

ASSEMBLY PLANT 6
1928 ASSEMBLY PLANTS AND RELATED ARTICLES
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The following are dated articles from major newspapers and Ford News, all from 1928, noting all of the assembly plants to try and determine just when each plant opened for Model A/AA Ford production. Also included are other related articles which were important to note in the first year of production such as the introduction of the various models that Ford produced and some other interesting factors that were related to the first stages of production.

The following 32 USA assembly plants, according to Ford's Assembly Record Types for 1928, which showed not only all of the assembly plants in the United States of America but Foreign also, were as such before the assembly process started: [Atlanta, GA \(A or AA\)](#); Buffalo, NY (BO); Charlotte, NC (CE); [Chester, PA \(CR\)](#); [Chicago, IL \(CHI\)](#); Cincinnati, OH (CI); [Cleveland, OH \(CL or CLE or CLEV\)](#); Columbus, OH (G); [Dallas, TX \(DS\)](#); Dearborn/Fordson (The Rouge) MI (F or FD); [Denver, CO \(DR\)](#); Des Moines, IA (DM); Houston, TX (H); Indianapolis, IN (I); [Jacksonville, FL \(JE\)](#); [Kansas City, KS \(KC?\)](#); [Kearny, NJ \(KY\)](#); Los Angeles, CA (LA); [Louisville, KY \(LE\)](#); [Memphis, TN \(MEM\)](#); [Milwaukee, WI \(??\)](#); [New Orleans, LA \(NO\)](#); [Norfolk, VA \(NK\)](#); [Oklahoma City, OK \(OC\)](#); [Omaha, NE \(??\)](#); [Pittsburgh, PA \(??\)](#); [Portland, OR \(PO\)](#); [San Francisco, CA \(SFA or SFAA\)](#); [Seattle, WA \(AS\)](#); [Somerville, MA \(S\)](#); St. Louis, MO (STL); [Twin City, MN \(TC\)](#).

[Blue](#) is date of opening and article to support the opening (21);

[Red](#) is "possible" date only and NO article to support the opening 4);
[Chicago, Milwaukee, Norfolk, San Francisco.](#)

Black is NO date and NO article to support the opening (7).

Buffalo, Charlotte, Cincinnati, Columbus, Indianapolis, Los Angeles, St. Louis.

[October 20-23, 1927 \(APX\)*: Fordson/Dearborn/Detroit, Michigan](#)

October 21, 1927: Model A News, Jan./Feb. 1974, Vol. 21, #1: "The Very First Model A" by Randy Mason, Assistant Curator of Transportation Collections, Henry Ford Museum:

"Engine number 1, A1, "was taken to the Rouge Plant assembly line, and slowly, very slowly, the first production Model A, a ***Tudor Sedan***, moved down the line. Driven off the end by Henry Ford himself, the car was rushed to the Dearborn Laboratory, where it underwent ten days of exhaustive tests and inspections. ***Meanwhile, no further cars were produced.*** Finally, on November 1, (1927) Mr. Ford was convinced of the perfection of his creation, and the go-ahead was given to resume production".

October 26, 1927: The Detroit Times:

Dealers See New Ford

“Dealers, mostly from within 200 or 300 miles of Detroit, are being shown the new Ford cars in the experimental laboratories at Dearborn”.

“The first group of dealers saw the cars Monday (October 24, 1927)...The cars the dealers are seeing are experimental Fords of the Model A type, mostly two-door sedans. They are painted in a variety of colors of grays, greens, and blue”.

“One dealer remarked, “How she rides!”; another was impressed by the tremendous acceleration of the new models; others were talking about the luxurious finish of the interiors”.

October 28, 1927: The Detroit Times:

Shakeup To Speed New Ford

“Earlier production of the new Ford car will come as a result of the change in sales executives of the Ford Motor Company (by appointing F. L. Rockman...General sales manager for the Ford Motor Company)”.

Rockman virtually put to rest the stories of discontent among the dealers of the Ford Motor Company because of the delays and the refusal to see them. The dealers were anxious to see the new Fords, which were in the experimental stages for the past two months but due to Rockman’s actions, the dealers finally got to see them.

“With the installation of machinery for production of other parts to be completed in a few days, the Fordson plant is expected to start production”.

“Dealers who saw the experimental cars at the Dearborn laboratories were informed that two-door sedans similar to those being tested would be the first models”.

November 1, 1927: Model A News, Jan./Feb. 1974, Vol. 21, #1: “The Very First Model A” by Randy Mason, Assistant Curator of Transportation Collections, Henry Ford Museum:

After seeing what the first Model A, A1, a Tudor Sedan did after the tests at the Dearborn Laboratory, Henry Ford then gave “the go-ahead...to resume production...at a token shake-down rate of about 20 cars per day”.

November 6, 1927: The Detroit Times:

It was reported to The Detroit Times that 43,000 men were working at the Fordson plant last week, where the final assembly of the new Ford car will begin.

November 10, 1927 (APX): Dearborn/Fordson Detroit, Michigan

November 10, 1927: The Detroit Times:

Assembly had started at Fordson. It was reported that the new Ford car was on it's way to England:

"The first shipments of new Ford cars passed through Windsor today en route from Detroit to Boston. They will be shipped to England and put on exhibition immediately after their arrival".

"The shipments are understood to be among the first taken from Ford plants in Detroit and Fordson...to be displayed in London December 7 to 12."

November 20, 1927: The Detroit Times:

**Henry Ford O. K.'s New Model
(Photo of Henry Ford stamping engine number A1)**

The caption read: "Henry Ford himself wielded the hammer and die to stamp the official "No. 1" on the block of the first new motor for the first of the Ford cars as it came from the assembly line". This is the photo with no date on the card in back of the engine. This was 30 days after when "A1" was stamped on October 20, 1927, according to Ford's daily production records.

