

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96000596

Date Listed: 6/13/96

Florence Wagon Works Site
Property Name

Lauderdale
County

AL
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for *Richard J. Little*
signature of the Keeper

6/13/96
Date of Action

=====
Amended Items in Nomination:

Classification:
The contributing structure is the L & N Railroad Trestle.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

596

RECEIVED

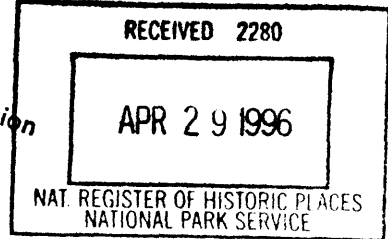
MAR 20 1996

OMB No. 1024-0018

NPS Form 10-900
(Rev. 10-90)

United States Department of the Interior
National Park Service

Ala. Historical Commission



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

Historic Name Florence Wagon Works Site

Other Names/Site Number Alabama State Site File, 1Lu533

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2. Location

=====

Street & Number The area south of Dekalb Avenue between Main and Spurr Streets

Not for Publication NA

City or Town Florence Vicinity N/A

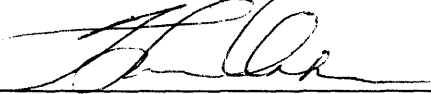
State Alabama Code AL County Lauderdale Code 077 Zip Code 35630

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide X locally. (___ See continuation sheet for additional comments.)



Signature of certifying official

4-18-96

Date

Alabama Historical Commission (State Historic Preservation Office)
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

(See letter from TVA) SBL

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

___ entered in the National Register	_____	_____
___ See continuation sheet.		
___ determined eligible for the	_____	_____
National Register		
___ See continuation sheet.		
___ determined not eligible for the	_____	_____
National Register		
___ removed from the National Register	_____	_____
___ other (explain):	_____	

Signature of Keeper

Date of Action

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>0</u>	<u>0</u> buildings
<u>1</u>	<u>0</u> sites
<u>1</u>	<u>0</u> structures
<u>0</u>	<u>0</u> objects
<u>2</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat:	<u>Industry</u>	Sub:	<u>Manufacturing Facility</u>
	_____		_____
	_____		_____
	_____		_____
	_____		_____
	_____		_____
	_____		_____

Current Functions (Enter categories from instructions)

Cat:	<u>Vacant/Not in Use</u>	Sub:	_____
	_____		_____
	_____		_____
	_____		_____
	_____		_____
	_____		_____
	_____		_____

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7. Description

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Architectural Classification (Enter categories from instructions): No Style

Materials (Enter categories from instructions)

foundation	<u>Stone</u>
roof	_____
walls	_____
other	<u>Wood</u>
	<u>Concrete</u>

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or

represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

<u>Industry</u>	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Period of Significance
1889 - 1941 _____

Significant Dates
N/A _____

Significant Person (Complete if Criterion B is marked above): N/A

Cultural Affiliation: N/A _____

Architect/Builder: N/A

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: The University of Alabama, Office of Archaeological Services

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10. Geographical Data
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Acreage of Property 7.5 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	<u>16</u>	<u>441090</u>	<u>3851100</u>	3	<u>16</u>	<u>441360</u>	<u>3851080</u>
2	<u>16</u>	<u>441300</u>	<u>3851200</u>	4	<u>16</u>	<u>441125</u>	<u>3851000</u>

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

Name/Title Gene A. Ford; and AHC Reviewer

Organization Office of Archaeological Services Date 4/25/94

Street & Number 13075 Moundville Archaeological Park Telephone (205) 348-7774

City or Town Moundville State AL Zip Code 35474

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Additional Documentation
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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

Name: Tennessee Valley Authority Attn: Ruben Hernandez, Vice President Land Management

Street & Number: 17 Ridgeway Road Natural Resources Building Telephone: (423) 494-9800

City or Town: Norris State: TN Zip Code 37828

=====
(Complete this item at the request of the SHPO or FPO.)

Name: City of Florence

Street & Number: P.O. Box 98 Telephone: (205) 760-6340

City or Town: Florence State: AL Zip Code: 35631

=====
(Complete this item at the request of the SHPO or FPO.)

Name: CSX Realty Properties * Attn: Don Sutton

Street & Number: 6737 South Point Dr. South, Suite 100 Telephone: (904) 279-4552

City or Town: Jacksonville, FL State: FL Zip Code: 32216

*This agency is in the proces of transferring title of its ownership to the City of Florence

=====
(Complete this item at the request of the SHPO or FPO.)

Name: Jim Bishop

Street & Number 118 HWY 43 South Telephone: (205) 383-3731

City or Town: Tuscumbia State: AL Zip Code: 35674

=====
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Section 7 Page 1

Florence Wagon Works Site
Name of Property
Lauderdale Co., County
County and State

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Narrative Description

The Florence Wagon Works Site occupies an area along the north bank of the Tennessee River in east Florence, Alabama (Figure 1). Since the late nineteenth century, east Florence has accommodated a mixture of industry, business, and working-class housing. Directly north of the site stand numerous working-class houses of various eras. Five of these houses, which are located on the north side of Dekalb Avenue and identified as extended I-houses, once housed Florence Wagon Works management-level employees (These houses are currently privately owned and are not within district boundaries. They are not within the scope of this nomination which is authorized by the Tennessee Valley Authority (TVA) and City of Florence). Directly south of the site flows the Tennessee River, a river with a high traffic volume. Wooded expanses stretch along the bank of the river on either side of the wagon works site (Figure 2). To the east, the woods terminate at the northern terminus of Wilson Dam; to the west, they terminate near Aetna Street, the west side of which is occupied by a modern industrial complex.

The Florence Wagon Works Site presently reveals few clues about its industrial past. The site resembles its eastern and western surroundings: tree stands and vegetation cover the ground which slopes downward to the river bank. A dry creek cuts through the site on its way to the river. Were it not for the recent efforts of several civic groups that cleared out some of the vegetation around the creek bed a railroad trestle would not be visible (Figure 3). Near the trestle, a few remnants from the wagon works, several dilapidated stone walls, crumbled foundations, and dislodged footings, are detectable amid the underbrush and woods (Figures 4 through 6). Other remnants from the works have been completely overtaken by the effects of time and nature.

Fortunately, a series of Sanborn fire-insurance maps document the evolution of the Florence Wagon Works. An 1889 Sanborn map records the wagon factory as occupying two blocks, 591 and 679, between Main and Spurr Streets on the bank of the Tennessee River (Figure 7). On the two blocks were situated three buildings, a combination finishing and wood working machinery shop, paint shop, and warehouse. The combination building was situated on Block 591, the other two on Block 679. Two trestles, part of the L & N Railroad Beltline, were depicted northeast and northwest of the three buildings. The trestle northwest of the buildings still stands, and is featured in Figure 3.

All three buildings featured iron clad siding. Stone walls divide the combination building and paint shop into two halves. On the northern half of the combination building, the walls rose to sixteen feet; on the southern half to twenty-six feet. The walls of the paint shop and warehouse rise to twenty-six feet and sixteen feet respectively. Two masonry outbuildings stood near the southwest corner of the combination building.

