

Ford's Way

Ford's Domestic (USA) Assembly Plants... Then and Now (with photos) By Steve C. Plucker, Prescott, Washington

It has been plus or minus, 90 years since our beloved Model A/AA Fords have rolled off the Ford assembly lines in the United States, various Foreign countries, England and Canada.

There were 36 assembly plants in the United States (Domestic); 14 foreign plants; 2 England plants; 5 Canadian plants, not to mention those in Australia.

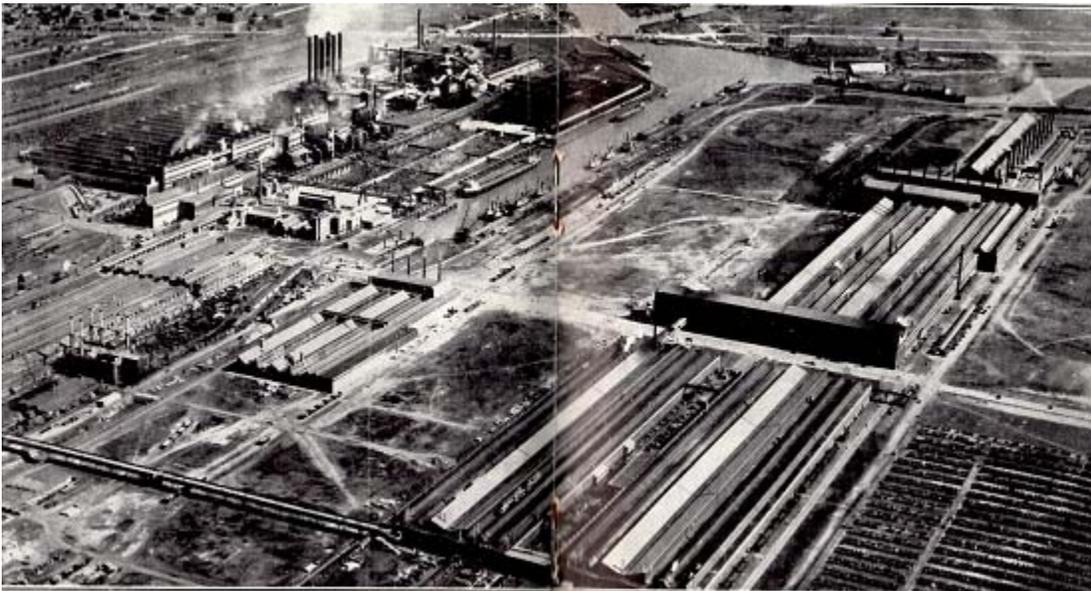
Photos of all the domestic (United States) assembly plants and their production figures are featured in the book: *"The 1928-1931 Ford Assembly Plants and their Production of the Model A Ford Passenger Cars...Part 1"*. Some are not correct..this will set the story stright.

After 90 or so years, the question then is just what are these old Ford assembly plants now? Are they still there to see? Are they still owned and operated by Ford? For on-line viewing, just go to Google Maps and type in the address of the Assembly Plant below and see for yourself. Or go directly to my website www.plucks329s.org and go to "Assembly Plants and Bills of Sale" to see the enhanced version of this document with color aerial views.

The following list is according to each domestic (USA) assembly plant's opening date for Model A/AA Ford production and what the assembly plant has become after 90 years or so as of January 12, 2019.

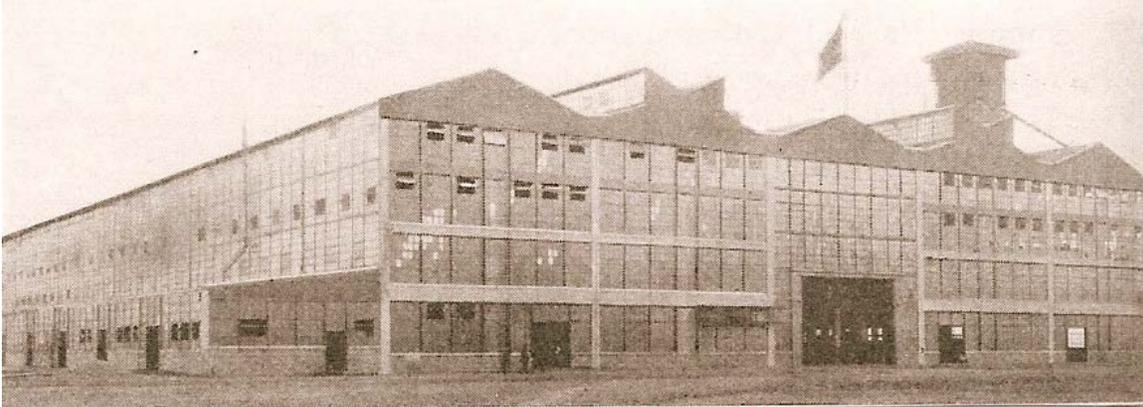
THE UNITED STATES (DOMESTIC) FORD ASSEMBLY PLANTS

Dearborn (The Rouge Plant), Michigan (1918-Present): Located at 3001 Miller Road. Production started November 1, 1927. Vehicles coming out of this plant were represented by Assembly Plant Production Codes: F, FD, B, C and D. This was the Ford Motor Company's "mother plant". Most, if not all, the original buildings have been either upgraded or removed from production.





Kearny, New Jersey (1918-December 1930): The assembly plant was located in the Kearny Marsh area of Kearny Point between the Passaic River on the west, the Hackensack River on the east and to the south of US Rt. 1 and 9. This location would be 135 Central Ave. in the southwest corner between Central Avenue and Ford Lane. Production started December 19, 1927. Vehicles coming out of this plant were represented by the Assembly Plant Production Code: KY. The assembly plant was replaced by the Edgewater Assembly Plant on December 8-15, 1930. Not sure if current structures are part of the original assembly plant.





San Francisco, California (1914-June 1931): Located at 2905 21st and Harrison. Production started January 4-5, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Codes: SFA or SFAA. The original five (5) story assembly plant was demolished after the 1989 earthquake and a 1-2 story building now takes its place which houses the John O'Connell School of Technology. Was replaced by the Richmond Assembly Plant on August 1, 1931.



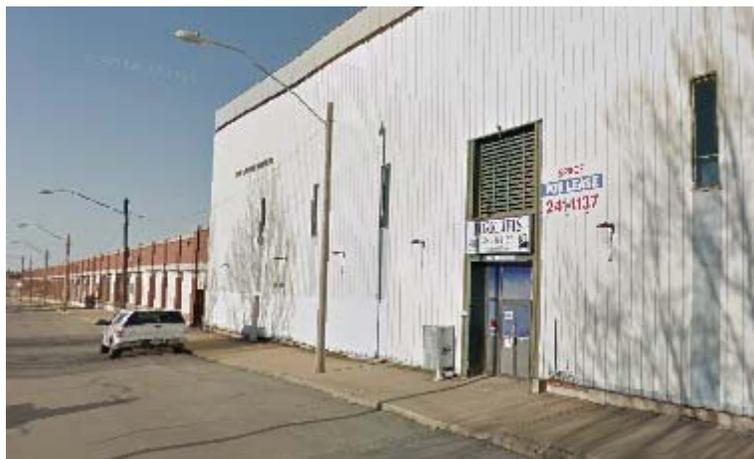
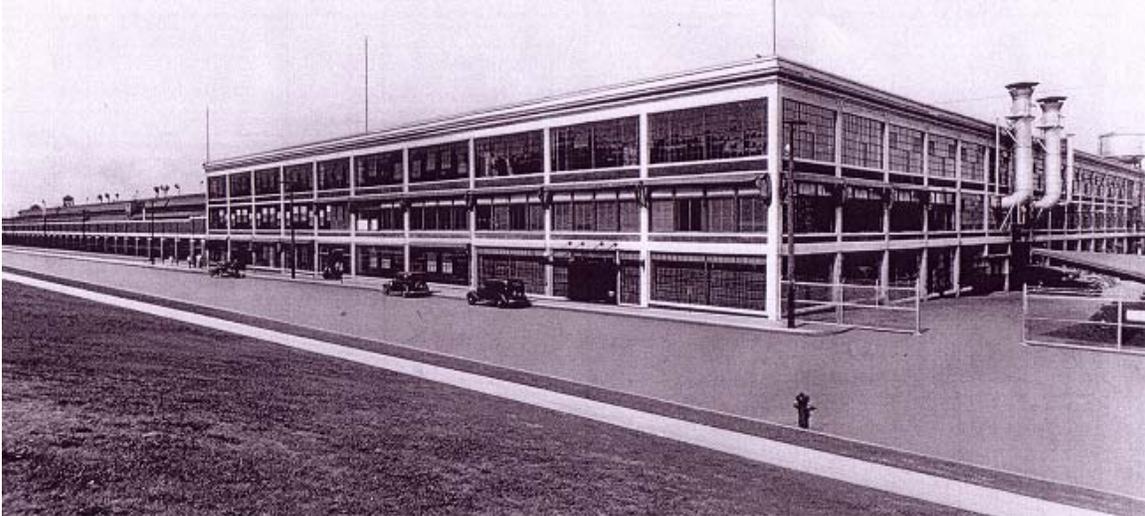


Louisville, Kentucky (1925-1955): Located at 1400 South Western Parkway on the Ohio River. Production started January 13, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: LE. The original one (1) story assembly plant is still standing by the Ohio River. May be operated by Kiel Brothers Oil, Inc Auto Repair Shop.





Kansas City, Missouri (1912-1946): Located at 1025 Winchester Avenue. Production started on January 27, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: KC. The original one to three (1-3) story assembly plant is still there but has had a “face-lift” all around. Currently it is the home of Industrial Surplus Company and United Metal Spinning.

