Management Summary

A Report Prepared for:

The Stadium Corporation
735 Broad Street
Chattanooga, Tennessee 37402

A Report on Archaeological Monitoring
of the Ross-Meehan Property, Finley Stadium,
Chattanooga, Hamilton County, Tennessee

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Management Summary

Archaeological monitoring of below-grade construction and grading activities at the site of Finley Stadium in Chattanooga, Tennessee, was undertaken by the Jeffrey L. Brown Institute of Archaeology, University of Tennessee at Chattanooga, on behalf of the Stadium Corporation, Chattanooga. Situated on a 35-acre tract bounded more or less by Main Street, Chestnut Street, 20th Street/Riverfront Parkway, U.S. 27 and Carter Street, the project area was impacted by the construction of parking lots funded in part by federal ISTEA funds.

Excavation of the bowl housing the below-street-grade playing field of the stadium was not part of the impact area covered by this contract and report. The Institute was not engaged in monitoring during actual demolition of standing architecture on the site, which resulted in some sub-surface disturbance in the removal of footings and foundation pads.

Construction management of potentially toxic industrial soils from industries formerly occupying the site dictated that fills generated during the excavation of the semi-subterranean playing field bowl be redeposited on site in the location of all proposed parking lots, resulting in site aggradation rather than degradation or lowering of ground surface contours. Subsequent excavations for landscaping purposes or the emplacement of buried utilities generally did not penetrate the layer of redeposited site fills.

Excavations around standing historic architecture on the site, including two foundry buildings constructed in the 1870s, (and identified collectively as the Ross-Meehan structures), were monitored, but these excavations revealed only shallow industrial waste accumulation on top of underlying sterile clays. In contrast, deep deposits of foundry waste were present in the parking lot areas west of the Ross-Meehan foundry buildings, but the deeper and older waste deposits were not significantly exposed by construction activities.

It is concluded that no archaeological deposits or features potentially eligible for inclusion in the National Register of Historic Places were impacted during grading and construction activities associated with the creation of parking lots for Finley Stadium in Chattanooga.
Table of Contents

Management summary ................................................................. i
List of Figures .............................................................................. ii
Introduction .................................................................................. 1
Documentary History ...................................................................... 3
Archaeological Monitoring .......................................................... 15
Conclusions ................................................................................... 19
References Cited ............................................................................ 20

List of Figures

Figure 1. Location map of project area ........................................... 2
Figure 2. Civil War Chattanooga, detail from the Dorr map ............... 5
Figure 3. Federal fortifications in the southern approaches ................ 6
Figure 4. Chattanooga Car Wheel Foundry, 1871 ............................ 7
Figure 5. The 1885 Sanborn fire insurance map of the project area ... 10
Figure 6. Detail from the Norris Wellge and Company View of Chattanooga 12
Figure 7. Chattanooga Car and Foundry Company, 1909 .................... 13
Figure 8. The Ross-Meehan iron foundries .................................... 15
Figure 9. The Bromley and Evans / Wason Car Works foundry ........ 16
Figure 10. The Ross-Meehan pattern shop ...................................... 17
Figure 11. The Chattanooga Plow Company powerhouse and pattern shop 18
Introduction

Archaeological monitoring of the construction of parking lots associated with Finley Stadium was performed by the Jeffrey L. Brown Institute of Archaeology, University of Tennessee at Chattanooga under contract with the Stadium Corporation of Chattanooga. This monitoring was predicated by the use of federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds for the parking lot construction, invoking provisions of the National Historic Preservation Act (36 CFR 300). Archaeological monitoring was coordinated through the firm of Derthick Henley and Wilkerson, Architects of Chattanooga.

