

Carolina, Clinchfield & Ohio Railway Operations in and around Johnson City, 1907 – 1954
By William C. Schneck, Jr. (As of 2 October 2023)

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Introduction

This is a short history of the Carolina, Clinchfield & Ohio Railway (C.C. & O.) in Johnson City. This history is largely organized around various aspects of the Clinchfield that may be of interest to members of the E.T.&W.N.C. Railroad Historical Society. The Clinchfield, formed in 1908, was the successor of the Charleston, Cincinnati, & Chicago Railroad (“3Cs”), Ohio River & Charleston Railway (O.R.C.) and South & Western (S&W) Railway. The E.T.&W.N.C. and the Clinchfield had a significant relationship and frequently served the same industries in Johnson City over dual-gauge trackage. A particularly interesting aspect of the Clinchfield was its extensive use of Mallet-type locomotives to haul long trains of coal. These large locomotives would provide an interesting contrast to the much smaller locomotives of the narrow gauge E.T.&W.N.C.

The Clinchfield played an important role in the economic development of Johnson City. In 1931, Clinchfield historian William Way wrote: “Johnson City has developed from a town of 5,000 inhabitants in 1910 [when the Clinchfield began regular service through Johnson City] to a city with a population of over 30,000 [by 1931]. It is the site of one of the National soldiers’ homes, the grounds of which comprise an area of approximately five hundred acres; it is said to be the most beautiful ‘Home’ in the country. Remarkable industrial development has taken place since the establishment of the Clinchfield. The principal industries of Johnson City include a blast furnace, two iron foundries, two furniture factories, a hosiery mill, a knitting mill, four machine shops, a mattress factory, seven wood-working plants, a tannery, a cement plant, and a brick and tile manufacturing company.”¹

Additional information on the Clinchfield, with respect to Johnson City, is available in [The Railroads of Johnson City](#), by Johnny Graybeal. I invite other members of the Historical Society to add any missing material to this document and discuss/correct any deficient interpretations of

the information at hand (particularly the dating and interpretation of photos). For those who wish to research the documents and photographs further, I have provided links, when available, to expedite such attempts. In general, I have left the original spelling (sometimes autocorrect strikes, so I am unsure that all of it is original). I wish to thank Chris Ford for his assistance and encouragement to bring this document into a presentable state. A list of open questions is given in Appendix A.

Table 1. Partial Timeline of Clinchfield Developments Impacting Johnson City²

Date	Event
1 January 1907	“General Offices moved from Bristol to the Carnegie Building in Johnson City.”
7 September 1908	“First train into Marion, NC.”
3 February 1909	“Line completed from Dante, VA, to Johnson City.”
2 October 1909	“Line completed to Bostic, NC.”
24 March 1909	“First coal train (25 cars) pulled by engine 313 [a Class H-4 2-8-0 Consolidation] ran from Dante to Johnson City.”
25 March 1909	“First train of coal (10 cars) arrived at Bostic, NC.”
2 May 1909	“First passenger train arrived in Bostic.”
12 September 1909	“Upon completion of the shops and yard, the offices of Superintendent, Master Mechanic, and cart service agent were moved from Johnson City to Erwin.”
29 October 1909	“The line was completed to Spartanburg...”
1914	“General Offices moved from the Carnegie Building to Love-Thomas Building on Ashe St. Johnson City.”
1926	“General Office building [in Erwin, Tennessee] enlarged... The remainder of the office force in Johnson City consisting of Legal, Claims, Purchasing, Treasury and Traffic were moved to Erwin...”
1932	“Passenger trains nos. 36 and 39 on the north end [which serviced Johnson City] were discontinued.”
16 April 1954	“Last steam locomotive operated as a pusher from Kingsport to Erwin.”
30 April 1954	“Last passenger train operated No. 37 between Spartanburg and Elkhorn.”

Clinchfield Mallet Locomotives in Johnson City, 1909 – 1954

1931. The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains.

“Slow Freight Trains (Third Class)... The slow freight trains are, for the most part, composed of coal cars. They are made up at Dante, southbound, and are operated as through freights to Erwin, where another train is made up, usually by number only, to handle the cars to Spartanburg. Numbers 16 and 18 leave Dante at 12:55 P.M. and 8:00 P.M., and arrive in Erwin at 8:30 P.M. and 4:00 A.M., respectively... Northbound, these trains are operated as extras.

Four regular crews are assigned to work between Erwin and Dante, 101 miles, to handle empty coal cars to the mines and coal loads from the mines. Northbound, these crews pick up coal empties at Johnson City and at Kingsport, and set off empty coal cars at Miller Yard for the Interstate Railroad, and at Castle for the ‘Dumps Creek’ branch. These trains also handle any loads which may be in the Erwin Yard for Johnson City, Kingsport, or Miller Yard. Southbound, they pick up coal loads at Castle and Miller Yard, and set off coal loads at Kingsport and Johnson City.

Either one L-2 or an L-3 [2-8-8-2] Mallet locomotive is used on each of these trains between Erwin and Dante, except on southbound trains an L-1 [2-8-8-2] Mallet engine is used on the rear from Kingsport to Unicoi, 6 miles north of Erwin. The maximum load is 100 cars.”³



Figure 1. "Clinchfield 733 [apparently, this should read "734"] 2-8-8-2 Johnson City, TN 3-46".⁴



Figure 2. “Clinchfield 734 2-8-8-2 At Johnson City, TN 3-46”.⁵ Engine #734, a Baldwin 2-8-8-2 Chesapeake (Clinchfield Class L-2), was built in November 1919, with an empty weight of 270½ tons. L-2 Class locomotives were used on “Slow Freight Trains (Third Class)... The slow freight trains are, for the most part, composed of coal cars. They are made up at Dante, southbound, and are operated as through freights to Erwin... Either one L-2 or an L-3 Mallet locomotive is used on each of these trains between Erwin and Dante, except on southbound trains an L-1 Mallet engine is used on the rear from Kingsport to Unicoi, 6 miles north of Erwin. The maximum load is 100 cars.” This engine was retired on 1 September 1952.



Figure 3. "Clinchfield 734... 2-8-8-2 SB at Johnson City, TN 3-46"⁶



Figure 4. "Clinchfield 701 2-8-8-2 pusher on SB coal train Johnson City, TN 3-46".⁷ Engine #701, a Baldwin 2-8-8-2 Chesapeake (Clinchfield Class L-1), was built in March 1919, with an empty weight of 262 tons. Based on previous Clinchfield practice, it was probably used to haul coal trains This engine was retired on 18 August 1950.



Figure 5. “4-6-6-4 Challenger steam locomotive No. 655 – After the 2-8-8-2s Clinchfield turned to the single-expansion 4-6-6-4 type during World War II. Also built eight to a Delaware & Hudson design in 1942-43; an additional four in 1947 were CRR’s last steam locomotives. Engine 655 was from the first order.”⁸ Engine #655, an American 4-6-6-4 Challenger, was built in January 1943, with an empty weight of 303½ tons. Based on previous Clinchfield practice, it was probably used to haul coal trains This engine was retired on 1 May 1954.



Figure 6. "Clinchfield Engine [#655] at Bemberg," However, it does not appear that this photograph was taken at Bemberg. Perhaps, this was taken adjacent to the Carnegie Addition, on the northside of Johnson City.⁹ See also figures 2 and 36; Figure 2 may also have the two smokestacks, shown here.

1914. "Comparative Study in Operation – Virginian and C.C. & O."

"The Carolina, Clinchfield & Ohio began full operation from Dante to Spartanburg in July, 1910. At that time the company bought 11 Mallet and 15 consolidation locomotives. The consolidations weigh 178,650 lb. on drivers, have a total weight of 199,150 lb. and a tractive effort of 43,882 lb. The Mallets weigh 325,850 lb. on drivers, have a total weight of 378,650 lb. and a tractive effort of 77,400 lb. Since the Mallets have been in service the results obtained in practice have steadily improved, and although dynamometer car tests made at first did not show that the engines could haul the loads that have since been hauled in practice, the locomotives are now doing the work for which they were designed.

The distance from Dante to Spartanburg is 242 miles. The road is divided into two main districts, one from Dante to Erwin [which includes Johnson City], 101 miles, and the other from Erwin to Bostic yard, 108 miles. There is one through freight (coal) train run southbound each day. It is handled with the following power: One Mallet from Dante to Kingsport, 58 miles; two Mallets from Kingsport to Johnson City, 27 miles; three Mallets from Johnson City to Erwin, 16 miles; two consolidations and two Mallets from Erwin to Poplar, 13 miles; two consolidations and one Mallet from Poplar to Alta Pass, 38 miles, and one Mallet and one consolidation from Alta Pass to Bostic yard, 59 miles. From Bostic to Spartanburg trains are handled by one Mallet making a round trip each day, but since trains are broken up at Bostic yard, and since about one-quarter of the coal traffic is delivered to connections at Bostic yard and at Marion, north of Bostic yard, it is the operation of trains between Dante and Bostic that we are principally concerned with. Going north the daily through freight train consists principally of empties and is handled with the following power: One Mallet and one consolidation from Bostic to Erwin; two Mallets from Erwin to the top of the hill at Unicoi and one Mallet from there north to Dante.

In addition to the through freight there are three local freights, one running between Johnson City and Dante, one between Johnson City, and Alta Pass, and one between Bostic and Alta Pass, each local running north one day and returning the next. These trains are run as extras and are handled with consolidation locomotives. The passenger service consists of two passenger trains daily north and one passenger train and one mixed train daily south. Thus the total number of freight train cars brought south loaded in the through coal train and in the mixed train just about balances the total number of empties that can be moved north in the through northbound freight train.

In 1910, when the Mallets were first put in service the gross weight of freight trains southbound, including weight of equipment behind the drawbar, was about 5,400 tons. Since that time it has steadily increased until in 1913 it was about 6,480 tons. The time between terminals for 1910 varied from 14 to 15 hours on the Clinchfield division (the northern division) and from 13 to 14 hours on the Carolina division. The time in January, 1913, averaged 12 hours and 33 minutes on the Clinchfield division and 11 hours and 30 minutes on the Carolina division.

It is probably correct to say that a large share of the credit for the very remarkable showing made in transportation costs in the face of an increase in fuel cost per ton, and the increase in wages is due to the progress that has been made in handling heavy trainloads over rather heavy grades with Mallet locomotives. The consistent and constant effort of the operating management has been directed toward the entire elimination of small train units in freight service.

The Carolina, Clinchfield & Ohio had this distinct advantage in introducing heavy power. It was a new road; it was built with the idea of utilizing the heavy power; enginemen and trainmen who applied for jobs on the Clinchfield knew beforehand what they were getting into, and there was no dead wood to be taken care of and there were no traditions of former managements which had to be overcome. What prejudice there was on the part of the enginemen and firemen to the Mallet locomotive had been almost entirely overcome. Enginemen today who have a choice of

runs on Mallets or on the consolidations, prefer Mallets, in part, of course, because their pay is a little higher; but at any rate this preference shows that a small difference in pay is enough to lead an engineman to choose a Mallet in preference to a lighter locomotive.

It has been the experience of the Clinchfield operating officers that under conditions such as are found on that road the successful handling of very heavy train units depends largely on, first, the education of the enginemen in the use of the Mallet and, secondly, on adaptation of the machine to its particular work. The Clinchfield was peculiarly fortunate in being able to obtain the class of enginemen that were capable of this education. The education was effected by degrees. No attempt was made to force men into taking out heavier trains than they thought they could handle. Men were induced, rather than forced, to gradually increase the number of cars in trains. Cooperation between the more capable enginemen, the road foreman of engines and yardmaster was obtained, and naturally the less enterprising engineer fell into line as time went on. It was a process that took patience and some tact, but the results have amply justified the effort. Furthermore the Clinchfield has had no difficulty in keeping enginemen and firemen, and the men are getting some of the profits of the success of the experiment in the form of high and very steady wages. The experience of the Clinchfield has been that one fireman can without any difficulty fire a Mallet on a 100 mile run with a 6,400 ton train. On this run he shovels about 12 tons of coal, or something less than a ton of coal an hour.

The engines themselves are considered to be in better shape now than they were when first bought three years ago. They, like the enginemen, have been adapted to their work. At first considerable difficulty was experienced, but this has been overcome through minor changes. To mention but one of these changes as an illustration-when the engines were delivered they had 5½ in. nozzles; these have now been changed to 6½ and 7 in. nozzles, and a material gain has been made in efficiency. While not many of these engines have been put through the shops for full general repairs the expense of light general repairs has not been found to be heavy and the cost of the work on one engine that was rather badly damaged in a wreck was not at all excessive. All of the repair work is done at a small but quite complete shop at Erwin, where new modern machine tools are being installed as fast as there is need for them.

The Clinchfield has certain distinct advantages, but on the other hand it has many of the difficulties that the other coal roads have to contend with. Its grades are not so low as those of the Chesapeake & Ohio. The grades, however, on the Clinchfield are located so that a theoretical grade reduction is made by pusher service at a low cost. It has a number of 14 deg. curves and its coal cars have to be hauled northbound empty almost without exception. On the other hand, it has no old and obsolete power in operation. Its fuel supply is excellent. Its standards are absolutely modern, and it has had the advantage of the experience gained in building other roads. Its water supply is exceptionally good and fully 50 per cent. of its water tanks are gravity tanks. The water is of very good quality and needs no treatment. The company has an unusually large supply of modern steel coal cars, which have been in service only a few years and have, of course, been very inexpensive to maintain as yet. They are divided as between 50-ton hopper cars and 50-ton gondolas, the larger number being hopper cars. Nearly all of the coal is handled in the company's own cars and the road gets an average haul on its coal of nearly the entire length of its line, about 213 miles. The road's relations with both the Southern Railway and the Seaboard Air Line, as well as with the Norfolk & Western, are particularly friendly, which is of material advantage in the interchange of freight and of keeping a full supply of cars on hand during times of heavy loading and getting a full utilization of surplus cars by lending them to other roads in times of smaller loading.”¹⁰

Steam Locomotives of the Clinchfield, 1908 – 1954

30 June 1914 to 30 June 1916. Annual Reports of the Carolina, Clinchfield and Ohio Railway...¹¹

“Locomotives”

Type	Owned or leased June 30, 1914	Owned or leased June 30, 1915	Owned or leased June 30, 1916
Mogul (2-6-0)	1	1	0
Ten-wheel (4-6-0)	6	6	5
Consolidation (2-8-0)	2	2	2
Consolidation (2-8-0)	15	15	15
Mallet (2-6-6-2)	11	11	21
Pacific (4-6-2)	3	5	5
Total freight and passenger	38	40	48

Table 2. The Predominant Wheel Arrangements Employed by the Carolina, Clinchfield & Ohio Railway during the Steam Era.¹²

Wheel Arrangement	Classes	Number Procured	Road Numbers	Manufacturer	Drivers	Cylinders	Clinchfield Service Dates*
4-6-0	G-1	1	99	Baldwin	63"	19 x 26	1908 – 1954
	G-2	4	100 – 103	Baldwin	63"	20 x 26	Until 1938
4-6-2	P-1	3	150 – 152	Baldwin	69"	23 x 30	1910 – 1951
	P-2	2	153 – 154	Baldwin	69"	25 x 30	1914 – 1953
2-8-0	H-1	1	34	Baldwin	49"	20 x 24	1908 – 1925
	H-2	3	35 – 37	Baldwin	50"	20 x 24	1908 – 1925
	H-3 (converted to 0-8-0 in 1917)	2	51 – 52	Baldwin	51"	21 x 28	1908 – 1938
	H-4	15	300 – 314	Baldwin	57"	22 x 32	1909 – 1953
2-8-2	K-1	9	400 – 408	Baldwin	63"	27 x 30	1919 – 1943
	K-2	1	499	Baldwin	58"	23 x 30	1917 – 1952
	K-3	1	498	Baldwin	51"	22 x 28	Not found
	K-4	10	410 – 419	A - Brooks	63"	27 x 30	1923 – 1955
2-6-6-2	M-1	1	500	Baldwin	57"	23 x 35 x 32	1909 – 1938
	M-2	10	510 – 519, rebuilt to 550 – 559 in 1923	Baldwin	57"	24 x 37 x 32	1910 – 1952
	M-3	10	600 – 609	Baldwin	57"	23 x 35 x 32	1916 – 1925
2-8-8-2	L-1	7	700 – 706	Baldwin	57"	42 x 28 x 32	1919 – 1950
	L-2	10	725 – 734	Baldwin	57"	39 x 25 x 32	1919 – 1952
	L-3	10	735 – 744	Brooks	57"	39 x 25 x 32	1923 – 1952
4-6-6-4	E-1	8	650 – 657	American	69"	22 x 32	1942 – 1954
	E-2	4	660 – 663	American	69"	22 x 32	1947 – 1954
	E-3	6	670 – 675	American	69"	21 x 32	1947 – 1953

* Note, some of these locomotives came to the Clinchfield used, and some were sold by the Clinchfield and saw later usage with other railroads.

Table 3. Extract “Carolina Clinchfield & Ohio Railway Locomotive Roster”, Listing Locomotives Reported to have Operated in Johnson City.¹³

Number	Type	R.R. Class	Builder	Number	Date	Cylinders	Drs.	Pressure	T.F.	T.E.W.	Remarks
52	2-8-0	H-3	Baldwin	27072	12/05	21 x 28”	51”	200#	41,160	89 tons	Built for South & Western Ry 52, to CC&O 52 in 1908, converted to 0-8-0 by CC&O in 1917, retired 9/1/38 and scrapped.
100	4-6-0	G-2	Baldwin	33060	12/08	20 x 26”	63”	200#	28,000	82 tons	Retired 9/1/38 and scrapped.
101	4-6-0	G-2	Baldwin	33061		20 x 26”	63”	200#	28,000	82 tons	Retired 9/1/38 and scrapped.
150	4-6-2	P-1	Baldwin	34808	6/10	23 x 30”	69”	190#	37,140	117½ s.	Retired 6/51 and scrapped.
151	4-6-2	P-1	Baldwin	34809	6/10	23 x 30”	69”	190#	37,140	117½ s.	Retired 6/22/51 and scrapped.
301	2-8-0	H-4	Baldwin	33136	1/09	22 x 32”	57”	190#	43,882	100 ts.	Retired 12/24/51 and scrapped.
303	2-8-0	H-4	Baldwin	33138	1/09	22 x 32”	57”	190#	43,882	100 ts.	Retired 12/24/51 and scrapped.
305	2-8-0	H-4	Baldwin	33140	1/09	22 x 32”	57”	190#	43,882	100 ts.	Sold to M.D. Friedman Co., Portsmouth, Ohio, for scrapped and shipped 9/28/53. Last 2-8-0 on railroad.
306	2-8-0	H-4	Baldwin	33151	1/09	22 x 32”	57”	190#	43,882	100 ts.	Sold to M.D. Friedman Co., Portsmouth, Ohio, for scrapped and shipped 9/8/53.
308	2-8-0	H-4	Baldwin	33153	1/09	22 x 32”	57”	190#	43,882	100 ts.	Retired 12/21/51 and scrapped.
312	2-8-0	H-4	Baldwin	33181	2/09	22 x 32”	57”	190#	43,882	100 ts.	Retired 7/31/51 and scrapped.
499	2-8-2	K-2	Baldwin	37175	11/11	23 x 30”	58”	200#	46,500	130½ ts.	Purchased in 1917 from the Cambria & Indiana RR #4, scrapped at Cincinnati, Ohio, 3/52.
500	2-6-6-2	M-1	Baldwin	33551	7/09	23x35x32	57”	200#	70,640	171½	First mallet placed in service. Retired 9/1/38 and scrapped.
655	4-6-6-4	E-1	American	70003	1/43	22 x 32	69”	265#	101,120	303½ ts.	Retired 1 May 1954.
701	2-8-8-2	L-1	Baldwin	51768	3/19	42x28x32	57”	200#	103,560	262 ts.	Retired 8/18/50
734	2-8-8-2	L-2	Baldwin	52450	11/19	39x25x32	57”	240#	101,560	270½ ts.	Retired 1/9/52.

The Construction of the Clinchfield and its Facilities in Johnson City, 1908 – 1909

4 June 1908. Johnson City Comet.

“Temporary Shops – Of C.C. & O. to be Completed – Trains to Run by September. Work will be resumed on the C.C. & O. temporary shops at Carnegie at once [see maps 1, 2 and 4]. The large wheel lathe is in position, and the building will be roofed over this week and next.

September 1st will probably see the road open for train service to Marion, N.C., and by November 1st, it is expected that the line will be completed with connection with the Seaboard Air Line at Bostic, N.C. When this is done, the large increase of rolling stock in use will necessitate much better shop facilities, and many more shop and repair track employees.

It is semi-officially reported that the road will be in operation north to coal fields by January 1st. In that event it seems probable that new and permanent shops will be begun early in the coming year.

The loss suffered by the road in last week’s flood was small, probably not more than \$200 in and around the depot. But for the efforts of Store Keeper Garth, about 75 cushion coach sets would have been ruined by water. As it was they were only slightly damaged.”¹⁴

23 July 1908. Johnson City Comet.

“Track Being Laid. – The C., C. & C. About to Reach Marion Over its Own Rails. The track laying is about completed on the C., C. & O. between Johnson City and Marion, N.C., only about five miles remain to be laid and trains will be operated direct to Marion. This will be completed in a few days unless there is some unforeseen delay.”

August 1908. “A Journey Over the C., C. & O.” by Colonel Fred A. Olds.

“... The porter gravely announced Johnson City and as we cross a narrow-gauge railway it is pointed out as the line to the Cranberry iron mines in the corner of Mitchell County. General Robert F. Hoke being largely interested, a great deal of this high class ore is brought to Johnson City, where during the panic they have never stopped work. This little railway, 34 miles long, is the East Tennessee & Western North Carolina. At Johnson City station was an alfalfa field and a plant of the leather trust and the neatest, cutest, and tiniest Y.M.C.A. I ever saw, in a box car, painted bright yellow with a little portico and flowers and fairly shedding forth an air of welcome. It was labelled ‘Railway Y.M.C.A.’ I saw a field sown in cow peas, the first since leaving McDowell County.

I had the pleasure of meeting most of the officers of the C., C. & O. at the handsome general offices. They were like all the under officials, courteous to the last degree, and very obliging. I told them of my trip over and they were warm in their congratulations and they asked many questions. I did not have the pleasure of seeing President George L. Carter, but Assistant Chief Engineer A.W. Jones and Mr. W.J. Steppins, engineer of bridges, were most kind and furnished admirable photographs which are used to illustrate their story of the ‘Rhododendron Route.’

There is a curiosity on the road four miles north of Johnson City, this being the largest fill in the world. It is at Knob Creek and is 1,500 feet long and 100 feet high. There is not to be a single trestle on this road. Everything is to be steel, concrete, stone or earth...”¹⁵



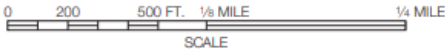
Map 1A. The Westside of the Carnegie Addition of Johnson City.¹⁶

ET&WNC Railroad

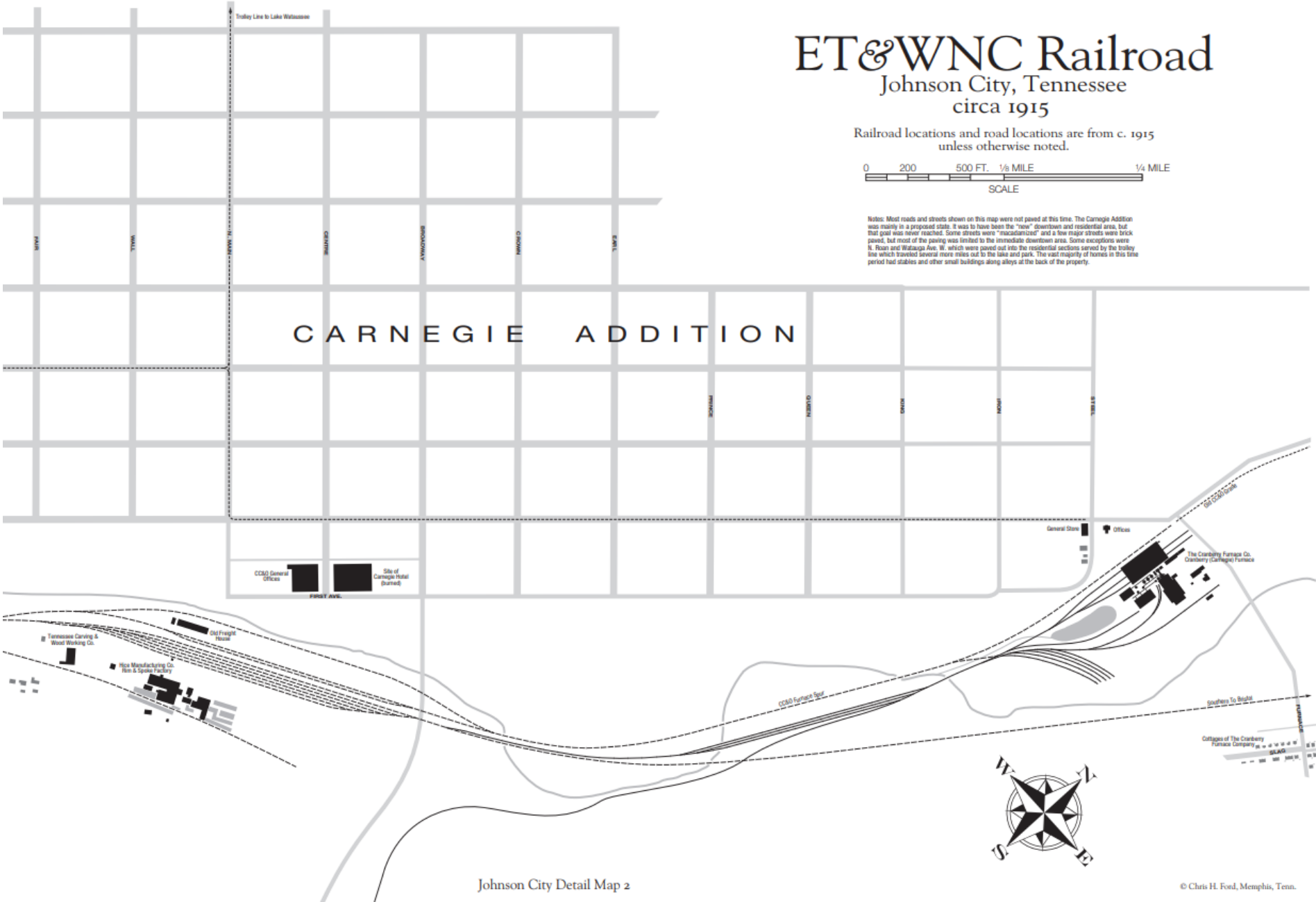
Johnson City, Tennessee

circa 1915

Railroad locations and road locations are from c. 1915 unless otherwise noted.