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As an 1894 Sanborn map indicates, the Florence Wagon Works grew considerably between 1889 and 1894 (Figure 8). The map shows expansion that not only occurred on Blocks 591 and 679 but also Blocks 592 and 678. The buildings added to the works included an office, horse shed, several warehouses, a lumber yard, coke bins, several sheds, tramways, platforms, pump house, rough spokes storage, steam dry room, and several unidentified buildings. The activities or functions housed in the new buildings facilitated wagon production that occurred in the original three buildings.

A number of modifications occurred between 1894 and 1898. An 1898 Sanborn map records the removal of a warehouse and horse shed from Block 678 (Figure 9). Several buildings were altered. The stock shed in Block 592, clad in iron, either replaced, or was created out of, two adjacent buildings. An unidentified structure located in the upper northeast corner of Block 591 depicted in an 1894 Sanborn map was upgraded to a masonry steam dry house replete with a platform connecting it to an adjacent steam dry house, stock house, and finishing and wood working machinery shop. Sometime between 1894 and 1898, the Florence Wagon Works annexed Block 590 and stored hubs in the former Architectural Iron Works building.

According to a 1905 Sanborn map, the wagon factory continued to expand (Figure 10). By this time, Block 590 featured numerous buildings, including two rim storage buildings, several hub storage buildings, an expanded lumber yard, and additional storage space. A shipping department, storage and finishing space, and a saw room were added to existing buildings located between Main and Spurr Streets. In addition to several new buildings clustered around the three original buildings, numerous hydrants for fire prevention were situated around the entire works.

As a 1910 Sanborn map indicates, the Florence Wagon Works never became a fixed arrangement of buildings (Figure 11). Two lumber sheds were added to the western side of the complex. A new oil storage shed came to occupy a position between several buildings in Block 674 (formerly Block 678). A building attached to the western side of the steam dry kiln on Spurr Street was removed, and a much larger building was built in its place. Newly constructed water pipes of various sizes extended all over the works.

During the next eleven years, the wagon works underwent minor changes. A 1921 Sanborn map documents the modifications of several buildings (Figure 12). A lumber shed located on the western side of the work was expanded to approximately twice its original size. An adjacent lumber shed was similarly expanded, and several smaller buildings were built around it. Additional pipelines were installed. An oil storage shed located on Block 674 and a stockroom on Block 588 were converted into a garage and a grocery respectively. Other modifications to the works included the closure of Spurr Street, which previously ran to the river and construction of a L & N Railroad branch along the river

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bank. The construction of this branch may be inaccurate as it does not appear on a 1928 Sanborn map.

A 1928 Sanborn map documents the changes in the layout of the Florence Wagon Works from 1921 to 1928 (Figure 13). Sometime during the seven year span, a number of buildings were removed. According to the 1928 map eight lumber sheds depicted in a 1921 map no longer exist. Two additions to the sawing building were no longer present in 1928. The building designated as a grocery and an unidentified building in Block 674 were also removed. Other changes included the reorientation of Atlanta Avenue (formerly Vulcan Avenue) and the elimination of some pipelines.

Unfortunately, Sanborn maps only depict a two dimensional model of a building. A three dimensional view of the Florence Wagon Works must be provided by other sources. Fortunately, two artists' renderings of the wagon works exist.

One rendering depicted in a 1918 Florence souvenir newspaper shows an early view of the Florence Wagon Works (Figure 14). In the foreground a steamboat and flatboat are docked on the bank of the Tennessee River. A number of finished wagons have been loaded on to the flatboat. More on the shore await to be loaded. Four buildings and the L & N Railroad stretch across the middleground. In the background an expanse of woods, a lumberyard, and an office stand north of the railroad tracks.

A comparison between the rendering and Sanborn maps shows that the rendering was not unfaithful to the actual appearance of the wagon works. According to an 1889 Sanborn map (Figure 7), the arrangement of the warehouse, paint shop, and combination finishing and wood working shop and its support building depicted in the rendering is fairly accurate. An 1894 Sanborn map (Figure 8) confirms the height and type of roofs of these three buildings depicted in the rendering. The one-to-two story warehouse featured a shed roof; the one-to-two story paint shop featured a gable roof; and the two-story finishing and wood working shop featured a monitor roof.

However, the accuracy of the office is doubtful. Sanborn maps record the office as a one-story masonry building with one-story, frame rear and front porches. The rendering depicts it as a two-story, L-shaped building with a mansard roof. Perhaps, the artist assumed a slight liberty with the appearance of the office, but at least the placement of it is accurate. The placement of the lumber yard was accurate as well.

A second rendering featured in the *Sesquicentennial Edition of the Florence Herald* (1968) depicts a later view of the wagon factory (Figure 15). The scene is quite busy with numerous buildings and wood stacks occupying the front, middle, and backgrounds. The Tennessee River, shipping department, warehouse, paint shop, wood shops, blacksmith shop, and dry kiln rooms constitute the

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background. The L & N Railroad divides the back and middlegrounds. Across the middleground stretch a paint storage building, office, clubhouse, felloe shed, yard mill, water tower, and lumber stacks. Dividing the middle and foregrounds is a road. Numerous lumber stacks occupy the foreground.

Comparisons between Sanborn maps and the rendering show the rendering to be accurate. 1898 (Figure 9) and 1905 (Figure 10) Sanborn maps confirm the arrangement, height, shape, and use of the buildings depicted in the newspaper illustration. One apparent discrepancy is the lumber stacks in the foreground. According to the two Sanborn maps, dwellings, not lumber stacks, stand across the street from the water tower. Perhaps, the artist exaggerated the number of stacks to emphasize the industry and prosperity of the works. In any event, the illustration is fairly true to the work's actual appearance.

In 1941 the Florence Wagon Works closed its doors, and never reopened. The buildings were abandoned. Eventually, the effects of time, nature, and vandalism consumed them. After fifty-three years of neglect all that remains of the works are stone walls and foundations and a railroad trestle.

The Florence Wagon Works site is currently part of a property owned and managed by the TVA. The Muscle Shoals Reservation, as the property is officially known, covers a large area south of the Tennessee River between Highways 17, 20, 157, and 184 and Wilson Dam. The reservation also covers a small strip of land on the north side of the Tennessee River adjacent Wilson Dam. The Florence Wagon Works site occupies a small strip of reservation land west of the dam.

Archaeological Component

The remnants of the wagon works, the walls, foundations, and trestle, provide a basic footprint of the layout of the works. This footprint was the subject of an archaeological investigation conducted by The University of Alabama, Division of Archaeology in 1993. The archaeology team identified eight structural remnants and nine features during the investigation of the wagon works. Joel H. Watkins, field supervisor, documented the identified remnants in a report (Watkins 1993)(Figure 16).

In the report Structure #1 is identified as a stone structure with four walls. The walls feature door and window openings. Structure #1 corresponds with a garage identified in a 1928 Sanborn map (Figure 13).

Structure #2 is identified as a series of limestone wall foundations. These foundations once

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supported the walls of the shipping department that is featured in a 1928 Sanborn map as well as previous Sanborn maps (Figure 13).

Structure #3 is composed of a series of wall foundations, some of which feature cut stone and rubble. Structure #3 shares its north wall foundation with Structure #2. The remnants are identified as those of a warehouse depicted in a 1928 Sanborn Map (Figure 13).

Structure #4 features the remnants of two limestone walls. These walls correspond with the paint shop featured in Figure 13.

