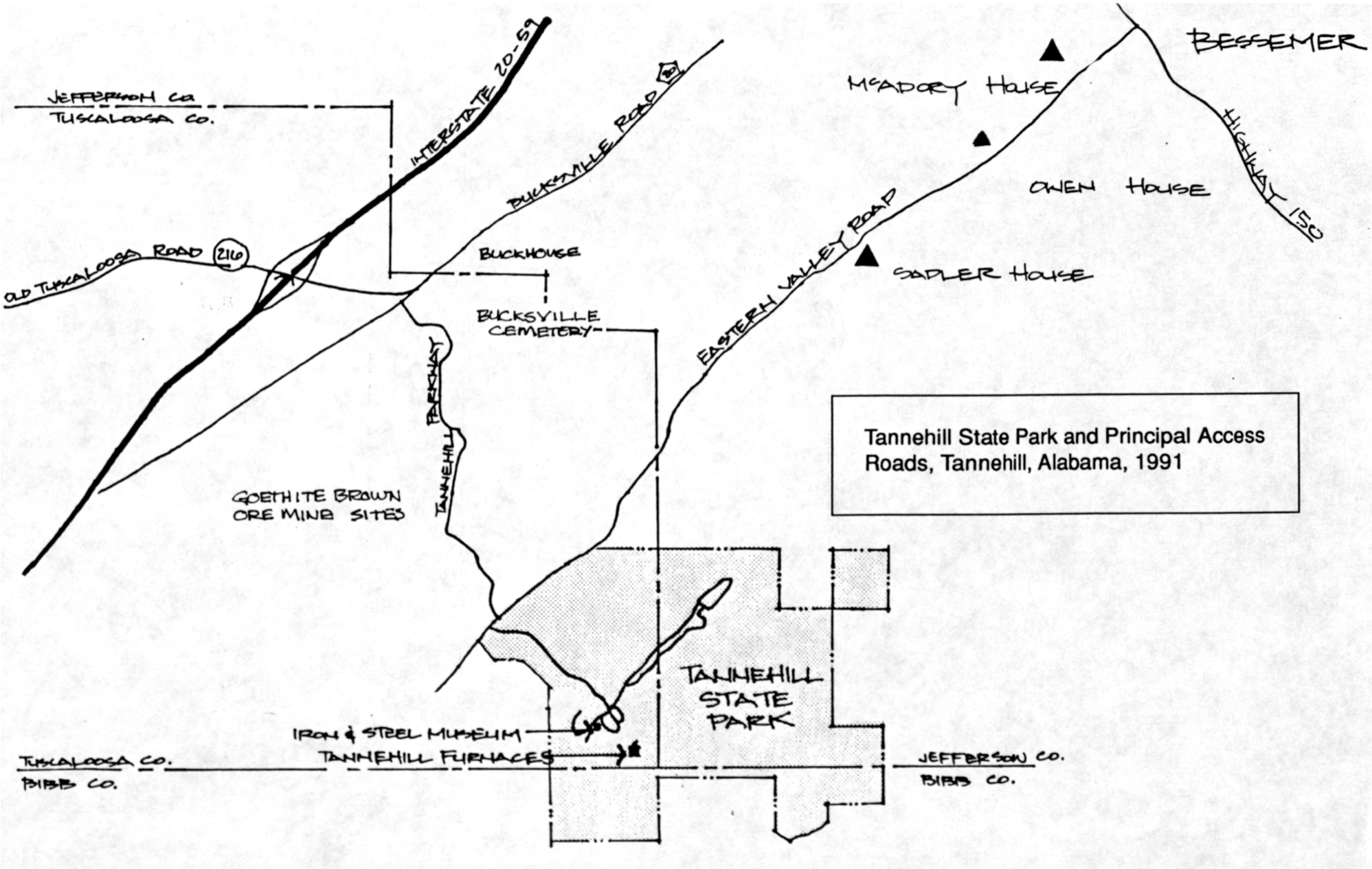
Other operations under the Stroup management included tramways to the brown ore mines, charcoal pits and quarry operations as well as a brick kiln, a nail factory, various small blacksmith and foundry operations, a tan yard and a brick kiln. Products were shipped to market over the Bucksville and Montevallo 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 reconnaissance has located the site of a brick kiln and the possible ruins of the Williams and Owens Forge Dam.

2. Blower House, with forebay and raceway
The diversion of water from Roupes Creek to power ironworking 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 are thought to have 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 federal 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 thought to be slave houses. To a trained observer, ruins of 20 structures are visible. No archaeological work has yet been done at the site. Historican 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.



Tannehill State Park and Principal Access Roads, Tannehill, Alabama, 1991

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 and possibly several hundred and possibly several hundred graves. 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 yet 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.

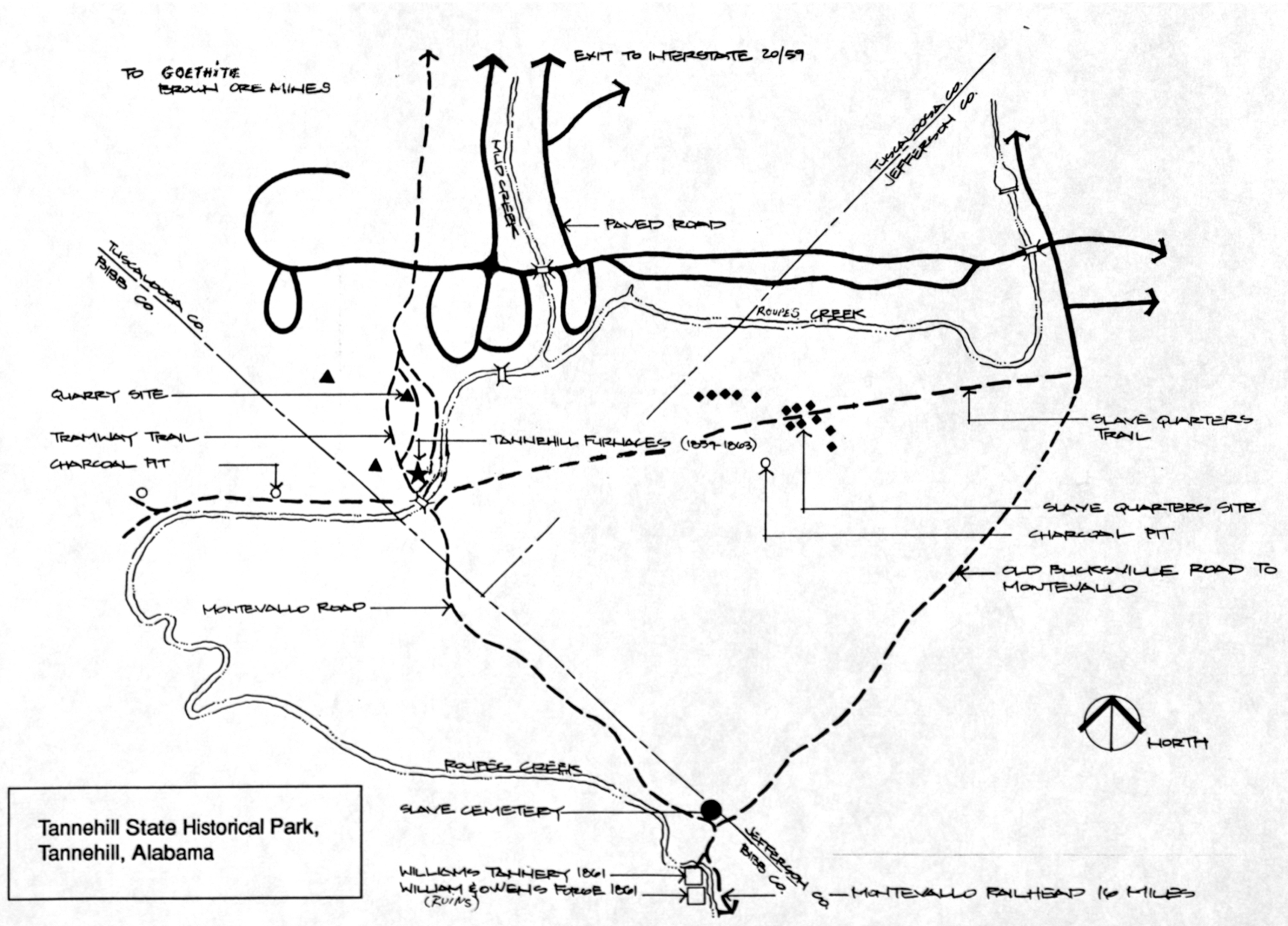
3. Goethite and Other Brown Ore Mine Sites (active 1830s-1950s)
This rich deposit of brown ore was continuously mined for more than a century. Hillman may have opened mining in the 1830s. David Thomas, Pennsylvania's leading ironmaster, purchased the Tannehill site in the 1860s to acquire these deposits 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



Tannehill State Historical Park,
Tannehill, Alabama

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.)

HISTORIC STRUCTURES MOVED TO PARK

1. **Ash House (n.d.)**
   from St. Clair County

2. **Bagley House-now Sweet Shop (1850)**
   from near Pinson, Jefferson County

3. **Belcher House (1870)**
   from Bibb County

4. **Bell Farm Barn (1930)**
   from near McCalla, Jefferson County

5. **Bolling Farm Dairy Barn-Milk House (1822)**
   from near Maplesville, Chilton County

6. **Cane Creek School (1923)**
from near Warrior, Jefferson County

7. **Carlisle Farm Kitchen Outbuilding-now Restrooms (1890)**
from near Sprott, Perry County

8. **Carlisle Farm Corn Crib (1835)**
from near Sprott, Perry County

9. **Collins House (1870)**
from Lamar County

10. **Crocker Cabin (1884)**
from Jefferson County

11. **Dunkin House (1871)**
from Perry County

12. **Fowler House School (1860)**
from near West Blocton, Bibb County

13. **Hogan House (1834)**
from Bibb County

14. **Hosmer House-now Concession Building (1911)**
from Tuscaloosa County

15. **Kimbrell Methodist Church (1905)**
from Jefferson County

16. **Marchant House (1871)**
from Tuscaloosa County

17. **May Plantation Cotton Gin (1858)**
from near Knoxville, Greene County

18. **Nail House (1860)**
from Jefferson County

19. **Nelson House (n.d.)**

20. **Old Peanut House-Country Store (1890)**
from near Sprott, Perry County

21. **Park Office (1895)**

22. **Peel House (1890)**
from Shelby County

23. **Snead House (1840)**
from Bibb County

24. **Stamps Cabin (1870)**
from Perry County

25. **Stewart, Wendell House (1855)**
from Bibb County

26. **Stewart House (1877)**
from Bibb County

27. **Stewart Farm Smoke House (1870s)**
from Bibb County

28. **Stewart Farm Barn (1870s)**
from Bibb County

29. **Stewart Farm Gun and Blacksmith Shop (1870s)**
from Bibb County

30. **Tapawingo Iron Truss Bridge (1902)**
formerly spanned Turkey Creek near Pinson, Jefferson County

31. **Thompson House Workshop (1835)**
from Bibb County

32. **Williams House (1889)**
from Bibb County

33. **Woodward Iron Company Post Office (1914)**
from Woodward, Jefferson County

34. **Young's Store (1905)**
from Harrisburgh, Bibb County

NEW CONSTRUCTION

Bicentennial Wagon Shed

Campers' Bathhouse

Cannon Shed at Museum

Farley Field Bathhouse 2

Furnace Master's Inn Restaurant (1976)

Gate House

Indian Council House (1989)
Reconstruction

Information Center

Iron and Steel Museum (1981)

Manager's Dwelling

Museum Display Shed (1990)

New Kiwanis Shelter

New Campers' Bathhouse

Picnic Shelters 1, 2, 3, & 4

Public Restrooms

Riding Stable/Barn

Storage Building

Train Depot Sheds 1 & 2

THE LITTLE SOUTHERN RAILROAD DEPOT AND TRACKS
An excursion train leads park visitors from the Little Southern Railroad depot to the Pioneer and Deer Farms.

IRON AND STEEL MUSEUM OF ALABAMA
A major attraction at the Tannehill site is the Iron and Steel Museum of Alabama. It is located in the western portion of the park property to the south of the main entrance. The Museum contains a large collection of ironworks artifacts. In addition, it houses old machines, Civil War items, buggies, coaches, farm equipment, as well as a library with books, photographs and over 1,000 iron trade journals, some dating to the late 1800s. Exhibits and photographs in the museum trace the history of the area from the time of the Creek Indians, who used the iron they found there for arrowheads, to the day the Union troops destroyed Tannehill.

TRAIL SYSTEMS

Hiking Trails

Through its network of hiking trails, the Tannehill Historical State Park unites historical and recreational experiences. The seven developed trails follow the existing roadways actually used at the Tannehill Ironworks for historic mining, charcoal-making and shipping activities. The "Furnace Trail" begins at the park entrance and leads to the ironworks, the Blower House and to the Hillman Forge site along Roupes Creek. Hundreds of bushels of charcoal were hauled down the "Tanyard Trail" to fuel the furnaces. The "Slave Quarters Trail" is the main road down which Union troops attacked the Tannehill Ironworks on March 31, 1965; numerous foundations and chimney ruins of slave cabins, burned during the raid, remain along this route. Tannehill iron ingots were shipped by ox cart 18 miles down the "iron road" to the railhead near Montevallo; the slave cemetery located near this trail contains and estimated 350-400 graves. Union forces probably also travelled the "Gristmill Trail" to attack the Tannehill furnaces, as well as tons of sandstone block to build them, were hauled down the "Charcoal Road". Finally, the "Tramway Trail" is the route of the historic tramway along which mules pulled ox carts on wooden rails between the brown ore mines two miles distant and the Tannehill ironworks. The site of Tannehill's first grist mill, constructed in the 1840s, which was burned by Union troops, is located along this trail.

Horseback Riding Trails

Horseback trail rides are available throughout Tannehill. Future plans call for rides along the old Tannehill to Brierfield trail.

RECREATION GROUNDS

The primary picnic area is located south of the entrance to Tannehill in the heart of the developed area.

Camping sites are provided adjacent to the picnic area, as well as along the Little Southern Railroad tracks. Future camping has been planned south of Mill Creek between Bubbling Springs located on the west and the Slave Quarters site located on the east. Bath house facilities are conveniently located near both the picnic and the camping areas.

The Boy Scout field is situated on the eastern edge of the park to the northeast of Mill Creek.

HISTORIC NAME Alabama Coal Mining Company Mine
CURRENT NAME Alabama Coal Mining Company Mine Archaeological Site
LOCATION Southwest of Montevallo
CITY Near Aldrich
COUNTY Shelby
ACREAGE 5
OWNER Kimberly-Clark Corporation

TYPE Archaeological Site
DATE OF CONSTRUCTION 1859
BUILDER/ARCHITECT/ENGINEER

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's 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

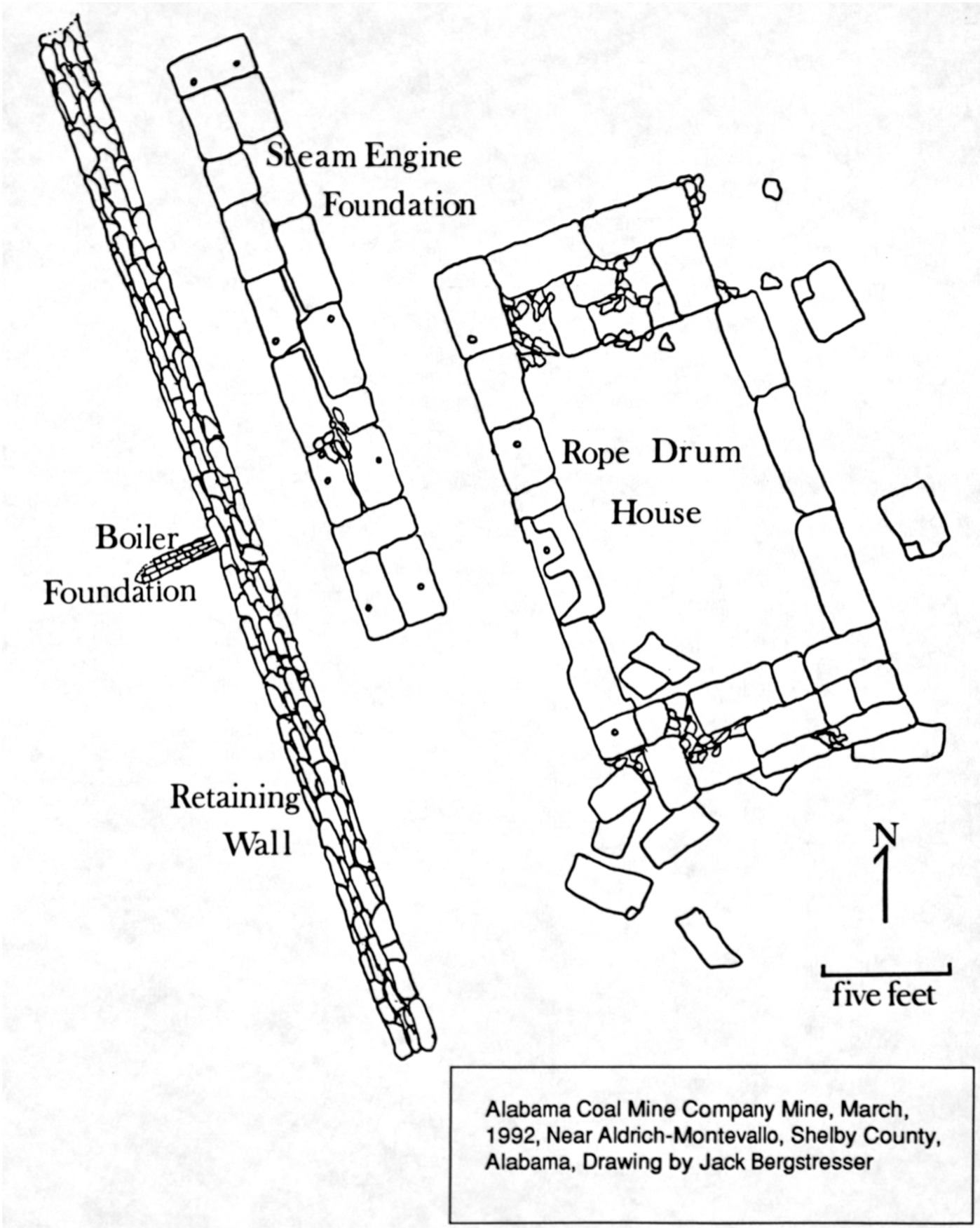
The site is heavily-wooded and remote. Condition of the stonework is excellent.

THREATS

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

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Alabama Coal Mine Company Mine, March, 1992, Near Aldrich-Montevallo, Shelby County, Alabama, Drawing by Jack Bergstresser

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 25 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

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DESCRIPTION CONTINUED

Brierfield Historic Industrial Structures and Sites:

1. Furnace No. 2 Ruins, 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 Ruins (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 Foundation (1880s)
Construction was begun by Gorgas and completed by Thomas Peter in the 1880s. The foundations of this nailery may remain.

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

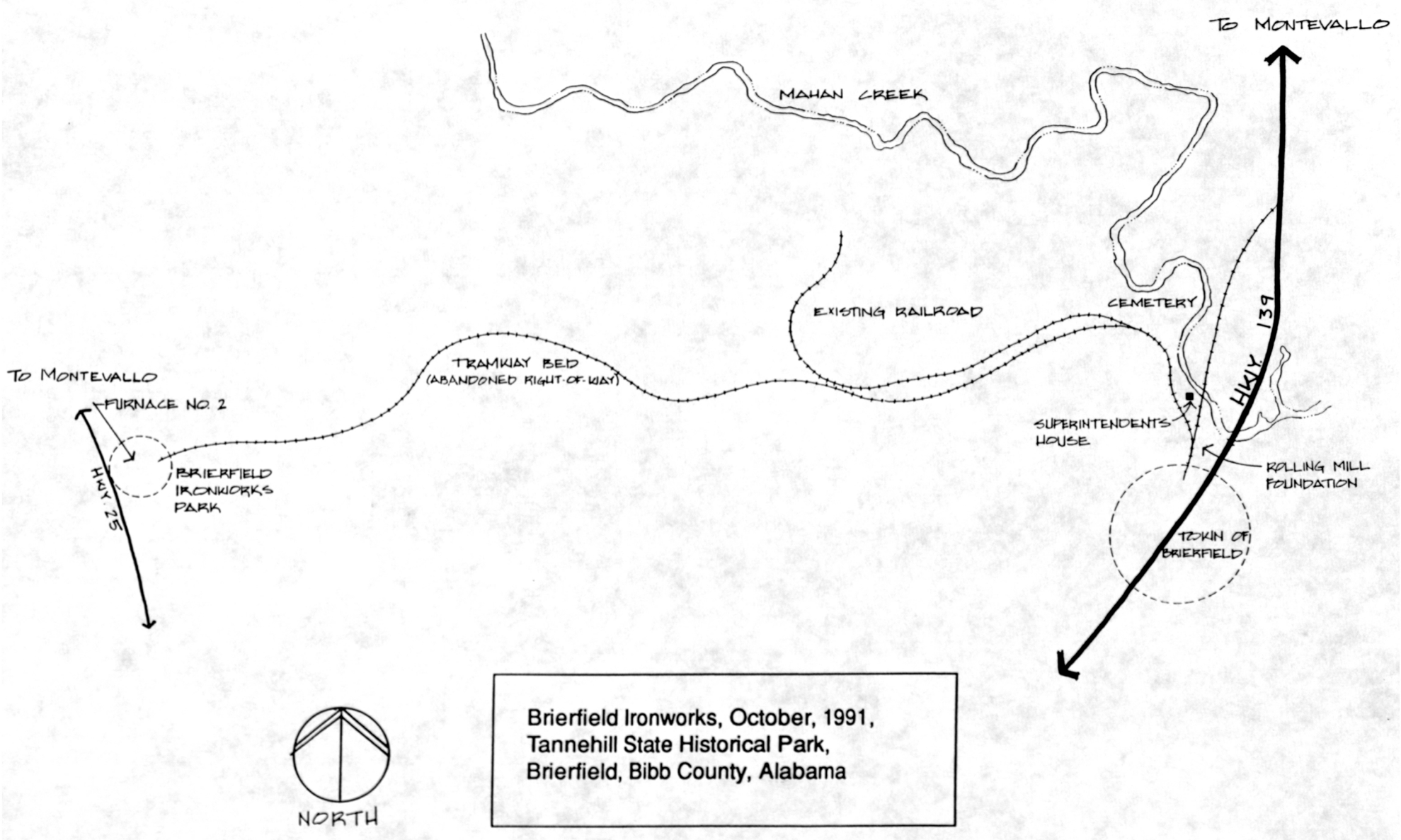
6. Cemetery (1850s)
This cemetery includes sections for blacks and whites and is well maintained.

7. Superintendent's House (1870s)
This is a one-story frame house.

ADDITIONAL INFORMATION

Other Structures moved to the park and currently located on the Grounds of Brierfield Ironworks Park:

1. Ashby Post Office-Oakley, Lilly House (c. 1900)
Moved from Ashby
The colorful spinster Lilly Oakley, serves as postmistress of Ashby.



Brierfield Ironworks, October, 1991,
Tannehill State Historical Park,
Brierfield, Bibb County, Alabama

2. **Cahaba Trace Commission/Brierfield Ironworks Park Office (1884)**
   Original vestibule, Brierfield Catholic Church in Brierfield.
   Moved from Brierfield in 1981
   In 1905, a cyclone destroyed all but this portion of the church. This part was then moved to the bank of Mahan Creek and set up as an artist studio for Adelaide Mahan, daughter of Jesse Mahan.

3. **Hayes, Wilson House (c. 1900)**
   Frame farmhouse moved from Six Mile Creek area of Bibb County in 1986.

4. **Jones, J. Henry General Store (c. 1900)**
   Now serves as a mercantile store and photographer's studio
   Moved from Six Mile Creek in 1986, named for owner James Henry Jones.

5. **Lightsey Cabin (1840)**
   Single-pen log structure built by Merchant family, served as a stage coach stop on the Tuscaloosa-Wetumpka Road
   Donated by Joe Lightsey family of Centerville who had removed it from its original location.
   Rented for overnight use
   Moved from Merchant's Crossing between Randolph and Maplesville in 1988.

6. **Sims-Hubbard Log Cabin (c. 1850)**
   Used for overnight rental
   Originally served as Little Page Sims Home

7. **Billy Mitchell Cabin (1880s)**
   Moved in 1980-81
   Scheduled to become a museum

8. **Mulberry Baptist Church (1897)**
   Moved from southern Bibb County in 1988

OTHER SITE IMPROVEMENTS:
Description
A variety of other improvements have been made to the Brierfield Ironworks Park site. These features include:

1. Gate House
The Gate House is located on the western edge of the site at the entrance to the park.

2. Blue Grass Stage
The Blue Grass Stage is located immediately to the north of the entrance road.

3. Amphitheater
The amphitheater is located adjacent to and to the rear of the Brierfield Ironworks Park Office. It seats 300 and is used for outdoor dramas and other entertainment.

4. Musket Range and Pavilion
The Musket Range lies on the northern edge of the park site.

5. Parking Lot
A vehicle parking lot is situated to the east of Furnace Branch Creek.

6. Barbecue Shed
A barbecue shed is located in the center of the park site.

7. Swimming Pool/Pavilion
A swimming pool and pavilion lie to the south of the entrance road.
8. Bath House
A bath house is associated with the swimming pool facility.
9. Park Manager's Residence
The park manager's residence is situated at the southern edge of the park site.
10. Road Network
All structures and activities on the site are reached by travelling along a dirt road that winds through the park. The road forms a circle through the heart of the park and routes visitors back to the entrance road.

Additional structures in the park include a swimming pool pavilion, bathhouse, barbecue shed, gate house, amphitheater and a shooting range pavilion.

HISTORICAL OVERVIEW - Long Version
In 1861, Caswell Campbell Huckabee, a Greensboro, Alabama planter and Jonathan Newton Smith, a Bibb County planter, constructed a 36' high stone blast furnace on a large tract of land purchased from Jesse Mahan. (Ellison, 130) Richard Fell was employed to construct the furnace. (Armes, 170) He gathered machinery from Montgomery and from Brierfield, Mississippi, Jefferson Davis' hometown, a coincidence which some say led to the naming of the furnace site. (The site was also said to have been amply covered with briers.) Huckabee furnished most of the capital and also the slave labor. When it was discovered that manufacture of wrought iron was more profitable than casting iron, in 1862 the company began construction of a rolling mill near the Alabama & Tennessee River railhead then two miles to the east. The furnace operation provided its owners a lucrative business providing farmers with iron implements. Albert and Richard Fell, Jr. assisted their father in construction of the rolling mill. Fell, Sr., a well-seasoned builder of rolling mills in Tennessee, Kentucky and Missouri, also built the Shelby rolling mill (Everse, 19-20).

Owing to the high quality of the iron produced and it's suitability for making guns, in 1863 the Confederate government purchased the Brierfield works at a "force sale" for $600,000. Renamed the Bibb Naval Furnace, the plant greatly increased in productivity through construction of a second blast furnace (a 40' high brick stack equipped with hot blast) and the rolling mill. A railroad spur connected the rolling mill and the main line of the Alabama and Tennessee Railroad to the furnaces two and one-half miles to the east. (Everse, 23) 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." (Tepper, Selma Gun Foundry, in Everse, 26) The furnace turned out 25 tons of iron daily, the largest output of any Alabama ironworks of the era. The rolling mill, the only one in Bibb County, reached a capacity of 10 tons. (Armes, 186) The furnaces and rolling mill were destroyed March 31, 1865 by the Tenth Missouri Calvary. (Ellison, 139)

In 1865, General Josiah Gorgas, former chief of ordnance for the Confederate government, a Pennsylvania native who had married an Alabama governor's daughter, gathered a group of investors, led by Frances Strother Lyon and Daniel Prout of Demopolis. Known as the Canebrake Company, they purchased the ironworks and approximately 5,000 acres of land. Gorgas superintended operations, while Welsh ironmaster Giles Edward undertook the rebuilding of the ironworks and began

construction of a nailery. Furnace No. 2 was recharged on November 2, 1866. The ironworks became officially known as the "Brierfield Ironworks" at this time. Plagued by difficulty in locating investment capital, retaining labor, and by high freight rates and competition from other operations, in 1869 Gorgas accepted an administrative position at the University of the South at Sewanee, and later became president of the University of Alabama. (See survey form for Gorgas House.)

During the next two decades, numerous individuals including Thomas Alvis, an experienced specialist in rolling mills backed by Selma capitalists; investors from Louisville, Kentucky (W. D. and Kearsley Carter and William Douglass) and others from St. Louis, Missouri attempted to make a go of the ironworks. Beginning in 1870, the furnaces, having depleted supplies of area charcoal, were operated on coke. (Everse, 39) By 1883, things were popping and the town of Brierfield was officially subdivided. Under the management of Major Thomas Jefferson Peter (1835-1896), a big-time railroad engineer-contractor and mining man from Kansas, together with his associates and investors, Brierfield became 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. Investment capital came from a group of U. S. Senators headed by Alabama Senator John T. Morgan and Peter's brother-in-law, a Kansas Senator. Coal mines were opened and additional railroad track built. Skilled labor was imported from Pennsylvania, with 500 names appearing on the payroll at the height of the boom. Brierfield produced a good quality "Bibb" iron. However, just as Brierfield nails were entering the market, steel cut-wire nails from the Pittsburgh area undercut them. Due to this competition and national financial difficulties in the 1890s, the furnace was blown out for the last time Christmas eve of 1894. (Armes 324-329)

For decades, the industrial plant lay crumbling in the Bibb County woods. After World War II, when brick houses were in vogue, thousands of bricks were scavenged from the site. In 1976, members of the Bibb County Heritage Association went to the county commission. The county created a park to preserve the ruins. Kimberly-Clark Corporation which owned 100 acres surrounding the furnace ruins, gave the county the right to use the site as a park on a long-term lease and contributed funds for its development. Ownership of the rolling mill and nailery site is in multiple public and private hands.

In the late 1970s, Dr. Kermit Hunter, dean of the School of the Arts at Southern Methodist University and author of more than 30 outdoor dramas, wrote a drama about the furnace entitled "Brighthope." For several years Brierfield Park and the drama department of the University of Montevallo produced the summer drama in a 300-seat amphitheater built at the park site (Stallworth, 21-24).

The Brierfield Ironworks, listed on the National Register in the early 1970s, has recently become part of Tannehill Historical State Park. Portions of the original 400-acre site remain in private ownership. Ruins of the No. 2 brick furnace are located on the 45-acre park site. Furnace No. 1 appears to have been destroyed with construction of Furnace No. 2 in the 1880s. According to Mike Mahan, archaeologist Craig Sheldon staked the foundations for the rolling mill several years ago. Jack Bergstresser verified these during the current survey.

HISTORIC NAME Goethite Brown Ore Mines
CURRENT NAME Goethite Mines
LOCATION 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.
CITY
COUNTY Tuscaloosa
ACREAGE 1,000+
OWNER 800 acres, Bill Russell; 50 acres, Collier Land

TYPE Site
DATE OF CONSTRUCTION 1830-1950s
BUILDER/ARCHITECT/ENGINEER Multiple

DESCRIPTION
Further research will be necessary to determine if remains of the earliest operations are extant since mining continued at this site for more than 100 years. However, evidence of hand-dug pit, steam shovel and other mining practice is clearly visible beside a loop trail along a former tramway through the mining area on the Collier lands. Extensive former mining pits, now bass filled lakes with private fishing accomodations, are located on other portions of the site. Also located on the property are white and red sand pits and the McMath Spring (now dammed as a lake). This spring is still so powerful that it will throw out a concrete block. During antebellum times, a rooming house at McMath Springs hosted many an outing for legislators from the Capital then located at Tuscaloosa.

SIGNIFICANCE
Brown ore mines at site of one of the area's largest deposits of brown ore
Period of Significance 1830-1950s

HISTORICAL OVERVIEW
Daniel Hillman opened brown ore mines in this area in the 1830s to run his forge. Historian Ethel Armes claims "several planters with means" later invested in furnace operations at the Hillman forge site which became known as Tannehill in the 1850s. This operation also used the rich brown ore of the Goethite deposit.

Shortly after the Civil War, Pennsylvania ironmaster Samuel Thomas commissioned Baylis Earle Grace, whose farm was located at Grace's Gap on Red Mountain, to purchase ore lands in Jefferson County. In the late 1870s, Grace purchased the Tannehill furnace site

and these ore properties nearby. In the 1890s, engineer John Adams opened additional brown ore mines at Goethite to supply Pioneer Mining and Manufacturing Company ironworks at Thomas, Alabama. The Pioneer (later Republic Steel) Company and later Shook family company in Birmingham continued to operate these brown ore mines located across a more than 1,000 acre site through the 1950s. After selling timber on the lands in the 1980s, Republic sold the land to the current owners, the Colliers and Russels.

ACCESS

Access to the tramway bed trail on the Collier land is just south of the current old Opry Building at a deeply-eroded roadway to the west of AL 216, just north of Tannehill Historical Park. Access to the Russell land, along the former route of US 11, is currently closed by a series of private gates. Within the gates, a road system leads past the site of the McMath place and spring (now dammed to form a lake) to a series of mining pits (now lakes stocked with bass).