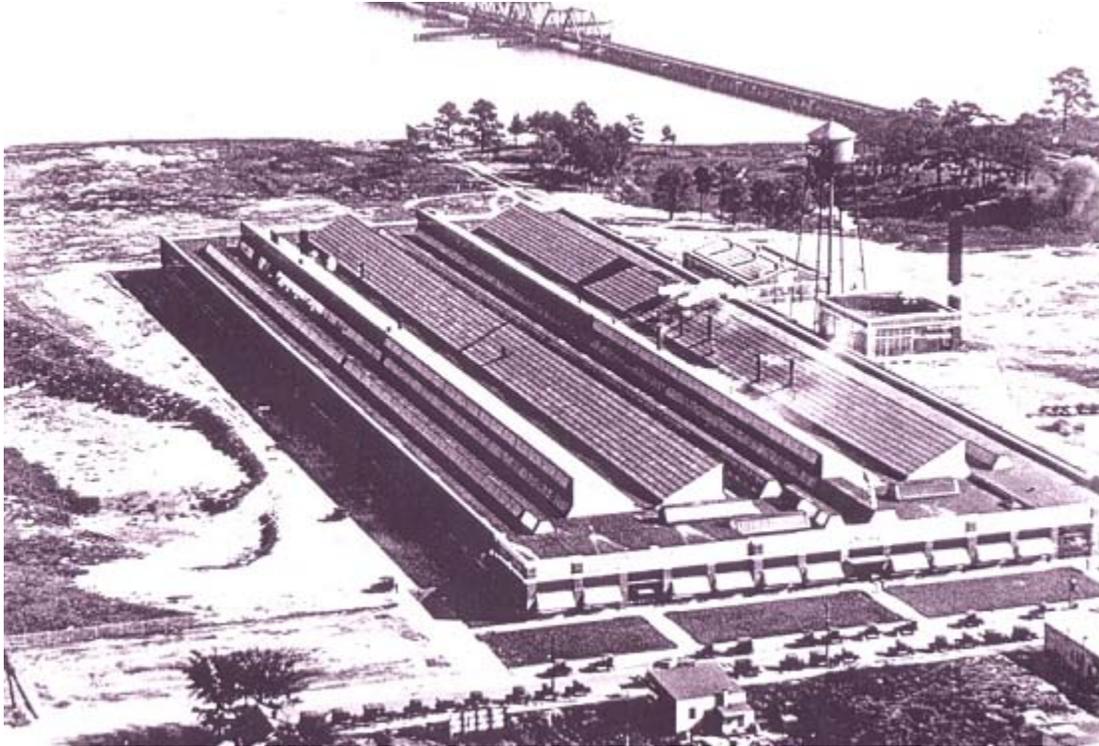




Chicago, Illinois (1924-?): Located at 12600 South Torrence Ave. on the Calumet River. Production started approximately February 6, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: CHI. The original one (1) story assembly plant is still there but has had a “face-lift” all around. It is still under the operation of the Ford Motor Company.



Norfolk, Virginia (1925-2007): Located at 2424 Springfield Avenue on the Elizabeth River. Production started approximately February 21, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: NK. Nothing is left of any of the single story original buildings.





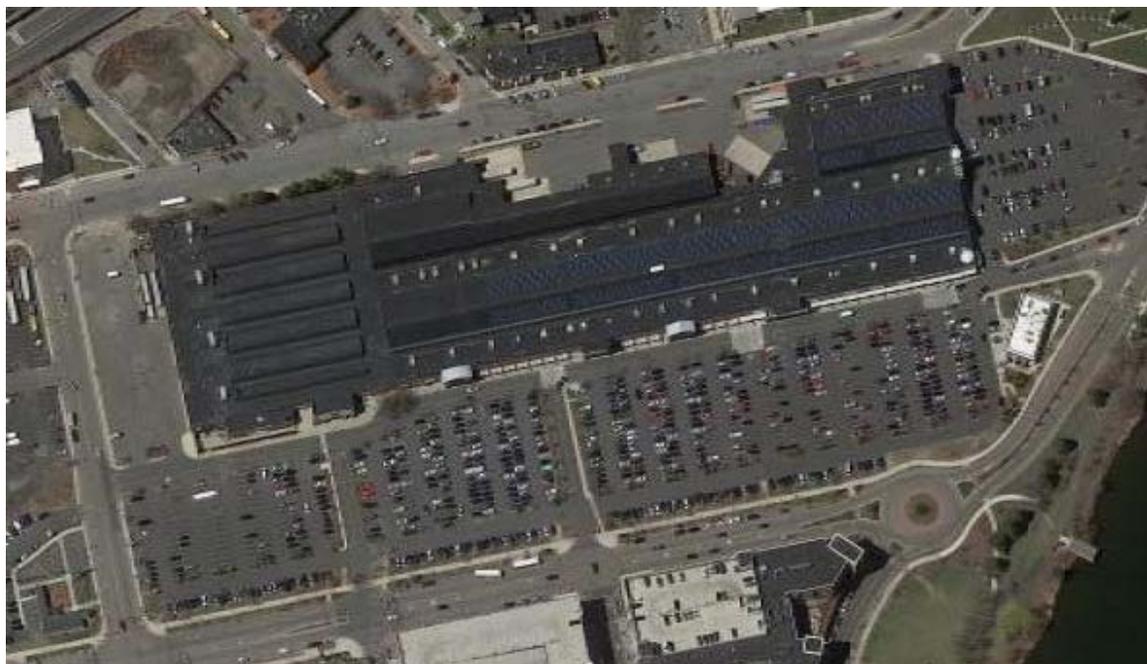
Seattle, Washington (1914-January 1932): Located at 700 Fairview Ave. and Valley Streets near Lake Union. Production started approximately March 5, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: AS. The original 5 story building still stands and is used for Public Storage. The basement still possesses the two huge coal furnaces used to heat the assembly plant but are out of commission.





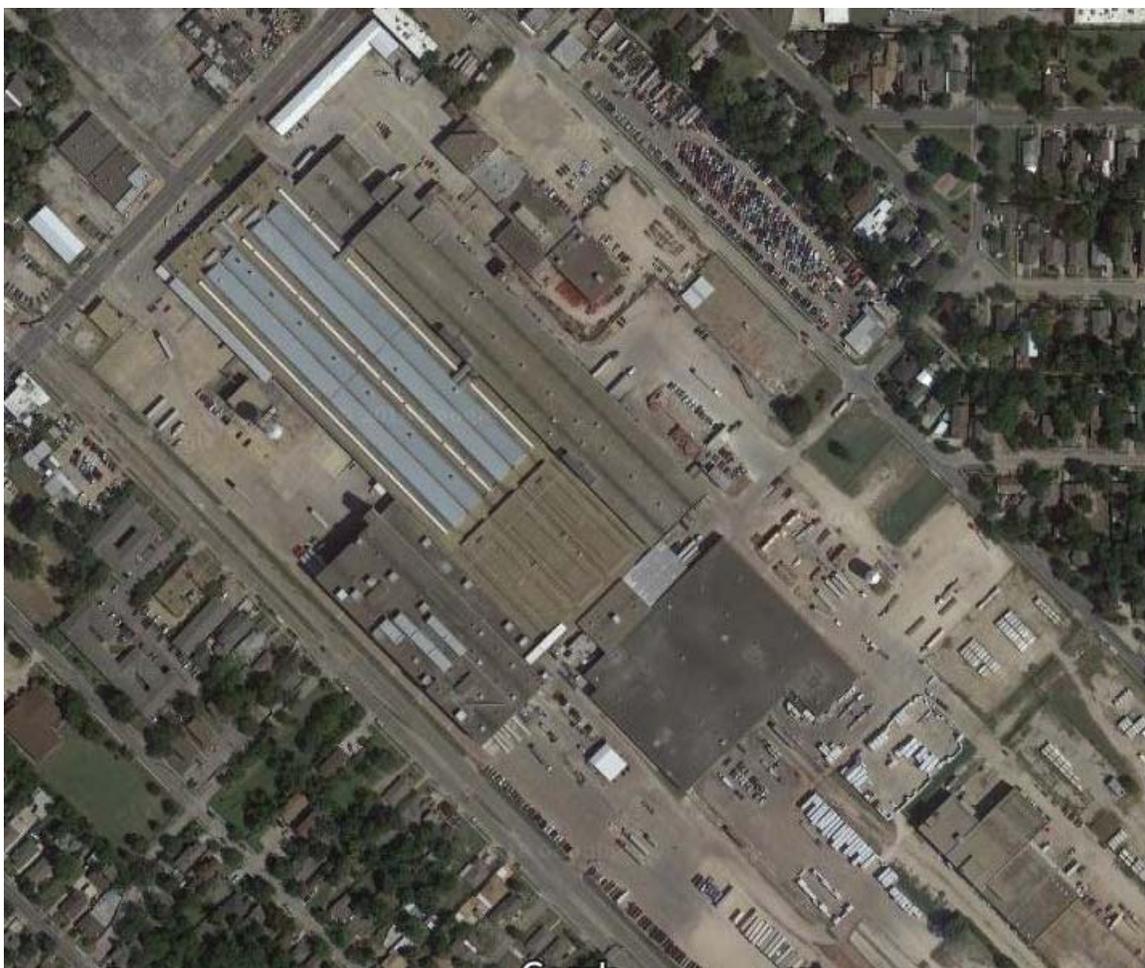
Somerville, Massachusetts (1926-1958): Located at 133-183 Middlesex Avenue on the Mystic River. Production started on March 5, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: S, SAX, SAXC, SSA, SSAX, and SSAXC. The original single story assembly plant, built in 1927, is still standing and is home to various businesses and shopping mall. The area is known as Assembly Row or Assembly Square.