Structure #5, the largest of the remaining structures, features a stone wall that divides the structure into two spaces, which are at two levels. The upper level has a concrete floor. According to Figure 13, the upper level functioned as a finishing shop and blacksmith works and the lower as a woodworking space.

Structure #6 features two walls and several foundations. These remnants relate to a stock room that is indicated in a 1928 Sanborn map (Figure 13).

Structure #7 is in seriously deteriorated condition, the only remains of which are some sections of foundations. These remnants relate to a drying room depicted in a 1928 Sanborn map (Figure 13).

Structure #8 is the tallest of the identified structures. Constructed of stone, it is compartmentalized. It corresponds with a dry kiln that is depicted in a number of the Sanborn maps, the earliest of which is an 1898 map (Figures 9 through 13).

Feature #1 is a free standing stone wall. It may be the remains of a warehouse identified in an 1898 Sanborn map (Figure 9).

Feature #2 consists of four stone supports. These supports probably supported a tramway that ran between the paint shop and woodworking shop indicated in Figure 13.

Feature #3 is a free standing brick wall. It is located near the dry kilns. Its function has not been determined.

Feature #4 is a raceway. It runs along the southern wall of Structure #7. The feature is believed to have conducted water into a furnace.

Feature #5 is a large wooden trestle. It is a remnant of the L & N Railroad featured in Figures 7 through 13.

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Feature #6 is identified as a native stone wall. It may be part of a sawing shed or stock room depicted in a 1928 Sanborn Map (Figure 13).

Feature #7, which runs parallel to and south of the railroad path, is a concrete wall. According to Figures 8 through 13, the wall may be either part of a loading platform or a railroad spur.

Feature #8 is likely to be part of a trestle for the L & N Railroad line. It is described as a square structure of native stone. It is located adjacent to a ravine that is in the path of the former rail line.

Feature #9 consists of two parallel concrete walls. The walls are tentatively associated with coke bins depicted in an 1894 Sanborn map (Figure 8).

While a paint and oil storage building, an office, two lumber sheds, a hub storage building, and several other unidentified buildings are shown on a 1928 Sanborn Map, Watkins' (1993) survey did not record any visible remains of these structures. That remnants from these buildings and others indicated on Sanborn maps from 1889 to 1921 may exist below the surface is possible. Subsurface testing may reveal these and other notable deposits. The Florence Wagon Works site has officially been listed in the Alabama State Site File as Site 1Lu533.

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Statement of Significance

The Florence Wagon Works site is significant under Criterion A for its association with the late nineteenth and early twentieth century industrial history of Florence, Alabama. The Florence manufacturer ranked as one of the top wagon producers in North America.

Historical Summary

To Dr. A. D. Bellamy, the north bank of the Tennessee River in east Florence represented an ideal location. It was easily accessible by boat and train. A section of the Florence boat canal stretched along the river bank permitting boat traffic to navigate through what would otherwise be less than navigable shoals. A branch of the L & N Railroad ran through east Florence. Thus, supplies and finished products could be shipped to and from major markets throughout the nation. Consequently, Bellamy moved a wagon works company from Atlanta to east Florence in 1889, further citing the readily available supplies of nearby hardwood and iron as an added advantage for relocation (McDonald 1980).

The Florence Wagon Works joined other industries and businesses that located in east Florence in the late nineteenth century. Among those industries and businesses were the Tennessee Valley Fertilizer Company (1897), Bellamy Planing Mill (1901), Florence Ice and Coal Company (1902), Ashcraft Cotton Mills (1899), North Alabama Furnace (1889), Philadelphia Furnace (1888), Cherry Cotton Mills (1883), Charles A. Sullivan Store (1893), and other stores and restaurants (Merrill 1976).

The Florence Wagon Works proved to be an important fixture in the Florence area. According to a July 30, 1904 *Florence Times* article, the wagon works provided direct employment for as many as 175 men and indirect employment for hundreds more who worked in support capacities such as tree cutters (*Florence Times* 1904). Considering approximately 6,500 people lived in Florence in 1904, the works supplied jobs for one thirty-fourth of the population. The wagon works annually injected \$300,000 in goods and services into the community and paid its employees \$100,000 in wages (McDonald 1980). Thus, the wagon manufacturer accounted for nearly half a million dollars of the Florence economy during its peak years of production.

During its fifty-two year history, the Florence Wagon Works established itself as a major producer. Annual production of 15,000 wagons ranked the Florence company first in the United States and second in North America behind Canada's Studebaker Wagon Works (Haskins 1993). In large part, the success of the Florence Wagon Works depended on the popularity of its light running wagon. In addition to this model, the company produced several models, sold parts, and repaired wagons according to a company publication (Florence Wagon Works 1899).

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Florence wagons were shipped all over the United States and to a number of countries. They were quite popular in Texas (McDonald 1980). According to a historical marker near the wagon works site, many wagons saw action in France during World War I.

The quality of the Florence wagons depended on the 175 employees. Quality was never an issue with the employees as they were truly committed to producing the best wagons on the market. According to historian William McDonald (1980), the "esprit de corps among the workers lasted long after the closing of the works." Descendants of the wagon factory employees convene every year at the Florence Wagon Factory Reunion to celebrate the history of the works and their ancestors' employment in it.

Employees of the Florence Wagon Works were of European-American and African American origin. They had last names such as Bellamy, Mason, Lyon, Ingram, Beadle, Jones, Lindsey, Wilkes, Ashcraft, Redding, Stafford, and Morgan (McDonald 1980). A European-American hegemony dominated the work place: European-Americans occupied positions at all levels while African-Americans performed menial tasks. According to McDonald, the two cultures were, in part, segregated as white employees attended such churches as East Florence Presbyterian Church, East Florence Church of Christ, St. James Methodist Church, and Central Baptist Church which were located near the works whereas black employees attended a baptist church in Pine Ridge which was located some distance away from the works (Personal Communication). The two cultures may have been completely segregated but no social studies have been conducted to prove, or disprove, this possibility. Regardless of the hegemony and segregation, the employees worked to make the Florence wagon the best on the market.

Unfortunately, the unwavering dedication and enthusiasm of the wagon workers did not prevent the closure of the Florence Wagon Works. Mass produced, affordable, motorized trucks and tractors replaced horse drawn wagons as the preferred mode of transportation. In an attempt to remain in business, the wagon manufacturer switched to the production of lawn chairs, swings, and other furniture in its last years of operation, but the plant closed in 1941 (McDonald 1989). The Florence Wagon Works never reopened.

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Bibliography

Alabama Historical Commission

1978 *Alabama's Tapestry of Historic Places*. Alabama Historical Commission. Montgomery.

The Florence Herald

1968 "The Florence Wagon Works". Sesquicentennial Edition.

The Florence Times

1904 Unidentified article. July 30. Florence.

Florence Wagon Works

1899 *The Florence Wagon Company Manufacturers of Farm Wagons*. Florence.

Haskins, Shelly

1993 "Wagon Works Study May Get Site Listed as "Historic." *Times Daily*. Wednesday, November 24.

Merrill, Susan

1976 East Florence Business District. Political Science 499 paper submitted to the University of North Alabama, Florence Alabama. Unpublished paper on file at The University of Alabama, Alabama Museum of Natural History, Division of Archaeology, Moundville.

McDonald, William Lindsey

1980 *Sweetwater: Yesteryears*. Privately Published. Florence.