CONDITION

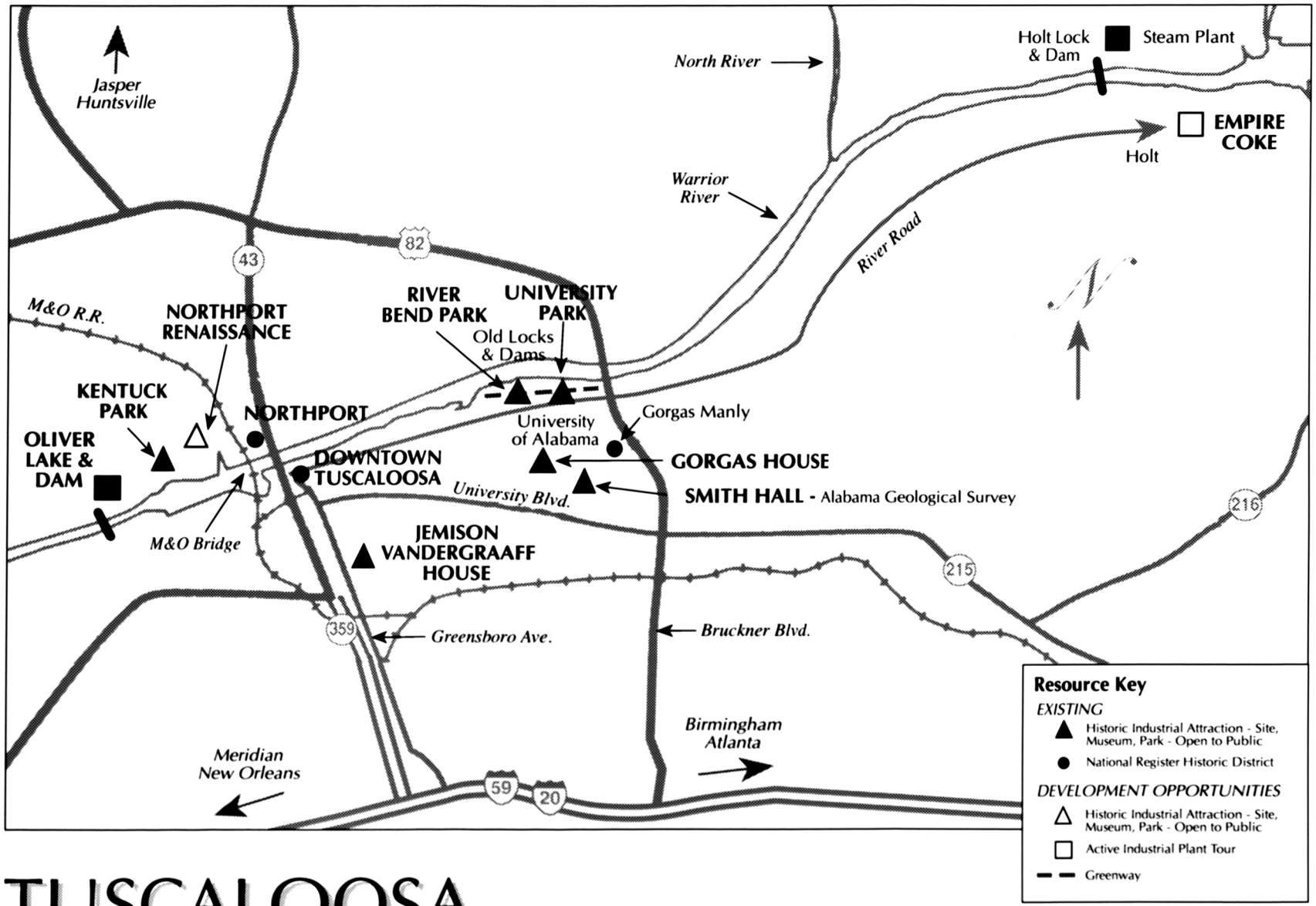
Former strip pits now filled with water and mined over land being reclaimed with forests and agricultural uses.

THREATS

. Owner of the Collier land is interested in selling lots, one by one, for redevelopment.
. As Tannehill State Park becomes increasingly more popular, pressures to subdivide current farming and mining lands in this vicinity will increase.

SOURCES

Armes, Ethel, The Story of Coal and Iron in Alabama, p. 61, Armes records interviews with Bob Fuller about the Goethite community.
White, Marjorie, The Birmingham District, p. 208
Interview with Jim Bennett, 12/27/91
Site Visit with Jim Bennett and Bill Russell, 3/7/92



TUSCALOOSA

From the Old South to the New

TUSCALOOSA

From the Old South to the New



Jemison House (1860), Tuscaloosa, town house with a coal-fired gas system built by planter-industrialist Robert Jemison.



Gorgas House (1829), Tuscaloosa, last residence of Gen. Josiah Gorgas, Chief of Ordnance for the Confederacy which developed extensive ironworks and coal mines in the Birmingham District.



Lock Wall No. 3 at University Park, Tuscaloosa, now a fishing pier, was one of 19 original locks constructed from the 1880s to 1915 to open the 455 mile Warrior River to industrial uses and make the Warrior, at time of construction, the "longest channelized waterway in the world."



University of Alabama's Smith Hall (1910), Tuscaloosa, houses collections of the Geological Survey of Alabama, established in 1847, to explore and chart the state's mineral resources.

HISTORIC NAME Smith Hall-Geological Survey of Alabama Collection
CURRENT NAME Smith Hall-Geological Survey of Alabama Collection
LOCATION Alabama Museum of Natural History, University of Alabama Campus
CITY Tuscaloosa
COUNTY Tuscaloosa
ACREAGE Less than one
OWNER University of Alabama

TYPE Building
DATE OF CONSTRUCTION 1910 (buildings); 1847-present (collection)
BUILDER/ARCHITECT/ENGINEER Frank Lockwood, state architect; Albert Chadwick, supervising architect

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 that 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.

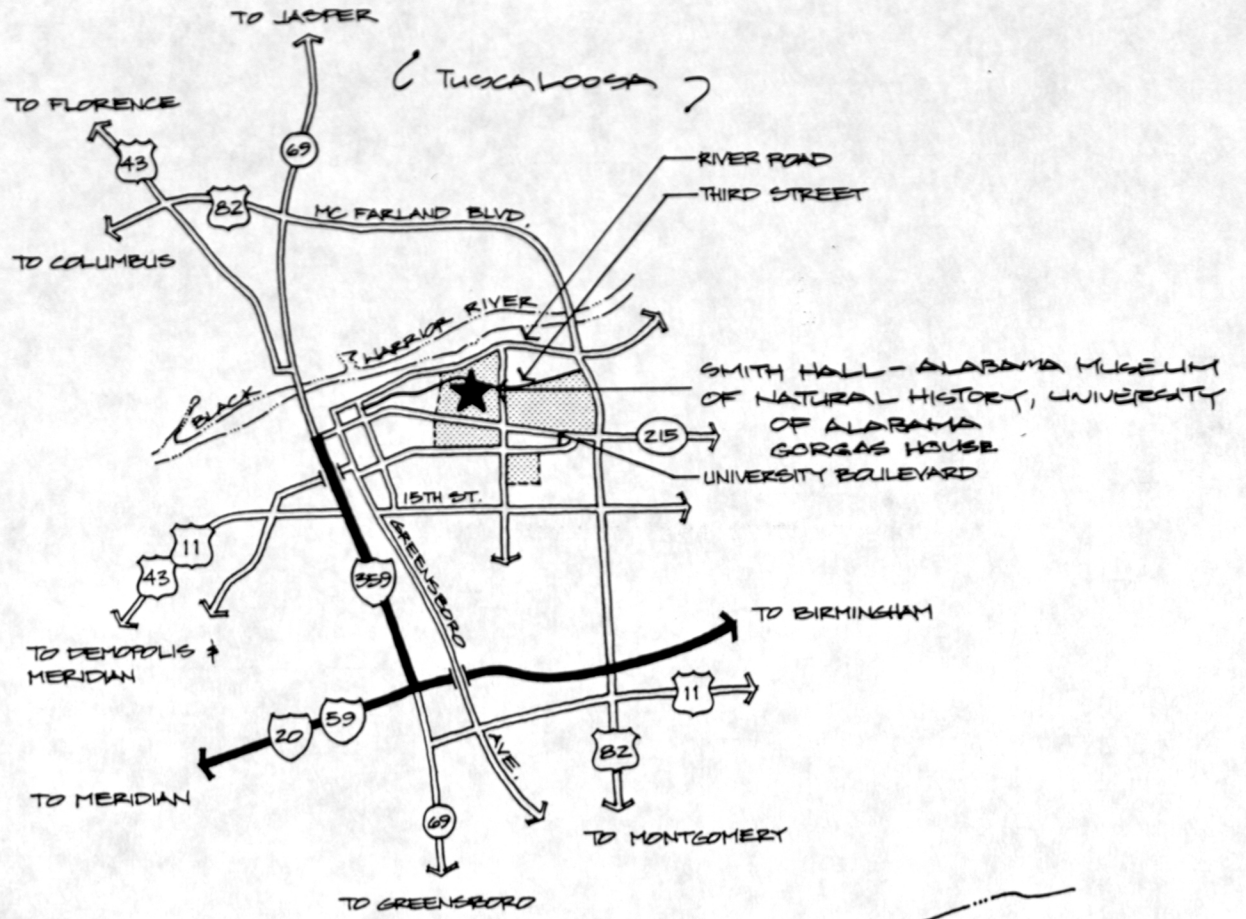
Birmingham businessmen Hill Ferguson and Robert Jemison, Jr. led the drive to build this geological museum in the early 1900s. Smith Hall was intended to house the Geological Survey of Alabama and its collection and to honor Smith, a distinguished scientist through whose tireless efforts Alabama's water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

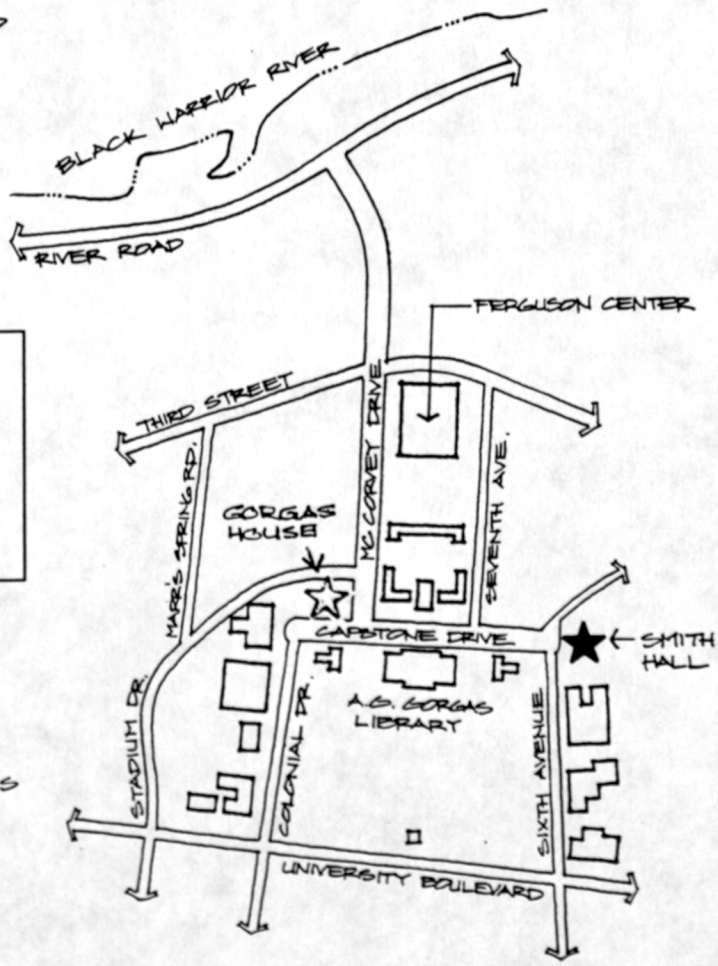
ACCESS
Smith Hall is open to the public and easily accessed from Capstone Drive on the campus of the University of Alabama.

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
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Site Visit, 11/14/91
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White Marjorie, Interview with Frances Robb, historian-curator, 11/16/91
Smith, Eugene Allen, "Smith Hall, the New Museum and Home of the Geological Survey," Museum Paper 1, Geological Survey of Alabama, 1910, p. 7
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.





Smith Hall-Alabama Museum of Natural History & Gorgas House, University of Alabama Campus, Tuscaloosa, Alabama

LEGEND:

- SMITH HALL SITE
- UNIVERSITY OF ALABAMA CAMPUS
- GORGAS HOUSE

UNIVERSITY OF ALABAMA CAMPUS DETAIL
TUSCALOOSA

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 Toumey. 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

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
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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
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Jemison, Robert Papers, University of Alabama Special Collections, William S. Hoole Library, Tuscaloosa
Mellown, Robert, Historic Structures Report, Jemison-Vandergraaff Mansion, 1991
Alexander, Lawrence S., Knight, Vernon J., Jr., Phase I Archaeological Renaissance of the Oliver Lock and Dam Project Area Tuscaloosa County, Report of Investigators No. 33, Office of Archaeological Research, The University of Alabama, Prepared for U.S. Army Corps of Engineers, Mobile District, 1982.

HISTORIC NAME Downtown Tuscaloosa
CURRENT NAME Downtown Tuscaloosa National Register Historic District
LOCATION 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.
CITY Tuscaloosa
COUNTY Tuscaloosa
ACREAGE
OWNER Multiple

TYPE District
DATE OF CONSTRUCTION c. 1830-1935
BUILDER/ARCHITECT/ENGINEER Multiple

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 plight 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.

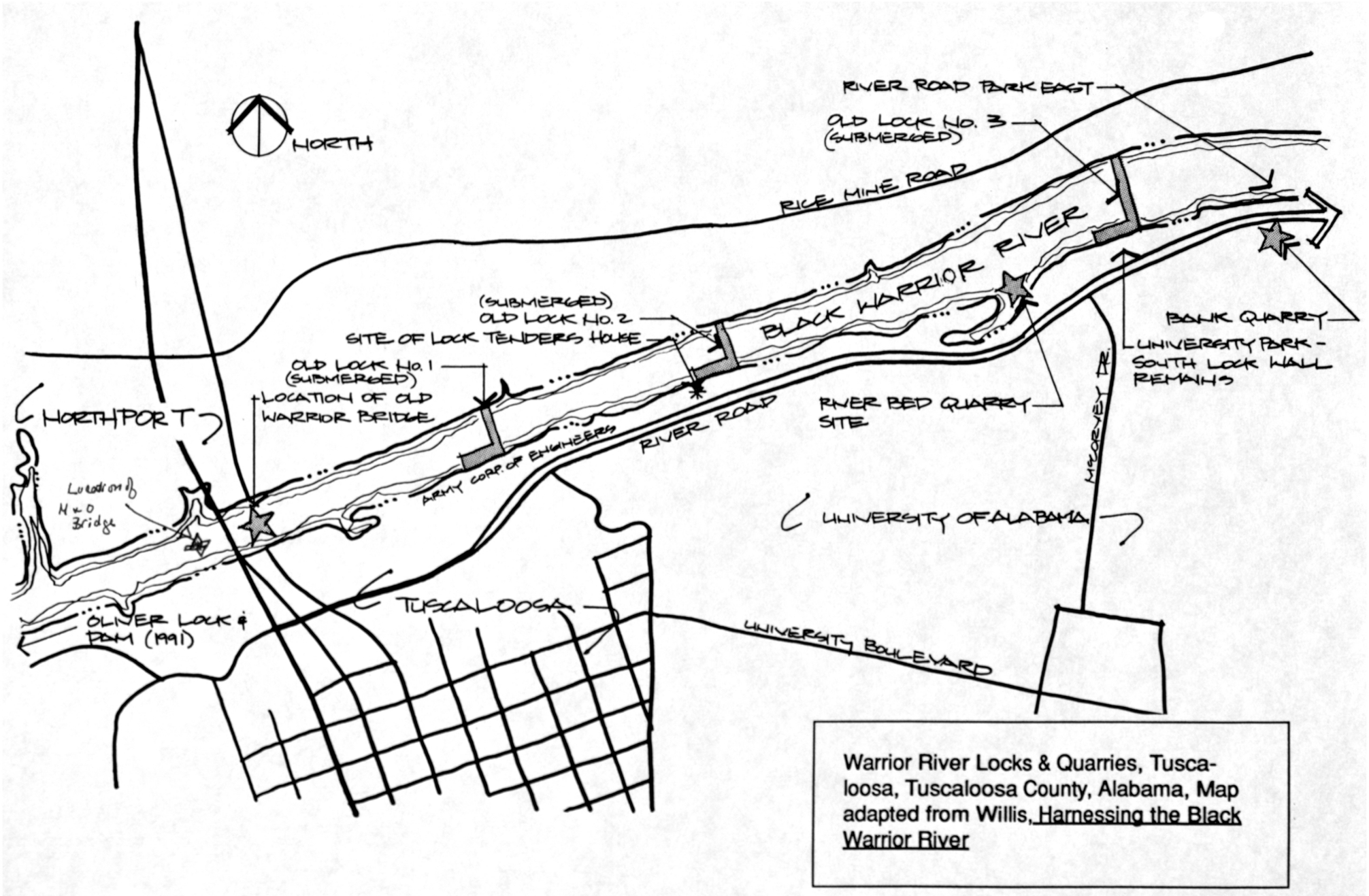
The Downtown Tuscaloosa skyline reflects they city's reemergence as an agricultural and industrial center. Banks, low and high-rise office and commercial buildings in the Downtown District chart the city's economic health in the steady construction which continued through the 1930s.

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

CONDITION
Building's 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
Boucher, Morris R., Factors in the History of Tuscaloosa, Alabama, 1816-1846, Master's Thesis, Department of History, University of Alabama, Tuscaloosa, 1947.
Herzberg, Louis F., Negro Slavery in Tuscaloosa County, 1818-1865, Master's Thesis, Department of History, University of Alabama, Tuscaloosa, 1955.
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
Green, Ben A., A History of Tuscaloosa, Alabama 1916- 1949, 1980
Hubbs, Guy, Tuscaloosa: Portrait of an Alabama County, 1986
Alexander, Lawrence S., Knight, Vernon J., Jr., Phase I Archaeological Renaissance of the Oliver Lock and Dam Project Area Tuscaloosa County, Report of Investigators No. 33, Office of Archaeological Research, The University of Alabama, Prepared for U.S. Army Corps of Engineers, Mobile District, 1982, pp. 45-100.



Warrior River Locks & Quarries, Tuscaloosa, Tuscaloosa County, Alabama, Map adapted from Willis, Harnessing the Black Warrior River

HISTORIC NAME Warrior River Locks, Dams, and Quarries-Tuscaloosa
CURRENT NAME Warrior River Locks, Dams and Quarry Ruins-Tuscaloosa
LOCATION Black Warrior River, River Park East, University Park
CITY Tuscaloosa
COUNTY Tuscaloosa
ACREAGE c. 5
OWNER Multiple: City of Tuscaloosa, University of Alabama

TYPE sites
DATE OF CONSTRUCTION 1895-1915
BUILDER/ARCHITECT/ENGINEER U.S. Army Corps of Engineers

DESCRIPTION
Remnants of the three original locks and dams and two quarries used in their construction remain in the river and along the riverfront at Tuscaloosa. These remnants include partially submerged foundations of lock walls, guide cribs, and evidence of stone cutting from the river bottom and adjacent hillside quarry.

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.

SIGNIFICANCE
Only identified surviving remains of an extensive system of locks and dams that created what is thought to have been the longest channelized waterway in the world, at time of construction
Period of Significance 1895 to 1915

HISTORICAL OVERVIEW

The original locks and dams along the Warrior River were authorized by a series of Congressional acts beginning in 1871 and constructed from 1895 to 1917. At their completion, the Warrior River was said to be the longest channelized waterway in the world. The current system of 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 river at the head of navigation. Its location made it a regional shipping center for the entire northern Alabama region. Beginning in the 1830s, coal, cotton and other commodities were transported here from surrounding areas for shipment to the port of Mobile. However, due to abundant shoals, transportation was dangerous and strictly one-way. 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. Steamboats and paddle wheel operations traveled the more easily navigable portions of the river below Tuscaloosa.

State geologist Eugene Allen Smith's pioneering reconnaissance 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, Tuscaloosa's New South Mayor, William Carlos Jemison, championed the crusade to get the U. S. Army Corps of Engineers to construct the locks and dams. U. S. Congressman John Hollis Bankhead for Jasper, the heart of the Warrior Coal Fields in Walker County, championed the cause at the congressional level, successfully.

SOURCES

Willis, Kenneth D., The Harnessing of the Black Warrior River, City of Tuscaloosa, 1989.
Interview, Marjorie White with Kenneth D. Willis, September, 1991
Alexander, Lawrence S. Phase I Archaeological Reconnaissance of the Oliver Lock and Dam Project Area, Tuscaloosa County, Alabama. Report of Investigations No. 33, prepared for the U.S. Corps of Engineers, Mobile District. Office of Archaeological Research, University of Alabama, 1982.
Wood, Karen G.; Wood, W. Dean. From Tuscaloosa to Squaw Shoals: A History of Holt Lake, Alabama. Historical resource survey prepared for U.S. Army Corps of Engineers, Mobile District. Athens, Georgia: Southeastern Archeological Services, 1988.

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
OWNER MidSouth Corporation, Jackson, Mississippi

TYPE Structure
DATE OF CONSTRUCTION 1896-1899, 1924
DIMENSIONS Approximately 1-1/2 miles long
BUILDER/ARCHITECT/ENGINEER Original Contractors: Dunn, Leland & Brothers, engineers; Hanover Construction Co.; George M. Quigley & Co., trestling and grading; Watkins & Hardaway, Birmingham (Capt. R. A Hardaway and B. H. Hardaway), masonry; 1924 Contractor: American Bridge Co.

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
Willis, Kenneth D., The Harnessing of the Black Warrior River, City of Tuscaloosa, 1989.
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

HISTORIC NAME Northport
CURRENT NAME Northport National Register Historic District
LOCATION 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.
CITY Northport
COUNTY Tuscaloosa
ACREAGE All or portions of 20 city blocks.
OWNER Private-multiple ownership

TYPE District
DATE OF CONSTRUCTION 1840-1920s
BUILDER/ARCHITECT/ENGINEER Multiple

DESCRIPTION
The Northport Historic District is comprised of all, or part of, 20 blocks and contains 134 commercial and residential structures, of which 80% are considered architecturally or historically significant. This area essentially contains most of what constituted the commercial and residential area built in or around 1910. Construction dates are as early as 1840, although the majority of the buildings were erected between 1900 and 1925. The district is basically "T" shaped with the vertical element of the "T" pointing west. The commercial area is the heart of the district, and residential areas lie south, west and north of it. Trees line the streets of the residential areas.

Commercial Area
The commercial area is basically located north and south along Main Avenue from the mid-point of the three hundred block to the end of the five hundred block. New construction and parking lots adjacent to the Lurleen Wallace Boulevard form the eastern limits of the commercial areas, and the Illinois Central Gulf Railroad trestle serves as the western limit.

This area remains essentially the same ass it was when farmers congregated there after driving their wagons loaded with produce and cotton, as well as their livestock, from the rural sections north and west of the City. From its inception, Northport was the main port, warehousing, ginning and retail center for these areas and others located as far distant as two weeks' travelling time.

Residential Areas
The residential areas are basically tree-lined streets, with the earliest structures built along Main Avenue, which was originally the primary north-south route into town and to Tuscaloosa, as well as along 5th Street, formerly the main highway to Columbus, Mississippi. The residential architecture reflects the major periods of growth which occurred in this area in the period prior to the Civil War through the 1920s.

Other Site Improvements
Several intrusions, or recently constructed structures, are found in the district. They include a large apartment complex, an office building, and a bank. Although these buildings detract from the historic character of the district, they are considered acceptable. These structures were constructed recently and are in good condition.

CONDITION
. Structural conditions within the district range from excellent to deteriorated. Many renovations are planned in the area.

THREATS
. A lack of public and private funds may prevent appropriate preservation of commercial and residential structures located in the district.
. An attempt to up-grade the downtown area during the 1970s threatened the historic integrity of a number of the commercial structures. In the future pressure to undertake similar efforts to modernize and "improve" the commercial district without sensitivity to historic character should be resisted.

SOURCES
Northport National Register Historic District Nomination
Multiple site visits during 1991 and 1992, often in the company of longtime Northport resident and historian, Marvin Harper.

HISTORIC NAME	Oliver, William Baker Lock and Dam
CURRENT NAME	Oliver, William Baker Lock and Dam
LOCATION	Tuscaloosa-Northport
CITY	Tuscaloosa
COUNTY	Tuscaloosa
TYPE	Structure
DATE OF CONSTRUCTION	1987-1992

DESCRIPTION

The Oliver Lock and Dam is a 600 foot dam extending across the Warrior River between Tuscaloosa and Northport.

HISTORICAL OVERVIEW

This dam replaced the first of the more modern ones along the Warrior River, which had replaced three original dams, No. 1, No. 2, and No. 3.

Prior to construction of the current dam, a reconnaissance survey of the Oliver Lock and Dam properties was prepared for the Corps of Engineers. In 1982, Lawrence S. Alexander located mostly prehistoric sites in the study area. An historical overview by Vernon J. Knight for this volume concentrated on Tuscaloosa and discussed Robert Jemison's Cherokee Plantation, the Alabama Insane Hospital and the Perteet and Marlow Tanyard.

SOURCES

Alexander, Lawrence S. Phase I Archaeological Reconnaissance of the Oliver Lock and Dam Project Area, Tuscaloosa County, Alabama. Report of Investigations No. 33, prepared for the U.S. Corps of Engineers, Mobile District. Office of Archaeological Research, University of Alabama, 1982.

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
W. W. Davis, "The Semet-Solvay By-product Coke Oven," In Proceedings of the Engineer's Society of Western Pennsylvania, 26 by the Engineer's Society of Western Pennsylvania, 1910, 399-423.
D. L. Jacobson, International Handbook on the By-product Coke Industry (New York: The Chemical Catalog Company, Inc., 1932).
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
National Cyclopedia of American Biography, Vol. 47, p. 321
Woodward, Joseph H., Alabama Blast Furnaces, 1940, pp. 78-79

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 contact 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.

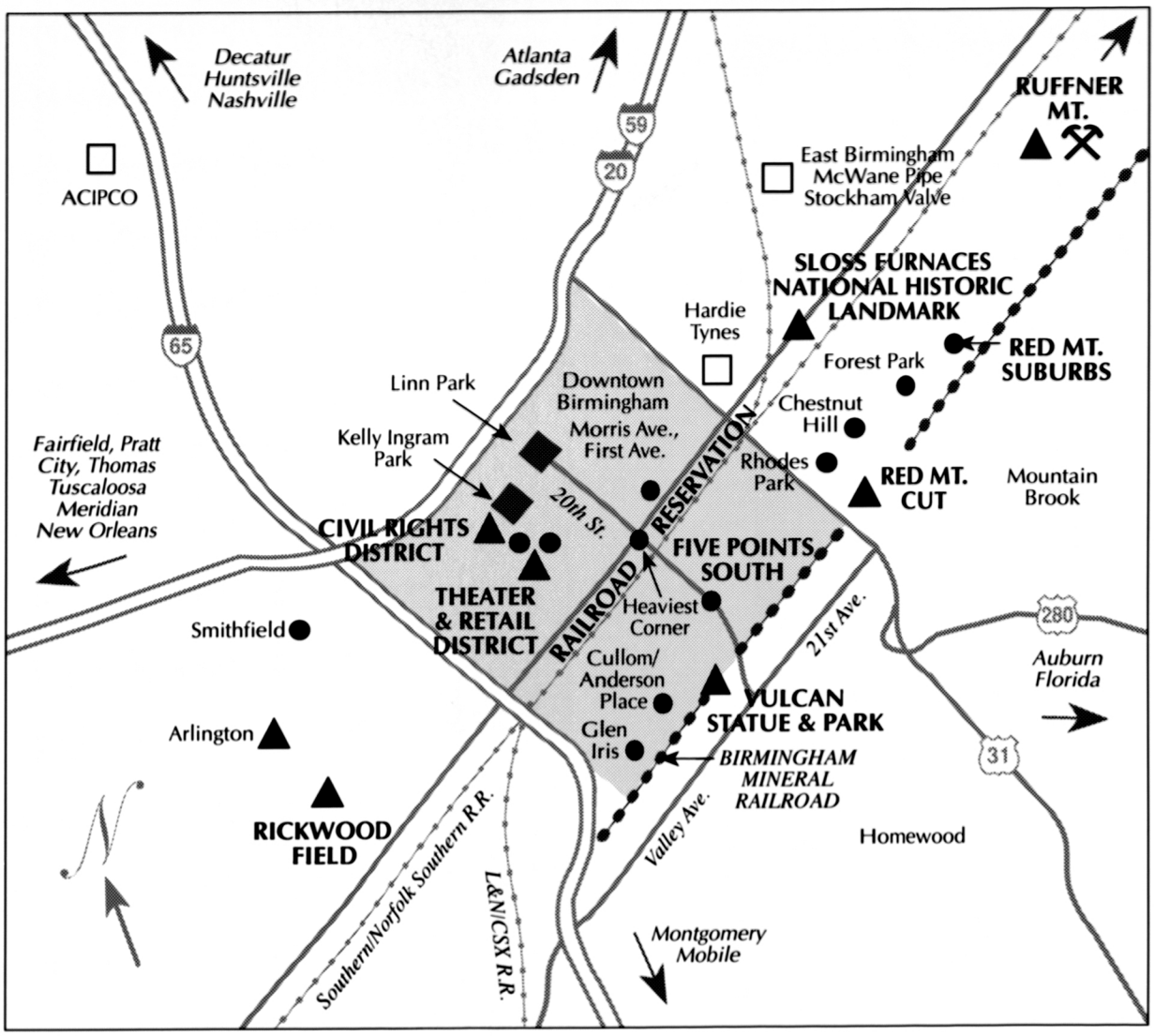
About 40% of the iron produced by the Holt furnace was used in the manufacture of pipe, the rest was sold under the brand name of "Warrior," a high manganese iron, and "Tuscaloosa," a straight foundry iron. In 1929, the Holt Furnace was closed and early in 1940 the Central Iron and Coal Company went 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
National Cyclopedia of American Biography, Vol. XXXVII, p. 321
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
Dyer, Y.A., "Cast-Iron Pipe Manufacture in the South," Iron Age 98 (November 1916): 1159-1162.
Moldenke, Richard, "Cast Iron Pipe Manufacture in the South," Iron Age 114 (September 1924): 697-698.
Moore, William Davis, Development of the Cast Iron Pressure Pipe Industry in the Southern States, 1800-1939, Birmingham Publishing Company, Birmingham, Alabama, 1939.
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
The Magic Industrial City

Resource Key

EXISTING

- ▲ Historic Industrial Attraction - Site, Museum, Park - Open to Public
- ⚒ Historic Coal/Ore Mine
- ● National Register Historic District

DEVELOPMENT OPPORTUNITIES

- □ Industrial Plant Tour
- ●—● Rail-to-Trail Greenway

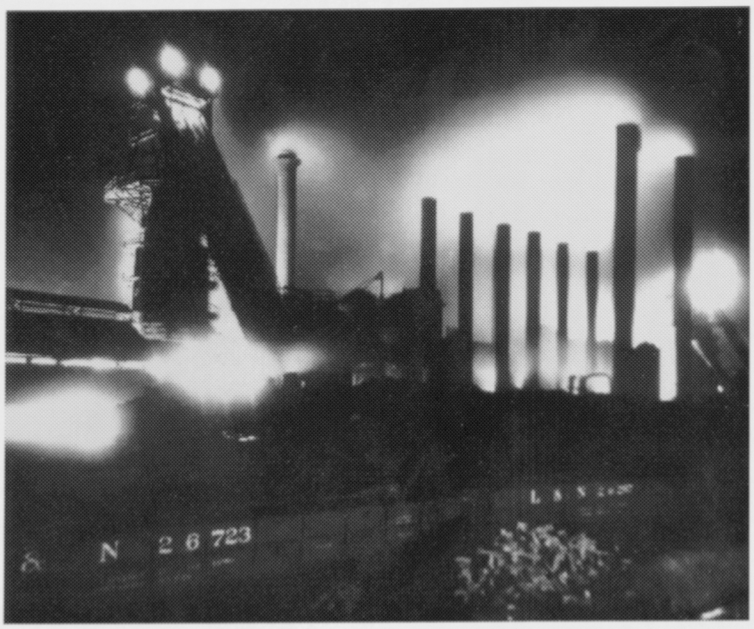


BIRMINGHAM

The Magic Industrial City

In 1903, Birmingham foundrymen and promoters commissioned the great iron man to symbolize the district's industrial might.

Birmingham's National Historic Landmark, Sloss Furnaces is also the only 20th century industrial plant under preservation in the world. This photo shows the furnaces pouring iron around 1935. Today they showcase Birmingham ironmaking to visitors from around the world.





These skyscrapers at First Avenue and 20th Street, then called the Heaviest Corner on Earth and now a National Register District, housed Birmingham's early industrial corporations.



The spiritual hub of Birmingham's Civil Rights movement of the 1960s, the Sixteenth Street Baptist Church designed and built by African-Americans in 1911, now anchors the Civil Rights District about Kelly Ingram Park.

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.

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.

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

HISTORIC NAME Downtown Birmingham
CURRENT NAME Downtown Birmingham National Register Historic District
LOCATION 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
CITY Birmingham
COUNTY Jefferson
ACREAGE c. 8
OWNER Multiple public and private

TYPE District
DATE OF CONSTRUCTION 1880-1929
BUILDER/ARCHITECT/ENGINEER Multiple

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-Comer 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 Wheelock. 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

HISTORIC NAME Heaviest Corner on Earth
CURRENT NAME Heaviest Corner on Earth National Register Historic District
LOCATION Intersection of First Avenue North and 20th Street, city center
CITY Birmingham
COUNTY Jefferson
ACREAGE Less than one
OWNER Multiple

TYPE District
DATE OF CONSTRUCTION 1902-1912
BUILDER/ARCHITECT/ENGINEER Birmingham architects in association with national firms

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 fire-proofing 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

Morris, Philip; White, Marjorie, Cinderella Stories - Transformations of Historic Birmingham Buildings, Birmingham Historical Society, 1989.