Notes: Most roads and streets shown on this map were not paved at this time. The Carnegie Addition was mainly in a proposed state. It was to have been the "new" downtown and residential area, but that goal was never reached. Some streets were "macadamized" and a few major streets were brick paved, but most of the paving was limited to the immediate downtown area. Some exceptions were H. Roun and Watsuga Ave. W, which were paved out into the residential sections served by the trolley line which traveled several more miles out to the lake and park. The vast majority of houses in this time period had stables and other small buildings along alleys at the back of the property.



Johnson City Detail Map 2

© Chris H. Foad, Memphis, Tenn.

Map 1B. The Eastside of the Carnegie Addition of Johnson City.¹⁷



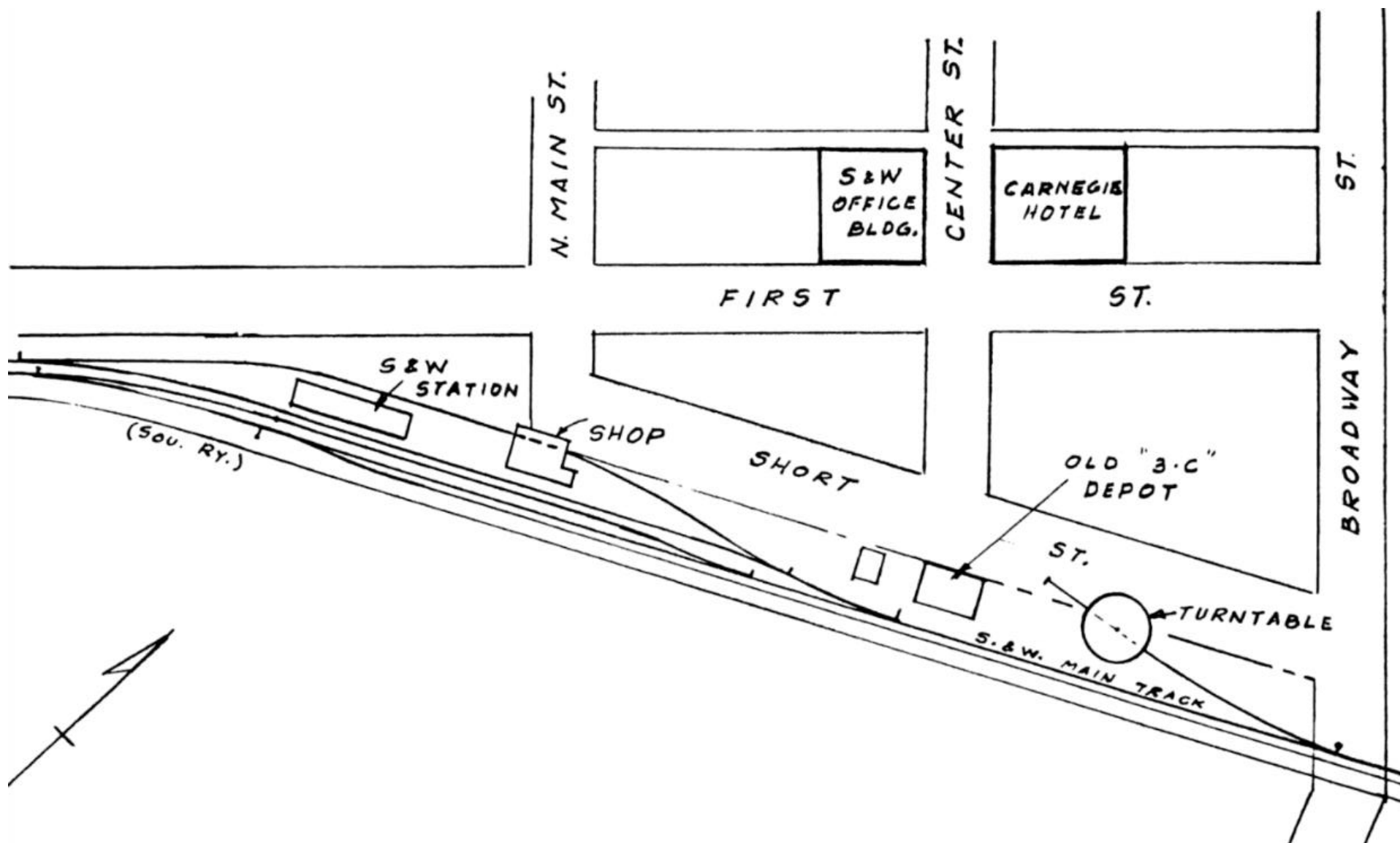
Figure 7. This is the “Wilder Block” or “Wilder Building,” which housed the General Offices of the Carolina, Clinchfield & Ohio Railroad from 1908 until 1914, apparently. It appears that this photograph was taken shortly after it was constructed in 1891 and 1892. This building was located west across Centre Street from the Carnegie Hotel.¹⁸



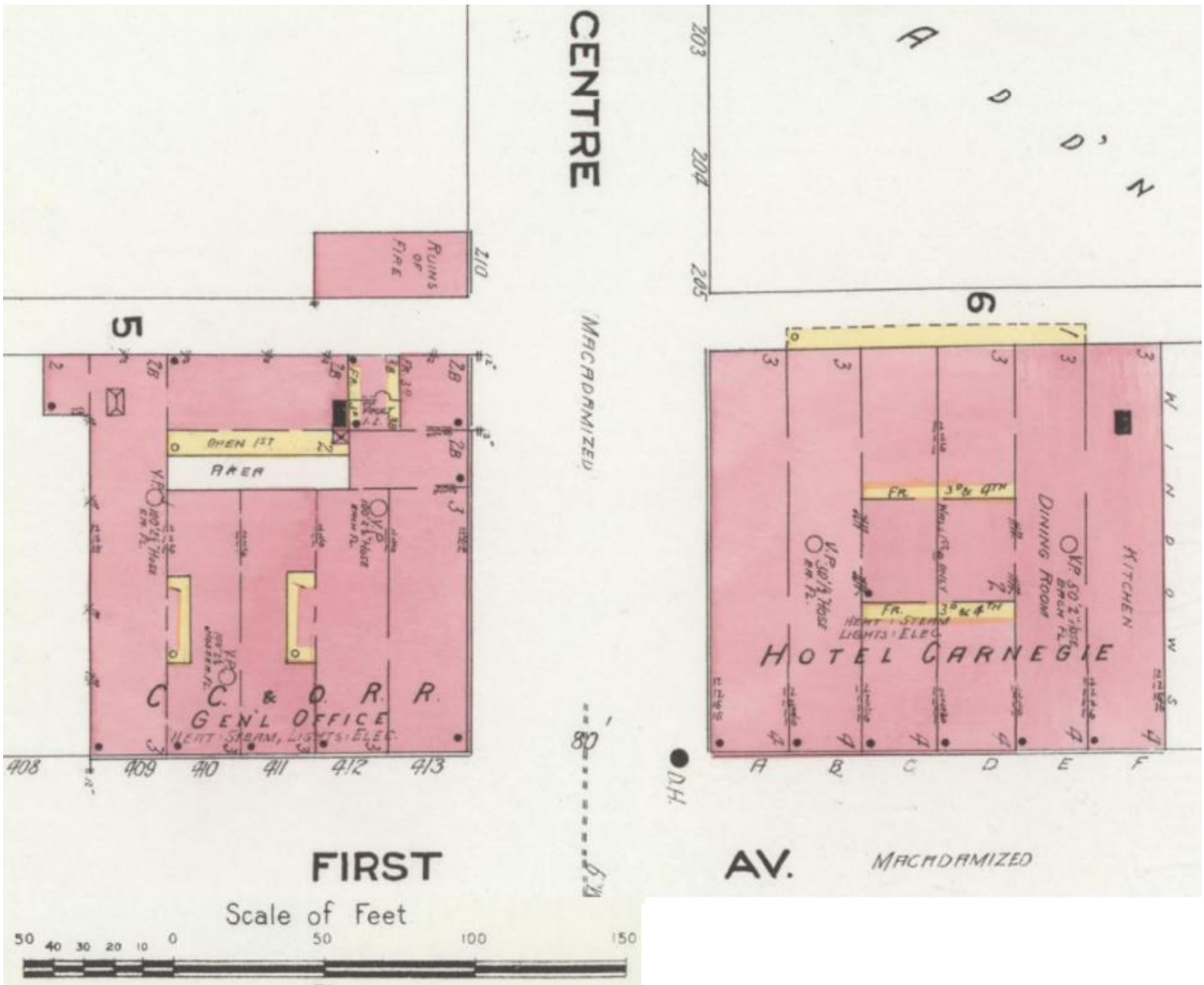
Figure 8. “The Carnegie Hotel [right]. The Carnegie Addition, located northeast of Johnson City, was planned and implemented by the Carnegie Land and Improvement Company led by famed Civil War general John T. Wilder. The lavish 125-room Carnegie Hotel, built in 1891 at the southwest corner of Broadway and Second (Fairview) Avenue for \$125,000, was but one of the many features planned for this development, but much of it was never realized due to the Panic of 1893. The hotel burned to the ground April 3, 1910. (Frank Tannewitz Jr. collection.)” This view shows the south sides of these buildings, which face First Avenue and are separated by Centre Street.¹⁹ The buildings on the right side of the photograph, in the rail yard, appear to be those built by the 3Cs Railroad. The collapsed building, near the tree on the right, seems to have been the 3Cs depot, see Map 2.



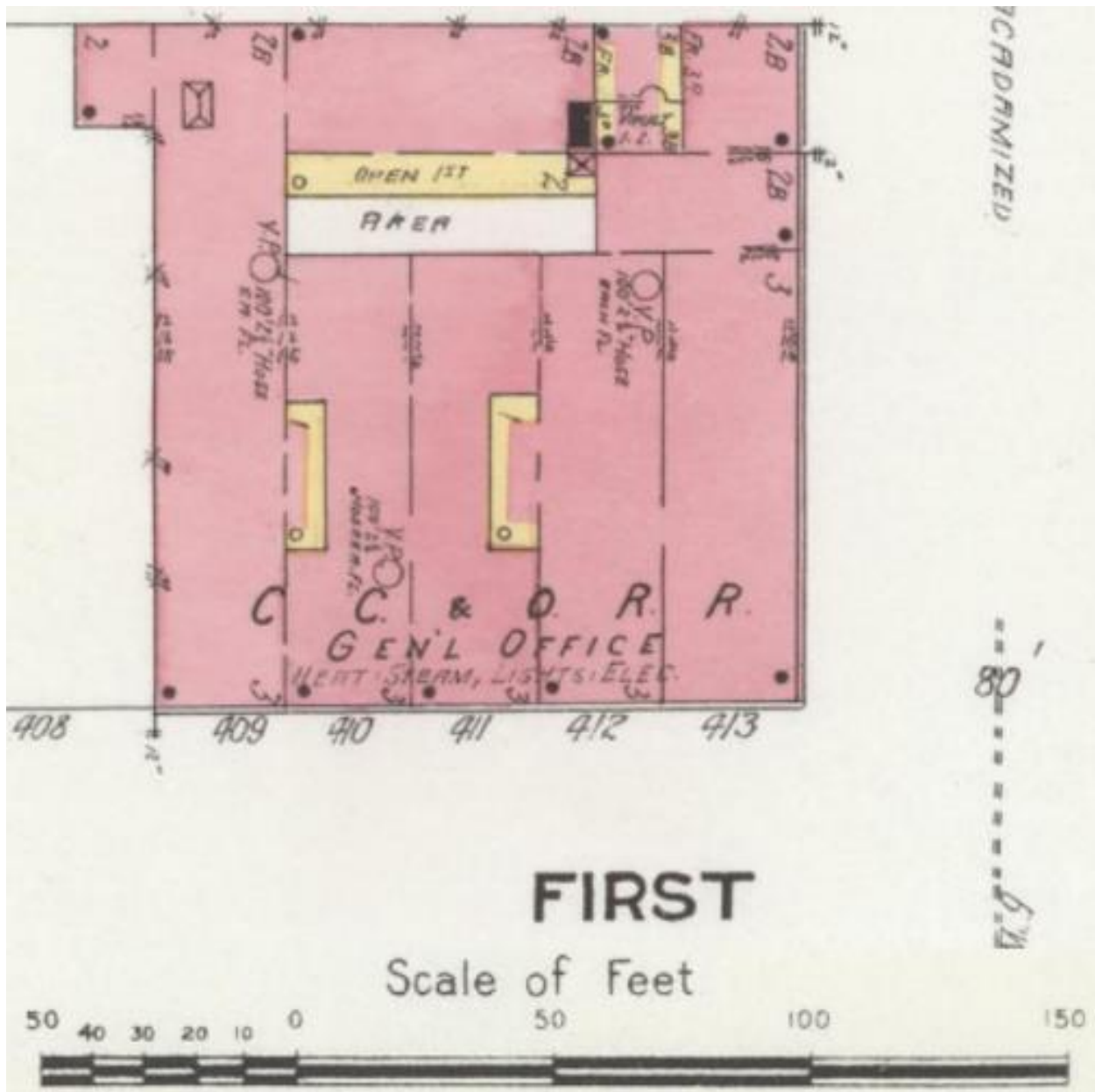
Figure 9. A similar view to that given in Figure 8.²⁰



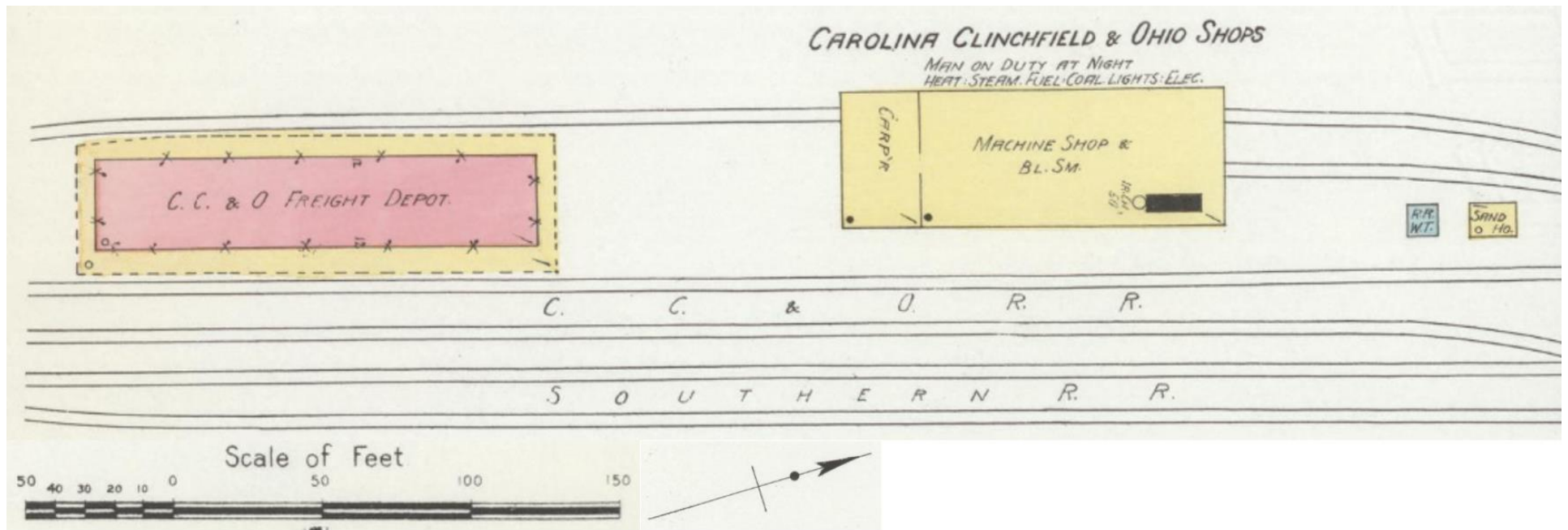
Map 2. "South and Western R.R. Facilities Johnson City (Carnegie) 1907".²¹ Note, the "S&W Office bldg." is the "Wilder Block."



Map 3. Clinchfield Offices on the left and the Hotel Carnegie on the right, at First and Centre avenues, in December 1908.²²



Map 3A. Detail of the "Wilder Block".



Map 4. Temporary Clinchfield Freight Depot and Machine Shop, with water tank and sand house, near First Avenue and Brush Creek, between Wall Street and North Main Street in Carnegie, in December 1908.²³ These facilities were previously built and owned by the South & Western Railroad, see Map 2. This machine shop had been rebuilt in early 1908, after a fire destroyed its predecessor in February 1908.

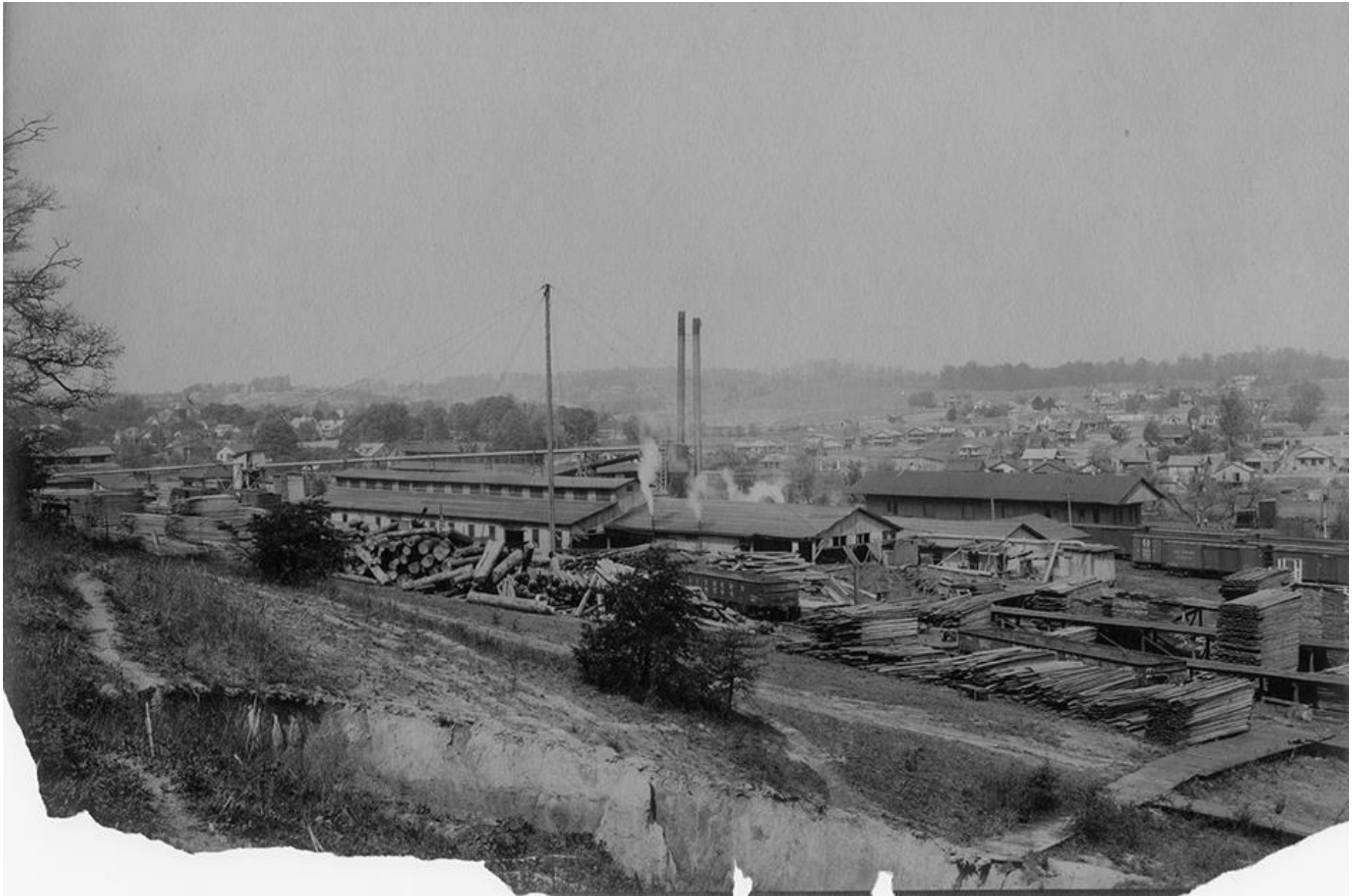


Figure 10. This photograph appears to include the “old C.C. & O. Freight depot”, on the right side. Apparently, the plant in the foreground is the Hice Manufacturing Company or its successor, the Southern Bending Company.”²⁴



Figure 10A. A detail of the Old Clinchfield Freight Depot.

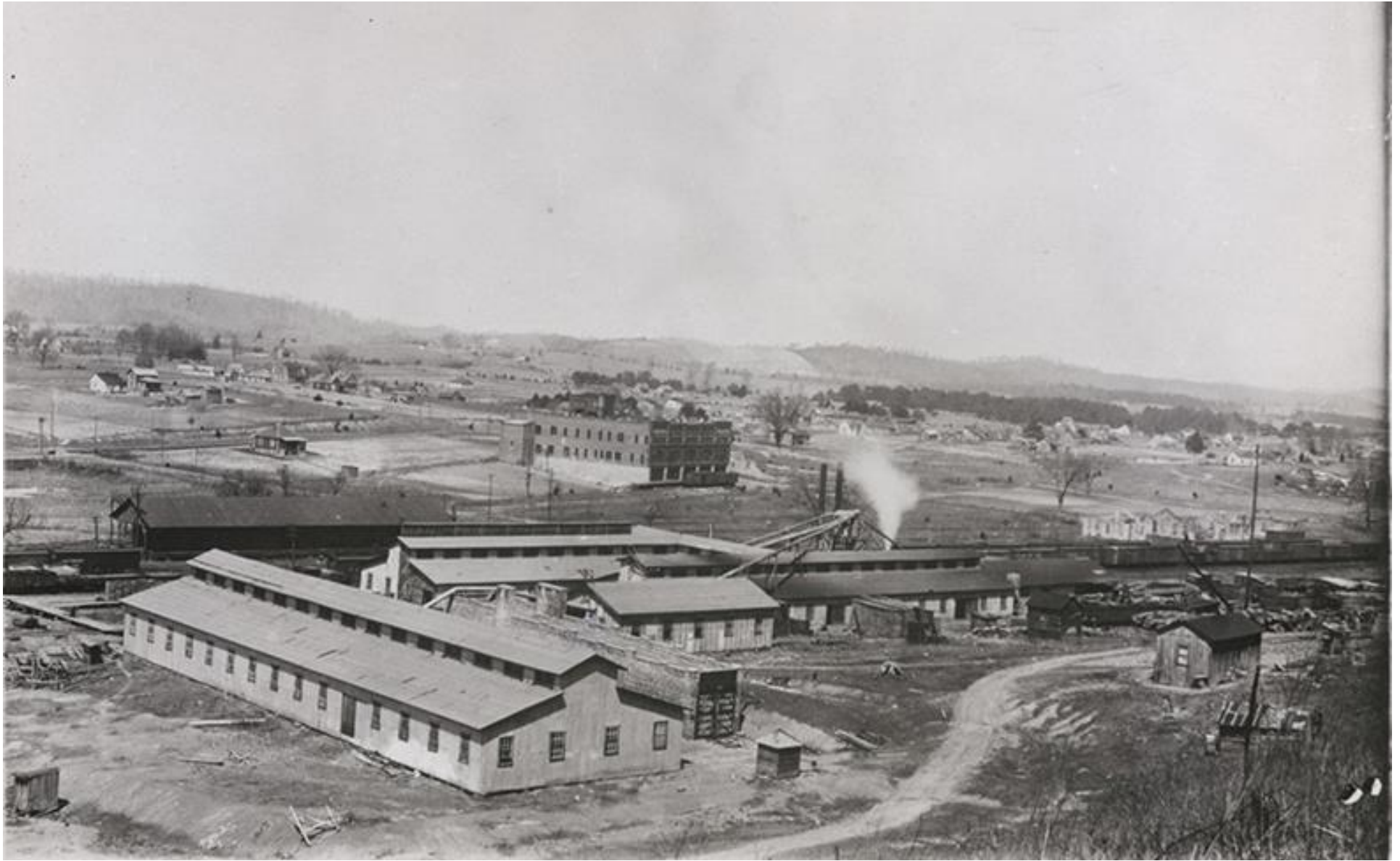


Figure 11. This photograph also appears to include the “old C.C. & O. Freight depot”, on the left side. However, the machine shop appears to be gone (perhaps of note, the 1913 Sanborn map did not include this machine shop). Also note that the Hotel Carnegie is gone (which indicates that this photograph was taken after 1910), while the “Wilder Block” remains in the center background. Apparently, the plant in the foreground is that of the Hice Manufacturing Company or its successor, the Southern Bending Company.”²⁵



Figure 11A. A detail of the Freight Depot.

The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains.