McDonald, William Lindsey

1989 *Sweetwater: The Story of East Florence, 1818 to 1940*. Privately Published. Florence.

Watkins, Joel H.

1993 A Preliminary Survey of the Florence Wagon Works Site, Lauderdale County, Alabama. Draft report submitted to Tennessee Valley Authority, Norris Tennessee. Unpublished draft report on file at The University of Alabama, Alabama Museum of Natural History, Division of Archaeology, Moundville.

United States Department of the interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

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Florence Wagon Works Site
Name of Property

Lauderdale Co., Alabama
County and State

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Verbal Boundary Description

The Florence Wagon Works site is bounded by Dekalb Avenue to the north, the Tennessee River to the south, Main Street to the east, and Spurr Street to the west. In terms of block numbers, the site is composed of Block 674, Block 588, and sections 02, 03, 13, and 14 of Block 587 as recorded by the City of Florence tax map.

Boundary Justification

As indicated in the referenced Sanborn maps, the boundaries given in the Verbal Boundary Description are those that historically defined the Florence Wagon Works site.



Figure 2. Wooded Expanse.



Figure 3. Railroad Trestle.



Figure 4. Stone Walls.



Figure 5. Stone Wall Foundation.



Figure 6. Footings.

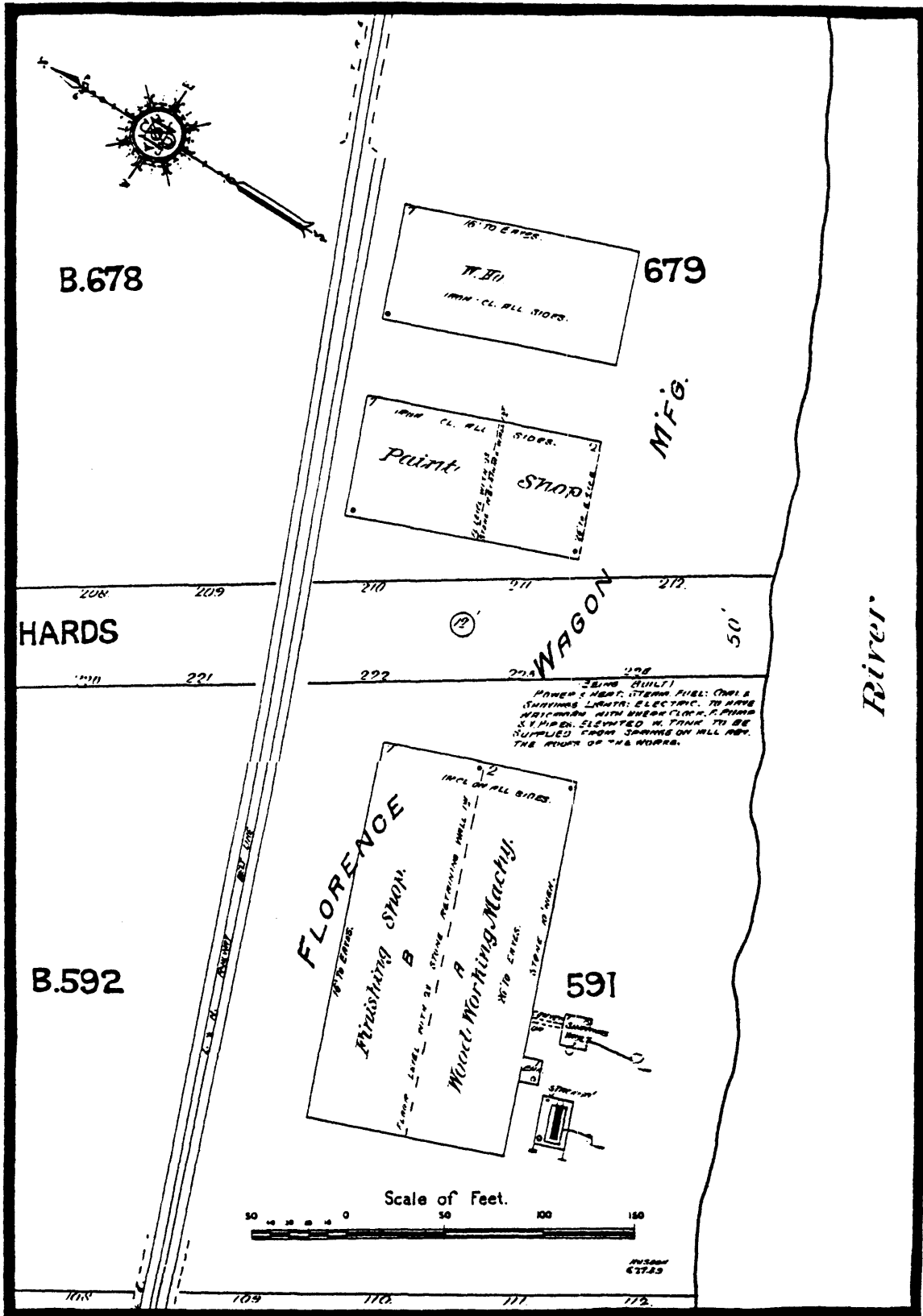


Figure 7. 1889 Sanborn Map.