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

Architect: Carpenter & Blair, New York, William L. Welton & William C. Warren, a former associate of McKim Meade and White, New York), associate architects
Builder: T. C. Thompson and Sons

American Traders-John Hand-AmSouth Bank Building (1912)
17 20th Street North, SE Corner

Architect: Uffinger and Mowbray, New York; William L. Welton, associates
Contractor: Fred A. Jones Building Company

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
BUILDER/ARCHITECT/ENGINEER

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

HISTORIC NAME Downtown Birmingham-"Birmingham's Broadway"
CURRENT NAME Downtown Birmingham Theater and Retail District
LOCATION 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
CITY Birmingham
COUNTY Jefferson
ACREAGE c. 14
OWNER Multiple public and private

TYPE District
DATE OF CONSTRUCTION 1900-1939
BUILDER/ARCHITECT/ENGINEER Multiple

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

HISTORIC NAME	Downtown Birmingham-Fourth Avenue North National Register Historical District
CURRENT NAME	Downtown Birmingham-Fourth Avenue North National Register Historical District (Civil Rights District)
LOCATION	1600-1800 blocks of Fourth Avenue North, 300 block of 17th and 18th Streets, city center
CITY	Birmingham
COUNTY	Jefferson
TYPE	District
DATE OF CONSTRUCTION	1910s-1920s

DESCRIPTION
This district includes 24 commercial structures documenting the development in the 1910s and 1920s of a black business, social and commercial district. Significant buildings in the district include the six-story, black built and black owned Alabama Penny Savings Bank (1913, 310 18th Street North, the first owned black bank in the state, est. 1890 and the second largest in the nation in 1907; the Famous Theater (1717 Fourth Avenue North); the Carver Theater (1949, 17th Street and Fourth Avenue, site of the Birmingham Jazz Hall of Fame slated to open in 1992) and the seven-story, classically styled Colored Masonic Temple (1922, 18th Street and Fourth Avenue, with its elegantly appointed ballroom-community meeting facility, still intact). The Masonic Temple is the only historic masonic structure remaining in Birmingham's city center.

SIGNIFICANCE
Early 20th century commercial district with banking, theatrical and Masonic buildings built by and for blacks
Period of Significance 1910s-1960s

HISTORICAL OVERVIEW
Prior to 1900, a black business district did not exist in Birmingham. In a pattern characteristic of Southern cities founded during Reconstruction, black businesses developed alongside those of whites in many sections of the downtown areas. Jim Crow laws authorizing the distinct separation of races and other restrictions place on black firms forced the growing black business community into an area now designated as a National Register District. This district served as the business, social and cultural center for blacks, with activities similar to those in the dominant white district and some peculiarly its own. The variety of establishments included banks, masonic halls, mortuaries, restaurants, theaters, lodgings, beauty and barber shops. These businesses continued to do substantial business here until the 1960s.

In the 1980s, efforts to revive the district were initiated by the City of Birmingham which established a Commercial Revitalization District here and Urban Impact to oversee revitalization efforts. In the ensuing years, 75 % of properties within the district have been renovated and returned to owner-occupied minority businessmen.

SOURCES
Fourth Avenue North National Register Historic District, 1983

HISTORIC NAME	Kelly Ingram Park-Sixteenth Street Baptist Church
CURRENT NAME	Birmingham Civil Rights District
LOCATION	Extending from Third Avenue and 18th Street to Sixth Avenue and 16th Street in the Birmingham City Center
CITY	Birmingham
COUNTY	Jefferson
ACREAGE	
OWNER	Multiple: Civil Rights Institute & Kelly Ingram Park, the City of Birmingham; Sixteenth Street Baptist Church, the church; Fourth Avenue National Register Historic District, multiple private owners and the City of Birmingham

TYPE	District
DATE OF CONSTRUCTION	1910s-1993
BUILDER/ARCHITECT/ENGINEER	Multiple

DESCRIPTION

The Civil Rights District includes Kelly Ingram Park, bounded by Fifth and Sixth Avenues and 16th and 17th Streets, on which the Birmingham Civil Rights Institute and Sixteenth Street Baptist Church are located and the Fourth Avenue National Register District, the traditional black business district with the Birmingham Jazz Hall of Fame/Carver Theatre and the Masonic Temple Building.

Kelly Ingram Park features a central water feature and walkways to numerous dramatic sculptures and displays recounting confrontations of the Civil Rights era. These include a police dog attack, school children in jail, and the hosing of marchers. Sixteenth Street Baptist Church is a tan brick, Beaux Arts style structure with twin corner bell towers and central cupola over the sanctuary. A wide flight of stairs leads to a triple arched portico under the broad central pediment. In this pediment is a distinctive stained glass window depicting an oppressed black Christ.

The Birmingham Civil Rights Institute is a two-story complex with pavilion wings surrounding a central exterior court and staircase leading tot he domed-rotunda entrance. The facility includes 28,000 square feet of museum space with an introductory film gallery, arrayed artifacts evoking life in Birmingham during various historical periods, multi-media exhibits highlighting the Civil Rights Movements, oral history listening posts, interactive video discs and audio visual programs, exhibits on ongoing progress in racial relations, and space for changing and future exhibits. Future plans call for the creation of an information center and archives.

The Jazz Hall of Fame, housed in the former Carver Theater, will soon serve as the home of the Birmingham Heritage Band and feature memorabilia and exhibits depicting the area's rich jazz and musical traditions.

HISTORICAL OVERVIEW

Kelly Ingram Park, originally West Park, is one of the three public open spaces incorporated into the original Birmingham city plan. In the 1880s the park developed as a residential neighborhood. The park was renamed in 1932 to honor a Birmingham fireman, the first American sailor killed in World War I. In 1963, the park and Sixteenth Street Baptist Church which sits at the NW corner. were the site of major civil rights rallies and marches to protest and end segregation.

Sixteenth Street Baptist Church was organized in 1873 as the First Colored Baptist Church. In 1884, the church changed its name and moved to its 16th Street location. In 1911, Wallace A. Rayfield designed the current structure which was built by Windham Brothers Construction Co. of Smithfield. A native of Georgia, Rayfield had been raised in Washington D. C., and educated at Pratt Institute, the Columbia School of Architecture before returning to the South to work for Booker T. Washington in Tuskeegee. Since its founding, the church has served the Birmingham black community with a wide range of community activities, plays, meetings and musical performances. During the 1960s, Sixteenth Street Church served as the headquarters for the mass rallies to end segregation under the leadership of Dr. Martin Luther King and the Rev. Fred Shuttlesworth. King's presence and participation gave national and international attention to the plight of blacks in the city. Typically, protesters would gather at the Church for rallies. After hearing a speech and receiving instructions, they would attempt to walk through the park to protest at a business that discriminated against blacks. Eugene "Bull" Connor, then Birmingham police commissioner, would order hoses, dogs, and water tanks released on the protesting individuals. Thousands, including numerous children, were arrested during these protests. The September 15, 1963 bombing of the sanctuary, a pivotal event in the life of the Civil Rights Movement, served as the event that ignited change in Birmingham.

The Birmingham Civil Rights Institute, a facility of the City of Birmingham, opened in 1992 with the mission "to focus on what happened in the past, to portray it realistically and interestingly, and to understand it in relationship to the present and future development of human relations in Birmingham, the United States, and perhaps the world."

ACCESS

The District is located in the Birmingham City Center, just west of 20th Street. A major eastbound exit at 17th Street N. provides superb access from I-20-59.

CONDITION

City of Birmingham and privately sponsored improvements to this area initiated in the late 1970s (designation of the Fourth Avenue North National Register District, and culminating in the major park and street improvements, renovation of Sixteenth Street Church and construction of the 12 million Civil Rights Institute in 1992 have made this District a showcase for the region.

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
BUILDER/ARCHITECT/ENGINEER

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.

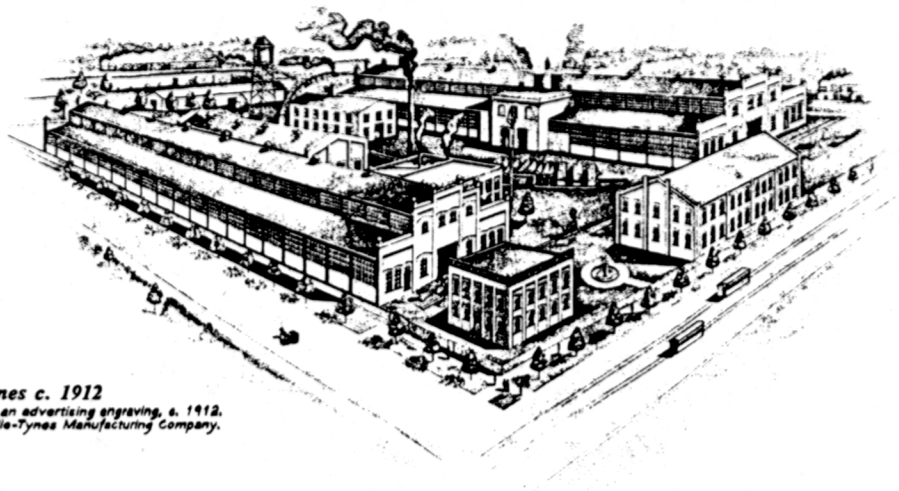
THREATS

. 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, ALABAMA



Hardie-Tynes c. 1912
Adapted from an advertising engraving, c. 1912. Courtesy Hardie-Tynes Manufacturing Company.

Birmingham's main industrial product has always been cast iron — often in the form of cast iron pipes, but also as finished machines, both of which have been exported all over the United States and beyond. Hardie-Tynes' origins lie in one of Birmingham's earliest foundries and machine shops — the Birmingham Iron Works which dates from 1883. Owned by John T. Hardie and run by his son William Hardie, it made both machines and pipes.

In 1895 William Hardie, along with William D. Tynes, founded the Hardie-Tynes Foundry and Machine Company on the same site. Located on the corner of 1st Avenue North and 24th Street, it was conveniently close to Sloss furnaces which regularly supplied pig iron to Hardie-Tynes. When the site was damaged by fire in January 1901 the company moved to its present site in what was then known as East Birmingham where it built a new, larger foundry and machine shop. In 1902 The Foundry magazine recorded 56 foundries in Alabama, out of a total of over 5000 foundries in America.

Hardie-Tynes' niche in the market was as a 'jobbing' foundry making industrial machines, each adapted to suit the needs of the purchaser. It required skilled engineers, foundrymen, and machinists, rather than the ever-increasing automation seen in other foundries.

Early products were Corliss steam engines and slide valve steam engines which were sold throughout the South, and hoisting engines, sold mainly to Alabama mines. Corliss engines were easily the most important product range, with Hardie-Tynes manufacturing on average over 40 Corliss engines a year on the new site until 1914. During World War I the company built steam engines for Victory ships.

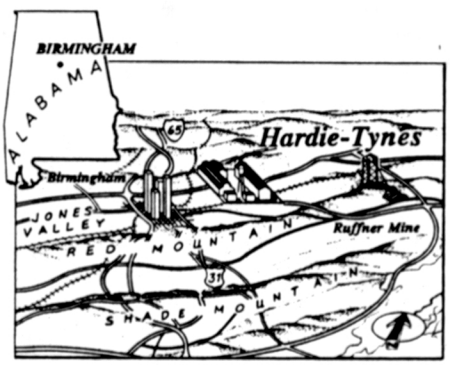
Another fire struck the company in 1924, forcing it to rebuild its machine shop. The company product by this time was moving from steam engines towards air compressors and gas compressors. In the later 1920s the company began establishing itself as a regular supplier to the U.S. Navy, for example, providing high pressure compressors for 1930s/40s submarines.

Hardie-Tynes also began making equipment for dams in the 1920s, leading to contracts for the Boulder (Hoover) and Grand Coulee dams, and the Tennessee Valley Authority dam building program of the early 1940s. In 1949 mine hoists, up to six meters in diameter, originally built for Russia were shipped to England, France and South Africa.

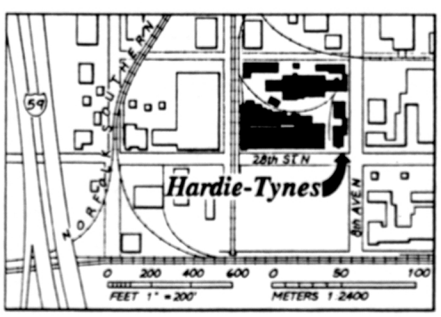
Hardie-Tynes' product has changed little from these years. It still makes and repairs many military goods. Since World War II Hardie-Tynes has supplied the navy with turbine-driven forced draft blowers for boilers and boiler feed pumps, plus torpedo propulsion equipment. More recently it has been making missile components. Its hydro-electric and dam equipment is another important product, from needle valves to vast paradox gates.

The foundry no longer operates. It closed about 1962 and was converted to a fabrication shop in 1976. Hardie-Tynes' metal is thus no longer cast iron, molded in its foundry, but steel cut, rolled and welded on site into desired shapes. As in the past, products are then finished in the machine shop and assembled in the erecting shop.

Despite adaptation, the foundry has largely remained intact, and much of the associated pattern shop and pattern storage survives. Foundry ovens, cupolas, the charging platform and cranes can all be seen, as can the blacksmith shop. The same air compression system has operated since the mid-1920s. Hardie-Tynes thus provides an important basis for understanding how an early foundry and machine shop made heavy industrial machinery.



Birmingham District
This illustration is based on a map from Designs on Birmingham, 1989, Courtesy Birmingham Historical Society.



Hardie-Tynes Vicinity 1992
This site plan is based on maps and aerial photographs referenced in the HAER history report.
UTM Coordinates: Center 16.518644.3709630

NORTH

This recording project is part of the Historic American Engineering Record (HAER), a long range program to document the engineering, industrial, and transportation heritage of the United States. The HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record Division (HABS/HAER) of the National Park Service, U.S. Department of the Interior. The Birmingham District Recording Project was cosponsored during the summer of 1992 by HAER under the general direction of Dr. Robert J. Kapsch, Chief of HABS/HAER and by the Birmingham Historical Society, Marjorie L. White, Director. The HAER team was guided by the Birmingham District Advisory Committee, including Gordon L. Flynn, President of Hardie-Tynes Manufacturing Company. Robert C. Stobert, Jr., John Crane, A. James Powell, and Emile Dahlen provided additional assistance.

The field work, measured drawings, historical reports and photographs were prepared under the direction of Eric N. DeLony, Chief of HAER and Project Leader; Robbyn L. Jackson, HAER Architect and Project Manager; Jack R. Bergstresser, Sr., Project Historian, and Craig Strong, Project Architect. The recording team consisted of Evelyn Green, Supervisor; Laura Letton and Zvonimir Franiç (ICOMOS), Architects; and Tanya English (ICOMOS), Historian. Large format photography was produced by David Diesing. Documentary consultation was provided by Richard K. Anderson, Jr.

Laura Letton, Summer 1992

BIRMINGHAM DISTRICT RECORDING PROJECT	HARDIE - TYNES MANUFACTURING COMPANY 800 28TH STREET NORTH JEFFERSON COUNTY BIRMINGHAM ALABAMA	SHEET 1 OF 6 SHEETS	HISTORIC AMERICAN ENGINEERING RECORD

HISTORIC NAME	Five Points South National Register Historic District
CURRENT NAME	Five Points South National Register Historic District
LOCATION	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
CITY	Birmingham
COUNTY	Jefferson
TYPE	District
DATE OF CONSTRUCTION	1880s-1920s

DESCRIPTION

First listed in 1981 and expanded in 1991, the Five Points South Historic District contains an exceptional 1920s commercial center, the best concentration of fine, turn-of-the-century houses in the city, and many monumental churches, temples and skyscraper-apartment houses of notable design quality. There are 76 buildings in the district.

The hub of the district is the Five Points Circle, defined by five buildings carefully sited to create a unique urban space. Dominating the circle is the Spanish Revival-terra cotta extravaganza Highlands Methodist Church, a stylistic twin to Birmingham's great Terminal Station (also designed by P. Thornton Marie in 1909).

Among the notable residences in the district are industrialist William Hassinger's House (1898, 2028 Highland Avenue, designed by Thomas U. Walter,III) and the Lathrop House (1901, 1923 14th Avenue).

SIGNIFICANCE

Exceptional 1920s commercial center surrounded by city's finest concentration of turn of the century churches, houses and skyscraper apartments; one of the city's earliest streetcar suburbs.

Period of Significance 1880s-1920s

SOURCES

Birmingham Historical Society, Five Points South National Register Nomination, 1991

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
Gamble, Robert, The Alabama Catalog, p. 247.
Birmingham Historical Society, Arlington Files

Birmingham Historical Society 6/17/92 c:\wp51\ihc.db\jeff.reg

HISTORIC NAME Smithfield
CURRENT NAME Smithfield National Register Historic District
LOCATION 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-cast, 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.
CITY Birmingham
COUNTY Jefferson
ACREAGE
OWNER Multiple.

TYPE Historic district (residential)
DATE OF CONSTRUCTION 1880s to 1920s
BUILDER/ARCHITECT/ENGINEER Multiple.

DESCRIPTION
The district includes 364 residences, small commercial enclaves and churches in a 16-block area of the Smithfield community just west of Birmingham's city center. Located along 80' wide tree-lined streets and avenues laid out in a grid pattern, that breaks with the original city of Birmingham grid and provided recognition of a separate community, Smithfield housing includes a catalog of early industrial housing styles, as well as the more fashionable styles of the era. Styles represented in the district include Shotgun Single (20%), Shotgun Double (6%), Bungalow (27%), Victorian Cottage (9%), T-Cottage (3%) Pyramidal-roof Cottage(4%), Saddlebags (3%), Craftsman, Neo-Gothic, American Four-Square, Art Deco, Neo-Colonial, Neo-Spanish, Neo-Gothic and Neo-Dutch Revival (28%). There are also fine examples of the work of the city's leading black architect, Wallace A. Rayfield and black contractor T. C. Windham whose office remains on Eighth Avenue at the entrance to the district.

The most impressive collection of houses in the district is the Rayfield collection designed and built from 1908 to 1926 for black professionals. These include the Craftsman styled residence for physician-surgeon Dr. Arthur M. Brown (1906, 319 4th Terrace), the Dutch gambrel roof cottages for attorney Edward A. Brown and educator Arthur H. Parker (1909, 522 and 526 5th Street), the monumental classical styled residence for contractor R. A. Blount (1914, 322 6th Street); the Georgian Revival house for principal A. C. Dobbins (1926, 464 1st Street) and the Colonial Revival house (1926, 470 1st Street) for Rev. R. T. Brown, Chairman of the Trustees of Miles College. Significant concentrations of houses also line the 400-600 blocks of 1st Street, the 300 and 500 blocks of Fourth Terrace and the 400 and 500 blocks of Sixth Avenue.

SIGNIFICANCE
Smithfield provides evidence of the upward mobility of blacks in the Birmingham District. The district includes many houses and churches designed and built by a black architect

and black contractors. The Smithfield district presents a comprehensive view of how a wide spectrum of blacks lived in the early twentieth century and an exceptional view of the emergence of a white-collar and professional class in the District.
Period of Significance 1880s-1920s

HISTORICAL OVERVIEW
Subdivision of "Smith's addition to Birmingham" began in 1882 when planter-physician Joseph Riley Smith began subdividing his farmlands just to the west of Birmingham's city center. Streets were platted in 1886. By 1898, Smithfield was the fourth largest of suburban communities surrounding Birmingham and had the largest number of black households clustered in enclaves and along certain streets. Of these heads of household 78 % or the vast majority were unskilled, semi-skilled and servants. During the following decade, Smithfield became home to many of the city's most prominent black professionals and white collar workers. Of the black heads of household in the district, 17% were white collar workers, 13% were skilled laborers or artisans and 30% were white-collar and skilled labor, representing a significant concentration of early elite and middle class blacks in the area. The number of heads of households in the district more than doubled between 1909 and 1928, rising to a total of 497. Of these 11% were white collar. Though not considerably higher than in 1909, it was higher than the 6.1% of other southern cities. By this year, Smithfield had become an all black suburb with the city's affluent blacks living alongside low-rent industrial housing.

ACCESS
Easily accessible from Eight Avenue North, a major east-west Birmingham thoroughfare.

CONDITION
Despite the encroachment of insensitive newer structures in the commercial enclaves and the use of incorrect period building materials, principally aluminum siding, the residential blocks of the Smithfield District retain the density and scale of the early district. Many houses are virtually unaltered and there are few intrusions in the solid blocks of period housing.

THREATS

SOURCES
White, Marjorie L., McWilliams, Page; Quales, Shirley, Smithfield Historic District National Register Nomination, 1985
Brownell, Blaine, "Birmingham, Alabama: New South City in the 1920s," Journal of Southern History, February 3, 1972.
Frazier, Franklin E., Black Bourgeoisie: The Rise of a New Middle Class in the United States, The Free Press, Toronto, 1957.
Robinowitz, Howard N., Race Relations in the Urban South, 1865-1890, Oxford University Press, New York, 1978.
Kusmer, Kenneth L., A Ghetto Takes Shape: Black Cleveland, 1870-1930, University of Illinois Press, Urbana, 1976.

SLOSS MINES & FURNACES

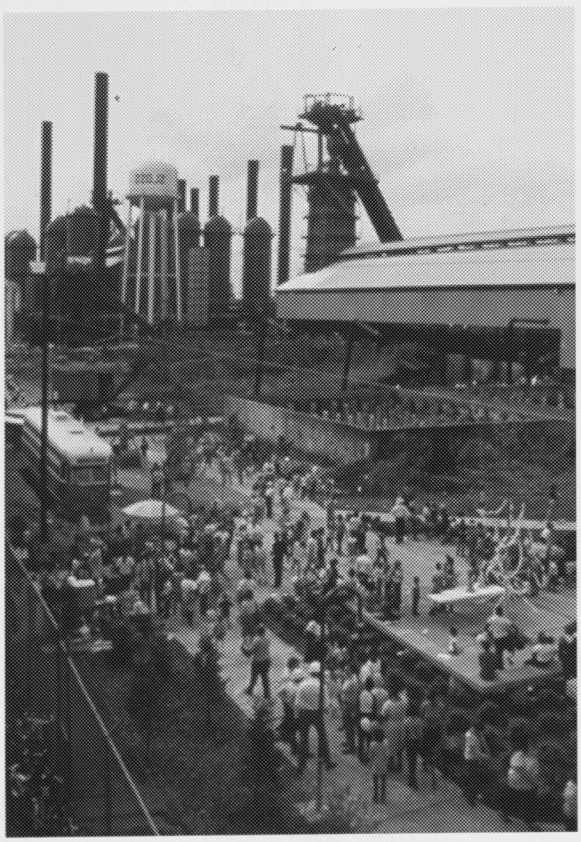
New South Industry



St. Nicholas Russian Orthodox Church keeps alive Slavic tradition.



Foundations for coal washing facilities, mines and coke ovens at Brookside now provide opportunity for a future historic park.



Pig iron, a principal product of the Birmingham District, made from Birmingham iron ores, coal and limestone, poured forth from Sloss Furnaces, now a National Historic Landmark and Museum of the City of Birmingham.



Crushing operations at Ruffner Mines prepared Red Mountain iron ores for use in the Sloss Furnaces.

SLOSS MINES & MILLS

New South Industry

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

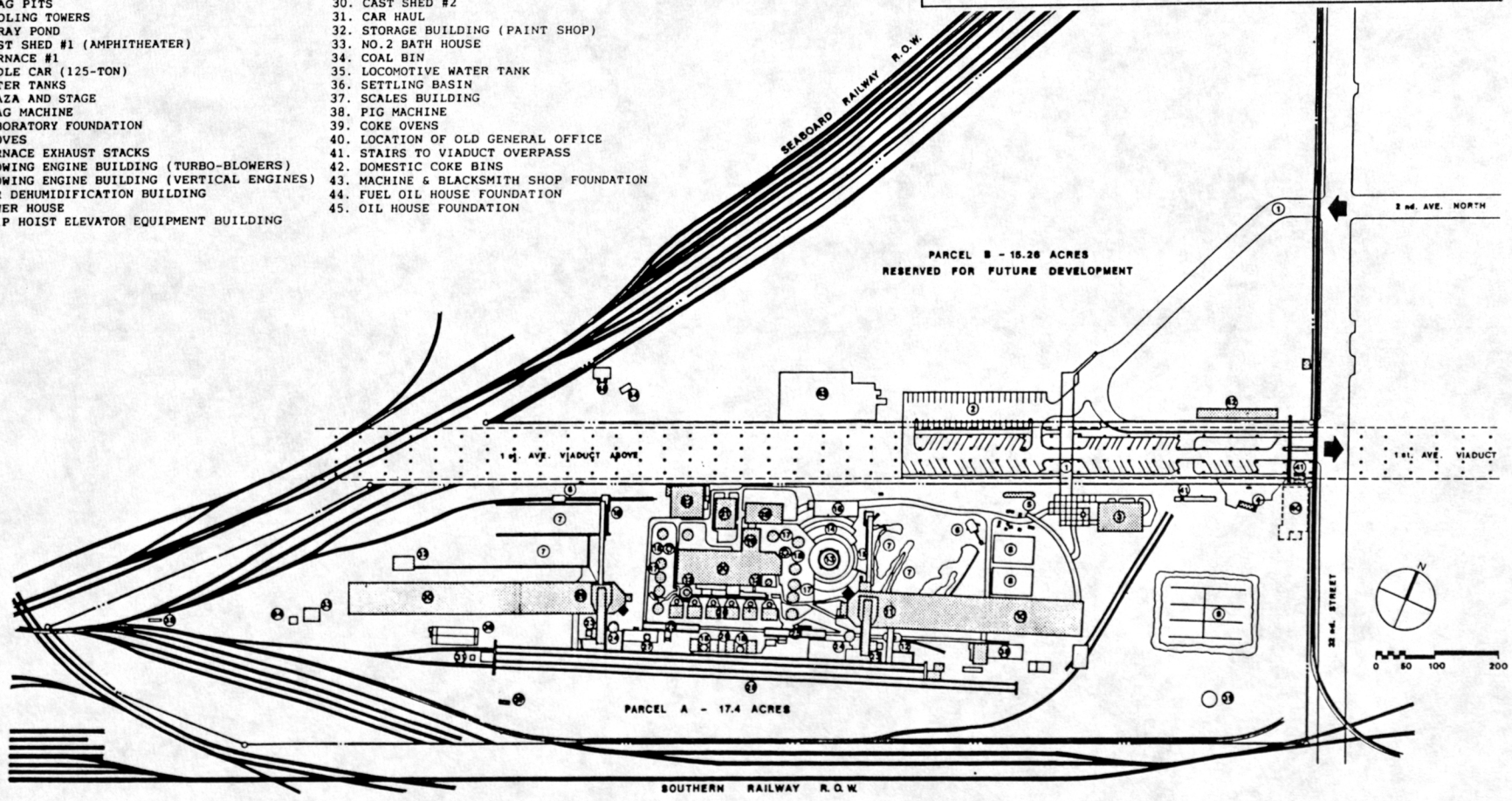
The Sloss City Furnaces were erected in 1882 and 1883 on 50 acres of land near the crossing of the L. & N. and Southern Railroads, at the eastern edge of the Birmingham city center and extensively rebuilt and modernized in 1927 and 1928 (the dates of the

SLOSS FURNACES

NATIONAL HISTORICAL LANDMARK

1. ENTRANCE
2. PARKING
3. VISITOR'S CENTER (BATH HOUSE)
4. FILLING STATION
5. BUCKET DISPLAY
6. SLAG PIT SHOVELS
7. SLAG PITS
8. COOLING TOWERS
9. SPRAY POND
10. CAST SHED #1 (AMPHITHEATER)
11. FURNACE #1
12. LADLE CAR (125-TON)
13. WATER TANKS
14. PLAZA AND STAGE
15. SLAG MACHINE
16. LABORATORY FOUNDATION
17. STOVES
18. FURNACE EXHAUST STACKS
19. BLOWING ENGINE BUILDING (TURBO-BLOWERS)
20. BLOWING ENGINE BUILDING (VERTICAL ENGINES)
21. AIR DEHUMIDIFICATION BUILDING
22. POWER HOUSE
23. SKIP HOIST ELEVATOR EQUIPMENT BUILDING
24. DUST CATCHER
25. HORIZONTAL GAS WASHER
26. BOILERS
27. VERTICAL GAS WASHER
28. STOCK HOUSE TRESTLE/TUNNEL
29. FURNACE #2
30. CAST SHED #2
31. CAR HAUL
32. STORAGE BUILDING (PAINT SHOP)
33. NO.2 BATH HOUSE
34. COAL BIN
35. LOCOMOTIVE WATER TANK
36. SETTLING BASIN
37. SCALES BUILDING
38. PIG MACHINE
39. COKE OVENS
40. LOCATION OF OLD GENERAL OFFICE
41. STAIRS TO VIADUCT OVERPASS
42. DOMESTIC COKE BINS
43. MACHINE & BLACKSMITH SHOP FOUNDATION
44. FUEL OIL HOUSE FOUNDATION
45. OIL HOUSE FOUNDATION

Sloss Furnaces National Historic Landmark, Birmingham, Jefferson County, Alabama, Drawing Courtesy Sloss Furnaces



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
Kulik, Gary B., "The Sloss Furnace Company, 1881-1951: Technological Change in the Southern Pig Iron Industry," Mimeographed Report for the Historic American Engineering Record, Birmingham, 1976.
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

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

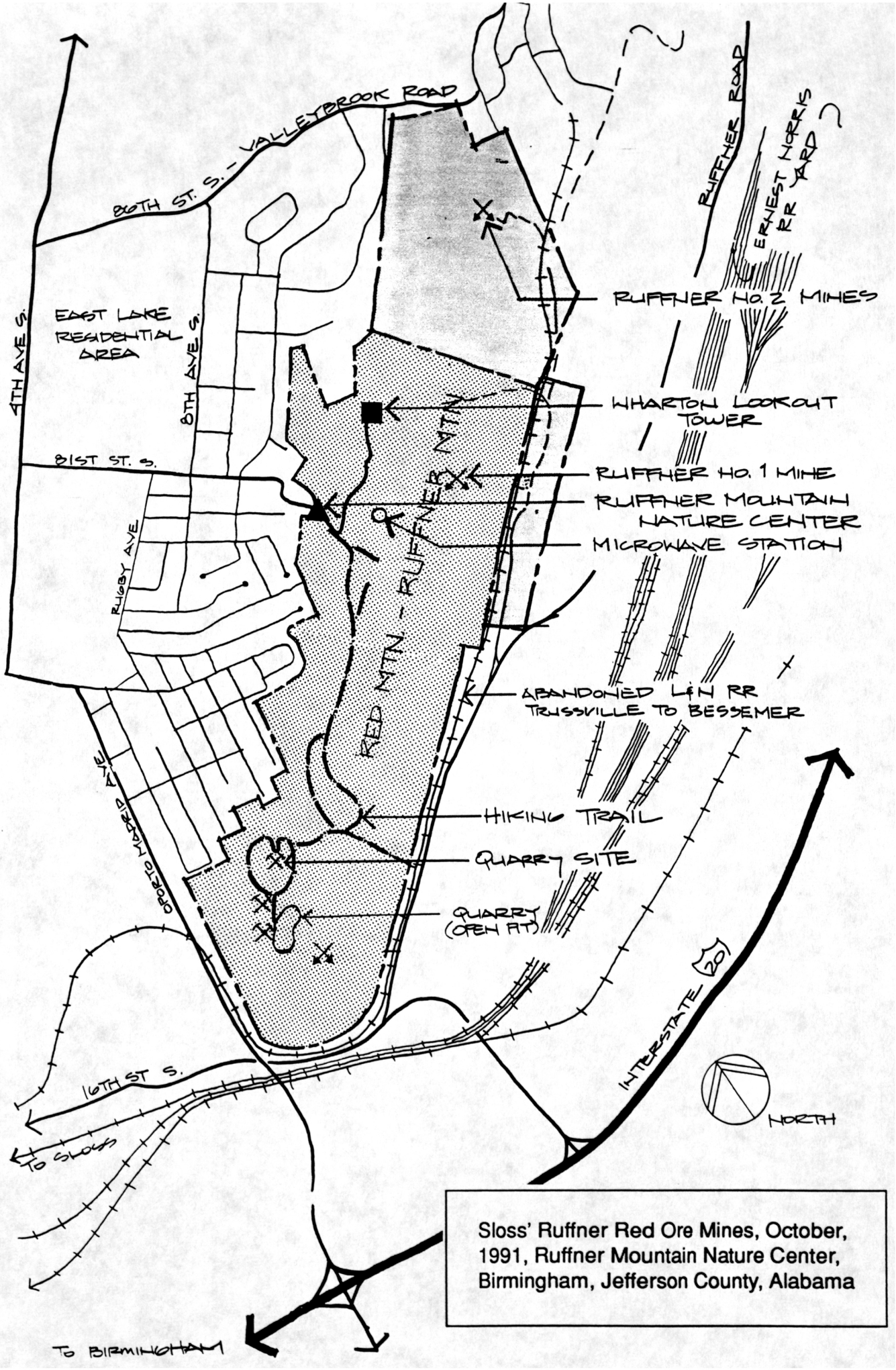
1. The spray ponds are being converted into a visual fountain with an adjacent plaza area linking the pond into No. 2 Cast Shed.
2. The stock trestle tunnel complex will be renovated for interpretive purposes.
3. No. 2 Furnace is currently under renovation.

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



Sloss' Ruffner Red Ore Mines, October, 1991, Ruffner Mountain Nature Center, Birmingham, Jefferson County, Alabama

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 tieing 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 archeology 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. The 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

"The Iron Ore Mines of the Sloss Iron and Steel Company, Alabama," Engineering and Mining Journal 4 (October 1892): 318; Department of the Interior. Iron Ores, Fuels and Fluxes of the Birmingham District, Alabama, by Ernest F. Burchard, Charles Butts and Edwin C. Eckel, Geological Survey, (Washington D.C.: GPO, 1910): 58-59. [Footnote 1] M.D. Harbaugh, "Iron Ore in 1944," Blast Furnace and Steel Plant 1 (January 1944): 75; United States Pipe and Foundry Co., United States Pipe's Integrated Operations (Birmingham: United States Pipe and Foundry Co., 1956), 2; J. R. Thoenen and Avery H. Reed, Jr., The Future of Birmingham Red Iron Ore, Jefferson County, Ala. Report of Investigations 4988, United States Department of Interior, Bureau of Mines, (Washington D.C.: Government Printing Office, 1953), 39-40. [Footnote 2]
Site Visit, 6/28/91
Bergstresser, Jack, "Jefferson County Iron and Steel Industrial Survey Forms and Summary Report," Alabama Historical Commission, Montgomery, 1990
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.