The project area is located in downtown Chattanooga, Tennessee, in a district formerly dominated by commercial and industrial enterprises. The boundaries of the tract are defined on the east by the line of Chestnut Street, south by Riverfront Parkway / Twentieth Street, and west by the downtown interstate trunkline of U.S. Highway 27. Part of the northern boundary is the now-abandoned right-of-way of the CSX railroad that formerly bisected the Ross-Meehan plant and continued east across Carter to Chestnut Street. At Carter Street, the boundary runs north to Main Street, which forms the northern boundary of the project area (see Figure 1). The total area of the Finley Stadium project is roughly 35 acres. The playing field of the stadium extends from Chestnut Street to Carter Street, from Nineteenth Street on the south to the railroad right-of-way (now abandoned) on the north. Fort Street formerly entered the northern end of the project area between Carter and Chestnut.

Stadium development called for demolition of most of the structures north of the stadium, excepting a building along the northern end of Carter Street formerly owned by Combustion Engineering, a historic power station on Chestnut Street north of the railroad right-of-way, and several buildings in the former Ross-Meehan complex south of the railroad and west of Carter Street. In this latter area, two brick foundry structures from the 1870s were saved in place, as was a steel producing facility from the 1920s. At Chestnut Street and 19th Street (now abandoned) is an additional structure yet to be incorporated into the stadium development -- a former switching station of the Chattanooga and Tennessee River Power Company. The significance of the standing architecture on the site has not been assessed as part of this report, and is chiefly mentioned as part of the historical development of the parcel.

For purposes of discussion in this report, the project area is divided into the Ross-Meehan Tract, being west of Carter, from the railroad right-of-way south to Riverfront Parkway / 20th Street, and the North Parking Lot Tract, including the block of land between Carter and Chestnut, from Main Street south to the railroad right-of-way and stadium proper. This latter tract subsumes the abandoned right-of-way of Fort Street.

Work performed on this project consisted of (1) documentary research on the impacted areas to determine what historic cultural resources have been present in the area through time and (2) archaeological monitoring of all below-grade construction activities.
Figure 1. Location map of project area. U.S.G.S./T.V.A. 7.5 minute series topographic map, Chattanooga quadrangle, 105-SE, edition 1969, photorevised 1976. Note: This map does not illustrate street layouts at the time of construction. Project area is shaded.
The objectives of documentary research on the property were to define what historic and industrial site components had been present prior to demolition and to predict where potentially significant below-grade historic/industrial features might be intersected by construction. Principal documentary resources surveyed included a series of fire insurance maps of the property ranging in date from 1885 to 1955, as well as real estate plat books from 1889 to 1914. Topical clipping files at the Chattanooga-Hamilton County Bicentennial library were reviewed. In addition, Chattanooga newspapers from the late 1800s were reviewed for detailed commentary particularly on industrial activities on the site. The documentary research was extremely limited in scope, and was not intended to represent an exhaustive treatment of the history of the area.

Archaeological monitoring consisted of a qualified archaeologist observing all, or a significant sampling of, any below-grade construction activity, having been given advance notice by the site contractors. In the event that cultural resources potentially eligible for inclusion in the National Register of Historic Places were encountered, construction in that area would cease until additional archaeological testing and/or mitigative measures were undertaken.

**Documentary History**

Urban Chattanooga has never been systematically surveyed for prehistoric archaeological components. The project area is nominally within the floodplain of the Tennessee River which lies a half-mile to the west; the pre-construction terrain largely fell between 660 and 670 ASL, and was completely inundated in the historic floods of 1867, 1875 and 1886, also being partially inundated in the flood of 1917 (TVA 1959). Other than the river, the stadium tract is not within 3000 feet of a significant stream. Despite its periodic inundation, the tract was provided with natural drainage to the west, toward the Tennessee River.

Despite documentary evidence of historic Cherokee occupation in the vicinity of Ross's Landing prior to the Removal (1838), archaeological remains from this period remain elusive. There are no known Cherokee sites within the project area. Euro-American archaeological sites from the late 1830s and 1840s may be present in the project area, but only very vague verbal descriptions of this area of town are available for this time period (e.g. Wiltse n.d.).

