

A Draft Documentary History of
Industries along the Railroads through Johnson City

Part 2:
Industries along the E.T. & W.N.C. and Clinchfield Railroads
From South Roan Street to Sevier Street and from Jobe Street to Ash Street, 1883 – 1946

By William C. Schneck, Jr. (As of 28 May 2024)

1. Introduction

This is a draft documentary history of the businesses along the E.T. & W.N.C. and Clinchfield railroads and located in the area bounded by Sevier, Ash, South Roan and Jobe streets. At present, I am planning to produce four more documentary histories on trackside industries in and around Johnson City. For the present document, I have attempted to collect relevant documents and place them in roughly chronological order for each geographic location. Maps and figures of the exterior of the buildings for each location are grouped together and presented first, while figures of the interior and advertisements are integrated with the text and are presented second. The compass directions used in this documentary history are approximate, with north taken to be at the top of each map.

Regrettably, I have failed to find much information on some of these industries. Perhaps more can be accomplished on this portion of the subject. 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 the photographs). 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.

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Map 1. Track side industries in downtown Johnson City, c. 1915.¹

2. Businesses Between Buffalo and Sevier/New Streets (East to West) and
Between Jobe and Ash Streets (North to South):
(Maps and Figures)

Railroad Stock Pen, 1903? – 1908?

Love – Thomas Building, 1907 – Present

Love – Thomas Dry Goods Company, 1907 – 1911?

Later Tenants (typically company/corporate staffs):

Unaka Corporation, 1911 – ?

Tennessee Veneer Company, 1911 – ?

Model Mill Company, 1911 – ?

Clinchfield, Carolina & Ohio Railway, 1916 – 1926

Otter Restaurant & Brewing Company, mid-1990s – 2005

Christ Community Church (according to Google Maps), 2024

Johnson City Foundry and Machine Company Building, 1883 – 1909

Crumley and Miller Foundry (1883? – 1884)

Johnson City Foundry and Machine Company (at this location 1884 – 1909)

Tenants Mentioned:

Johnson City Wood Bending Works, 1885

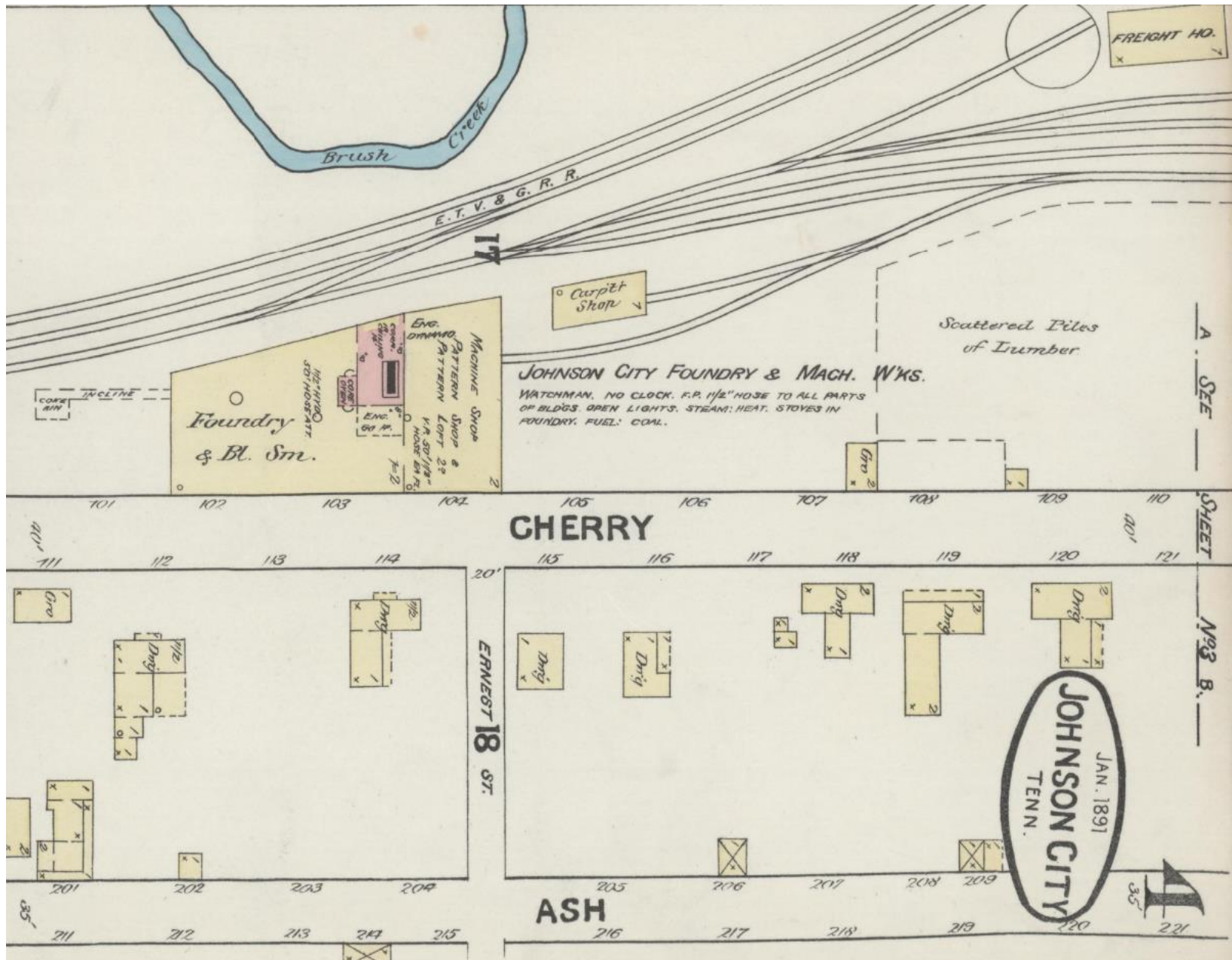
Insulator Pin factory, 1894

Watauga Chair and Wood Turning Works, 1894 – 1895

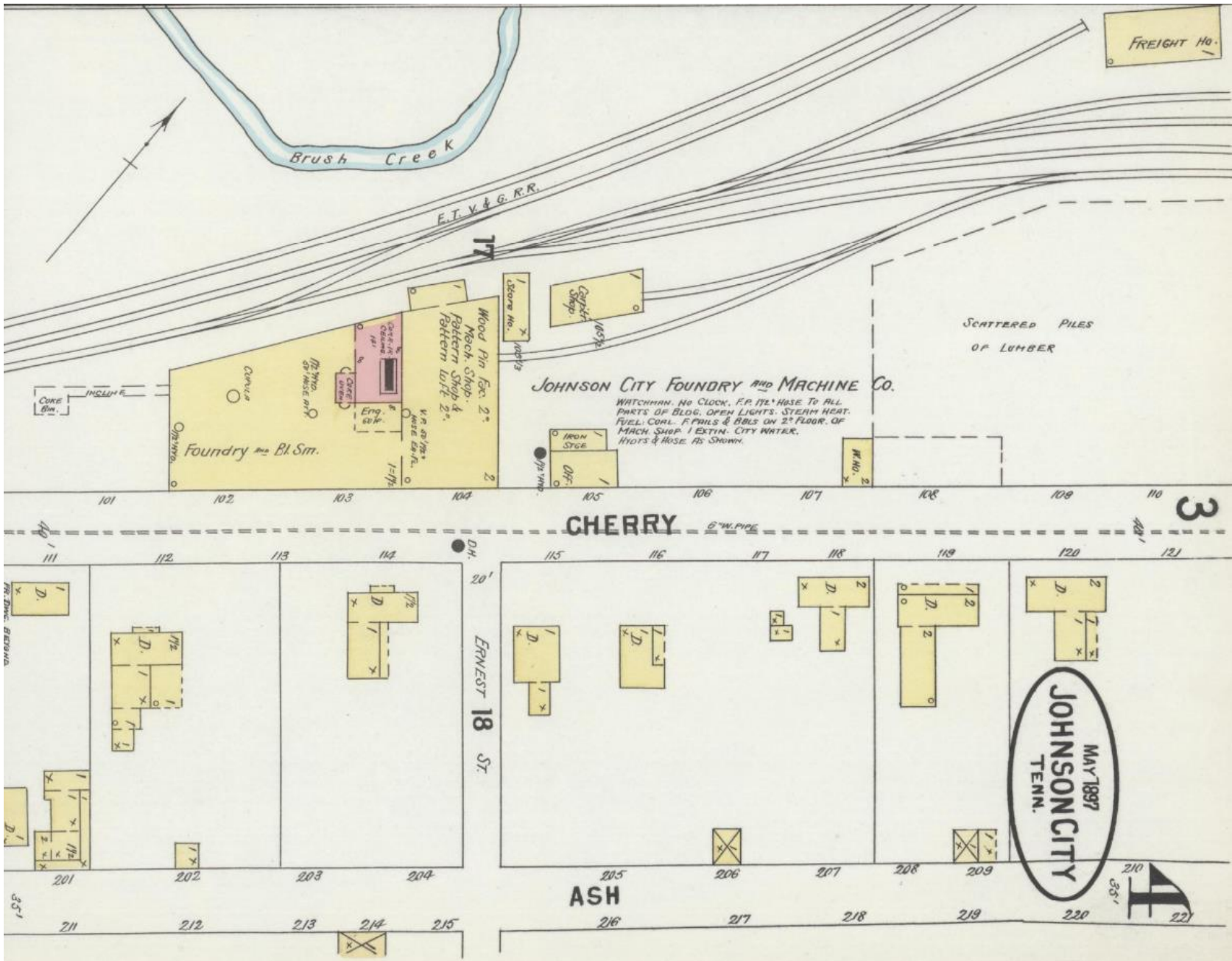
Gump & Mathes corn mill, 1898

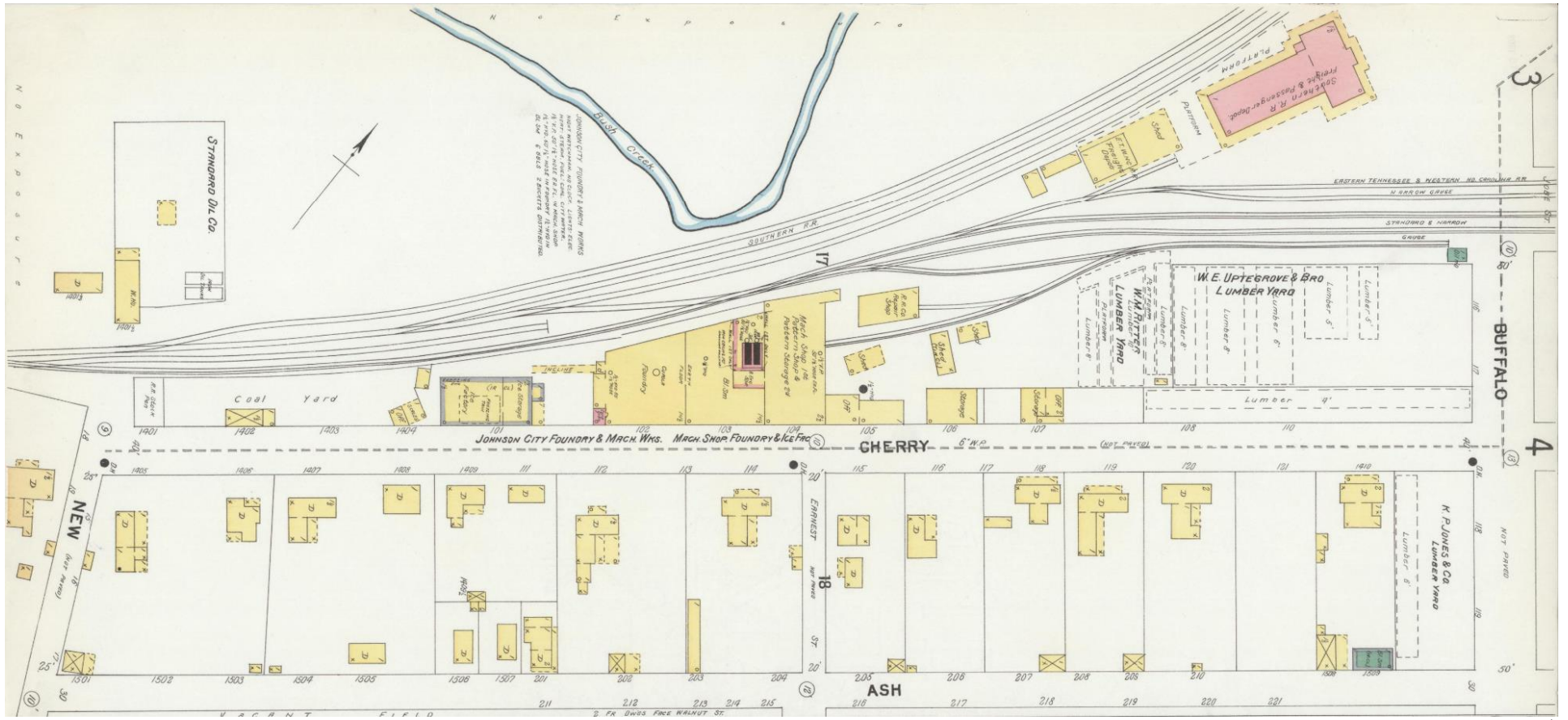
Johnson City Veneering Company, at this location 1898 – 1901