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

TYPE District
DATE OF CONSTRUCTION 1883-1890s
BUILDER/ARCHITECT/ENGINEER Erskine Ramsay, others

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 archeology 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 archeology 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.[1]

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

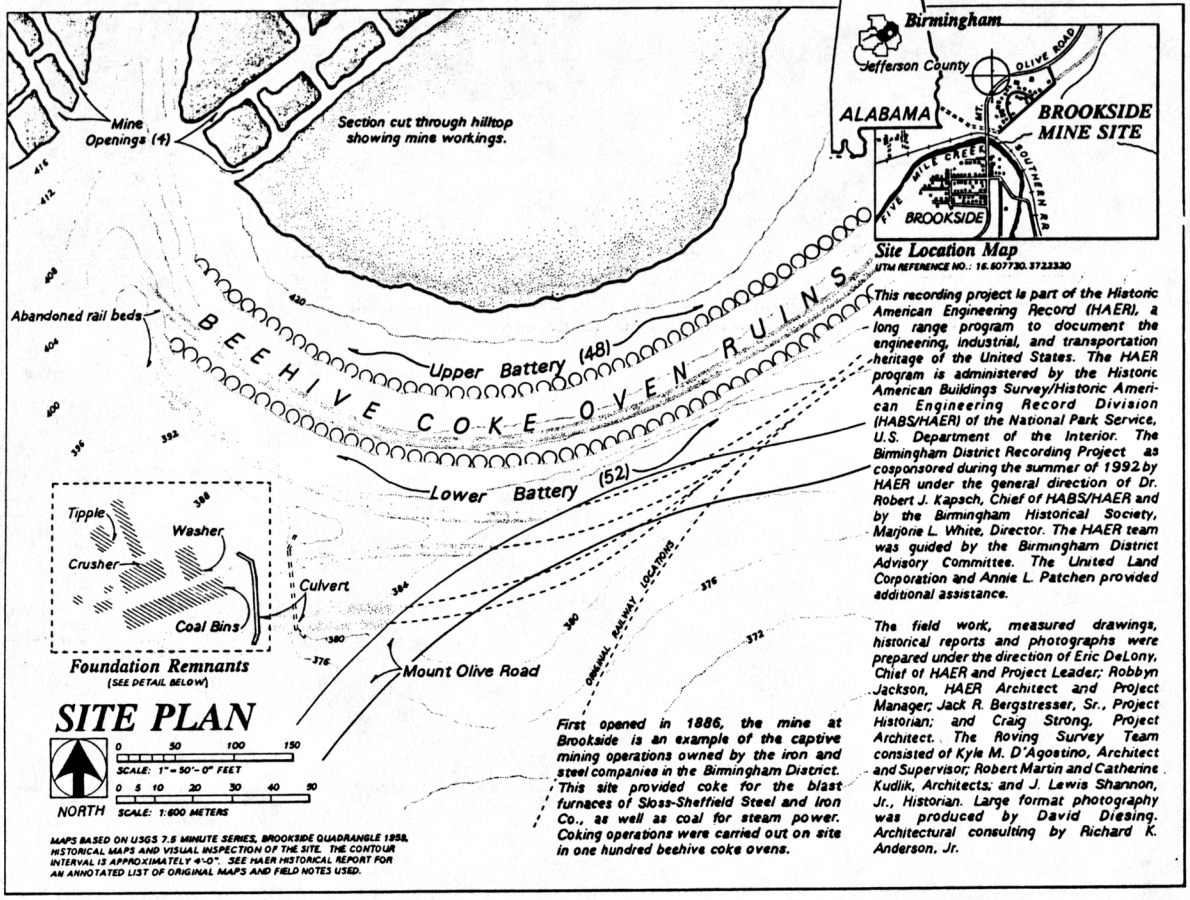
. Strip mining and reclamation of former mined over sites is ongoing in the area.
. The state highway department wishes to demolish coke ovens located within the highway right of way.

SOURCES

Childers, James Saxon, Erskine Ramsay: His Life and Achievements (New York: Cartwright and Ewing, Publishers, 1942), 199-207; Prochaska, Earnest, Coal Washing. (New York: McGraw-Hill Book Co. Inc., 1921), 53-56; Alabama. First Biennial Report of the Inspector of Mines, 1896, by J. De B. Hooper, (Birmingham: Dispatch Printing, 1896), 10-11. [Footnote 1]
Bergstresser, Jack, "Jefferson County Iron and Steel Industrial Survey Forms and Summary Report," Alabama Historical Commission, Montgomery, 1990
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.

BROOKSIDE COAL MINE
AND
BEEHIVE COKE OVENS

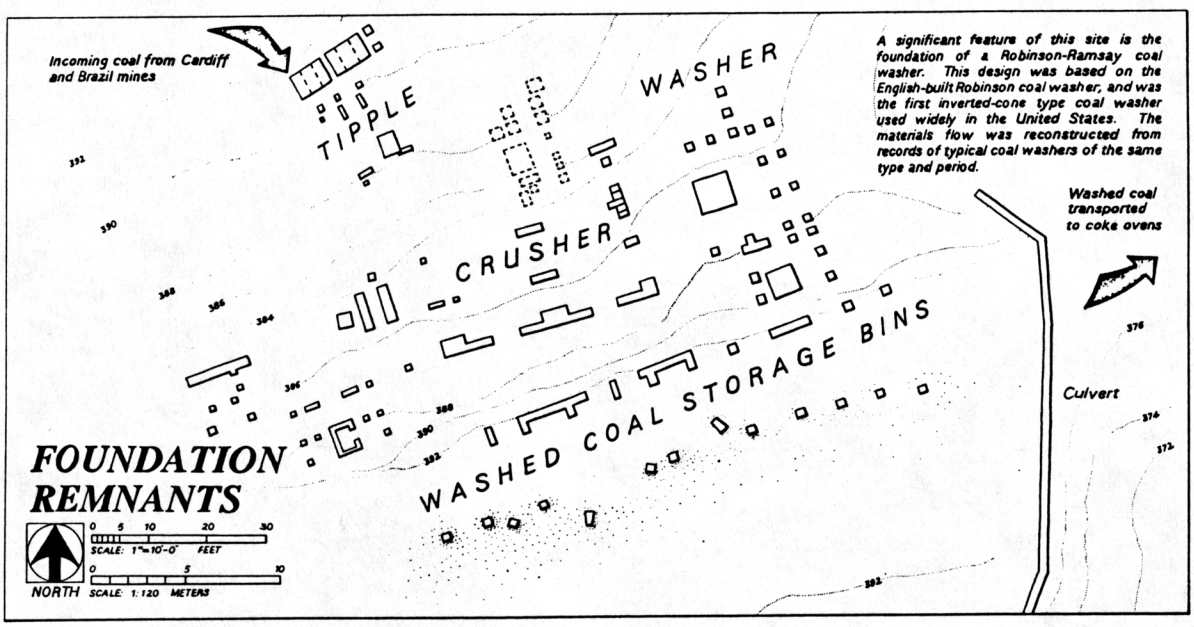
JEFFERSON COUNTY, ALABAMA



First opened in 1886, the mine at Brookside is an example of the captive mining operations owned by the iron and steel companies in the Birmingham District. This site provided coke for the blast furnaces of Sloss-Sheffield Steel and Iron Co., as well as coal for steam power. Coking operations were carried out on site in one hundred beehive coke ovens.

This recording project is part of the Historic American Engineering Record (HAER), a long range program to document the engineering, industrial, and transportation heritage of the United States. The HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record Division (HABS/HAER) of the National Park Service, U.S. Department of the Interior. The Birmingham District Recording Project was cosponsored during the summer of 1992 by HAER under the general direction of Dr. Robert J. Kapsch, Chief of HABS/HAER and by the Birmingham Historical Society, Marjorie L. White, Director. The HAER team was guided by the Birmingham District Advisory Committee. The United Land Corporation and Annie L. Patchen provided additional assistance.

The field work, measured drawings, historical reports and photographs were prepared under the direction of Eric DeLony, Chief of HAER and Project Leader; Robbyn Jackson, HAER Architect and Project Manager; Jack R. Bergstresser, Sr., Project Historian; and Craig Strong, Project Architect. The Roving Survey Team consisted of Kyle M. D'Agostino, Architect and Supervisor; Robert Martin and Catherine Kudlik, Architects; and J. Lewis Shannon, Jr., Historian. Large format photography was produced by David Diesing. Architectural consulting by Richard K. Anderson, Jr.

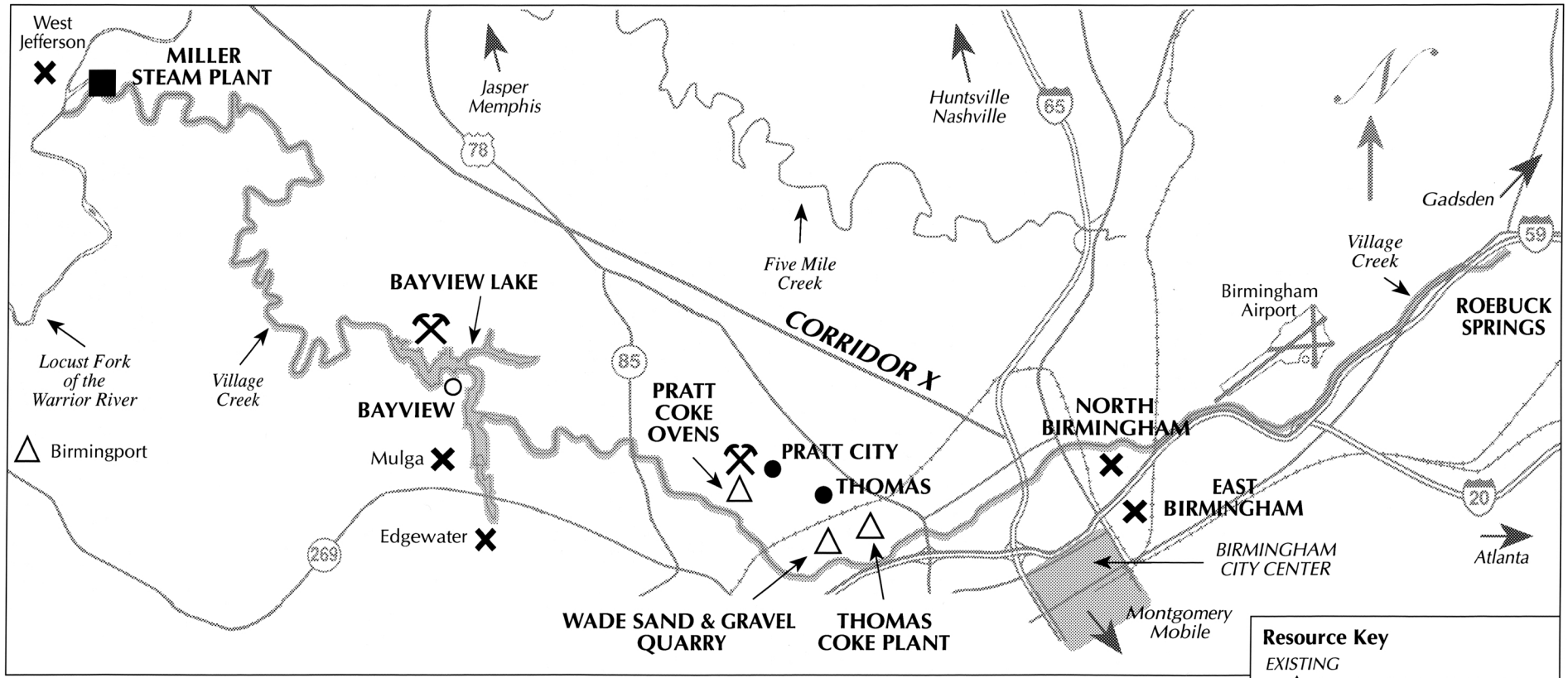


A significant feature of this site is the foundation of a Robinson-Ramsay coal washer. This design was based on the English-built Robinson coal washer, and was the first inverted-cone type coal washer used widely in the United States. The materials flow was reconstructed from records of typical coal washers of the same type and period.

DELINEATED BY Catherine Kudlik, Kyle M. D'Agostino and Robert Martin, Summer 1992

BIRMINGHAM DISTRICT RECORDING PROJECT NATIONAL PARK SERVICE UNITED STATES DEPARTMENT OF THE INTERIOR	SLOSS-SHEFFIELD STEEL AND IRON COMPANY: BROOKSIDE COAL MINE 1886-1919 BROOKSIDE - MOUNT OLIVE ROAD, 600 FEET NORTH OF FIVE MILE CREEK BRIDGE BROOKSIDE JEFFERSON COUNTY ALABAMA	SHEET 1 of 1	HISTORIC AMERICAN ENGINEERING RECORD AL-17

IF REPRODUCED, PLEASE CREDIT HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING



VILLAGE CREEK

Watering the Industrial Miracle

VILLAGE CREEK
Watering the Industrial Miracle



Wade Sand and Gravel quarries limestone and dolomite at its Thomas site.



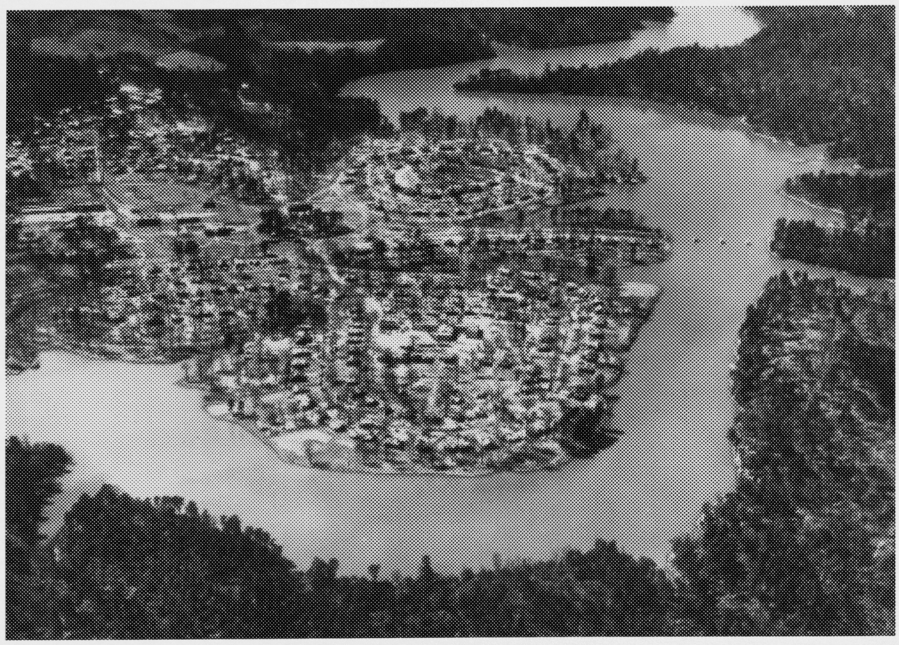
Sealed and preserved, the Thomas Cokeworks awaits future preservation and interpretation.



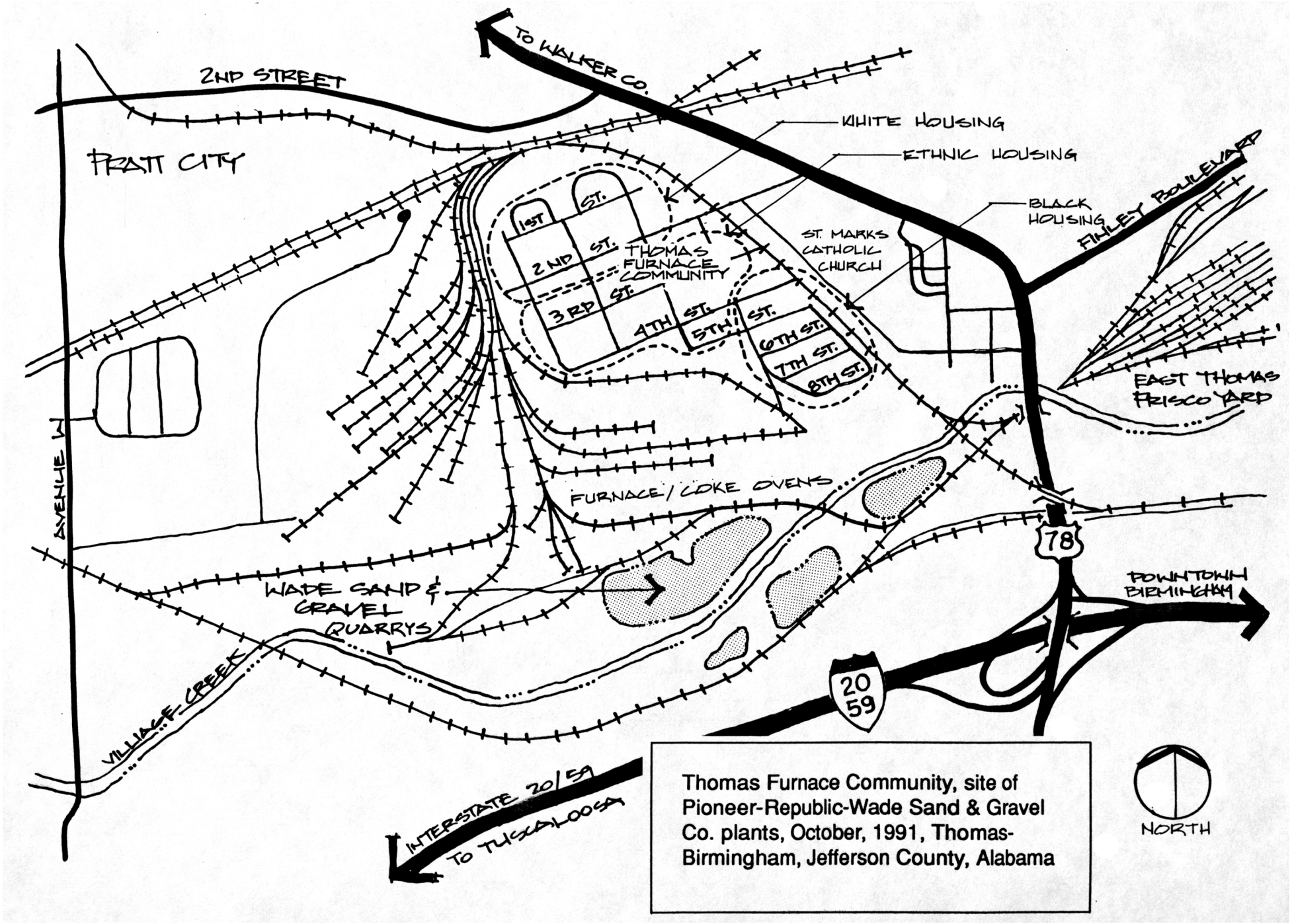
Industrial companies built plants and communities for their workers. At Thomas, Pennsylvania ironmasters built this Pennsylvania style worker housing for furnace foremen.



Location of good coking coal at the Pratt Mines fueled the Birmingham District boom of the 1880s. Pratt coal was coked at these Pratt Coke Ovens (c.1879) and carried by rail to furnaces, such as Sloss, in the Birmingham city center. The ovens survive in a grove of magnolia, coke and coal tailings.



Aerial view of Bayview community. Note the double radial plan for black and white villages and the magnificient setting on Bayview Lake. (Courtesy, U.S.Steel)



Thomas Furnace Community, site of Pioneer-Republic-Wade Sand & Gravel Co. plants, October, 1991, Thomas-Birmingham, Jefferson County, Alabama

HISTORIC NAME Pioneer Mining and Manufacturing-Republic Steel Company-Thomas Furnaces Coke By-product Plant
CURRENT NAME Wade Sand and Gravel Quarry (Thomas Coke Plant)
LOCATION 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.
CITY Birmingham
COUNTY Jefferson
ACREAGE c. 1,000 acres
OWNER Wade Sand and Gravel Company, Inc.

TYPE District
DATE OF CONSTRUCTION 1900-1950s
BUILDER/ARCHITECT/ENGINEER Multiple

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.

SOURCES

White, Marjorie, The Birmingham District, pp. 126-133
Kinsey, Cecil J., "An Inventory of Wade Sand and Gravel Co., Inc., Republic Steel Coke Works and Thomas Plant," 1991
Multiple Site Visits with Tim Tankersly, Vice President, Wade Sand and Gravel
A field team from the Historic American Engineering Record will record this site during the summer of 1992.

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
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

kk. Bath House, Electrical Repair Shop, Foreman's Bath House.
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.

HISTORIC NAME	Thomas (Pioneer-Republic-Wade Sand & Gravel Co.) Quarries
CURRENT NAME	Thomas (Wade Sand & Gravel Co.) Quarries
LOCATION	Just west of US 78 at the Arkadelphia Exit of I 20-65
CITY	Birmingham
COUNTY	Jefferson
TYPE	Site
DATE OF CONSTRUCTION	1879-1990s

DESCRIPTION
The quarry is an open pit of approximately ___ feet by ____ feet by ___ feet deep, accessed by several gravel roads. Equipment for crushing, grading, shipping and further processing the rock quarried is located on the Thomas site.

SIGNIFICANCE
Oldest, continuously operated limestone quarry operation in the District.
Period of Significance 1879-1992+

HISTORICAL OVERVIEW
This limestone quarry operation, opened by the Pioneer Mining and Manufacturing Company in 1879, has been continuously operated by the Pioneer Mining and Manufacturing/Republic Steel and Wade Sand & Gravel companies. Robin A. Wade, Sr., a chemist at Republic purchased the quarry operation in 1932 from Republic. His son and grandsons own and operate the plant today. Currently the largest quarry operation in the state of Alabama, it annually produces 1.8 to 2 million tons. Current projections estimate mining operations could continue at the site for at least 100 years. Dolomite is also mined from a separate quarry on the site and shipped via rail to USX's Fairfield Works.

The Thomas quarries are the oldest active quarry operations in the district. Birmingham Realty Company's Dolcito Quarry near Tarrant which was recently sold to Vulcan Materials Company, another major Alabama producer, was opened in 1910. Vulcan has additional quarries in the district at Helena and Calera in Shelby County.

SOURCES
Site Visit with Tim Tankersly, 7/3/91
Birmingham Historical Society, Industrial Community files, Thomas

HISTORIC NAME Thomas Furnace Community
CURRENT NAME Thomas National Register Historic District
LOCATION 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
CITY Birmingham
COUNTY Jefferson
ACREAGE 100 acres
OWNER Multiple Private owners

TYPE District
DATE OF CONSTRUCTION 1880s to 1910
BUILDER/ARCHITECT/ENGINEER

DESCRIPTION
This late 19th-early 20th century company town consists of 216 historic structures (one and two-story frame and brick houses, two churches, a one-story frame commissary and three brick industrial buildings) situated along eight streets of a densely-developed grid plan. Streets are tree-lined and houses situated close to the streets with small front yards and larger backyards. Most houses have hedges and fences which define property lines. There are five historic types of houses: Brick Victorian (13%), Victorian (7%), Pyramidal (28%), Shotgun (21%), and Craftsman Bungalow (8%).

The town consists of two geographic sections: housing for white workers (i.e. for management and workers) and housing for black workers. Historically, white managers and workers lived along First and Second Streets. Blacks and immigrants (principally Italians) lived along Third. After 1900, blacks lived in the geographically-separate section from Fourth to Eighth Avenues.The two areas differ slightly in density, landscape features and materials. Houses in the black area, modeled on southern industrial town plans, are more densely situated. The roads are narrower and the houses sit closer to the road with few trees. All houses are frame. In the white area, the largest houses are located the greatest distance from the furnaces and railroad tracks. These two-story, brick and frame houses, based on Pennsylvania prototypes, are located on First and Second Streets. They have more decorative detail and sit on larger lots with hardwood trees.

SIGNIFICANCE
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.

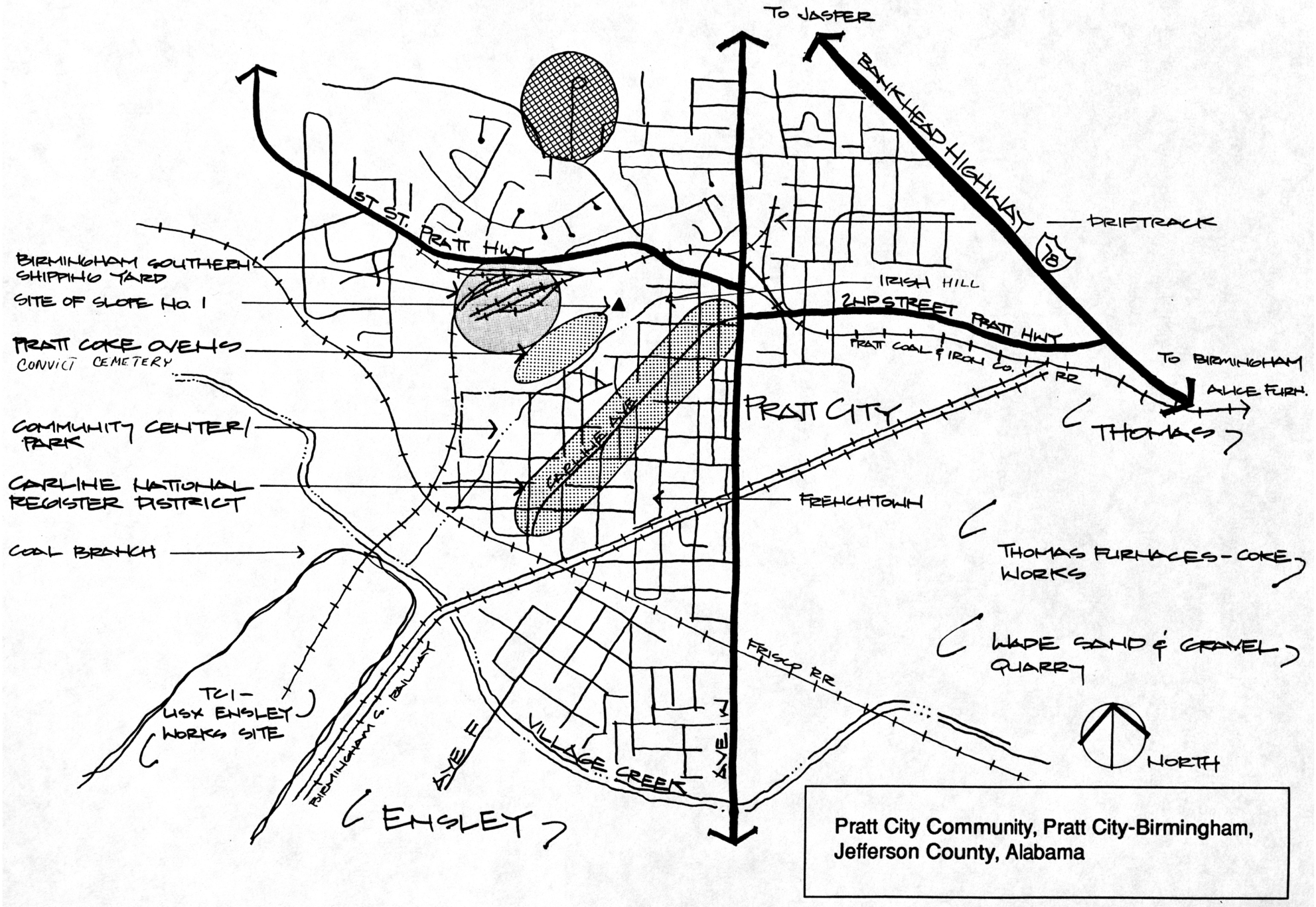
ACCESS
As the community remains surrounded by railroads, access is limited to one principal entrance from US 78-Bankhead Highway at Second Street. It is possible to enter the community from Florida Avenue through the Wade Sand and Gravel site, but impractical.

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
Casey, Robert, "The Pennsylvania Thomases and the Great Alabama Iron Boom," in Canal History and Technology Proceedings, Easton, Pa., 1990
White, Marjorie, L. "A Look at Thomas, An Alabama Iron Town," in Canal History and Technology Proceedings, 1990, pp. 121-141

Birmingham Historical Society 6/24/92 c:\wp51\ihc.db\jef.reg (Thomas Furnace Community A)



Pratt City Community, Pratt City-Birmingham, Jefferson 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. An 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.

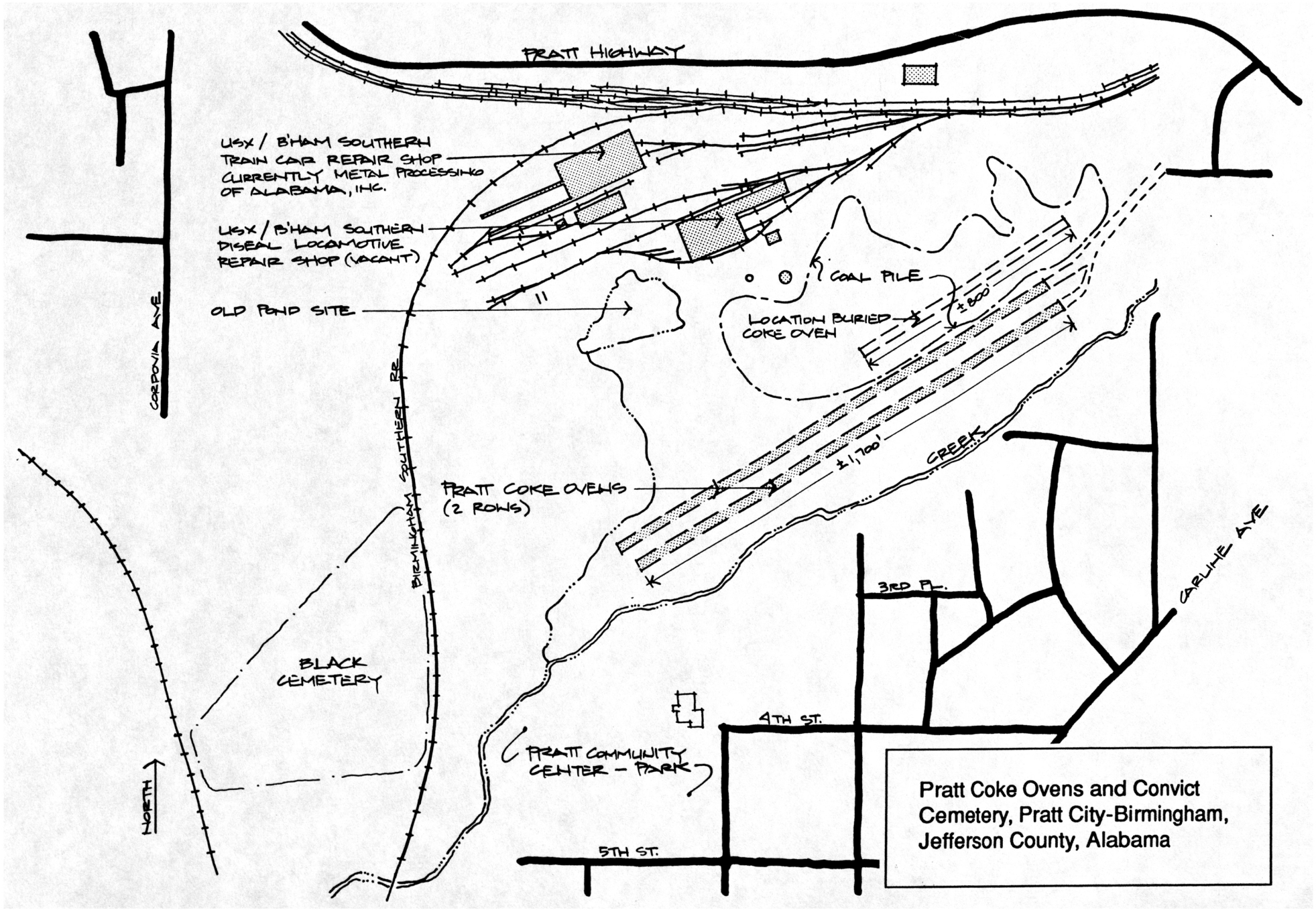
Cunningham retained charge of medical services for convicts employed by principal mining contractors throughout the state until January 1914. He also served as company physician for the Pratt Company and TCI until 1914. At Ensley he constructed a private infirmary, the Cunningham Hospital, to serve his 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
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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
Fuller, Justin, History of the Tennessee Coal, Iron and Railroad Company, 1852-1907, Dissertation, University of North Carolina, Chapel Hill, North Carolina, pp. 272-298.
Hillyard, Earl, Interview with Marjorie White, April 4, 1992.
McCalley, Charles, Geological Survey of Alabama, 1886, p. 316.
Owen, T. M., History of Alabama and Dictionary of Alabama Biography, Vol. III, pp. 443-444.
TCI, Description of Plants and Mines, 1900, p. 98.
White, Marjorie, The Birmingham District, pp. 246-247, and related files.



Pratt Coke Ovens and Convict Cemetery, Pratt City-Birmingham, Jefferson County, Alabama

HISTORIC NAME Pratt Coke Ovens-Railroad
CURRENT NAME USX Pratt City Coal Storage Yard
LOCATION 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.
CITY Birmingham
COUNTY Jefferson
ACREAGE ±20 acres at coke oven site
OWNER USX Realty, Inc.

TYPE beehive coke ovens
DATE OF CONSTRUCTION 1879-1900
BUILDER/ARCHITECT/ENGINEER Multiple.

DESCRIPTION
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.

An active railroad extends six miles to the site of the Alice Furnaces (est. 1880) and the Birmingham Rolling Mills (est. 1879) in the Birmingham city center, past the Smithfield community and across Village Creek, past the Thomas furnace community and East Thomas to the Pratt City Coke Ovens. The line, formerly operated by the TCI subsidiary Birmingham Southern Railroad, is now part of approximately 100 miles of trackage currently linking USX operations in the District.

SIGNIFICANCE
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

HISTORICAL OVERVIEW
Coke Ovens
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 there 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.