Dallas, Texas (1925-1970): Located at 5200 East Grand Ave. Production started March 9, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: DS. The original one (1) story assembly plant has had a major face-lift. It is now home to Trand HVAC Parts and Supplies, Texas Star Warehouse and Distribution, and Texas Recycling.





Buffalo #1, New York (1915-September 1931): Located at 2495 Main and Rodney Streets. Production started approximately on March 12, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: *Unknown at this time.* The original four (4) story assembly plant still stands as Tri-Main Center and is home of Journey's End Refugee Service. Was replaced by Buffalo #2 assembly plant on September 1, 1931.



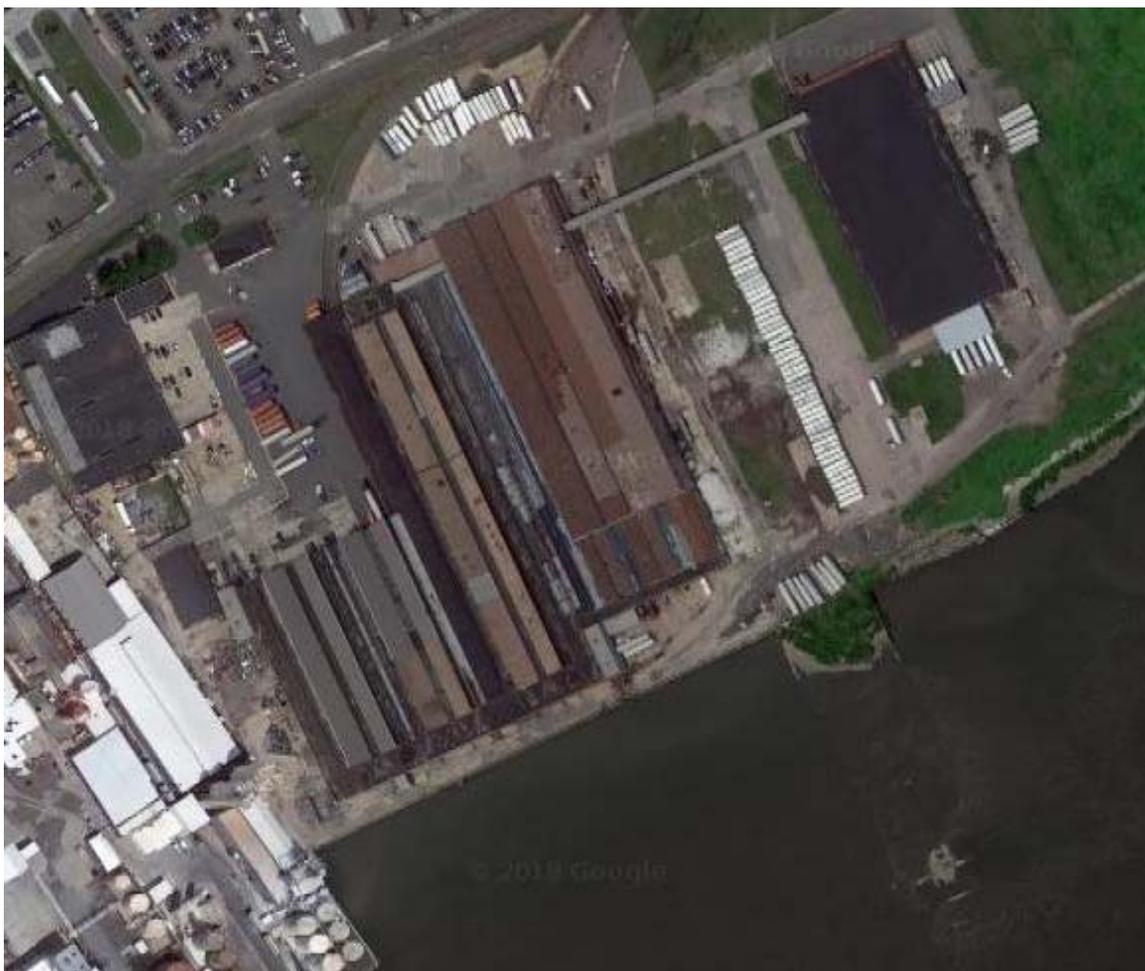


Twin City (St. Paul), Minnesota (1925-2011): Located at 966 Mississippi River Blvd. South. Production started March 15, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Codes: TC, XTC. The original single story assembly plant has been demolished. Nothing is in its place.

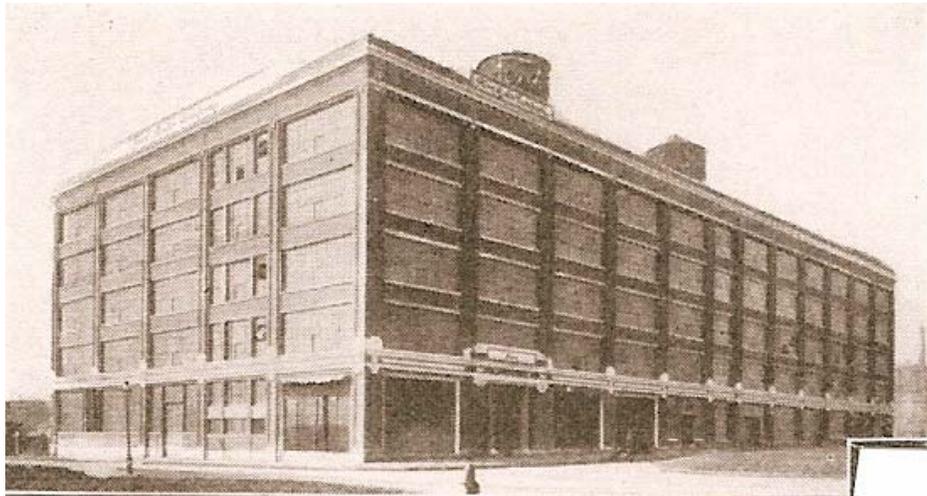


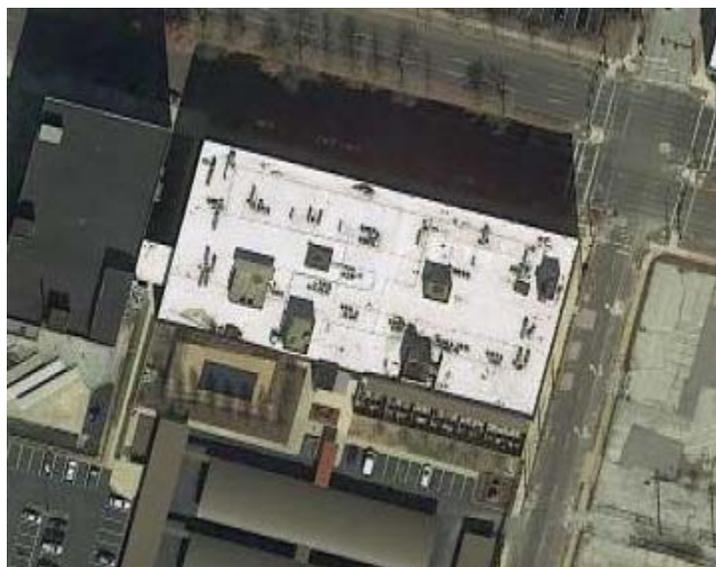
Chester, Pennsylvania (1928-1961): Located at 800 West Front Street and Lloyd Streets on the Delaware River. Production started March 16, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: CR. The original single story assembly plant is still there along with remnants of the pier projecting out into the Delaware River, and may be occupied by Riverbridge Industrial Center and Norquay Technology.





St. Louis, Missouri (1914-1942): Located at 4100 Forest Park Ave. Production started between March 15 and April 15, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Codes: STL and AXSTL. The original five (5) story building is still there and is being occupied by various vendors and stores and Westend Lofts Apartments.



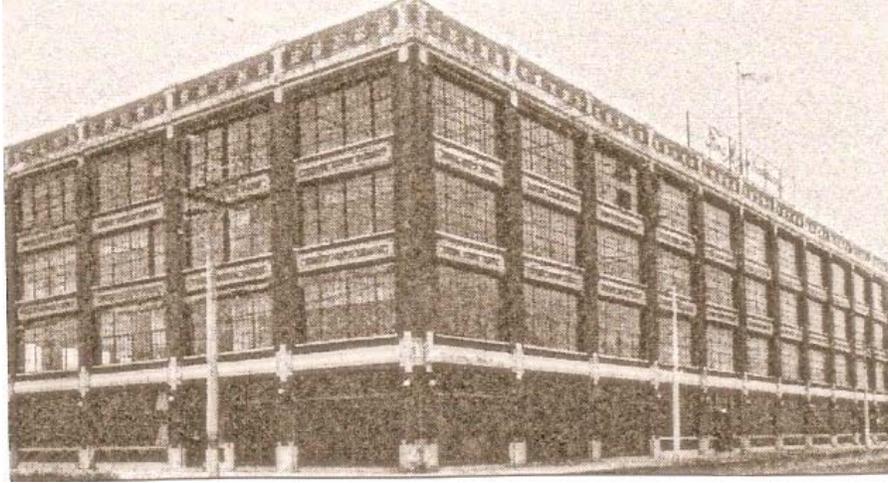


Atlanta, Georgia (1915-1942): Located at 699 Ponce de Leon Ave. Northeast. Production started approximately April 2, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Codes: A and AA. The original four (4) story assembly plant is still there and is currently the Ford Factory Lofts (apartments) and other businesses.