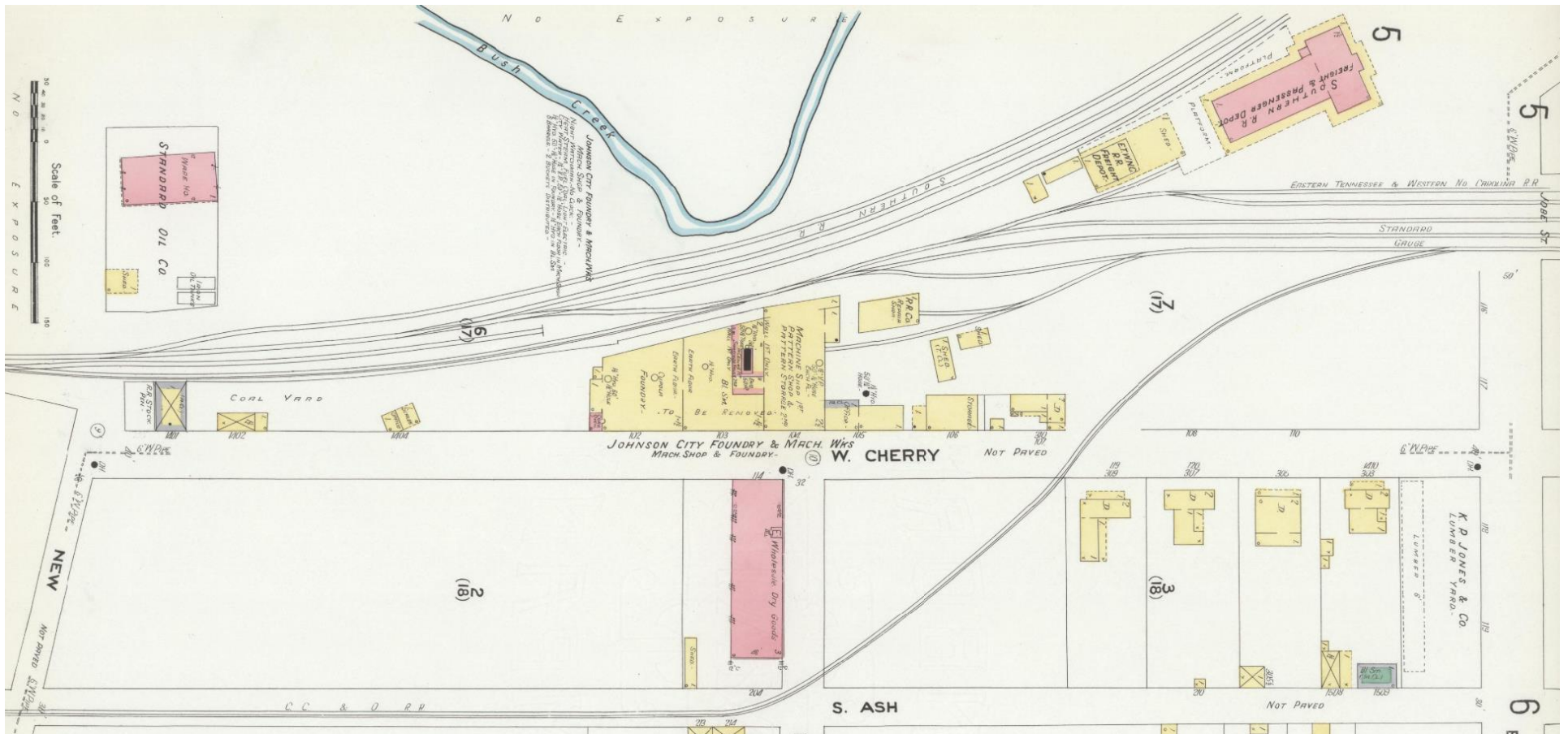
Home Ice and Coal Company, at this location 1901 – 1908



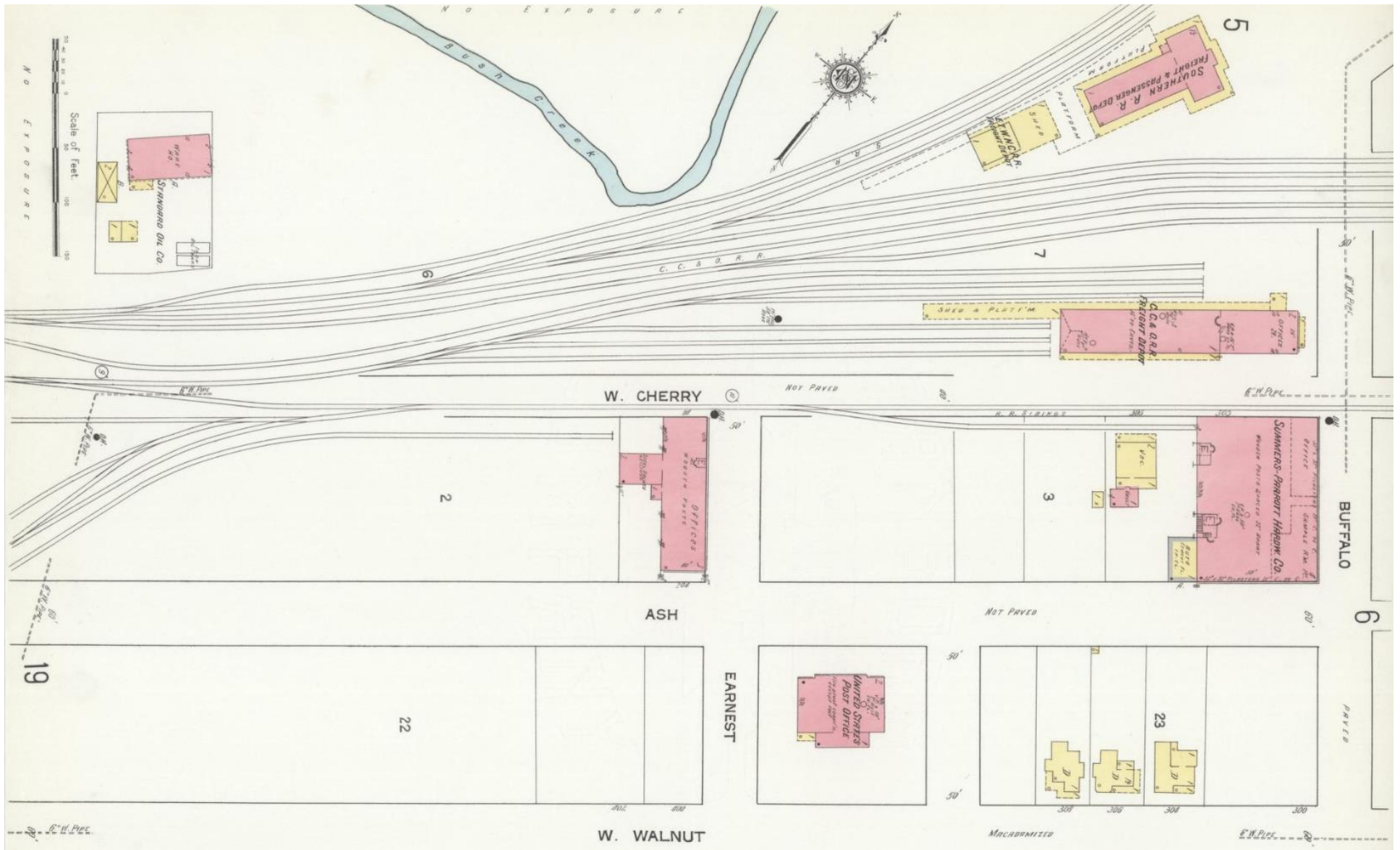
Map 2. This map depicts the area bounded by Buffalo Street (east) and Jobe and Ash streets (north to south), in January 1891.²



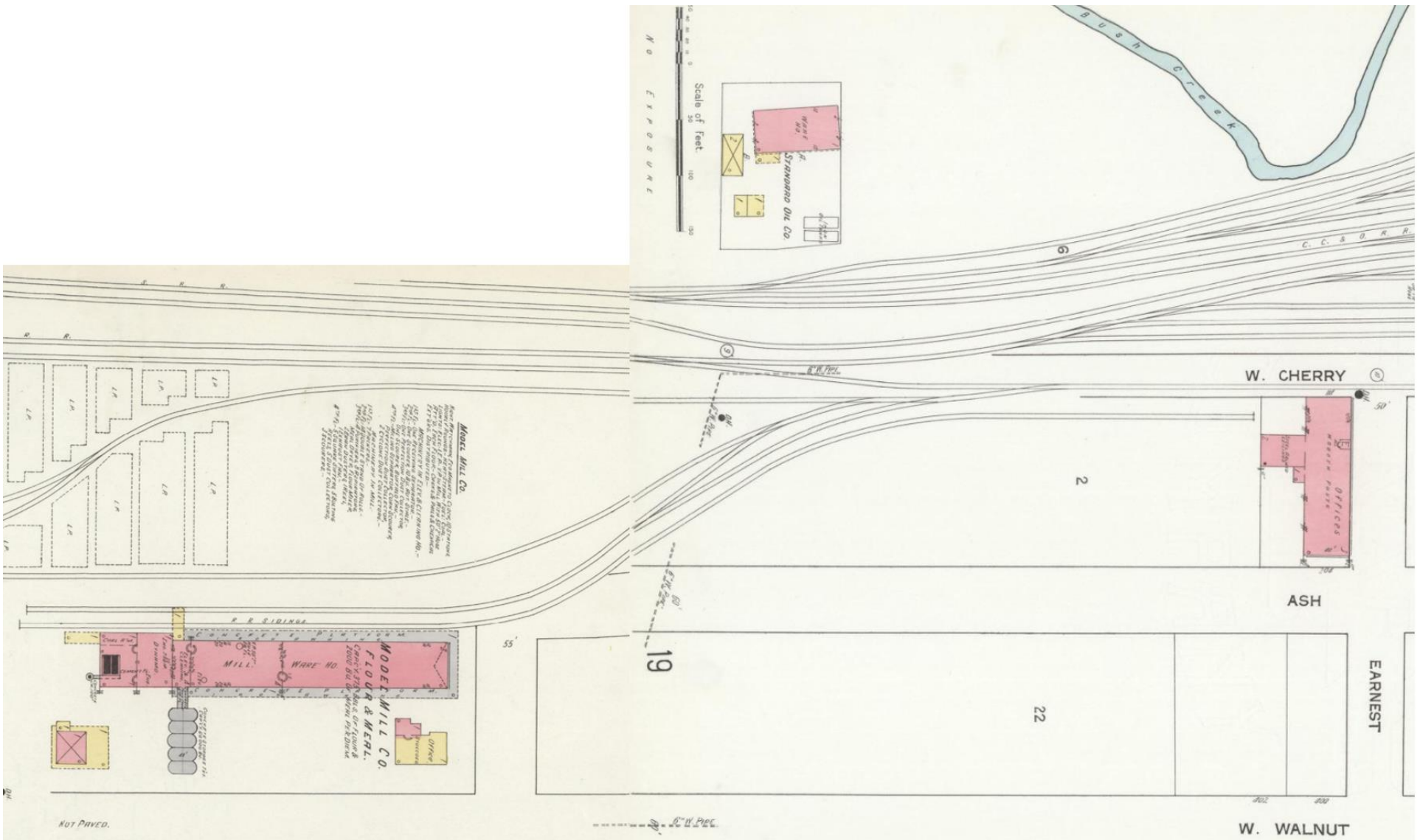




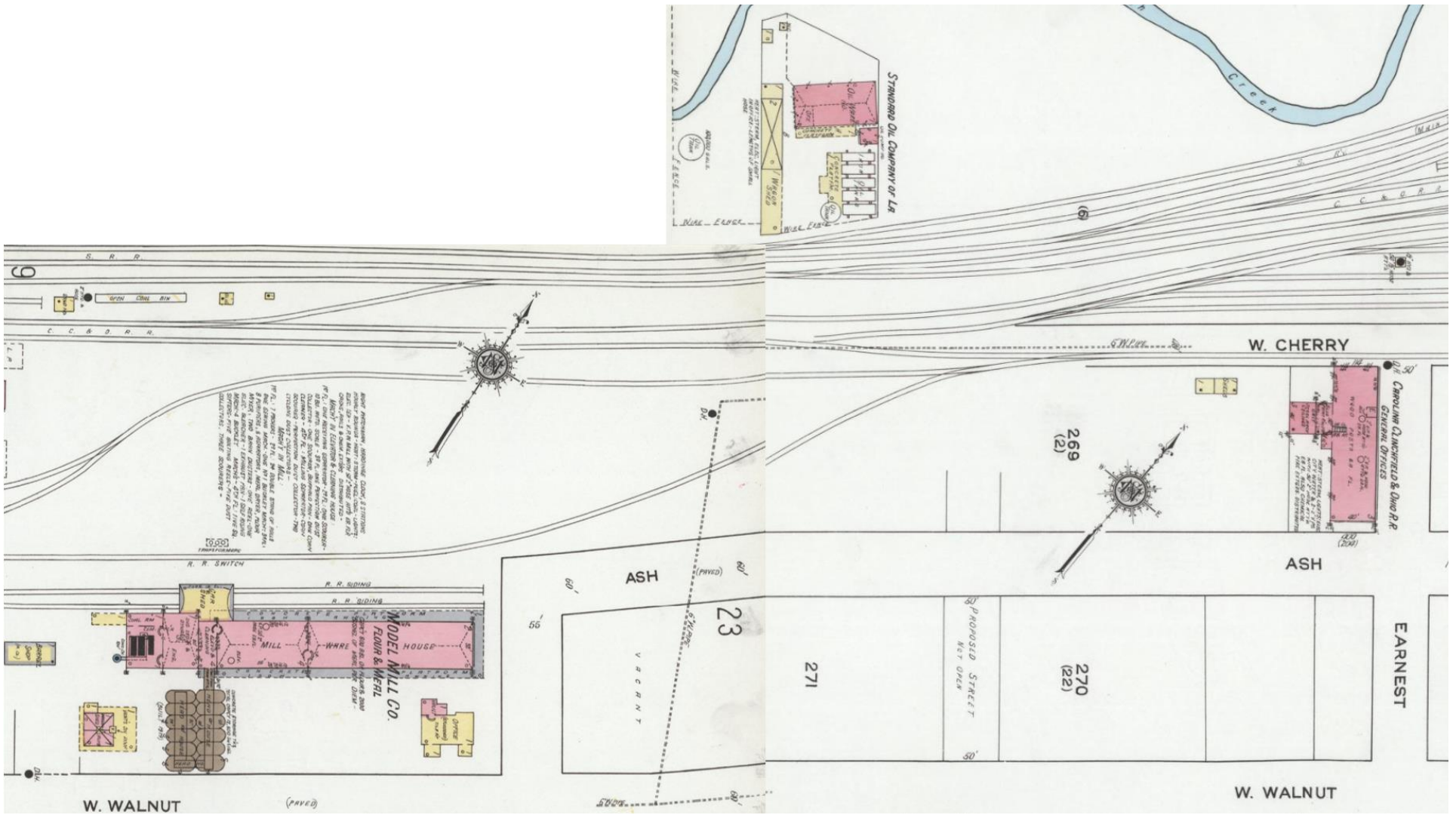
Map 5. This map depicts the area bounded by Buffalo and Sevier/New streets (east to west) and Jobe and Ash streets (north to south), in December 1908.⁵ It shows the relationship between the Johnson City Foundry & Machine Works, the E.T. & W.N.C. Freight Depot, the Southern Freight and Passenger Depot, the Love – Thomas building, and the “R.R. Stock Pen”.