Note: There is thought that this photo was taken later than when it supposedly was taken on October 20, 1927 of another photo of the same but with the date on the card.

November 20, 1927: The Detroit Times:

2000 Cars Daily By Friday (December 2, 1927)

"The new car is being produced in increasing quantities, and it is expected that a daily capacity of 2,000 will have been reached by next Friday, (December 2, 1927), the day of its introduction to the public".

Note: That was a huge estimate to have been made by the Ford Motor Company...By the end of December 2, 1927, only 1220 engines had been stamped by the company.

“The only assembly line (in operation) is at Fordson”. And employment was on the rise.

“At the same time, increase in employment is noticeable at Detroit plants supplying Ford”.

“The Briggs Body Company, which has a contract for the coupe and the cabriolet, is delivering 20 bodies daily to Fordson. Monday (November 21, 1927) Briggs increases production at a rate of 50 daily until that factory ...begins sending Ford 800 bodies of the two styles daily”.

Note: Interesting on the Cabriolet...it was not introduced until January 1929...More than likely it was the Sport Coupe they may have been referring to.

“The body division of the Budd Corporation in Detroit, which had a contract for one of the body styles, was reported as just getting into production”.

Note: This was the Tudor Sedan.

“The L. A. Young Industries, manufactures of springs for the upholstering, is reported working on Ford materials, which will, at a later date be manufactured by the motor king himself”.

“The Midland Steel Products Company is in a like position, making frames for the Ford Motor Company. Ford has just started manufacture of a few of his own frames but this will be increased daily until most of the supply coming from Midland will be shut off”.

Other outside companies Ford was dealing with were: “the Sparks-Withington Company, Firestone Tire and Rubber Company; Glidden Paint Company and the Champion Spark Plug Company”.

November 27, 1927: The Detroit Times:

**City Gains Millions in Ford Plans
Branch Managers Study Models as Production Gathers Speed**

The Ford Motor Company had essentially “refitted” the plant at Fordson and was bringing back jobs to Detroit by making more of his products there.

“Ford pointed out recently that refitting the Fordson plant meant that he was building an entirely new plant where the old one had stood”.

“Production of the new car has started with a few hundred cars per day on one assembly line at Fordson”.

“Last week branch managers in charge of the 33 plants worked on the final assembly line at Fordson, learning to put the new car together. Working with the regular final assembly employees, it gave them practical experience which they, in turn, will give their men”.

December 2, 1927:

This was a huge day in the history of the Ford Motor Company. This day was the formal introduction of the Model A/AA Ford to the American public.

December 19, 1927: Kearny, New Jersey

December 20, 1927: The New York Times:

**Edison A Passenger In A New Ford Car
Rides Out of Kearny Factory in First Model A to Be Assembled There**

“Thomas A. Edison was a passenger this morning (December 19, 1927) in the first of the new model Fords (*a Tudor Sedan*) to be assembled in the Ford Motor Company’s Eastern plant here”.

“One-hundred and fifty Ford dealers and some reporters were on hand for the demonstration”.

“Officially, what Mr. Edison did this morning was to accept the first car of the Kearny plant, a Niagara Blue Tudor, Model A, in the name of the DeLisser Motors, Inc., 97th Street and First Avenue, New York City”.

“Moving pictures were taken of the new Ford’s maiden trip (down the assembly line)”.

“Nevertheless, Mr. Edison will receive a new Model A Ford from Detroit within a week or ten days”.

“Mr. Gaston Plantiff (Eastern manager for the Ford Motor Company) told Mr. Edison that the Kearny plant would be turning out 200 new Fords a day by January 15 and that by February 1 the production will reach 600 a day”.

“...an Arabian Sand Tudor (was) the second Model A assembled at the Kearny plant”.

“The Kearny plant constructs bodies and does glass fitting, as well as assembling the Model A Fords”.

Note: There may be more articles pertaining to the opening of the Kearny Assembly Plant.

Note: Ford News indicated a start date of December 12, 1927 for Kearny.

* Ford, in some reports, also referred to the Roadster with Rumble Seat, as a Sport Roadster. (4)

- By the third week in December 1927, it was reported within the Fargo and Indianapolis Service Letters that it was decided to bring these two body types through production with rumble seats as optional equipment as well as a service proposition. (9)

January 4-5, 1928*: San Francisco, California

January 13, 1928: Louisville, Kentucky

January 13, 1928: The Louisville Times:

**Assembly of Fords Begins
Plant Here Expected to Turn Out 400 New Cars Daily As Maximum**

“Assembly of the new Ford cars started in Louisville Friday morning (January 13, 1928), with the first one, a (Standard) **coupe**, set to reach the end of the runway and leave under its own power at 3 o’clock. The Ford Motor Company plant on Western Parkway was employing 312 men, the first contingent of a force expected to reach 1,800 when production reaches the maximum within the next few months”.

“The start was made slowly because of the unfamiliarity of the men with the new model and next week’s production was expected to be about 150 cars. Gradual increase in the force and the number of cars turned out was planned by officials with a maximum of 400 cars a day as the goal of the Louisville plant”.

“Officials of the company invited all local Ford dealers and a number of leaders in business and civic life to be present for the ceremony of launching the first car on its career. A gallon of gasoline is placed in each car while it is still on the runway for testing purposes and for running it off the floor of the plant. One of the details of the ceremony left to the last moment was the honor of driving the car out and another was assigning of the car to one of the Louisville dealers”.

“The Ford plant had been almost deserted for months pending the perfection of the new model, at one time only employees of the parts department, five office men and caretakers being employed. Increase of the office force and adding the first allotment of the shop employees was completed Thursday (January 12, 1928) in anticipation of the first day’s production”.

January 27, 1928: Kansas City, Missouri

January 27, 1928: The Kansas City Star:

Two Hundred Men Are at Work Now and Payroll May Reach 1,300 with the Maximum Production of Motors

“The Ford Motor Company’s big assembly plant here at 1025 Winchester Avenue received instructions from Detroit this afternoon (January 27, 1928) to start at once the assembling of the new car. The long awaited order threw plant officials here into activity and they planned to start the factory at 3 o’clock with some 200 men”.