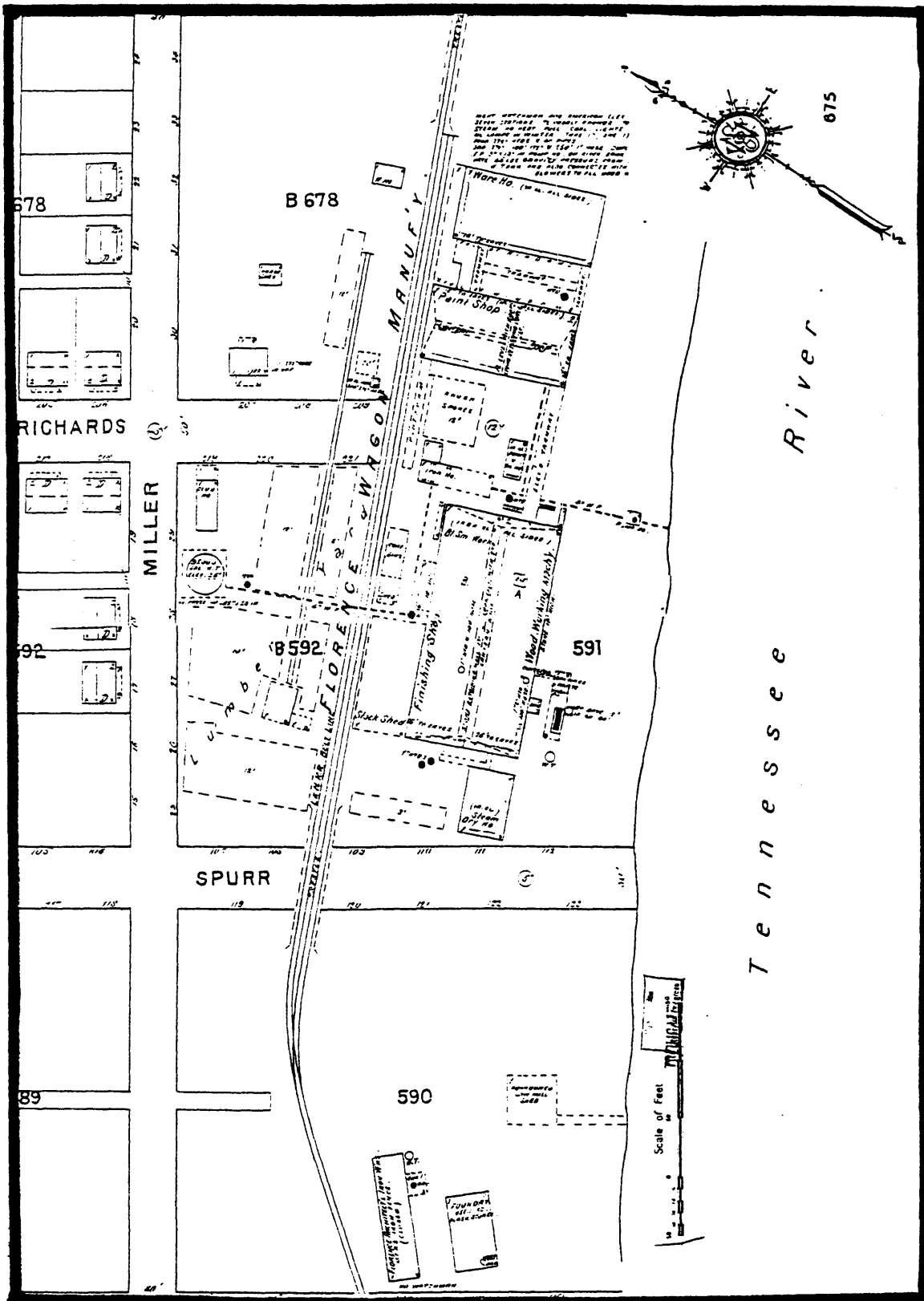


Figure 8. 1894 Sanborn Map.

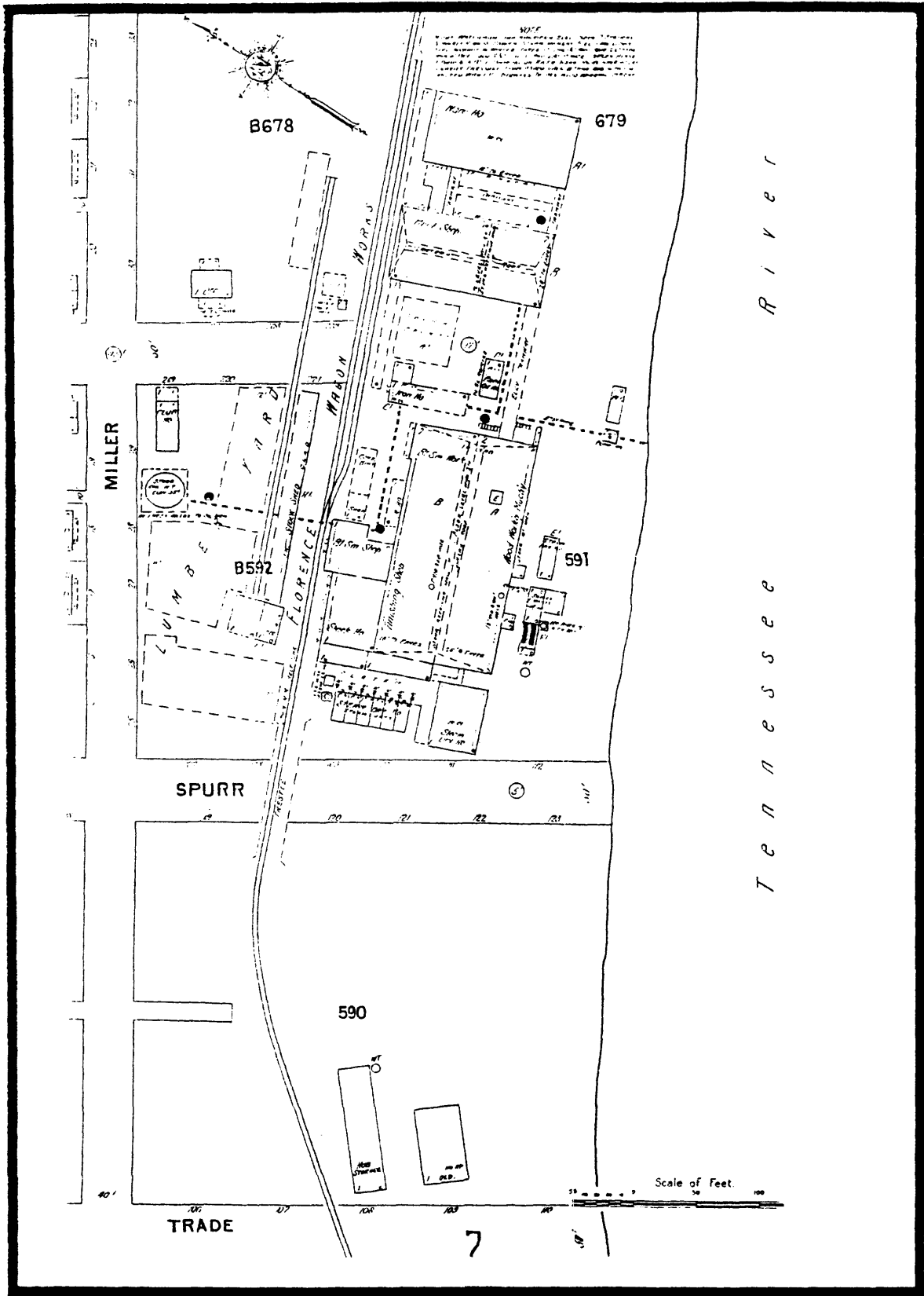


Figure 9. 1898 Sanborn Map.