Railroad
This railroad was constructed c. 1879 to link the Pratt mines to furnaces and rolling mills in the Birmingham city center. Crucial to the development of the Birmingham District was the location and development of the Pratt coal seam. In January 1878 Henry Fairchild DeBardeleben, son of an Autauga County planter and son-in-law and heir to the Pratt industrial fortune -"the one big-moneyed man in northern Alabama," joined forces with mining engineer Truman Aldrich and railroad president James Withers Sloss to form the Pratt Coal and Coke Company, the first large coal company in Alabama. According to Aldrich, DeBardeleben "put the whole power of his fortune, his credit and his tremendous vitality" behind the advancement of Pratt Coal, and the Birmingham District.

Simultaneously with opening of mining operations at the future site of Pratt City, railroad construction was started. The first coal was shipped to Birmingham in February 1879. "Then," historian Ethel Armes quoted railroad pioneer John T. Milner, "and not until then was there any sign of life in the city of Birmingham." DeBardeleben, also quoted by Armes said, "I'll never forget in my life how the very week after we began grading our railroad, the sound of the hammer and the saw was heard again in Birmingham." Armes comments: "But for the opening of these Pratt mines the little town of Birmingham might indeed have utterly collapsed. ...The panic of 1873, like a sharp wind, had blown out of the whole district its stamina...Under the three men who are always spoken of today as the captains of the Old Guard, DeBardeleben, Sloss, and Aldrich, the town began to be builded anew, and gathered forces for its start in the race for leadership of the new industrial South."

Subsequent to the opening of the Pratt Mines and construction of the railroad, DeBardeleben used "cheap" Pratt coal to attract a strong round of investors to Birmingham's city center where the first major industrial operations of the district including the Alice, Sloss and Mary Pratt Furnaces, the Linn Ironworks and the Birmingham Rolling Mills were rapidly constructed, ushering in the pig iron boom of the 1880s.

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 underutilized railroad linking the coke ovens to the Birmingham city center.

SOURCES

Site Visit, August 10, 1991; ride on railroad, September 9, 1991
Birmingham Historical Society, Industrial Community files, Pratt City Coke Ovens
Tennessee Coal and Iron Company, Description of Plants and Mines, 1900
Armes, Ethel, The Story of Coal and Iron in Alabama, pp. 273-276
McCalley, Henry, Report on the Warrior Coal Field, Geological Survey of Alabama, 1886

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.

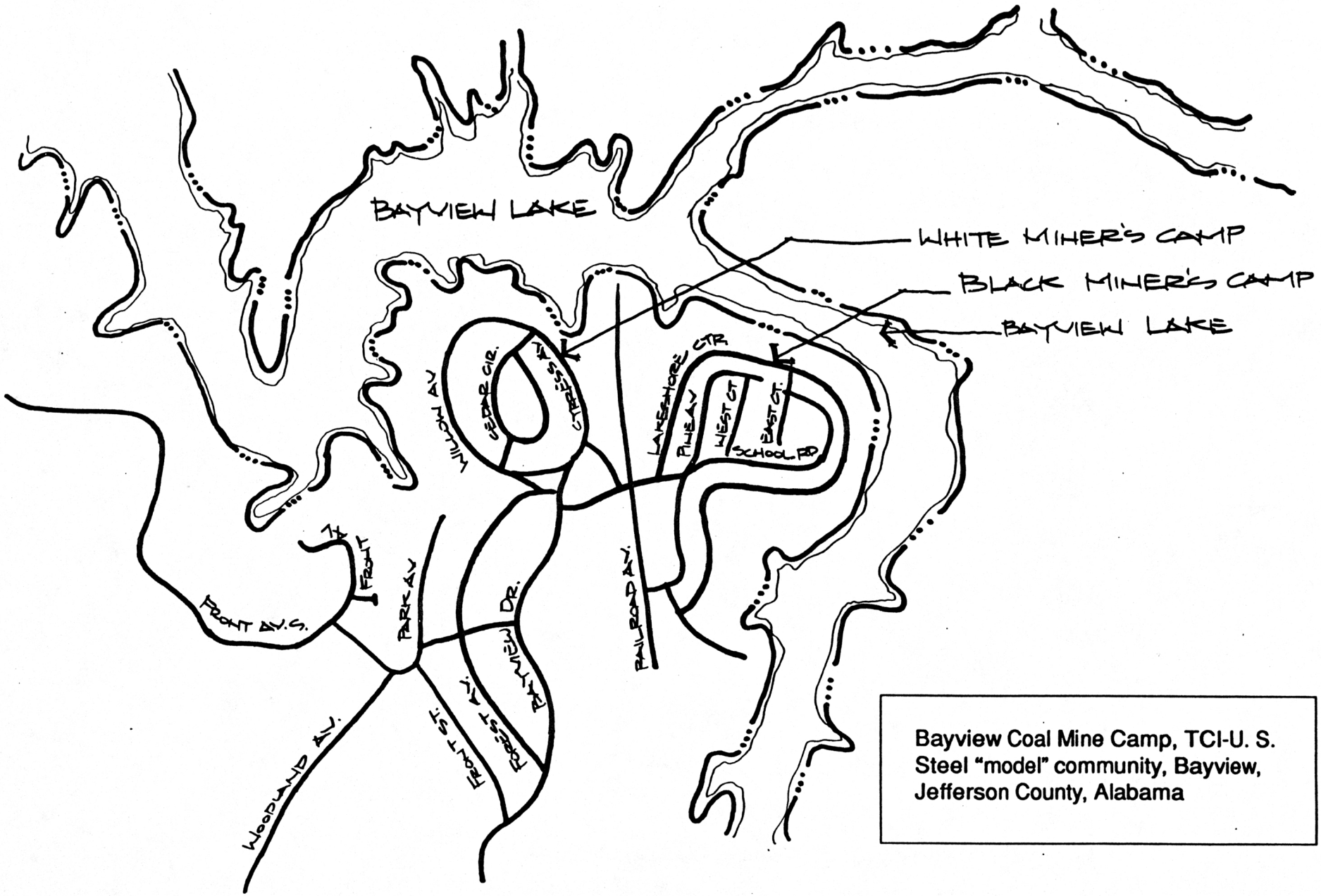
HISTORIC NAME Bayview Coal Mining Camp
CURRENT NAME Bayview
LOCATION Off Birmingport Road (AL 269), eight miles northwest of Birmingham
CITY Unincorporated area
COUNTY Jefferson
ACREAGE c. 200
OWNER Multiple private

TYPE District
DATE OF CONSTRUCTION 1911-1915
BUILDER/ARCHITECT/ENGINEER TCI Land Department, James Baird, Supervising Architect

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.



Bayview Coal Mine Camp, TCI-U. S. Steel "model" community, Bayview, Jefferson County, Alabama

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-Birmingport Road eight miles to Mulga. Turn right onto 4th Street which becomes Bayview Drive. Proceed one mile to the residential community.

CONDITION

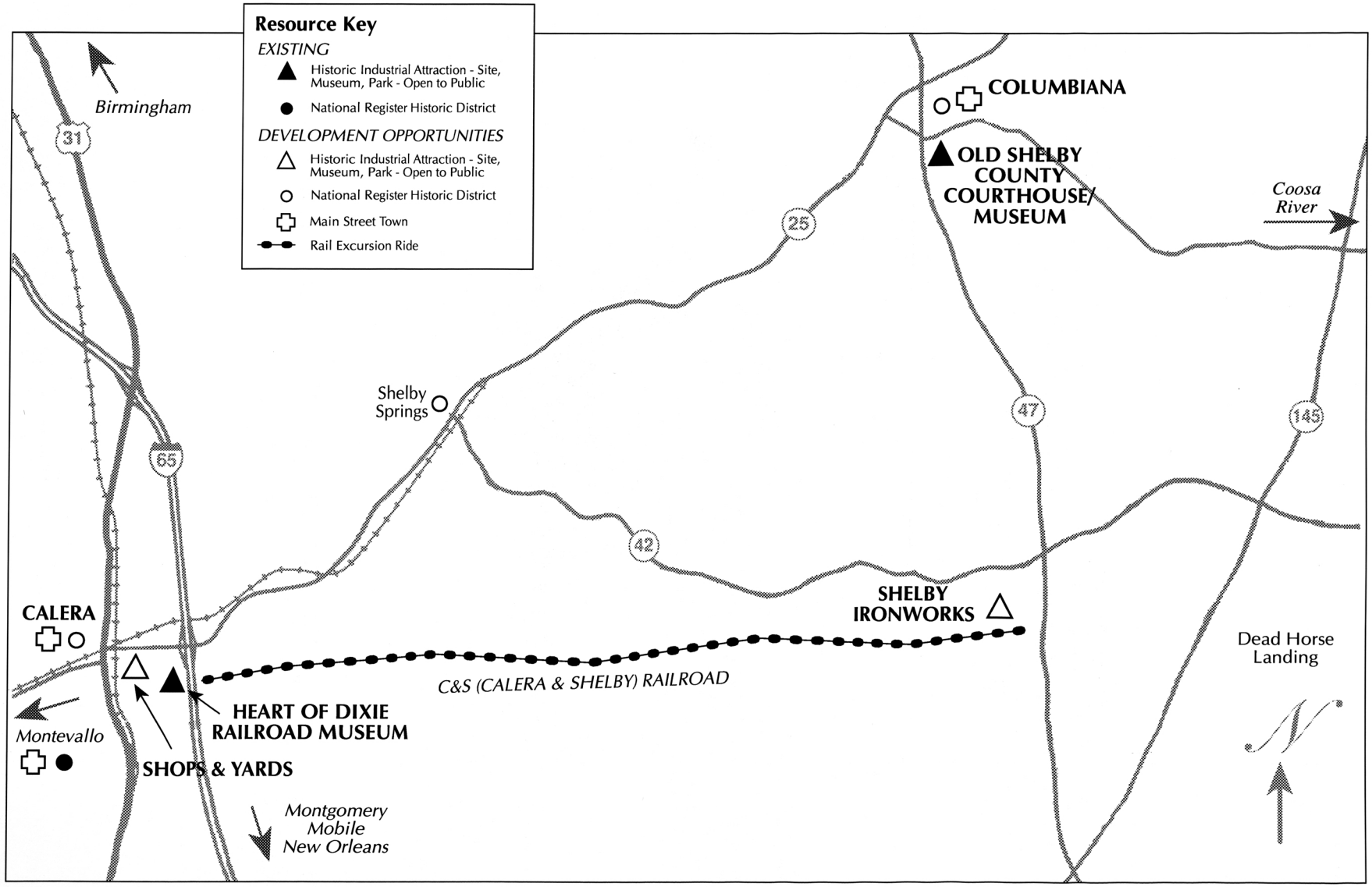
. Condition of residences and the teacher's cottage is generally good.
. The commissary, in poor condition, vacant, roofless and neglected, is the only community facility remaining about the open grassy, former civic center space.

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



THE C&S RAILROAD - From Mine to Mill and Market

THE C&S RAILROAD
From Mines to Mills and Markets



The old Wilton Depot reopens this spring as the new Heart of Dixie Railroad Museum in Calera. Volunteers are building a shop, yard and 12 miles of track for future excursion rides.



The Shelby Hotel, currently under renovation, welcomes visitors to the Shelby Ironworks festivals, amid furnace ruins and mining lakes.



The 1856 Shelby County Courthouse at Columbiana is home to the Shelby County Historical Society's genealogical and industrial artifact collections.

HISTORIC NAME Heart of Dixie Railroad Museum/Wilton-Southern Railway Depot/L. & N. Alabama Mineral Railroad

CURRENT NAME Heart of Dixie Railroad Museum and Calera & Shelby (C & S) Railroad

LOCATION The Heart of Dixie Railroad Museum, Inc., is active in two locations. Major development efforts are concentrated on the Museum's main facility in Calera, Alabama. Calera is located on Highway 125. Access is obtained via I-65. From this location the tracks and property for the Calera and Shelby Railroad head east to the town of Shelby, Alabama. When completed, this line will cover the entire 11.5 miles to Shelby. The remainder of the Museum's activities take place in Birmingham, Alabama, where the vast majority of the Museum's rolling stock is currently stored. The two storage tracks, located at Powell Avenue and 18th Street in Birmingham, are leased from the Norfolk Southern Railroad.

CITY Calera, Birmingham

COUNTY Shelby, Jefferson

ACREAGE The Calera site, the home of the Museum, consists of property which is the equivalent of three city blocks, or 11 acres. There are currently 2.5 miles of track in place on the 12 mile route to Shelby. The Heart of Dixie Railroad also owns 50 feet of right-of-way on either side of the track. The two storage tracks provided by Norfolk Southern Railroad occupy several miles.

OWNER Heart of Dixie Railroad Museum, Inc. The railroad storage tracks on the site in the City of Birmingham are owned by the Norfolk Southern Railroad.

TYPE Railroad depot and tracks and museum

DATE OF CONSTRUCTION Depot-museum (1907); L. & N. railbed (c. 1891)

BUILDER/ARCHITECT/ENGINEER Multiple

DESCRIPTION

PHYSICAL CHARACTERISTICS

Topography The site in Calera is generally flat with slopes of less than 5%.

Hydrology The Calera site was formerly a marshy area. The site was recently filled with dirt donated by ABEX, a principal employer in Calera.

Geology Although currently inactive and, thus, not connected to mineral resources, the Heart of Dixie's trackage was part of the former Louisville and Nashville Railroad's Alabama Mineral Railroad. The line was started in 1883 to link the industrial communities of Boyles, Tarrant, Oneonta, Gadsden, Sylacauga, Anniston, Shelby and Calera. No geological features are associated with the Birmingham storage site.

Vegetation The Calera site is surrounded by a wooded area. No vegetation is found on the Birmingham site.

HISTORIC RESOURCES

Existing

Calera and Shelby Railroad

The Calera and Shelby (C & S) Railroad is the name of the Heart of Dixie's Railroad which is located in Calera, Alabama. Part of the historic and now abandoned Louisville and

Nashville L. & N. Alabama Mineral Railroad, the C&S Railroad connects its two namesake towns and includes 2.5 miles of track out of Calera. Heart of Dixie plans to relay the remaining nine miles of track. The original line linked the Alabama industrial communities of Boyles, Tarrant, Oneonta, Gadsden, Sylacauga, Anniston, Talladega, Shelby and Calera. It was officially completed at the site in Calera on January 1, 1891. The Heart of Dixie also owns 50 feet of right-of-way on either side of the track, which may be suitable for hiking trails.

Rolling Stock and Railyard

The Heart of Dixie organization has undertaken four overlapping tasks: acquisition, preservation, restoration and operation of historical railroad technology and memorabilia. Acquisition activities are well advanced. The museum currently possesses 45 pieces of railroad rolling stock and numerous artifacts that illustrate the day-to-day operation of past and contemporary railroading. Additional equipment is constantly being solicited and acquired. Preservation is ongoing as volunteers to keep at bay rust, vandalism, and other deterioration due to the forces of nature. Restoration has been proceeding slowly due to limited resources and a lack of shop facilities. As of 1990, eight pieces of passenger rolling stock had been restored to operational condition along with two vintage diesel switch engines. Twice a year four of the restored passenger cars operate in museum sponsored historical steam passenger excursions. These cars and other equipment are also active in private charter/lease operations.

The Heart of Dixie organization is currently developing 11 acres (two city blocks) of land into a working rail yard, where many examples of rolling stock will be displayed. Currently, the vast majority of the railroad rolling stock is stored on tracks leased from the Norfolk Southern Railroad in the City of Birmingham. The Association's collection includes various examples of locomotives, cabooses, a dining car, a railway post office car, a pullman sleeping car, a lounge car, baggage cars and freight cars. Forty pieces of equipment are currently stored at a temporary location at Powell Avenue and 18th Street in Birmingham.

Heart of Dixie Railroad Museum

The centerpiece of the Heart of Dixie Railroad Museum is the former Southern Railway Depot from Wilton, Alabama, which was moved to the Calera site approximately eight years ago. The recently renovated depot contains a freight room, which provides space for displays of photos and artifacts, including lanterns, tools, uniforms, signals, dispatching equipment, photographs, books, magazines, timetables and other paper items; a freight agent's office; and two passenger areas.

In conjunction with the Alabama Reunion promotion and the Alabama Reunion Train, a special historical and educational exhibit of photographs and museum artifacts illustrating the history of railroading in Alabama was developed. This first class visual history of the men and machines that opened Alabama to the region and the nation was seen by an estimated 25,000 visitors and passengers throughout the state during the month of May, 1989.

Railroad excursions

Heart of Dixie volunteers organize two rail excursion rides each year. Some of the restored cars are used on these special excursions. Although the group owns a No. 38 Woodward Engine, as well as two diesels, it does not have an operable steam locomotive capable of pulling 20-30 cars. The Norfolk Southern Corporation, headquartered at the Norris Yards Steam Restoration Shop in Birmingham, provides a steam engine to pull the special excursion trains. These trips are an important source of funding for the Heart of

Dixie. The museum leases track at the Birmingham Amtrack Station for the storage of equipment used on excursions out of Birmingham.

CONDITION

Calera and Shelby Railroad

. As mentioned 2.5 miles of track have recently been re-laid. Although the railroad remains intact for the remaining 9 miles, substantial clearing of vegetation will be required as the track is re-laid.

. Much of the land adjacent to the depot has been cleared and is available for proposed expansion of the railyard. Preservation and maintenance of the railroad rolling stock and artifacts is an ongoing concern as volunteers battle rust, vandalism and other natural deterioration.

Heart of Dixie Railroad Museum

. The former Wilton Southern Railway Depot has been restored to a structurally sound and attractive condition. In 1982, the venerable wood frame building was cut in half and moved to Calera. Museum volunteers reinforced the roof structure, rebuilt the interior, and stripped layers of paint. In 1990, a donation of $25,000 was given to the Museum by the Shelby County Commission to help complete restoration of the depot so that it now serves as the initial display area and visitor's center.

PROPOSED SITE IMPROVEMENTS - MUSEUM/RAILROAD DEVELOPMENT PLANS

The development of the Heart of Dixie Railroad Museum's facility at Calera, Alabama, calls for the implementation of development in four stages. Listed in the order of progression, the stages are:

1. Site Acquisition
2. Initial Museum Start-up
3. Railroad Development Phase I and Museum Operation
4. Railroad Development Phase 2 and Expanding the Museum

Site Acquisition

The site acquisition stage of the museum's development has been completed. The museum has purchased adequate property to house a museum facility and operating tourist railroad. The prospects for additional land purchases can be evaluated as additional growth takes place. Adjacent property is available for development.

Negotiations for the purchase of two additional storage tracks at the Birmingham Amtrack station are currently underway, and when completed, will expand the museum's development of railroad operations in the Birmingham area.

Initial Museum Start-Up

Stage two is well underway. Architectural and engineering studies have resulted in preparation of site development concepts. With the final components of the museum's development determined, the museum is proceeding with the completion of the key items required to implement the museum's first goal: opening the facility to the general public. The key components of stage two are:

a. Completing the restoration and renovation of the depot building at Calera to function as the initial museum and visitors center.

b. Completion of parking facilities for the depot.

c. Completion of the landscaping, walkways, platforms, and drainage for the site which surrounds the depot/parking facilities.

d. Completion of the railroad track infrastructure at the Calera site.

e. Completion of the expanded museum exhibits to be installed in the depot building. Two local companies have donated 3,500 toward the expansion of the exhibits that will soon be installed in the depot. The displays will alternately cover the following topics:

1) Early Days of Railroads (to 1865)
2) Men and Machines
3) Railroad Technology
4) Special Industrial Railroads: Mines, Mills, Lumbering, etc.
5) Passenger Terminal Buildings
6) Railroads Today: Freight Lines and Amtrak

f. Planning and implementation of security/safety features for the museum and site.
g. Construction of the food service/restroom/observation building adjacent to the depot structure.

Railroad Development Phase I and Museum Operation

Stage three of the development program will begin with the opening of the museum facility to the general public.

The key museum goals in stage three are related to the rotation and continued improvement of the displays housed in the depot. A temporary structure will be released or designed and constructed. This new building will provide the museum with the capacity to continue organization and preservation of the museum's artifacts that are not on display. The development of the museum's educational services will become an important ongoing concern.

The key developments for the Calera and Shelby Railroad will involve the following areas:
a. The restoration of the railroad's 2.5 miles of main line track will be completed. All of the necessary inspections will be performed to allow for FRA certification of the track facilities.
b. The design, construction, and equipping of sufficient shop facilities will allow for the implementation of items 3 and 4.
c. The restoration of a selection of rolling stock from the museum's collection will provide the equipment necessary for the railroad's expanding operation of passenger trains.
d. The design and construction of additional railroad related structures will progress as funds allow.
f. All of the rolling stock not stored on museum property will be transported to the Calera museum site by the completion of this stage of development.

Railroad Development Phase 2 and Expanding the Museum

The fourth and final stage of the current museum/railroad development plan will commence with the scheduled operation of trains on the Calera and Shelby Railroad's 2.5 miles of refurbished track. The fourth stage will include the expansion of the museum to a building designed and constructed for the museum's specific needs. This stage will also involve expansion of the railroad's operating trackage the additional nine miles to Shelby, Alabama at the site of the Shelby Ironworks. The key components of stage four are as follows:
a. Additional steam locomotive restorations will commence along with continued rolling stock restoration and acquisition.
b. New tracks will be installed on the museum's/railroad's roadbed property which extends to Shelby, Alabama.
c. Two steel bridges and one wooden trestle will be constructed to allow the railroad to reach to Shelby. Other small bridges and culverts will be refurbished.

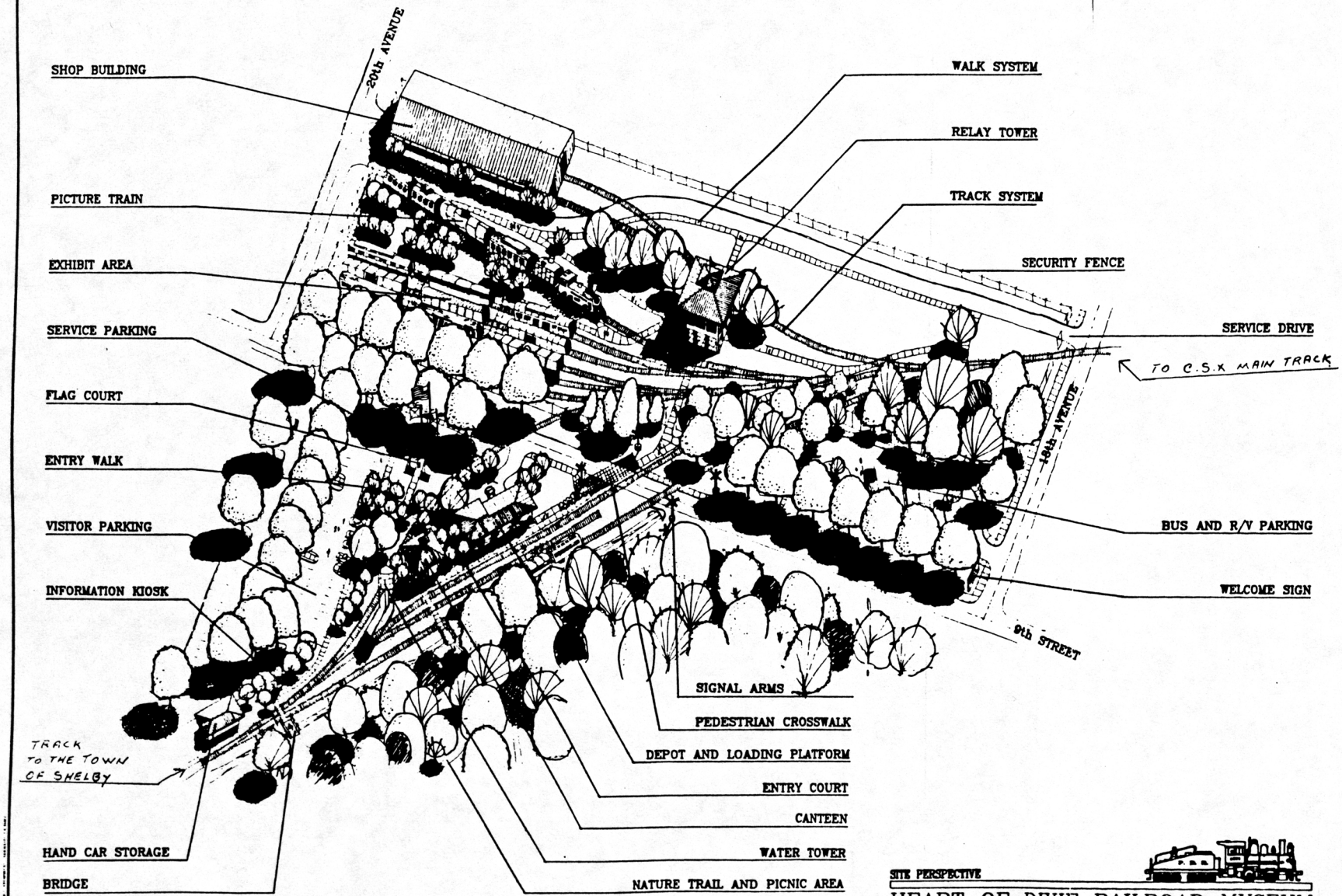
d. A "Y" track will be constructed in Shelby. This track will allow a steam locomotive and its train, or alternately just the locomotive, to reverse its direction of operation. this is a standard feature which allows for the "turning" of a train without the presence of a turntable.
e. A turntable will be constructed at the Calera site to allow for the turning of locomotives at the Calera end of the railroad.
f. A wooden water tank will be erected at the Calera site. This building will include all of the necessary support functions generally attributed to a museum that is engaged in the collection, preservation, restoration, documentation, and display of historical objects and information.
h. The parking facilities at the Calera site will be enlarged and additional provisions will be made for busses and recreational vehicles.

THREATS

. The task of preserving the 45 pieces of railroad rolling stock and numerous artifacts is costly and time consuming as items must be protected from rust, vandalism, and natural deterioration.
. The organization has adopted an ambitious development plan, yet current income sources remain uncertain. The vast majority of the museum's annual income is derived from the proceeds of steam train excursions sponsored through the Norfolk Southern Railroad's steam excursion program. Although this program is celebrating its 25th year in 1991, reliance on this program as a sole source of income is a risky proposition. The trips must be sellouts to generate significant income. If the break-even point on ticket sales is not reached for each day of operation, then the museum is still liable for the payment to the railroad of the guaranteed break-even lease rate. The possibility for losing money is always present.
. The museum has successfully raised funds from several other sources, including donations from private individuals and corporations, county and state development grants, as well as fees collected from passenger car leasing. However, the level of this funding has not yet reached a substantial percentage of yearly income. Funding must be increased substantially in order to make significant advances in the proposed development plans.
. Manpower to relay the trackage to Shelby is limited. Completion of the project will require a number of years, if the task remains the responsibility of such a small sub-set of the museum's volunteer force.
. As time passes and structures continue to deteriorate, refurbishment of existing small bridges and culverts to support the railroad tracks along the route to Shelby will be more difficult, as well as costly.

SOURCES

Heart of Dixie Railroad Museum, Inc., Prospectus for Development, July, 1991
Site Visit, 7/17/92



SITE PERSPECTIVE

HEART OF DIXIE RAILROAD MUSEUM

Rainbow Country Studios, Inc.

MASTER PLAN FOR
HEART OF DIXIE RAILROAD MUSEUM
CALERA, ALABAMA 35040

HISTORIC NAME	Calera (Limeville) Commercial District
CURRENT NAME	Calera Commercial District
LOCATION	Along Main Street (SC 31) and Church Street (SC 25)
CITY	Calera
COUNTY	Shelby
TYPE	District
DATE OF CONSTRUCTION	1900-1920s

DESCRIPTION

The commercial district of one to three story frame and brick structures extends along Main and Church Streets and includes residential as well as commercial properties.

HISTORICAL OVERVIEW

Established as a railroad center with the arrival of the Alabama and Tennessee River (later Southern) Railroad in 1854, Calera flourished during the Civil War shipping coal and iron to Selma and Mobile. At this time the South and North (later L. & N.) Railroad had been extended over poorly constructed light rails through the community north to Helena. During Reconstruction, two lime furnaces and the railroads led recovery of the area while numerous land speculation schemes attempted to promote the area as a competitive rival to Birmingham. The community incorporated in 1887, continued to evolve as a regional center closely linked to rails and lime production.

SOURCES

Roberts, Barbara Baker, Early History of Calera, Alabama, Times Printing Company, Montevallo, 1980.
Site Visit, 7/17/92.

HISTORIC NAME	Alabama Mineral- L. & N. Railroad-Calera to Shelby
CURRENT NAME	C & S-(Calera & Shelby-Heart of Dixie) Railroad
LOCATION	Calera to Shelby
CITY	Calera, Shelby
COUNTY	Shelby
TYPE	Abandoned rail line being converted to active use for excursion rides and hiking trail
DATE OF CONSTRUCTION	1891

DESCRIPTION

The abandoned right-of-way of the former L. & N. Alabama Mineral Railroad extends 12 miles from the Calera site of the Heart of Dixie Railroad's yard and museum (the former Wilton depot) to the Shelby Ironworks property in Shelby, currently owned by the Historic Shelby Association. Heart of Dixie owns the railbed and 50 feet of right-of-way on either side of the track which passes over several wood trestle bridges enroute to Shelby. At present 2.5 miles of track have been relayed and the association is planning to relay the reminder of the rail and to conduct excursion rides.
The entire right-of-way has not been field checked.

HISTORICAL OVERVIEW

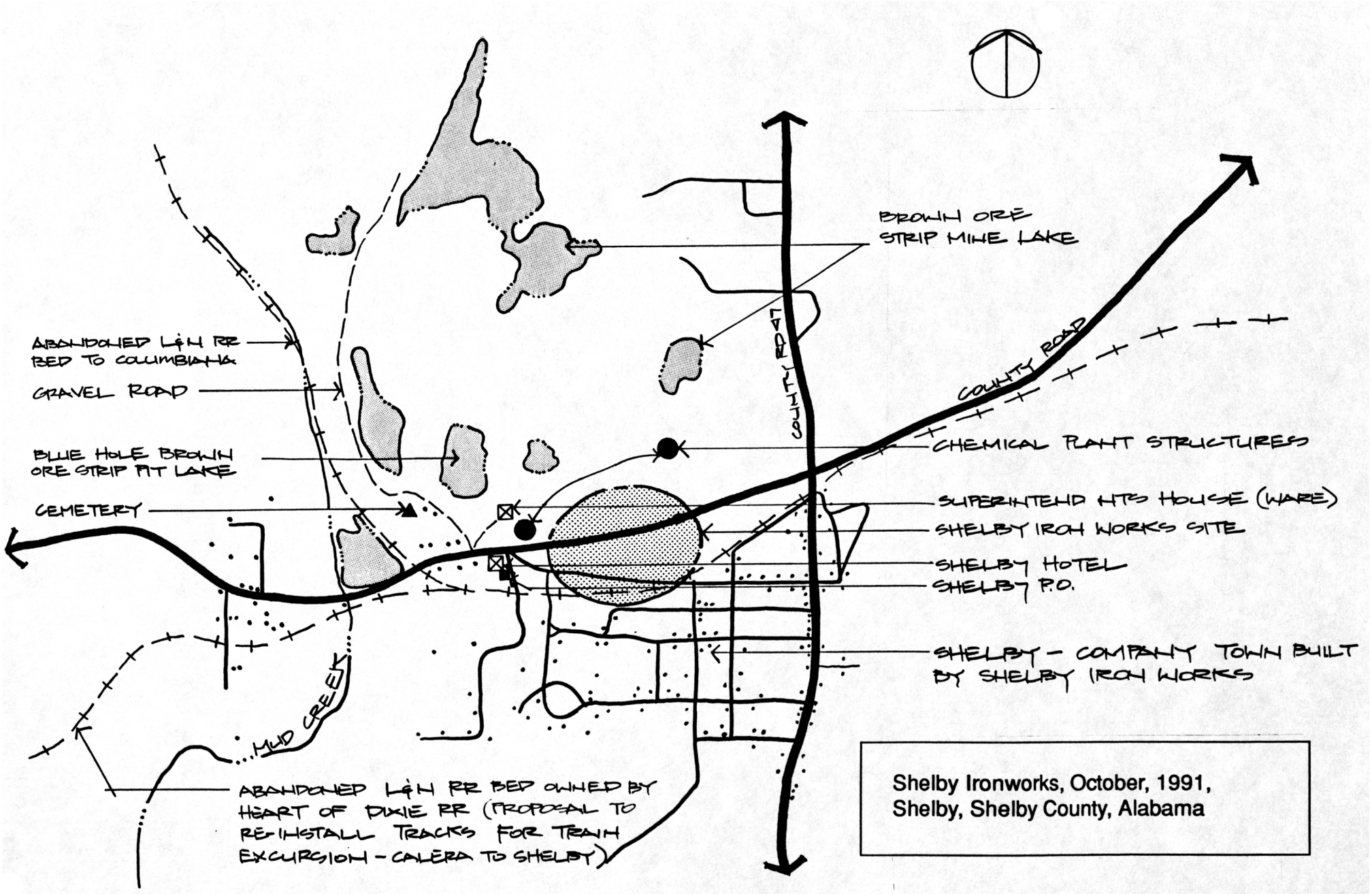
To serve nascent industries in the Birmingham District, the L. & N. agreed to build a 11-mile feeder branch through the mineral rich area. Known as the Birmingham Mineral Railroad, it originally consisted of two branches completed in July 1884. To all the enterprises along the road, the L. & N. granted low rates with their services designed to promote a large traffic. So successful was the enterprise that the line was extended to form a large belt railway around Birmingham. With several other extensions by 1890, the line was 156 miles long. The flood of raw materials that converged upon the Birmingham District helped double pig iron production between 1886 and 1888.

Incorporated in July of 1890, the L. & N. Alabama Mineral Railroad
was an extension of this regional monopoly. During 1891, the railroad was extended from the L. & N. mainline at Calera to Shelby, Sylacauga, Talladega, Anniston and Attalla, and by 1905 connected to an 1889 branch at Champion, thus forming a complete loop.