“As more materials arrive from Detroit, and the plant gets into maximum production, the payroll is expected to be increased to near 1,300 (men)”.

“H. C. Dosa, plant manager, said the new cars would begin leaving the factory this afternoon (January 27, 1928)”.

In a related article in the February 2, 1928 issue of the Kansas City Post newspaper, it said that Ford was revamping or changing the body of the Fordor Sedan which was going to delay the production of the model:

“A change is being made by the Ford Motor Company in its four-door sedan in the new Model A, it was learned yesterday (February 1, 1928) at the Ford assembly plant 1025 Winchester Avenue”.

“The window on each side behind the rear doors is being eliminated and the door widened”.

“While the change is slight, it is designed, Ford dealers say, to increase the visibility from the rear seat and improve the appearance of the car”.

“The revision has served to delay production of the four-door sedan and none of the models has reached Kansas City as yet. There will be a four-door sedan, however, in the Ford display at the motor show, which opens February 11”.

“The Ford assembly plant here is expected to begin deliveries to dealers within a few days. Twenty-five or thirty cars were assembled yesterday at the plant”.

Note: Ford News indicated that the Kansas City assembly plant opened on January 23, 1928.

February 6, 1928*: Chicago, Illinois

February 19, 1928: New York Times:

Fords Reach Output of 800 Cars Daily

“New Ford cars are coming off six assembly lines under their own power at an average rate of 800 a day. This was the statement made today (February 18, 1928)”. They included [Dearborn \(APX\)](#), [Kearny](#), [Louisville](#), [San Francisco](#), [Kansas City](#) and [Chicago](#).

“There are thirty-two Ford assembly plants in the United States. Six, including Fordson, are already in operation and a definite schedule to put nine others in operation in the immediate future has been laid out. These nine plants are at [Norfolk](#), [Seattle \(APX\)](#), St. Louis, [Chester \(near Philadelphia\)](#), [Dallas](#), [Twin Cities](#), [Somerville \(near Boston\)](#), [Memphis](#), and [Buffalo](#)”.

“The plant at [Norfolk](#) will begin operations this week and [Seattle \(APX\)](#) will follow the week after”.

“The others will be opened in order named, it is said, and by the end of March there will be fifteen plants in operation”.

February 21, 1928*: Norfolk, Virginia

February 27, 1928: The Seattle Times:

Ford Plant Here Takes On 200 Men and More To Be Added

“Two hundred men have been taken on at the Ford plant, Fairview Avenue and Valley Street, in the last two weeks. An additional 300 probably will be added within the next thirty days and a total working strength of 800 is expected to be reached by the end of ninety days”.

“J. W. Lipke, plant superintendent, summed up the Ford Company’s local employment situation in the foregoing manner today (February 27, 1928) in reply to inquiries by the labor news department of The Times”.

“Crowds of men eddied around the plant this morning. A sign hung on the door announced that men were not needed “at present” but Mr. Lipke said this sign would be taken down and men would be hired gradually as shipments for assembly arrived here. Production is scheduled to start next week”.

February 27, 1928: The Seattle Star:

Plant To Start

“The Seattle Ford assembly plant will resume its activities, after nine months’ shutdown, this week (February 27-March 3, 1928). It will start turning out the new model Fords at the rate of about 20-or 30 a day. The daily capacity will be increased to about 150 as the season progresses”.

“All the work will be done here, including the painting and upholstering. The plant will start with a crew of 200, but this will be increased to about 500 or 600 workmen later”.

Note: These articles do not reflect when the first Model A came off the assembly line at the Seattle branch.

In a related article from the February 26, 1928 issue of The Seattle Daily Times read: “Car’s Claim to Sturdiness Shown: Scarcely a day passes’ but that the Seattle Ford factory branch receives some report of another stringent test given the new Ford. R. W. Hines, branch manager for the Ford Motor Company, not only convinced himself, but a party of friends as well not long ago, that the little car is all that its makers boast. Mr. Hines and his party drove two cars (a Sport Coupe and a Tudor Sedan) up into Rainer National Park and battled the drifts that at the time all but cut Longmire Springs off from the rest of the world. The two Ford cars and their passengers made the trip with ease, though they had been warned that it would be impossible”.

March 1, 1928: The Seattle Daily Times:

Ford Assembly Plant’s Labor Needs Satisfied

“Sufficient additional men have been taken on at the local Ford assembly plant to care for the needs of the establishment until the latter part of April, it was said today by Seattle spokesmen for the Ford Motor Company. Eventually the Seattle working strength will be raised to 800 men, it is expected”.

“Production of units **will be commenced** here Monday (March 5, 1928), it was announced, *although dispatches from Detroit said that Seattle production would start this week (the week of February 26 through March 3, 1928)*”.

Note: So very true according to the February 19, 1928 issue of The New York Times: “Fords Reach Output of 800 Cars Daily”.

“Every mechanical detail of the car has been settled finally,” said today’s dispatch from Detroit. “The only admitted change from the original model was the addition of emergency brakes”.

March 1, 1928: Ford News:

Production Underway at Branches

“Seven branch plants of the Ford Motor Company have begun assembly operations on the Model A, and more will follow shortly”.

“Kearny, the first plant outside the Detroit area to start assembling the new cars, rolled it’s first completed unit from the line on December 12. It was followed by San Francisco, which began operation on January 4. Louisville came next, on January 10, and was followed by Kansas City on January 23. Chicago began assembly February 6; Norfolk, February 21; and Seattle, February 27”.

“By the end of March, production on the Model A will be underway in fifteen assembly plants, it is planned”.

Note: I believe the above dates represent dates when men started to go back to work as the FIRST car came down the line a few days later.