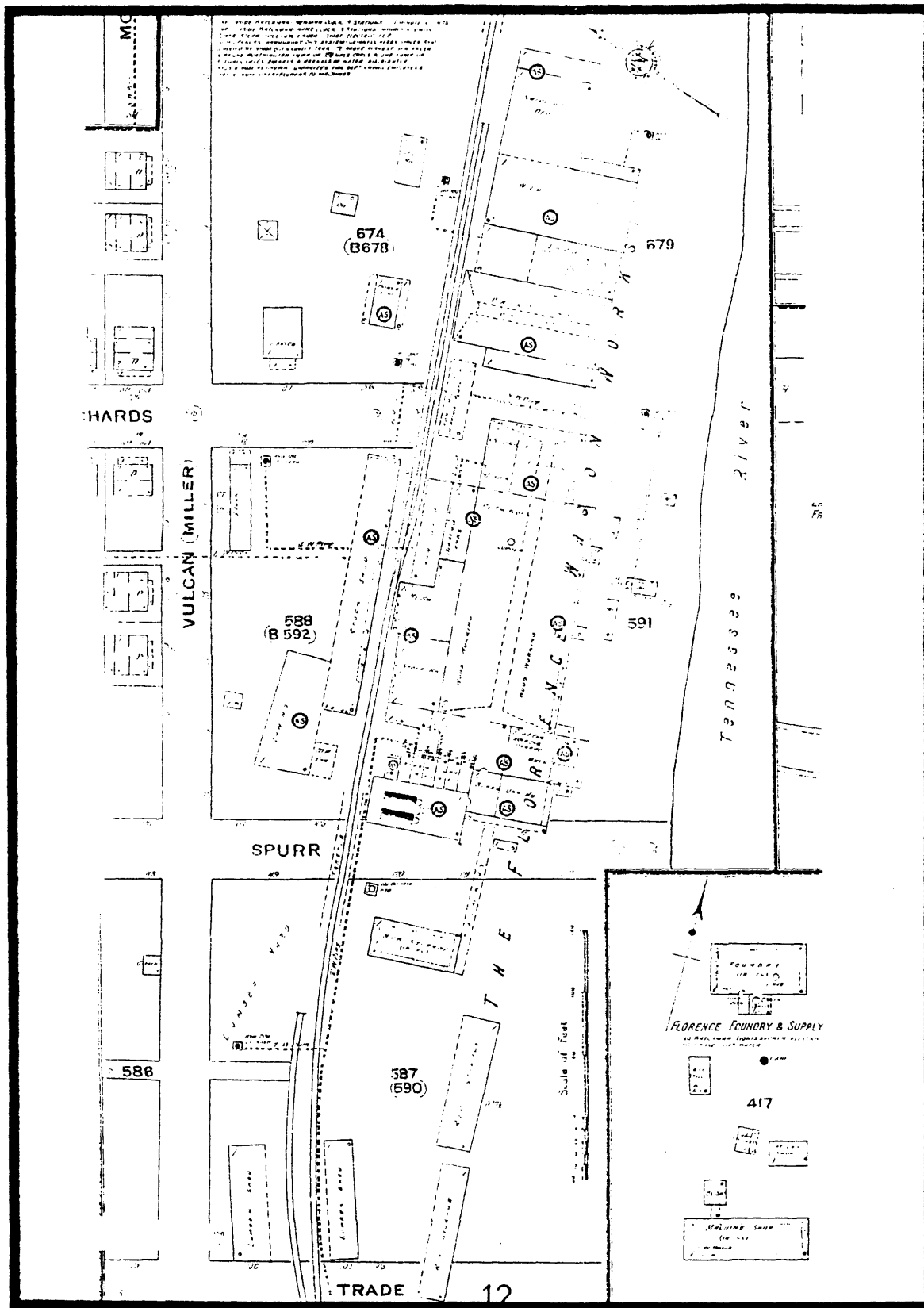


Figure 11. 1910 Sanborn Map.

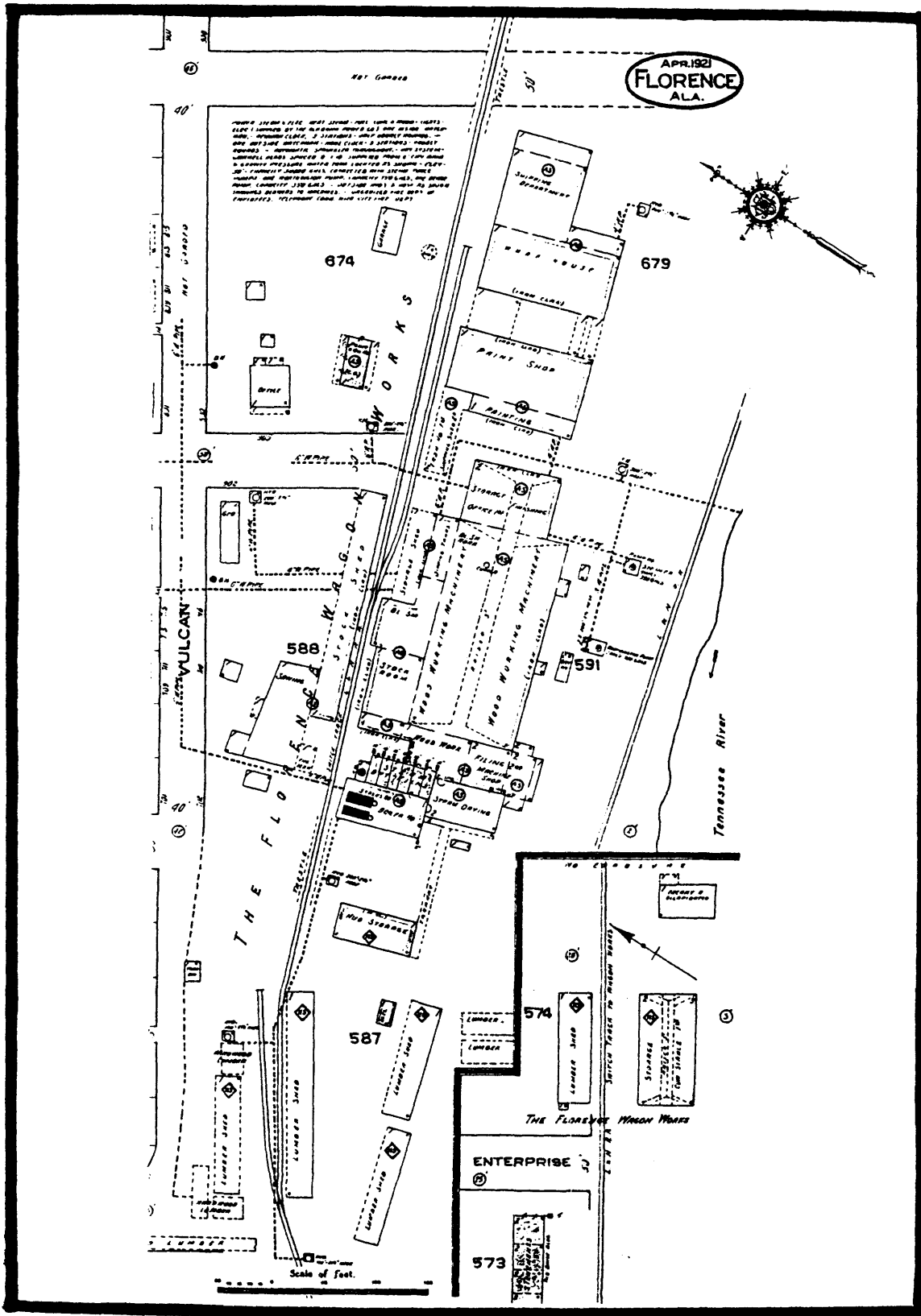


Figure 12. 1921 Sanborn Map.