Early Chattanooga was built around two transportation hubs. The early core of the city was built around Ross's Landing, a former Cherokee ferry crossing and the later commercial steamboat landing on the Tennessee River. Numbered streets running east and west were laid out from the river south to Ninth Street, now M. L. King Boulevard. Subsequent surveys of the town were shifted to the orientation of the Ocoee District, resulting in the modern street alignments; Carter, Chestnut and Main streets in the project area are all on the later grid orientation. After 1850, the Union Railyards south of Ninth Street/MLK Boulevard became the second focus of activity in the town. While the northern and older end of the town was largely commercial, the southern end of town housed the larger industrial enterprises requiring larger tracts of land and access to the railroads.

The project area was largely devoid of improvements at the time of the Civil War. A plan of Union and Rebel fortifications prepared by Federal engineers in the early winter of 1863-4 -- also known as the Dorr Map -- depicts the project area as being mostly vacant with the nearest cultural feature being a homestead on a tract near modern-day Chestnut Street and 19th-20th streets (Dorr 1863). The Dorr map also depicts a Federal fortification
line crossing the intersection of Chestnut and West Main Street southeast to northwest (Figure 2); this is the northeast corner of the project area. This fortification line probably represents a shoulder-high breastwork of earth and timber and may be the breastworks shown in a contemporary Harper's lithograph (Figure 3). This lithograph appears to show a residence to the south, the homestead that is also evident in the Dorr map. An outer, more distant fortification line is present further to the south, along Chattanooga Creek. The project area was thus between two fortification lines. Significantly, in the Harper's print, soldiers are shown in bivouacs immediately behind fortification lines but not immediately in front of these features, for obvious military reasons.

After the Civil War, Chattanooga began to expand, principally to the south and east. The United States Military Railroad rolling mill, built on the west flank of Cameron Hill, was connected to the main line of the Nashville and Chattanooga Railroad by a spur line looping south and east around the perimeter of the town. This spur line would eventually attract several heavy industrial plants that required rail transport connections.

Such was the case in the early 1870s when two local entrepreneurs erected a railroad-related industry on that spur line in what is now referred to as the Ross-Meehan tract of the project area. At least one of the two brick foundry buildings currently being stabilized as part of the Ross-Meehan rehabilitation apparently dates to 1871. Built as foundry and machine shops by Bromley and Evans, the Chattanooga Car Wheel Foundry was one of the first heavy industrial plants to locate on the south side of Chattanooga in the post-Civil War era.

The newly-built plant was described as follows in Parham's "First Annual Directory of City of Chattanooga for 1871-72," (Parham 1871: 58):

Car and Wheel Factory

This institution is yet in its infancy, having just about completed the buildings for the machinery, furnaces, &c. Messrs. Bromley and Evans, the proprietors, are men of large and varied experience, and capital enough to make these works a success. Mr. Bromley is a machinist and enjoys a high reputation. Mr. Saulisbury has been a foreman of the Ohio Falls Car Company, Jeffersonville, Indiana, for some time, and consequently brings with him experience and energy. Mr. H. Clay Evans, is pretty well known here, and needs nothing from our pen. He has the means and the energy to put into the works and will push them to early completion. The foundry is 142 long by 51 feet wide. The machine shop is 40 by 57 feet wide. They propose building only car wheels and axles at the start, but will do the wood work on cars next year. The company have fixed on an admirable situation for their works. They are located on that beautiful flat on the road to the Vulcan Works. The Roan Iron Company's cars run right by the works, and we are informed the car and car wheel factory will put inside tracks and thus be enabled to connect with the roads without any trouble.