March 5, 1928 (APX): Seattle, Washington

March 8, 1928: Somerville, Mass.

March 9, 1928: The Daily Boston Globe:

New Ford Turned Out At Somerville First Car Assembled In About Four Hours No Effort At Speed In Production For the Present

“The first new Ford car to be assembled at the Somerville Ford plant was run off the assembly line there at 3 o’clock yesterday afternoon (March 8, 1928) after being on the conveyor about 24 hours”.

“The putting together of that machine, a ***Tudor Sedan***, marks the beginning of a production which is expected to reach high figures within comparative few weeks”.

“No effort was made to turn the first machine out in a hurry. On the contrary, the utmost care was used in seeing that a perfect car was produced. This policy is to be followed until every man knows his share of the work perfectly”.

“The assembly is being done in one huge room, about 1100 feet long and 400 feet wide. Freight cars bearing parts, come in a track along one side, directly across from the assembly line”.

“From the cars, the material is put on carriers, which deposit it at the proper places beside the assembly conveyor. The frames and axles go on first and are

carried along to the point where the motors are dropped in by cranes. Then the chassis is run down the line receiving additions until it comes off completed”.

“There were three or four cars in process of assembly yesterday forenoon, while by mid-afternoon there were 12 or 13 on the line. It is expected that production will be increased a few cars each day, until the maximum of about 450 cars a day is reached. This, according to the company officials, will be in about two months”.

“The first car off the line yesterday went to T. C. Baker of Brookline, a dealer who said that he was going to deliver it to Noble Foss, son of Ex. Governor Eugene N. Foss”.

March 9, 1928: Dallas, Texas

March 9, 1928: The Dallas Morning News:

Ford Plant to Function First Tudor Will be Greeted by Business Men and Officials

“Formal reopening of the Dallas assembly plant of the Ford Motor Company (5200 East Grand Avenue) will be held Friday afternoon (March 9, 1928) when the first of the new Ford’s to be assembled here will come off the assembly line, William C. Proctor, assistant manager, announced Thursday (March 8, 1928)”.

“The plant which has been shut down for many months will open again Friday (March 9, 1928) with a force of 500 men, Mr. Proctor said. Peak employment of the Dallas branch of Ford is about 1,750 (men) which is expected to be reached within a few more weeks”.

“The new Ford, which will mark the resumption of activities at the local plant probably will be a **Tudor Sedan** Mr. Proctor said. It will be greeted by a number of Dallas citizens including city officials, representatives of the Chamber of Commerce, and newspaper men. A. J. Langford, manager of the plant will be the host”.

“The opening assembly capacity will be about fifty cars a day. The plants capacity, however, is 400 cars daily and it is hoped to reach the maximum within a few weeks, Mr. Proctor said”.

“The plant has been shut down during the Ford period of readjustment incidental to bringing out the new Ford models. For many months the local branch has been idle. It was expected that activity would be resumed within a short time after the announcement of the new models late last year, but small production in the parent plants in Michigan prevented this”.

“Various opening dates have been rumored since then, but the announcement Thursday (March 8, 1928) was the first official notice of the reopening of the assembly branch”.

“The resumption of assembling at the Dallas plant will make a much larger number of the new Ford’s available at once for delivery in the Dallas territory it was pointed out. Dallas dealers and others in this district have been making some deliveries before, but have been unable to meet the demand for the cars it was said. The reopening is expected to have a favorable effect on the unemployment situation”.

“Production at the Ford factories, according to Detroit authorities, is more than 1,200 units a day. About 100,000 men are at work in the Ford plants there now, and it is expected that production will be stepped up materially before the end of the month”.

March 10, 1928: The Dallas Morning News:

Ford Assembly Plant Working Ceremony Made of Completing First of New Cars Here

“Reopening after a shutdown of some months, the Dallas plant of the Ford Motor Company, Friday afternoon (March 9, 1928) assembled it’s first new Ford which was driven from the assembly line by Mayor R. E. Burt”.

“The first of the new cars to be put together here was greeted by a number of Dallasites, including Mayor Burt, City Commissioners, representatives of the Chamber of Commerce and the Dallas Automotive Trades Association, Ford Dealers of Dallas and newspaper men. About a dozen cars were assembled on opening day”.

“Production will be twenty cars a day next week, fifty daily for the following week and seventy-five daily for the last week of March, A. J. Langford, manager of the plant announced. By April 1, it is expected that the plant will be assembling 100 cars a day, he reported”.

“About 500 men have been re-employed by the local Ford branch, it was announced. This number will be gradually increased each week until by the time the plant is at its capacity of 400 cars a day there will be between 1,800 and 2,000 workers employed, Mr. Langford said. The payroll will amount to about \$300,000.00 monthly, he reported”.

“The visitors at the formal opening were welcomed by Mr. Langford, who with W. C. Proctor, assistant manager, was host. After a talk by Mr. Langford, they were conducted to the assembly line, where the cars were being put together”.

“As the first car, a pyramid sand (Tudor) sedan, reached the platform at the end of the moving assembly line, the line was stopped and Mayor Burt climbed into the drivers seat of the car and started the motor. He then drove the car out the runway to the parking place at the side of the plant, where photographs of the owner, plant officials, local Ford dealers and the visitors were made”.

“The plant has been shut down for some time due to readjustment in bringing out the new Ford Models”.

March 15, 1928: Ford News:

Production Totals Go Up; 15 Lines to Operate by April 1

“Ford Assembly lines at the Fordson plant and nine branches are at present pushing the production score steadily upward. Five more assembly lines will be in operation before April 1”.

“The complete list of assembly plants by April 1 will include those at [Fordson \(APX\)](#), [Kearny](#), [Louisville](#), [San Francisco](#), [Kansas City](#), [Chicago](#), [Norfolk](#), [Seattle \(APX\)](#), St. Louis, [Chester](#), [Dallas](#), [Twin City](#), [Somerville](#), [Memphis](#), and [Buffalo](#)”.