For decades, the Alabama Mineral traffic, one of the L. & N.'s most lucrative sources of income, brought brown ores to increase the yield of the District's furnaces. Cars transporting coal and coke to the operations at Anniston, Talladega, Shelby, Gadsden, and Attalla were unloaded and promptly refilled with brown ore (Klein:272).

SOURCES

Herr, Kincaid A., "The L. & N. R.R.," L. & N. Magazine, Louisville, Kentucky, 1943. pp. 50-52, 63, 89.
Klein, Maury, History of the L. & N. Railroad, Macmillan Co., New York, 1972. p. 270-276.
Site Visit, 7/17/92


BROWN ORE
STRIP MINE LAKE
ABANDONED L&N RR
BED TO COLUMBIANA
GRAVEL ROAD
BLUE HOLE BROWN
ORE STRIP PIT LAKE
CEMETERY
CAHABA RIVER
COUNTY ROAD
CHEMICAL PLANT STRUCTURES
SUPERINTENDENTS HOUSE (WARE)
SHELBY IRON WORKS SITE
SHELBY HOTEL
SHELBY P.O.
SHELBY - COMPANY TOWN BUILT
BY SHELBY IRON WORKS
MUD CREEK
ABANDONED L&N RR BED OWNED BY
HEART OF DIXIE RR (PROPOSAL TO
REINSTALL TRACKS FOR TRAIN
EXCURSION - CALERA TO SHELBY)
Shelby Ironworks, October, 1991,
Shelby, Shelby County, Alabama

HISTORIC NAME Shelby Ironworks
CURRENT NAME Shelby Ironworks Ruins-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

Armes, Ethel. The Story of Iron and Coal in Alabama. facsimile ed. Leeds, Ala.: Beechwood Books, 1987.
"Among the Charcoal Iron-Works of the South." Journal of the United States Association of Charcoal Iron Workers 2 (June 1881):165-173.
Woodward Iron Company. Alabama Blast Furnaces. Woodward, Ala.: Woodward Iron Company, 1940.
Cauley, Woodham W. "A Study of the Accounting Records of the Shelby Iron Company." Master's thesis, University of Alabama, 1949.
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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 storeroom 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 Autaugua 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
According to local sources, all houses were painted red in the black quarters, constructed to the east of the furnace site. 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 Era 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.

HISTORIC NAME	Shelby County (old) Courthouse
CURRENT NAME	Shelby County Historical Society Museum
LOCATION	Main Street
CITY	Columbiana
COUNTY	Shelby
TYPE	Building
DATE OF CONSTRUCTION	1856, 1881

DESCRIPTION

The courthouse is a two-story cross-shaped brick building with classical detailing. The original structure included vestibule, jury room and vaults.

HISTORICAL OVERVIEW

In 1856 county commissioners employed contractors McCan and Williamson to build a new courthouse for Shelby County at a cost of $2,500. The building served as the county seat from 1854 to 1908.

When the county courthouse moved in 1908, the former structure served as a hotel, then from 1954 to 1978 as the Columbiana City Hall. In the 1970s, under the leadership of the Shelby County Historical Society, the historic courthouse was restored as a museum. It contains the collections of this local society, which include extensive records prior to 1900 and a room with records and artifacts of area industrial history.

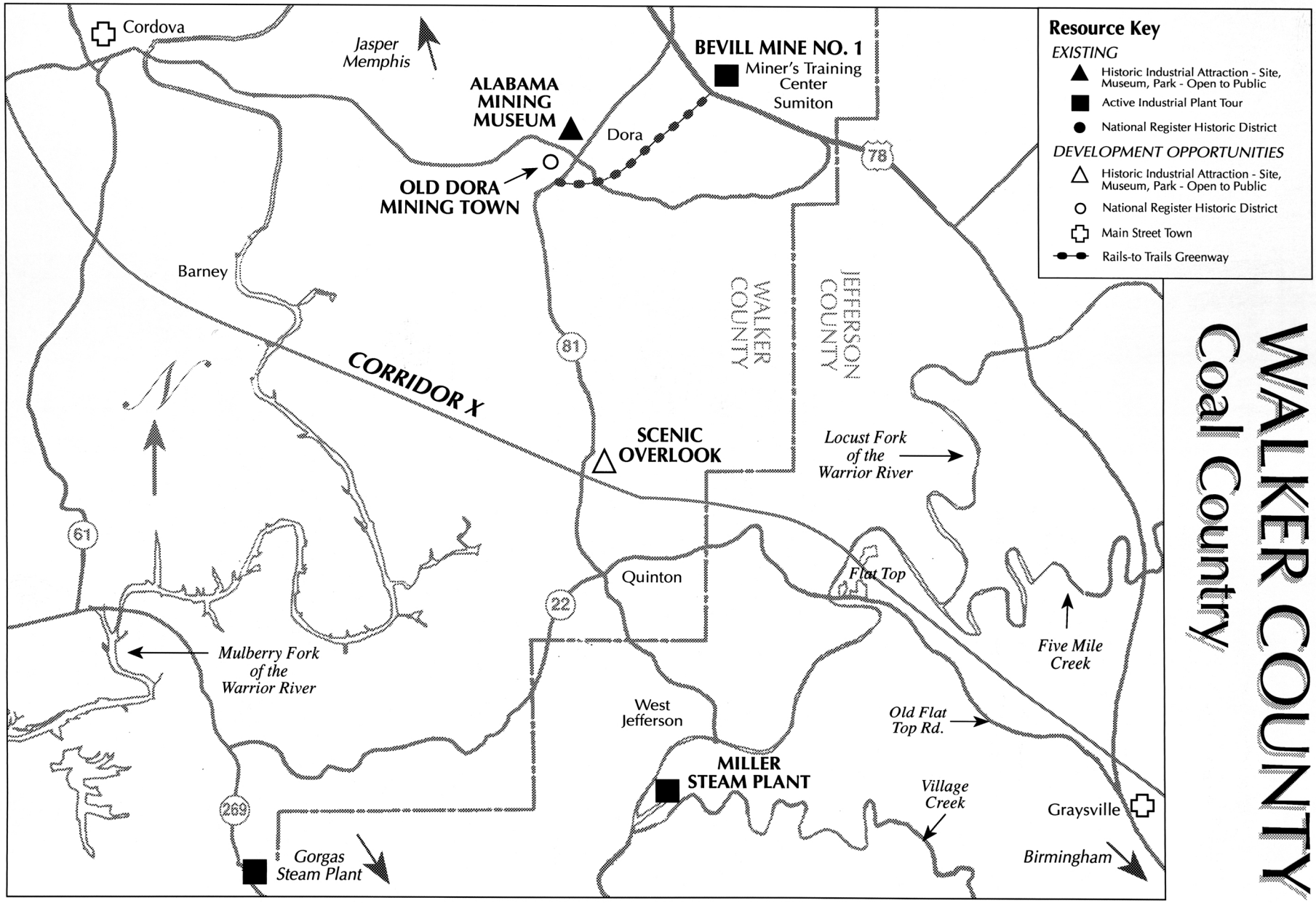
An act of the Territorial Legislature, February 8, 1818, created Shelby County which was much larger than it is now, embracing all of St. Clair County and parts of several others. The county is named for Governor Isaac Shelby of Kentucky, a Revolutionary War hero and Indian fighter. First settlers were chiefly from Tennessee and Kentucky, veterans of Andrew Jackson's army who first saw the area during the Indian War of 1813-1814. The first courthouse at Columbiana was built in 1826.

SOURCES

Interviews with museum personnel and Ken Penhale

The museum is open 8:30 a.m. to 4:00 p.m. from Monday to Friday. Current mailing address for the Shelby County Historical Society is P.O. Box 457, Columbiana, Alabama, 35051. Telephone: 669-3912.

Field Visit, 3/15/92


WALKER COUNTY
Coal Country
Resource Key
EXISTING
Historic Industrial Attraction - Site, Museum, Park - Open to Public
Active Industrial Plant Tour
National Register Historic District
DEVELOPMENT OPPORTUNITIES
Historic Industrial Attraction - Site, Museum, Park - Open to Public
National Register Historic District
Main Street Town
Rails-to Trails Greenway
Cordova
Jasper
Memphis
BEVILL MINE NO. 1
Miner's Training Center
Sumiton
ALABAMA MINING MUSEUM
Dora
OLD DORA MINING TOWN
78
Barney
WALKER COUNTY
JEFFERSON COUNTY
81
CORRIDOR X
SCENIC OVERLOOK
Locust Fork of the Warrior River
61
Quinton
22
Flat Top
Five Mile Creek
Mulberry Fork of the Warrior River
West Jefferson
Old Flat Top Rd.
MILLER STEAM PLANT
Village Creek
Graysville
269
Gorgas Steam Plant
Birmingham

WALKER COUNTY
Coal Country





Mining memorabilia, artifacts and machines galore fill Dora's Alabama Mining Museum in Walker County, heart of the District's still active coal fields.



Drummond's strip mines harvest Walker County's black gold.

HISTORIC NAME Alabama Mining Museum-Dora High School
CURRENT NAME Alabama Mining Museum
LOCATION 35 northwest of Birmingham, just off WC 81
CITY Dora
COUNTY Walker
ACREAGE 20 acre site, divided into two 10 acre tracts
OWNER The 10 acres of the site on which the mining museum and its collections are located is owned by the Walker County Board of Education. The football field is situated on 10 acres of land which are owned by the City of Dora. Both properties have been leased by the Alabama Mining Museum for 50 years at a rate of $1.00 per year.

TYPE Site
DATE OF CONSTRUCTION 1939
BUILDER/ARCHITECT/ENGINEER WPA

DESCRIPTION
The former Dora High School Gymnasium is a three-story sandstone structure with wooden truss roof built in 1939 as a WPA project. The museum site is situated above a honey comb of former coal mines.

Collections of the museum include photographs; bookkeeping records of the DeBardeleben Coal Company, one of the larger mine operators in the surrounding area; correspondence, clacker and memorabilia documenting area mining operations and community life. Current exhibits include displays of pick and shovel mining, a turn of the century mining camp residence interior, a blacksmith's forge, mine money, doctor's office, home life displays and TCI chief mining engineer at the turn of the century Erskine Ramsay's Mining Lamp Collection. In addition to the various collections, the museum houses a gift shop, offices, restrooms, and display and meeting area.

SIGNIFICANCE
State's only museum devoted to preservation of coal mining machines, collections and heritage
Period of Significance 1982 to present

HISTORICAL OVERVIEW
The Alabama Mining Museum, established in 1982 "to develop a museum and appropriate service to compliment this museum" is housed in the former Dora High School Gymnasium.

ACCESS
Primary site access is currently available from US 78 along Walker County 81, approximately three miles to the south.

CONDITION
. The museum facility and rolling stock is in good condition. Restoration of Wyatt Elementary has just been completed and restoration of the depot is currently ongoing.

THREATS
. Insufficient funding.

SOURCES
Documentation provided by Eddie Key, Director
Site Visit, 7/11/91

DESCRIPTION CONTINUED

PHYSICAL CHARACTERISTICS
Topography The property is situated on a hill that gently slopes to the south. A level area, once the Dora High School Football Field, has been dug out of the hillside behind the Museum.
Hydrology No prominent water features exist on the site. The property drains to Horse Creek, which is located one quarter mile to the northwest. Horse Creek was the original name for Dora.
Geology The museum site, as well as most of the surrounding Dora Community, is situated above 6 honeycombed coal mines.
Vegetation The museum site has a well-maintained lawn area, with intermittently spaced large shade trees. A large heavily wooded nature area to the north and west borders the property.

HISTORIC RESOURCES
The following historic structures and equipment exist on the site.

1. The Alabama Mining Museum Building
The Alabama Mining Museum Building is constructed of sandstone with a wood truss roof. This building was constructed by the WPA and originally functioned as the Dora High School Gymnasium.

The following exhibits are contained within the museum collection.
a. Erskine Ramsey Lamp Collection (20 lights)
b. Coal Car Mine Opening Exhibit
c. Black Smith's Tools and Forge Exhibit

d. Mine Artifacts Exhibit
e. Mine Money
f. Bookkeeping Records and Machines
g. Bessemer Post Office, 1880
h. Photograph of Unions
i. Shot Gun House Interior Exhibit
j. 8' x 30' Mural, 1890 to 1940 Painting by Vance Weston
k. Model Surface Mining Operation Donated by Russell Coal corporation
l. Model of the Town of Barney
m. Explosive Display
n. Mining Camps
o. Large Collection of Mining and Community Photographs
p. Home Life Display
q. Doctor's Office Exhibits; Watson, Oakman and Dr. Gwin, Dora.
r. Ivy Paul Andrews Display - Dora native played for New York Yankees, 1938 World Champions.

In addition to the various collections, the Museum houses a gift shop, offices, restrooms, and an art display area.

2. The Wyatt Elementary School
The Wyatt Elementary School is a white wood frame structure. This school is a former Walker County school for blacks that was moved to the site.

3. The Walker Sports Hall of Fame Building
The Walker Sports Hall of Fame building is a substantial brick structure.

4. Alabama Central Railroad Locomotive
The Alabama Central Railroad Locomotive hauled coal and timber in Walker County between 1905 and 1961.

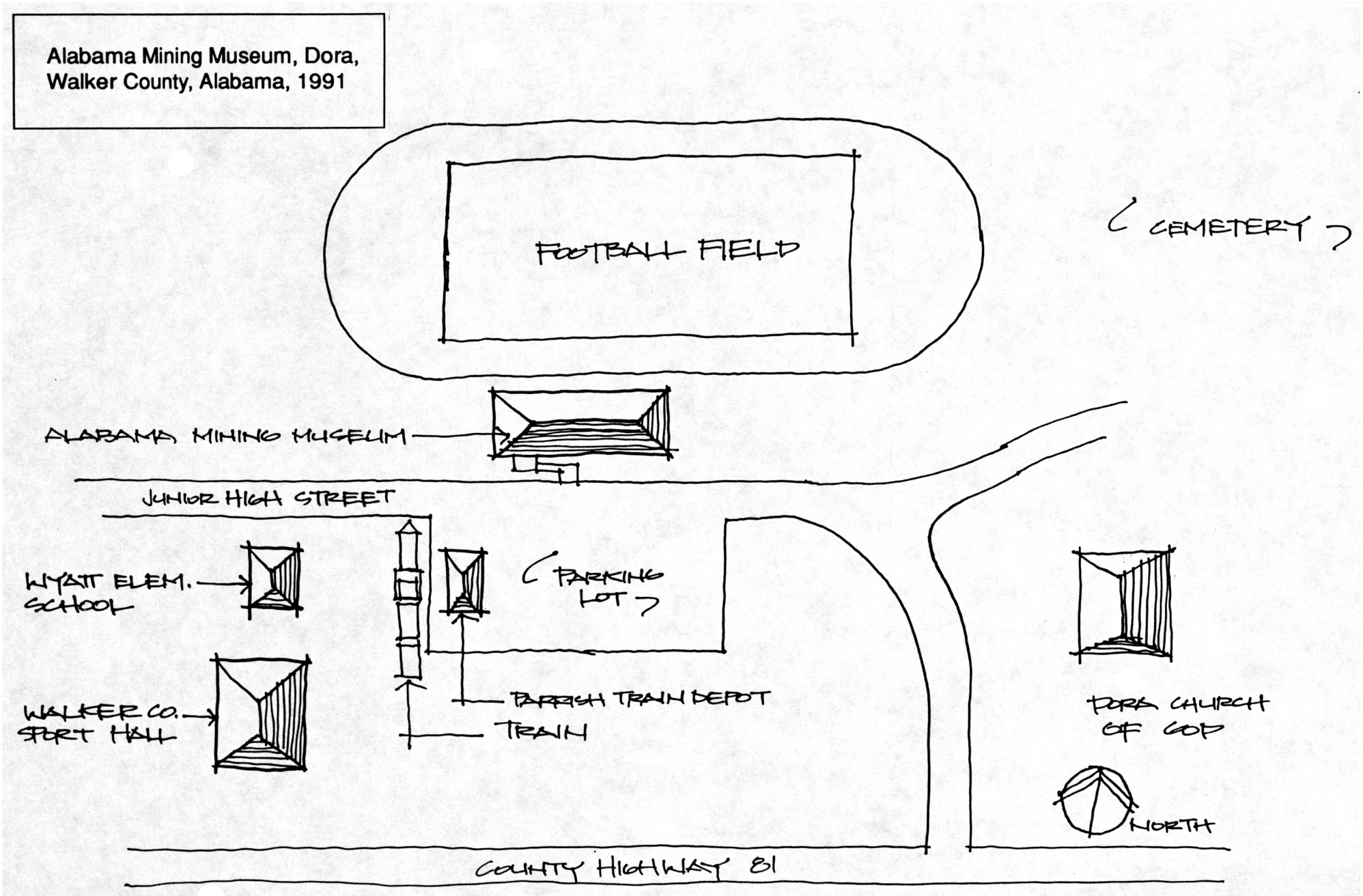
5. Birmingham Southern Railroad Ore Car

6. Caboose
The Frisco (now Burlington Northern) Railroad caboose car was moved to the site from Kansas.

7. The Oakman Railroad Depot
The Oakman Railroad Depot has been moved to the site and is currently being re-assembled. It is a one-story wood frame structure with waiting rooms formerly designated for blacks and whites. The interior also contains a brick, triangular-shaped fireplace.

Other Site Improvements
The site has a large gravel parking situated on the foundation of the former Dora High School building which burned.

Alabama Mining Museum, Dora, Walker County, Alabama, 1991



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
Dora Centennial, 1886-1986, Scrapbook of Memories, City of Dora, [1986]
Dombhart, John Martin, History of Walker County, Alabama, Jasper, Alabama, Northwest Alabama Publishing Co., 1937
Dombhart, John Martin, History of Walker County: Its Towns and Its People, Cayce Publishing Co., Thornton, Alabama, 1937
Field Visits with Eddie Key, Alabama Mining Museum, 2/15/91

HISTORIC NAME	Gorgas Steam-Alabama Power Company Plant
CURRENT NAME	Gorgas Steam Plant
LOCATION	Off AL 296
CITY	North of Gorgas and Goodsprings
COUNTY	Jefferson
TYPE	Site
DATE OF CONSTRUCTION	1916+

HISTORICAL OVERVIEW

In 1916, the Alabama Power Company, formed in 1906 to undertake generation of power for the state's growing towns, cities, mills and industrial plants, purchased several hundred acres along the Warrior River. Shortly thereafter, construction of the Warrior Reserve Steam Plant, a coal-fired generating plant, and adjacent workingmen's village was begun. In 1918, the steam generating plant was renamed for Dr. William Crawford Gorgas, a native Alabamian, son of Confederate General Josiah Gorgas and Surgeon General of the U.S. Army, best known for his work in the eradication of malaria and yellow fever. (Gorgas' testimony at a suit involving issues of the transfer of malaria brought by property owners living adjacent to the company's first major dam, constructed in 1914 had resulted in a verdict in favor of the power company.) The Gorgas plant, expanded significantly by the federal government during World War I and in subsequent years by Alabama Power, also operated several coal mines in the area. During World War II, the company developed a community of garden-type homes near its Gorgas mines.

In 1947, Alabama Power Company and the U.S. Bureau of Mines launched the first underground gasification experiment in the United States at Gorgas. Efforts to obtain a low-cost fuel from which gasoline, diesel oil and chemicals could be manufactured continued in the 1950s.

In the years following World War II, consumption of steam coal for railroads declined. With the opening of the fully mechanized ABC Maxine mine in 1952, ABC (now Drummond) became a major producer of steam coal for power generation. Alabama Power's Gorgas Steam Plant, as well as its Chickasaw Plant opened in 1941 in Mobile, easily accessible over the Warrior River, had been incidental consumers of ABC coal since their construction. During the 1960s and 1970s, as agent for Alabama Power, ABC began operating the newly opened Segco No. 1, Mary Lee No. 1 and No. 2 and Gorgas-American mines, all within several miles of Gorgas, under long-term lease for the power company. Increased capacity now also serves the recently completed Jesse H. Miller steam plant, with first units opened in West Jefferson in 1980. Drummond Coal of Jasper acquired ABC in the 1980s. Drummond remains the largest commercial producer of underground coal in the state. Its major underground mines are still concentrated along this portion of the Warrior River.

SOURCES

White, Marjorie, The Birmingham District, pp. 265-267
Plant tour available through Alabama Power Company in Birmingham

HISTORIC NAME Miller-Alabama Power Electric Generating Plant
CURRENT NAME Miller-Alabama Power Electric Generating Plant
LOCATION On the Warrior River, 20 miles northwest of Birmingham
CITY
COUNTY Jefferson
TYPE Site
DATE OF CONSTRUCTION 1978, 1985, 1989, 1991

HISTORICAL OVERVIEW
This plant is the largest of the Alabama Power Company's 22 electric generating plants, constructed at a cost of $1.9 billion during a 17-year period. The first four units opened in 1978, with successive openings in 1985, 1989 and 1991. Each unit can generate 600 million watts of electricity for a total 2.64 billion watts, enough for 822,000 homes. Low sulfur coal is burned to boil water and create steam which is pumped to a turbine and spins the fan-like blades to generate electricity.

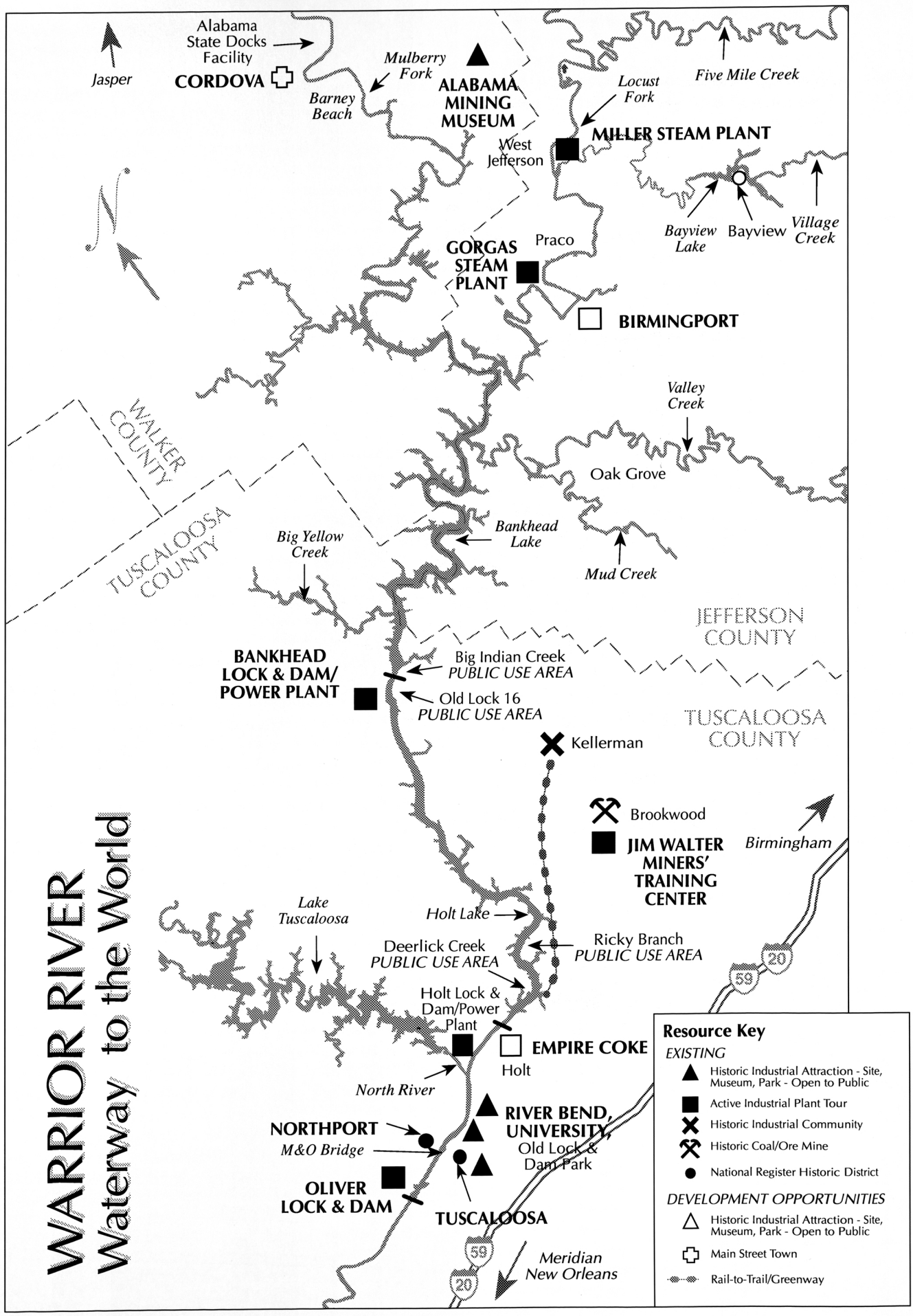
SOURCES
Birmingham Business Journal, Nov., 1991, p. 27

Birmingham Historical Society 10/26/92 c:\wp51\ihc.db\jeff.loc

HISTORIC NAME Bevill Mine No. 1
CURRENT NAME Bevill Mine No. 1
LOCATION U.S. 78
CITY Sumiton
COUNTY Walker
TYPE Site
DATE OF CONSTRUCTION 1980

HISTORICAL OVERVIEW
Walker State Technical College operates this simulated mine and miners' training center. Public tours of the mine can be arranged through the college. Telephone, 387-0511.

Birmingham Historical Society 2/20/92 c:\wp51\ihc.db\walker.loc


WARRIOR RIVER
Waterway to the World
Jasper
Alabama State Docks Facility
CORDOVA
Barney Beach
Mulberry Fork
ALABAMA MINING MUSEUM
Locust Fork
Five Mile Creek
MILLER STEAM PLANT
West Jefferson
Bayview Lake
Bayview
Village Creek
GORGAS STEAM PLANT
Praco
BIRMINGPORT
Valley Creek
Oak Grove
WALKER COUNTY
TUSCALOOSA COUNTY
Big Yellow Creek
Bankhead Lake
Mud Creek
JEFFERSON COUNTY
BANKHEAD LOCK & DAM/ POWER PLANT
Big Indian Creek
PUBLIC USE AREA
Old Lock 16
PUBLIC USE AREA
TUSCALOOSA COUNTY
Kellerman
Brookwood
JIM WALTER MINERS' TRAINING CENTER
Birmingham
Lake Tuscaloosa
Holt Lake
Deerlick Creek
PUBLIC USE AREA
Ricky Branch
PUBLIC USE AREA
Holt Lock & Dam/Power Plant
EMPIRE COKE
Holt
North River
RIVER BEND, UNIVERSITY,
Old Lock & Dam Park
NORTHPORT
M&O Bridge
OLIVER LOCK & DAM
TUSCALOOSA
59
20
Meridian
New Orleans
Resource Key
EXISTING
Historic Industrial Attraction - Site, Museum, Park - Open to Public
Active Industrial Plant Tour
Historic Industrial Community
Historic Coal/Ore Mine
National Register Historic District
DEVELOPMENT OPPORTUNITIES
Historic Industrial Attraction - Site, Museum, Park - Open to Public
Main Street Town
Rail-to-Trail/Greenway

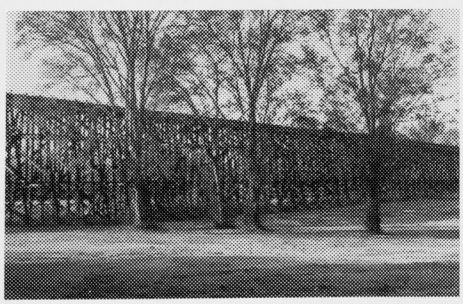


WARRIOR RIVER
Waterway to the World

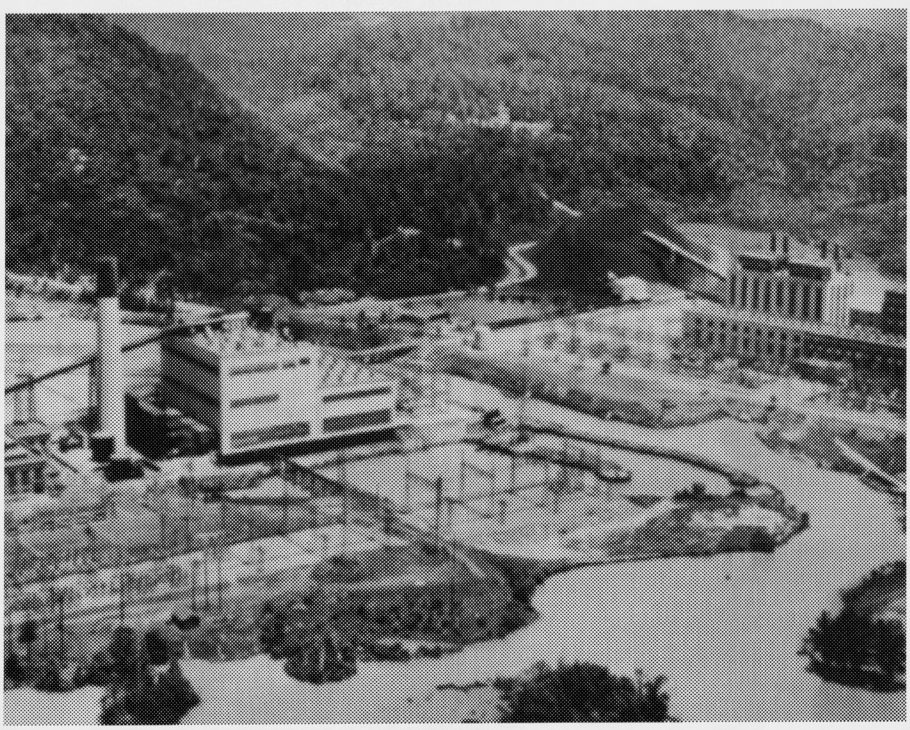
Birmingham's waterway to the world begins at Birmingport's riverside handling facilities.



Lock Wall No. 3 at University Park, Tuscaloosa, now a fishing pier, was one of 19 original locks constructed from the 1880s to 1915 to open the 455 mile Warrior River to industrial uses and make the Warrior the "longest channelized waterway in the world.



This M. & O. Railroad Trestle Bridge spanning the Warrior River between Northport and Tuscaloosa was said to be the longest wooden trestle bridge in the world at its completion in 1899.



Alabama Power Company's Gorgas Steam Plant, the company's first coal-fired generating plant, has been a major user of coal from nearby mines since initial construction in 1917. Shown here are units 4, 5, 6, 7, 8, 9, and coal stockpiles. (Courtesy, Alabama Power Company)

HISTORIC NAME	Kellerman Coal Mines
CURRENT NAME	Kellerman Coal Mines
LOCATION	Kellerman
CITY	Northwest of Tuscaloosa
COUNTY	Tuscaloosa
TYPE	Site
DATE OF CONSTRUCTION	1903-1960s

HISTORICAL OVERVIEW

Completion of the locks and dams along the Warrior River and the extension of the L. & N. Mineral Railroad contributed to a favorable investment climate in the coal rich lands bordering the Warrior River in Tuscaloosa. In 1901, Central Coal and Iron Company established headquarters at Holt eventually constructing a furnace, pipe and coke plants. In 1903, the Mobile and Ohio Railroad constructed a 16-mile branch from its mainline in Tuscaloosa to an area where the company developed a new mining community, still known as Kellerman.

The Twin Seams Mining Company purchased the Kellerman property in 1938. Underground mining resumed and continued until 1955. Operations were particularly successful during World War II. After 1955, all coal was obtained through stripping operations involving strip pits and auguring (Blair 1960: 25-26) Mining equipment included power shovels, a mining auger, a drag line and boom, front end loader, truck, a coal washer and a coal washer system (Chichester 1960 :15). The Chichester report lists 59 one-story frame, vertical board, employee houses averaging three to eight rooms at Kellerman. Most had electricity but not interior plumbing. The report also noted that the Twin Seam Mining Company had "sold all standing timber without limitations as to the cutting (Chichester 1960:14). Strip mining has resulted in extensive erosion and barren landscape. Erosion on Daniels Creek has been severe. Surface mining in the Daniels Creek watershed has filled the creek to an estimated depth of 10 to 15 feet (Bailey 1975:8). Environmental legislation in recent years is helping to reclaim some of the lost land (Bailey 1975:1). Further research: Check into issues of mining reclamation, this site became a cause celebre in the history of tougher mining reclamation laws.

SOURCES

Chichester, John D., Appraisal Report for U.S. Army Engineer District, Mobile of Shook Mining Property, Holt Lock and Dam, Alabama and Gulf, Mobile and Ohio Railroad Tracks from Station 460-00 to Station 489-69, p. 15

Blair, Arthur J., Contributor, "Appraisal Twin Seam Mining Company," In: Appraisal Report for U.S. Army Engineer District, Mobile of Shook Mining Property, Holt Lock and Dam, Alabama and Gulf, Mobile and Ohio Railroad Tracks from Station 460-00 to Station 489-69 by John D. Chichester, 1960, pp. 25-26

Bailey, Earl, Surface Mining in Alabama: The Environmental Impact, 1975, p. 1

Wood, Karen G., Wood, W. Dean, From Tuscaloosa to Squaw Shoals: A History of Holt Lake, Alabama, pp. 60-72

HISTORIC NAME	Holt Lake
CURRENT NAME	Holt Lake
LOCATION	Warrior River, 6 miles northeast of Tuscaloosa, 2 miles northwest of Holt
CITY	Holt
COUNTY	Tuscaloosa
TYPE	Site
DATE OF CONSTRUCTION	1966

DESCRIPTION

The most popular of the Warrior River lakes, Holt Lake, lies six miles northeast of Tuscaloosa and two miles northwest of Holt. The construction of the Holt lock and dam, completed in 1966, formed the 3,200 acre, 19-mile long lake. The dam and lock with its 64 foot lift is the second highest on the waterway. Holt Lake is the most developed of the Warrior River lakes in terms of Corps-managed recreational facilities. Facilities here include four tent and trailer camping areas with comfort stations, an information service, foot trails, and authorized swimming beaches at the Deerlick Creek, Rocky Branch and Old Lock No. 16 areas. An Alabama Power Company hydroelectric generating facility is also located at Holt.