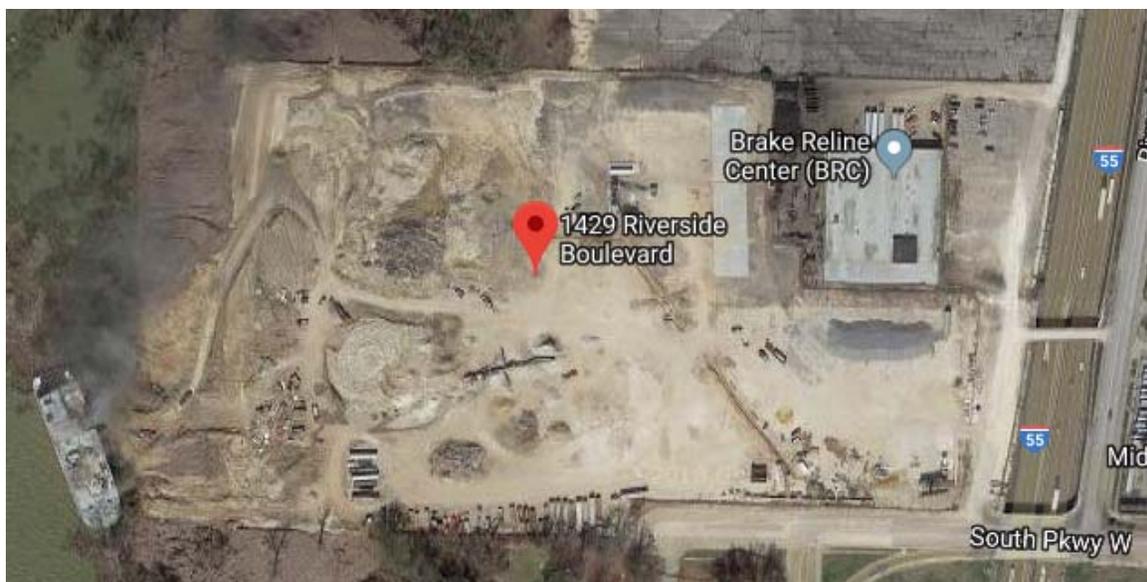
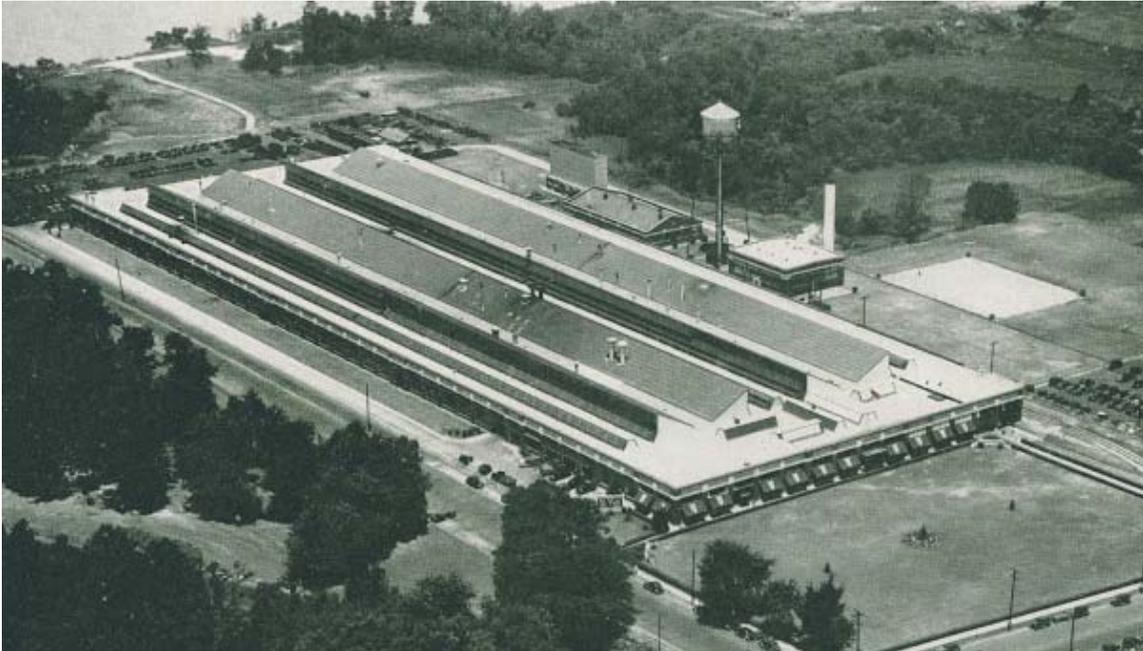


Oklahoma City, Oklahoma (1916-November 1932): Located at 900 West Main. Production started approximately April 2, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: OC. The original four (4) story assembly plant is still there and is currently owned and operated by 21c Museum Hotel Oklahoma City.





Memphis, Tennessee (1924-1958/1959): Located at 1429 Riverside Blvd. on the Mississippi River. Production started on April 5, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: MEM. The original one (1) story assembly plant was demolished in 2012 but part of the annex is the home of the Brake Reline Center.

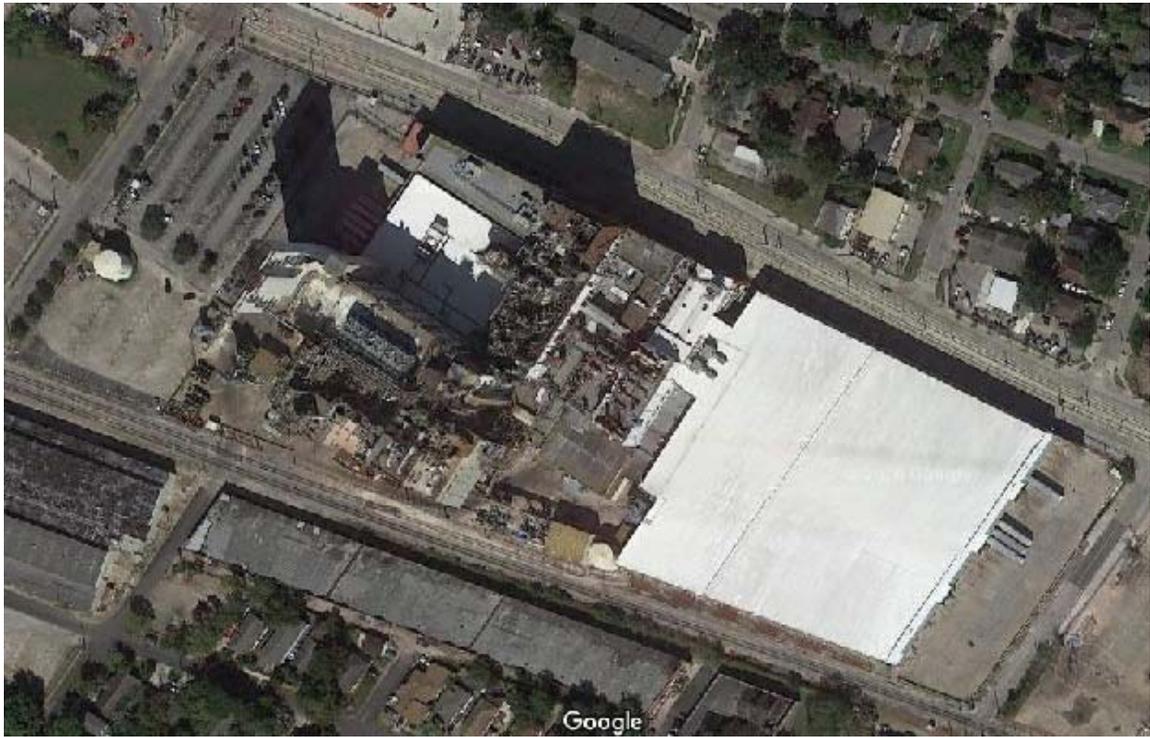


Houston, Texas (1914-November 1932): Located at 3900-3906 Harrisburg Blvd. Production started on April 16, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: H. The original 2-4 story assembly plant lost its original appearance when it was revised during World War II. Later it was acquired by General Foods in 1946 (later the Houston facility for Maxwell House Coffee until 2006 when the plant was sold to Maximus. It was rebranded as the Atlantic Coffee Solutions facility. Atlantic Coffee Solutions is planning to shut down the plant in 2018 due to financial difficulties.







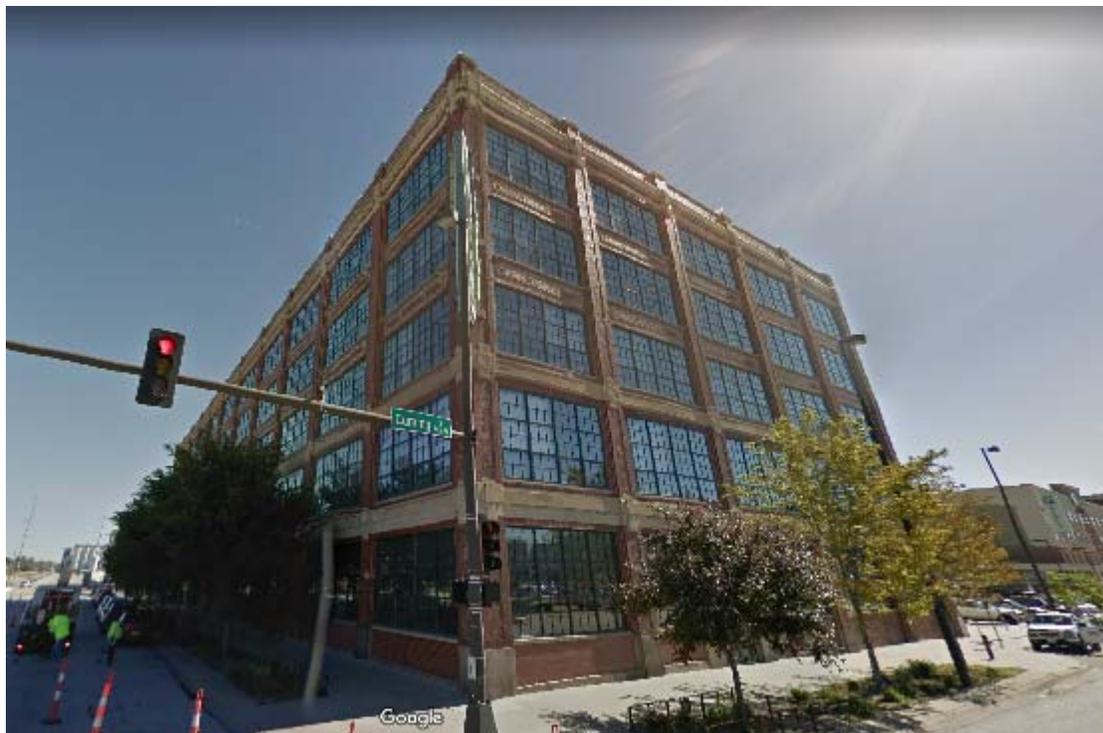


Jacksonville, Florida (1924-November 1932): Located at 1900 Wambolt Street on the St. John's River. Production started on May 10, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: JE. Part of this single story assembly plant still stands. Occupants are Metal Works.