March 15, 1928: Twin City/St. Paul, Minnesota

Production of the Model A Ford at the St. Paul plant of the Ford Motor Company began on March 5, 1928 but would be several days before the first finished cars were to leave the assembly line as it was announced by S. A. Stellwagen, manager.

Actual work in the production of the new cars was directed to the building and painting of bodies. Excepting the motors, the entire car was to be manufactured in St. Paul.

March 15, 1928: The St. Paul Dispatch:

First New Ford Turned Out At St. Paul Plant

“The first of the new model Ford cars left the assembly line at the St. Paul plant of the Ford Motor Company (117 University Avenue) at 9 A. M. today (March 15, 1928)”.

“Production was resumed at the plant, which had been closed since last summer, March 5, and in the past 10 days has been devoted to the building and painting of bodies”.

“Practically the entire car, excepting the motor, is manufactured here”.

“Approximately 20 cars a day are to be turned out at the start and the output will be increased as rapidly as possible”.

In another related article in the St. Paul Pioneer Press of April 26, 1928, it indicated that the Business Coupe had been added to the models turned out at St. Paul.

In another related article in the St. Paul Dispatch of August 28, 1928, it was reported that “The entire output of the St. Paul plant goes to 464 dealers in Minnesota and the north half of South Dakota, and to 292 dealers in North Dakota”.

March 16, 1928: Chester, Pennsylvania

March 16, 1928: Chester Times:

City Secures First Product Of Ford Plant

“ The first new model Ford car assembled at the local plant ...was driven off the runway by Mayor Samuel Turner this morning (March 16, 1928)...”.

“The car, a green two-door sedan (***Tudor Sedan***), the engine number of which is A24971 (assembled February 14, 1928)...”.

March 23, 1928: New York Times:

Ford’s Car Output 1,200 to 1,500 Daily

“There are twelve assembly lines in operation and three more will be started by April 1”.

“The lines now operating are at [Fordson \(Detroit\) \(APX\)](#), [Kearny](#), [San Francisco](#), [Kansas City](#), [Chicago](#), [Norfolk](#), [Seattle \(APX\)](#), [Chester \(near Philadelphia\)](#), [Dallas](#), [Twin City](#), [Somerville \(near Boston\)](#), and [Louisville](#)”.

“The three to be opened before the end of the month are [Memphis](#), [St. Louis](#), and [Buffalo](#)”.

“In addition to the fifteen assembly plants named, there are nineteen others in the United States. These will be opened as rapidly as possible, according to the information obtained yesterday (March 22, 1928) and the officials of the company hope to have them all going by June 1”.

March 29, 1928: Oklahoma City Chamber of Commerce Newsletter:

Ford Plant to Open April 2

“The branch factory of the Ford Motor Company (205 West First Street), one of the city’s largest industries, will begin the assembling of the new Model Ford cars on April 2nd, according to J. W. Pipkins, local manager”.

“For the past several days over 100 men have been at work installing new machinery for the production of the new model car and by April 2nd, when production starts, 800 men will be given work”.

“Production will be speeded up as soon as possible until the capacity of the plant is reached which is 250 cars daily. When this point is reached, 1,500 men will be employed according to Pipkin. The payroll of the first 800 men will approximate \$170,000.00 monthly”.

“The local plant furnishes cars (and trucks) for all of the state of Oklahoma and Western Texas and for parts of Arkansas. Several thousand orders have been placed by dealers from this section which will assure capacity production of the plant for months to come”.

Note: There was no other known article about the opening of the Oklahoma City branch found.

April 2, 1928 (APX): Oklahoma City, Oklahoma

April 2, 1928 (APX): Atlanta, Georgia

April 3, 1928: The Atlanta Constitution:

Local Ford Motor Plant is Reopened

“After more than a year of almost complete idleness, the Atlanta branch plant of the Ford Motor Company at 699 Ponce de Leon Avenue, reopened Monday morning (April 2, 1928) and immediately began the assembling of the new model cars”.

“During the past few months, workmen in the plant have been busy placing the equipment for handling the new models and, although some of the finishing equipment has not been installed, the work of assembling the cars has already begun”.

“I. B. Groves, manager of the plant, stated Monday night (April 2, 1928), that it will be Wednesday (April 4, 1928) or Thursday (April 5, 1928) before much work will be accomplished. New men are being assigned to their respective duties

and must be trained thoroughly, he stated. Before the end of the week, nearly 800 men will be employed”.

“Officials of the plant stated that within three weeks approximately 100 cars per day will be turned out and ready for use and that the maximum output of 150 cars daily will be reached in the early summer”.

“The Atlanta assembling plant supplies not only the needs of local dealers, but a wide territory, including most of Georgia and large portions of Alabama, Tennessee, and North Carolina”.

Note: This article tells of the workers returning, NOT when the first car rolled off the assembly line.

- Fargo: May 3, 1928: The rumble seat was classified as standard equipment on the Sport Coupe. (6)

April 5, 1928: Memphis, Tennessee

April 6, 1928: The Commercial Appeal (April 6, 1978):

50 Years Ago April 6, 1928

“The First assembled-in-Memphis Ford of the Model A type rolled off the assembly line yesterday afternoon (April 5, 1928) at the Riverside plant and was formally present(ed) to the Memphis Goodfellows by W. K. Edmunds, local manager. There was a parade through downtown Memphis, giving the curious a close look at the new car”.

Note: Not sure if this article was from the April 6, 1928 issue of The Commercial Appeal.

April 15, 1928: The Houston Chronicle:

Not Long Now...Ford Assembly Begins Monday

“Assembly of the Model A Fords will begin Monday in Houston, marking the first activity of that kind since the local branch of the Ford Motor Company was shut down late last summer. It has been announced by P. W. Schwab, manager”.