Map 6. This map depicts the area bounded by Buffalo Street (east) and Jobe and West Walnut streets (north to south), in July 1913.⁶



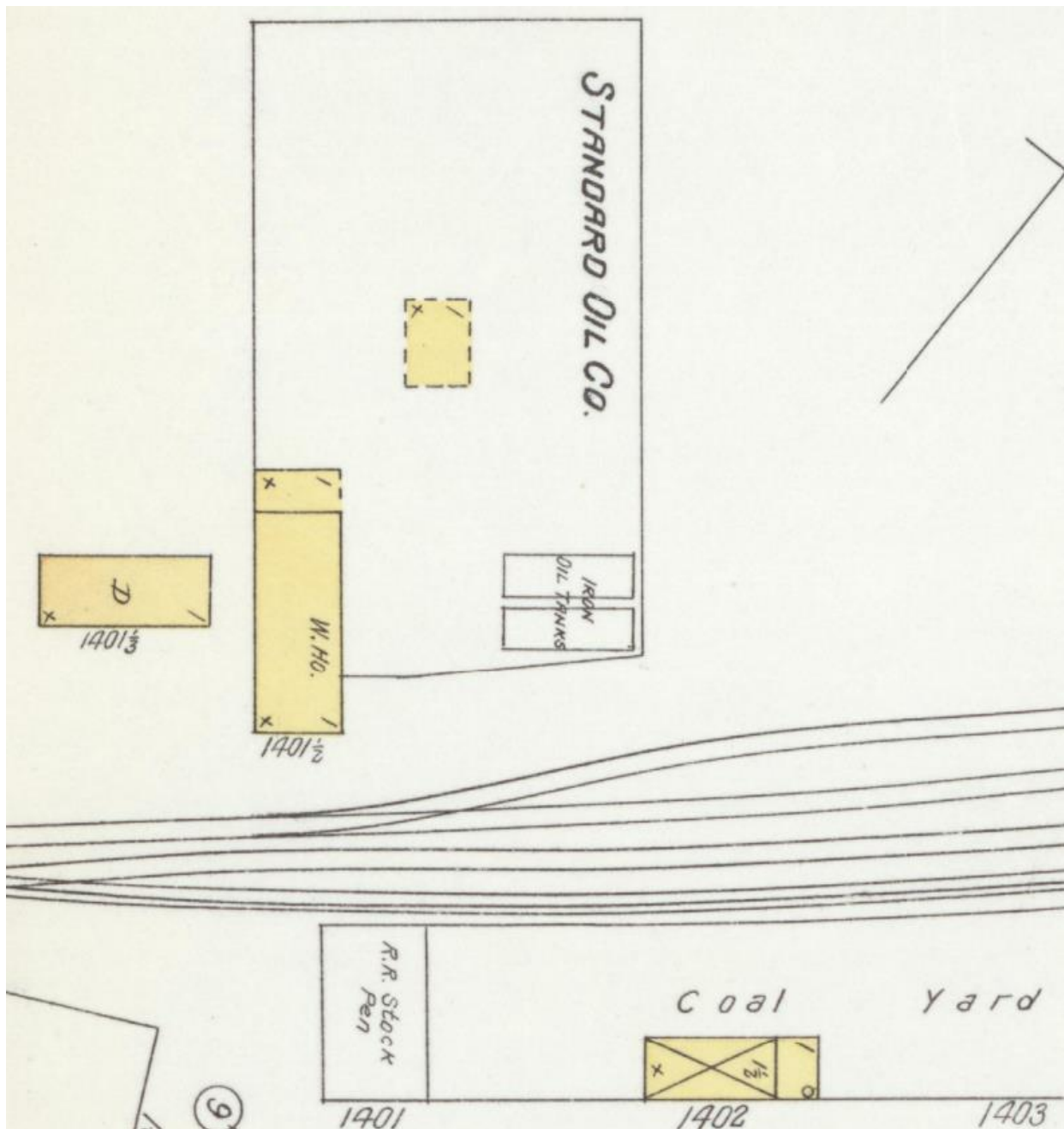
Map 7. This composite map depicts the relationship between the Model Mill Company and the Love – Thomas building in July 1913.⁷ Note that the alignment of the maps is particularly problematic in this case. The Model Mill Company was addressed in a previous documentary history.



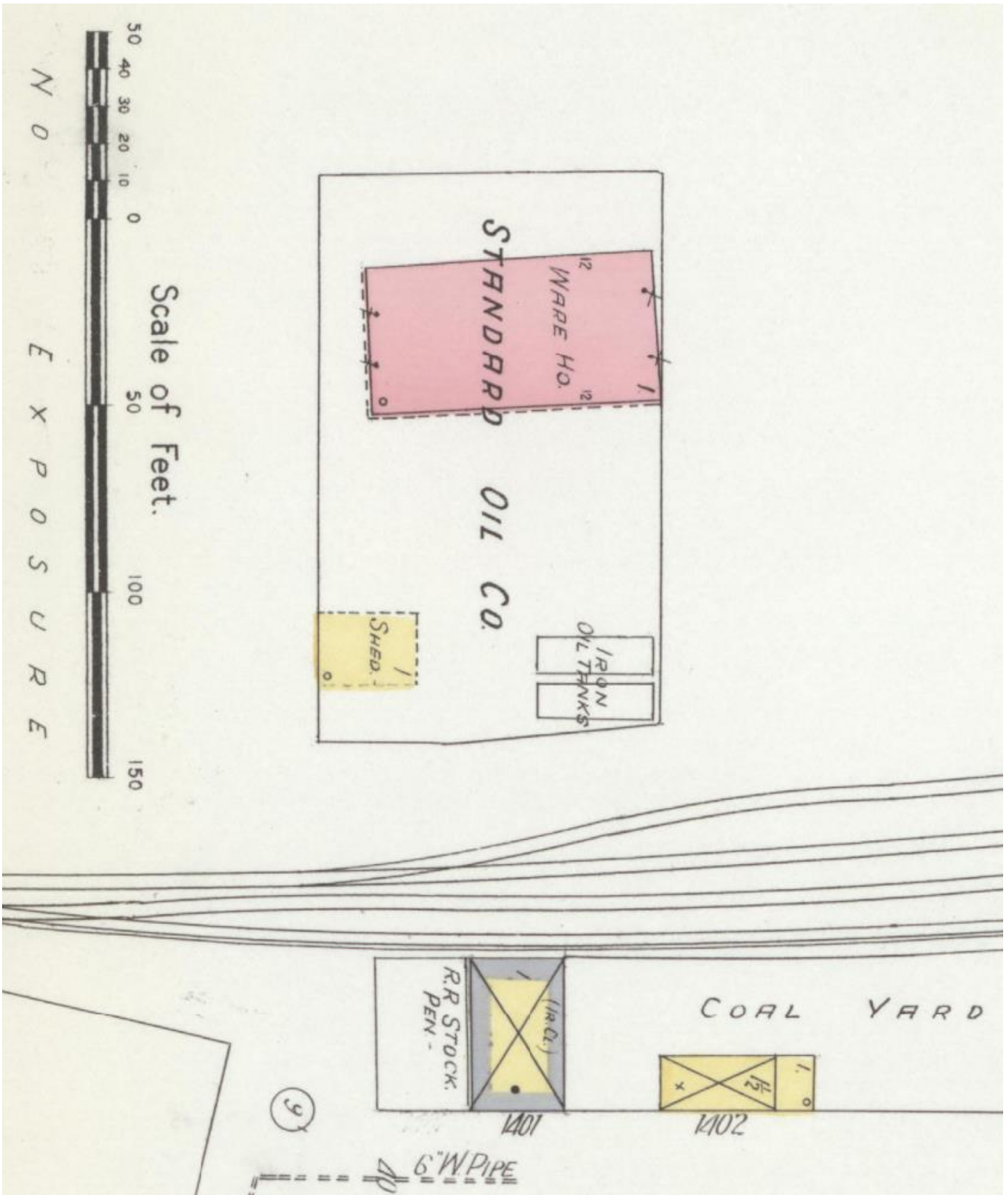
Map 9. This composite map depicts the relationship between the Model Mill Company and the Love – Thomas building in February 1920.⁹ Note that the alignment of the maps is particularly problematic in this case.

2.1. Railroad Stock Pen, 1903? – 1908?

This facility, on the northeast corner of Cherry and New streets,
was served by dual-gauge trackage



Map 4A. “R.R. Stock Pen”, on dual gauge trackage in April 1903. Regrettably, the author has not found any more information on this “R.R. Stock Pen”. The “Coal Yard” probably belongs to the Home Ice and Coal Company, see Map 4. Historian Johnny Graybeal wrote: “By mid 1899, the ET&WNC had added one stock car to the roster... By mid-1902, the number of stock cars had increased to three. Three cars were the maximum number on the roster for many years...”¹⁰ The Standard Oil Company facility shown near the top of this map will be addressed in a later document.



Map 5A. "R.R. Stock Pen", December 1908. This map indicates that the building adjacent to the stock pen was "iron clad". The 1913 map (Map 6) indicates that this stock pen had been removed by the time that map was created.

2.2. Love – Thomas Building, 1907 – Present
(Maps and Figures)

Love – Thomas Dry Goods Company, 1907 – 1911?

Later Tenants (typically company/corporate staffs):

Unaka Corporation, 1911 – ?

Tennessee Veneer Company, 1911 – ?

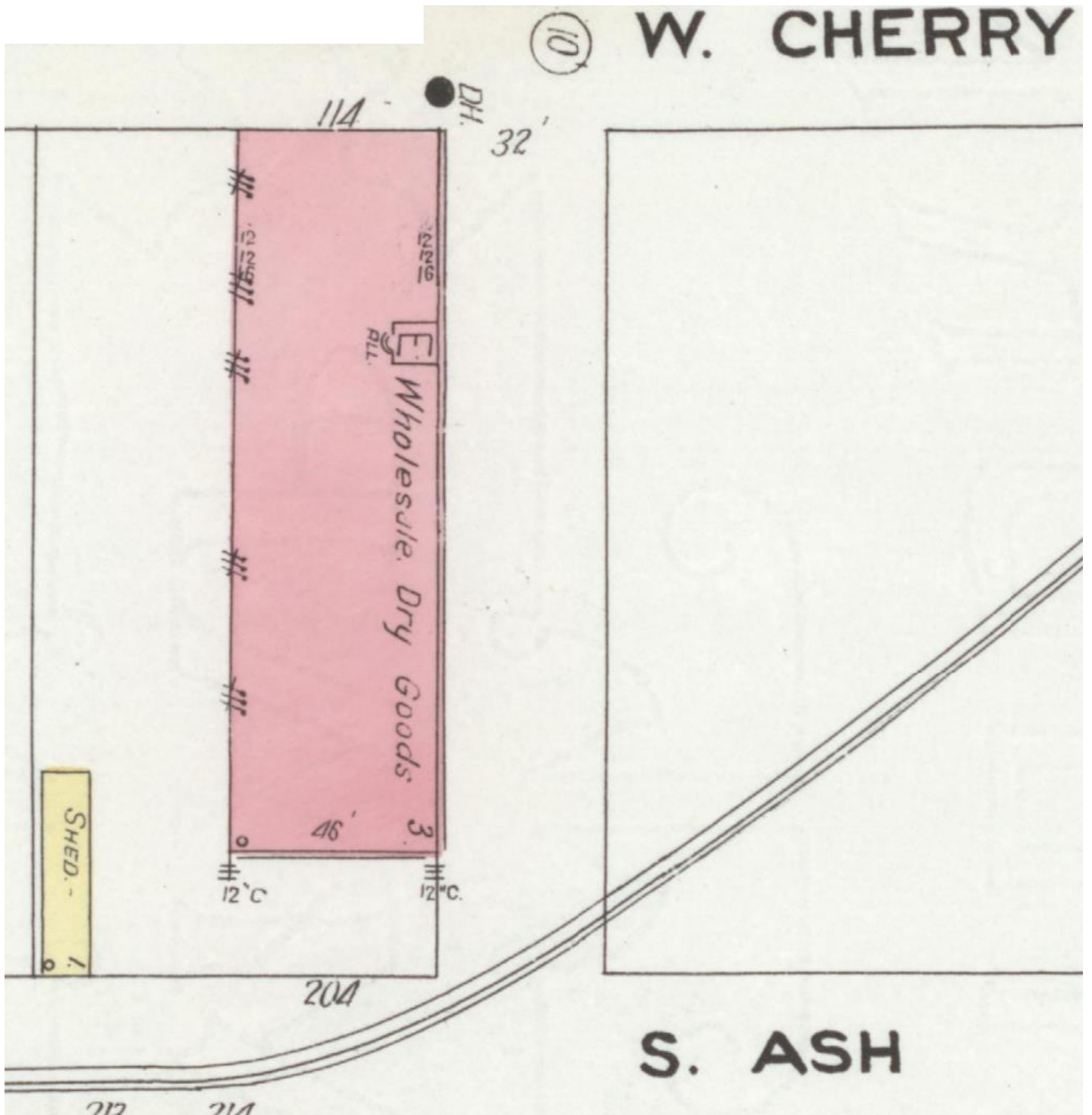
Model Mill Company, 1911 – ?

Clinchfield, Carolina & Ohio Railway, 1916 – 1926

Otter Restaurant & Brewing Company, mid-1990s – 2005

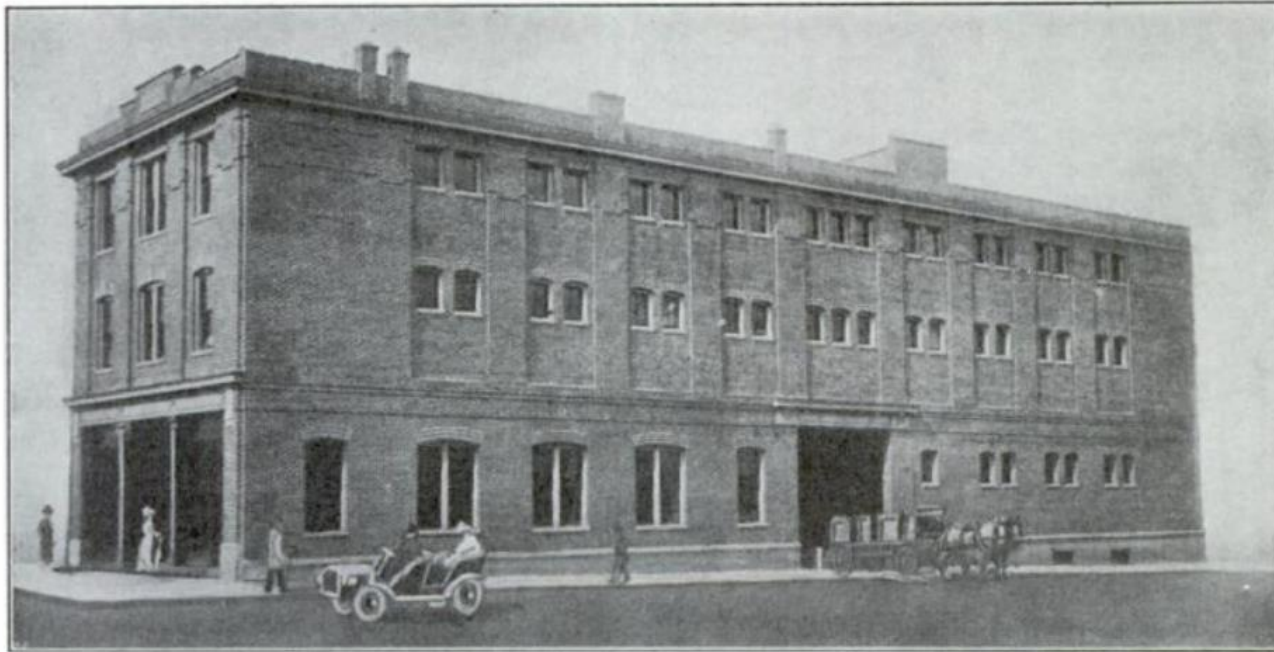
Christ Community Church (according to Google Maps), 2024

This building, at the southwest corner of Cherry and Earnest streets,
was served by a Clinchfield spur around 1913.