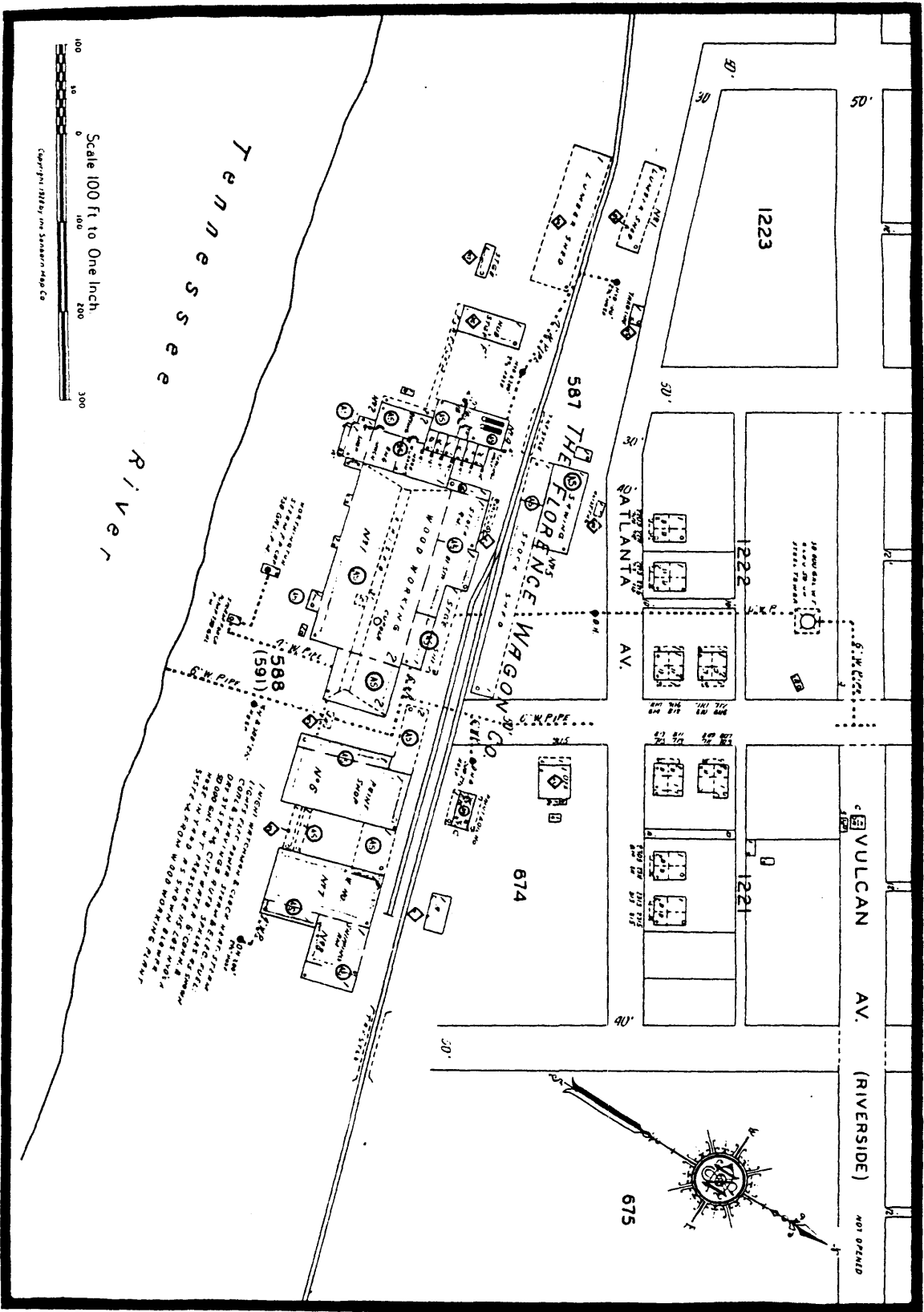


Figure 13. 1928 Sanborn Map.

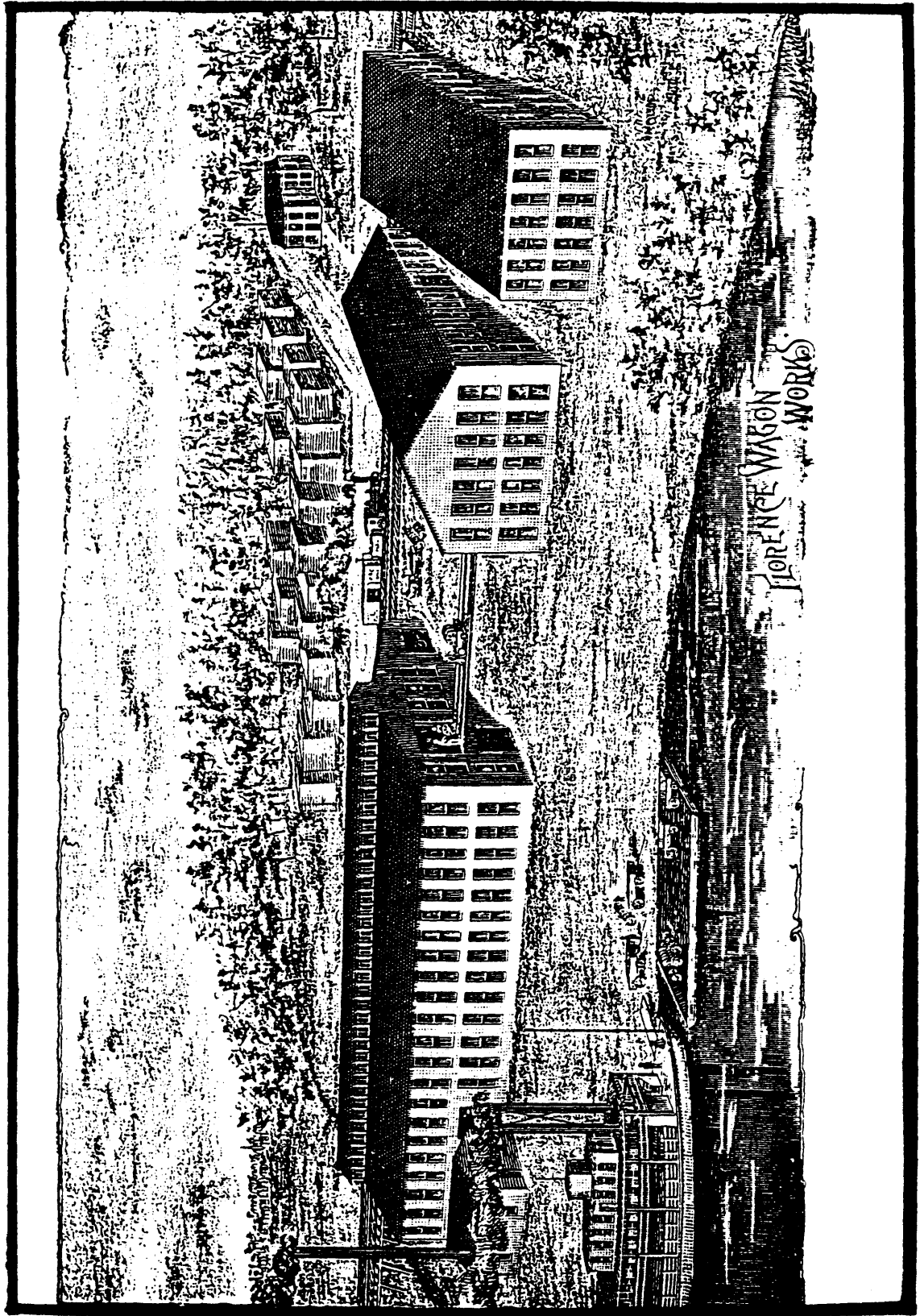
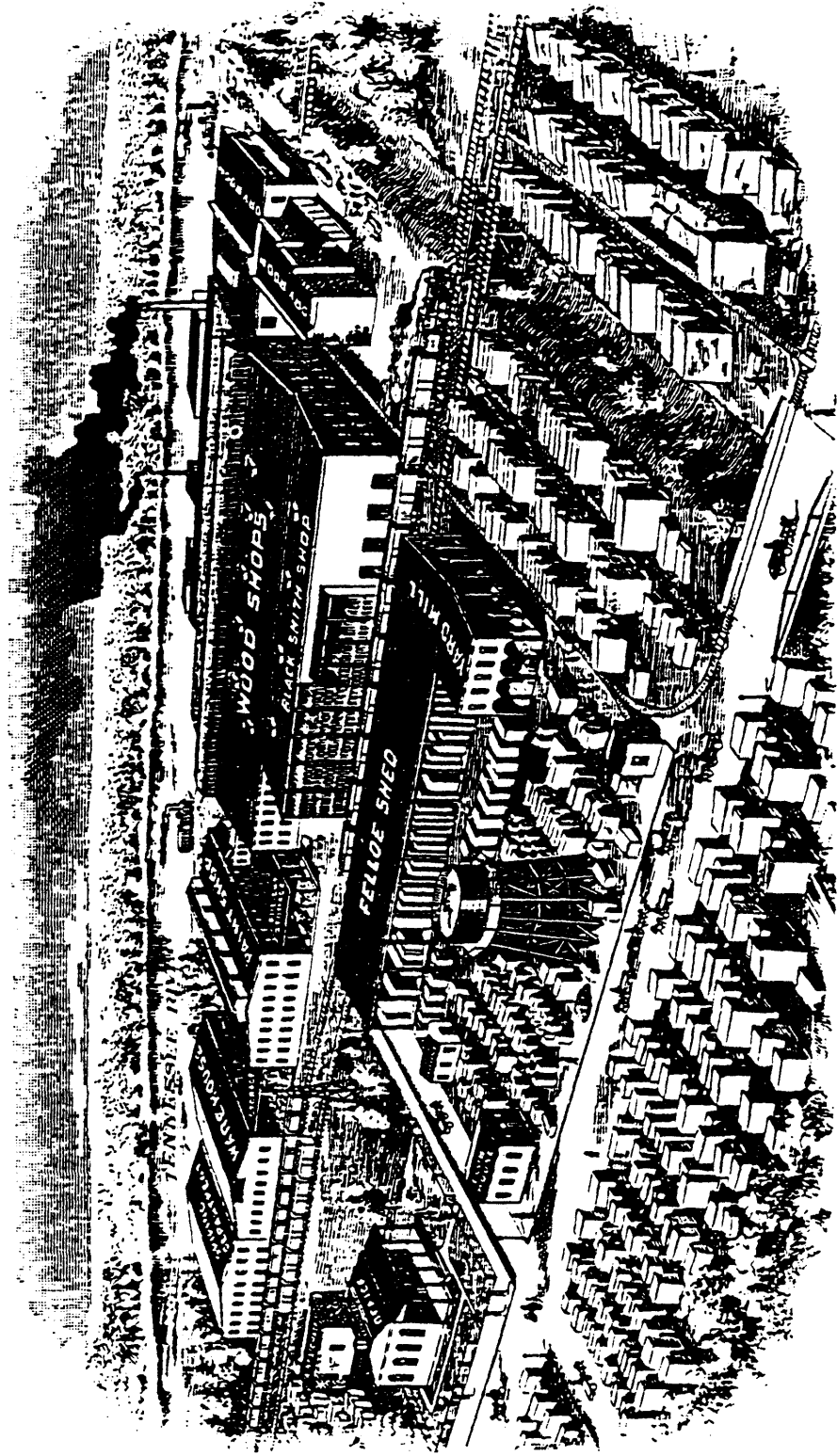