HISTORICAL OVERVIEW

The Warrior River drains the center of the Warrior Coal Field, the largest of the Alabama coalfields and an area of approximately 4,000 square miles. The Warrior Coal Field covers all of Walker County and parts of Tuscaloosa, Jefferson, Blount, Cullman, Winston, and Fayette Counties.

The river, in its free flowing state, was made up of a series of shoals. Behind each shoal the water backed up slightly, forming an expanse of calm water referred to as "lakes". The rapids ranged from 700 to 1,000 feet in width and over 1,000 feet in length. The two largest and most impressive shoals were the University (or Tuscaloosa) Shoals, located directly above Tuscaloosa, and the Squaw Shoals, located some six miles above Tuscaloosa. These shoals define the project area now covered by Holt Lake. Roland Harper, reporting on vegetation at Squaw Shoals in 1914, noted that the shoals stretched for three miles, with a drop of over 40 feet. With an average depth of two feet, they could be crossed on foot. (Harper 1914:150)

Prior to inundation of the area in the 1960s through the construction of the Holt Dam, Joseph L. Bentall directed a reconnaissance level survey of the area. The Bentall survey located 21 prehistoric indian sites dating from the Late Archaic through Middle Woodland periods and excavated five of these sites. No historic sites were identified. These sites are recorded in the Alabama State Site Files at Moundville, Alabama. An earlier survey of the area had been conducted in 1933 by the Alabama Museum of Natural History. (Wood 1988:8-9)

SOURCES

Wood, Karen G., Wood, W. Dean, From Tuscaloosa to Squaw Shoals: A History of Holt Lake, Alabama, 1988, pp. 8-9
Harper, Roland Collection, University of Alabama Special Collections

HISTORIC NAME	Brookwood Coal Mines
CURRENT NAME	Jim Walter Resources, Inc. Mining Division Brookwood Mines
LOCATION	JC 36, 25 miles southwest of Bessemer
CITY	Brookwood
COUNTY	Tuscaloosa
TYPE	Site
DATE OF CONSTRUCTION	est. late 1880s, still operating

DESCRIPTION

Jim Walter Resources currently operates four deep, vertical shaft coal mines at Brookwood in the Blue Creek Coal Seam with annual tonnage estimated at 2 million tons per mine.

SIGNIFICANCE

The current Brookwood Mines at 2,300 feet are considered among the deepest vertical shaft coal mines in North America.

Period of Significance

HISTORICAL OVERVIEW

Originally named "Horsehide," this mining community changed its name about 1890 to Brookwood (Rich 1979:126). About this time the L.& N. Mineral Railroad extended a branch to Brookwood (Klein 1972:270) and mining began in earnest. From a population of 273 in 1890, the community grew to 2,510 by 1900 (Owen 1903:185). Brookwood remains one of the largest coal mining areas in Tuscaloosa County.

About 1890, veteran coal prospector and mine developer Truman Aldrich and his Mobile assistant A. C. Banner organized the Standard Coal Company. They opened a mine at Brookwood and constructed a short haul railroad to the Warrior River planning to transport the coal to Mobile. Financial troubles plagued the operation and it was abandoned. (White 1981; 309)

In 1890, Birmingham industrialist and investor T. T. Hillman purchased an interest in the Standard Coal Company's 3,300 acres. With New York investment capital, he reorganized the company into one of the largest and best in Alabama. Secretary-treasurer and mine manager F. M. Jackson superintended operations from 1890 to 1899 on site. Jackson was noted for his ability to "dispose of coal at a good price."

Alabama Consolidated Coal acquired the Brookwood properties in 1899. In 1924 Sloss-Sheffield Steel and Iron Company acquired mines and lands. These later became the property of U. S. Pipe and Jim Walter Corporation (through acquisition of the Sloss company). The Annual Statistical Report (produced by the Division of Mining Safety and Inspection) indicates that Jim Walter's Brookwood Mines Nos. 3, 4, 5 and 7 produce over 10 million tons of coal annually, making these mines leading producers of Alabama coal. Brookwood No. 4 is 2,300 feet, one of the deepest vertical shaft coal mines on the North American continent. Approximately 2,700 employees worked in Jim Walter's mines in 1990. These mines employ the English long-wall method of mining. The first long-wall in the Southeastern United States was installed here in 1979. A miners' training center has been erected at Brookwood to teach the English technique. Public tours are available.

SOURCES

Wood, Karen G., From Tuscaloosa to Squaw Shoals: A History of Holt Lake, Alabama, pp. 43-72
Klein, Maury, History of the Louisville & Nashville Railroad, p. 270
Owen, Thomas M., Alabama Official and Statistical Register, 1903, p. 185
White, Marjorie, The Birmingham District, p. 309
Jim Walter Resources, Inc. Mining Division Blue Creek Coal Publication, c. 1990. Mining Division, P.O. Box 830079, Birmingham, 35283-0079, Telephone 556-6000

HISTORIC NAME	Holt Lock and Dam, Alabama Power Company Holt Power Plant
CURRENT NAME	Holt Lock and Dam, Alabama Power Company Holt Power Plant
LOCATION	Six miles northeast of Tuscaloosa on Warrior River
CITY	Holt
COUNTY	Tuscaloosa
TYPE	Site
DATE OF CONSTRUCTION	1966

DESCRIPTION

This structure includes a lock against the left bank of the Warrior River with inside chamber dimensions of 110 by 600 feet, a maximum lift of 64 feet, and a spillway controlled by 14 individually-operated tainter gates. The dam forms Holt Lake which extends upstream 19 miles to the John Hollis Bankhead Lock and Dam. Because of its scenic beauty and its proximity to Tuscaloosa and Birmingham, the 3,200 acre lake is a popular recreational attraction. The site has been identified through a literature search, but not yet field checked.

HISTORICAL OVERVIEW

The current lock was opened for navigation in 1966. This lock replaced four original locks and dams built in the early 1900s. At the time of the construction of the lock and spillway, Alabama Power Company built a powerhouse against the north bank as part of the dam.

SOURCES

Water Resources Development in Alabama 1989, U.S. Army Corps of Engineers

HISTORIC NAME	Old Lock 15
CURRENT NAME	Old Lock 15 Public Use Area
LOCATION	Warrior River
CITY	Near Holt
COUNTY	Tuscaloosa
TYPE	Structure
DATE OF CONSTRUCTION	1890s

DESCRIPTION

According to a 1988 report, Lock 15 had the most visible remains of those in the Holt area, with a series of terraced retaining walls constructed of concrete and rock with steps leading to the Holt Lake. A concrete walk ran along the lowest terrace above the lake level, and on the northern end the probable foundation of a structure was evident. This structure is thought to be the foundation of the lockmaster's house. This site has been identified through a literature search but not yet field checked.

SOURCES

Wood, Karen G., Wood, W. Dean, From Tuscaloosa to Squaw Shoals: A History of Holt Lake, Alabama, pp. 84-85

HISTORIC NAME	Old Lock 16
CURRENT NAME	Old Lock 16 Public Use Area
LOCATION	Holt Lake Area, Warrior River
CITY	Near Holt
COUNTY	Tuscaloosa
TYPE	Structure
DATE OF CONSTRUCTION	1890s

DESCRIPTION

Lock 16 is the only lock site in the Holt area where the actual lock wall is still present. Approximately five feet of the top east edge of Lock 16 is visible above the water level. The surrounding area appears to have been filled for the picnic area which occupies the site area. Looking upriver from Lock 16, portions of Lock 17 are partially visible below Bankhead Dam. Most of the Lock 16 complex has been destroyed through flooding of the locks and razing of other associated structures. This site has been identified through a literature search but not field checked.

SOURCES

Wood, Karen G., Wood, W. Dean, From Tuscaloosa to Squaw Shoals: A History of Holt Lake, Alabama, pp. 85-87

HISTORIC NAME	Bankhead, John Hollis Lock and Dam
CURRENT NAME	Bankhead, John Hollis Lock and Dam
LOCATION	Thirty-one miles below Port Birmingham on Warrior River, 40 miles northwest of Bessemer
CITY	Near Brookwood
COUNTY	Tuscaloosa
TYPE	Site
DATE OF CONSTRUCTION	1915, 1936, 1950s, 1970, 1975

DESCRIPTION

The original 1915 dam (the only one of the original 17) remains, though not easily accessible to the general public. The current dam is 1,400 feet wide, 77 feet high with a lift of 69 feet. The site has not been field checked.

HISTORICAL OVERVIEW

The John Hollis Bankhead Lock and Dam is located on the Black Warrior River about 31 miles below Port Birmingham. The uppermost dam on the Black Warrior Tombigbee Waterway System, the first Bankhead Dam was the last to be constructed in the original development begun in the 1890s. Modernization of the original 1915 lock and dam began in the 1930s, with additional improvements in the 1950s and 1970s. In 1963, Alabama Power Company completed a powerhouse immediately below the dam. A new lock was opened in 1975 and completed in 1980.

Lake Bankhead extends to the head of the Warrior River and into the Locust, Mulberry and Sipsey Forks for a total length of 65 miles and a total area of 9,200 acres. As it was not the policy of the federal government to acquire land at navigation facilities for recreational development when the Bankhead Dam was rebuilt, there are no Corps of Engineers-owned recreational areas about the lake. However, due to the natural beauty of the setting and its location near the Birmingham area, there has been considerable private development on the lake shores. A day-use area with an overlook, comfort station and picnic shelters has been constructed for the public. A fishing deck below the lock and dam is another popular attraction.

SOURCES

U.S. Army Corps of Engineers Mobile District, Water Resources Development in Alabama 1989, p. 8.

Telephone Interview with Clarence Dockery, Bankhead Lock and Dam Employee, 8/20/92, 339-1921

294

HISTORIC NAME	Birmingport
CURRENT NAME	Birmingport
LOCATION	On the Warrior River at intersection with AL 269, 20 miles west of Birmingham, port facilities extend along both sides of the Warrior River
CITY	Near Birmingham
COUNTY	Jefferson
TYPE	Site
DATE OF CONSTRUCTION	1921+

DESCRIPTION
The site includes extensive facilities for loading and docking, stock piles of mineral resources and a rail yard.

HISTORICAL OVERVIEW
The Port of Birmingham Company, organized and financed by more than 300 citizens of Birmingham, built the first terminal facilities at the Port of Birmingham in 1921. A rail link connects the facility to plants and mines. Subsequently, individual companies have built and tailored various loading and docking operations along the river to their specific and changing needs. Today facilities for U.S.X., Jim Walter and many small concerns handle the export of coal to Japan and other foreign markets and imports of iron ore and other commodities.

SOURCES
White, Marjorie, The Birmingham District, p. 264
Field Visit, 9/9/91

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 sate 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 Bouwkundig 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 to: 250-2419.

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
Nesselroth, Sigmund, "The Alabama Power Company Building", Powergrams, Vol. V, No. 7, November 1924.
Gibson, D.D., Jr.,"Some Electrical Features of New Office Building," Powergrams, Vol. VI. No. 1, July 1926, pp. 15-26.
Nesselroth, Sigmund, "Alabama Power's New Office Building," Electrical World, December 5, 1925, pp 1149-1151.
Woodson, J. P., "Progress on Alabama Power Company Office Building," Powergrams, Vol. VI, No. 3, July, 1925, pp 1-4.
Betts, Benjamin F., "The South begins to Sell Architecture to the Public," The American Architect, January, 1930,
Furbringer, M. H., "The First Southern Architectural and Industrial Arts Exposition, " The American Architect, Vol. XXXVI, July 5, 1929, pp. 38-40.
Wattjes. Prof. J. G., Moderne Architectur, Uitgevers-Maatschappij, Amsterdam. pp. 2099-3003.
Architecture and Design, a selection of the works designed in the offices of Warren, Knight and Davis, architects, Birmingham, Alabama, New York, Architectural Catalog Co., 1937.
Farley, Joseph M., Alabama Paper Company, Developed for the Service of Alabama, The Newcomen Society of the United States, Birmingham, Alabama, 1988, 24pp.
Martin, Thomas Wesley, Forty Years of Alabama Power Company, 1911-1951, New York, The Newcomen Society in North America, 1952. 52 p.
"Miss Electra Glows Again," Powergrams, February, 1959, Vol. 39, No. 2, pp. 5-6.
Alabama Power Company, Annual Report Year Ended December 31, 1924, Alabama Power Company, Birmingham, 1925.
Alabama Power Company Annual Report Year Ended December 31, 1925, Alabama Power Company, Birmingham, 1926.
Warren, William T., "The Modernity of the Alabama Power Company Building," Southern Architect and Building News, February 1919, pp.47-48.
Simpson, S.S., "The Function of the Dixie Construction Company and the Men who make it Function," Powergrams, March 1925, pp. 1214.
Historical Structures Report, "The Alabama Power Company General Office Building, Prepared for Alabama Power Company by Gresham, Smith and Partners: Geddes, Breacher, Quarles, Cunningham, 28 pages, unpublished, n.d. (c. 1970s).

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., grew up in the house in the 1910s, while her father William Brockman Bankhead, younger son 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
Alabama Members of National League of American Pen Women, Historic Homes of Alabama and Their Traditions, 1935, pp. 76-81
Owen, Thomas McAdory, History of Alabama and Dictionary of Alabama Biography, Volume III, 1921, pp. 88-92
Johnson, Allen, editor, Dictionary of American Biography, Vol. 1, Scribner and Sons, New York, 1936, p. 577
American Historical Society, History of Alabama and Her People, Vol. 3, 1927, pp. 3-5
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 III, 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 Battle-Friedman House
CURRENT NAME Battle-Friedman House
LOCATION 1010 Greensboro Avenue
CITY Tuscaloosa
COUNTY Tuscaloosa
TYPE Building
DATE OF CONSTRUCTION 1835

DESCRIPTION
This two-story Greek Revival style house features a six columned portico across the front constructed of brick (stuccoed, scored and marbleized). Interiors feature a center-hall plan and elaborate plasterwork in two parlors executed during the Friedman residence when formal gardens were also developed.

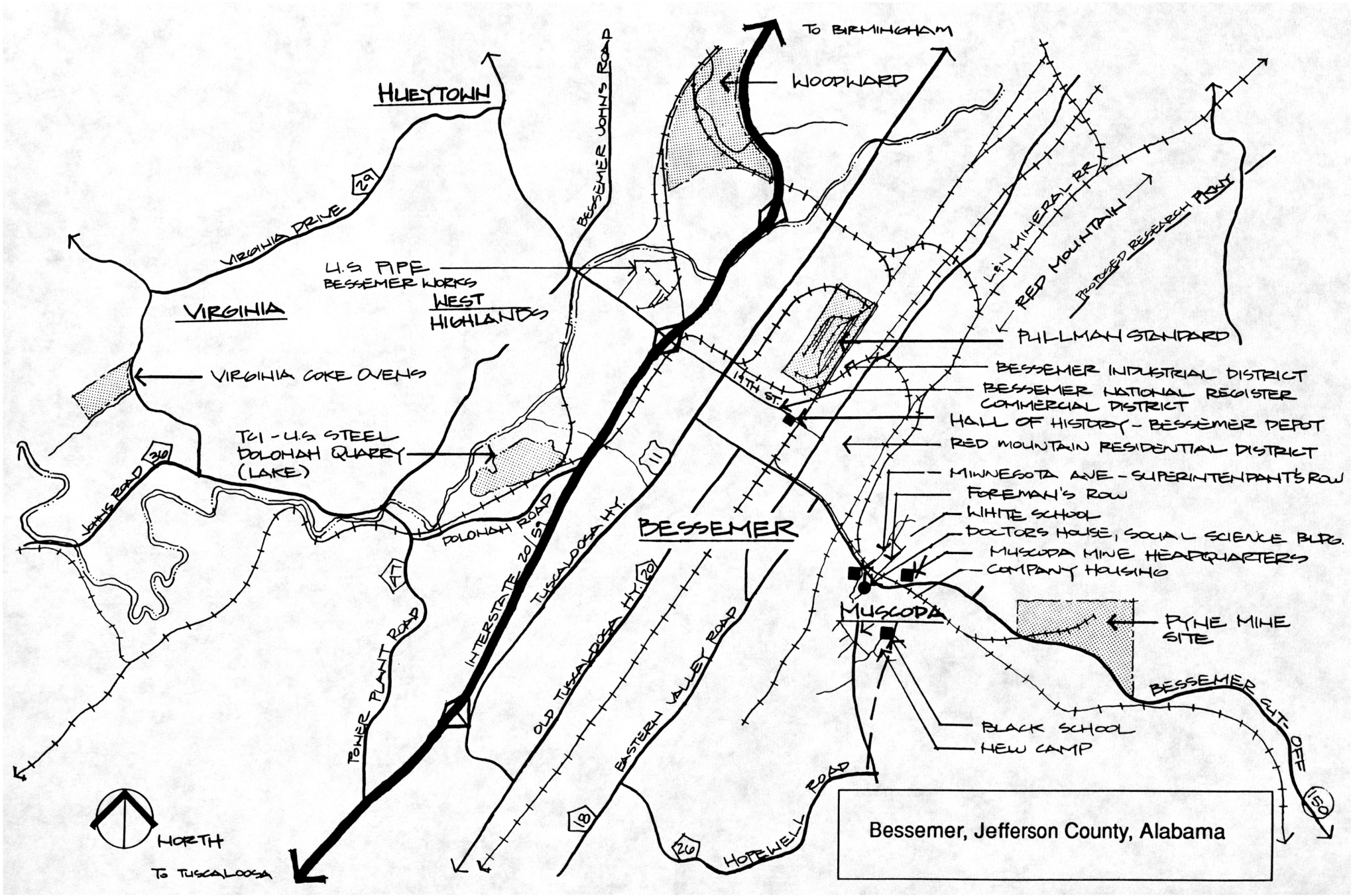
SIGNIFICANCE
House associated with prominent merchant and railroad financier,
Alfred Battle and New South politician and industrialist Barnard Friedman
Period of Significance 1835-1896

HISTORICAL OVERVIEW
Built by Alfred Battle (1801-1877), a North Carolina native who arrived in Tuscaloosa in 1821 and established a successful career in merchandising, then planting and railroading, built this two-story brick (plastered to imitate stone) house in 1835. Battle's biographer notes that he was "an owner of extensive plantations" and "influential in securing the first railroad through Tuscaloosa." (Owen, Vol. II, 112) In 1875, Barnard Friedman, a Hungarian immigrant (in 1856), purchased the residence.

Born and educated in Hungary, Barnard Friedman (d. 1896) came to America in 1856 and to Tuscaloosa in 1866. Owner and general manager of the Baugh, Kennedy and Company Cotton Mill in Cottondale, he also dealt in real estate and industrial development. He sold 43,000 acres of coal lands near Vance to the Tuscaloosa Coal Iron and Land Co. in 1887, becoming a Vice President. His great friend William Carlos Jemison served as President. While Jemison served as mayor of the city, Friedman served as alderman. Together they developed an iron furnace known as the Friedman Furnace as part of their attempts to get Tuscaloosa industry going in the late nineteenth century. Barnard Friedman's son, Hugo Friedman, gave the Battle-Friedman House to the City of Tuscaloosa in 1965. It is operated as a house museum and is open to the public.

SOURCES
HABS, 1936
Gamble, Robert, The Alabama Catalog, pp. 351-52.
Tuscaloosa County Site Survey, p. 101.

Birmingham Historical Society 2/15/92 c:\wp51\ihc.db\tusc.loc


TO BIRMINGHAM
WOODWARD
HUEYTOWN
BESSEMER JOHNS ROAD
29
VIRGINIA DRIVE
U.S PIPE
BESSEMER WORKS
WEST
HIGHLANDS
VIRGINIA
VIRGINIA COKE OVENS
TCI - U.S STEEL
DOLOMAH QUARRY
(LAKE)
310
JOHNS ROAD
DOLOMAH ROAD
11
INTERSTATE 20/59
TUSCALOOSA HY.
BESSEMER
L&N MINERAL RR
RED MOUNTAIN
PROPOSED RESEARCH PARK
PULLMAN STANDARD
BESSEMER INDUSTRIAL DISTRICT
BESSEMER NATIONAL REGISTER
COMMERCIAL DISTRICT
14TH ST.
HALL OF HISTORY - BESSEMER DEPOT
RED MOUNTAIN RESIDENTIAL DISTRICT
MINNESOTA AVE - SUPERINTENDANT'S ROW
FOREMAN'S ROW
WHITE SCHOOL
DOCTORS HOUSE, SOCIAL SCIENCE BLDG.
MUSCODA MINE HEADQUARTERS
COMPANY HOUSING
MUSCODA
PYNE MINE
SITE
BESSEMER CUT-OFF
BLACK SCHOOL
NEW CAMP
HOPEWELL ROAD
EASTERN VALLEY ROAD
OLD TUSCALOOSA HY.
TONER PLANT ROAD
47
18
20
26
150
NORTH
TO TUSCALOOSA
Bessemer, Jefferson County, Alabama

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
Nelson, Linda, Bessemer National Register Commercial District Nomination, 1991.

HISTORIC NAME	Bessemer-Southern Railway Depot
CURRENT NAME	Bessemer Hall of History Museum
LOCATION	1905 Alabama Avenue
CITY	Bessemer
COUNTY	Jefferson
TYPE	Building
DATE OF CONSTRUCTION	1916

DESCRIPTION
This impressive, Craftsman style brick structure features a two-story gabled central pavilion flanked by one-story wings. The red tile hipped roofs with deeply recessed and bracketed eaves provide covered space for passengers awaiting arriving trains. Original interior spaces included a general waiting room, a special apartment for ladies, commodious offices, baggage rooms and lavatories.

SIGNIFICANCE
This substantial, finely appointed early 20th century railroad depot testifies to the prosperity of the Bessemer area.
Period of Significance 1916

HISTORICAL OVERVIEW
This depot served as the Southern Railway passenger station from 1916 to 1980. In the early 1980s, the City of Bessemer and the Bessemer Hall of History Museum restored interior spaces for use as a museum of local history. Displays include local history relating to the Civil War, the Bessemer Indian Mounds, the Bessemer High School and industrial history. Collections include photographs and information on industries in the area. The museum is open to the public Tuesday through Saturday from 10 a.m. to 4 p.m.

The City of Bessemer owns the depot as well as a portion of the railroad right-of-way that leads one mile from the depot to the south of Bessemer along AL 150. The city is considering developing this trackage as a recreational trail.

SOURCES
Field Visit, Summer 1991
White, Marjorie, The Birmingham District, pp. 113-114
Bessemer National Register Historic Commercial District, 1991, still pending

HISTORIC NAME Birmingham Waterworks-Cahaba Pumping Station
CURRENT NAME Birmingham Waterworks and Pumping Station
LOCATION Blue Lake Drive, just south of U.S. 280 interchange with I-459
CITY Birmingham
COUNTY Jefferson
TYPE Site:
DATE OF CONSTRUCTION 1890-1990s

DESCRIPTION
Pit No. 1 (1890), Pit No. 2 (1901), the office building (1890), the boiler room (1921) and electric pumps (1964) all remain at the Cahaba River site. The site is owned by the Birmingham Waterworks Board. Pits No. 1 and No. 2 are circular brick structures approximately 28' high. Inside these structures, the steam-driven pumps (no longer in use) are viewed from the balcony of Pit No. 1 and through the grating of Pit No. 2 c. 30 feet below. The boiler room contains boilers originally coal-fired and later converted to natural gas. These have not been used since 1947 when electric pumps were first installed. The 172' tall brick chimney was removed in the late 1980s due to damage due to construction of I 459 which borders the pumping house on the north.

SIGNIFICANCE
Birmingham's original facility developed by the company that established the city and still in use.
Period of Significance 1887-1921

HISTORICAL OVERVIEW
In 1887, the Elyton Land Company, the real estate firm that founded the city in 1871, organized the Birmingham Waterworks Company. Willis J. Milner, civil engineer and secretary of the company, became superintendent and general manager. Milner instituted plans to develop the Cahaba River watershed as Birmingham's principal supply of water.

At the Cahaba, water was plentiful and crystal clear. But the future pumping station site was on rugged terrain, accessible to the City of Birmingham only over nine miles of arduous cow paths traversing Red and Shades Mountains. (Vestiges of these trails remain in the present-day Cahaba and Pumphouse Roads.) Construction of the pumping station and tunnels through the mountain took two and a half years.

Engineer W. S. Merkel supervised building of the Cahaba Pumping Station. By 1890, it consisted of two cylindrical brick buildings which contained the pump pits, a shed for the small locomotive used to haul coal to fire the pumps and two rectangular brick buildings containing blacksmith and machine shops, office space and the electrical plant. Brick used to construct these structures was fired on the site and a small coal mine and railway operated nearby. Houses for workers and supervisors were also built at the site, which gradually became a self-sufficient community known as "New Merkel." James Gould opened the adjacent coal mine in 1890. Various parties worked the mine under contract to provide coal for running the pumps.

By the early 1890s, the clear water of the Cahaba River was pumped into reservoirs built atop Shades Mountain, then after minimal settling, directly into city mains via the Bald

Ridge and Red Mountain Tunnels, which the company constructed at great expense and effort through Shades and Red Mountains. Two contracting companies gave up on the job. Finally the local construction firm Dunn and Leland (forerunner of today's Dunn Construction Company) drove a 2,167-foot tunnel, the average section with a width of 13 feet, through the rock-and-mud-laden core of Red Mountain. Water from the Cahaba River first flowed into Birmingham on December 24, 1890. The original supply was 5 million gallons with 25 million in reserve.

Through the years the original Cahaba supply system has been expanded by successor firms to the original waterworks company. In 1903 and 1904, new filter plants were built at the Shades Mountain reservoir site where they remain today. A chlorination system was installed in 1916.

In 1910, the Rosedale Pumping Station, still located in Homewood, was built to meet demands of residents then flocking to new homes being built on the northern slopes of Red Mountain. This auxiliary pumping station lifts water from the main line running from the Cahaba to a standpipe on the upper slopes of Red Mountain. Additional booster stations and standpipes have been constructed throughout the city in the ensuing years to keep pace with the growing demand for water and to maintain water pressure in the city's high elevations.

Construction of a dam in 1909 (raised 20 feet in 1929) on the Little Cahaba River, creating Lake Purdy, made possible this expansion of the city's water system. Lake Purdy currently covers 1,050 acres. In 1906-1907, the City of Birmingham had purchased the John Marion DeShazo homestead at a community known as Bridgeton since the mid-1800s. While most of the DeShazo clan scattered throughout the Cahaba Valley, S. A. DeShazo became mine foreman at the Merkel mine. This mine employed 10 to 20 persons with an annual output of some 15 to 16 thousand tons devoted to fueling the pumping station operation.

Today, water entering the Birmingham waterworks system from Lake Purdy flows from the dam on the Little Cahaba River to a smaller dam near Highway 280. This second dam, built in 1930, backs up the Big Cahaba about two-and-one-half miles to the Cahaba Pumping Station. At the station, vertical turbine-type pumps installed in 1964 deliver an average of 56 million gallons per day, lifting the water 400 feet from the Big Cahaba River to the elevation of the reservoir at Shades Mountain Filter Plant. Purified water leaving the filter plant flows to Rosedale Pumping Station from which it is repumped to most of the city.

SOURCES

White, Marjorie, The Birmingham District, p. 189-193
Birmingham Historical Society, Birmingham Waterworks files
Interview with Reginald Nall, Manager, Cahaba River Pumping Station, 3/7/92
Milner, Willis Julian, "The Autobiography of Willis Julian Milner," Original document, Department of Archives and Manuscripts, Birmingham Public Library, [1915]
Johns, Lyn, editor, "The Autobiography of Willis Julian Milner," The Journal of the Birmingham Historical Society, Vol. 5, No. 1, January, 1977, pp. 5-27.

Birmingham Historical Society 3/19/92 c:\wp51\ihc.db\jeff.loc

HISTORIC NAME	Boshell Mills
CURRENT NAME	Boshell Mill Ruins
LOCATION	Walker County 124, .5 mile south of Bankhead Highway (US 78), one mile northwest of Townley
CITY	Near Townley
COUNTY	Walker
TYPE	Site
DATE OF CONSTRUCTION	1902 (dam and sawmill), 1903 (grist mill)

DESCRIPTION

Situated just west of the tracks of the Frisco (now Burlington Northern) Railroad, these impressive stone mill ruins and dam stretch roughly 30 feet across Lost Creek. The dam links the sandstone pillar foundations of the former Boshell Saw and Grist Mills formerly located on either side. Lost Creek drops six feet over the dam creating impressive falls at the site. A fire destroyed the original board and batten mill buildings in the 1980s. The surrounding area has been intensively strip mined in recent years.

Stonework is finely detailed and possibly the work of the English master stonemason William Thorogood who lived nearby in the mining community of Eldridge. His Richardsonian Romanesque residence remains in Eldridge. Thorogood sharpened his skills assisting in construction of the Brooklyn Bridge and railroads in North Carolina before coming to the Birmingham area to lay the stone for Birmingham's St. Mary's Episcopal Church in the mid-1880s working with English architect John Sutcliffe.

SIGNIFICANCE

A principal supplier of timber for railroad construction, these saw mills provided trestles and railroad ties necessary to build the massive system of rails that made possible the development of this previously, totally inaccessible region.

Period of Significance 1885 to 1900s era of intensive railroad building to open coal fields of Walker County

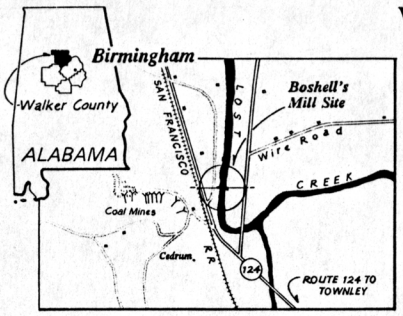
HISTORICAL OVERVIEW

The early coal mining in Alabama occurred along the banks of the Warrior River and its tributary streams. However, not until the 1880s did the reports of state geologist Henry McCalley and the construction of railroads into the area attract large-scale financial investment and development. By 1900, five railroads had extended trackage into Walker County. The earliest of these was the Kansas City, Memphis & Birmingham (later the Frisco, now Burlington-Northern) Railroad completed to this area by 1886.

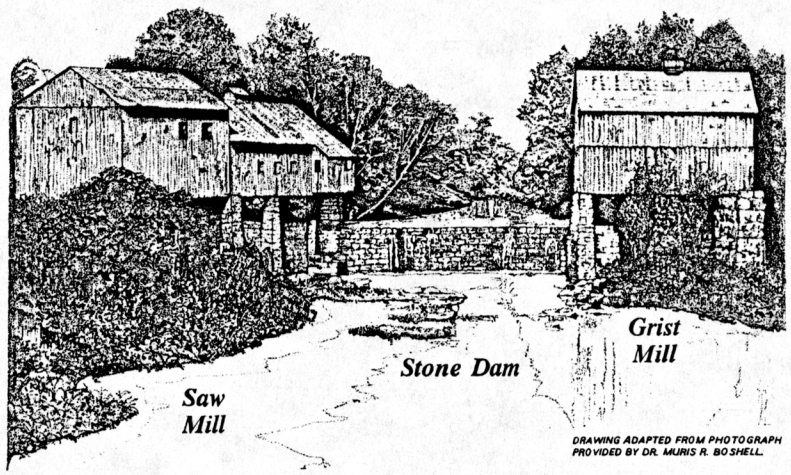
Capitalizing on the immense need of the railroads for trestles, ties and timbering, W. R. Boshell built his saw mill here in 1885 directly adjacent to the Frisco tracks. Sources indicate Boshell had first contracts with the railroad to supply timbers for trestles and cross-ties. The 1885 mill was equipped with efficient, steam driven turbines of advanced

BOSHELL'S
SAW AND GRIST MILL

WALKER COUNTY, ALABAMA



Site Location Map
UTM REFERENCE: 16.458600 3745940
ABOVE MAP ADAPTED FROM USGS 7.5 MINUTE SERIES, TOWNLEY QUADRANGLE, 1949, PHOTO REVISED, 1981.

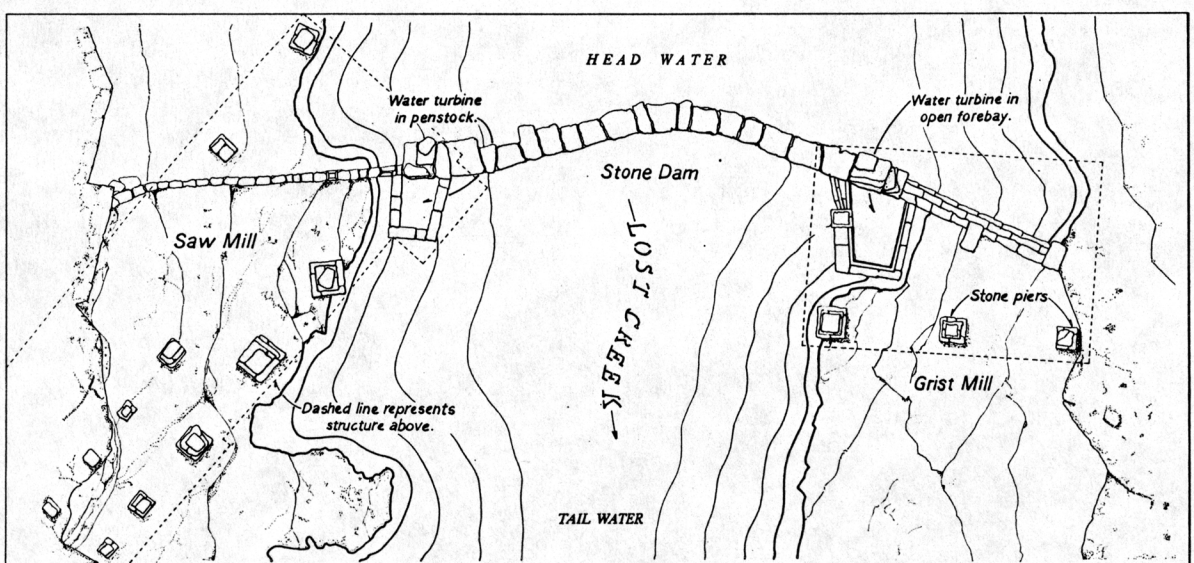


DRAWING ADAPTED FROM PHOTOGRAPH PROVIDED BY DR. MURIS R. BOSHELL.