Map 5B. A detail of the Love – Thomas building, on Earnest Street, between West Cherry and South Ash streets, in December 1908. Note the dual gauge C.C. & O. trackage on Ash Street, which was a spur to the Interior Hardwood Company plant. The plant of the Interior Hardwood Company was located further to the west and was addressed in a previous documentary history.

LOVE-THOMAS CO.,
Wholesale Dry Goods and Notions,
JOHNSON CITY, TENNESSEE.



The Home of "Autocrat Notions."

We are one of the leading Dry Goods and Notion Jobbers in this territory—covering East Tennessee, Western North Carolina, Eastern Kentucky, South West Virginia, Northern South Carolina and Northern Georgia.

MAIL ORDERS promptly filled SATISFACTION GUARANTEED A CARD will bring one of our Salesmen

Figure 1. The "Love – Thomas Co., Wholesale Dry Goods and Notions" by 1909.¹¹

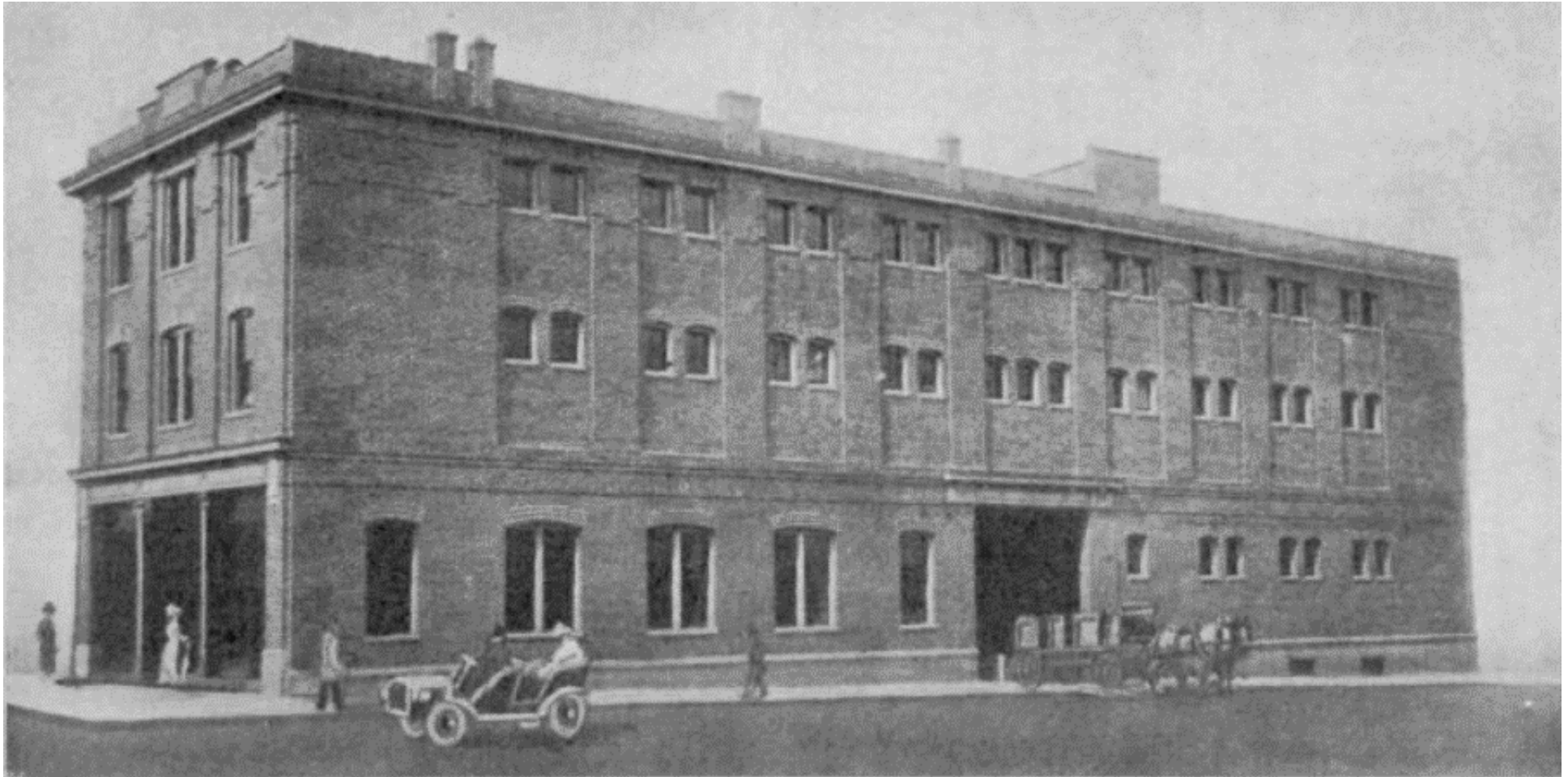
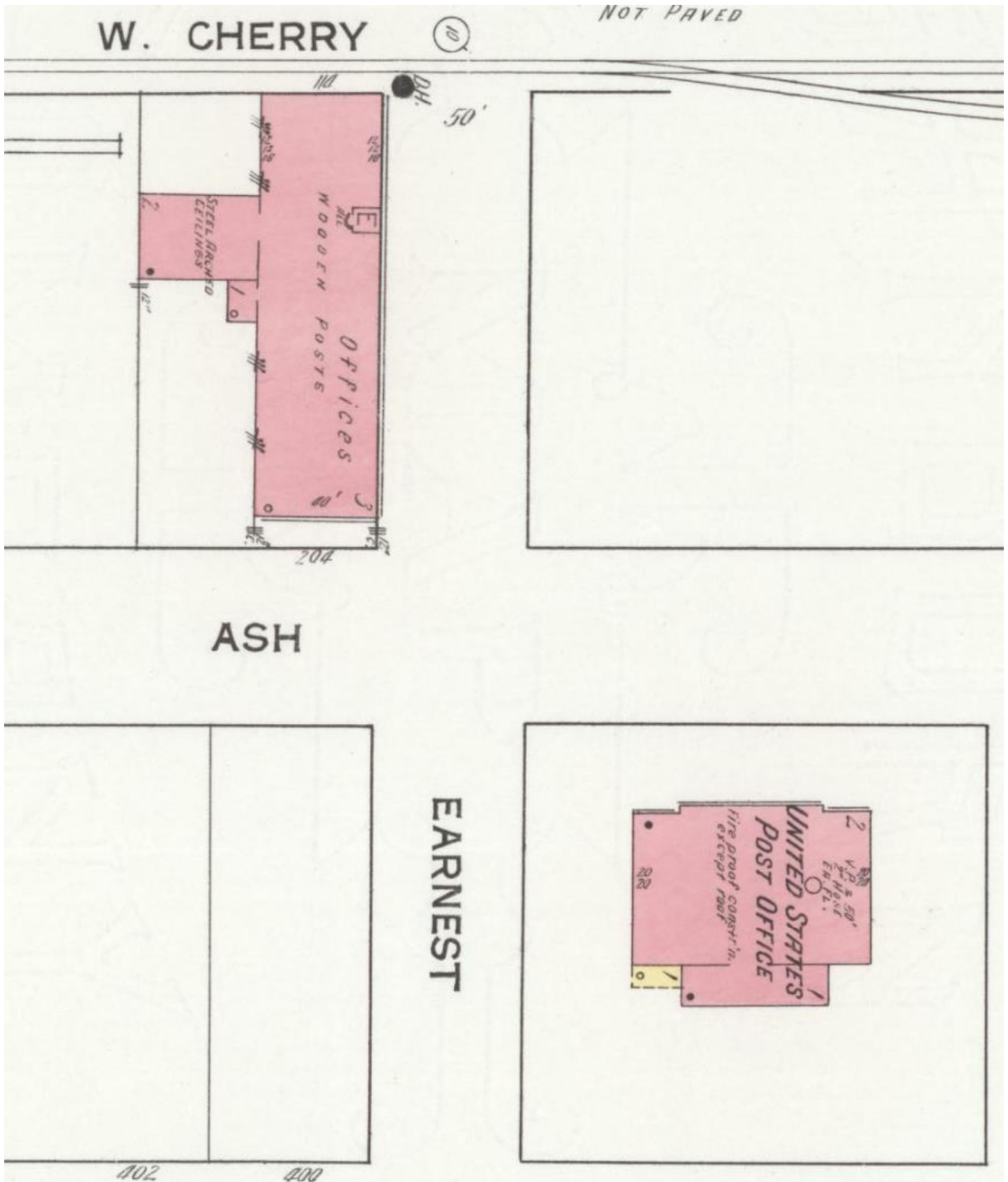


Figure 1A. Love – Thomas Building. “Located at the corner of Ashe and Earnest Streets, the Love – Thomas Company was a successful wholesale dry goods and notions business established in January 1907. It employed six traveling salesmen who covered a five-state area. By 1914, the building was used by the Carolina, Clinchfield & Ohio Railway (CC&O) for its offices.” This photograph was published in 1909 and 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 2. A modern photograph of the Love – Thomas Building, the large brick building on the left, taken from the Summers Hardware building. Note the Model Mill in the left background and the platform of the former Clinchfield depot on the right.¹² Also note the different windows of the Love – Thomas building, in comparison to those depicted in Figure 1A.



Map 6A. A detail from July 1913. Notice the railroad spur to the Love – Thomas building and the new United States Post Office, as well as the removal of the railroad spur to the Interior Hardwood Company plant, depicted on Map 5.



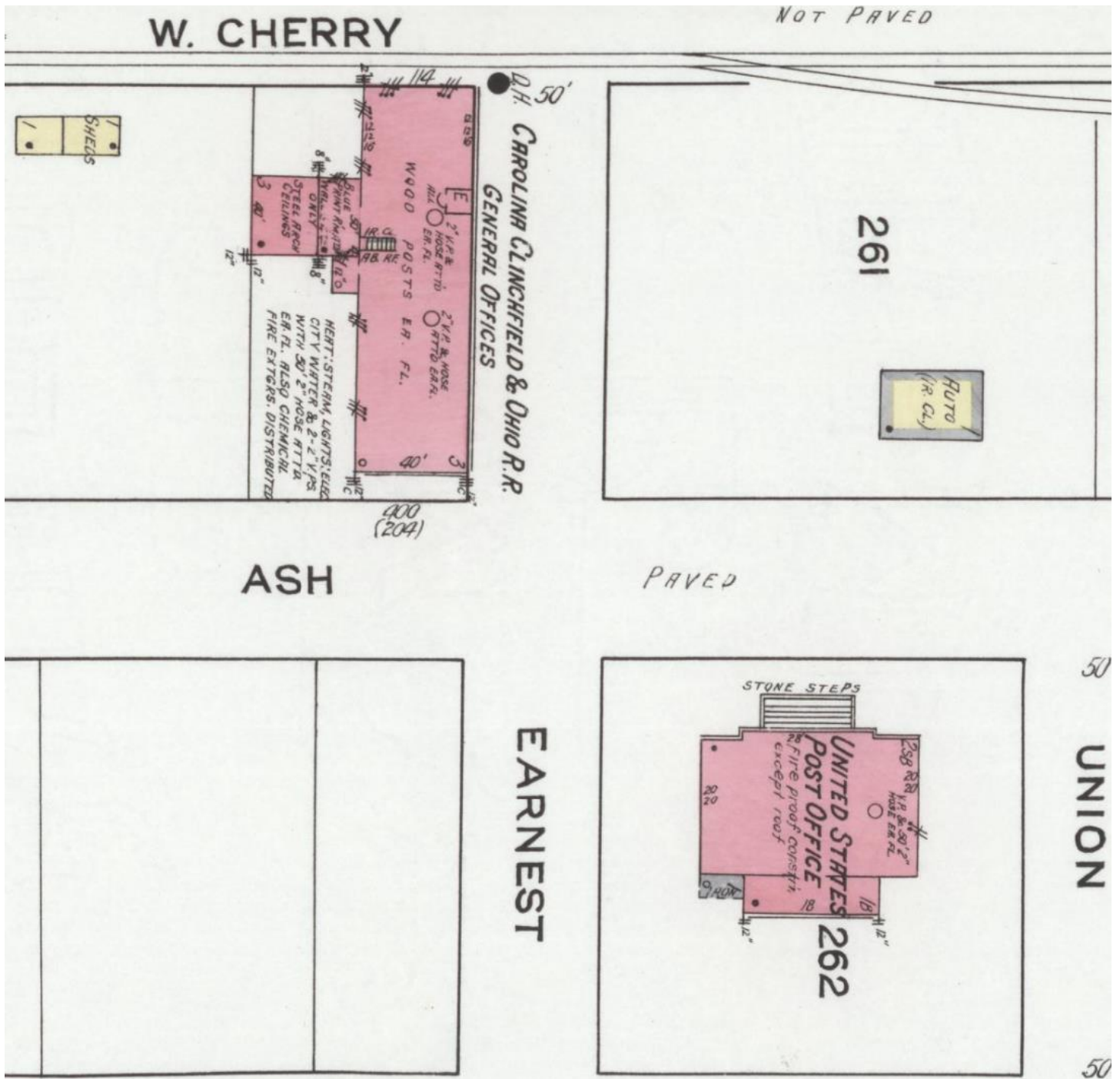
Figure 3. This photograph looks south from the railroad tracks along Cherry Street, down Earnest Street toward Ash Street. The Post Office is on the left and the Love – Thomas building is on the right. This post office was built in 1910.¹³