H. Clay Evans would later rise to prominence for his political activities, but at this date he was already an established foundryman.
Figure 2. Detail from the map, "Chattanooga and Its Approaches, showing the Union and Rebel works before and during the Battles of 23rd, 24th and 25th November 1863 . . . surveyed under direction of Brig. Gen. W. F. Smith," F. W. Dorr, U. S. Coast Survey, 1863. The project area is shaded.
Figure 3. Federal fortifications in the southern approaches to Chattanooga from a Harper's lithograph (facing south). The house at extreme left was evidently situated near the southeast corner of the Finley Stadium project area. The breastworks and gun emplacement in the foreground were situated just north of the project area.

The car wheel foundry of Evans and Bromley is shown in an aerial view of Chattanooga published by A. Ruger in 1871 (Figure 4). At that date, the foundry sat in relative isolation at the south end of town, and fronted on Carter Street. The foundry is visible, but the adjoining machine shop is either unconstructed at the time of this rendering or is obscured by the larger foundry building. Carter, Fort and Boyce/Chestnut Streets apparently had been surveyed out by 1871 but had not been formally curbed or paved.

The company may have experienced some difficulty in establishing its trade. A brief industrial survey of the town in early 1873 by the local newspaper enumerated the "Chattanooga Car Wheel Foundry, which is not now in operation, but will be reopened next summer in all probability," (Chattanooga Daily Times, February 27, 1873, p. 1). Shortly, the foundry was purchased by a group of industrialists lead by Charles Wason (frequently spelled Wasson), Samuel M. Carpenter and William T. Smith of Cleveland, Ohio. This purchase resulted in the new company, the Wason Car Company, which proposed to expand the Bromley and Evans plant. The expansion incorporated the right-of-way of Fort Street, which was closed by the city council at the request of the new company (Chattanooga Daily Times, March 2, 1873, p. 1; April 18, 1873, p. 4).
Figure 4. Chattanooga Car Wheel Foundry, 1871, from the aerial view of the city published by A. Ruger. The foundry is designated by the letter "D" at top center of this view of south Chattanooga. Facing southwest.
By late April 1873, the Wason Car Company announced its expansion plans and staked ground for the following improvements (*Chattanooga Daily Times*, April 27, 1873, P. 1):

Contracts will be let at once, for the construction of the following buildings: A main car shop, 122 feet x 57 feet, two stories high, of brick; a setting up shop and paint shop 261 feet x 40 ft, to be built of wood, one story high; a machine shop and smith shop 215 feet x 47 feet, of brick, one story high.

These buildings will extend eastward from the east end of the Bromley & Evans Foundry towards the street.

There will also be erected a two story brick building 111 x 53 feet, south of the Foundry building, to be used for an engine room, pattern room, cleaning castings, &c., also a brick office building 20 x 30 feet. The present Foundry building is considered amply large for casting 100 wheels a day, although some modifications will be made in its interior arrangements. This building is 140 feet x 54 feet.

It will thus be seen that the buildings of this company will collectively occupy 40,838 square feet of land, or nearly one acre.

The new company elected a board of directors that included Charles Wason, S. M. Carpenter and W. H. Parker of Cleveland, and industrial entrepreneurs H. C. Evans and H. S. Chamberlain of Chattanooga. H. Clay Evans retained an interest in the company he and Bromley had just sold (*Chattanooga Daily Times* April 29, 1873, p. 1). Evans was reportedly paid $25,000 for his interests in the former car wheel foundry (ibid., May 2, 1873, p. 4).

Newspaper accounts published during construction enumerate the dimensions and functions of the Wason Car Works. These differ in detail from an earlier account, to wit:

The new buildings of the Wason Car Works of this city are approaching completion, and the works will be in operation in a few weeks. The works consist of an erecting shop 42 x 270 feet; carpenter shop (two stories and basement), 60 x 125 feet; pattern shop 40 x 50 feet; boiler shop and annealing room 50 x 110 feet; foundry 60 x 145 feet; machine shop and boiler room 40 x 80 feet; and blacksmith shop (18 forges) 40 x 135 feet.

Power for running the establishment is furnished from two engines -- one 20-horse power built by Lane and Bodley of Cincinnati, and the other of 60-horse power built Messrs. Leard & Wright of this city.