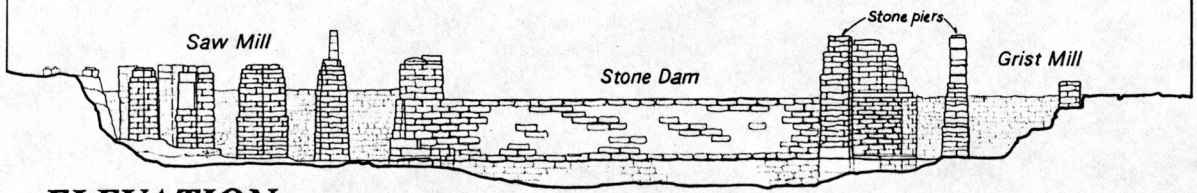
In 1901 W. R. Boshell began work on this stone mill dam, designed to power his mill operations through the use of water turbines. The new sawmill began production in October of 1902, followed by the addition of a gristmill in 1903. Production continued until 1963. The gristmill was destroyed by fire in 1976, and the sawmill fell to the same fate in 1986. Both buildings were constructed with large cylindrical beams, board and batten siding, and sheet metal roofing. The supporting piers, made of sandstone quarried on site, still stand.

This recording project was executed under the Historic American Engineering Record (HAER), a program to document historical industrial and transportation resources in the United States. The HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record Division (HABS/HAER) of the National Park Service, U.S. Department of the Interior. The Birmingham District Recording Project was cosposored during the summer of 1992 by HAER under the general direction of Dr. Robert J. Kapsch, Chief of HABS/HAER and by the Birmingham Historical Society, Marjorie White, Director. The Birmingham District HAER Advisory Committee served this recording project. Assistance was provided by Dr. Muris R. Boshell, Professor Winfred Sandlin and Mr. Eddie Key.

The field work, measured drawings, historical reports and photographs were prepared under the direction of the Chief of HAER and Project Leader Eric DeLony , HAER Architect and Project Manager Robbyn Jackson, Project Historian Jack Bergstresser and Project Architect Craig Strong. The Roving Team Survey consisted of Architect Supervisor Kyle M. D'Agostino and Architects Robert Martin and Catherine Kudlik. The historical report was produced by Lewis Shannon. Formal photography was done by David Diesing. Additional consultation was provided by Richard Anderson Jr.

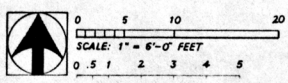


SITE PLAN



ELEVATION

Above plan and elevation produced from site survey and fieldnotes.



design despite the isolated rural setting. His saw mill operation succeeded and later expanded into cotton ginning and other milling for residents of the surrounding area. In 1901, construction of the current dam was begun and the second saw mill on the site completed in 1902, and the grist mill in 1903. The Boshell Saw Mill continued in operation under various members of the Boshell family until 1938. In 1963, R. C. Jones, the last miller at the site, retired. The sawmill burned in 1976; the grist mill in 1986.

In 1886, W. R. Boshell (d. 1925), owner of the saw mill, also built and operated Boshell's Store, still remaining in the nearby mining community of Townley. The store prospered through the 1920s when a robbery caused a severe money shortage.

SOURCES

Site Visit, 7/11/91
Walker County Site Survey, p. 51
Shannon, Lewis, Jr., "Report on the Boshell's Mill Site to the Historic American Engineering Record," typescript, summer 1992.
Birmingham Regional Planning Commission, A Historic Site Survey of Blount, Chilton, Shelby, St. Clair, and Walker Counties, 1975.
Boshell, Morris R., Boshell Family History, Haleyville, Alabama, 1987, Jasper (Alabama) Mountain Eagle, 1901-1902.
Kilpatrick, Charlotte, "Boshell Mill History Shows Many Faces," Jasper (Alabama) Daily Mountain Eagle, June 22, 1973, p. 6a.
Floyd, Warner W., Boshell's Mill National Register Nomination, March 1975.

HISTORIC NAME	Cook, William House
CURRENT NAME	Cook, William House
LOCATION	Walker County 11
CITY	Nauvoo
COUNTY	Walker
TYPE	Building
DATE OF CONSTRUCTION	1900

BRIEF NARRATIVE DESCRIPTION AND HISTORY

The William Cook House is a two-story frame residence with classically detailed, two-story open porches curving about one side. In 1900 owner and builder, Scottish immigrant mining entrepreneur William Cook (-1923) drew plans (still in the family's possession) and supervised construction of the property. His brothers Andy and Luther Ingals of Nauvoo and a Mr. Whatley of Parrish served as contractors. Cook selected, cut and dressed the lumber used in building the house at his own sawmill. Other interesting features are the hand-poured concrete floor of the full basement and a side room reserved for a bath. Here Cook and his Scottish born wife Jeannie (-1958) raised five children: John (1889-1900), Lizzie (1891-1896), Jean (1892-1979), William (1894-1979) and Eve (1900-1990). Cook planted the entire frontage of his home in vegetables each year so that the miners who worked for him would have vegetables during the summer when the coal demand was low and miners were out of work.

William and Jeannie Cook were married in Loanhead, Scotland on May 13, 1887. In July of that year they embarked on the SS Anchoria for the United States. Cook worked as a miner in Pennsylvania, Tennessee, Oklahoma, and for Calloway Mines in Carbon Hill before becoming a part owner and operator of several coal miners in Nauvoo, Alabama. William Cook sent all of his children to college, even the females who attended high school at the institution now called the University of Montevallo. Son William trained as a mining engineer at Auburn and managed coal mines in Kentucky. Daughter Jean majored in music and taught many an area child to play the piano. Daughter Elizabeth became a school teacher. Jeannie Cook took in boarders after the children were raised and after her husband's death. These included men working for the Moss McCormick Coal Mines in Nauvoo.

This home is filled with original furnishings purchased at and just after its construction. Special pieces include a gray box that came with the newlyweds from Scotland and contained most of their belongings at that time, an Edison Victrola and a piano in the parlor, a mirror from Birmingham's Southern Club (which defaulted in the Depression and paid off its debt to Cook son-in-law Andrew Dillon with this gift), favorite family books inscribed with dates of purchase, William and Jeannie's Publication of Wedding Bans and portrait, William Cook's citizenship papers, and lots of family memorabilia.

Owner: Jeanne Dillon, age 95, a granddaughter of William and Jeannie Cook. She is in a special care facility in Montgomery. Jean K. Dillon, 929 Parkwood Drive, Montgomery, 36109 is active in the management of the property.

SOURCES

Alabama Register
Dillon, Jean K., Typescript for Dedication to the Alabama Register

HISTORIC NAME Corry Homestead
CURRENT NAME Old York Heritage Park
LOCATION AL 69, 10 miles south of Jasper
CITY Oakman
COUNTY Walker
ACREAGE 235 acres surrounding the homestead
OWNER Harold Corry

TYPE Site
DATE OF CONSTRUCTION c. 1880s
BUILDER/ARCHITECT/ENGINEER Harold Corry

DESCRIPTION

The Corry landholdings are situated in an area that was formerly an agricultural valley at the terminus of the Warrior Coal Field. The homestead site sits in a broad lawn area. A portion of the remainder of the site has been cleared by mining, timbering and most recently for construction of the Old York Heritage Park and associated parking.

Associated with the Corry Homestead site is the Old York Heritage Park. The Heritage Park recreates the 1880s mining boom era when Oakman, established in 1848 and originally called York, was the trade center of Walker County prior to the rise of Jasper as the dominant county center.

Owner Harold Corry has reconstructed a mining boom town streetscape that includes the Chambordon Saloon (alleged to have been Oakman's finest), a general store, a hotel, and a blacksmith shop. The immense Rosewood bar in the reconstructed saloon is the original, shipped to Oakman from Paris, France in the 1880s. The site also contains a two-story log house, a replica of the earliest Corry homeplace; a log church; and a bandstand, which incorporates a waterwheel to suggest a grist mill originally found on the property. A jail facsimile is currently under construction. A well and masonry trough also contribute to the 1880s setting.

HISTORICAL OVERVIEW

The Corry Family Homeplace was built as the residence of the current owner's great grandfather, Joseph Mortimer Corry in 1852. At one time, ownership extended to 900 acres surrounding the homeplace. Farming, timbering and mining operations were performed here through its history.

Harold Corry's artifact collection includes carriages, farming and blacksmithing implements, a Civil War ambulance, wagons and numerous other items.

The Old York Heritage Park is the setting for four special events held each year. During the spring and fall festivals, Mule and Wagon Day and the Christmas party, visitors relive the 1880s Walker County mining boom. Historic re-enactments, bluegrass and country music; demonstrations of blacksmithing, quilting, horseshoeing, log hewing, board splitting, bee-keeping, cotton spinning, wood carving and the making of pottery, candles, whiskey, soap, harnesses, brooms and sorghum syrup annually attract an estimated 100,000 visitors.

Although there is no site or long-range plan to guide the impressive privately funded effort, the Heritage Park is continually evolving. Future plans include furnishing the original log cabin, creating a museum in the log home replica, as well as constructing a country music hall.

CONDITION

The residence reflects the prosperity of the Corry family which has continuously occupied it through the years. It also contains the original log house structure. Future plan called for it to be open for tours.

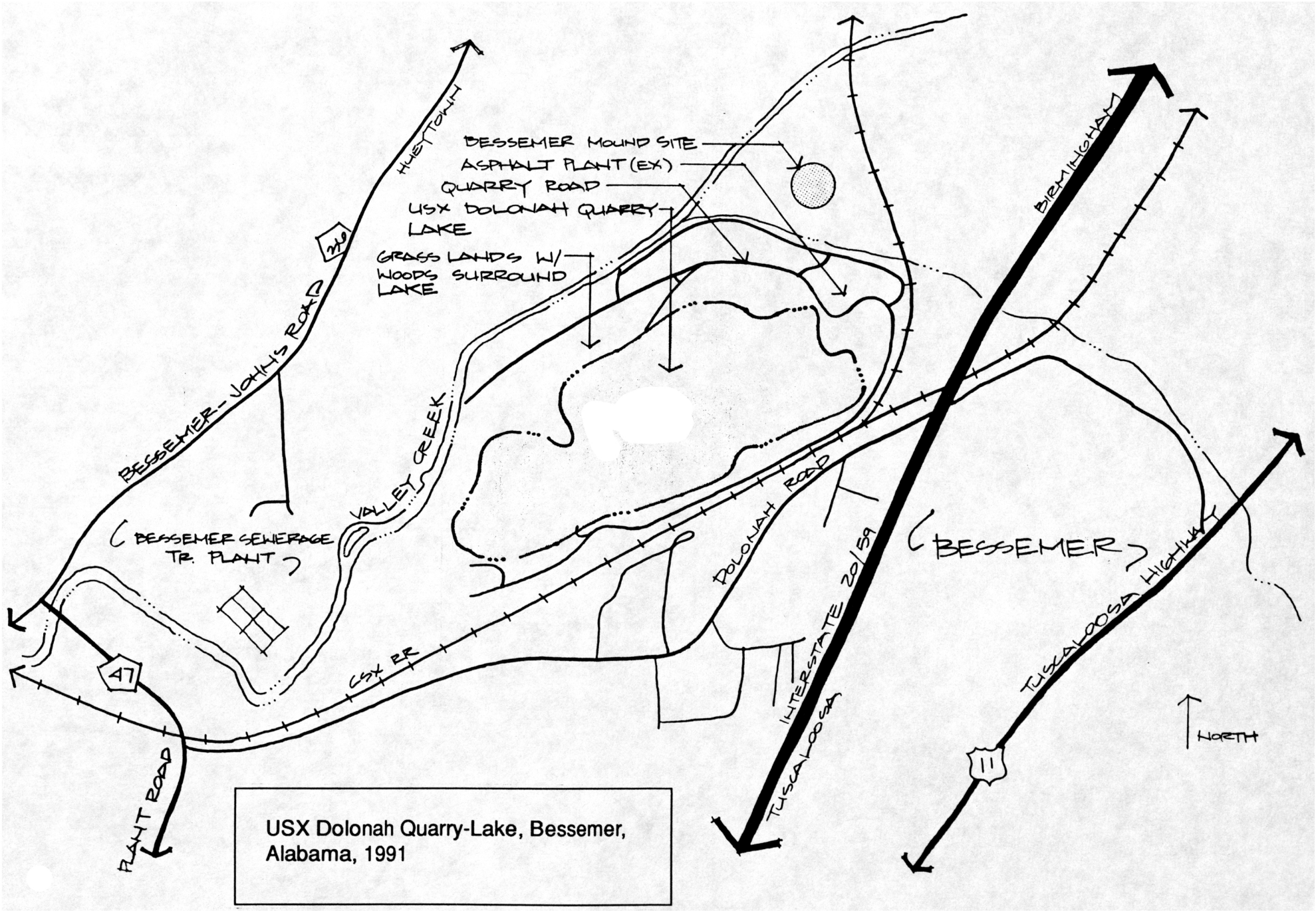
Because the Heritage Park is a replicated mining boom town, the structures are in excellent condition. Mining artifacts are well-preserved and attractively displayed.

THREATS

No threats to the site have been identified.

SOURCES

Corry, Harold, owner, Old York, P.O. Box 244, Oakman, Alabama 35579
Multiple site visits during 1991 and 1992.



USX Dolonah Quarry-Lake, Bessemer, Alabama, 1991

HISTORIC NAME	Dolonah Quarry
CURRENT NAME	Dolonah Lake
LOCATION	JC 47(Dolonah Road), one mile west of 19th Street-Bessemer Exit from I 20-59
CITY	Bessemer
COUNTY	Jefferson
TYPE	Site
DATE OF CONSTRUCTION	c. 1924

DESCRIPTION

This 150-acre site contains an 80 to 90 acre lake formerly a dolomite quarry. Industrial and residential buildings associated with the quarry operation are no longer standing. The Bessemer Indian Mound site, a Middle Mississippian era complex of ceremonial, domiciliary, and burial mounds excavated in the 1930s, is located nearby.

HISTORICAL OVERVIEW

TCI operated this dolomite quarry to provide flux for ironmaking operations at the Fairfield works from the 1920s until 1979, a period when dolomite was the flux of choice for furnace operations. The quarry operation included a multi-purpose headquarters building provided with office, dispensary, showers and shop buildings, blasting sheds, pump-control house, oil house and a village of worker housing with black and white sections. The lake and Indian mound site is currently owned by USX with whom the City of Bessemer is currently negotiating for acquisition as a park.

SOURCES

White, Marjorie, The Birmingham District, pp. 303-305.
Site Visit with Jim Bynum, 7/19/91

HISTORIC NAME Dearing House-University Club
CURRENT NAME University Club
LOCATION 421 Queen City Avenue
CITY Tuscaloosa
COUNTY Tuscaloosa
TYPE Building
DATE OF CONSTRUCTION 1834

DESCRIPTION
This Greek Revival style house constructed of brick (stuccoed and scored to resemble stone) features a full-length hexastyle Ionic portico. Interiors feature a center-hall plan and Colonial Revival woodwork added in the 1920s. John J. Webster served as master-builder; William Nichols may possibly have been the architect of the property.

SIGNIFICANCE
Association with James Dearing, early Warrior River navigator/merchant whose steamboat and early trip up the Warrior led to the naming of the major Southern waterway
Period of Significance 1834-1836

HISTORICAL OVERVIEW
Steamboat captain James H. Dearing built the first home in Tuscaloosa with a monumental Ionic-columned portico in 1834. The Federal style structure employed many of the architectural features of the Capitol Building which it faced. The residence, reported to cost $34,000, set the style for the finer houses in Tuscaloosa. Dearing (1787-1861), a North Carolina native and enterprising merchant, built a steamboat "the Tom Bigbie" and made what is said to be the second trip up the Warrior River in 1816 to the site of the early city. Here he established a storehouse. Energetic and aggressive, Dearing also engaged himself in experimental agriculture as well as building and running steamboats and steam-mills. He served as director of the State Bank. He is said to have built this house as a present for his wife, Julia Searcy (1800-1850), but unruly university students destroyed the family's pleasure in living there. They lived here several years before moving to a plantation in Hale County.

Arthur Bagby, Governor of Alabama from 1837 to 1841 and later U.S. Senator and Minister to Russia, resided in the house during his term as governor. Prominent Tuscaloosa residents Mr. and Mrs. H. D. Warner purchased the residence in 1944 for use by the University of Alabama as a faculty club.

SOURCES
HABS, 1936
Tuscaloosa County Site Survey, p. 104
Gamble, Robert; The Alabama Catalog, p. 353
Little Robert Irving, History of the University Club Building and Site, University of Alabama Library, 1950.
Smith, William R., Reminiscences of a Long Life, Vol. I, 1889, pp. 96-100
Stewart, John Craig, Governors of Alabama

HISTORIC NAME Gould, Billy Coal Mine and Coke Ovens
CURRENT NAME Gould, Billy Coal Mine, and Coke Ovens
LOCATION At the confluence of Buck Creek and the Cahaba River, accessed from Ruffin Road from Alabama 261
CITY Helena
COUNTY Shelby
ACREAGE c. 40 acres
OWNER Western Pocohontas Properties, Huntington, West Virginia

TYPE Site
DATE OF CONSTRUCTION 1860s (coal mine), 1871 (bridge piers), (coke ovens)?
BUILDER/ARCHITECT/ENGINEER

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 were 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 coke ovens. The mine openings are significant because they are some of, if not, the earliest mine remnants from the Civil War and 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. They may be the earliest coke ovens constructed in Alabama.

The bridge piers and abutments are significant in their own right since they were built in 1871 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 Civil War and Reconstruction

HISTORICAL OVERVIEW

The earliest Billy Gould Mine at this site was opened c. 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. After the war, 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. Gould is generally credited as the first individual to coke Alabama coal, having done so in Tuscaloosa County in 1854 or 1855. 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 at this site 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.

Since 1905, when the L.& N. Railroad, successor to the South and North, abandoned this segment of trackage, the site appears to be known only to local historical buffs. A black cemetery nearby appears to have been associated with railroad crews who maintained the track along this segment of its route.

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.

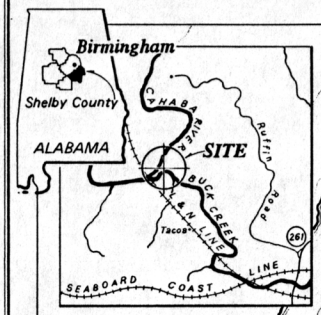
. The property surrounding the mine site has been recently heavily timbered and extensive brush piles have been positioned to block entrance to the overgrown area. The totally abandoned site contains no recent improvements. The natural setting is spectacular.

. 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.

"BILLY GOULD"

COAL MINE AND COKE OVENS

SHELBY COUNTY, ALABAMA



Site Location Map
UTM REFERENCE NO.: 16.513249.3685380

SITE PLAN

0 50 100 200 300
SCALE: 1" = 100'-0" FEET
0 50 100
NORTH SCALE: 1:1200 METERS

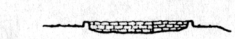
MAPS BASED ON USGS 7.5 MINUTE SERIES, HELENA QUADRANGLE 1959, HISTORICAL MAPS AND VISUAL INSPECTION OF THE SITE. THE CONTOUR INTERVAL IS APPROXIMATELY 4'-0". SEE HAER HISTORICAL REPORT FOR AN ANNOTATED LIST OF ORIGINAL MAPS AND FIELD NOTES USED.

During the American Civil War the Confederate government, pressured by the strategic needs of war, facilitated the development of the Cahaba coal field. This site contained one of several area mines begun at that time, having first gone into production in 1863. Originally operated by a partnership of Charles and Fred Woodson and William Gould, the mine was destroyed by Federal troops in 1865. The site was returned to production in 1866 by the Cahaba Coal Company, the largest operator of coal mines in the area during the Reconstruction era.

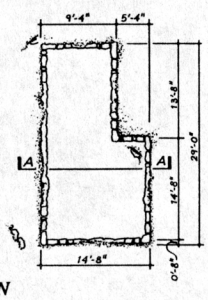
Significant features of this site include the remnant of a battery of twelve coke ovens, which are among the oldest remaining coke ovens in Alabama.

This recording project is part of the Historic American Engineering Record (HAER), a long range program to document the engineering, industrial, and transportation heritage of the United States. The HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record Division (HABS/HAER) of the National Park Service, U.S. Department of the Interior. The Birmingham District Recording Project was cosponsored during the summer of 1992 by HAER under the general direction of Dr. Robert J. Kapsch, Chief of HABS/HAER and by the Birmingham Historical Society, Marjorie L. White, Director. The HAER team was guided by the Birmingham District Advisory Committee, including Ken Penhale.

The field work, measured drawings, historical reports and photographs were prepared under the direction of Eric DeLony, Chief of HAER and Project Leader; Robbyn Jackson, HAER Architect and Project Manager; Jack R. Bergstresser, Sr., Project Historian; and Craig Strong, Project Architect. The Roving Survey Team consisted of Kyle M. D'Agostino, Architect and Supervisor; Robert Martin and Catherine Kudlik, Architects; and J. Lewis Shannon, Jr., Historian. Large format photography was produced by David Diesing. Architectural consulting by Richard K. Anderson, Jr.

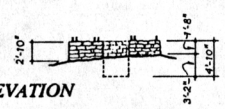


SECTION AA

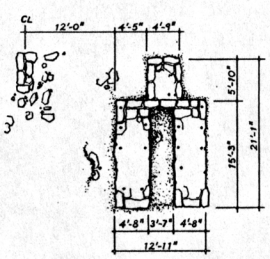


PLAN

Foundation Remnant



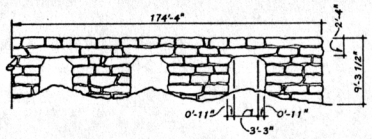
ELEVATION



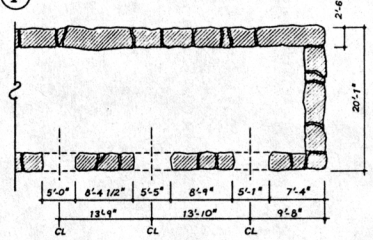
PLAN

Steam Engine Foundation

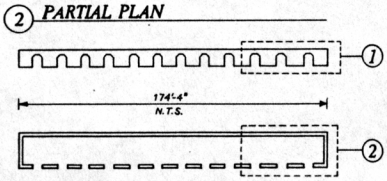
MATERIALS: All features dry-set rough cut stone. Threaded steel rods embedded within Steam Engine Foundation.



1 PARTIAL ELEVATION



2 PARTIAL PLAN



Coke Oven Retaining Wall

DETAILS

0 5 10 20
SCALE: 1/8" = 1'-0" FEET
0 5 10
SCALE: 1:96 METERS

DELINEATED BY Robert Martin, Kyle M. D'Agostino and Catherine Kudlik, Summer 1992

BIRMINGHAM DISTRICT RECORDING PROJECT NATIONAL PARK SERVICE UNITED STATES DEPARTMENT OF THE INTERIOR	EARLY COAL MINE SITE 1863 CONFLUENCE OF THE CAHABA RIVER AND BUCK CREEK SHELBY COUNTY	HELENA	ALABAMA	SHEET 1 of 1	HISTORIC AMERICAN ENGINEERING RECORD AL-16

IF REPRODUCED, PLEASE CREDIT: HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, NAME OF DELINEATOR, DATE OF THE DRAWING

. 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
Squire, Joseph, "Notes and Data Collected from My Dairies and Note Books for the Purpose of Furnishing Material with Which to Form a Brief Biography of My Past Life," (the Squire Diary), Shelby County Historical Society Collections, Columbiana.
Squire, Joseph, Geological Survey of Alabama, Report on the Cahaba Coal Fields, Montgomery, The Brown Printing Co., State Printers and Binders, 1890. Discusses "the old coke ovens" at Helena.
Site Visits with Ken Penhale, 7/22/91, 2/8/92
White, Marjorie, Telephone Interviews with Ken Penhale, 7/26/91 and 1/6/92
Smith, Eugene A., Geological Survey of Alabama Report of Progress for 1874, W. W. Screws, State Printer, Montgomery, 1876, p. 34.
Smith, Eugene A., Geological Survey of Alabama Report of Progress for 1876, W. W. Screws, State Printer, Montgomery, 1887, p. 41.
Armes, Ethel, The Story of Coal and Iron in Alabama, Birmingham, 1909, pp. 68-69. 149. 152, 260-261.
The Cahaba News, September 22, 1977, p.11. Includes photograph of the South & North trestle bridge.
Hodgson, Joseph, The Alabama Manual and Statistical Register for 1869, "Montgomery Daily Mail," Montgomery, 1869.
Shipman, Stephen V., Diary, 1865, transcript, Wisconsin State Historical Society Library in Madison.

HISTORIC NAME Owen House
CURRENT NAME Owen House
LOCATION Eastern Valley Road
CITY Bessemer
COUNTY Jefferson
ACREAGE 4 acres
OWNER West Jefferson County Historical Society

TYPE Building
DATE OF CONSTRUCTION 1838

DESCRIPTION
The Owen House is a two-story, frame I house with gable roof, two-story end chimneys, full one-story porch across front supported by eight tapered, square columns, and a one story, two room rear wing.

HISTORICAL OVERVIEW
Thomas Hennington Owen built a two-room structure here in 1833, the year of his marriage to Melissa Rose Sadler. Five years later, construction of the present house began. Owen was a planter and merchant, and in the 1870s commissioner of Jefferson County., During the Civil War, he, and Thomas Lightfoot Williams, hired an iron worker from Tennessee, a Thomas C. Braton, to build and operate the Williams and Owen forge, located about a mile from the Tannehill ironworks. Ethel Armes records that Rose Wellington Owen, son of Thomas and Melissa, told of getting the "ore in the morning, and besides making iron for the government, they had to make the nails and horseshoes, shoe all their mules, and get the teams off to the railroad at Montevallo, before night." Federal troops, which destroyed the Tannehill ironworks in March of 1865, did not destroy the forge. However, one year later, a spring freshet did. (The forge's wooden dam has recently been located.) Son Rose Owen acquired the plantation and 1,000 acres of land in 1884. The house remained in Owen family hands until donation to the West Jefferson County Historical Society in 1976.

ACCESS
Exit I-459 at the McCalla exit, proceed .5 miles east on JC 18-Eastern Valley Road. Or travel west on Fairfax Avenue-JC18-Eastern Valley Road from US 150, south of Bessemer, 5 miles.

CONDITION

THREATS
Failure to develop long term financing and maintenance plans may threaten future preservation of the house and grounds.

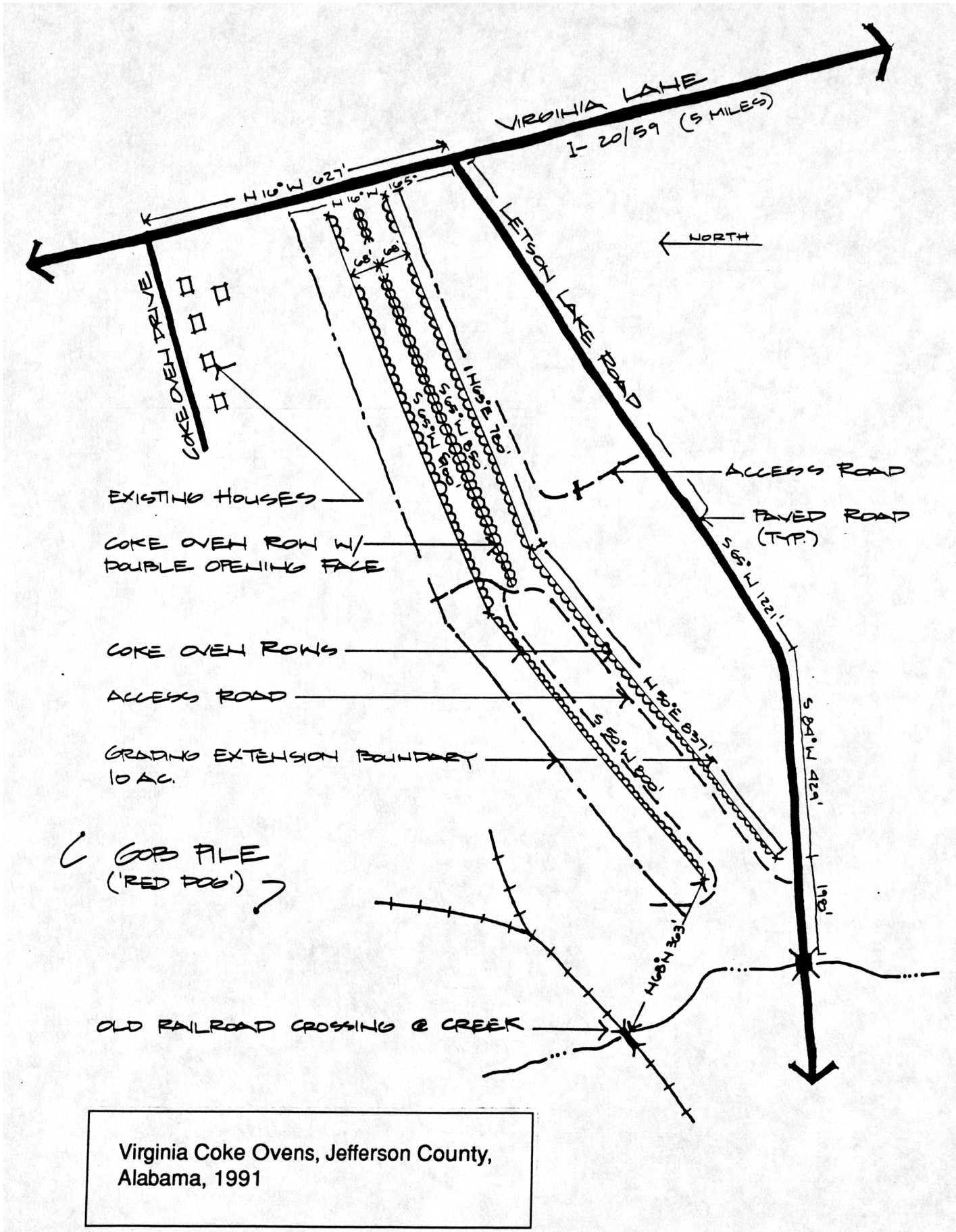
SOURCES
National Register
Satterfield, Carolyn, Site Survey of Jefferson County, 1976, p. 73
Armes, Ethel, The Story of Coal and Iron in Alabama, pp. 158-159
Interview with Billy Cliff Owens, 426-0687.

HISTORIC NAME Virginia-Gulf States-Republic Coke Ovens
CURRENT NAME Virginia Coke Ovens
LOCATION Approximately one mile from the intersection of Virginia Lane and Leston Lake Road
CITY Hueytown
COUNTY Jefferson
TYPE Site
DATE OF CONSTRUCTION

DESCRIPTION
Four rank of approximately 300 to 400 coke ovens remain in four ranks running for c. one quarter miles. The coke ovens are located on a 14.6 acre parcel of the original Virginia coal mines property. Area residents have partially dismantled many of the ovens removing stones and bricks for reuse in construction of commercial and residential buildings. Twenty ovens, due to their inaccessibility within the dense overgrowth, remain in excellent repair. These ovens, constructed of stone with brick linings, are 8 to 9 feet tall with diameters of approximately 16 feet. Several have coke still in place within the ovens. The White Oak Land Company recently timbered the site and is currently selling "red dog," burned out mine tailings that when crushed now serve as a base for road and freeway surfaces.

HISTORICAL OVERVIEW
The Virginia Mines were opened in 1902 by a small concern and later acquired by Gulf States Steel Corporation of Gadsden. Republic Steel Corporation acquired Gulf States in 1930, and these mines and coke ovens. It is thought that the coke ovens were built in the early 1900s at the time the mines were opened. Italian stone masons are said to have assisted in their construction. The mines, which operated until ..., are currently owned by the White Oak Land Company of Bessemer who recently timbered the site and is currently selling "red dog," burned out mine tailings that when crushed serve as a base for road and freeway surfaces. An estimated six to ten million tons of red dog appear to be located on the site. The coke oven site belongs to Ivan Leonard, 1429-39th Avenue East, Tuscaloosa, 35404.

SOURCES
Site Visit, 8/91
White, Marjorie, The Birmingham District, pp. 129, 309



Virginia Coke Ovens, Jefferson County, Alabama, 1991

HISTORIC NAME	Norris-Southern Railroad Yard & Steam Locomotive Restoration Shop
CURRENT NAME	Norris-Norfolk Southern Railroad Yard & Steam Shop
LOCATION	To east of Ruffner Road, northeast of Irondale
CITY	Birmingham
COUNTY	Jefferson
TYPE	Site
DATE OF CONSTRUCTION	1952

DESCRIPTION

The site contains switching yards, towers and the steam restoration shop. Norfolk Southern owns a 1943 Norfolk & Western No. 1218 steam locomotive; a 1943 Chesapeake & Ohio No. 2716 locomotive and leases a 1950 Norfolk & Western No. 611 engine. These are maintained in the shop and leased for rides across the South.

HISTORICAL OVERVIEW

In 1952 Southern Railway (now Norfolk Southern) constructed one of the first automatic switching yards in the South, naming it for Ernest Norris, a former president of Southern Railway. The yard is still in active use and includes one of only two Class A Steam Engine Restoration Shops in the nation. The shop is open to visitors the first Friday of each month --the official Visitors' Day.

SOURCES

White, Marjorie, The Birmingham District, p. 230
Site Visits, Summer 1991 & Winter 1992
Yuill, Bob, Interview with Marjorie White, 3/92

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APPENDIX 10 ACKNOWLEDGEMENTS

The creation and publishing of this survey of natural and recreational 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.

Wilhelmine Williams, planner with Cecil Jones and Associates, contributed heavily to the natural and recreational resource inventory.

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 of the Brief History 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, Williams and Bergstresser included planner Gary Cooper, landscape architect Dale Fritz, 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. Scott Fuller, Icon Graphics, developed the computerized maps. 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,
Birmingham Historical Society

Wilhelmine Williams
Planner,
Cecil Jones and Associates