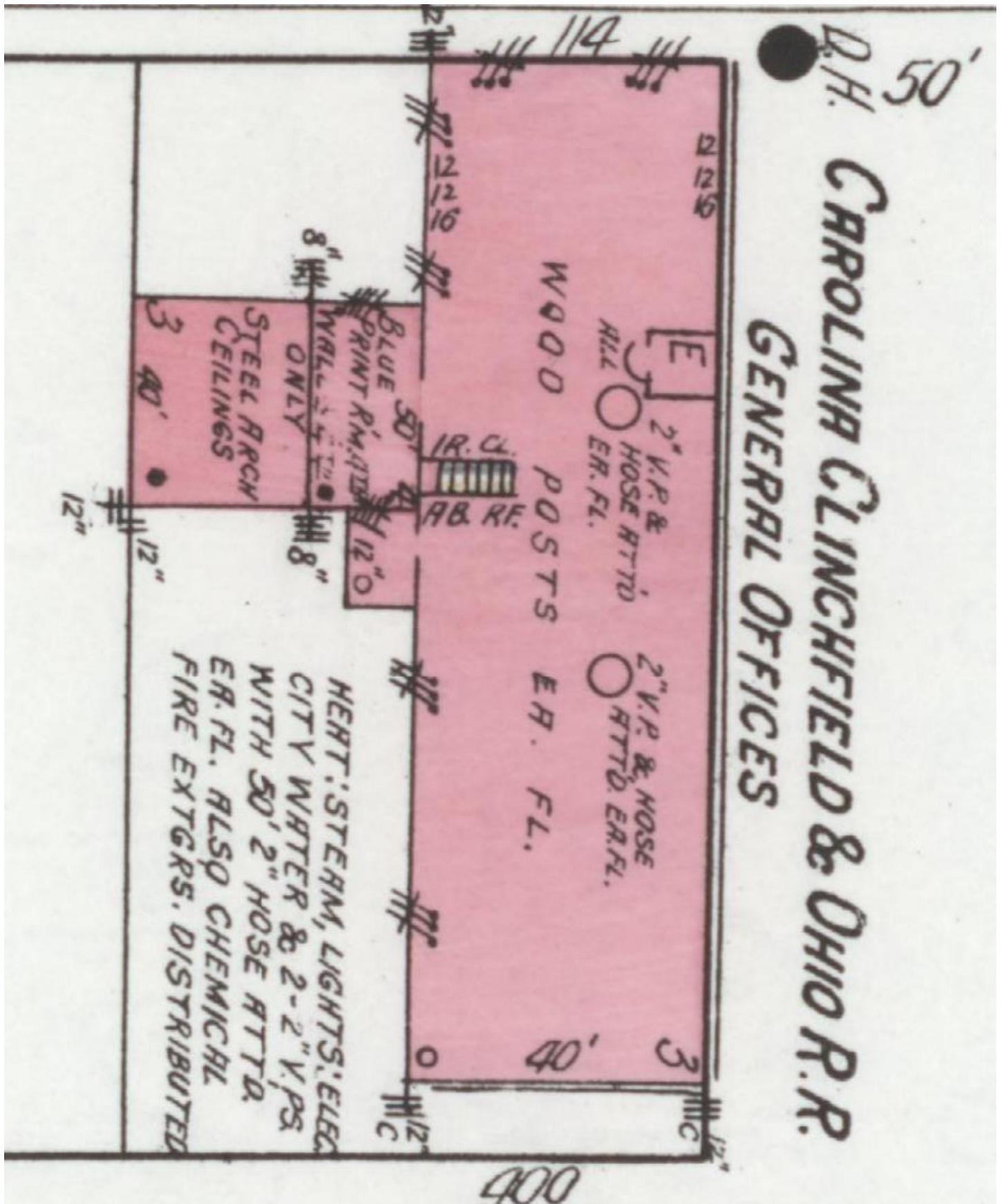
Figure 4. A partial view of the south side of the Love – Thomas building on the northwest corner of Ash and Earnest streets on 1 March 1947, note the boxcars on the right side of this photograph.¹⁴



Figure 5. An aerial view of the Love – Thomas building (bottom left) and the Post Office (bottom right), with what appears to be a storage yard of the Summers Hardware & Supply Company (top center), on 19 April 1941.¹⁵ This image provides the only view of the west side of the Love – Thomas building that the author has located.



Map 8A. A detail of the Carolina, Clinchfield & Ohio Railroad General Offices in the Love – Thomas building in February 1920.¹⁶ Note the U.S. Post Office building in the lower right, as well as the removal of the railroad spur to the Love – Thomas building, see Map 7.



Map 8B. Another detail of the C.C. & O. R.R. General Offices in the Love – Thomas building in February 1920.¹⁷ See Figure 6 for a view of the interior of this building.



Figure 6. "Clinchfield Railroad Office (Ernest Street), Interior". This photograph appears to have been taken between 1914 and 1926.¹⁸ See Map 8B.

2.2. Love – Thomas Building, 1907 – Present

Love – Thomas Dry Goods Company, 1907 – 1911?

Later Tenants (typically company/corporate headquarters):

Unaka Corporation, 1911 – ?

Tennessee Veneer Company, 1911 – ?

Model Mill Company, 1911 – ?

Clinchfield, Carolina & Ohio Railway, 1916 – 1926

Otter Restaurant & Brewing Company, mid-1990s – 2005

Christ Community Church (according to Google Maps), 2024

This building, at the southwest corner of Cherry and Earnest streets,
was served by a Clinchfield spur around 1913

3 January 1907. Johnson City Comet.

“Wholesale Dry Goods Co. – Johnson City is soon to have its first wholesale dry goods store. The Love – Thomas Company has been incorporated by J.C. Love, R.C. Staples, V.M. Thomas, R.S. Gill and Thad A. Cox. The capital stock is \$75,000 and the new concern will be ready for business as soon as its quarters can be secured. It may be necessary to erect a building. Of this enterprise the Knoxville Journal and Tribune says

‘Three young men who have been connected with Knoxville wholesale dry goods and notions firms have formed a partnership with other Johnson City men and propose to establish a wholesale dry goods and notion house in that thriving city, the concern to be capitalized at \$75,000.

The gentlemen referred to are V.M. Thomas, for six years with Brown, Payne, Deaver & Company, of Knoxville; R.S. Gill, who has been with Daniel Briscoe & Company for several years, and J.C. Love, who has been with Cowan, McClung & Company, of Knoxville. Other members of the firm are Thad A. Cox and R.C. Staples of Johnson City.’

Mr. Cox is one of Johnson City’s most substantial citizens and will add strength to the concern.”¹⁹

31 January 1907. Johnson City Comet.

“Carter Wants to Get Busy. There is no longer any doubt about what Mr. Carter and associates want to do for Johnson City on the south side. They have a landscape artist here and he has asked the city to allow them to go ahead with laying sewers and water mains throughout the addition so they can build their streets. Some of the streets will be paved, a boulevard following the contours of the land over a mile in length will be asphalted, and the other streets will be macadamized. Ash street will be the wholesale thoroughfare and will be 65 feet wide with the business houses extending back to the side tracks of the S. & W. The Love – Thomas Dry Goods Co. has contracted with Mr. Carter for the first store house on this street and it will be erected this spring. Others will follow as fast as human agencies can construct them.”

4 April 1907. Johnson City Comet.

“New Building Started. Thursday morning engineers staked off the site for the building being erected by Geo. L. Carter and associates for the Love – Thomas Dry Goods Company. It is

being built on the corner of Cherry and Earnest streets opposite the new foundry, or what was originally the Ap. Miller property. The building is to be three stories high and will be 50 x 125 feet and will be used exclusively as a wholesale dry goods and notion store.” The author has not been able to identify the “new foundry” mentioned in this article.

15 April 1907. Daily Bulletin the of Manufacturers’ Record.

“Johnson City, Tenn. – Office Building... The Unaka, Holston & Swannanoa Corporations have finally concluded purchases at about \$250,000 to secure rights of way, trackage, terminals and building sites and begun the erection of proposed building to be occupied by Love – Thomas Dry Goods Co. The corporations have contracted with the United States Government to donate site for proposed \$90,000 postoffice building, and will erect nearby union depot, hotel and department store, and to pave, sewer and sidewalk a mile of streets.”²⁰

26 October 1911. Johnson City Comet.

“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.”

26 November 1914. Johnson City Comet.

“Offices May Move to Carter Building. – The Carter building, formerly occupied by the Love – Thomas Co., is being remodelled and made into a modern office building. The first and third floors are being divided into many office rooms. A new vault will be built and a fourth floor may be added. It is stated upon good authority that the building will be occupied by the C.C. & O. Railway as a general office building and the office building in Carnegie abandoned.” Apparently, a fourth floor has never been added to this building.

1914 and 1926. Erwin, Tennessee: A Pictorial History, 1891 – 1929.

“In 1914 we [the Clinchfield Railroad] 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].”²¹

Price & Heald Lumber Yard, 1894

7 June 1894. Johnson City Comet.

“A New Lumber Yard. Price & Heald, of Baltimore, have opened a lumber yard on the East Tennessee, just below the foundry. It is arranged so that the narrow gauge can reach it. The lumber is being cut at Shell Creek, where the company has several thousand acres of timber land.” The author has not located any more information on this enterprise.

2.3. Johnson City Foundry and Machine Company Building, 1883 – 1909
(Maps and Figures)

Crumley and Miller Foundry (1883? – 1884)
Johnson City Foundry and Machine Company (at this location, 1884 – 1909)

Tenants Mentioned:

Johnson City Wood Bending Works, 1885
Insulator Pin factory, 1894
Watauga Chair and Wood Turning Works, 1894 – 1895
Gump & Mathes corn mill, 1898
Johnson City Veneering Company, at this location 1898 – 1901
Home Ice and Coal Company, at this location 1901 – 1908

This facility was located on the north side of Cherry,
near the intersection of Cherry and Earnest streets. It was served by dual-gauge trackage.

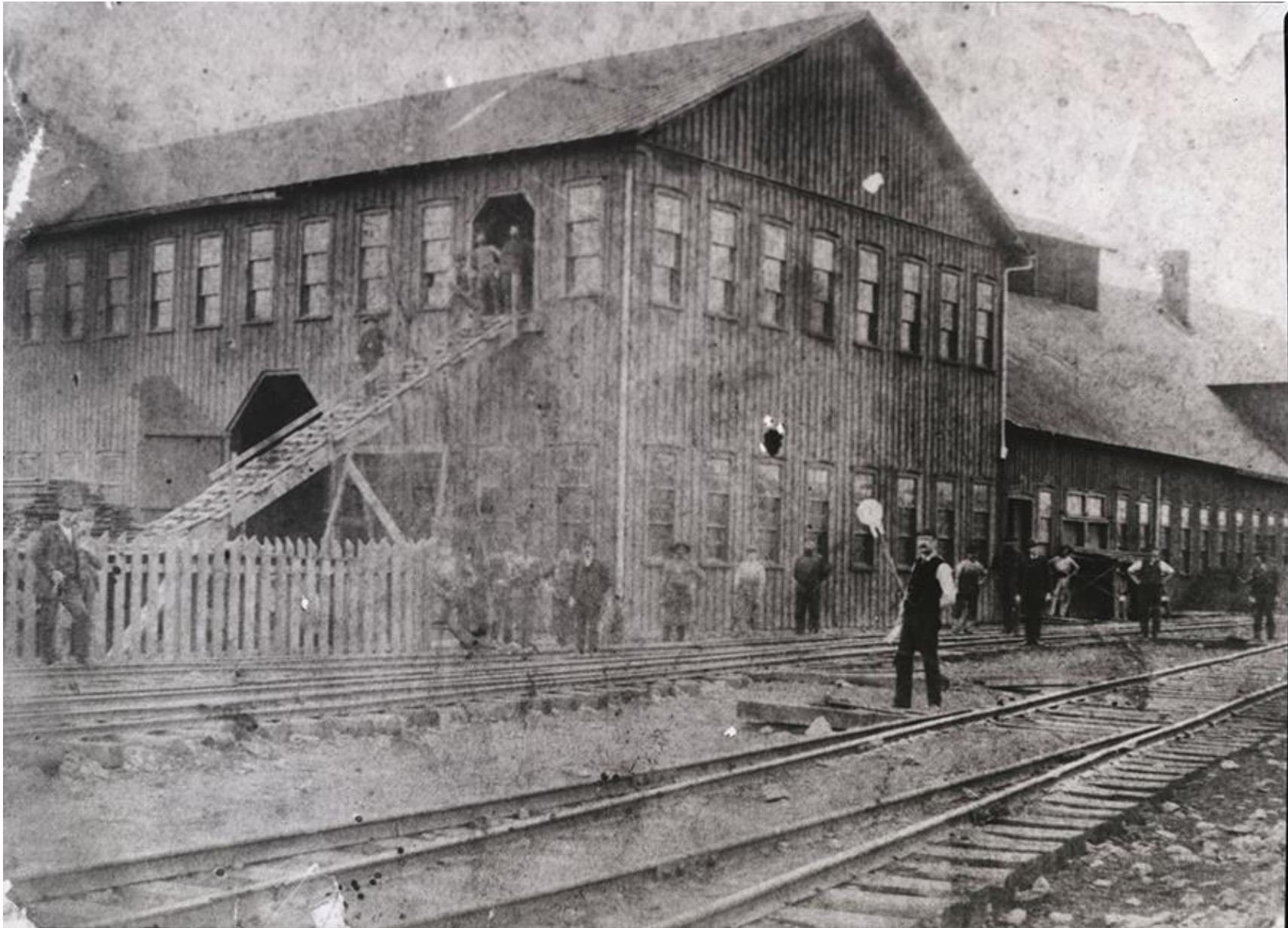


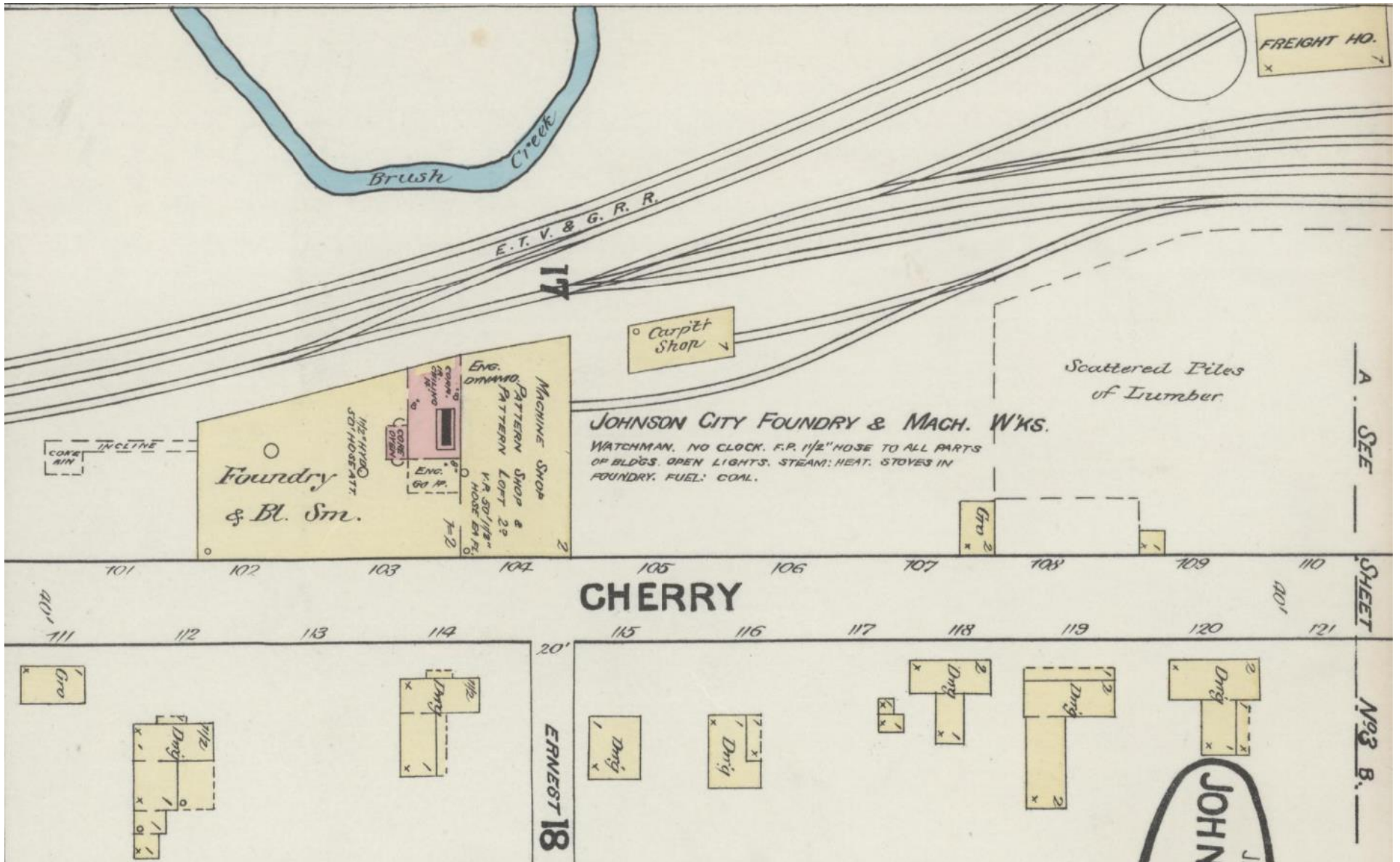
Figure 7. "Johnson City Foundry and Machine Works. Chief Machinist, W.N. DeGroat, Foreman... Head Office, Johnson City, Tenn.; Branch Office, Knoxville." This factory was located on Cherry Street, near the intersection of Cherry and Earnest streets. It appears that this photograph dates to between 1886 and 1889, with 1886 appearing to be the most likely, see Map 2.²²