“After crossing the North and South Forks of the Holston River, and passing through Kingsport, the line of the [Clinchfield] railroad breaks across the various ridges and valleys which slope in a northeasterly direction to the Watauga River, and finally reaches Johnson City. Just north of Johnson City, the road passes through its longest cut, called Soldiers’ Home cut. It is 3,000 feet long, and has a maximum depth of 85 feet. In its excavation, there was involved the removal of about 500,000 cubic yards of earth. The material was hauled several miles to Knob Creek fill, 2,700 feet long...”²⁶

10 September 1908. Johnson City Comet.

“C., C. & O. Ask Permission to Construct its Lines Across the Streets. There is every evidence that the C., C. & O. railroad is preparing to build its line through the city. At a meeting of the city council Monday night Attorney J. Norment Powell, general counsel for the road, asked the city to grant the road the privilege of crossing all streets and alleys running north and south between the Sloan land, Oak Veneer mills and the Harris Mfg. Co. He also asked the privilege of closing certain streets, if ever dedicated as such, and opening others in their stead, and of widening other streets, and asked the city to assist in this process by purchasing or condemning a ten-foot strip on one side of Cherry street, by agreeing to give the same amount on the other side, making the street 50 feet wide. The railroad will swing down through the Joe Lyle farm and parallel the Southern to the foundry and then parallel the Narrow Gauge to the present operated track at the junction. Special ordinances were presented to carry out the requests and were passed upon their first reading. With some modifications and safeguards they will pass in due season and active work on the construction of the line through the city will begin and all the buildings from the foundry to the Harris factory will be razed to make way for the main line and side tracks.”

1 October 1908. The Johnson City Comet.

“Rapid Railroad Work. – The C.C. & O. Coming Up Town a Hit with Travelers – Boones Creek Bridge Delivered. Beginning last Saturday the Carolina, Clinchfield and Ohio railroad has been running its trains into the city over the E.T. & W.N.C.R.R. Co.’s tracks and it is a great convenience to the traveling public. The trains arrive and depart from the union station on Buffalo street. The C., C. & O. is using the little brick building on Cherry and Buffalo streets near the big spring for a ticket office. It will be only a short time until the freight depot will be moved up town also. It is understood that the building now occupied by Stevens Bros. on Spring street will be used for a temporary depot. That there is something doing in railroad circles no one can doubt. As soon as the board of aldermen decides to let the company use Cherry street for its main line it will not be long until the line will be connected through the city and the buildings between Cherry street and the Narrow Gauge road will be torn away to make room for the yard tracks. Already occupants of many buildings have been notified to vacate the property for that purpose.”

8 October 1908. Johnson City Comet.

“Passed Third Reading. – The Board of Aldermen Grant the C., C. & O. Certain Privileges and Property Rights. The board of aldermen met last night to consider the ordinance granting the C., C. & O. railroad the right to cross all streets between West street, near the Standard Oak plant, and Grover street, near the Harris Mfg. Co., and to close Cherry street...”

8 October 1908. Johnson City Comet.

“Tuesday morning a No. 60 steam shovel was sidetracked at the intersection of Roan street and the E.T. & W.N.C. Ry. right of way and just before noon it began dipping the earth from the front of the old E.C. Reeves property and has since been making rapid progress down the line in front of that row of houses toward Spring street and thence to Buffalo street to a connection with the line built to that point. Only one track will be put down just now and it will be used as the main line through the city and later as an industrial line reaching factory sites and wholesale houses. The company is asking permission to use Cherry street for tracks and will use all of the land lying between Cherry street and the E.T. & W.N.C. road for side tracks and yards. It looks good to our people who have waited twenty-two years for it to happen, and it will not be long until the great connecting link from coal to coast will be a reality.”

15 October 1908. Johnson City Comet.

“Work Progressing on Industrial Line. The C., C. & O. line through the city is progressing rapidly. The steam shovel finished the excavation from Roan street to the big spring Tuesday and is now working east of Division street. In order to get the road properly located east of Roan street it was necessary to purchase a strip of land from the Watauga Tannery for the purpose of shifting the tracks of the E.T. & W.N.C.R.R. 37 feet north and this give the C., C. & O. room to lay its track directly parallel with it as far out as the present crossing. The entire line through the city is covered with men and it soon will be completed. Buildings along the route are being torn away and the giant oaks at the big spring have given way to the woodman’s axe and the spring will soon be closed to the eye of man and the foot of goose forever. Orders have been issued for the razing of 31 houses at once that are in the way of the tracks through the city.”

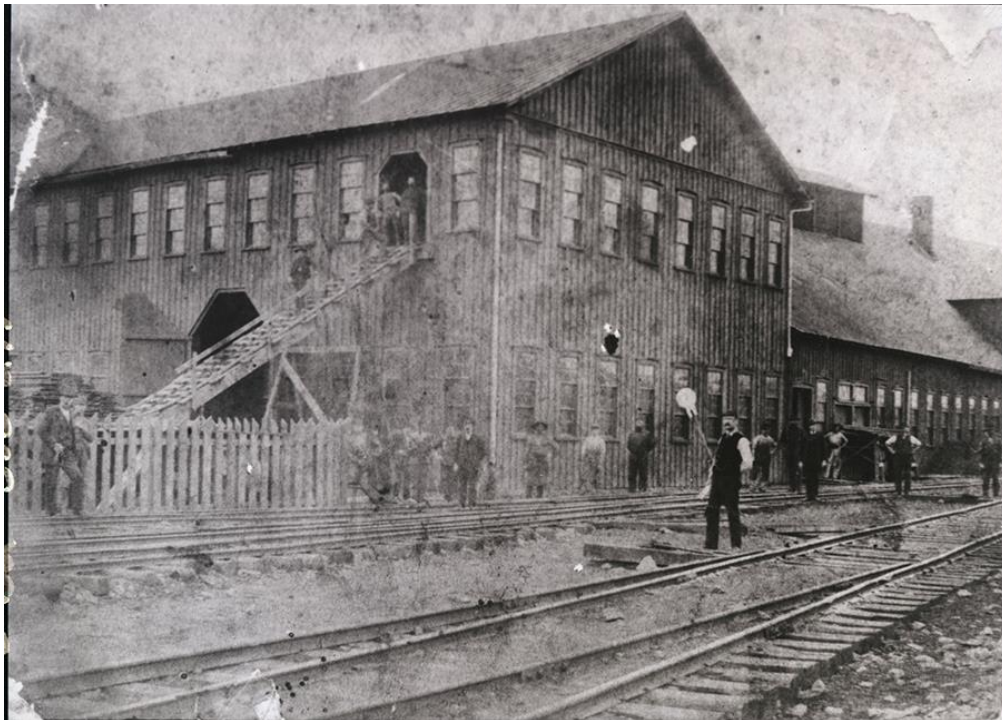


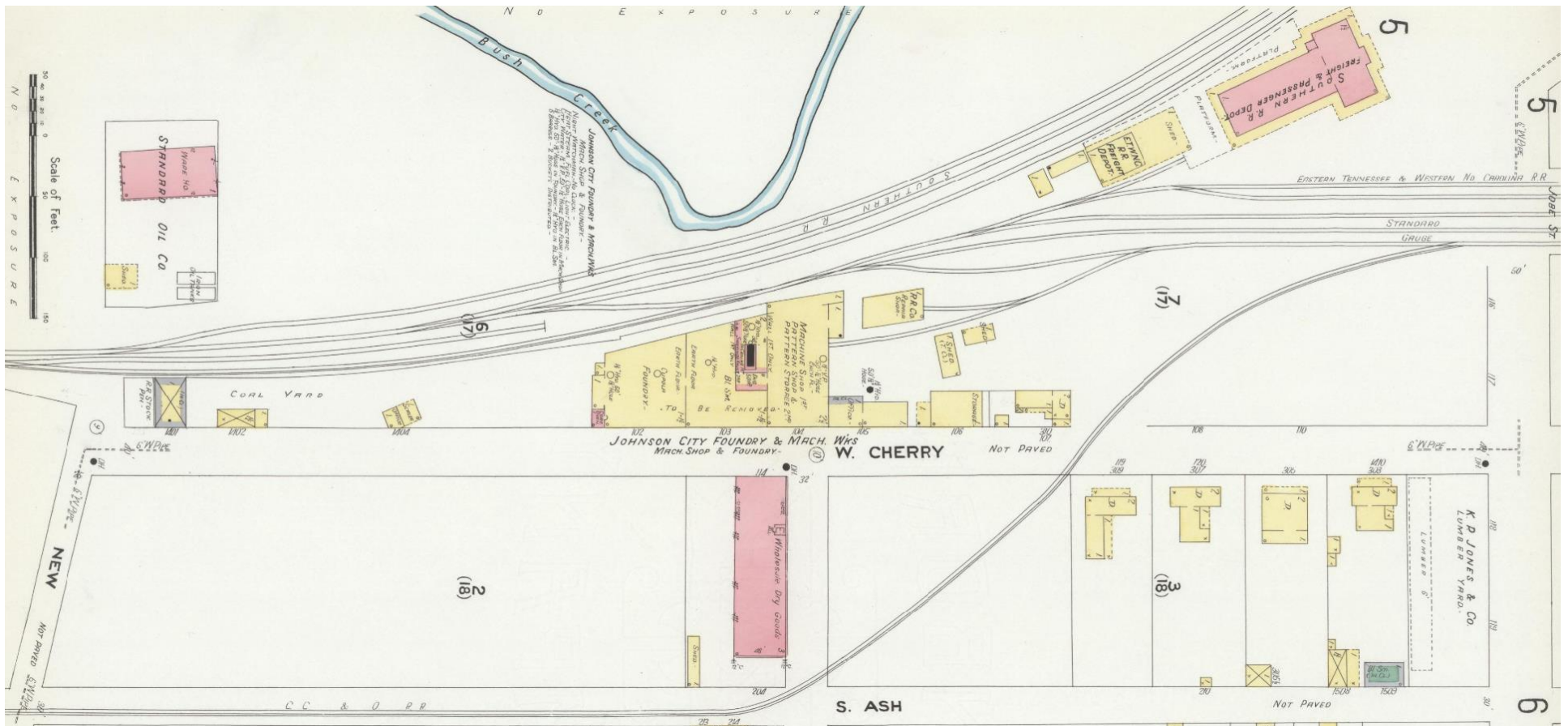
Figure 12. “This view of the Johnson City Foundry & Machine Shop dates from approximately 1885, when the facility was new. The track in the foreground appears to be five-foot gauge, which was converted to standard gauge in 1886. This building was removed in 1909 to make room for the CC&O RR depot. Courtesy Clifford Maxwell Collection, Archives of Appalachia, ETSU.”²⁷

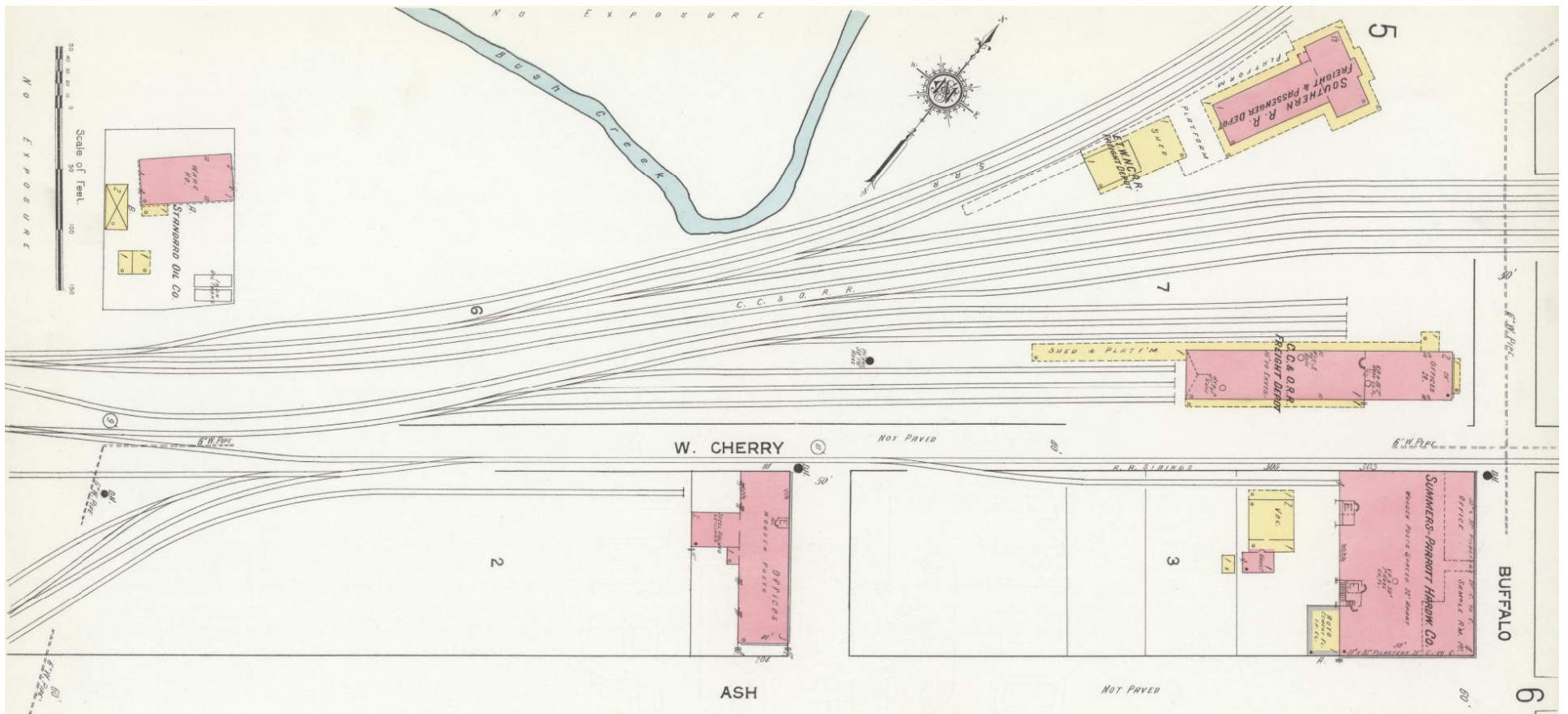


Map 5. West of Downtown Johnson City.²⁸



Map 6. Downtown Johnson City.²⁹

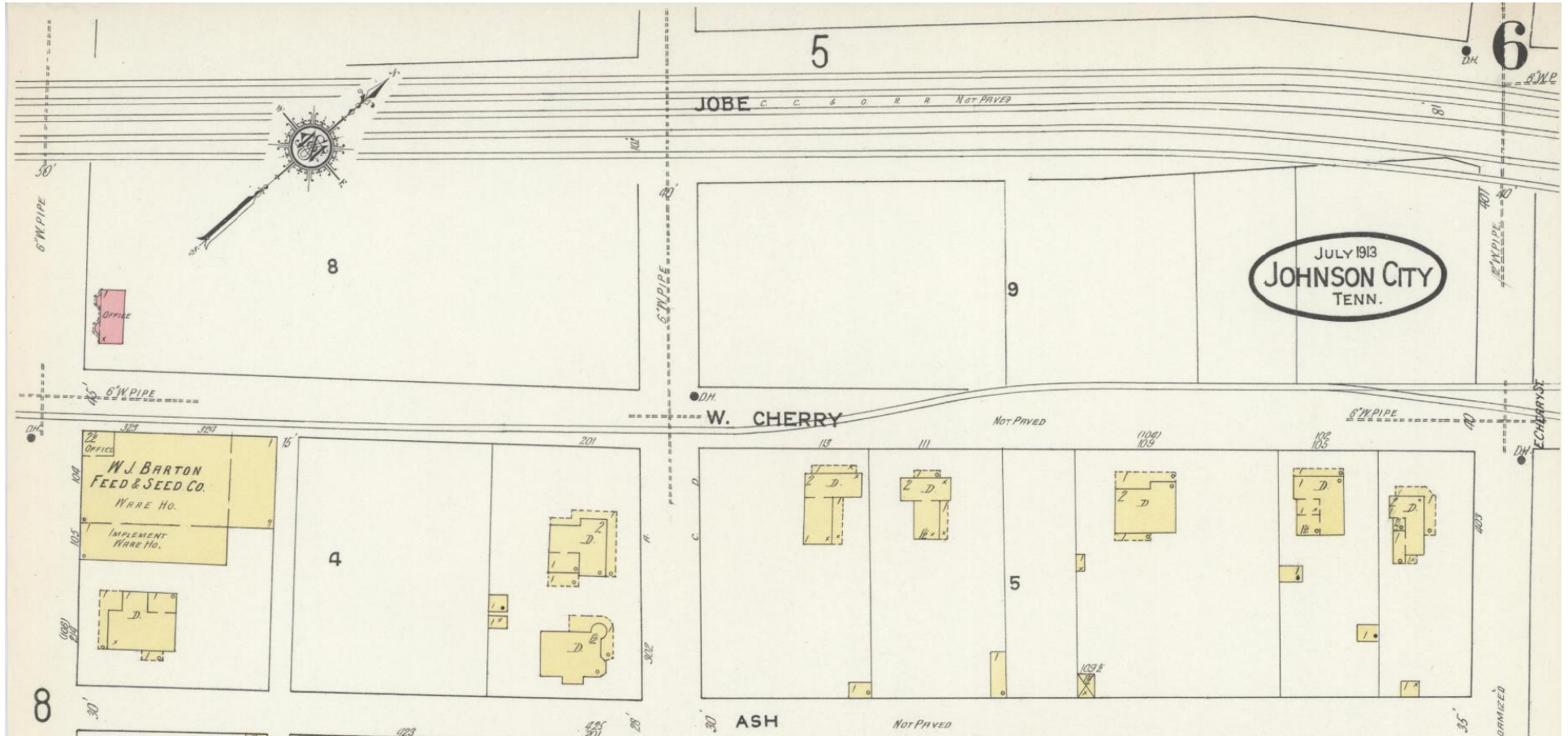




Map 8. A comparison of this map, from July 1913, with Map 7 (above), shows the impact that the construction of the Clinchfield Railroad had on this area. Perhaps the most noticeable impact was the displacement of the Johnson City Foundry and Machine Works to West Walnut Street.³¹



Map 9. This map, from December 1908, shows the buildings in the area bounded by Roan and Buffalo (east to west) and Jobe and Ash streets (north to south), east of where the Clinchfield depot will be built.³²



Map 10. A comparison of this map, from July 1913, with Map 9 (above), shows the impact that the construction of the Clinchfield Railroad had on this area, which resulted in the removal of all of the buildings (but one) in the area bounded by Roan and Buffalo (east – west) and Jobe and Cherry streets (north – south).³³

14 January 1909. Johnson City Comet.

“C.C. & O. Building in City. – More Than One Hundred Men are Now Employed – Constructing the Line on Jobe Street Through the City and Expect to Operate it this Month. – The building of the C., C. & O. main line through the city, adjoining the tracks of the E.T. & W.N. Ry., is being rushed to completion. This line of track runs from the ‘Y’ near Exum’s factory, where it joins the old line, which runs from Carnegie through the city to a point near the Soldiers Home.

More than a hundred men are busy laying crossties and rails, tearing down and moving all the old frame buildings on Jobe street, rushing it to completion to be in readiness for the through passenger train service which will be put on by the 20 of this month, which will run from Dante, Va., to Bostic, N.C. This long demand of and much talked about road is soon to be a reality.

Just think of the opening up of such excellent country lying north and northwest of us by a trunk line railroad, giving to us a long coveted trade is indeed a favor to be heralded with brass bands and symbols.

Not long until we can have competition of commodities from the west. Cincinnati and its tributary districts compete with Baltimore and the east, while the territory for our own jobbing houses will be doubled and with a proportionate increase in their business.

The developing of the coal mines, the bringing to our doors of cheaper fuel, the opening of vast new and untouched virgin forests. Timber by the millions of feet, timber in plenty for years to come – what great opportunities are ours. For the man with money to develop such offerings as these he become fabulously rich. Such opportunities are rare indeed. The hand of genius has been laid upon this section, and the whirring, buzzing, throbbing, pulsing trade of commerce will soon hold high carnival with Alladin and his wonderful treasure.

Already the lines of the E.T. & W.N.C. Ry. are choked with the traffic and the cars of the C., C. & O. hauling material for building the properties of Mr. Carter. When this section is finished, the properties of the Unaka Corporation will begin to be developed...”

21 January 1909. Johnson City Comet.

“The old livery barn on Cherry street has been torn down to make room for the tracks of the C., C. & O. This does the march of eternal progress push onward.” See Map 9.

25 March 1909. Johnson City Comet.

“Formal Opening of the Clinchfield Road. Official announcement has been made by J.J. Cameron, traffic manager of the Carolina, Clinchfield and Ohio railway, of the formal opening of the line for traffic on March 22.

The completed line extends from Dante, Va., to Bostic, N.C., a distance of 211 miles.

Connections are made at Johnson City, Tenn., and Marion, N.C., with the Southern Railway, and at Bostic, N.C., with the Seaboard Air Line Railway, through which roads its immense coal tonnage will be distributed throughout the south.

The line is shorter by more than one hundred miles of other existing lines.”

25 March 1909. Johnson City Comet.

“Will Build Freight Depot – The C., C. & O. Railway has Begun Work on its Big Freight Depot in the City. The mammoth freight depot for the Carolina, Clinchfield & Ohio Railway in this city has been staked off and John Pettyjohn & Co. contractors, are at work getting the site in condition for the foundation. The building is to be forty feet wide on Buffalo street and 200 feet on Cherry street and will be of brick and concrete with spacious platforms for handling freight from cars on one side and wagons on the other. It will be modern in all of its equipment and practically fire proof.” See Map 8 and figures 14 to 20.

CAROLINA CLINCHFIELD & OHIO
RAILWAY
Schedule in Effect Sept. 7, 1908
(Eastern Standard Time)

Southbound — Daily — Northbound

<i>No. 1</i>	<i>STATIONS</i>	<i>No. 2</i>
<i>PASS</i>		<i>PASS</i>
<i>A.M. Lv.</i>		<i>Ar. P.M.</i>
8:30	<i>Johnson City</i>	6:48
8:57	<i>Unicoi</i>	6:21
9:20	<i>Unaka Springs</i>	5:58
9:58	<i>Hunt Dale</i>	5:20
10:17	<i>Green Mountain</i>	5:01
10:35	<i>Toecane</i>	4:43
11:02	<i>Boonford</i>	4:16
11:23	<i>Spruce Pine</i>	3:55
11:33	<i>Altapass</i>	3:45
1:18	<i>Marion, N. C.</i>	2:00
<i>P.M. Ar.</i>		<i>Lv. P.M.</i>

JNO. A. MUSE,
Acting General Passenger Agent,
JOHNSON CITY, TENN.

Figure 13. Johnson City Comet, 15 October 1908. For later timetables, see Appendix B.

8 September 1908. The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains.

“Regular train service was inaugurated between Johnson City and Marion on September 8, 1908, a distance of 98 miles. The lines northward from Johnson City to Dante... were expected to be opened to traffic by February, 1909...”³⁴

10 September 1908. The Johnson City Comet.

“Trains Now Go Through to Marion. Last Monday the new passenger schedule from Johnson City to Marion, N.C., on the C., C. & O. was inaugurated. The first train made the round trip without event and returned just 2 minutes behind schedule.

24 September 1908. The Johnson City Comet.

“Notice to the Traveling Public – On and after Saturday, September 26, 1908, the Carolina, Clinchfield and Ohio railway will operate its passenger trains from Johnson City, Tenn., over the tracks of the East Tennessee and Western North Carolina railroad.

Carnegie will be closed as a passenger station, and trains will start from and arrive at depot, corner of Cherry and Buffalo streets, opposite Southern Ry. depot, on same time they are scheduled to leave from and arrive at Carnegie.

John A. Muse, Acting General Passenger Agent.”

24 December 1908. The Johnson City Comet.

“The Carolina, Clinchfield and Ohio railroad finished its line into and through this city and moved its passenger station from Carnegie to a location near the Southern depot, and before the years closes passenger trains will be running from Dante, Va., to Bostic, N.C.”

May 1910. The Official Railway Equipment Register.

By May 1910, the Clinchfield operated about 248 miles of railroad, with 33 locomotives. “Southern Express Co. operates over this line. No Sleeping Car Co. operating over this line.”³⁵

Table 4. “Passenger Equipment.”

Kind of Cars.	Numbers.	No.
Coach	8, 10, 100 to 111	14
Combination	15, 20, 770, 771, 889, 700 to 705	11
Observation	80	1
Express	699	1
Private	1 and 2	2
Total		29

Passenger Cars

Owned and In Service	Construction	Year Ended June 30, 1914	Year Ended June 30, 1915
Combination, baggage and mail	All steel	6	6
Combination, baggage and express	Wooden	1	1
	Steel underframe	2	2
Coaches	Wooden	1	1
	Vestibule and underframe	24	24
Observation		1	1
Business		2	2
Total		37	37

June 1917. The Official Railway Equipment Register.

By June 1917, the Clinchfield operated about 300 miles of railroad, with 52 locomotives.
 “Southern Express Co. operates over this line. No Sleeping Car Co. operating over this line.”³⁷

Table 5. Passenger Equipment

M.C.B. Designation.	Kind.	Series of Numbers.	Seating Cap'city	Length of Car.	No.
PB	Coach, Vestibule, Steel Underframe	100 to 111	Under 70	60 ft. & under 70 ft.	12
PB	Coach, Vestibule, Steel Underframe	120 to 131	70 to 86	70 ft. & under 80 ft.	12
MB	Bagg. & Mail, All Steel	700 to 705		60 ft. & under 70 ft.	6
BE	Baggage, Express, Stl. Undfr.	770, 771		60 ft. & under 70 ft.	2
BX	Express, Wooden	689, 699			2
PV	Business	1, 2			2
	Total				36

Table 6. Some of the Clinchfield Passenger Trains and Their Available Dates of Operation.³⁸

Southbound		Northbound	
Train #	Dates	Train #	Dates
1	1908 – 1912	2	1908 – 1912
3	1909 – 1912	4	1909 – 1912
5	1909 – 1912	6	1909 – 1912
7	1909	8	1909
9	1909	10	1909
37	1925 – 1954	36	1925 – 1932
39	1925 – 1932	38	1925 – 1931

1931. The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains.

“Passenger Trains (First Class)... At Johnson City, the following connections are maintained with the Southern Railway: Clinchfield train number 36 connects with a train to Bristol; number 37, with trains to and from New York City, via Lynchburg and Roanoke, and with a train to Knoxville; number 38 connects with trains to and from New York, and from Knoxville; number 39 connects with trains to and from Bristol... the Pacific type [4-6-2 engines are used] north of Erwin...”³⁹



Figure 14. This photograph shows the C.C. & O. depot, with the Summers-Parrott Hardware building behind it on the left side. The Love-Thomas office building is on the right side of this photograph. This view looks south along Buffalo Street, with the E.T. & W.N.C. depot just out of the photograph to the right. Also, note the trolley tracks along Buffalo Street.⁴⁰



Figure 14A. A detail of the C.C. & O. Railway Depot.