Figure 14. Florence Wagons Works as Depicted in a 1918 Souvenir Newspaper.



The Florence Wagon Works

Figure 15. Florence Wagon Works as Depicted in the Sesquicentennial Edition of the *Florence Times*.

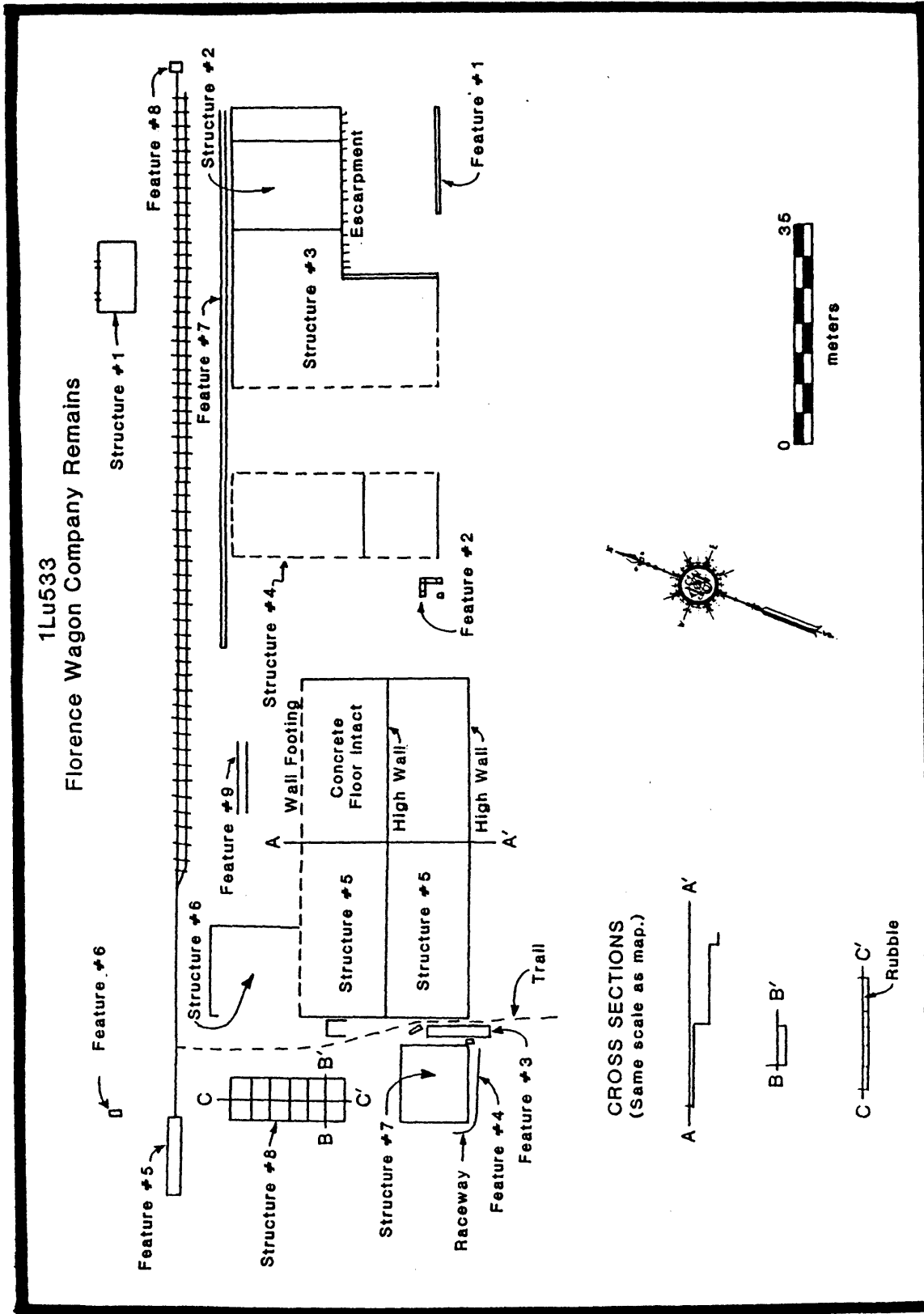


Figure 16. Site Plan Map.



Figure 17. 1929 Florence Wagon Works Wagon at Pope's Tavern.