“Due to the workmen’s unfamiliarity with new equipment, only a small number of men will check in at the plant on Monday, but they will be the nucleus of an army of about 1,000 which will gradually be assembled, Mr. Schwab said”.

“Production will be only a few cars a day to begin with, but within a week or two, Ford cars will be forthcoming at a rapid rate, the manager believes”.

“It will take months to catch up with orders on file, the announcement said”.

April 16, 1928: Houston, Texas

April 16, 1928: The Houston Chronicle:

Ford Plant Opens With 150 At Work

“The assembly plant of the Ford Motor Company of Houston opened Monday with about 150 men working. More than 2,500 men reported for work and were turned away as it will be several weeks before each department of the plant is running”.

“There are about 400 former employees who have preference for the jobs, officials said. These men have been notified by telephone or letter when to report. Others who go to the plant are doomed for disappointment at this time”.

May 7, 1928: The Omaha Evening World Herald:

**Ford Plant Reopens
Working Force of 300**

“The Omaha Ford assembly plant (1502 Cuming Street) today (May 7, 1928) resumed operation under the supervision of G. W. Rall, F. T. Bennett and F. M. Feller, factory production representatives, and T. A. Herbert of the Denver branch. Production at the Omaha plant was discontinued about a year ago pending the development of the new models”.

“Seventy-five additional men were hired today making total plant employees, three hundred. W. A. Russell, local manager, predicted that this number would be increased to between 500 and 600 within 60 days as production gets into full swing again. All Omaha and Council Bluffs labor will be hired, he stated. The plant will operate on a five-day schedule”.

“As we reach full production, our payroll will be about \$3,500.00 a day or approximately a million dollars a year”, said Mr. Russell”.

“All parts for the new cars have arrived and workmen this morning began on the assembling of bodies. Maximum production at the local plant, which serves 79 Nebraska counties, 11 western Iowa counties, and 12 counties in South Dakota, is 220 cars a day. Twenty cars will be the daily output this week. This will be increased to 50 cars a day next week. The local plant also is being supplied with assembled cars for its territory from branches at St. Louis and Kansas City”.

“New equipment, valued at \$50,000.00 has been installed, including welding machines, conveyors, paint ovens and miscellaneous machinery”.

May 10, 1928: Jacksonville Florida

May 11, 1928: The Florida Times Union:

New Ford Car Is Assembled

“Jacksonville’s latest infant...a bouncing **Sport Coupe** of the Model A Ford”.

“With John T. Alsop, Jr., mayor of the city, heading the receiving line, the baby was introduced to the public for the first time late yesterday (May 10, 1928) by Charles F. Bowman, Henry Ford’s chief representative in Florida, South Georgia, and Southeastern Alabama. The occasion was the running off the line at the local Ford plant the first machine assembled there since operations in the development of the new model were begun Monday morning (May 7, 1928). From now on, according to Mr. Bowman, there’ll be Fords after Fords come off the line”.

“Operations at the plant defiantly got under way Monday (May 7, 1928) morning...Peak production at the plant is 200 machines a day...but would probably not be reached for some time because of the inexperience of the workmen in assembling the new type and the small amount of available materials, the set-back, which it was indicated, has prevented the plant from opening at an earlier date....Operations at the plant for the present are being confined to Coupe and Tudor types”.

“Motion pictures of the operations at the plant...will be shown at the Florida theaters within the next ten days”.

May 10, 1928: Omaha, Nebraska

May 12, 1928: The Omaha Morning World Herald:

Ford Employs More Local Plant Adds 240 to Force During the Week

“Two-hundred and forty additional employees have been hired this week by the local Ford assembly plant, which resumed production last Monday (May 7, 1928), according to W. A. Russell, manager. This makes a total of 435 persons now on the payroll of the plant, including 50 office workers, Mr. Russell said.

“Seventy-five workers were hired Monday morning. The others have been added during the week. More will be employed as production increases, the manager stated”.

“The first of the new models assembled in Omaha were turned out of the plant at 5 P. M. Thursday (May 10, 1928). The plant is assembling from 10 to 12 cars a day now, and hopes to reach a daily production of 60 cars by the middle of next week, according to Mr. Russell”.

May 13, 1928: The Omaha Bee-News:

Ford Assembling Plant Under Way Production of 50 Cars Daily During Coming Week Expected

“Ford Motor Company’s plat at Sixteenth and Cuming Streets is now running with a force of 435 men, all from Omaha and Council Bluffs, and according to A. W. Spence, assistant manager, production will total about 50 cars a day during the next week”.

“As production speeds up”, said Mr. Spence, “we shall find it necessary to increase our force. We are working on the Ford basis of an eight-hour day five days a week”.

“Maximum capacity of the Cuming Street plant is 220 cars a day, and maximum working force reaches about 700. The first “A” model of the new car left the factory Thursday, May 10”.

May 13, 1928: The Houston Chronicle:

Ford Production Here Reaches 40 Cars Every Day

“Production of the Ford Motor Company of Texas has reached 40 automobiles a day at the Houston plant on Harrisburg Boulevard, it was announced by P. W. Schwab, manager”.

“This will be speeded along until one of the machines will be rolling off the assembly line here in a shorter time than every two minutes, he said”.

“Inside the plant, activities along more than a mile of conveyers are hardly different in the building of Model A Fords, then when last year the old planetary transmission types were being assembled”.

“Modern air and electric devices lift heavy parts so the workmen have less physical effort to expend. Painting devices which includes vats for wheels and fenders, and electric guns for lacquering the bodies are much the same as formally used”.

“Air dryers and ovens for hardening painted surfaces help save time along the assembly lines”.

“Unfamiliarity of workmen with some of the new machines, parts and location of equipment, which has been moved, are mainly responsible for the small production at this time”.

“One entire floor of the big plant is given over to parts for the Model T Fords, while another is stored with parts to be sent out for the Model A cars. Service for both cars is essential, it was declared”.