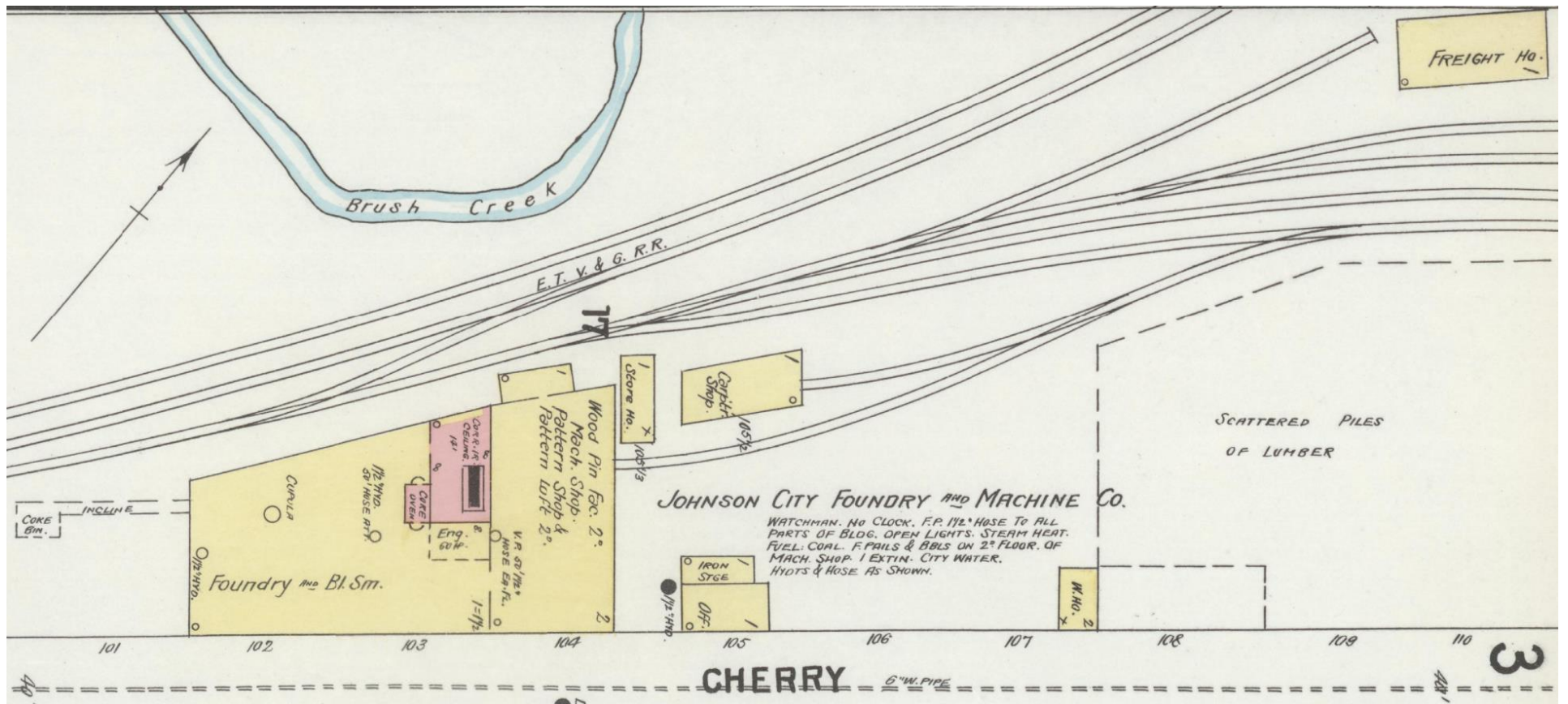
Figure 8. This photograph appears to have been taken at the Johnson City Foundry and Machine Works when it was located on Cherry Street.²³



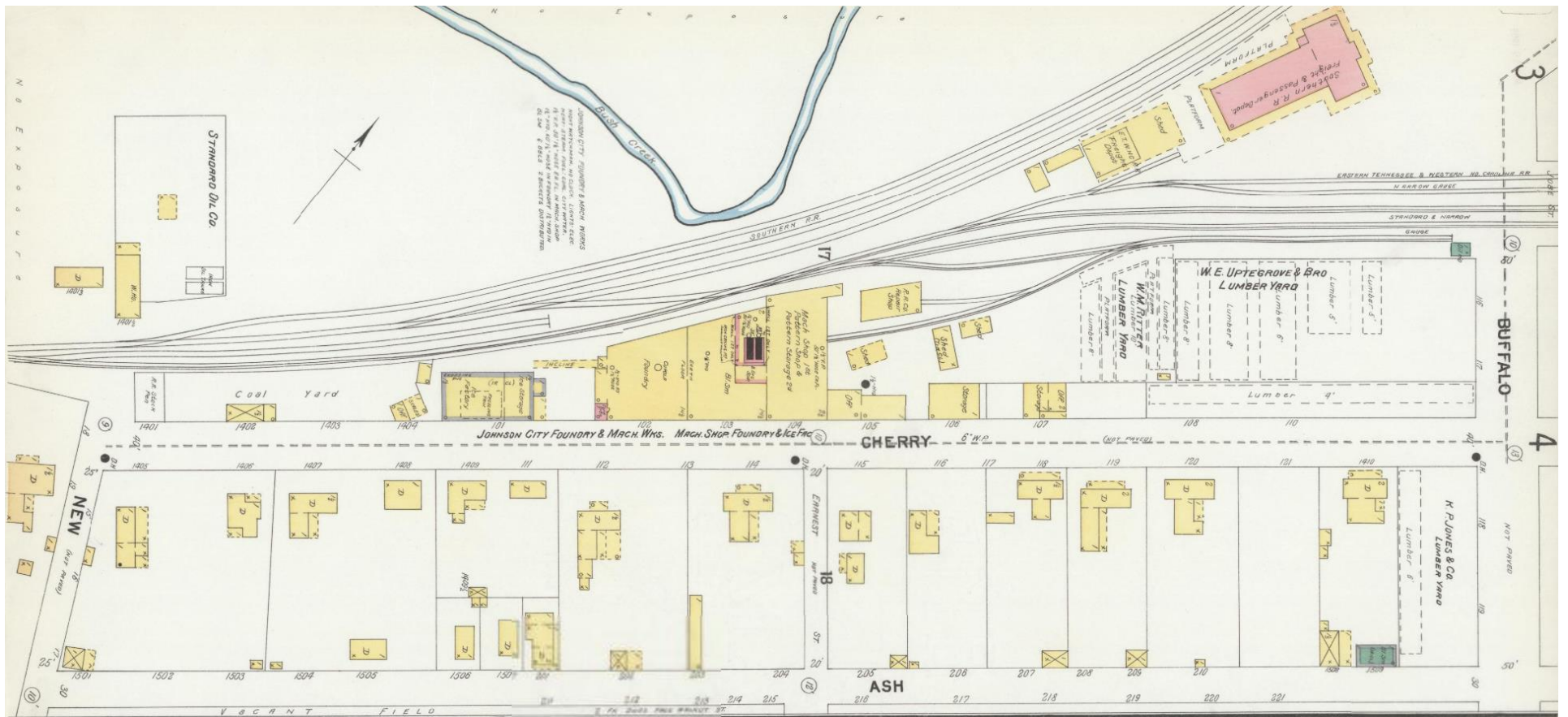
Figure 9. This photograph also appears to have been taken at the Johnson City Foundry and Machine Works when it was located on Cherry Street.²⁴



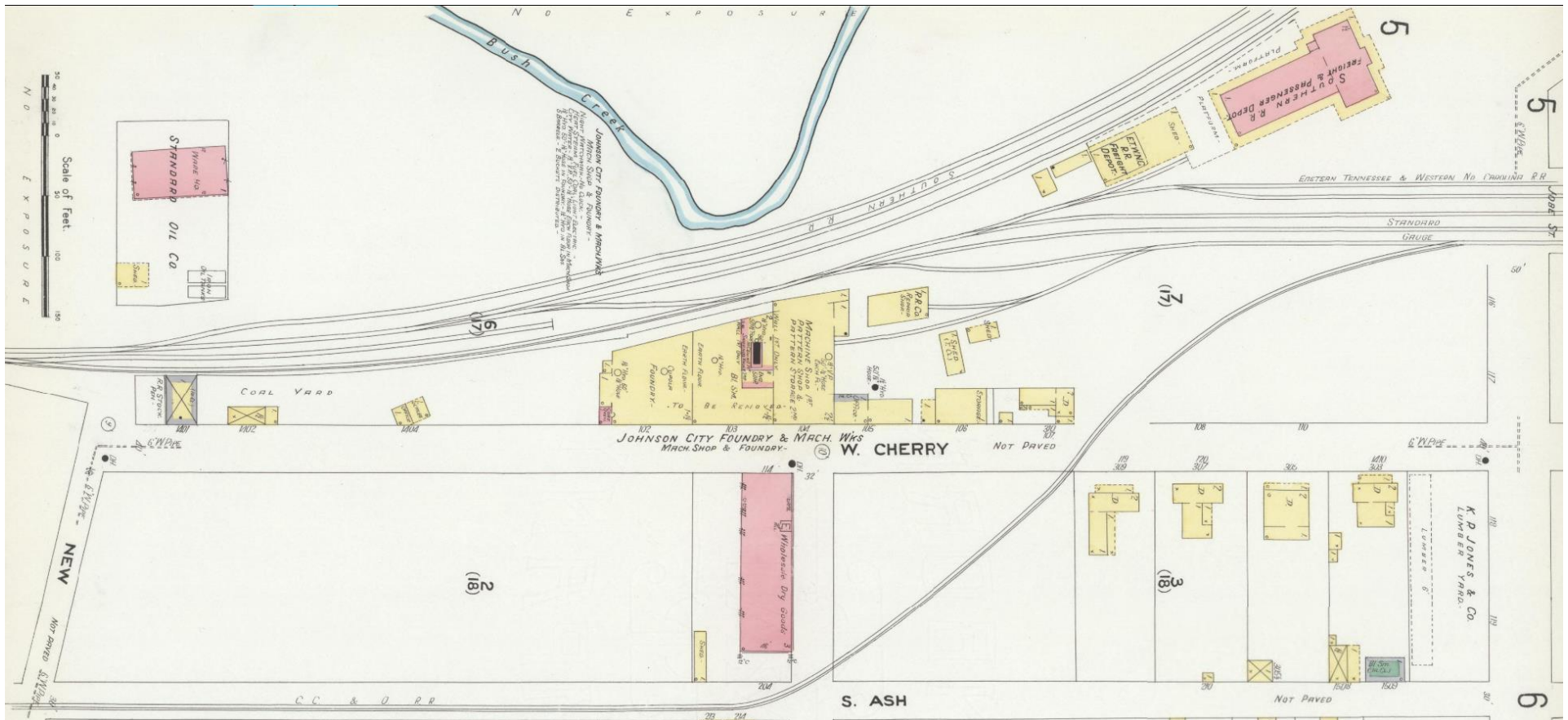
Map 2A. This map shows the relationship between the Johnson City Foundry and Machine Works on Cherry street and the E.T. & W.N.C. freight house, which had previously been used as the depot, with a turntable (top right) in January 1891.²⁵



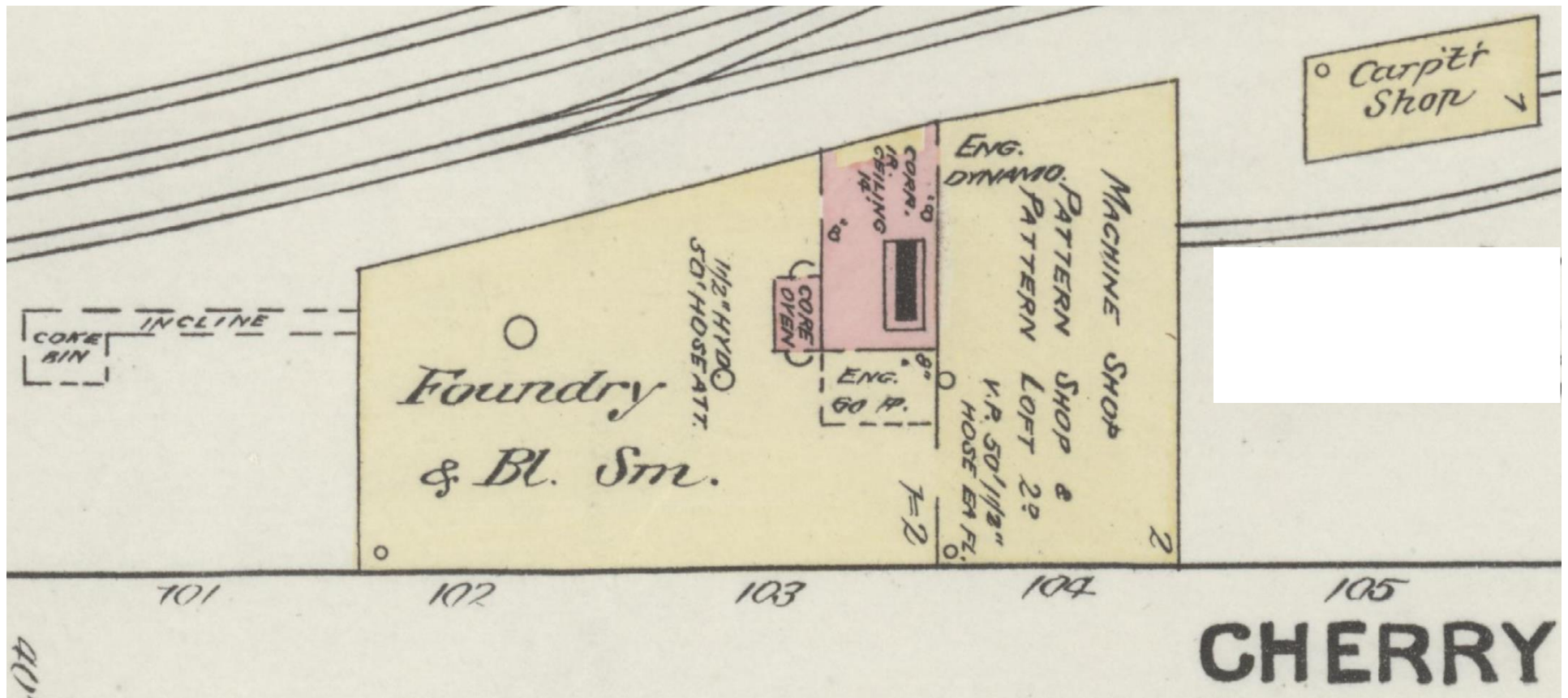
Map 3A. Johnson City Foundry and Machine Works, May 1897.²⁶ Note that the turntable has been removed from near the E.T. & W.N.C. freight house (top right).