This company's works and lumber yards will occupy sixteen acres of ground. They already have on hand and being seasoned a large stock of the famous Long Leaf Pine of Alabama, while they have contracts outstanding for the delivery of upwards of two million feet more. The company will have five railroad tracks leading to and through their works. These works will give employment to five hundred hands (*Chattanooga Daily Times*, July 27, 1873, p. 4).
The United States suffered a financial panic in 1873, with the result that industrial expansion was stymied due to a lack of investment capital. In the spring of 1874, the Wason Car and Foundry Company (a.k.a. the Wason Car Works), was idling most of its workers, making only a dozen car wheels daily and no complete cars at all (Chattanooga Daily Times, March 7, 1874, p. 4). By 1876, the size of the workforce at the company was reported as two hundred and fifty, with the capacity to produce eight freight cars and sixty-four car wheels a day (Chattanooga Daily Times, October 31, 1876, p. 5).

On the last day of December, 1879, the Wason Car Works was largely consumed in a disastrous fire that swept through the plant at night. Damage was confined to those portions of the plant erected east of Carter Street. The large car assembly building, containing the paint shop where the fire originated, was destroyed along with several attached structures. Ten newly-completed coal cars for the Cincinnati Southern Railway were consumed, as were twenty more in various stages of completion. While the foundry survived intact and the machine shop and boiler room had been saved, the company lost the ability to fulfill substantial orders then being processed. The loss was estimated at $50,000 (Chattanooga Daily Times, January 1, 1880, p. 3; January 3, p. 3). Reconstruction of the works began immediately and the undamaged foundry continued its car work and outside jobbing activities unabated (Chattanooga Daily Times, January 10, p. 3; February 10, p. 3; March 4, 1880, p. 3.).

A fire insurance map of the project area in 1885 (Figure 5) illustrates the plants of the two major tenants of the project area: The Chattanooga Plow Company in the North Parking Lot area and the Wason Car Works under the Stadium footprint and west across Carter Street on the Ross-Meehan property (Sanborn map and Publishing Company 1885).

The Wason Car Works was organized in linear fashion from west to east. At the west end of the plant were two foundries where car wheels and axles were cast. To the east, across Carter Street, were two parallel manufacturing lines. On the south were a machine shop and blacksmith shop where wrought-iron and cast-iron fittings were forged, drilled, and machined. On the north was the sawing and planing shed where lumber was cut and dressed for car frames and boxes. In the painting and setting up shop, furnished with two interior spur tracks, the metal and wooden car components were mated and given the finishing coats of paint. South of the final assembly buildings was a second single railroad spur line over which raw materials were delivered: pig iron for the foundries and lumber for the car body shops.

Other industries moved into the project area in the late 1870s. The Chattanooga Plow Company was situated in the southwestern corner of the North Parking Lot area, between Carter and Fort streets. A foundry was located along the west side of Fort Street. From there plow castings were carried west to a single large facility housing the machine shop, sheet iron shop and wood shop. The assembled product was then transported back to an office and warehouse facility on Fort Street.

The Sanborn fire insurance maps of 1885 also show that residential areas were in close proximity to these industrial sites. A number of single and duplex dwellings stood between Fort and Boyce (now Chestnut) on the east side of the North Parking Lot area. Two small businesses were also in this tract: a coal and wood yard in the location of the current Powerhouse and a plow and sugar cane mill storage structure on Fort Street probably associated with the nearby Chattanooga Plow Company.
Figure 5. The 1885 Sanborn fire insurance map of the project area. Best available copy from microfilm. The project area excludes the area west of Carter Street that falls north of the railroad tracks at the center of this view. The surviving historic architecture on the site includes a foundry and pattern shop associated with the Wasson (or Wason) Car Works at lower left. Facing north.
Late in 1886, the Wason Car Works was purchased by a group of investors lead by H. Clay Evans, one of the partners that had first started a car wheel foundry on the site in 1871. The new company was organized as a stock company in 1887, and chartered as the Chattanooga Car and Foundry Company. Incorporating the new enterprise were C. E. James, W. S. Marshall, S. B. Strang, J. W. Adams and H. Clay Evans (Chattanooga Daily Times February 18, 1887, p. 1). The plant had been idle prior to its sale.