Figure 15. This photograph, looking southwest, shows the trolley tracks on Buffalo Street and dual-gauge trackage, with the Clinchfield platform in the background.⁴¹ Note the Love-Thomas office building on the middle background of this photograph.



Figure 16. Clinchfield depot.⁴²



Figure 17. "C.C. & O. Depot."⁴³



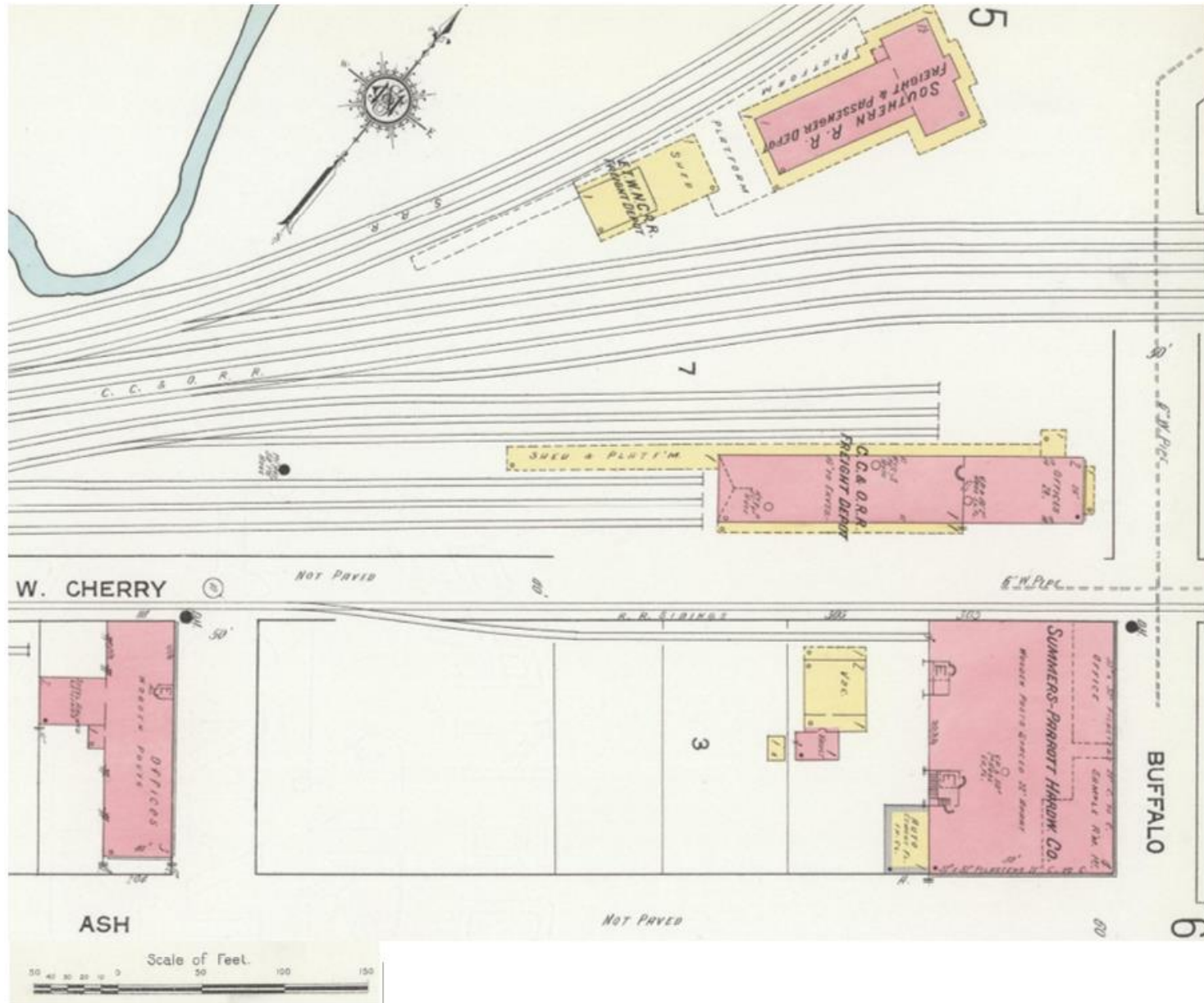
Figure 18. "Clinchfield Depot" in 1974.⁴⁴



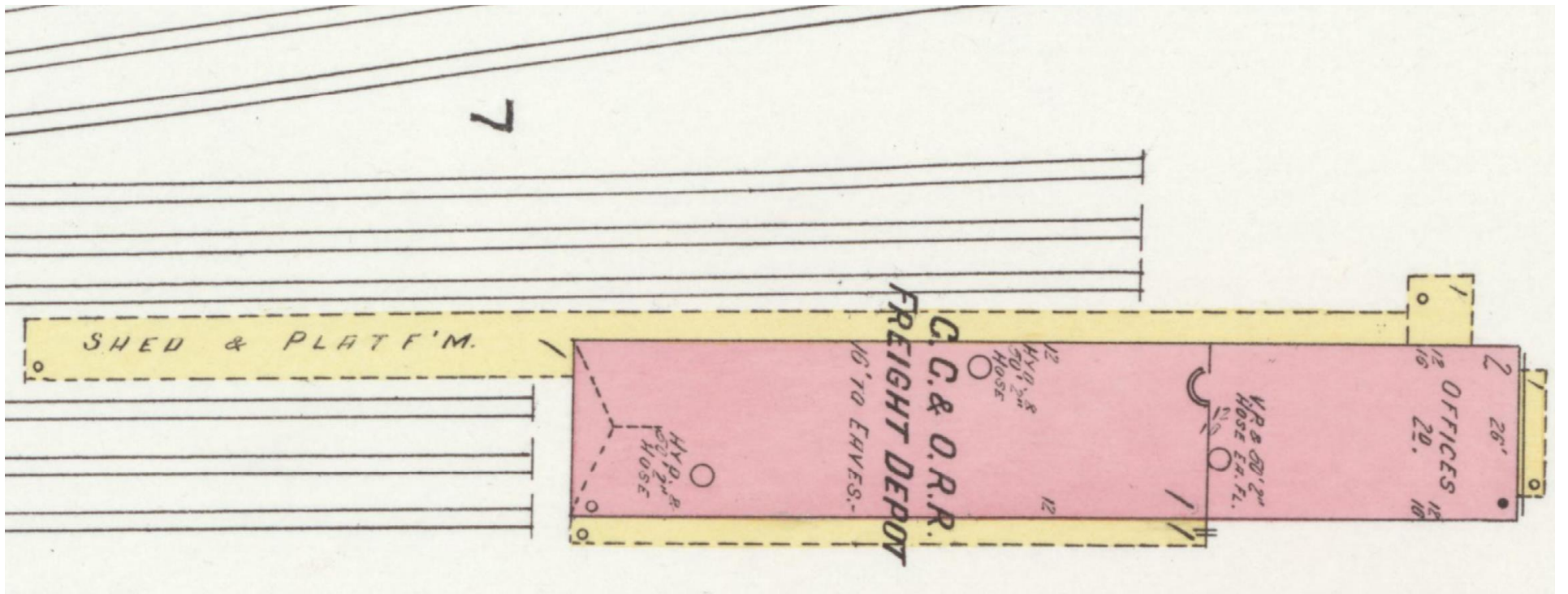
Figure 19. The Clinchfield Depot, with the Summers-Parrott Hardware building to the left. This photograph was dated July 1974.⁴⁵



Figure 20. “CC&O Depot. The depot, located at 300 Buffalo Street and now restored as the Tupelo Honey Café, was built in 1908 with two sections: a two-story passenger station and a one-story freight house/depot. The depot was used as a passenger station until 1955 and as a yard office until the 1970s. Listed in the National Register of Historic Places in 2008, it is the only intact depot of the three railroads in town. (Frank Tannewitz Jr. collection.)”⁴⁶



Map 11. This map shows the relationship between the E.T. & W.N.C. Depot (top), the new Clinchfield Depot (middle), the Summers-Parrott Hardware building (lower right) and the Love-Thomas building (lower left), in July 1913.⁴⁷ This map is the same as Map 8, it is duplicated here for the convenience of the reader.



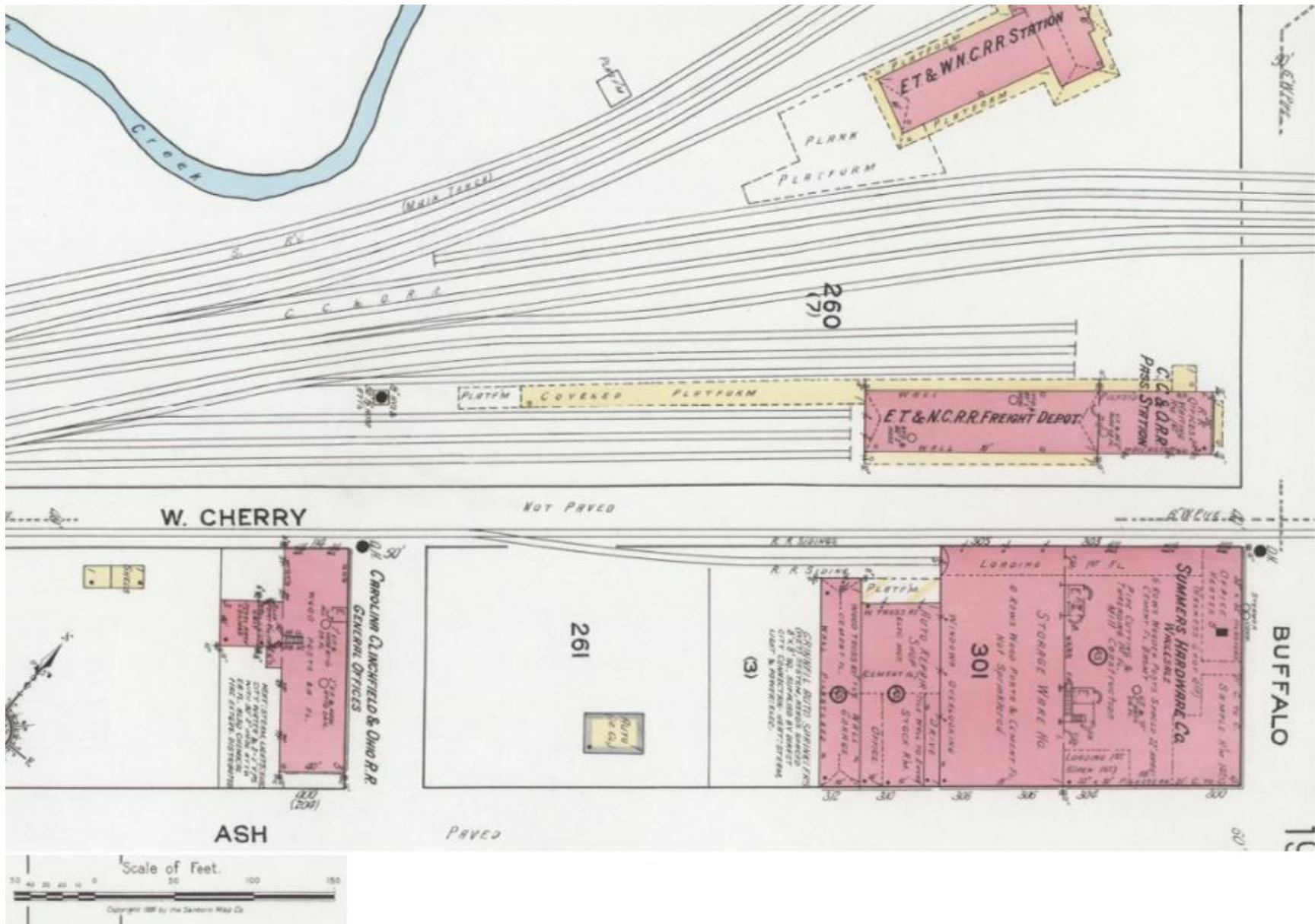
Map 11A. The Clinchfield Depot.



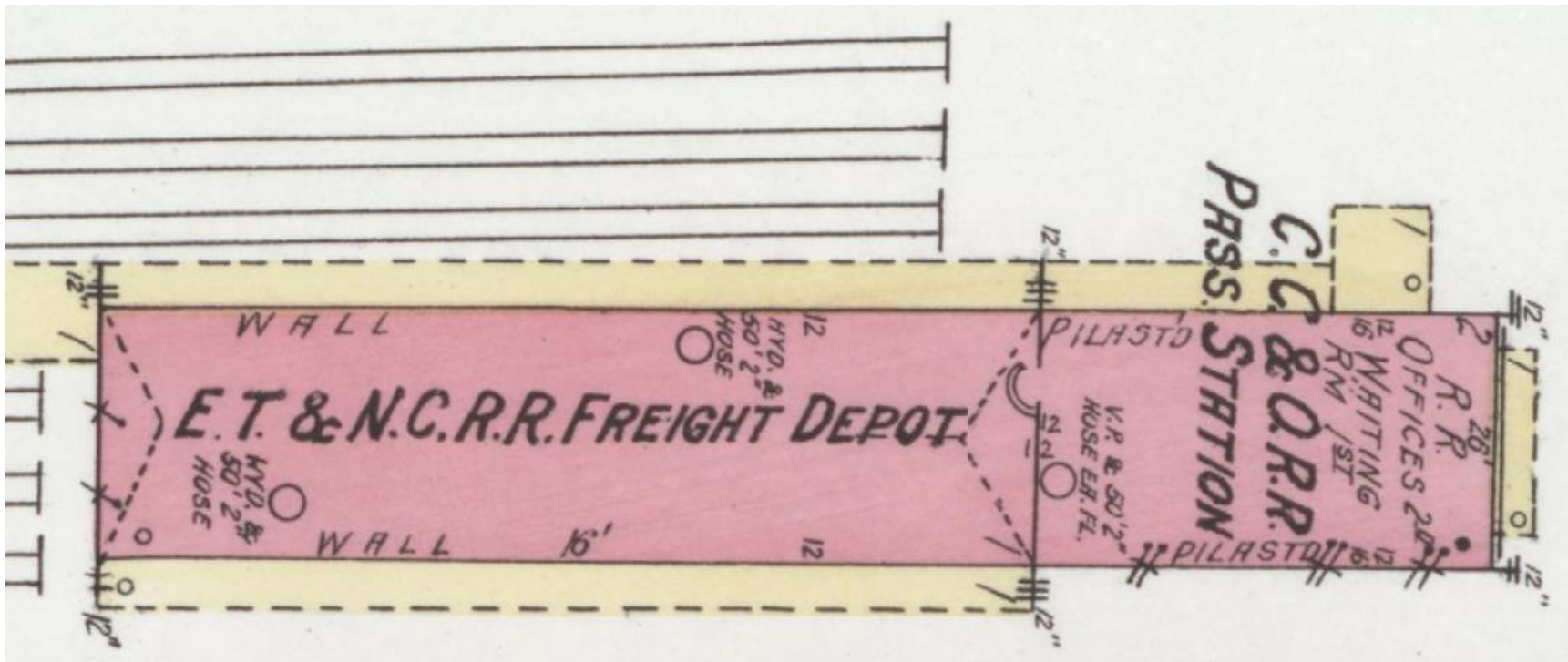
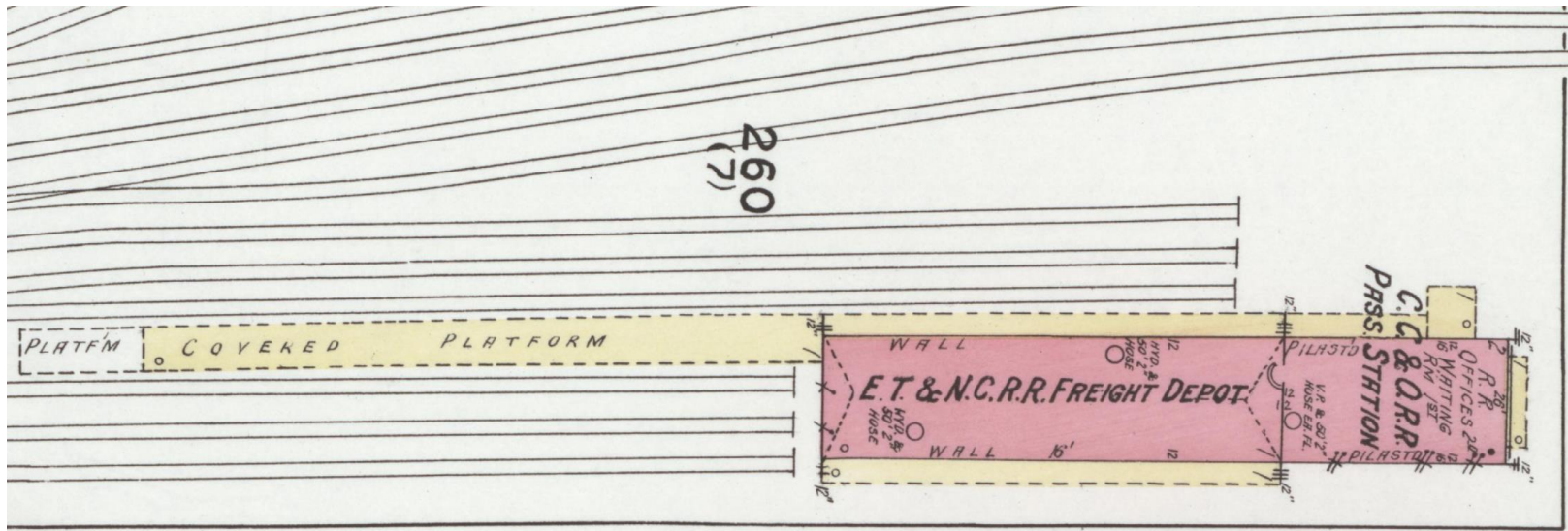
Figure 21. Clinchfield Engine #151 “Clinchfield Railway Platform”.⁴⁸ Historian Johnny Graybeal captioned this photograph: “A northbound passenger train has stopped at the CC&O depot in the late Thirties. By this point, only one passenger train ran each way per day on the Clinchfield. The Clinchfield tracks through Johnson City were in a gradual curve, and even the covered platform had a curve built into it. Courtesy Alan Bridwell, Johnson City Economic Development Board.”⁴⁹ Note the Free Tire Service Company building in the left background, which opened in June 1919.



Figure 22. "Clinchfield Railway No. 150".⁵⁰ Notice the E.T. & W.N.C. freight depot in the left background.



Map 12. This map shows the relationship between the E.T. & W.N.C. Depot (top), the new Clinchfield Depot (middle), the Summers-Parrott Hardware building (lower right) and the Love-Thomas building (lower left), in February 1920.⁵¹



Map 12A. Details of the Clinchfield Depot.



Figure 23. "Clinchfield Railway No. 150" pulling a northbound passenger train, apparently passing the Harris Manufacturing plant. Note that all of the trackage appears to be standard gauge.⁵² Engine #150, a Baldwin 4-6-2 Pacific, was built in June 1910, with an empty weight of 117½ tons. The Clinchfield employed Pacific type engines in passenger service north of Erwin, Tennessee. This engine was retired in June 1951 and scrapped.

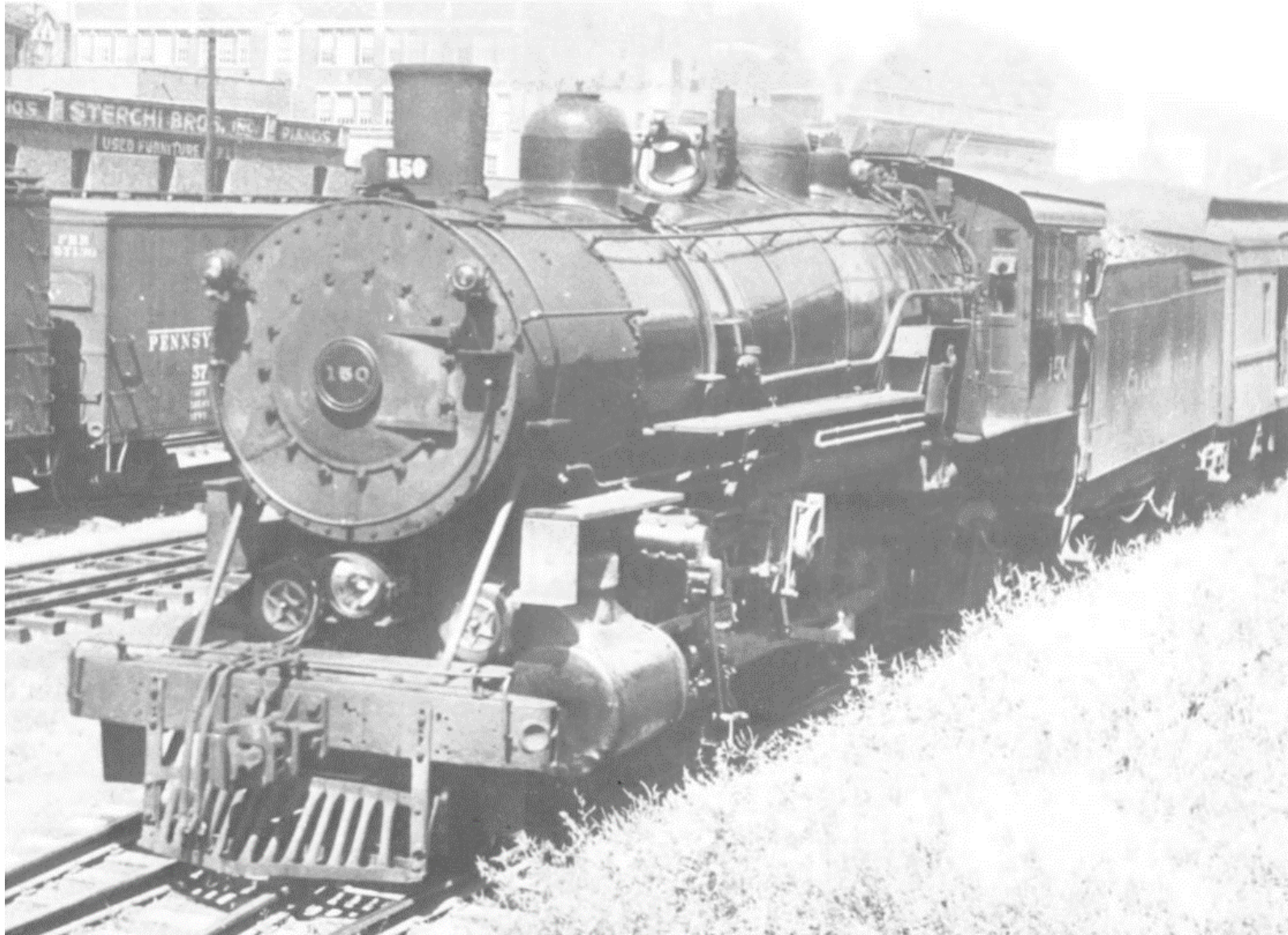


Figure 24. “August 31, 1941. Northbound [passenger] train 37 [wrong number? Should be even numbered for a northbound passenger train?] with class P-1 150 is approaching Johnson City, TN station. Interchange between the standard gauge Clinchfield and the 3 feet gauge East Tennessee and Western North Carolina Railroad is performed here. Notice the 3-rail tracks on the left.” “Phil Laws Collection”.⁵³ Also note the Sterchi Brothers Furniture warehouse in the left background, which was located on the north side of the railroad tracks, between Roan and Spring streets, on the west side of the Brading – Sells Lumber Company.⁵⁴



Figure 25. “4-6-2 Pacific steam locomotive No. 151 – Clinchfield locomotive No. 151 heads [passenger] train 37 at Johnson City, Tennessee, on August 31, 1941. The road had five Pacifics: Class P-1 Nos. 150 – 152 (Baldwin, 1910) and P-2 Nos. 153 – 154. Note the location of the headlight, tucked under the smokebox. Louis A. Marre collection”.⁵⁵ Note the Hannah Dossor building in the left background, as well as the dual-gauge trackage. The street coming in from the right is probably South Roan.



Figure 26. “Clinchfield Engine 151” pulling a passenger train.⁵⁶ Engine #151, a Baldwin 4-6-2 Pacific, was built in June 1910, with an empty weight of 117½ tons. The Clinchfield employed Pacific type engines in passenger service north of Erwin, Tennessee. This engine was retired on 22 June 1951 and scrapped. Note the “Anderson-Webb” building, this company was a wholesaler of eggs, butter and cheese. It was in business by 1949. The author has not found any sources that document where this building was located.



Figure 27. “Here is a second photo of Clinchfield 151 [pulling a passenger train] at the Okolona overpass near Johnson City. There was considerable camaraderie between employees of the Clinchfield Railroad and the ET&WNC. Many Clinchfield employees had worked for the smaller railroad and the Tweetsie was an important feeder line between the Clinchfield (now CSX) and Southern Railways which interchanged in Johnson City. The Clinchfield, Southern, and ET&WNC all had passenger depots in Johnson City within easy walking distance of each other.”⁵⁷



Figure 28. "Clinchfield Engine with ET&WNC Depot in the Background, Johnson City, TN".⁵⁸ A southbound passenger train waits at the Clinchfield depot, with what appears to be a 4-6-2 Pacific (P-1 Class) engine at its head. The P-1 Class was retired in 1951, so this photograph appears to date from the late 1940s or early 1950s.