Omaha, Nebraska (1916-November 1932): Located at 1502 Cuming Street. Production started May 10, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: *Unknown at this time*. This five (5) story assembly plant still stands. It is home to the Omaha Design Center and several other businesses. The original Ford Water Tower still stands.

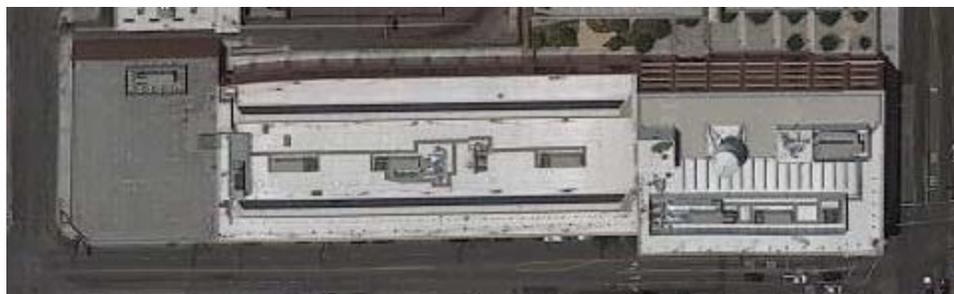






Los Angeles, California (1914-May 1930): Located at 2060 East Seventh Street and South Santa Fe Ave. Production started approximately on May 15, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: LA. This five (5) story and two (2) story assembly plant still stands. It is known as the Ford Factory and is the home of several businesses. Was replaced by the Long Beach assembly plant on April 21, 1930.





New Orleans, Louisiana (1923-December 1932): Located at 7200 North Peters Street in Arabi, Louisiana. Production started May 15, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: NO, 2NO, and 4NO. The single and multi-story assembly plant, along with the water tower, still stands near the Mississippi River. It is being occupied by an unknown company.



Charlotte, North Carolina (1924-1933): Located at 1820 Statesville Avenue. Production started approximately on May 21, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: CE. The original single story assembly plant still stands. It is being occupied by various companies as an office park.



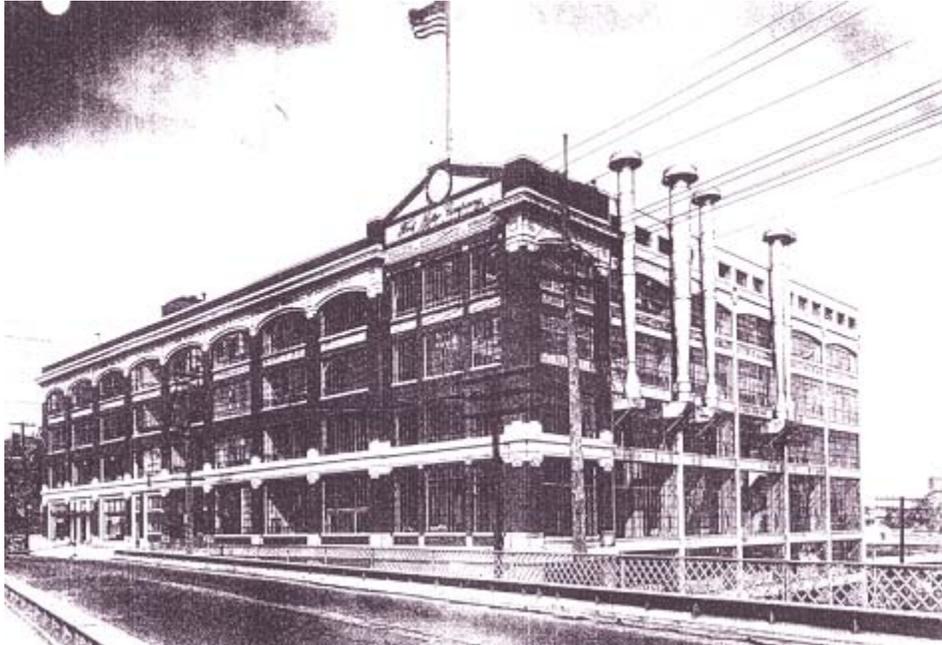


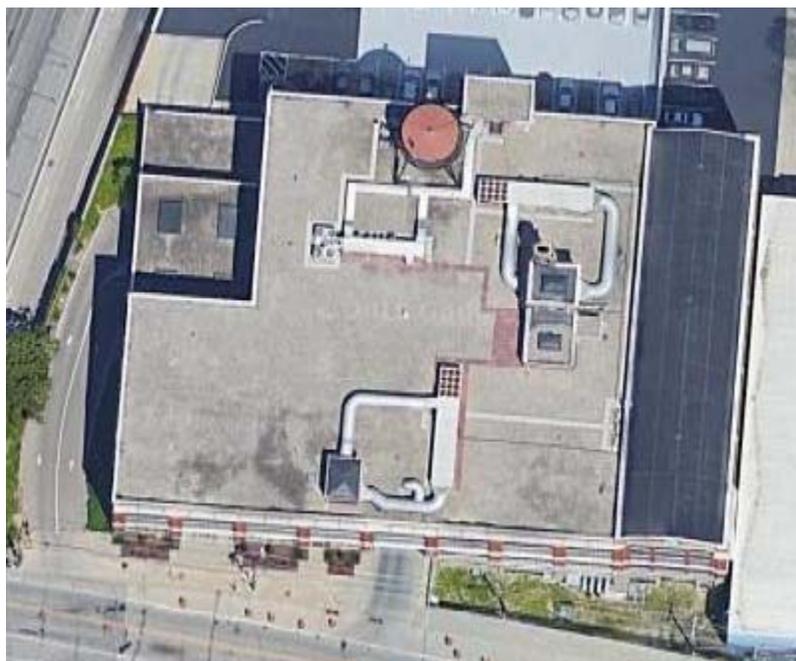
Des Moines, Iowa (1920-December 1932): Located at 1800 Grand Avenue and Fleur Avenue. Production started approximately May 21, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: DM. The five (5) story assembly plant is still standing and is being occupied by several schools and a church.





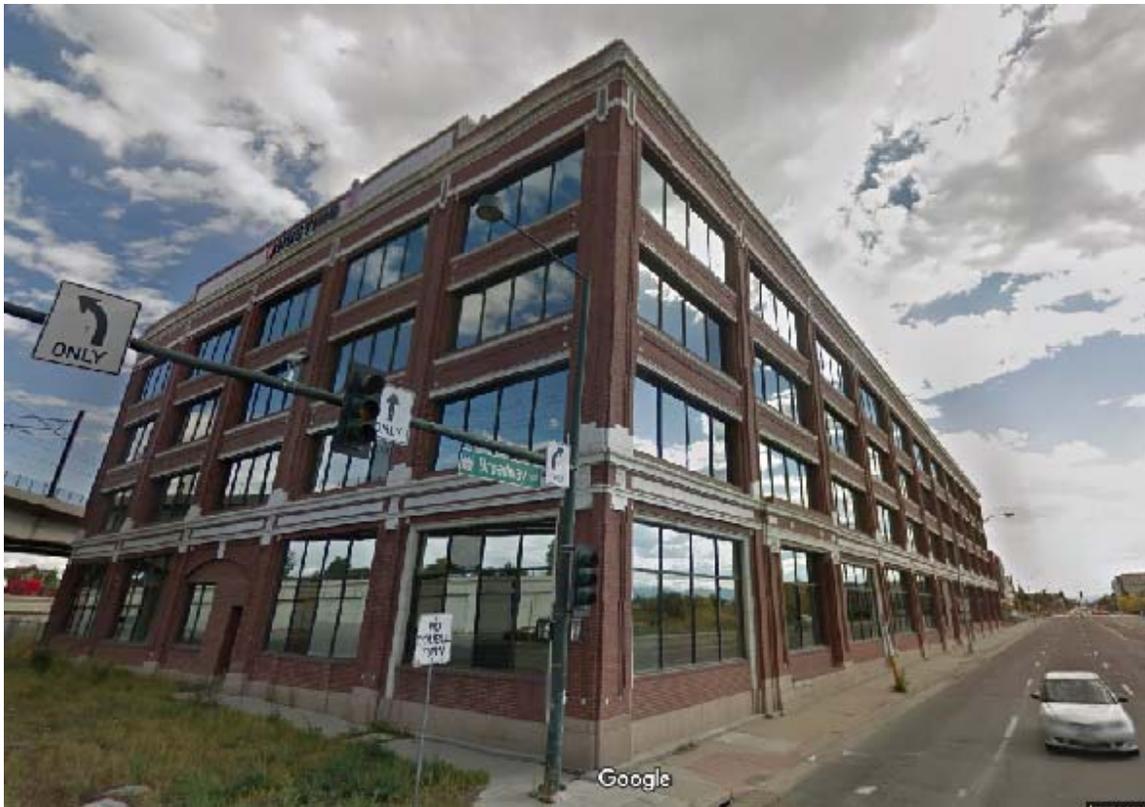
Cincinnati, Ohio (1915-1938): Located at 660 Lincoln Avenue. Production started approximately May 28, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: CI. The original four (4) story assembly plant still stands along with its water tower. It is currently being occupied by the Cincinnati Children's Hospital Home Care.