May 15, 1928: Ford News:

**Production at Branches Increasing
Twenty Plants Now Building Model A Cars
Several Added to List**

“Ten more plants of the Ford Motor Company have begun production of the Model A cars since April 1, at which time the company announced that ten plants were in operation. The latest plants to get under way are [Atlanta \(APX\)](#), [Omaha](#), [Jacksonville](#), [Houston](#), and [Oklahoma City \(APX\)](#)”.

“Those now turning out cars include: besides those named and Fordson (APX) (are): Buffalo, Chester, Chicago, Dallas, Kansas City, Kearny, Louisville, Memphis, Norfolk, St. Louis, San Francisco, Seattle (APX), Somerville, Twin City”.

May 15, 1928: New Orleans, Louisiana

May 15, 1928: The New Orleans Times Picayune:

First Model A Ford to Roll Out of Arabi Plant Starting Quota of 200 Automobiles This Week

“The first Model A Ford from the Arabi plant of Ford Motor Company (7200 North Peters Street) will roll from the assembly line at 9 o’clock this morning”.

“The first machine, a two-door sedan (*Tudor Sedan*), with serial number 77-225 (A77225, an April 9, 1928 stamped engine), will mark the beginning of steady production at the Arabi plant, with a quota of 200 cars set for the present week. From this time on output will be steadily increased, according to H. J. Burkett, superintendent, to a minimum of 200 cars daily”.

“At this time, slightly more than 500 men are at work in the plant and the force will be increased just as rapidly as the new employee can be trained. Within a short time, Mr. Burkett says, the plant will be operating on the peek schedule of three eight-hour shifts”.

“While output at the Arabi plant is being distributed among dealers in the New Orleans territory—all of Louisiana, the south half of Alabama—shipments from the Louisville and St. Louis plants will continue arriving to help fill the great and steadily growing demand for the new models”.

“From Louisville the cars are coming by rail, while from St. Louis shipments via barge now are en route to New Orleans”.

“The Arabi plant, now is conducting a training school for the 240 dealers of the New Orleans territory, the instruction period closely following ?????? through which 240 shop superintendents and 240 mechanics passed under the eyes of W. M. Waddeil, expert instructor”.

- Fargo: May 24, 1928: It was reported that “Production of the Fordor Sedan has started in a limited way”. (6)

So, as of May 15, 1928, the following plants were known to be in operation:

Atlanta, GA (A or AA); Buffalo, NY (BO); Chester, PA (CR); Chicago, IL (CHI); Dallas, TX (DS); Dearborn/Fordson (The Rouge) MI (F or FD); Houston, TX (H); Jacksonville, FL (JE); Kansas City, KS (KC?); Kearny, NJ (KY); Louisville, KY (LE); Memphis, TN (MEM); New Orleans, LA (NO); Norfolk, VA (NK); Oklahoma City, OK (OC); Omaha, NE (??); San Francisco, CA (SFA or SFAA); Seattle, WA (AS); Somerville, MA (S); St. Louis, MO (STL); Twin City, MN (TC).

Note: This meant that St. Louis and Buffalo were all in operation after April 1 and before May 15, 1928.

May 21, 1928 (APX): Des Moines, Iowa

May 21, 1928: Mason City Globe-Gazette:

Ford Assembly Plant at Des Moines Opened Monday

“Indictive of the extent to which production is being speeded up, the Ford assembly plant here, employing a large force of workers, will be reopened Monday (May 21, 1928).

May 26, 1928: Unknown Publication:

Ford Assembly Plants Get Into Production

“The Denver plant has been gotten ready for production and will start operations June 4 (June 5, 1928)”.

“The Des Moines plant opened this week after being closed a year.”

“Los Angeles is running at 35 cars a day...”.

May 27, 1928: New York Times:

At The Wheel

“They’re making Fords in twenty-one places now: Atlanta (APX), Buffalo, Chester, Chicago, Dallas, Detroit (Fordson) (APX), Houston, Jacksonville, Kansas City, Kearny, Louisville, Memphis, New Orleans, Norfolk, Oklahoma City (APX), Omaha, St. Louis, San Francisco, Seattle (APX), Somerville, and Twin City”.

“There are thirty-four Ford assembly plants in all, thirteen remaining to be opened”.

Note: There were 32 Ford assembly plants in the USA, not 34, thus leaving 11 remaining to be opened. Unless...they were also referring to Fargo and Salt Lake City which were Ford “service plants”.

May 28, 1928: Manchester, England

June 5, 1928: Denver, Colorado

June 5, 1928: The Denver Post:

**Plant In Denver Makes Its First
New Ford Auto
Production to Be Steadily Increased
600 to Be Employed**

“The first Model A “BUILT IN DENVER FORD” came of the line at the Denver plant of the Ford Motor Company, Tuesday, in what was the beginning of a schedule of production of twenty cars daily, the production to increase each week thruout the summer”.

“The Denver plant will turn out Fords for all of Colorado and Wyoming, northern New Mexico, southern Idaho and parts of Utah. The stock comes from the plant from Detroit in separate and unfinished parts. The entire car is assembled and built at the Denver plant, even to the enameling and painting of the machine”.

“The force of 290 men that started at the plant Monday, the opening day, working full time, will be increased, according to Emory Afton, general manager of the plant, to the maximum capacity of 600 employees before the summer is over. Fifty cars daily will be the rate of production next week, Afton said, after which each week will show a corresponding increase”.

“According to the general manager, the Denver plant has never been so flooded with orders since it began operations here, fourteen years ago (1914). Interest in the new Model A is tremendous in Denver and thruout the west, he said”.

“A one-fourth mile overhead track at the plant carries bodies thru the various processes, while a track equally as long runs on the floor, leading to the final process, after which the car is ready for the driver”.