Figure 29. “Southbound [passenger] train 38 with Class G-2 locomotive 100 at Johnson City, Tn. Some locomotives fans said the class G-2 was ‘quaint’. Others said it was ‘plain ugly’. Circa 1930.” Another source dates this photograph to 2 February 1935. “H.W. Painter/G.W. Best – Floyd Bruner Collection”.⁵⁹ This train appears to be at the Clinchfield depot. Engine #100, a Baldwin 4-6-0 Ten-Wheeler, was built in December 1908, with an empty weight of 82 tons. Based on the available photographs, it appears that the Clinchfield employed their Ten-Wheelers in passenger service. This engine was retired on 1 September 1938 and scrapped.



Figure 30. “Clinchfield 101 Johnson City, TN 2-2-35” with a passenger train.⁶⁰ Note the Summers Hardware building in the background, which indicates that Engine #101 is near the Clinchfield depot in Johnson City. Engine #101 (Clinchfield Class G-2), a Baldwin 4-6-0 Ten-Wheeler, was probably built in December 1908 or later, with an empty weight of 82 tons. Based on the available photographs, it appears that the Clinchfield employed their Ten-Wheelers in passenger service. This engine was retired on 1 September 1938 and scrapped.

Clinchfield Freight Operations in Johnson City, 1909 – 1931

THE OFFICIAL RAILWAY EQUIPMENT REGISTER. 455

CAROLINA, CLINCHFIELD & OHIO RY.

GENERAL OFFICERS.

MARK W. POTTER, Chairman of the Board, New York City. GEO. L. CARTER, President, Johnson City, Tenn. ARCHER A. PHLEGAR, First Vice-President, Bristol, Va. M. J. CAPLES, 2d V. Pres. and Gen. Mgr., Johnson City, Tenn. I. McQUILKIN, Comptroller, Johnson City, Tenn. J. C. STONE, Sec. and Treas., Johnson City, Tenn.	JOHN A. MUSK, Auditor of Disbursements, Johnson City, Tenn. J. J. CAMPION, Traffic Manager, Johnson City, Tenn. CHAS. T. MANDEL, Trav. Pass. Agent, Johnson City, Tenn. L. L. McINTYRE, Car Service Agent, Johnson City, Tenn. J. N. POWELL, Gen. Counsel, Johnson City, Tenn. L. H. PHETPLACE, Superintendent, Johnson City, Tenn.	M. H. WILKER, Train Mast., Johnson City, Tenn. H. F. STALEY, Master Mechanic, Johnson City, Tenn. A. W. JONES, Asst. Chief Engineer, Johnson City, Tenn. W. F. STEFFENS, Engineer of B. and B., Johnson City, Tenn. W. A. STARRITT, Purchasing Agent, Johnson City, Tenn. B. W. HORNER, Act. Claim Agent, Johnson City, Tenn.
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GENERAL OFFICES, JOHNSON CITY, TENN.

Miles of road operated, 210. Gauge, 4 ft. 8 1/4 in. Locomotives, 30. Southern Express Co. operates over this line. No Sleeping Car Co. operating over this line.
 Limit of load allowed to pass over this line in excess of marked capacity, _____.

FREIGHT EQUIPMENT.

The freight cars of this Company are lettered "South & Western" and "Carolina, Clinchfield & Ohio," and numbered and classified as follows:

KIND OF CARS.	NUMBERS.	INSIDE DIMENSIONS.			CAPAC'Y	No.
		Length	Width	Height		
Flat.....	100 to 124	40	9 3	.....	50000	22
".....	125 to 128	34	9 3	.....	40000	4
".....	130 to 145	35	9 3	.....	50000	16
".....	150 to 249	36	9 3	.....	50000	45
".....	1800 to 1852	.....	.....	.....	50000	53
".....	3007, 3008	.....	.....	.....	40000	2
".....	3015 to 3035	.....	.....	.....	40000	2
Box.....	1000 to 1249	36	8 6	8	50000	239
".....	1198, 1230,	.....	.....	.....	40000	2
".....	1280	.....	.....	.....	40000	1
".....	1302 to 1311	.....	.....	.....	40000	8
".....	1430	.....	.....	.....	40000	1
Gondola.....	2000 to 2099	35 6	8 6	4 7	50000	97
Coal Hopper.....	6000 to 6099	30 3	9 5	.....	100000	19
".....	48000 to 48099	.....	.....	.....	100000	81
Total.....						592

MISCELLANEOUS EQUIPMENT.

Camp—51, 97.....	2	Spreader—153.....	1
Scoop—1999.....	1	Caboose—1.....	1
Derrick—1400.....	1		
Total.....			6

PASSENGER EQUIPMENT.

Passenger—7, 8, 10, 11.....	4	Private—No. 1, Clinchfield.....	1
Combination—25, 30.....	2		
Total.....			7

Flats of Series 100 to 349 are being restencilled 1800 to 1899 inclusive.
 Hoppers of Series 6000 to 6099 are being restencilled 45000 to 46099.
 Report movements and mileage or per diem to L. H. Phetplace, Superintendent, Johnson City, Tenn.
 For balances remit to or draw on J. C. Stone, Treasurer, Johnson City, Tenn.
 Send bills for repairs to cars to I. McQuilkin, Comptroller, Johnson City, Tenn.

FREIGHT CONNECTIONS AND JUNCTION POINTS.

East Tennessee & Western North Carolina—Johnson City, Tenn.	Southern—Johnson City, Tenn.; Marion, N. C.
Norfolk & Western—Fink, Va.; St. Paul, Va.	Virginia & Southwestern—Speers Ferry, Va.
Seaboard A' R L' ne—Bostic, N. C.	

"Clinchfield Route"

THE RETURN OF CARS TO HOME TERRITORY WILL BE FACILITATED BY ROUTING AS FOLLOWS:

MARKS.	CLASS.	IF LOADED FROM THE EAST ROUTE TO OR VIA	IF LOADED FROM THE WEST ROUTE TO OR VIA	IF LOADED FROM THE NORTH ROUTE TO OR VIA	IF LOADED FROM THE SOUTH ROUTE TO OR VIA	SPECIAL INSTRUCTIONS. Localities toward which this Company desires that its cars should gravitate:
C. C. & O., "Clinchfield" South & Western.	Box..... Flat..... Gondola..... Coal Hopper.....	St. Paul, Va. N. & W Ry. Johnson City, Tenn. Southern Ry. E T & W N. C. R. R. Marion, N. C. Southern Ry. Bostic, N. C. S. A. L. Ry.	St. Paul, Va. N & W Ry. Johnson City, Tenn. Southern Ry.	St. Paul, Va. N. & W Ry. Speers Ferry, Va. N & S. w. Ry. Marion, N. C. Southern Ry. Bostic, N. C. S. A. L. Ry.	Bostic, N. C. S. A. L. Ry. Marion, N. C. Southern Ry.	Bostic, N. C. St. Paul, Va.

April, 1909.

Figure 31. "Carolina, Clinchfield & Ohio Ry.," April 1909, in The Official Railway Equipment Register.⁶¹

1931. The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains.

“Time-Freight Trains (second Class)... These are the fast, through merchandise freight trains which are, of course, operated on regular schedules. Numbers 95 and 97, northbound, leave Spartanburg daily at 12:05 A.m. and 1:55 P.m., and arrive at Elkhorn Yard at 4:30 P.M. and 3:00 A.M., respectively; southward, numbers 92 and 94 leave Elkhorn Yard at 3:30 P.M. and 7:00 A.M., and reach Spartanburg at 9:30 A.M. and 11:00 P.M., respectively. Number 97 is named ‘The Florida Perishable...’

Four regular crews are assigned to work between Elkhorn Yard and Erwin, 136 miles, using the large L-3 Mallet locomotives, one engine to the train. Southbound from Elkhorn Yard, these trains move all time-freight and empty box cars delivered by the Chesapeake & Ohio Railway, and pick up such loads and empties at St. Paul as are delivered by the Norfolk & Western; the train is filled out with time-freight loads and empties at Kingsport and Johnson City. Northbound, they move from Erwin all time-freight and empty box cars received from the south, and then pick up such cars at Johnson City and Kingsport. Loads for Johnson City and Kingsport, Speer’s Ferry, in connection with the Southern Railway, and St. Paul, connecting with the Norfolk & Western, are carried on these trains. Cars for other intermediate stations are handled by the local freight trains... The car limit for time-freight trains is 85 cars; thereafter, additional sections or extra trains are operated.”⁶²

“Local Freight Trains (Fourth Class) Thrice a week local freight service, in each direction, is maintained over the entire line. The local freight districts are as follows... Between Dante and Erwin, 101 miles. This crew uses the K-3 Mikado locomotive, and handles the usual local business between the two points.”⁶³

“Shifters... Yard crews are assigned as follows...

At Johnson City:

First crew – 7:15 A.M. to 3:16 P.M. H-3 Consolidation Engine [apparently this was typically engine 52]

Second crew – 9:00 A.M. to 5:00 P.M. H-3 Consolidation Engine”⁶⁴

“Jim Goforth, the retired Chief Engineer of the Clinchfield sends the following information. The Clinchfield operated the class H-4 consolidation type locomotives in the Johnson City yard service. These engines were built by Baldwin in January, 1909 and carried numbers 300 – 314. They had 22” x 32” cylinders, 57” drivers, 190 lbs. boiler pressure and they exerted 43,882 lbs. tractive force. The locomotives most used in the Johnson City service were the 301, 303, 306 and 308. They were retired in 1951 and replaced by diesel switchers in the 350 number class.”⁶⁵

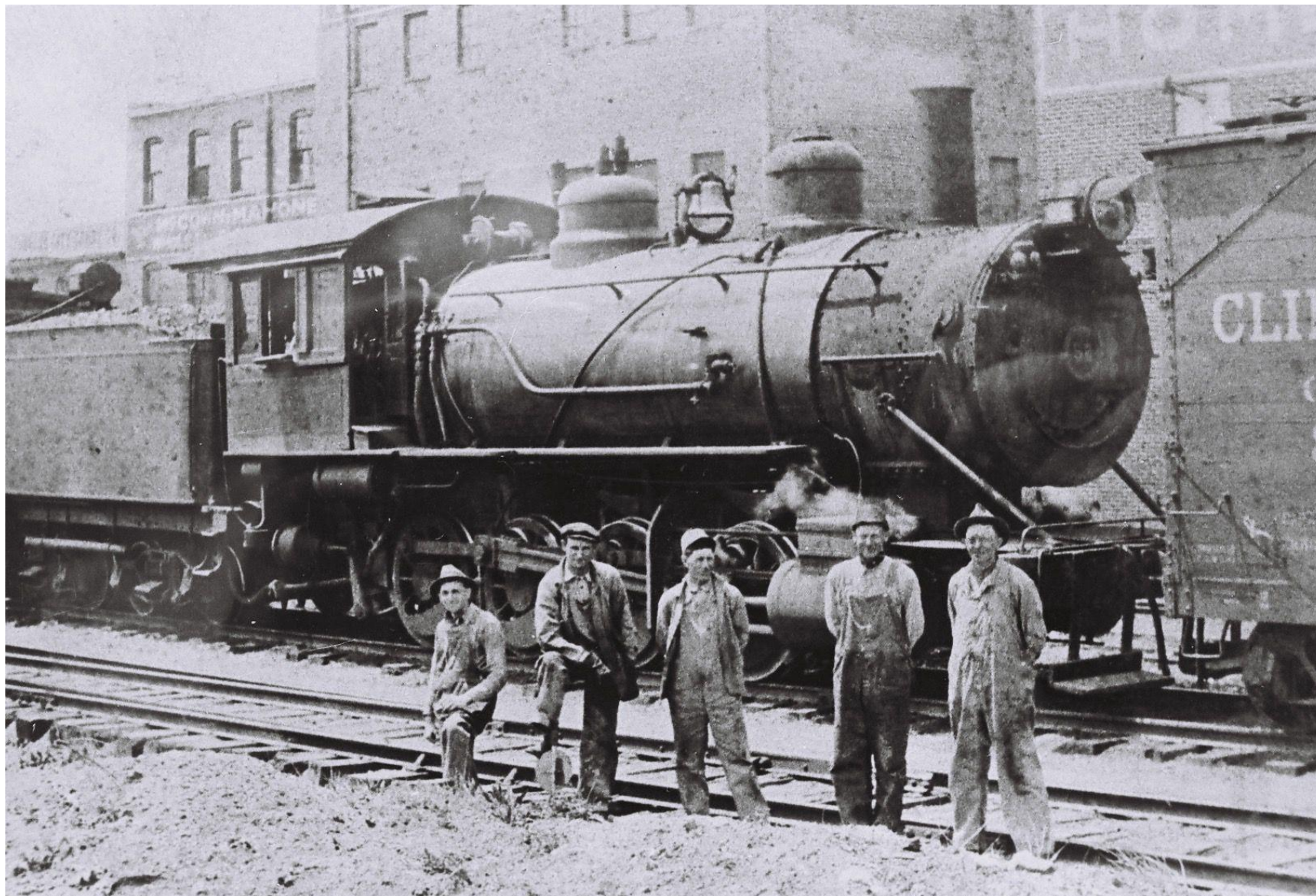


Figure 32. “Here’s the Clinchfield, Carolina & Ohio Engine 52 [in the 1930s] at what is now the corner of Spring Street and State of Franklin Road in downtown Johnson City...”⁶⁶ Engine #52 (Clinchfield Class H-3), a Baldwin 2-8-0 Consolidation, was built in December 1905, with an empty weight of 89 tons. It appears that the Clinchfield employed their H-3 Consolidations primarily as switcher engines. This engine was converted to a 0-8-0 in 1917. It was retired on 1 September 1938 and scrapped.

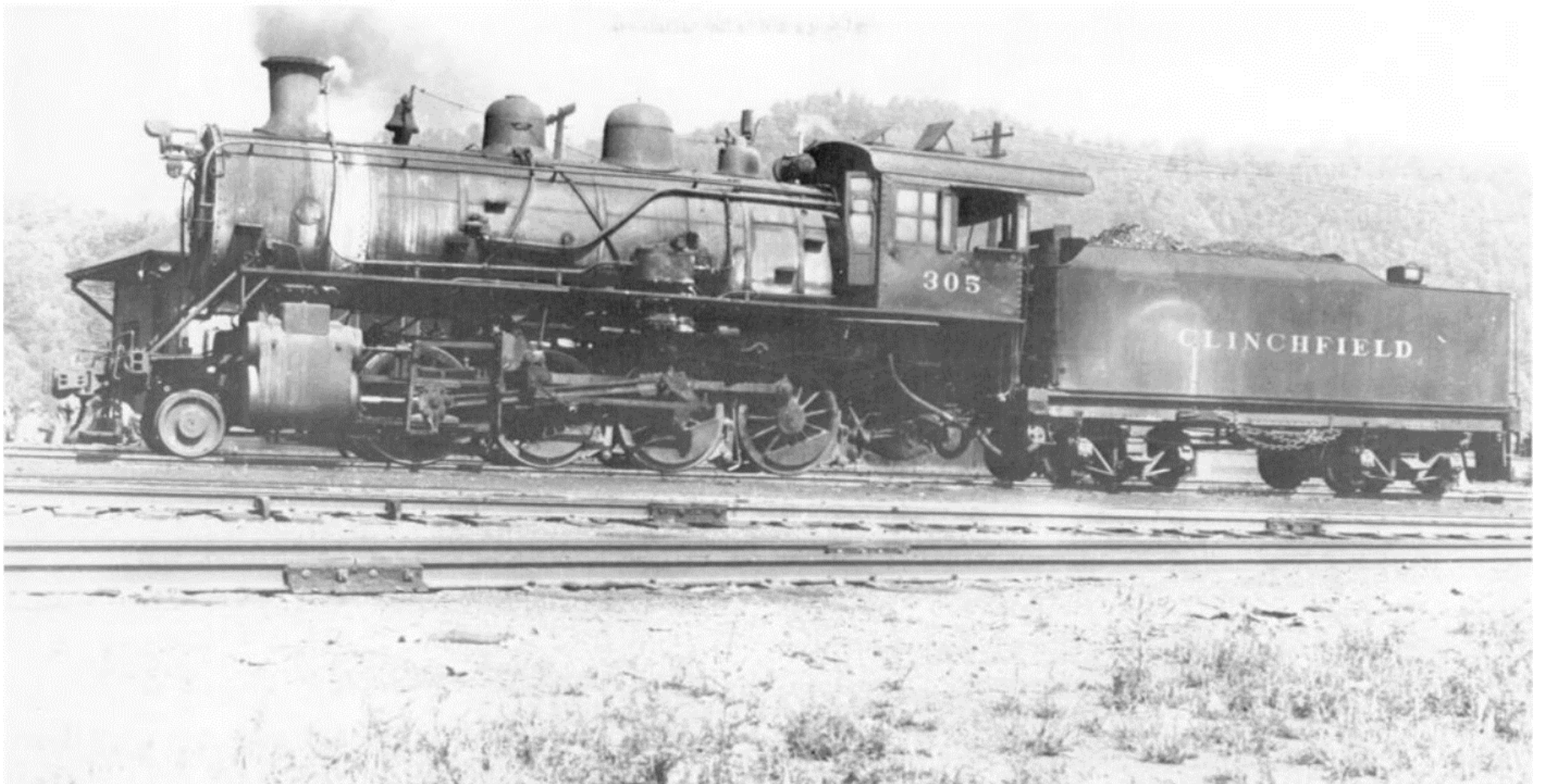


Figure 33. “The largest single order of locomotives by the Clinchfield was for the Class H-4 numbers 300 – 14 that arrived in early 1909. These were the freight haulers until the first mallets arrived in 1910 and the Mikes arrived in 1919. The H-’s spent their last days in yard service in Kingsport, Johnson City and Erwin, TN and on work trains and local freights. The first coal train from Dante, VA to Bostic Yard, NC consisted of 25 cars to Johnson City, Tn and 10 cars into Bostic pulled by engine 313 in March 1909.” “Cecil Cook/Phil Laws Collection”.⁶⁷ Engine #305, in this photograph, was a Baldwin 2-8-0 Consolidation. It was built in January 1909, with an empty weight of 100 tons. It appears that the Clinchfield employed their H-4 Consolidations primarily as switcher, helper and local freight engines. “Jim Goforth, the retired Chief Engineer of the Clinchfield sends the following information. The Clinchfield operated the class H-4 consolidation type locomotives in the Johnson City yard service... The locomotives most used in the Johnson City service were the 301, 303, 306 and 308.” Engine #305 was the last Consolidation operated by the Clinchfield. It was sold for scrap and shipped out on 28 September 1953.



Figure 34. "Clinchfield Railway No. 305," near the Anderson-Webb building (left background) in Johnson City.⁶⁸



Figure 35. “Clinchfield Railway No. 308 [actually 305],” reportedly at Johnson City. The author has not found any sources that document where this building was located.⁶⁹



Figure 36. “Clinchfield No. 312 Bemberg”. However, it does not appear that this photograph was taken at Bemberg; note the four parallel standard gauge tracks in the foreground. Perhaps, this was taken adjacent to the Carnegie Addition, on the northside of Johnson City.⁷⁰ Engine #312 was a Baldwin 2-8-0 Consolidation (Clinchfield Class H-4). It was built in February 1909, with an empty weight of 100 tons. It appears that the Clinchfield employed their H-4 Class Consolidations primarily as switcher, helper and local freight engines. It was retired on 31 July 1951 and scrapped.

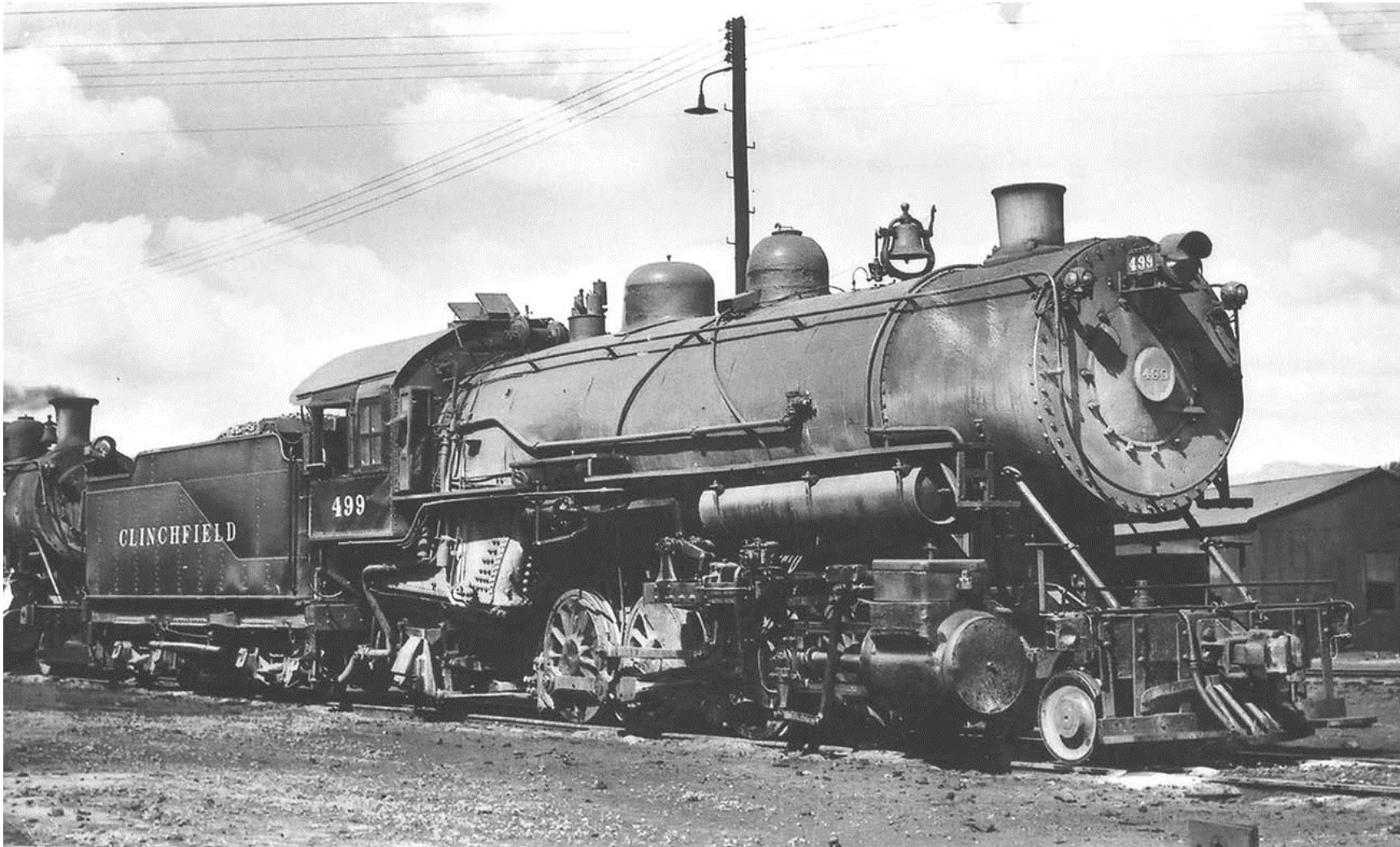


Figure 37. "Above is the Clinchfield 499, a very unusual locomotive, especially for the state-of-the-art Clinchfield. It is an old, saturated hog that came here from somewhere else. Most all modern steam locomotives carried a device called a superheater, that got the steam even hotter by passing it back thru the hot firebox gases on the way to the cylinders. This gives a locomotive a LOT more power. Old 499 didn't have that and according to Lynn Lowe, an old CC&O engineer and old friend of mine, the 499 puffed out a constant stream of black water everywhere she went. I guess this picture was made on the Johnson City yard. This is a different picture from Mr. Crumley's books. This one also came up missing and I reprinted it from an old copy negative."⁷¹ Engine #499 (Clinchfield Class K-2), a Baldwin 2-8-2 Mikado, was built in November 1911, with an empty weight of 130½ tons. The Clinchfield purchased it in 1917. This engine was scrapped in March 1952.

25 March 1909. Johnson City Comet.

“First Train Load of Coal goes South. At four o’clock this morning a 25-car coal train passed through Johnson City on the C., C. & O. from Dante, Va., to Bostic, N.C. This is the first solid load of coal that has passed over the new road, but it will be an hourly occurrence henceforth.”

5 August 1909. Johnson City Comet.

“Heavy Coal Train. Wednesday afternoon a train of sixty seven loaded coal cars drawn by one engine passed through Johnson City over the C., C. & O. from Dante, Va., to points south.”

14 October 1909. Johnson City Comet.

“Train of Eighty-Eight Cars of Coal. A coal train that was a record breaker for length passed through Johnson City last Thursday over the C.C. & O. enroute from the Virginia coal fields to points south. The train contained 88 cars of coal and a cab, and was hauled by four heavy engines, including No. 500, which is double-strength, making the hauling power equal to five large engines. That is hauling coal.”

18 November 1909. The Johnson City Comet.

“The C.C. & O. is employing a large force of men putting down track between their main line and Cherry street on Buffalo. The object is to get the crossings put down so that the Johnson City Traction Company can begin laying tracks to and through the Carter addition.”