Denver Colorado (1914-1933): Located at 900 South Broadway. Production started June 5, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: DR. The original four (4) story assembly plant still stands. It is being occupied by Hosting.com.



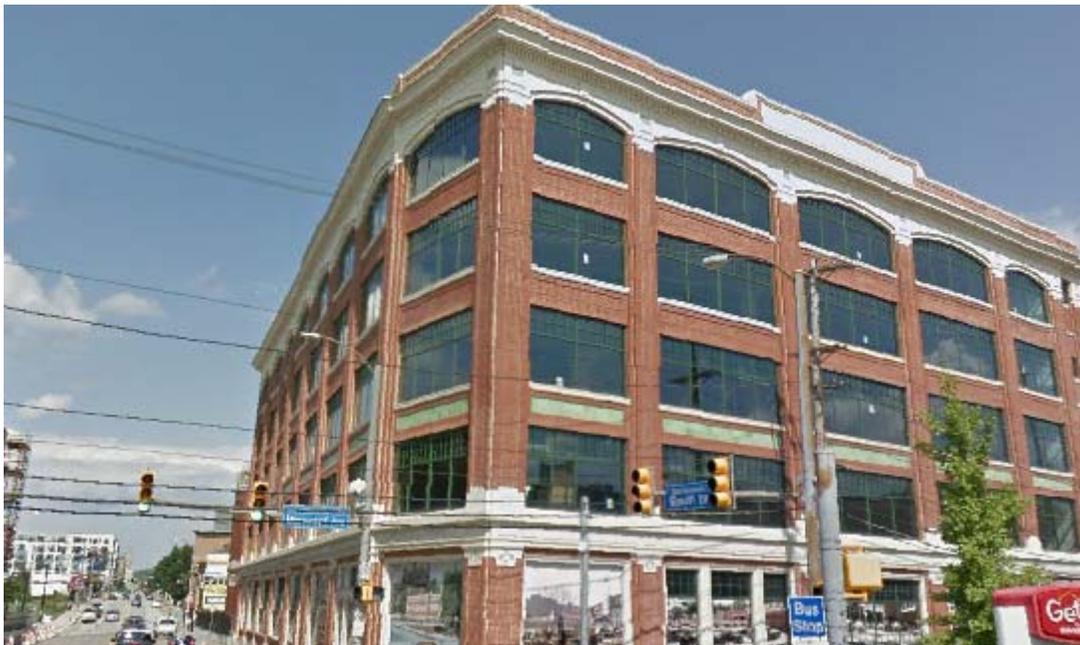


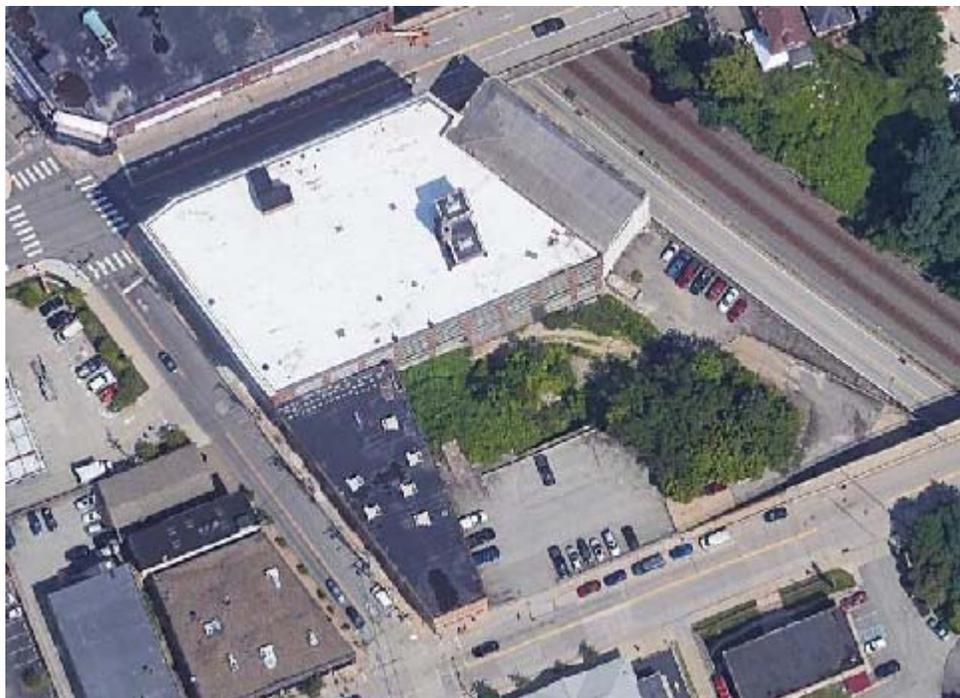
Indianapolis, Indiana (1914-December 1932): Located at 1315 East Washington Street. Production started June 6, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: (I). The original assembly plant still stands and is apparently unoccupied.



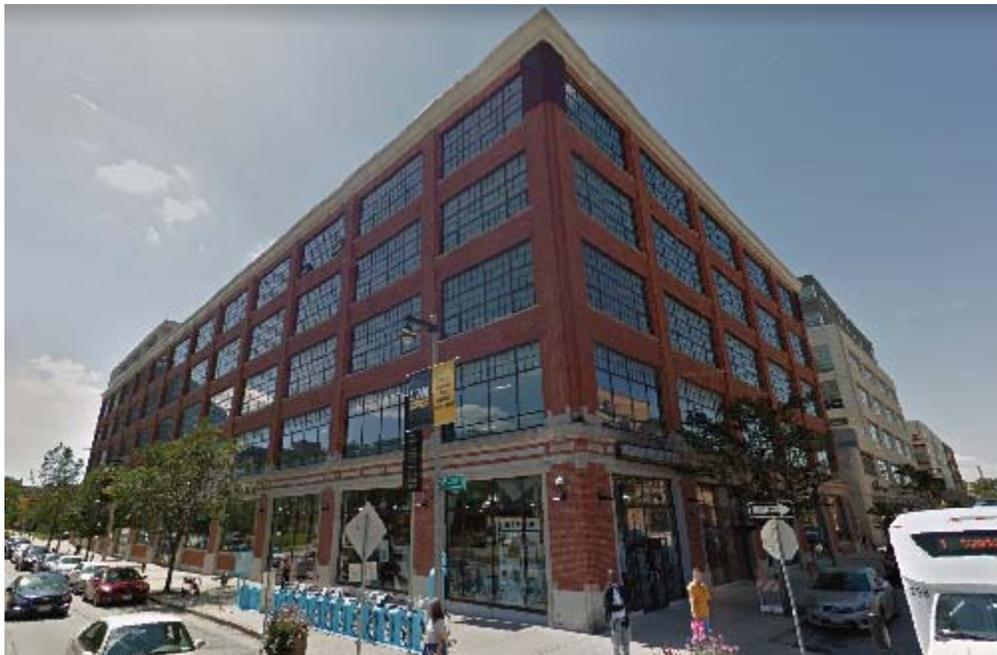


Pittsburgh, Pennsylvania (1915-November 1932): Located at 5000 Baum Blvd and Morewood Avenue. Production started approximately June 7, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: P The original five (5) story assembly plant still stands and is currently occupied by Tri State Paralegal Service.





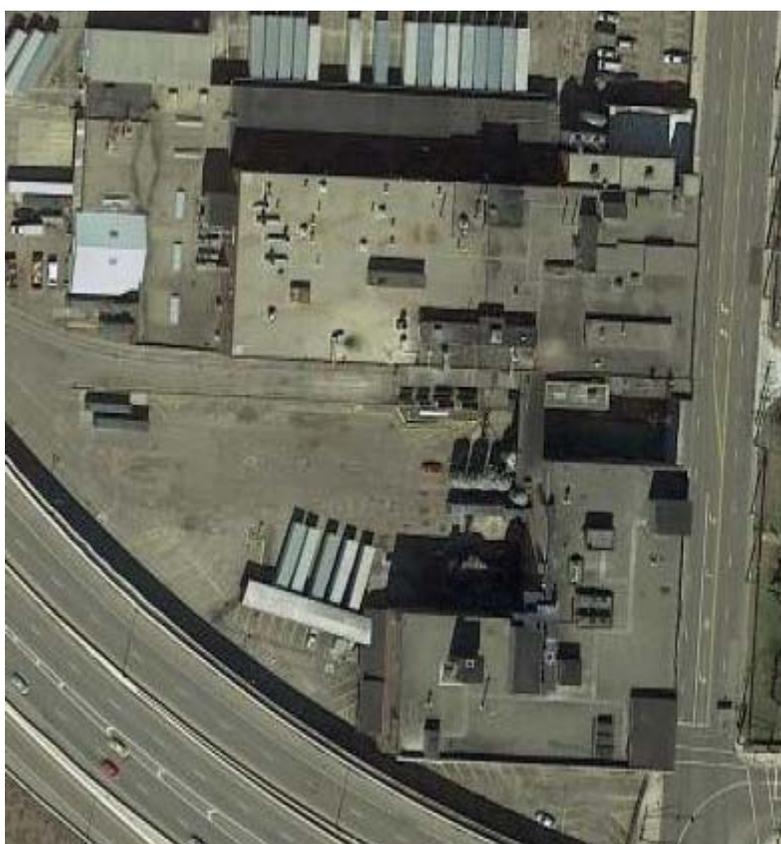
Milwaukee, Wisconsin (1916-November 1932): Located at 2185 North Prospect Ave. Production started June 11, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: R (?). The original five (5) story assembly plant still stands and is occupied by several businesses such as UWM Kenilworth Square Apartments, Urban Outfitters, and others.