The car and foundry complex is depicted on an aerial view of the city published by Norris Wellge and Company in 1886 (Figure 6). By this date, industrial expansion into south Chattanooga was well underway. The principal vehicular route to the south Chattanooga industrial area was down Carter Street.

In 1889, the Ross-Meehan Brake Shoe Foundry was formed and occupied a tract of land north of the railroad right-of-way and west of Carter Street, outside of the project area described in this report. The new plant incorporated the main structures of the former Kirk Machine Company (as shown on the 1885 Sanborn maps). The plant appears on the 1889 Sanborn map of the project area (Sanborn-Perris Map Company Ltd: 1889). Within the project area, the Chattanooga Plow Company had expanded its plant on the tract between Carter and Fort streets; and the Enterprise Machine Works had been built at the corner of Montgomery (Main) and Boyce (Chestnut).

The 1901 edition of the Sanborn maps shows a considerable expansion of the Ross-Meehan Foundry Company north and west of the project area (Sanborn-Perris Map Company Ltd.: 1901). The Chattanooga Plow Company had added a warehouse on Montgomery (Main) Street, but few other changes in the project area had occurred. The physical plant of the Chattanooga Car and Foundry Company had remained unchanged. The machine shop at the southwest corner of Main and Chestnut was then operated by Truxal and Painter.

The Chattanooga Car and Foundry Company is depicted in a 1909 advertising imprint in the Chattanooga City Directory. The foundry buildings appear at the rear of the imprint (Figure 7). As shown in the 1917 edition Sanborn fire insurance maps, the Car and Foundry works remained unchanged in physical layout, while the Chattanooga Plow Company continued to expand its operation (Sanborn Map Company 1917). Originally started in 1878 by Newell Sanders and chartered in 1883 with C. D. Mitchell, the Chattanooga Plow Company manufactured chilled plows, cane mills, evaporators and furnaces. In 1903, the company bought additional land on Boyce (now Chestnut street) to erect a large pattern house (Chattanooga Times June 4, 1903, p. 8). By 1917, the steam-powered electrical generation plant and pattern storage shop of the works had been erected on the east side of Chestnut Street just north of the railroad tracks. This structure, now simply identified as the Powerhouse, was evidently erected in the 1903 expansion of the plant. The company was purchased by the International Harvester Company in 1919 (Chattanooga Times October 18, 1944, p. 1).

Also erected by 1917 was the transformer and switching station of the Chattanooga and Tennessee River Power Company on W. 19th Street just off Carter. This structure received power from Hales Bar Dam, which commenced electrical generation in 1913.
Figure 6. Detail from the Norris Wellge and Company View of Chattanooga, 1886. The Chattanooga Car and Foundry Company appears under the number "4" at top center of this detail. Montgomery is now Main Street, and Boyce is the current Chestnut Street.
In 1918, veteran founder and politician H. Clay Evans retired from active business and sold the Chattanooga Car and Foundry Company to Captain J. F. Lucey, president of the Lucey Manufacturing Company and owner of the Southern Well Works. Accounts of the transaction noted:

The Chattanooga Car and Foundry company might be considered a landmark in Chattanooga. Its establishment marked the beginning of an industrial era here, following the passing of the old rolling mills in Tannery Flats. Located at 401 Boyce street, the Chattanooga Car and Foundry company was instrumental in the upbuilding of that section of the city and its activities and smoking stacks beckoned other industries until they answered and the factory and foundry district of southwest Chattanooga began to reach out the very southern limits of the city. Here in this model plant the energies of Chattanooga's foremost citizen were directed. While serving the people in various official capacities the industry went on under his direction, and in the last years thousands of historic markers for the government were manufactured there in addition to the forge and foundry work (Chattanooga Times, July 27, 1918, p. 5).
The physical plant of the 1874-vintage car and foundry operation was still intact at that date. Newspaper commentary noted:

The Chattanooga Car and Foundry company will be greatly enlarged. The foundry will be expanded and rebuilt. Steel is now on the way to Chattanooga for these improvements. A new blacksmith shop is to be erected. The machine shop will be doubled and new machinery will be installed. Activities will begin at once in the plant's woodworking shop. The consolidated firms will go under the name of the Lucey Foundry and Machine Company (Chattanooga Times November 11, 1918, p. 10).

The ever-expanding operations of the Ross-Meehan company on the north side of the tracks finally resulted in their purchase of the Lucey foundry in 1923. Now, the Ross-Meehan Company operated a vast iron and steel complex west of Carter Street between Main and Nineteenth Street.

In 1925, Ross-Meehan commenced operations in its new electric steel foundry building off Carter Street, south of the older Evans and Bromley/Wason foundry buildings (Chattanooga Times March 22, 1925, p. 5). Built of reinforced concrete and making extensive use of glass, the steel foundry building is the third historic structure in the Ross Meehan complex to remain in place as part of the stadium project. Additional constructions merged the old and new buildings into one structural complex.

The Ross-Meehan foundries were purchased by the Meehanite Metal Corporation of St. Louis in 1973, but the company began to experience difficulties due to world market conditions by 1980 (News-Free Press May 31, 1973 p. 1; Chattanooga Times November 11, 1980, p. A1). At that time, the iron foundry operations north of the railroad tracks was purchased and continued operations as Eureka Foundry. The remaining steel plant finally closed in 1986 with bankruptcy proceedings (Chattanooga Times January 25, 1986, p. B1).

The Chattanooga Plow Works of the International Harvester Company were sold in 1944 to the Harriman Manufacturing Company (Chattanooga Times October 10, 1944, p. 1). Mosman Industries of Ohio purchased the plant in 1961, but evidently made no changes to the physical plant (Chattanooga Times July 29, 1961). Much of the plant burned in a 1974 fire, by which time Combustion Engineering had purchased the property and had made plans to raze some of the structures (Chattanooga Times September 19, 1974, p. 1; September 20, p. 13).

On the south side of the project area, between Carter and Chestnut and north of the 20th street/Riverfront Parkway, land uses were split between a residential area south of 19th street, and the Rock-Tenn Company's cardboard carton manufacturing division. Formerly the Star Box and Printing Company, the plant had been built in 1939 north of 19th Street and south of the railroad tracks bisecting the project area (Chattanooga Times February 20, 1939).
Archaeological Monitoring

Demolition in the vicinity of the stadium footprint and lands to the south took place during the summer of 1996 without any archaeological monitoring being required. Removal of the residences between Carter and Chestnut from 19th to Riverfront Parkway/20th Street evidently exposed a Civil War site widely reported in relic collector circles in Chattanooga. Jim Ogden, historian and park ranger at the Chattanooga and Chickamauga National Military Park, viewed some of the artifacts recovered in these areas (James Ogden, Personal Communication). These materials evidently were associated with bivouacs of Federal troops near the homestead shown on the Dorr Map and depicted in the distance in the Harper's print (Figures 2 and 3). The data suggest that the house was likely commandeered as a field headquarters.

Razing of structures in the areas impacted by ISTEA funds took place early in 1997. Contract negotiations between the Institute and the Stadium Corporation were not completed until demolition on the North Parking Lot Tract and Ross-Meehan Tract had been completed and preliminary grading activities were well underway. Some portions of the historic Evans and Bromley/Wason Foundry were demolished prior to the first archaeological inspection (Figures 8, 9 and 10).