27 January 1910. Johnson City Comet.

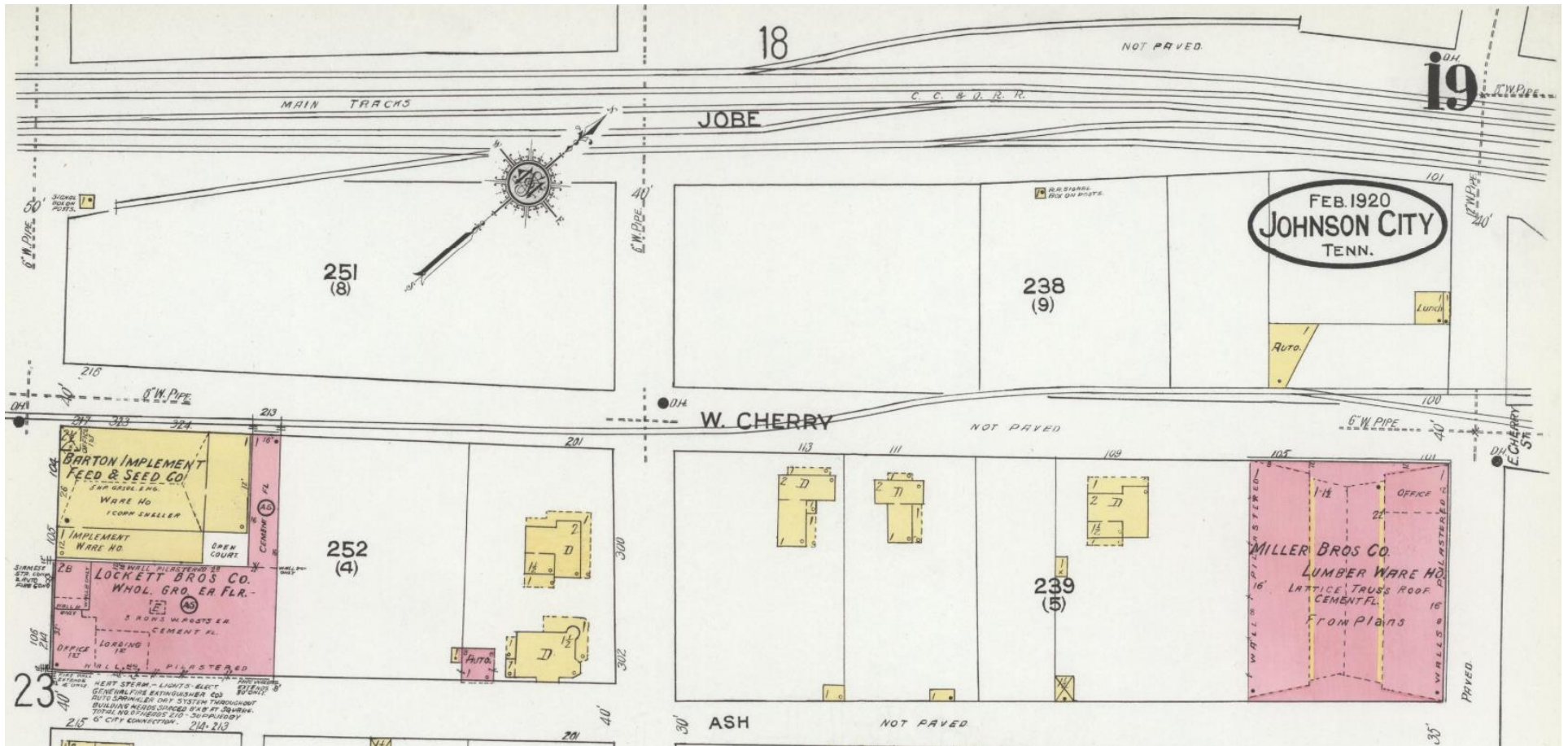
“Building Tower. The C.C. & O. railway is building a tower at Buffalo street and will operate gates at the Roan, Spring and Buffalo street crossings from it. This will eliminate the danger at these streets and is very commendable in the company.” See figures 38 and 39.



Figure 38. The intersection of Buffalo Street and the tracks of the E.T. & W.N.C. and Clinchfield railroads. The safety tower, built by the Clinchfield, is visible at the right and one of the gates is visible on the left. Note the trolley tracks running along Buffalo Street.⁷²



Figure 38A. A detail of the safety tower on Buffalo Street.



Map 13. A map from February 1920, showing two “R.R. Signal Box on Posts,” one on the southeast corner of Buffalo and Jobe streets, and one on Jobe street, about half way between Spring and Roan streets. Note the Millers Brothers Company lumber warehouse in the lower right of this map.⁷³

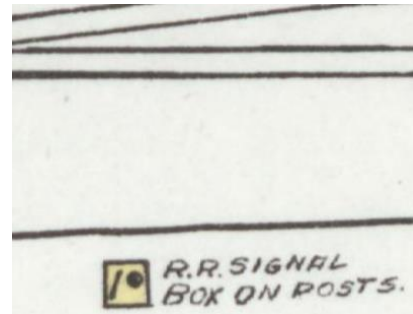
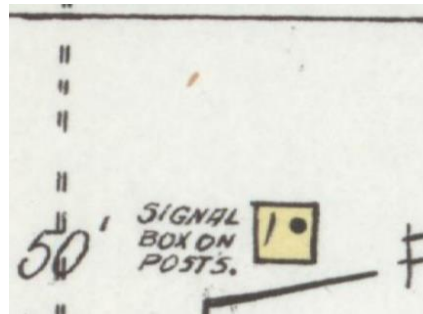




Figure 39. "Railroad Collision, at the Clinchfield and ETWNC railroad between Roan [should read Buffalo] and Spring Streets, Johnson City. A train hit a car, killing the driver. The railroad crossing watchman's tower is visible just left of the boxcar in the right of the photograph"⁷⁴



Figure 389. A detail showing a second safety tower and gate, which was about half way between Spring and Roan streets. The building on the right appears to be that of the Miller Brothers Company at Roan and Cherry streets. The building behind and to the left of the boxcar may be the Johnson City Coal, Ice and Cream Company.

May 1910. The Official Railway Equipment Register.

By May 1910, the Clinchfield operated about 248 miles of railroad, with 33 locomotives. "Southern Express Co. operates over this line. No Sleeping Car Co. operating over this line."⁷⁵

Table 7. Summary of Freight Equipment

Type	Number Available
Flat	233
Box	485
Gondola	842
Hopper	2350
Total	3910

Table 8. Freight Equipment

The freight cars of this company are lettered 'South & Western' and 'Carolina, Clinchfield & Ohio,' and numbered and classified as follows:						
Kind of Cars.	Numbers.	Inside Dimensions.			Capacity	No.
		Length	Width	Height		
Flat	100 to 124	40	9' 3"		60000	14
[Flat]	125 to 127	34	9' 3"		40000	3
[Flat]	130 to 145	36	9' 3"		50000	12
[Flat]	1800 to 1899	36	9' 3"		60000	97
[Flat]	1900 to 1949	36	9' 3"		50000	4
[Flat]	3008, 3015, 3035				40000	3
[Flat]	10000 to 10009	40	9' 3"		100000	100
Box	1000 to 1249	36	8' 6"	8	60000	215
[Box]	3000 to 3249	36	8' 6"	8	60000	20
[Box]	3300 to 3549	36	8'	8	60000	250
Gondola	2000 to 2099				60000	92
[Gondola]	20000 to 20749	40	9' 7"		100000	750
Hopper	40000 to 42249	30' 5"	9' 8"		100000	2250
[Hopper]	46000 to 46099	30' 3"	9' 5"		100000	100
Total						3910

11 August 1910. The Johnson City Comet.

"Giant Freight Engines Used by the C., C. & O. The Carolina, Clinchfield and Ohio railway has placed in service four of its ten mallet articulated compound locomotives. The diameters of their high and low pressure cylinders are, respectively, 24 and 37 inches; stroke, 32 inches; steam pressure, 200 pounds; diameter of driving wheels, 57 inches; weight on driving wheels, 330,000 pounds; total weight of engines, 378,000 pounds; weight of engine and tender, 548,000 pounds; total length of engine and tender 75 feet. One of these engines will pull 85 fifty ton coal cars loaded."

1 September 1910. The Johnson City Comet.

"Largest Engine East of Mississippi. The most powerful railroad locomotive ever before used in road service east of the Mississippi brought a 4,500 ton coal train from the mines of the Clinchfield Coal Corporation at Dante, Va., through this city Tuesday over the Carolina, Clinchfield and Ohio railway. It is one of ten Mallet articulated compound engines recently received by that road and weighs 190 tons. Taken with the tender the total weight is 270 tons and the length is eighty feet. These great machines were made necessary in order to cheapen the haul on the heavy increase of coal output at the Dante mines. The engine was an object of much curiosity to the usual crowd of curiosity seekers. On its return it brought 100 empty cars for the mines."

8 September 1910. Johnson City Comet.

“Wreck on C.C. & O. in City Limits, Yesterday about 4 p.m. a head-on collision occurred on the C.C. & O. between the switch engine running light and two big mallets pulling 82 coal cars with a pusher. The wreck occurred almost opposite the Soldiers Home and as a result the two ponderous 300-ton engines and the little one, the cause of the trouble, are in the ditch, badly damaged. The track was built around them as fast as possible and at twelve o’clock last night the passenger trains that were delayed by the disaster were let by.”

2 February 1911. Johnson City Comet.

“Side Track Laid to Normal. The C.C. & O. has laid a side track into the [East Tennessee] normal [School] grounds and several car loads of supplies have already been received by the contractors. If the weather permits work will be started on the concrete foundations for the main building.” The East Tennessee Normal School, after going through a number of name changes, would become ETSU (East Tennessee State University) in 1963.

8 June 1911. Johnson City Comet.

“Southern Trains will not Stop at Crossings. Before July 1 the Southern railway will no longer stop its trains at the crossing of the C., C. & O. in Carnegie and the E.T. & W.N.C. at the furnace. Interlocking switch signal towers are being erected and will soon be in operation. By this new method the Southern track will be clear and the red board will stand against the crossing tracks, all trains on which will have to stop and throw the switch and this block the main line of the Southern. While opposing trains are crossing the Southern signals are automatically changed by long cables indicating the block at a sufficient distance to enable all trains to stop. This will be a great help to the Southern in operating its passenger trains, as much time is lost in these two stops.”

6 June 1912. Johnson City Comet.

“New Equipment for C.C. & O. Ry. – Supt. L.H. Phetteplace returned yesterday from a business trip to Dante, Va., and will leave on his private car Friday morning for New York City, where he goes on business in connection with the Dante-to-Elkhorn extension of the C., C. & O. Ry.

In an interview yesterday with a representative of the [Erwin, Tennessee] Magnet, Supt. Phetteplace gave some very gratifying information. He states that his company now has under construction at the Baldwin Locomotive Works plant five large Mallet type engines ten of which type are now in service on the road and are used in the heavy coal traffic. Two new Mikado type locomotives are also under construction in the shops of the above company. These seven new engines are being added to the equipment at a cost of \$200,000.

Supt. Phetteplace also gave out the information that \$10,000 in new machinery will be installed in the company’s shops at this place [Erwin, Tennessee] at once, orders for same having already been placed.

Another gratifying statement by Mr. Phetteplace was that the net earnings of the road for last month were in excess of that of any month in the history of its operation, and he expressed the belief that when the present month closes it will eclipse even that of last month. – Erwin Magnet.”

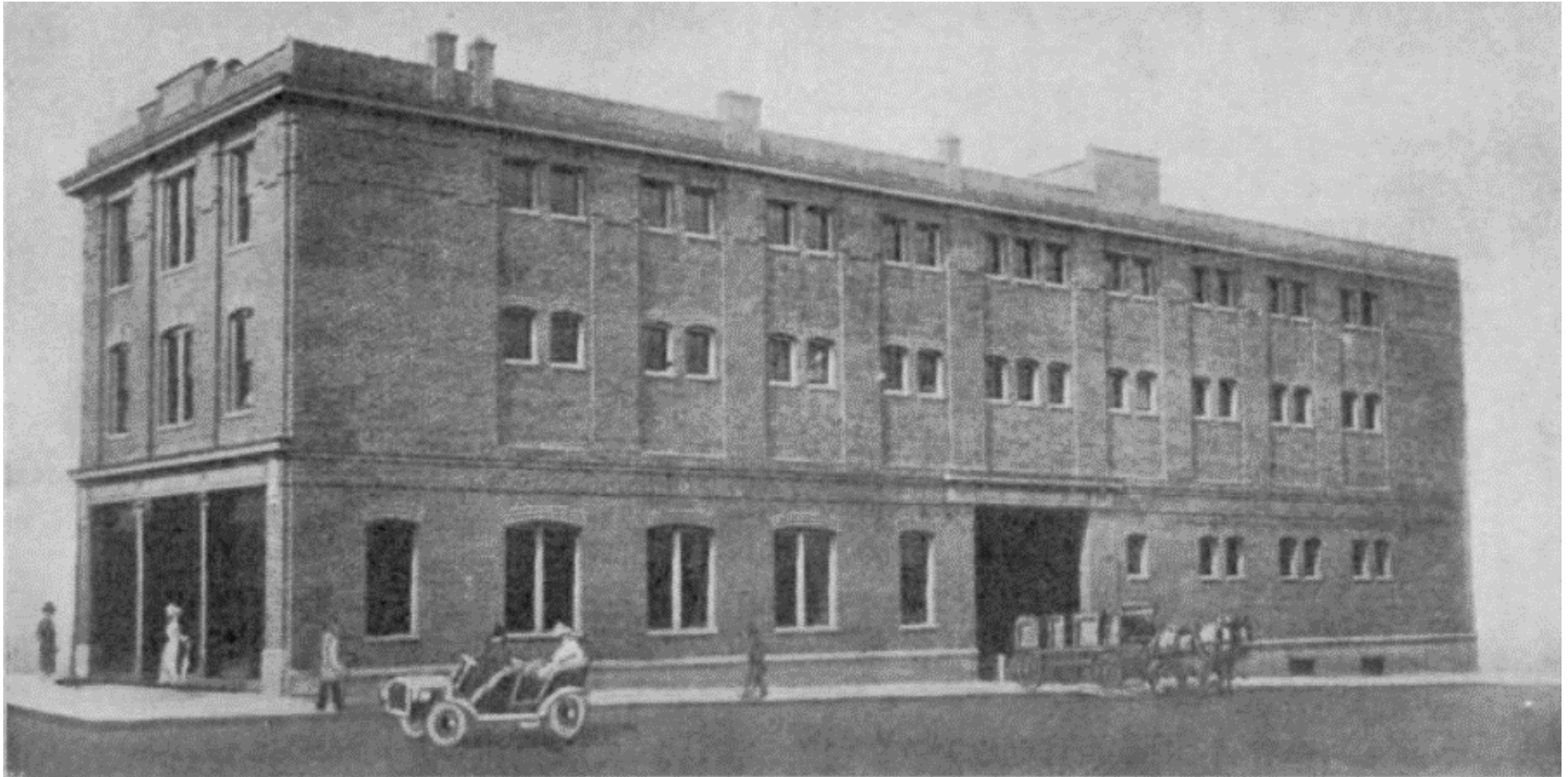


Figure 40. Love – Thomas Building. “Located at the corner of Ashe and Earnest Streets, the Love – Thomas Company was a successful wholesale dry goods and notions business established in January 1907. It employed six traveling salesmen who covered a five-state area. By 1914, the building was used by the Carolina, Clinchfield & Ohio Railway (CC&O) for its offices.”⁷⁷ It appears that the left side of this image is the south-facing side of the building (facing Ash Street), while the long portion appears to be the east-facing side of it (facing Earnest Street). In 1926, the Clinchfield moved its personnel in the Love-Thomas building to Erwin, Tennessee.



Figure 41. This photograph looks south from the railroad tracks along Cherry Street, along Earnest Street toward Ashe Street. The Post Office is on the left and the Love-Thomas building is on the right.⁷⁸



Figure 42. “Clinchfield Railroad Office (Ernest Street), Interior”, 1914 – 1926.⁸⁰

30 June 1915. Fifth Annual Reports – Carolina, Clinchfield and Ohio Railway...⁸¹

Table 9. Extract from
“List of New Industries Established During the Year Ending June 30, 1915.”

Shipping Point	Name	Character
Johnson City	Clinchfield Ice & Coal Company	Ice and ice cream
Johnson City	Johnson City Lbr. & Mf’g. Company	General woodwork
Johnson City	Washington County Gas Company	Gas plant
Johnson City	Union Tanning Co.	Extract plant

Table 10. Freight Cars*

Owned and In Service	Description	Capacity in Pounds	Year Ended June 30, 1914	Year Ended June 30, 1915	Year Ended June 30, 1916
Stock	Steel underframe	60,000	25	321	321
Box	Wood	60,000	212	208	189

Box	Steel underframe	60,000	723	723	721
Flat	Wood	40,000	6	6	5
Flat	Wood	60,000	89	85	84
Flat	Steel underframe	100,000	100	100	100
Gondolas	Steel	100,000	748	748	747
Hoppers	Steel	100,000	3,332	3,332	3,330
Caboose	Steel underframe		16	16	16
Totals			5,251	5,539	5,513

* Includes information from the 1916 report.

30 March 1916. The Johnson City Comet.

“Big New Engines for C.C. & O. Ry. The Carolina, Clinchfield and Ohio railway has purchased ten of the most powerful freight pulling locomotives made, and the same are to be delivered at Dante, Va., at an early date, when they will be put into immediate service. These locomotives are of the 12-driver compound Mallet type, and it is estimated that each is capable of pulling 100 cars of coal from the Virginia mines to the Southern terminus of the road. These engines will greatly facilitate the delivery of coal from the Clinchfield operations.”

In 1916, the Clinchfield purchased ten 2-6-6-2s from the Chicago Great Western and designated them as Class M-3. However, it is possible that the ten engines mentioned in this article were actually 2-8-8-2s, see 1 April 1916, below.

1 April 1916. The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains

“On April 1, 1916, \$300,000 five per cent notes were issued, payable in monthly installments of \$12,500 for two years, for the purchase of ten Mallet (2-8-8-2) freight locomotives...”⁸²

6 April 1916. Johnson City Comet.

“The enormous increase in freight on the C.C. & O.R.R. has made it necessary to extend the local freight sheds; doubling their original capacity.”

30 June 1916. Sixth Annual Reports – Carolina, Clinchfield and Ohio Railway...⁸³

Table 11. Extract from “List of New Industries Established During Year Ending June 30, 1916”

Shipping Point	Name	Character
Johnson City	Tennessee Box Company	Box and box shooks
Johnson City	Clinchfield Products Corporation	Barium salts, chemicals, acids, etc.
Johnson City	Sanford & Treadway	Lumber
Johnson City	Empire Chair Company	Chairs

Table 12. Extract from
 “Sidings, Spurs and Additional Yard Tracks Built During the Year Ended June 30, 1916”

Mile Post		Miles
119.0	Commercial siding for Washington County Gas Company	.072
119.0	Commercial siding for Clinchfield Products Corporation, No. 1	.246
119.0	Commercial siding for Clinchfield Products Corporation, No. 2	.243
119.0	Commercial siding for Walker Coal and Coke Company	.052
119.0	Commercial siding off Carnegie spur for Johnson City Extract Works	.097
119.0	Commercial siding for Tennessee Box Company	.090

1917. Seventh Annual Reports – Carolina, Clinchfield and Ohio Railway.⁸⁴

Table 13. Extract from “List of New Industries Established During Year... 1917”?

Johnson City	Johnson City Mills	Hosiery
Johnson City	Tennessee Silk Mills	Silk
Johnson City	Southern Lumber Company	Lumber
Johnson City	Keystone Table Company	Tables
Johnson City	Washington County Tobacco Warehouse	Tobacco

Table 14. Extract from
 “Sidings, Spurs and Additional Yard Tracks Built During the Year... 1917”?

119.0	Siding for Clinchfield Products Corporation No. 2	.066
119.5	Storage track at Barrett	.293
120.4	Express track at Johnson City station	.059
Carnegie	Siding for Sanford – Treadway Lumber Co.	.119
Carnegie	Siding for Tennessee Box Co.	.077
Carnegie	Siding for Empire Chair Co.	.144
Carnegie	Siding for Tobacco Warehouse.	.095

June 1917. The Official Railway Equipment Register.

By June 1917, the Clinchfield operated about 300 miles of railroad, with 52 locomotives.

Table 15. “Freight Equipment...
 lettered ‘South & Western and ‘Carolina, Clinchfield & Ohio...”

Type	Number Available
Flat	180
Stock	320
Box	909
Gondola	743
Hopper	3823
Total	5975

Table 16. Freight Equipment.

FREIGHT EQUIPMENT.																	
The freight cars of this Company are lettered "South & Western" and "Carolina, Clinchfield & Ohio," and numbered and classified as follows:																	
KIND OF CARS.		NUMBERS.	DIMENSIONS.											CAPACITY.		NO.	
M. C. B. DESIGNATION	CLASS.		INSIDE.			OUTSIDE.						Doors.		Cubic Feet Level Full.	Pounds or Gallons.		
			Length	Width	Height	Length	Width at Eaves or Platform.	HEIGHT FROM RAIL.			SIDE.		END.				
								To Eaves.	To Top of Platform or Runn'g Board.	To over all	Width	Height	Width				Height
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.				
FM...	Flat, Wooden....	1800 to 1899	.....	.....	.....	40	9 3	.....	4 2	7 5 $\frac{1}{2}$	.....	.....	.....	.....	60000 lb.	78	
FM...	" "	1900 to 1949	.....	.....	.....	36	9 3	.....	4 2	7 5 $\frac{1}{2}$	.....	.....	.....	.....	40000 lb.	4	
FM...	" Steel.....	10000 to 10099	.....	.....	.....	40	9 3	.....	4 0 $\frac{3}{8}$	7 8 $\frac{5}{8}$	.....	.....	.....	.....	100000 lb.	100	
SM...	Stock, Steel Underfr.	2400 to 2699	36	8 5 $\frac{3}{8}$	8 0 $\frac{5}{8}$	87 3	9 3 $\frac{1}{8}$	12 4 $\frac{1}{8}$	18 1 $\frac{3}{8}$	18 11 $\frac{1}{8}$	6	7 9 $\frac{5}{8}$	.....	.....	2448	60000 lb.	296
SM...	" "	2700 to 2724	36	8 5 $\frac{3}{8}$	8	87 3	9 6 $\frac{1}{4}$	12 4 $\frac{1}{8}$	18 1 $\frac{3}{8}$	18 11 $\frac{1}{8}$	6	7 9 $\frac{5}{8}$	.....	.....	2448	60000 lb.	24
IM...	Box, Wooden ...	1000 to 1249	36	8 6	8	36 8 $\frac{1}{2}$	9 10	12 5	18 3	18 9	6	7 7 $\frac{1}{2}$	.....	.....	2448	60000 lb.	39
IM...	" "	3000 to 3249	36	8 6	8	36 8 $\frac{1}{2}$	9 10	12 5	18 3	18 9	6	7 7 $\frac{1}{2}$	.....	.....	2448	60000 lb.	150
IM...	" Steel Underframe.	3300 to 3549	36	8 6	8	87 3 $\frac{1}{2}$	9 4 $\frac{1}{2}$	12 2 $\frac{5}{8}$	12 11 $\frac{3}{8}$	18 9 $\frac{1}{2}$	6	7 2 $\frac{1}{2}$	1 10	2 4	2448	60000 lb.	248
IM...	" " " "	3550 to 4024	36	8 6	8	87 3	9 4 $\frac{3}{4}$	12 8 $\frac{1}{8}$	18 0 $\frac{1}{8}$	18 11 $\frac{1}{8}$	6	7 6 $\frac{1}{8}$	.....	.....	2448	60000 lb.	472
GA...	Coal, all Steel, Twin Drop, Gondola.	20000 to 20749	40	9 7	4 2	40 7 $\frac{1}{2}$	10 2 $\frac{1}{2}$	7 8 $\frac{3}{4}$	.....	8 5 $\frac{1}{2}$	.....	.....	.....	.....	1716	100000 lb.	743
HT...	" All Steel Hopper.	40000 to 43749	80 5	9 6	.....	82 3	10 1 $\frac{3}{8}$	10 2	.....	10 11 $\frac{3}{4}$	.....	.....	.....	.....	1782	100000 lb.	8724
HT...	" " " ..	46000 to 46099	80 2 $\frac{1}{2}$	9 5 $\frac{3}{8}$	.....	81 11	9 11 $\frac{3}{8}$	10 ....	.....	10 8 $\frac{3}{4}$	.....	.....	.....	.....	1679	100000 lb.	99
Total.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5975

18 May 1918. The Johnson City Comet.

“Consolidation of Freight Stations – to complete the plans for consolidating the two freight stations, the officials of the Southern railway and Carolina, Clinchfield and Ohio railway met here Monday.

Joe H. Horton was appointed agent of the consolidated stations, with Andrew Davis, assistant agent. Mr. Horton has for years been agent for the C.C. & O. railway and he supersedes Mr. Davis by reason of seniority in service, having been an agent for five years longer.

Eugene Pitts was appointed general yard master. It is proposed to use two yard locomotives with three crews, working the third one at night on the eight hour shift.

Effective June 1st, all inbound and outbound freight will be handled through the one station, the Southern railway freight depot. The Clinchfield office force will be removed to the Southern station building and among them will be distributed the work.

All employes will be taken care of either here or elsewhere along the line. At present, it is evident that all the station clerks and helpers will be used in this city to handle the volume of business.”

Some Clinchfield Operating Instructions in Johnson City, 1931

“General Operating Instructions... Johnson City

12. Northbound time freight trains set off on E.T. & W.N.C. transfer track or horn track at Barrett, and pick up from transfer tracks and from front Veneer plant track just south of Barrett tank.

Southbound trains set off on scale track and long track at Barrett and pick up on tank track. When setting off shove up to clear on scale track and up to point opposite north switch to scale track when setting off on long track.

Leave turntable track and chemical lead track clear.

On Carnegie branch all trains must come to full stop before crossing E.T. & W.N.C. Railway and Southern Railway tracks. Interlocking derailleurs have been placed on the main track at Carnegie Branch on each side of Southern Railway crossing at Carnegie. Levers operating these signals are located at Southern Railway crossing and are equipped with switch locks and must be thrown to danger position against Southern Railway trains before derailleurs on our track can be thrown.

When switching over crossings in Johnson City, not protected by signals, a member of train crew must be stationed at crossing to protect it. Signals at Watauga Street do not operate for trains using front track. Signals at Tennessee Road Crossing, Barrett, do not operate for trains using tank track.

All trains will approach and pass over track between Buffalo St., Johnson City, and south switch Barrett passing track and where third rail is laid near Harris' factory under full control and be able to stop within half range of vision. Trains of the Southern Ry. and E.T. & W.N.C. Ry. use our main track in this territory without protection.”⁸⁵

“City Ordinance of the City of Johnson City

63. It shall be unlawful for any Engineer, Conductor, Agent or other person to cause or permit any locomotive engine, car or train of cars to stand upon any street crossing within the city for a longer time than four minutes at one time, which crossing shall not again be obstructed until all travelers awaiting upon the highway over said crossing shall have passed.