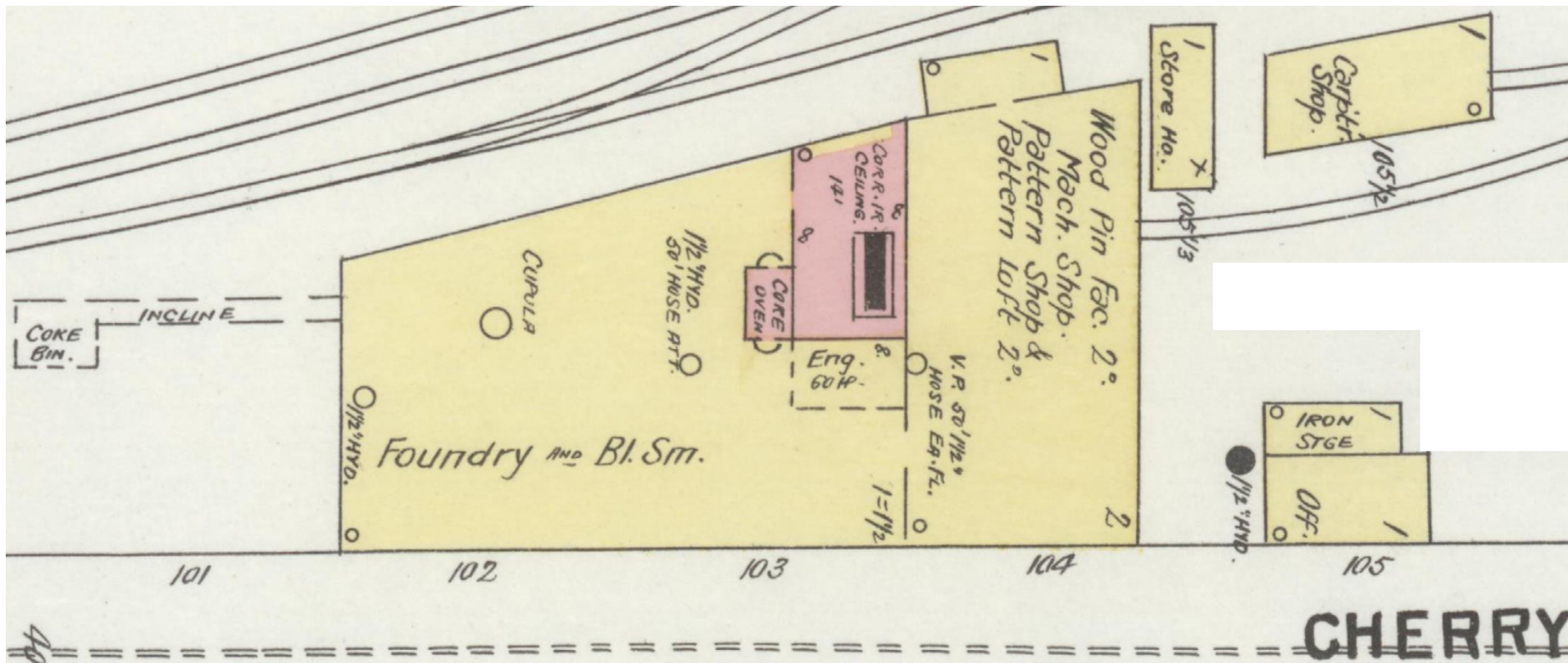
Map 4 (reproduced here for convenience). This map shows the area bounded by Buffalo and New streets (east to west) and Jobe and Ash streets (north to south), in April 1903.²⁷ Note the “E.T.W.N.C.R.R. Freight Depot” and “Southern R.R. Freight & Passenger Depot” in the top right of the map.



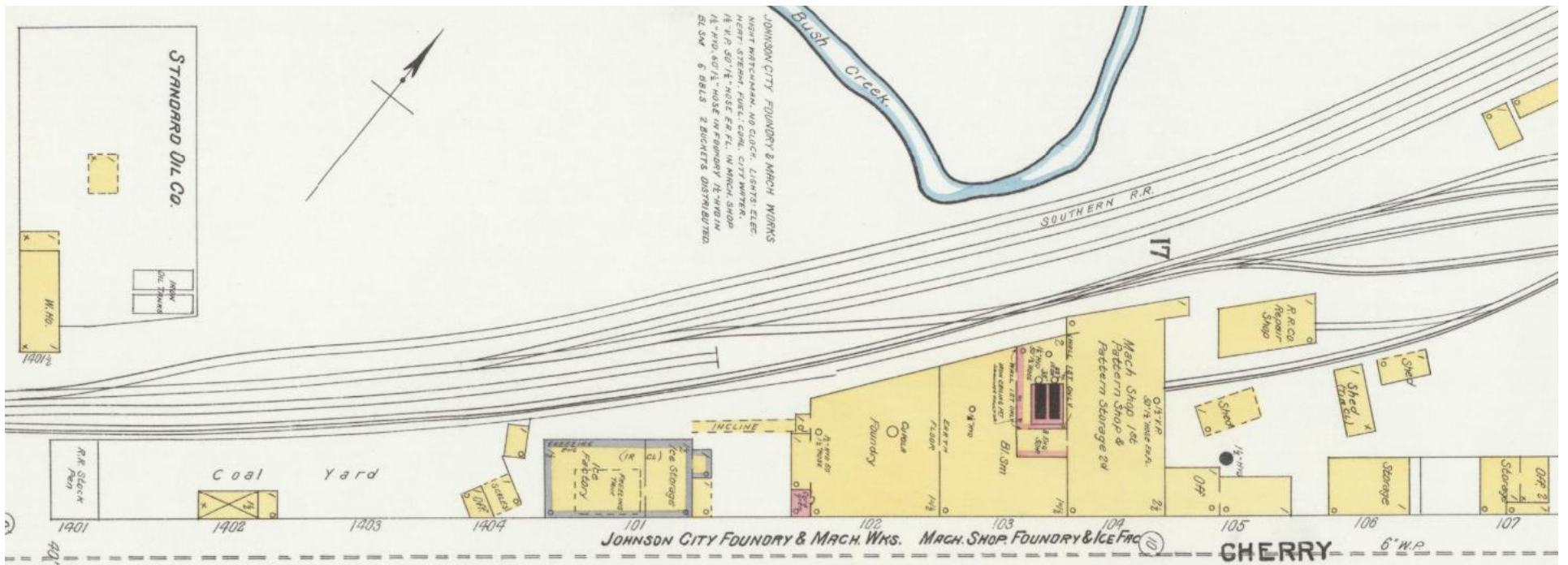
Map 5 (reproduced here for convenience). Johnson City Foundry and Machine Works “To Be Removed”, December 1908. Note that the ice factory has already moved to a new location along the Southern Railway at “Railroad and Water streets”, “just below Gump’s wholesale grocery store” on North Roan Street.²⁸



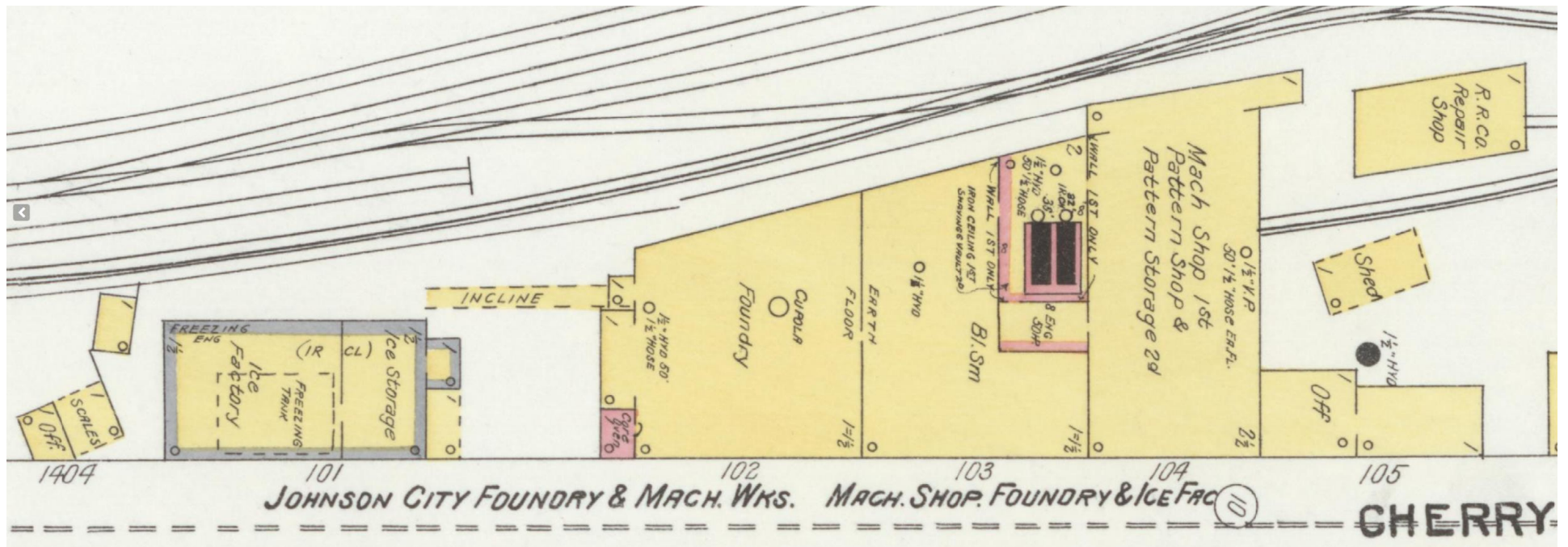
Map 2B. A detail of the Johnson City Foundry and Machine Works, January 1891. Note the “Carp’t’r Shop” (Carpenter Shop), which belonged to the E.T. & W.N.C. and appears to measure approximately 50’ x 25’. Additionally, this map appears to indicate that this building was not a true rectangle. The Johnson City Comet states that this building was erected in 1889, and it appears that it was demolished with the rest of the Johnson City Foundry & Machine Shop in 1909. Also note that “Bl. Sm.” appears to be an abbreviation for “black smith”.



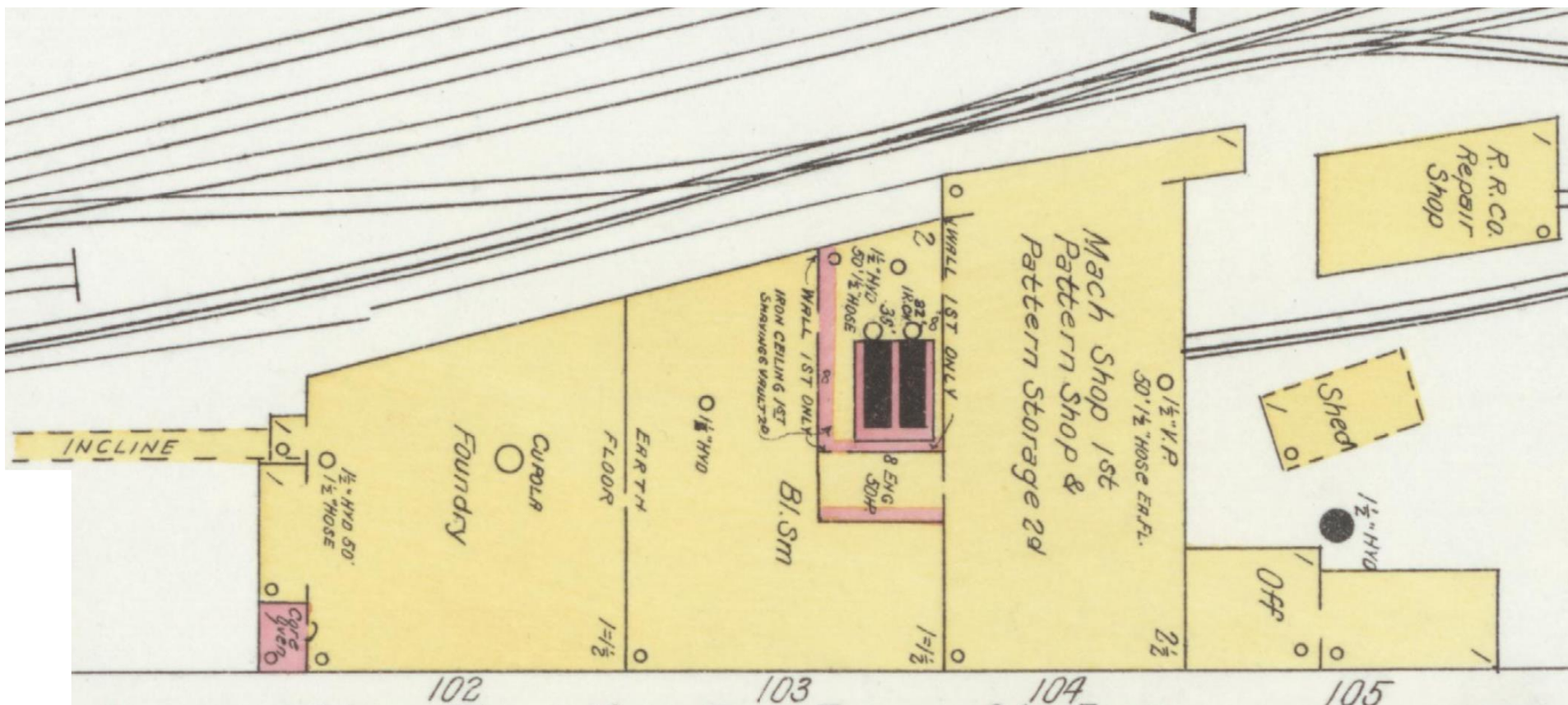
Map 3B. A detail of the Johnson City Foundry and Machine Works, May 1897. Note the "Wood Pin Fac." (Wood Pin Factory) on the 2nd Floor.