Columbus, Ohio (1914-March 1932): Located at 427 Cleveland Avenue. Production started July 16, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: G. The original four (4) story assembly plant still stands. Is currently occupied by Kroger Grocery's baking facility.





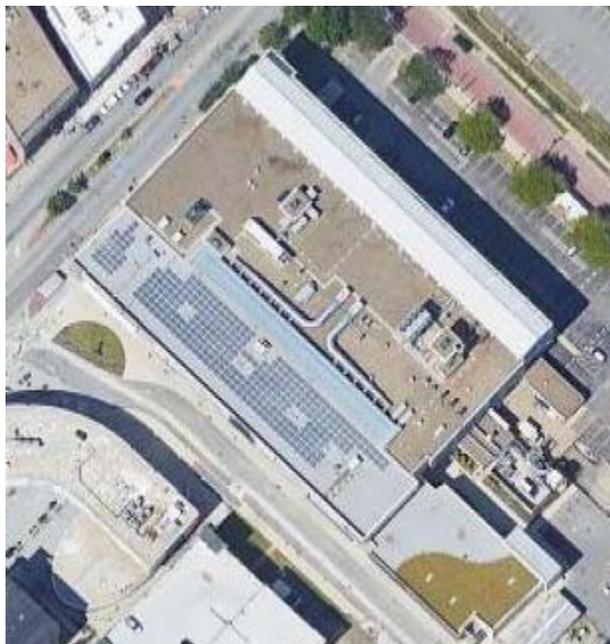
Portland, Oregon (1914-1932): Located at 2505 SE 11th Ave. Production started September 12, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Code: PO. The original three (3) story assembly plant still stands and is occupied by various businesses.





Cleveland, Ohio (1915-March 1932): Located at 11610 Euclid Ave. Production started September 21, 1928. Vehicles coming out of this plant were represented by Assembly Plant Production Codes: CL, CLE, and CLEV. The original four (4) story assembly plant still stands and is home to several businesses such as the Cleveland Institute of Art.





Long Beach, California (May 1930-1959): Located on Henry Ford Avenue (700 Henry Ford Avenue) off of the Cerritos Channel between the Island Yacht Anchorage and Pier A Longshore parking lot under Hwy 47 and the Schuyler F. Heim Bridge. Production started on April 21, 1930. Vehicles coming out of this plant were represented by Assembly Plant Production Code: LA. The Long Beach assembly plant replaced the Los Angeles Assembly Plant. The Long Beach assembly plant has since been demolished.

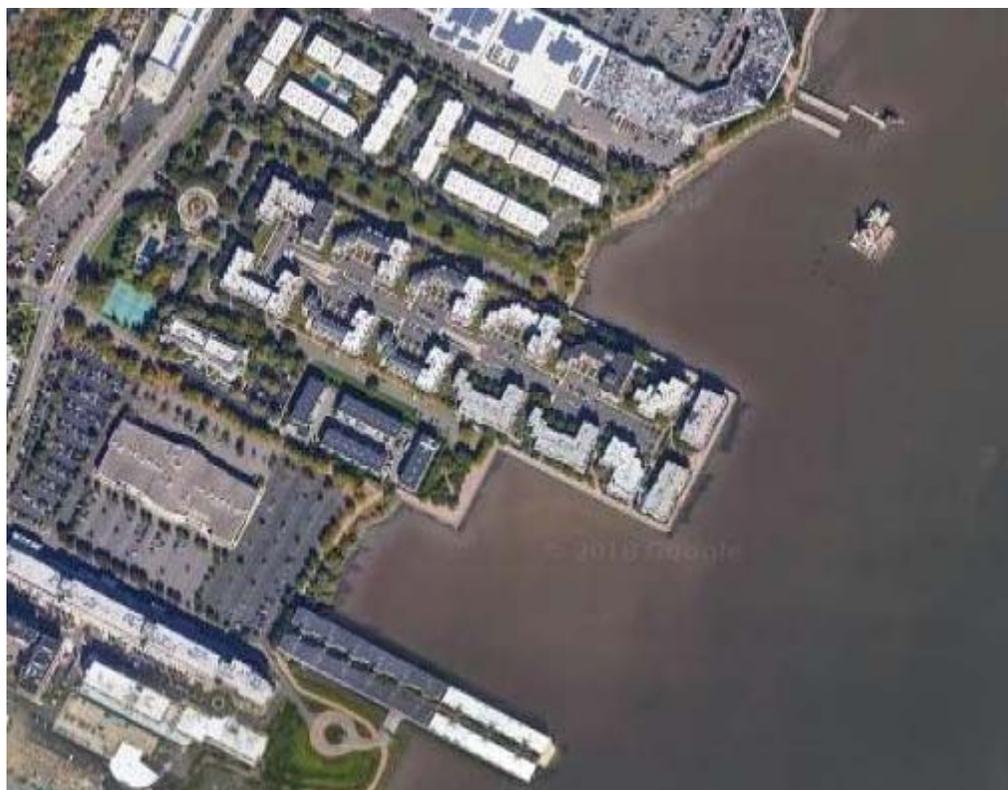






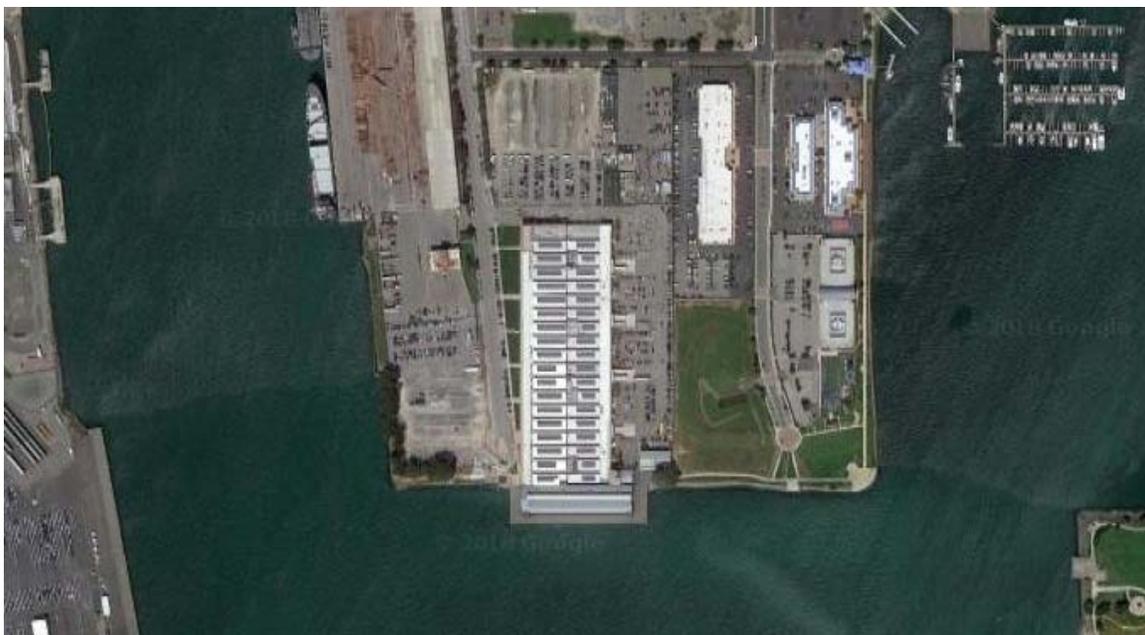
Edgewater, New Jersey (November 1930-1955): Located at 309 River Road and Independence Way on the Hudson River. Production started December 8, 1930. Vehicles coming out of this plant were represented by Assembly Plant Production Code: (E). The Edgewater assembly plant replaced the Kearny assembly plant as Ford's largest assembly plant and export point of assembled cars and trucks to foreign countries. The single story assembly plant has since been demolished and replaced with Townhouses and apartments.



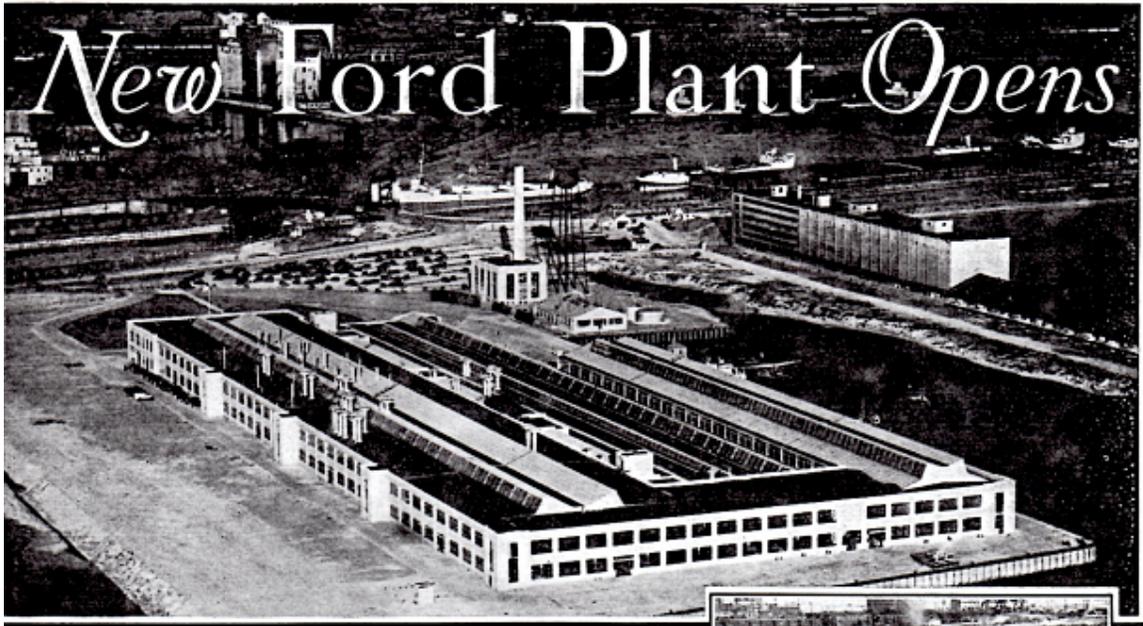


Richmond, California (August 1931-1955): Located at 1414 Harbour Way South. Production started August 1, 1931. Vehicles coming out of this plant were represented by Assembly Plant Production Code: R. The Richmond assembly plant replaced the San Francisco assembly plant. The original single story assembly plant is now home to various businesses.