Any person violating any of the provisions of this chapter shall be subject to a fine of not less than \$5.00 and not more than \$50.00 for each offense, unless otherwise provided.

No railroad, person, or other company shall move or cause to be moved, on its tracks, any steam or other engine, car, or train of cars, at a greater rate of speed than twelve miles per hour in the corporate limits of Johnson City.

The head end of all trains will pass over Maple Street crossing not to exceed four miles per hour.”⁸⁶

Appendix A.
Open Questions

1. Are there any extant photographs of Mallet, or other Clinchfield, locomotives with E.T. & W.N.C. narrow gauge locomotives?
2. Are there any other extant photographs of Mallet, or other Clinchfield, locomotives with industries in Johnson City?
3. Are there any extant photographs of the Clinchfield machine shops in Carnegie and Johnson City?
4. How much and what type of freight were delivered or picked up from industries in Johnson City through time?
5. Why were the Clinchfield locomotives shown in figures 6 and 36 operating at Bemberg? When was this done?

Appendix B.
 Some Passenger Timetables of the C.C. & O. Railway, 1908 – 1917⁸⁷

CAROLINA LINCHFIELD & OHIO			
RAILWAY			
<i>Schedule in Effect Nov. 1, 1908</i>			
<i>(Eastern Standard Time)</i>			
<i>Southbound—Daily— Northbound</i>			
<i>No. 1</i>	<i>STATIONS</i>	<i>No. 2</i>	
<i>PASS</i>		<i>PASS</i>	
<i>A.M. Lv.</i>		<i>Ar. P.M.</i>	
8:10	Johnson City	6:15	
8:42	Unicoi	5:41	
9:05	Unaka Springs	5:18	
9:43	• Hunt Dale	4:40	
10:02	Green Mountain	4:21	
10:20	Toecane	4:03	
10:47	Boonford	3:36	
11:07	Spruce Pine	3:16	
11:17	Altapass	3:06	
12:58	Marion, N. C.	1:25	
<i>P.M. Ar.</i>		<i>Lv. P.M.</i>	

JNO. A. MUSE.
Acting General Passenger Agent,
JOHNSON CITY, TENN.

Johnson City Comet, 5 November 1908.

CAROLINA CLINGFIELD & OHIO

RAILWAY

"CLINGFIELD ROUTE"

*In effect February 15, 1909
(Eastern Standard Time)*

SOUTH BOUND	DAILY	NORTH BOUND
1 00 PM	d.....Dante.....a	12 35 PM
1 29 "	d.... St. Paul ....a	12 01 "
2 23 "	d.. Dungannon ..a	11 02 AM
2 54 "	d Fort Blackmore .a	10 31 "
3 57 "	d.. Speers Ferry ..a	9 28 "
4 49 "	d....Kingsport ....a	8 37 "
5 29 "	d.... Fordtown ....a	8 00 "
6 30 "	a.. Johnson City.. d	7 10 "
8 10 AM	d.. Johnson City ..a	6 15 PM
8 42 "	d..... Unicoi.....a	5 41 "
8 54 "	d.....Erwin. ....a	5 29 "
8 59 "	l..... Loves .....a	5 24 "
9 05 "	d. Unaka Springs .a	5 18 "
9 43 "	l.... Hunt Dale ...a	4 40 "
10 02 "	d. Green Mountain.a	4 21 "
10 20 "	l.... Toecane ....a	4 03 "
10 47 "	d.... Boonford ....a	3 36 "
10 59 "	l.... Penland ....a	3 24 "
11 07 "	l. Sprucepine ...a	3 16 "
11 17 "	d.... Altapass ....a	3 06 "
12 58 PM	a..... Marion .....d	1 25 "

J. J. CAMPION,

Traffic Manager,

JOHNSON CITY, TENN.

Johnson City Comet, 1 April 1909.

CAROLINA CLINGFIELD & OHIO RAILWAY

"CLINGFIELD ROUTE"

*In effect May 2, 1909
(Eastern Standard Time)*

SOUTH BOUND	DAILY	NORTH BOUND
1 50 PM	d.....Dante.....a	12 38 PM
2 15 "	d.... St. Paul ....a	12 08 "
3 00 "	d.. Dungannon ..a	11 18 AM
3 24 "	d Fort Blackmore .a	10 54 "
4 18 "	d.. Speers Ferry .a	10 16 "
5 04 "	d....Kingsport....a	9 25 "
5 35 "	d.... Fordtown....a	8 56 "
6 25 "	a.. Johnson City..d	8 10 "
8 20 AM	d.. Johnson City..a	8 05 PM
8 53 "	d..... Unicoi.....a	7 36 "
9 05 "	d..... Erwin. ....a	7 18 "
9 10 "	d..... Loves .....a	7 12 "
9 16 "	d. Unaka Springs .a	7 04 "
9 54 "	d.... Hunt Dale ....a	6 24 "
10 13 "	d.Green Mountain.a	6 05 "
10 30 "	d.... Toecane ....a	5 47 "
10 57 "	d.... Boonford ....a	5 20 "
11 10 "	d.... Penland ....a	5 07 "
11 20 "	d. Sprucepine...a	4 58 "
11 30 "	d.... Altapass ....a	4 48 "
12 46 PM	a..... Marion .....a	3 23 "
2 05 "	a.....Bostic .....a	2 05 "
	Seaboard Air Line Ry.	
5 10 "	a.... Charlotte ....a	10 40 AM
6 10 "	a..... Monroe. ....a	9 25 "
8 20 "	a..... Hamlet. ....a	7 25 "
12 30 AM	a... Wilmington...d	3 00 "

J. J. CAMPION,
Traffic Manager,
JOHNSON CITY, TENN.

Johnson City Comet, 20 May 1909.

CAROLINA, CLINCHFIELD And OHIO RAILWAY

"CLINCHFIELD ROUTE"

In effect July 25th, 1909. Eastern Standard Time.

SOUTHBOUND		DAILY			NORTHBOUND	
No. 5	No. 3				No. 4	No. 6
2 18 P.M.	3.37 A.M.	Dpr.	St. Paul	Ar.	12.01 P.M.	8 45 P.M.
6 25 P.M.	12.18 P.M.	Ar.	Johnson City	Dpr.	8.10 A.M.	4 45 P.M.
	No. 1.				No. 2.	
	8.20 A.M.	Dpr.	Johnson City	Ar.	8.05 P.M.	
	12 45 P.M.	Ar.	Marion	Dpr.	3.23 "	
	2.05 "	Ar.	Bostic	Dpr.	2.05 "	
	Seaboard Air Line Railway.					
	5.10 P.M.	Ar.	Charlotte	Dpr.	10.40 A.M.	
	6.10 "	"	Monroe	"	9.25 "	
	8.20 "	"	Hamlet	"	7.23 "	
	12.30 A.M.	"	Wilmington	"	3.00 "	

Through Coaches and Baggage Cars, daily, between Johnson City, Tenn., and Charlotte and Wilmington, N. C., making connection from all points, North, East, West and South.

J. J. CAMPION, Traffic Mgr.
Johnson City, Tenn.

Johnson City Comet, 22 July 1909.

CAROLINA, CLINCHFIELD And OHIO RAILWAY

"CLINCHFIELD ROUTE"

In effect Sept. 26th, 1909. Eastern Standard Time.

SOUTHBOUND		DAILY			NORTHBOUND	
No. 9	No. 7				No. 8	No. 10
2 18 P.M.	8.37 A.M.	Dpr.	St. Paul	Ar.	12.01 P.M.	8 28 P.M.
5 55 P.M.	12.07 P.M.	Ar.	Johnson City	Dpr.	8.00 A.M.	5 00 P.M.
	No. 3.				No. 4.	
	8.20 A.M.	Dpr.	Johnson City	Ar.	8.05 P.M.	
	12 45 P.M.	Ar.	Marion	Dpr.	3.14 "	
	2.15 "	Ar.	Bostic	Dpr.	1.50 "	
	Seaboard Air Line Railway.					
	5.10 P.M.	Ar.	Charlotte	Dpr.	10.40 A.M.	
	6.10 "	"	Monroe	"	9.25 "	
	8.20 "	"	Hamlet	"	7.23 "	
	12.30 A.M.	"	Wilmington	"	3.00 "	

Through Coaches and Baggage Cars, daily, between Johnson City, Tenn., and Charlotte and Wilmington, N. C., making connection between all points, North, East, West and South.

J. J. CAMPION, Traffic Mgr.
Johnson City, Tenn.

Johnson City Comet, 30 September 1909.

CAROLINA, CLINCHFIELD And OHIO RAILWAY

"CLINCHFIELD ROUTE"

In effect Dec., 11th, 1909. Eastern Standard Time.

SOUTHBOUND		DAILY		NORTHBOUND	
No. 5	No. 3			No. 2	No. 4
2.10 P.M.	8.10 A.M.	Dpr.	Dante	Ar.	12.35 P.M.
2.38 "	8.37 "	Dpr.	St. Paul	Ar.	12.01 "
4.18 "	10.21 "	Dpr.	Speers Ferry	Ar.	10.08 A.M.
5.55 "	12.07 P.M.	Dpr.	Johnson City	Ar.	8.00 "
6.40 "	12.45 "	Ar.	Erwin	Dpr.	7.15 "
	12.50 "	Dpr.	"	Ar.	5.48 "
	4.39 "	Dpr.	Marion	Ar.	2.01 "
	5.52 "	Ar.	Bostic	Dpr.	12.55 "
	7.22 "	Ar.	Spartanburg	Dpr.	11.30 A.M.

Through train service daily, between Dante, Va., and Spartanburg, S. C., making connection between all points, North, East, West and South.

J. J. CAMPION, Traffic Mgr.
Johnson City, Tenn.

Johnson City Comet, 16 December 1909.

CAROLINA, CLINCHFIELD and OHIO RAILWAY

"CLINCHFIELD ROUTE"

In effect Aug. 28th, 1910. Eastern Standard Time.

SOUTHBOUND		DAILY			NORTHBOUND	
No. 5	No. 3				No. 2	No. 4
1.10 P.M.	7.25 A.M.	Dpr.	Dante	Ar.	12.45 P.M.	8.50 P.M.
1.35 "	7.50 "	Dpr.	St. Paul	Dpr.	12.17 "	8.22 "
3.40 "	9.14 "	Dpr.	Speers Ferry	Dpr.	10.42 A.M.	6.51 "
6.00 "	10.50 "	Dpr.	Johnson City	Dpr.	9.10 "	5.05 "
6.53 "	11.32 P.M.	Ar.	Erwin	Dpr.	8.26 "	4.27 "
6.58 "	11.39 "	Dpr.	"	Ar.	8.21 "	4.22 "
9.45 "	1.54 "	Ar.	Altapass	Dpr.	6.05 "	2.09 "
No. 1					No. 6	
6.15 A.M.	1.54 "	Dpr.	Altapass	Ar.	8.20 P.M.	2.09 P.M.
7.49 "	3.07 "	Dpr.	Marion	Ar.	6.54 "	12.46 "
8.37 "	3.42 "	Dpr.	Thermal	Ar.	6.13 "	12.11 "
9.17 "	4.15 "	Dpr.	Bostic Junc'n	Ar.	5.39 "	11.43 "
11.10 A.M.	5.35 "	Ar.	Spartanburg	Dpr.	4.10 "	10.33 A.M.

f--Flag stop.

Through train service daily, between Dante, Va., and Spartanburg, S. C., making connection between all points, North, East, West and South.

The Carolina, Clinchfield and Ohio Ry., "Clinchfield Route," reserves the right to vary from the time shown above without notice to the public. Patrons are requested to apply to nearest agent for definite information or to

CHAS. T. MANDEL, Trav. Pass. Agt.
 J. J. CAMPION, Vice-President and Traffic Mgr.
 Johnson City, Tenn. ●

Johnson City Comet, 4 May 1911.

CAROLINA, CLINCHFIELD and OHIO RAILWAY

"CLINCHFIELD ROUTE"

In effect May 28th, 1911. Eastern Standard Time.

SOUTHBOUND		DAILY		NORTHBOUND		
No. 5	No. 3			No. 2	No. 4	
1.10 P.M.	7.25 A.M.	Dpr.	Dante	Ar.	12.45 P.M.	9.34 P.M.
1.35 "	7.50 "	Dpr.	St. Paul	Dpr.	12.17 "	9.06 "
3.29 "	9.14 "	Dpr.	Speers Ferry	Dpr.	10.42 A.M.	7.35 "
5.49 "	10.50 "	Dpr.	Johnson City	Dpr.	9.10 "	5.49 "
6.53 "	11.32 P.M.	Ar.	Erwin	Dpr.	8.26 "	5.11 "
6.58 "	11.39 "	Dpr.	"	Ar.	8.21 "	5.06 "
10.05 "	1.54 "	Ar.	Altapass	Dpr.	6.05 "	2.53 "
No. 1					No. 6	
6.15 A.M.	1.54 "	Dpr.	Altapass	Ar.	8.20 P.M.	2.53 P.M.
7.49 "	3.08 "	Dpr.	Marion	Ar.	6.54 "	1.37 "
8.37 "	3.42 "	Dpr.	Thermal	Ar.	6.13 "	1.06 "
9.17 "	4.09 "	Dpr.	Bostic Juuc'n	Ar.	5.31 "	12.38 "
11.10 A.M.	5.20 "	Ar.	Spartanburg	Dpr.	4.20 "	11.28 A.M.

f--Flag, stop.

Through train service daily, between Dante, Va., and Spartanburg, S. C., making connection between all points, North, East, West and South.

The Carolina, Clinchfield and Ohio Ry., "Clinchfield Route," reserves the right to vary from the time shown above without notice to the public. Patrons are requested to apply to nearest agent for definite information or to

CHAS. T. MANDEL, Trav. Pass. Agt.
 J. J. CAMPION, Vice-President and Traffic Mgr.
 Johnson City, Tenn.

Johnson City Comet, 1 June 1911.

CAROLINA, CLINCHFIELD and OHIO RAILWAY

"CLINCHFIELD ROUTE"

In effect November 26th, 1911. Eastern Standard Time.

SOUTHBOUND		DAILY			NORTHBOUND	
No. 5	No. 3				No. 2	No. 4
1.10 P.M.	7.25 A.M.	Dpr.	Dante	Ar.	12.45 P.M.	10.00 P.M.
1.35 "	7.50 "	Dpr.	St. Paul	Dpr.	12.17 "	9.31 "
3.27 "	9.14 "	Dpr.	Speers Ferry	Dpr.	10.42 A.M.	8.00 "
5.34 "	10.58 "	Dpr.	Johnson City	Dpr.	9.10 "	6.14 "
6.47 "	11.40 P.M.	Ar.	Erwin	Dpr.	8.26 "	5.36 "
6.54 "	11.47 "	Dpr.	"	Ar.	8.21 "	5.31 "
10.05 "	2.06 "	Ar.	Altapass	Dpr.	6.05 "	3.18 "
No. 1					No. 6	
6.15 A.M.	2.06 "	Dpr.	Altapass	Ar.	8.25 P.M.	3.18 P.M.
7.49 "	3.18 "	Dpr.	Marion	Ar.	6.59 "	1.59 "
8.37 "	f 3.49 "	Dpr.	Thermal	Ar.	6.18 "	f 1.31 "
9.17 "	4.15 "	Dpr.	Bostic	Ar.	f 5.36 "	1.05 "
11.10 "	5.25 "	Ar.	Spartanburg	Dpr.	4.25 "	11.55 A.M.

f--Flag stop.

Through train service daily, between Dante, Va. and Spartanburg, S. C., making connection between all points, North, East, West and South.

The Carolina, Clinchfield and Ohio Ry., "Clinchfield Route," reserves the right to vary from the time shown above without notice to the public. Patrons are requested to apply to nearest agent for definite information or to

CHAS. T. MANDEL, T. P. A. in Charge Pass. Dept.
 J. J. CAMPION, Vice-President and Traffic Mgr.
 Johnson City, Tenn.

Johnson City Comet, 30 November 1911.

CAROLINA, CLINCHFIELD and OHIO RAILWAY

"CLINCHFIELD ROUTE"

In effect May 12th, 1912. Eastern Standard Time.

SOUTHBOUND		DAILY		NORTHBOUND	
No. 5	No. 3			No. 2	No. 4
1.35 P.M.	8.00 A.M.	Dpr.	Dante	Ar.	12.45 P.M.
1.35 "	8.20 "	Dpr.	St. Paul	Dpr.	12.17 "
3.27 "	9.41 "	Dpr.	Speers Ferry	Dpr.	10.42 A.M.
5.34 "	11.15 "	Dpr.	Johnson City	Dpr.	9.01 "
5.47 "	11.55 P.M.	Ar.	Erwin	Dpr.	8.17 "
6.54 "	12.02 "	Dpr.	"	Ar.	8.10 "
9.05 "	2.23 "	Ar.	Altapass	Dpr.	6.05 "
No. 1				No. 6	
6.15 A.M.	2.23 "	Dpr.	Altapass	Ar.	8.05 P.M.
7.49 "	3.31 "	Dpr.	Marion	Ar.	6.45 "
8.33 "	4.01 "	Dpr.	Thermal	Ar.	6.15 "
9.11 "	4.30 "	Dpr.	Bostic	Ar.	5.33 "
10.45 "	5.40 "	Ar.	Spartanburg	Dpr.	4.25 "
					12.10 A.M.

--Flag stop.

Through train service daily, between Dante, Va., and Spartanburg, S. C., making connection between all points, North, East, West and South.

The Carolina, Clinchfield and Ohio Ry., "Clinchfield Route," reserves the right to vary from the time shown above without notice to the public. Patrons are requested to apply to nearest agent for definite information or to

CHAS. T. MANDEL, T. P. A. in Charge Pass. Dept.
 J. J. CAMPION, Vice-President and Traffic Mgr.
 Johnson City, Tenn

Johnson City Comet, 23 May 1912.

Carolina, Clinchfield & Ohio Railway

In effect July 27, 1913,
Eastern Time.

Leave Johnson City.

Northbound.

9 a. m. and 5.15 p. m. for Gray, Fordtown, Pactolus and Kingsport, Tenn., Cameron, Va.-Tenn., Speers Ferry, Hill, Fort Blackmore, Dungannon, St. Paul and Dante, Virginia.

Southbound.

11.15 a. m. for Unicol, Erwin, Loves, Chestoa and Unaka Springs, Tenn., Hunt Dale, Green Mountain, Toecane, Booneford, Sprucepine and Altapass, N. C., Marion, N.C., and Spartanburg, S. C.

5.50 p. m. for Unicol, Erwin, Love, Chestoa and Unaka Springs, Tenn., Hunt Dale, Green Mountain, Toecane, Booneford, Penland, Sprucepine and Altapass, N. C.

For definite and additional information apply at depot ticket office or to

CHARLES T. MANDEL,

Assistant General Passenger Agent.

J. J. CAMPION,

Vice-Pres. and Traffic Manager.

Johnson City, Tenn.

Johnson City Comet, 18 December 1913.

Carolina, Clinchfield & Ohio Railway.

In Effect June 14th, 1914.

Eastern Standard Time.

Leave Johnson City.

NORTHBOUND.

8:55 a. m., and 5:15 p. m. for Gray, Fordtown, Pactolus and Kingport, Tenn., Cameron, Va.-Tenn., Speers Ferry, Hill, Fort Blackmore, Dungan- non, St. Paul and Dante, Virginia.

SOUTHBOUND.

11:45 a. m. for Unicoi, Erwin, Loves, Chestoa and Unaka Springs, Tenn., Hunt Dale, Green Mountain, Toecane, Boonford, Burnsville, Pensacola, Sprucepine, Altapass, N. C., and Marion, S. C., and Spartanburg, S. C.

5:50 p. m. for Unicoi, Erwin, Loves, Chestoa and Unaka Springs, Tenn., Hunt Dale, Green Mountain, Toecane, Hunt Dale, Green Mountain, pine and Altapass, N. C.

For definite and additional information apply at depot ticket office or to

CHARLES T. MANDEL,

Asst. General Passenger Agent,

J. J. CAMPION,

Vice-Pres. and Traffic Manager.

Johnson City, Tenn.

Johnson City Comet, 25 June 1914.

CAROLINA
CLINCHFIELD AND
OHIO RAILWAY.

In effect November 26, 1914.
Eastrn Standard Time.

NORTHBOUND.

8:55 a. m., and 5:18 p. m., for Fordtown and Kingsport, Tenn., Cameron, Va.-Tenn., Speers Ferry, St. Paul and Dante, Va.

SOUTHBOUND.

11:45 a. m., for Erwin and Unaka Springs, Tenn., Toecane, Burnsville, Pensacola and Marion, N. C., and Spartanburg, S. C.

5:18 p .m., for Unicoi and Erwin, Tenn.

For definite and additional information apply at ticket office or to

CHAS. T. MANDEL,
Asst. General Pessengar Agent,
Johnson City, Tennessee.

Johnson City Comet, 10 December 1914.

**CAROLINA
CLINCHFIELD AND
OHIO RAILWAY.**

In Effect July 24th, 1915.

Eastrn Standard Time.

NORTHBOUND.

9:00 a. m., daily, for Fordtown and Kingsport, Tenn., Cameron, Virginia-Tennessee, Speers Ferry, St. Paul and Dante, Va., and Elkhorn City, Ky.

5:15, daily, for Fordtown and Kingsport, Tenn., Cameron, Virginia-Tenn., St. Paul, Dante, Fremont and Hayse, Va., and Elkhorn City, Ky.

SOUTHBOUND.

11:25 a. m., for Erwin and Unaka Springs, Tenn., Toecane, Burnsville, Pensacola and Marion, N. C., and Spartanburg, S. C.

5:15 p. m., daily, for Unicoi and Erwin, Tenn.

For definite and additional information apply at ticket office or to

CHAS. T. MANDEL,

Asst. General Passenger Agent,
Johnson City, ----- Tennessee.

Johnson City Comet, 29 July 1915.

**CAROLINA
CLINCHFIELD AND
OHIO RAILWAY.**

In Effect August 9th, 1915.
Eastrn Standard Time.

NORTHBOUND.

8:30 a. m., daily, for Fordtown and Kingsport, Tenn., Cameron, Va-Tenn., Speers Ferry, St. Paul and Dante, Va., and Elkhorn Cit, Ky.

5:15, daily, for Fordtown and Kingsport, Tenn., Cameron, Va-Tenn. Speers Ferry, St. Paul and Dante, Va.

SOUTHBOUND.

11:45 a. m., for Erwin and Unaka Springs, Tenn., Toecane, Burnsville, Pensacola and Marion, N. C., and Spartanburg, S. C.

9:30 p. m., daily, for Unicoi and Erwin, Tenn.

For definite and additional information apply at ticket office or to

CHAS. T. MANDEL,

Asst. General Passenger Agent,

Johnson City, ----- Tennessee.

CAROLINA, CLINCHFIELD & OHIO RY.

In Effect January 16th, 1916—Eastern Standard Time.

NORTHBOUND.

- 8:55 a. m., daily, for Fordtown and Kingsport, Tenn., Cameron, Va.-Tenn., Speers Ferry, St. Paul and Dante, Va., and Elkhorn City, Kentucky.
- 8:55 a. m., daily except Sunday, for Ashland, Catlettsburg, Jenkins, Louisa, Paintsville, Pikeville and Shelby, Ky.; also Charleston, Huntington and Kenova, W. Va.
- 5:15, daily, for Fordtown and Kingsport, Tenn., Cameron, Va.-Tenn.; Speers Ferry, St. Paul and Dante, Va.

SOUTHBOUND

- 11:45 a. m., for Erwin and Unaka Springs, Tenn., Toecane, Burnsville, Pensacola and Marion, N. C., and Spartanburg, S. C.
- 6:50 p. m., daily, for Unicoi and Erwin, Tenn.

For definite and additional information apply at ticket office or fo

CHAS. T. MANDEL

Asst. General Passenger Agent,
JOHNSON CITY - - - - - TENN.

Johnson City Comet, 13 April 1916.

Carolina Clinchfield & Ohio Ry.

In Effect July 2nd, 1916—Eastern Standard Time

NORTHBOUND.

8:55 a. m., daily, for Cincinnati, O., Fordtown and Kingsport, Tenn., Cameron, Va.-Tenn., Speers Ferry, St. Paul and Dante, Va., and Elkhorn City and Louisville, Kentucky.

8:55 a. m., daily except Sunday, for Cincinnati, O., Ashland, Catlettsburg, Jenkins, Louisville, Louisa, Paintsville, Pikeville and Shelby, Ky.; also Charleston, Huntington and Kenova, W. Va.

5:15, daily, for Fordtown and Kingsport, Tenn., Cameron, Va.-Tenn.; Speers Ferry, St. Paul and Dante, Va.

SOUTHBOUND

11:45 a. m., for Erwin and Unaka Springs, Tenn., Toecane, Burnsville, Pensacola and Marion, N. C., and Spartanburg, S. C.

6:50 p. m., daily, for Unicoi and Erwin, Tenn.

For definite and additional information apply at ticket office or to

CHAS. T. MANDEL

General Passenger Agent,

JOHNSON CITY - - - - TENN.

Johnson City Comet, 6 July 1916.

Carolina Clinchfield & Ohio Ry.

In Effect August 22nd, 1916—Eastern Standard Time

NORTHBOUND.

8:55 a. m., daily, for Cincinnati, O., Fordtown and Kingsport, Tenn., Cameron, Va.-Tenn., Speers Ferry, St. Paul and Dante, Va., and Elkhorn City and Louisville, Kentucky.

8:55 a. m., daily except Sunday, for Cincinnati, O., Ashland, Catlettsburg, Jenkins, Louisville, Louisa, Paintsville, Pikeville and Shelby, Ky.; also Charleston, Huntington and Kenova, W. Va.

5:15, daily, for Fordtown and Kingsport, Tenn., Cameron, Va.-Tenn.; Speers Ferry, St. Paul and Dante, Va.

SOUTHBOUND

11:45 a. m., for Erwin and Unaka Springs, Tenn., Toecane, Burnsville, Pensacola and Marion, N. C., and Spartanburg, S. C.

6:50 p. m., daily, for Unicoi and Erwin, Tenn.