Figure 8. The Ross-Meehan iron foundries on Carter Street, facing southwest across Carter Street. The structure at left was a pattern shop, and the longer structure was an iron foundry.
The first pedestrian survey of the ISTEA impact areas occurred on September 8, 1997, and monitoring had effectively terminated in June 1998. While contractors were nominally required to provide advance notice of below-grade activities to the Institute, in practice the Institute made frequent short inspections as required by the apparent progress on the site.

Due to environmental regulations concerning the presence of potentially toxic fills on the site, fills generated during the excavation of the deep stadium bowl --amounting to an estimated 90,000 cubic yards -- were stored on-site and not dispatched to landfills. While clean clay substrata were stored in the south parking lot area, upper, industrial fill deposits were first deposited on the north parking lot. The design of the north parking lot entailed raising the level of the lot one to two meters above the surrounding street grades. Consequently, the majority of the fill from the stadium bowl remained on-site as sub-grade fill. Surplus fill from the north lot was hauled by pan-loader to the waster dumps west of the Ross-Meehan impact area. There, the large mound of discarded foundry sand west of the foundries was also leveled and distributed to the west and south, raising the grade of these areas two to three meters above the nearby grade of Riverfront Parkway / 20th Street.

Figure 9. The Bromley and Evans / Wason Car Works foundry, facing northeast. After 1955, the clerestory ventilator along the crest of the roof was removed.
The Ross-Meehan pattern shop, facing northeast. The roof outline of the demolished foundry is apparent; it was equipped with a clerestory ventilator roof.

The overall effect of this design strategy resulted in a net aggradation of ground contours over most of the project area. Few subsequent excavations penetrated below what was the pre-construction ground surface grade. In essence, most of the subsequent trenching to emplace utilities or open planting areas in ISTEA impact areas was within the layer of recently redeposited fills. Consequently, very little excavation occurred within the vertical confines of the pre-construction grade.

The most substantial below-grade trenching was in the right-of-way of Fort Street in the north parking lot area in order to expose, and place a manhole over, an early brick sewer. No significant features, deposits or artifacts were noted in this excavation, as the trenching was largely confined to the earlier sewer line construction trench.

The Institute monitored the excavation of numerous utility trenches around and within the parking lots, the emplacement of drainage systems, and the digging of landscaping features. Removal of the foundations of the pattern shop south of the 1871 foundry was monitored. The depth of soil over the pale orange, culturally-sterile clay stratum was particularly shallow, amounting to no more than 30cm. Notably absent was any significant "A" horizon soils.

In one instance, the Institute investigated an underground utility tunnel running west from the Chattanooga Plow Company powerhouse on Chestnut Street (Figure 11). This steel-reinforced concrete tunnel ran west from the northwest exterior corner of the
powerhouse. The conduit, barely five feet wide and six feet high, featured overhead lighting and a pipe rack along the north wall. Asbestos-insulated live steam lines and other lines ran through the racks to portions of the plow company west of the railroad spur line that bisected the plant. The conduit remained open for nearly 50 meters before being blocked by roof collapse.

With so much recent redeposition of fills on the site, the artifact collection strategy was to limit retrieval of materials to closed context features or to unique finds. A number of extremely large iron castings were noted in the modern waster heaps to the west of the Ross-Meehan iron foundries and later steel foundry, but no attempt was made to collect these items. Two examples of discarded pig iron bars were recovered, but the temporal association of these items is unknown.
Conclusions

Historical research was able to provide supporting documentation confirming the presence of a Civil War site which, unfortunately, was discovered and hunted by relic collectors prior to archaeological monitoring being required.

Grading and construction of Finley Stadium parking lots funded by ISTEA funds did not impact any archaeological resources potentially eligible for inclusion in the National Register of Historic Places. Net aggradation of ground levels due to the redistribution of site fills capped most historic occupation levels. Subsequent landscaping and utility trenching seldom penetrated the pre-construction grade. No closed-context features or deposits were delineated.
References Cited

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