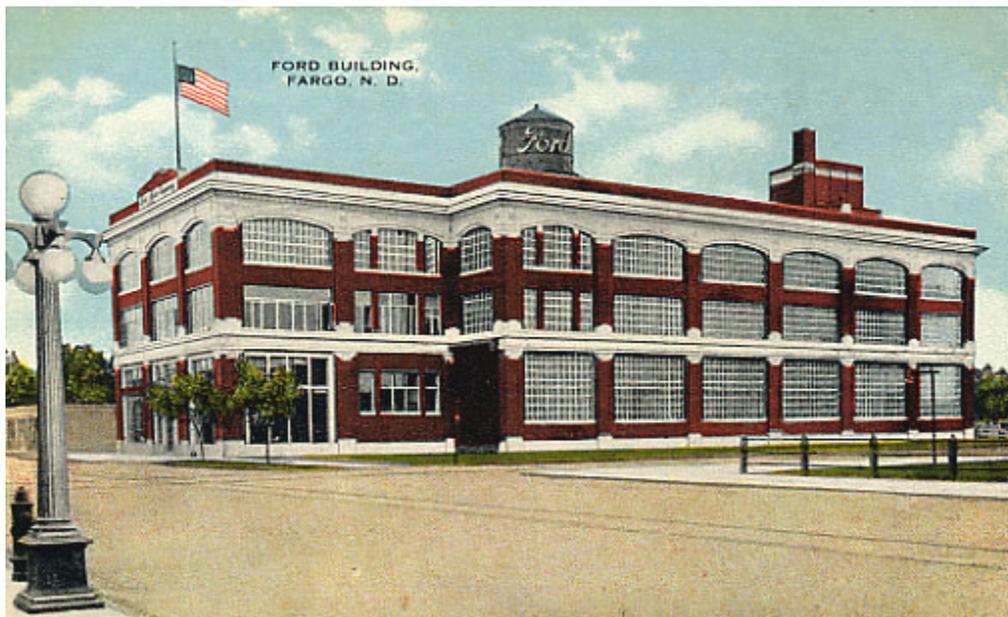
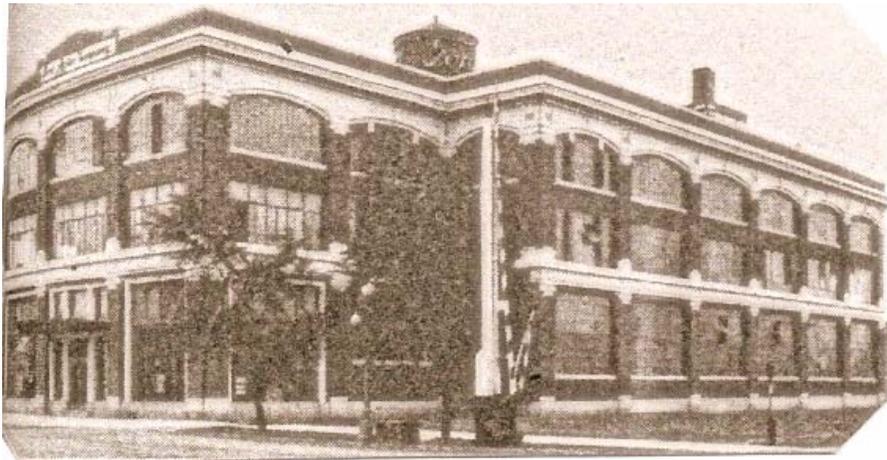
Buffalo #2, New York (1931-1958): Located at 901 Fuhrmann Blvd. Production started September 1, 1931. Vehicles coming out of this plant were represented by Assembly Plant Production Code: *Unknown at this time*. The Buffalo #2 assembly plant replaced Buffalo #1 assembly plant. The original two (2) story assembly plant still stands and is home to Niagara Frontier Transportation Authority.





Besides the Ford assembly plants, there were also three Ford service plants. These were plants which at one time assembled the Model T Ford but were reverted to service plants which did no assembling per say but received from various assembly plants complete vehicles and parts for distribution within their specified area of sales.

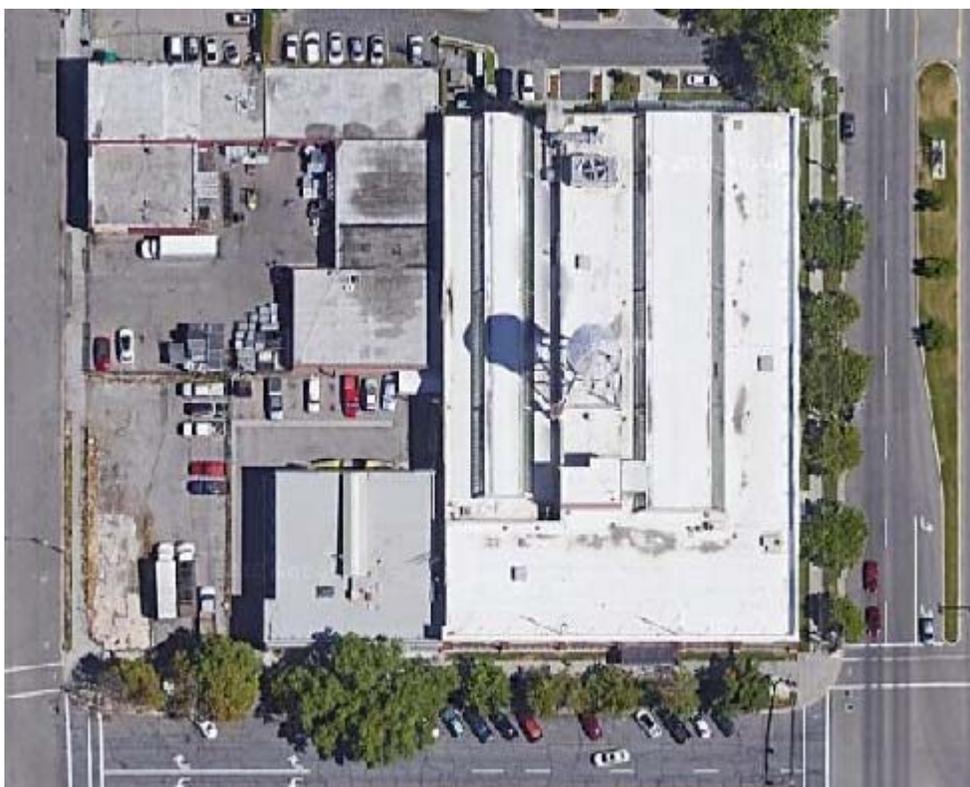
Fargo, North Dakota (1915-?): Located at 505 Broadway North. Built in 1915, it served as an assembly plant for the Model T but reverted to a service plant for Model A/AA production. Assembled vehicles and parts were shipped to Fargo from the Twin Cities assembly plant and others for distribution within the area of North Dakota and parts of South Dakota, Montana and Minnesota. The original three (3) story service plant still stands and currently is the home of Home Instead Senior Care.





Salt Lake City, Utah (1924-?): Located at 280 S 400 West. It served as a service plant for the Model A/AA production. Assembled vehicles and parts were shipped to Salt Lake City from most major assembly plants surrounding the Salt Lake City sales area such as San Francisco/Richmond, Los Angeles/Long Beach, Denver, Portland and Seattle. The original two (2) story service plant still stands.





Washington D. C. (1916-1931): Location at C Street and Pennsylvania Avenue. It served as a service plant for the Model A/AA production. Assembled vehicles and parts were shipped to Washington D. C. mainly from the Chester assembly plant. Sold to the District of Columbia in 1931 and used as various government offices and business. Demolished in 1979 to make way for a new Canadian Embassy.



Two other Ford assembly plants were involved in the production of the Model AA Ford trucks. Cambridge, Massachusetts assembly plant and the Philadelphia, Pennsylvania assembly plant. They were put into use in 1930 and 1931 for the help of assembling of the Model AA Trucks.

Cambridge, Massachusetts (1914-1926): Location at 640 Memorial Drive. This five (5) story assembly plant assembled Model T Fords up to December 1926 when operations moved to Somerville, Massachusetts. In August of 1930, Ford utilized the assembly plant to assemble the Model AA Trucks. This ended in October 1930. It is now part of Boston Biomedical.







Philadelphia, Pennsylvania (1914-1927): Location at 257 North Broad Street. Building not found...May have been tore down. This nine (9) story assembly plant assembled Model T Fords up to June 1927 when operations moved to Chester, Pennsylvania. In June of 1930, Ford utilized the assembly plant to assemble the Model AA Trucks thru October 1930 and again in the latter part of 1931.