For definite and additional information apply at ticket office or to

CHAS. T. MANDEL

General Passenger Agent,

JOHNSON CITY - - - - - TENN.

Johnson City Comet, 2 November 1916.

Carolina Clinchfield & Ohio Ry

In Effect September 2nd 1917 - Eastern Standard Time

NORTHBOUND.

9:00 a. m. daily, for Cincinnati, O., Fordtown and Kingsport, Tenn., Waycross, Va.-Tenn, Speers Ferry, St. Paul and Dante, Va., and Elkhorn City and Louisville, Kentucky.

9:00 a. m. daily except Sunday for Cincinnati, O., Ashland, Catlettsburg, Jenkins, Louisville, Louisa, Paintsville, Pikeville and Shelby, Ky.; also Charleston, Huntington and Kenova, W. Va.

5:15, daily, for Fordtown and Kingsport, Tenn., Waycross, Va.-Tenn; Speers Ferry, St. Paul and Dante, Va.

SOUTHBOUND

11:45 a. m., for Erwin and Unaka Springs, Tenn., Toecane, Burnsville, Pensacola and Marion, N. C., and Spartanburg, S. C.

6:50 p. m., daily, for Unicoi and Erwin, Tenn.

For definite and additional information apply at ticket office or to

CHAS. T. MANDEL

General Passenger Agent,

JOHNSON CITY - - - - - TENN.

Johnson City Comet, 13 September 1917.

“Johnson City Passenger Schedule – 1930s”⁸⁸

“In the 1930s, passenger trains were still vibrant, but their decline had already started. Here is a listing of the trains that were scheduled on most days for Johnson City passengers in that era. There were 3 separate passenger stations by this time, all within 3 city blocks. The information below was procured from various schedules of the railroads, and then combined to show a general day within the years just prior to 1940.

Soon after in early 1940, the ET&WNC no longer connected to Boone NC due to a devastating flood.

In all, there were 18 trains per day in Johnson City, all between Midnight and 6:15PM, an average of 1 per hour.

12:05AM: SOU Birmingham Special NB #36 – from Birmingham/Chattanooga/Knoxville – to Roanoke/Washington DC

2:32AM: SOU Birmingham Special SB #35 – from Washington DC/Roanoke – to Knoxville/Chattanooga/Birmingham

6:35AM: SOU Local #1 SB – from Bristol – to Knoxville

7:55AM: CRR # 39 NB – from Erwin to Elkhorn City KY

8:15AM: ET&WNC #2 EB – Johnson City to Pineola NC (with connection to Boone)

9:15AM: SOU #261 SB – Johnson City to Embreeville

10:00AM: SOU Local #4 NB – from Knoxville – to Bristol

10:40AM: SOU #41 SB – from Washington DC/Roanoke – to Knoxville/Chattanooga/New Orleans

10:50AM: ET&WNC #1 WB – from Boone NC to Johnson City

10:50AM: SOU#260 NB – from Embreeville to Johnson City

11:05AM: CRR #38 SB – from Elkhorn City KY – to Spartanburg SC

12:10PM: SOU Memphis Special #26 NB – from Memphis/Chattanooga/Knoxville – to Roanoke/Washington DC

12:35PM CRR #37 NB – from Spartanburg SC – to Elkhorn City KY

1:00PM: ET&WNC #2 EB – Johnson City to Boone NC

4:00PM: ET&WNC #3 WB – Pineola to Johnson City (with connection from Boone)

5:20PM: SOU Memphis Special #25 SB – from Washington DC/Chattanooga/Knoxville – to Roanoke/Washington DC

5:35PM: SOU #42 NB – from New Orleans/Chattanooga/Knoxville – to Roanoke/Washington DC

6:15PM: CRR #36 SB – from Elkhorn City to Erwin”

Endnotes

¹ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, page 208, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

² Building the Clinchfield, by James A. Goforth, 1989, pages 111 – 113.

³ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, pages 255 – 256, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

⁴ “Clinchfield 733 2-8-8-2 Johnson City, TN 3-46”, available online at: <https://www.flickr.com/photos/alabamarailarchives/31931273314>.

⁵ “Clinchfield 734 2-8-8-2 At Johnson City, TN 3-46”, available online at: <https://www.flickr.com/photos/alabamarailarchives/31931269384>.

⁶ “Clinchfield 734... 2-8-8-2 SB at Johnson City”, available online at: <https://www.flickr.com/photos/alabamarailarchives/31931266114>.

⁷ “Clinchfield 701 2-8-8-2 pusher on SB coal train Johnson City, TN 3-46” available online at: <https://www.flickr.com/photos/alabamarailarchives/32620982302>.

⁸ “Remembering Clinchfield Railroad locomotives,” *Classic Trains*, 23 March 2020, available online at: <https://www.trains.com/ctr/railroads/fallen-flags/remembering-clinchfield-railroad-locomotives/>.

⁹ “Clinchfield Engine at Bemberg,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4842>. The author reviewed all of the photos that he found of the Bemberg area and did not find any evidence of two smokestacks, apparently with different heights (as shown on pages 9 and 69). Based on Figure 36, which appears to have been taken near the same location, it seems possible that the photographs in question were taken on the northside of Johnson City, perhaps adjacent to the Carnegie Addition. Three possible locations are, based on the available photographs, near the Tennessee Box Company, the Hice Manufacturing Company/Southern Bending Company, or the McCorkle Lumber Company. All three of these locations had been photographed with two smokestacks of roughly equal (not different) height. However, only four or more standard gauge tracks in parallel are present near the Wilder Block and Hotel Carnegie. Nevertheless, this is not compelling, based on the scant evidence available. Any assistance on identifying the location of these photographs would be greatly appreciated.

¹⁰ “Comparative Study in Operation – Virginian and C.C. & O.,” in *Railway Age Gazette*, 24 April 1914 (Volume 56, Number 17), pages 938 – 939, available online at: <https://books.google.com/books?id=kJQIAAAAMAAJ>.

¹¹ Fifth and Sixth Annual Reports of the Carolina, Clinchfield and Ohio Railway, available online at: <https://books.google.com/books?id=vMk7AQAAAMAAJ>.

¹² When Steam Ran the Clinchfield, by James A. Goforth, 1998, pages 8 – 17.

¹³ When Steam Ran the Clinchfield, by James A. Goforth, 1998, pages 8 – 17. Given the nature of the Clinchfield, it is likely most, if not all, of their locomotives operated through Johnson City at one time or another.

¹⁴ Unless otherwise noted, newspaper articles were accessed through “Chronicling America, Historic American Newspapers,” available online at: <https://chroniclingamerica.loc.gov/>.

¹⁵ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, pages 172 – 187 (the quoted portion is on pages 185 – 186), available online at:

<https://hdl.handle.net/2027/mdp.39015006368792>, which notes: “Colonel Fred A. Olds, of the North Carolina Historical Commission, was probably the first person not connected with the Clinchfield to travel over its line across the Blue Ridge mountains. Colonel Olds wrote a fascinating account of his trip for the Charlotte Daily Observer. Permission has been granted to use this story, and it appears below as published in the Charlotte Daily Observer of August 30 and September 2, 1908...”

¹⁶ The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 76 – 77.

¹⁷ The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 76 – 77.

¹⁸ “Building,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12068>. On 24 September 1891, the Johnson City Comet included: “The Wilder Building. – A Magnificent Structure – General Wilder’s Efforts. The outer wall of the great Wilder building in Carnegie will be completed in four days, immediately after which the roof will be put on... This building is almost as large as Hotel Carnegie and is as fine if not finer in many respects... The building is made up as follows: Five commodious store rooms, one very large bank room, sixty-six office rooms and a neat hall 30 x 72 feet...” Johnson City Comet, 17 March 1892, included: “Nearly Finished, – Is the great Wilder Building in Carnegie. Gen. Wilder’s great business building in Carnegie is nearly finished. Without doubt it is one of the best constructed buildings in East Tennessee. The work is much neater than that of the Carnegie Hotel. There are 65 rooms in this building, and there is not one but what is well lighted and well ventilated. All are elegantly finished and provided with every convenience. The building is provided with electric lights, etc., on every floor. It is divided into office, bank and business rooms. The Carnegie Land company recently moved in, and are using three rooms in the eastern corner. Quite a number of the rooms have been rented, and will soon be in use. The rooms on the upper floor are yet to be plastered. A large force of hands are kept constantly at work, and it will be only a short while until the structure is completed.” On 20 December 1906, the Johnson City Comet included: “Offices will be Moved Next Week. – South & Western Railway Company to Make Johnson City Headquarters. The offices of the South & Western railway, Clinchfield Corporation, etc., will be moved to Johnson City about the middle of next week. Some delay was occasioned in the preparation of the office building at Johnson City, on account of the failure of the steam heating plant, which is being installed, to arrive promptly. The material arrived at Johnson City several days ago, and workmen are busily engaged in installing it and completing other work on the buildings, preparatory to their occupancy by the South & Western offices next week. The offices will be in the Carnegie hotel building and the Wilder building at Johnson City. – Bristol Herald.”

¹⁹ “Carnegie Hotel,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6265>. Quoted text is from Johnson City, by L. Thomas Roberts, 2018, page 83. The locomotive in the center of this photograph appears to be an 0-6-0 of the Southern Railway, see The Railroads of Johnson City, by Johnny Graybeal, 2007, page 174.

²⁰ “Old Industrial Buildings in Carnegie,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at <https://archivesofappalachia.omeka.net/items/show/11689>. Also available at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos1/carnhotel1.jpg>.

²¹ Building the Clinchfield, by James A. Goforth, 1989, page 31. On 3 November 1904, the Johnson City Comet included: “Building Repair Shops. The South & Western railroad is building a machine shop near its depot in this city. It will be equipped with sufficient machinery to do all their repair work and a great deal of the outfit is already in place. The company is doing a good business and may put in a foundry later. It begins to look as if the line would be built to the coal fields in the near future. Mr. Carter is not talking, but work is going on all along the line.”

²² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 19, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. The “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 11, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903, identifies the C.C.&O. General Office as “The Wilder Block.” An image very similar to that shown of the CC&O Railroad General Offices in 1908 is available at “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 23, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. By 1920, this building was occupied by the Empire Chair

Company and the Hotel Carnegie was gone, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 33, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

²³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 19, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. By 1913, this facility was labeled “Old Freight Ho.”, the machine shop was gone, and the Hice Manufacturing Company had established a plant across the tracks from it, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 22, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. By 1920, this facility was labeled “Old C.C.&O.R.R. Depot, used for storage” and the “Southern Bending Co.” occupied the area previously occupied by the Hice Manufacturing Company, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 36, available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. On 6 February 1908, the Johnson City Comet included: “Railroad Shops destroyed – Sunday Morning Blaze Hits the South & Western Hard. Fire destroyed between ten and eleven thousand dollars worth of property for the South & Western Railroad. General Manager Caples wires Train Master Weiler from New York to put a force of men to work rebuilding the shop on the old site immediately. Sunday morning about 2 o’clock fire broke out in the South and Western machine shop, destroying the shop, one passenger coach, besides doing slight damage to one locomotive and shop machinery. With the thermometer close to zero, a few of the fire ladies braved the cold and fought fire to keep from freezing. Mel H. Weiler, train master; E.J. Vandergrift, master carpenter; H.L. Hobbs, master mechanic, and Lynch Thompson, conductor, were quickly on the scene, shifting cars and saving the rolling stock of the road, and by their timely assistance and presence of mind is due to a great extent the slight loss the road sustained. Mr. Vandergrift had two fingers frozen and Mr. Weiler injured his leg that was broken a short time back. The higher officials can congratulate themselves that while absent from the city their interests were in the hands of faithful employees of the operating department who performed valuable assistance in protecting the railroad’s property at the cost of much physical suffering to themselves. If Carnegie or the higher officials of the South and Western have a medal laying around loose, we move it be awarded to the fire ladies and the above mentioned gentlemen, for they were walking icicles and worked like ‘Trojans.’ The new shop will contain about one-third more square feet of floor-space, but, like its predecessor, will be only a temporary affair.”

²⁴ “Lumber yard,” Harrison, Burr (1894 – 1978), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/250>.

²⁵ “Johnson City Industrial View,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11770>.

²⁶ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, page 154, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>, this section reads in its entirety: “After crossing the North and South Forks of the Holston River, and passing through Kingsport, the line of the [Clinchfield] railroad breaks across the various ridges and valleys which slope in a northeasterly direction to the Watauga River, and finally reaches Johnson City. Just north of Johnson City, the road passes through its longest cut, called Soldiers’ Home cut. It is 3,000 feet long, and has a maximum depth of 85 feet. In its excavation, there was involved the removal of about 500,000 cubic yards of earth. The material was hauled several miles to Knob Creek fill, 2,700 feet long. At Erwin, sixteen miles south of Johnson City, are located the operating headquarters of the company. Extensive terminal facilities, shops, and a modern building for the general offices of the company have been erected. The large railway yard stretches out for some distance beyond the ends of the town along a flat valley almost completely surrounded by high mountains.”

²⁷ Quoted text is from The Railroads of Johnson City, by Johnny Graybeal, 2007, page 148. The photograph is from “Johnson City Foundry and Machine Works,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12152>.

²⁸ The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 92 – 93.

²⁹ The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 60 – 61.

³⁰ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 8, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

³¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 8, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

³² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 6, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

³³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 6, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

³⁴ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, page 110, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

³⁵ The Official Railway Equipment Register, August 1910 (Volume XXVII, No. 3), page 455, available online at: <https://books.google.com/books?id=T-04AQAAAMAJ>, the information provided by the Clinchfield was dated May 1910.

³⁶ Fifth Annual Reports – Carolina, Clinchfield and Ohio Railway, For the Fiscal Year Ended June 30, 1915, page 37, available online at: <https://books.google.com/books?id=vMk7AQAAAMAJ>. By 30 June 1916, the observation car was not available, see page 37.

³⁷ The Official Railway Equipment Register, October 1917 (Volume XXXIII, No. 5), page 155, available online at: <https://books.google.com/books?id=EAU5AQAAAMAJ>, the information provided by the Clinchfield was dated June 1917.

³⁸ Most of this information was taken from Appendix B, with much of the rest taken from “Timetables of the Clinchfield Railroad,” available online at: <https://www.clinchfield.org/clinchfield-railroad/timetables/>. Regrettably, this table is very incomplete.

³⁹ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, page 254, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

⁴⁰ “Johnson City view in front of ET&WNC Depot looking up Buffalo Street?,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, accessed June 22, 2023, <https://archivesofappalachia.omeka.net/items/show/16651>. Also at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/clinchfield/depot硬件.jpg>. The Johnson City Comet, 10 March 1910, included: “\$60,000 for New Hardware Building – The foundation for the new large five-story wholesale hardware store of the Summers-Parrott Hardware Company, was begun today, and the work from now on will go forward. This building is just across the street from the new C., C. & O. depot on the same side of the street, fronting 107 feet on Cherry street and 150 feet on Buffalo. It will be the largest merchantile building in the city when completed. The cost will be about \$60,000.”

⁴¹ “Carolina, Clinchfield, and Ohio Railway Depot,” available online at: <https://www.historypin.org/en/archives-of-appalachia-s-collection/geo/36.218907,-82.788206,5/bounds/19.861149,-91.379515,49.760954,-74.196897/paging/1/pin/224424>. See also The Railroads of Johnson City, by Johnny Graybeal, 2007, page 190.

⁴² “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/depots3.jpg>

⁴³ “C.C. & O. Depot”, at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post2/clinchdepot1.jpg>.

⁴⁴ “Clinchfield Depot,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6695>.

⁴⁵ Available online at: <https://www.flickr.com/photos/barrigerlibrary/31600278843>.

⁴⁶ Johnson City, by L. Thomas Roberts, 2018, page 18. This same photograph is available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos2/clinchedepot.jpg>.

⁴⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 8, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

⁴⁸ “Clinchfield Railway Platform,” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos3/clinchtain.jpg>.

⁴⁹ The Railroads of Johnson City, by Johnny Graybeal, 2007, page 190.

⁵⁰ “Clinchfield Railway No. 150,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4436>.

⁵¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 23, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

⁵² “Clinchfield Railway No. 150,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4434>.

⁵³ When Steam Ran the Clinchfield, by James A. Goforth, 1991, page 49.

⁵⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 18, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. See also “Scene of a downtown Johnson City fire”, available online at: <https://www.flickr.com/photos/archivesofappalachia/4459916371/in/photostream/>, which shows the Sterchi Brothers Furniture warehouse on the right. Also note that there appears to be no dual gauge trackage, which would date this photograph to the 1950s, if not later.

⁵⁵ “Remembering Clinchfield Railroad locomotives,” *Classic Trains*, 23 March 2020, available online at: <https://www.trains.com/ctr/railroads/fallen-flags/remembering-clinchfield-railroad-locomotives/>.

⁵⁶ “Clinchfield Engine 151,” in “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” available online at: http://www.stateoffranklin.net/johnsons/crumley/images/tour4a/cc_opass.jpg.

⁵⁷ “Clinchfield Engine 151,” in “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” available online at: http://www.stateoffranklin.net/johnsons/crumley/images/tour4a/cc_opass2.jpg.

⁵⁸ “Clinchfield Engine with ET&WNC Depot in the Background, Johnson City, TN,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17891>. It appears that dual-gauge trackage remains in place near the E.T. & W.N.C. depot, but is somewhat overgrown. However, this photograph is not sufficiently clear to allow complete certainty. There also appears to be a Desoto auto dealership in the background. Perhaps this could help date this photograph with greater accuracy.

⁵⁹ “Clinchfield 100 Johnson City, TN... 2-2-35,” available online at: <https://www.flickr.com/photos/alabamarailarchives/32394285820>. Also in When Steam Ran the Clinchfield, by James A. Goforth, 1991, page 59, with the text quoted from this book.

⁶⁰ “Clinchfield 101 Johnson City, TN 2-2-35,” available online at: <https://www.flickr.com/photos/alabamarailarchives/32733510456>.

⁶¹ The Official Railway Equipment Register, page 455, available online at:

<https://books.google.com/books?id=ogogAQAAIAAJ>.

For December 1912 and January 1913, see <https://books.google.com/books?id=tboMAQAIAAJ>.

For November 1914, see <https://books.google.com/books?id=uQU5AQAAIAAJ>.

For January 1916, see <https://books.google.com/books?id=UQQ5AQAAIAAJ>.

For June 1917, see <https://hdl.handle.net/2027/mdp.39015021321065>.

⁶² The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, pages 254 – 255, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

⁶³ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, page 256, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

⁶⁴ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, page 258, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

⁶⁵ “20 Questions,” by John R. Waite, in The Blue Ridge Stemwinder, Summer 1990 (Volume 3, Number 1), page 6.

⁶⁶ “Clinchfield 52,” in “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour9a/cco52a.jpg>, which continues: “That’s my Uncle Willie Lewis with his elbow on his knee. He was the regular engineer on the 52 for many years. He had started out on the narrow gauge Tweetsie but came to the CC&O about 1920 and retired there. He lived in [one] of the houses on Maple Street that Pappy built and I sure spent a lot of time with him when I was a little boy. I would have probably been normal had it not been for Uncle Willie. He loved that 52 more than anything except maybe Aunt Evy, and I’m not so sure about that. He kept this picture hanging on the wall of his living room until he died. His brother was Big John Lewis and when Uncle John had more than he could get over “Buffalo” with Engine 7 on the narrow gauge, if his brother was on that end of the yard he would put the Clinchfield 52 on the rear of the ET train (remember, they had the narrow gauge cars on the front of the 7 and the standard gauge cars on the rear) and Uncle Willie and the 52 would shove Big John and the 7 over the top of Buffalo, then cut off and let the ET&WNC go on to Elizabethton. Buffalo is the top of the hill leaving Johnson City. It is uphill out of the yard toward Milligan for less than a mile. It turns downhill about Maupin Row and is downhill all the way to Watauga Point. Coming uphill from about where Happy Valley cemetery is from Carter County or coming out of Johnson City to the top of the hill is ‘getting over Buffalo’. Lots of times they had to break the train in two coming out of Johnson City and put it back together up at the top of the hill (double the hill) to get all the cars to Elizabethton. It was really something to sit around with them when I was a little boy and listen to all of that talk!” The “State of Franklin” web page includes a number of excellent photographs of Clinchfield locomotives. However, those that were not taken in Johnson City have not been included in this document. The best version of this photograph, found by the author and which was the one included in this document, is available online at: <https://i.pinimg.com/originals/95/44/b8/9544b87531f3730d9bae923bf75ce2c3.jpg>.

⁶⁷ When Steam Ran the Clinchfield, by James A. Goforth, 1991, page 25. Of note, Bachmann manufactured an HO scale model of Clinchfield engine #304.

⁶⁸ “Clinchfield Railway No. 305,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4424>.

⁶⁹ “Clinchfield Railway No. 308,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4437>.

⁷⁰ “Clinchfield No. 312 Bemberg,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4846>. The author reviewed all of the photos that he found of the Bemberg area and did not find any evidence of four standard gauge tracks in parallel. Nor did the author find the presence of two smokestacks, apparently with different heights (as shown on pages 9 and 69). Given the lack of dual gauge trackage, it seems possible that the photographs in question were taken on the northside of Johnson City, perhaps adjacent to the Carnegie Addition. Three possible locations are, based on the available photographs, near the Tennessee Box Company, the Hice Manufacturing Company/Southern Bending Company, or the McCorkle Lumber Company. All three of these locations had been photographed with two smokestacks of roughly equal (not different) height. However, only four or more standard gauge tracks in parallel are present near the Wilder

Block and Hotel Carnegie. Nevertheless, this is not compelling, based on the scant evidence available. Any assistance on identifying the location of these photographs would be greatly appreciated.

⁷¹ “Clinchfield Engine 499,” in “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour9a/clinch499.jpg>.

⁷² “Intersection of Buffalo Street and ET Track. Note Crossing Shanty,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16652>.

⁷³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 19, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. *The Railroads of Johnson City*, by Johnny Graybeal, 2007, page 186, includes a map showing a wye and the E.T.& W.N.C. shops south across the mainline from the Exum Furniture Factory in early 1908, before they were removed to make way for the Clinchfield tracks. “This map dates from early 1908 and shows the various properties around the ET&WNC shop. By this time a wye track has replaced the turntable in front of the engine house. The dotted lines represent movement of the ET&WNC tracks northward. The CC&O will put at least two tracks through this property the following year. Courtesy of Mike Sagers Collection.”

⁷⁴ Available online at: <https://www.flickr.com/photos/archivesofappalachia/4454551942/in/photostream/>. Also available online at: <https://i.pinimg.com/originals/d6/e0/dd/d6e0ddfce0f694cd2842f154ad37a0fe.jpg>.

⁷⁵ *The Official Railway Equipment Register*, August 1910 (Volume XXVII, No. 3), page 455, available online at: <https://books.google.com/books?id=T-04AQAAMAAJ>, the information provided by the Clinchfield was dated May 1910.

⁷⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 8, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. Image 24 indicates that a “C.C. & O.R.R. Pattern Store Ho.” was located just south of the “Johnson City Foundry & Machine Co.” at its new location on West Walnut. By 29 August 1919, the Clinchfield Machine Shop had been removed, see “C.C. & O. R.R., Map of Buildings, Tracks & Property South of Buffalo Street, Johnson City, Tennessee,” Office of Engineer M. of W., original scale 1” = 50’, 29 August 1919, available online at: http://www.stateoffranklin.net/johnsons/maps/clinch_map.pdf. See also “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 35, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

⁷⁷ *Johnson City: The Way We Were*, by J.O. Lewis, 1909 (1989 reprint), page 45. *Johnson City*, by L. Thomas Roberts, 2018, page 70. The *Johnson City Comet* of 26 October 1911 included: “Love-Thomas Building is being Remodelled. George L. Carter is transforming the three-story building that has been occupied by the Love-Thomas Co. into an office building to accommodate the officers of the Unaka Corporation, Tennessee Veneer Co. and the Model Mill Co., all corporations exclusively or largely owned by him. A commodious fire proof vault is being built and the extensive remodelling will make the building one of the most modern office buildings in the city.” *Erwin, Tennessee: A Pictorial History, 1891-1929*, by James A. Goforth, page 59, included: “In 1914 we moved our offices from Carnegie down to Johnson City in the old Love-Thomas building, where we remained until the offices moved to Erwin [in 1926].”

⁷⁸ “Ashe Street,” in “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos2/ashest.jpg>.

⁷⁹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 8, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

⁸⁰ “Clinchfield Railroad Office (Ernest Street), Interior,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12139>.

⁸¹ *Fifth Annual Reports – Carolina, Clinchfield and Ohio Railway, For the Fiscal Year Ended June 30, 1915*, page 32, available online at: <https://books.google.com/books?id=vMk7AQAAMAAJ>.

⁸² The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, page 118, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>, which includes that this information came from: Sixth Annual Report, Carolina, Clinchfield & Ohio Railway Company, for the year ended June 30, 1916... p. 10.”

⁸³ Sixth Annual Reports – Carolina, Clinchfield and Ohio Railway, For the Fiscal Year Ended June 30, 1916, pages 32, 33, available online at: <https://books.google.com/books?id=vMk7AQAAAMAJ>.

⁸⁴ Seventh Annual Reports – Carolina, Clinchfield and Ohio Railway... pages 33, 35, available online at: <https://books.google.com/books?id=v2M3AQAAAMAJ>, only a limited view of this document was available online.

⁸⁵ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, page 260, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

⁸⁶ The Clinchfield Railroad, The Story of a Trade Route Across the Blue Ridge Mountains, by William Way, Jr., 1931, pages 274 – 275, available online at: <https://hdl.handle.net/2027/mdp.39015006368792>.

⁸⁷ For some later Clinchfield timetables, see “Timetables of the Clinchfield Railroad,” available online at: <https://www.clinchfield.org/clinchfield-railroad/timetables/>.

⁸⁸ “Johnson City Passenger Schedule – 1930s,” available online at: <https://charleston-cincinnati-chicago-clinchfield-railroad.com/homepage/appalachian-cities-towns/johnson-city-tennessee/>.