June 7, 1928 (APX): Pittsburgh, Pennsylvania

June 7, 1928: The Pittsburgh Press:

Ford Plant Resumes Here Local Unit On A 50-Car A Day Schedule

"The Pittsburgh factory branch of the Ford Motor Company has begun active operation in assembling and distributing new Ford models".

"While only about 20 cars are being turned out each 24 hours, production has been placed on a 50-car a day schedule and over 400 men have been given employment in the various departments of the Pittsburgh plant".

"George Yule, manager of the local unit, said today that the plant's former employees have been re-engaged and in addition a number of new men who are being trained to handle the production when it reaches 200 cars per day, the capacity of the plant".

"While the Pittsburgh unit is one of the last of Ford's 35 branches to resume operations, it is considered one of the most important in the point in supplying dealers in a wide area".

"Efficiency in assembling the new Ford's is being placed above immediate quantity output, according to the local manager".

June 23, 1928*: Milwaukee, Wisconsin

July 2, 1928: Ford News:

Thirty Assembly Plants Now Build Ford Model A Car

Note: Those 10 plants, since May 15, 1928, were not mentioned in the article, nor was any plant as that goes.

- Fargo: July 13, 1928: "Production of the Standard (Special) Coupe will be started next week". (3)
- February 5, 1929: Briggs was building all bodies for coupes (4)

The Special Coupe (49-A) replaced the Standard Coupe (45-A) in July 1928 and went through July 1929 when Ford reverted back to the Standard Coupe. Although Ford did not use the "Special" in its description, no "special" production figures are known as they were not differentiated during production. Please refer to the 1928-1929 production figures for the Standard Coupe.

July ??, 1928: Antwerp, Belgium and Barcelona, Spain

July 9, 1928: Buenos Aires, Argentina

August ??, 1928: Berlin, Germany and Sao Paulo, Brazil

September 12, 1928: Portland, Oregon

September 13, 1928: The Oregonian:

**Ford Autos Turned Out
Six Cars Assembled Here In First Day's Run
Formal Ceremony Later Planned and Public Will Be Asked to See
Production**

"Henry Ford's first Portland-assembled Model A automobile was produced yesterday. It was the first Ford car to be turned out of the Portland plant (481 Eleventh Street) in the last 15 months".

"Assembly operations yesterday (September 12, 1928) were careful and painstaking, in line with the Ford policy of not rushing production. Six cars were assembled yesterday, one more than had been planned for. Next week's schedule calls for 10 cars a day, then 20 cars a day, and finally 75 cars a day".

"C. A. Bullwinkle, Portland Ford manager, expects to have 250 men producing the 75 cars a day on or before the first of the year".

"No formal ceremonies were held yesterday at the Ford plant. Only a few Ford officials and newspaper men were present to watch the first car come off the line. A formal opening will be held later, at which time the public will be invited".

"Ford dealers and factory officials expressed pleasure yesterday at the opening of the Portland plant. This added output will gradually enable the dealers to supply the many thousand Ford orders on the books. Even with limited production, Ford sales are now second in Oregon".

September 21, 1928: Cleveland, Ohio

September 22, 1928: The Cleveland Plain Dealer:

**Ford Assembly Is Started Here
West Sider Gets First Car Off Line**

"The first of the new model Fords to be assembled at the Cleveland branch at Euclid Avenue and E. 116th Street, was driven away two minutes later yesterday (September 21, 1928) by its owner, David Gottdiner, president of the Victor Tea Company 2064 W. 25th Street".

“The line at the branch starts production with a schedule of 50 cars a day, which is expected to be increased to well over 100 within a short time. The branch will employ 350 men regularly, which further boost’s Cleveland’s employment figures”.

“The first Model A car to be assembled here was the new **Fordor Sedan**. It reached the end of the assembly line yesterday (September 21, 1928) while officials and employees of the branch cheered and cameras clicked”.

“In the absence of A. B. Pease, branch manager, P. H. Bryon, assistant manager, congratulated Gottdiner on his selection of the new car. G. B. Ehrman, Ford dealer of 3212 W. 25th Street, sold the car to Gottdiner. A moment later, Gottdiner drove the car away”.

September ??, 1928: Yokohama, Japan and Asnieres, France

September/October ??, 1928: Mexico, City, Mexico

October, ??, 1928 Copenhagen, Denmark

October 1, 1928: Ford News, page 213:

“All assembly plants, both foreign and domestic, are now in production on the Model A car”.

Note: Between July 2 and October 1, 1928, the last two USA Ford assembly plants opened for the production of the Model A Ford. They were not named.

By October 1, 1928, the following plants were known to be in operation:

Atlanta, GA (A or AA); Buffalo, NY (BO); Charlotte, NC (CE); Chester, PA (CR); Chicago, IL (CHI); Cincinnati, OH (CI); Cleveland, OH (CL or CLE or CLEV); Columbus, OH (G); Dallas, TX (DS); Dearborn/Fordson (The Rouge) MI (F or FD); Denver, CO (DR); Des Moines, IA (DM); Houston, TX (H); Indianapolis, IN (I); Jacksonville, FL (JE); Kansas City, KS (KC?); Kearny, NJ (KY); Los Angeles, CA (LA); Louisville, KY (LE); Memphis, TN (MEM); Milwaukee, WI (??); New Orleans, LA (NO); Norfolk, VA (NK); Oklahoma City, OK (OC); Omaha, NE (??); Pittsburgh, PA (??); Portland, OR (PO); San Francisco, CA (SFA or SFAA); Seattle, WA (AS); Somerville, MA (S); St. Louis, MO (STL); Twin City, MN (TC).

Blue is date of opening and article to support the opening (21);

Red is “possible” date only and NO article to support the opening (4);
Chicago, Milwaukee, Norfolk, San Francisco.

Black is NO date and NO article to support the opening (7).

Buffalo, Charlotte, Cincinnati, Columbus, Indianapolis, Los Angeles, St. Louis.