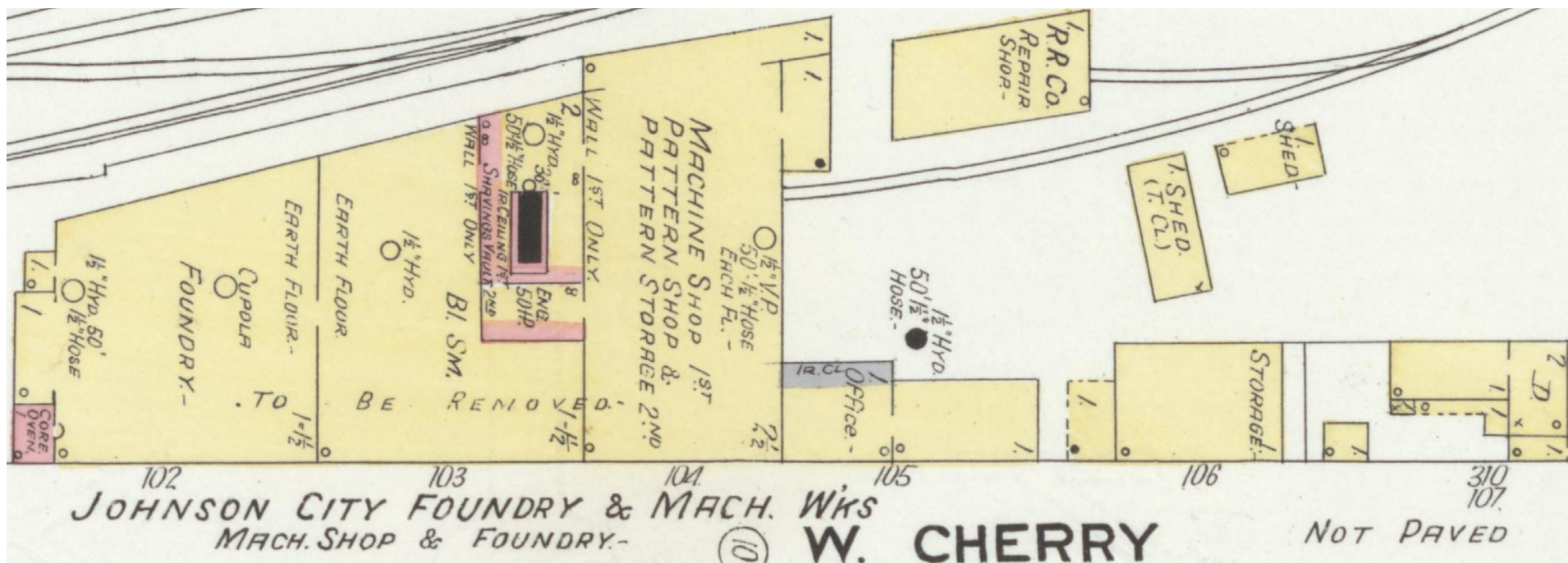
Map 4B. A detail of the Johnson City Foundry and Machine Works in April 1903, showing the relationship between the foundry and the “R.R. Stock Pen” and “Standard Oil Co.” facility (on the left).



Map 4C. Another detail of the Johnson City Foundry and Machine Works in April 1903. Note the “Ice Factory” (left side).



Map 4D. Another detail of the Johnson City Foundry and Machine Works in April 1903.



Map 5C. A detail of the Johnson City Foundry and Machine Works "To Be Removed", in December 1908.

2.3. Johnson City Foundry and Machine Company Building, 1883 – 1909

Crumley and Miller Foundry (1883? – 1884)

Johnson City Foundry and Machine Company (at this location 1884 – 1909)²⁹

Tenants Mentioned:

Johnson City Wood Bending Works, 1885

Insulator Pin factory, 1894

Watauga Chair and Wood Turning Works, 1894 – 1895

Gump & Mathes corn mill, 1898

Johnson City Veneering Company, 1898 – 1901 (separate section, below)

Home Ice and Coal Company, at this location 1901 – 1908

This facility was located on the north side of Cherry,
near the intersection of Cherry and Earnest streets. It was served by dual-gauge trackage.

1883 – 1884. Newsletter – Tennessee Anthropological Association.

“The foundry began operations in 1883, either as the Johnson City Foundry and Machine Works, or as Miller and Crumley Foundry. Reputedly, two men (Jake?) Miller and (Wash?) Crumley, started the plant which was located across from the present site of the Ashe Street Courthouse. In April of 1884, five men, Thomas E. Matson, H.H. Carr, J.C. Hardon, W.J. Johnston and Columbus Powell secured a charter of corporation from the state of Tennessee. Matson became the president of the corporation which was capitalized at \$20,000...”³⁰

11 October 1883. Jonesborough Herald and Tribune.

“Johnson City’s Progress. Enterprise. A correspondent writing from Cranberry to the Lenoir, (N.C.) Topic, thus speaks of Johnson City:

‘At Johnson City, a town 32 miles over the border in Tennessee at the Junction of the East Tenn., Va. & Ga., and E.T. & W.N.C. railroad, it is thought large manufacturing enterprise will be started. An extensive tannery and stove factory are already up and it is the general opinion that the Cranberry company will establish machine shops for working up much of their pig iron. Johnson City has a future before it.’ R.

Mr. R. is somewhat mistaken as to the stove factory being up, but it is an assured fact that one will be erected in a short time, as the grounds have been bought for that purpose. As for the Cranberry machine shop being located here, we are informed that the required amount of land has already been purchased upon which machine shops, rolling mills, &c., will be erected at no distant day. The tannery company will probably be ready for operation in about six weeks, the work being pushed rapidly. Johnson City’s Future is a bright one, she is bound to be a manufacturing city as all admit.”

15 March 1884. Johnson City Comet.

“J.W. Crumley Esq, is doing a splendid business. The ladies love Wash because he provides them with stoves and tin ware.”

15 March 1884. Johnson City Comet.

“Col. Matson superintendent of the E.T. & W.N.C. R.R., has bought Crumley & Millers foundry with the view of converting it into a large stove and hollow-ware Manufactory. He will begin operations about the first of April.”

Established 1876.
J. W. CRUMLEY
Keeps in Stock all kinds of
Stoves, Tin, Sheet Iron and Toilet Ware.
NEW EMERALD & SOUTHERN GIRL Cook Stoves, a Specialty.
—(: ALSO AGENT FOR :)—
SHEET IRON ROOFING, OBOLISK STONE FACED CANVASS ROOFING
Apply for prices before you cover your house. Samples always on hand.
TIN ROOFING and GUTTERING, a Specialty.
Call on, or address,
J. W. CRUMLEY,
JOHNSON CITY, TENN.

Figure 10. Johnson City Comet, 29 March 1884.

12 April 1884. Johnson City Comet.

“The Johnson City Foundry and Machine Co. has been recently organized with Col. C. Powell president. Johnson City to the front, forward March!”

19 April 1884. Johnson City Comet.

“Engine No. 1., the Watauga, of the Narrow Gauge Railroad, has been overhauled and repainted. The work was done in the Machine shop at this place. Mr. Ed. Tally did the painting and the engine now looks as bright and fresh as when new.”

3 May 1884. Clarksville Weekly Chronicle.

“Incorporated in Johnson City. The Johnson City Foundry and Machine Works. Capital stock about \$30,000.”

6 September 1884. Johnson City Comet.

“Machine Shop and Foundry. – Preparations are making to build a machine shop and foundry. The company have already given out the orders for lumber, windows, doors, &c. All kinds of machinery will be repaired and manufactured. This foundry will be a very valuable edition [addition] to the town...”

20 September 1884. Johnson City Comet.

“Work has begun upon the Machine Shop and Foundry. Tell it if you please in Gath and whisper it on the streets of Askelon, that Johnson City is on a boom. It gives promise of being the largest town in this part of the State.”

4 October 1884. Johnson City Comet.

“Machine Shop and Foundry. S.H. Banner has the contract for building the machine shop and foundry. The front on Cherry street is 175 feet, on the railroad 175 feet. The width on east end, 104 feet 4 inches, on west end 61 f’t 6 in. These apartments are to be in the building, engine room, foundry and machine shop. The machine shop will be 30 f’t high, two stories, with truss roofing. Fifteen hands will be employed in prosecuting the work. This machine shop and foundry will be quite an advantage to the city in furnishing employment to laborers and in bringing money here.”

18 October 1884. Johnson City Comet.

“The Foundry and Machine shop is building rapidly.”

20 December 1884. Johnson City Comet.

“The Foundry and Machine Shop covers over one-third of an acre, and one-half of the building is two stories. Eighty tons of slating will be used in covering it. It is perhaps the largest Foundry and Machine Shop between Baltimore and St. Louis.”

10 January 1885. Johnson City Comet.

“The painters are at work on the Foundry and Machine Shop... The Machine Shop and Foundry will be covered with tin instead of slate as was stated in The Comet some time ago. The company hope to have all the machinery here, and be ready to work by the first of March.”

17 January 1885. Johnson City Comet.

“Six walnut logs, averaging nearly 4 feet in diameter and 10 feet in length, and weighing 29,000 pounds, were brought down Tuesday on the Narrow Gauge from Blevin’s Station. The logs were all cut from one tree. The car on which they were hauled was made at the Narrow Gauge Machine Shop in Johnson City.”

14 March 1885. Johnson City Comet.

“The Machine Shop & Foundry – Col. Matson informs us that the machinery for the Machine Shop and Foundry has been ordered and that it will be in operation in a short time. The weather has interfered somewhat with the arrangements and the company have not been able to commence work as early as was intended. When in full operation it will afford constant employment to about thirty men. The enterprise will be another strong force in the upbuilding of our city.”

28 March 1885. Johnson City Comet.

“Col. T.E. Matson left yesterday for Philadelphia to purchase Machinery for the Machine Shop and Foundry.”

4 April 1885. Johnson City Comet.

“A car load of machinery for the Machine Shop and Foundry arrived this week.”

11 April 1885. Johnson City Comet.

“Col. T.A. Matson returned from Philadelphia, Tuesday. He purchased all the necessary machinery for the Machine Shop and Foundry. The company hope to commence operations in a few weeks.”

6 June 1885. Johnson City Comet.

“The Johnson City Foundry and Machine Shop will soon be ready for business. The large sixty horsepower engine has been placed in position by foreman [Samuel] Simcox, and works like a charm. When the foundry gets in full blast a large number of hands will be employed.”

16 July 1885. Johnson City Comet.

“New Factory. – Mr. D.T. Nevin, of Pittsburgh Pa., has arrived in the city for the purpose of establishing a carriage rim and fellow factory. He has leased the second story of the Foundry and Machine Work’s building and will remain in our midst until his machinery arrives and is in operation. This is the kind of man it takes to build up a town, and Johnson City is always ready to do all in its power to help such men when we are satisfied they mean business.”

30 July 1885. Johnson City Comet.

“Elizabethton Mountaineer... Col. C. Powell, a leading citizen of Knoxville, was in the city Saturday and Sunday. In connection with Col. T.E. Matson, he is now engaged in erecting a very large manufacturing establishment at Johnson City. These gentlemen are doing much to aid in building up Johnson City, and the citizens of that rapidly growing little city cannot feel too grateful towards them.”

30 July 1885. Johnson City Comet.

“D.T. Nevin, who has been busy for the past two weeks placing machinery for bending wood work in the Foundry and Machine Shop, is a general representative of T.H. Nevin & Co., manufactures of Pioneer Prepared Paints, Pittsburgh, Pa., Mr. N. will sell the products of the Foundry Co., in the Northern and Eastern markets and expects to find a ready sale. He has now secured orders for several car loads, Mr. Nevin is a high toned gentleman and has made many friends in Johnson City and we hope he will soon locate permanently with us.”

30 July 1885. Johnson City Comet.

“Col. Charlton in the Knoxville Tribune. Your correspondent left this city on the morning of the 17th inst... My route, of course was via Johnson City, where I took the narrow-gauge road leading to Cranberry...”

Johnson City Foundry and Machine Works. Here is one the legitimate fruits of this road [E.T. & W.N.C.], and never would have been heard of but for it. It is a completely organized enterprise and starts out upon a career of success and prosperity. Thos. E. Matson is president; J.C. Hardin, secretary and treasurer, and Sam. Simcox manager. Simcox is a Knoxville man and for a long time was connected with the machine shops of the E.T., Va. & Ga. Railroad. He is a live man all over. No better man could have been put in charge of these shops. The proprietors contemplate manufacturing castings, &c. The building is 100 x 175 feet, two stories high and metal roof. It is immediately on the broad and narrow gauge roads and is thoroughly equipped with the latest improved machinery.

Mr. D.T. Nevin, late of Shippenburg, Pa., is putting machinery in the second story of the building to manufacture bent wood work, such as felloes and the like.”

3 September 1885. Johnson City Comet.

“Mr. S. Simcox, manager of the Johnson City Foundry and Machine Shop, fired up the engine Tuesday and gave the machinery a trial. The machinery is all new and of the latest improved patterns, is as bright as a new pin and works like a charm. They will be ready in a few days to do any kind of work.”

17 September 1885. Johnson City Comet.

“Machine Shops. – The machine works of the Johnson City Foundry and Machine Shops are now in operation. The machinery is all bright and new and of the most approved kind, and is run by a magnificent sixty horsepower engine. The company is now ready to do all kinds of machine work.”

15 October 1885. Johnson City Comet.

“Mr. D.T. Nevin, of Pittsburg, Pa., has returned and commenced the manufacture of all kinds of bent wood work. The company are using the 2nd floor of the Foundry and Machine Co.’s building for their factory.”

29 October 1885. Johnson City Comet.

“Foundry and Machine Shops. – The Johnson City Foundry and Machine Shops will soon be finished. The large iron furnace is being lined with fire-proof brick, and when that is done the company will be ready to go to moulding. The machine department is already completed. The machinery with which it is equipped is of the latest and most approved patterns and cost thousands of dollars. As soon as the company commences moulding, we will give our readers a detailed description of the buildings, machinery, &c., &c.”

10 December 1885. Johnson City Comet.

“Engine No. 2 that was damaged in the wreck near Elk Park a few days ago, is being overhauled by Mr. Sam Simcox, in the new machine shop.” The author has not located any account of this accident.

10 December 1885. Johnson City Comet.

“Mr. D.T. Nevin returned yesterday from a very successful business trip to Nashville, Chattanooga, Atlanta and other Southern cities in the interest of T.H. Nevin & Co., of Pittsburgh, Pa., manufacturers of the justly celebrated Pioneer Prepared Paint. He also succeeded in placing a large stock of bent wood work on the Southern market for the Johnson City Wood Bending Works. This company is now operating on a large scale and have already shipped several car loads of rims. Mr. Nevins is the manager and will leave for the New England States in a few days in the interest of the company.”

11 March 1886. Johnson City Comet.

“Mr. W. [Will] N. DeGroate has moved from Knoxville to Johnson City and will take charge of the moulding department of the Foundry and Machine Shops. Mr. DeGroate comes highly recommended as a good citizen and we welcome him to our town...

The Johnson City Foundry will be ready in a few days for a blast. The large iron furnace has been lined with fire-proof brick, coke and sand has been procured and everything is about ready. Mr. DeGroate the foreman of the foundry department thinks they will be ready for a blast within the next week. Cranberry pig iron, the best in the country for moulding purposes, will be used.”

25 March 1886. Johnson City Comet.

“The Johnson City Foundry and Machine Shops are now in full operation. The first blast was made last Saturday, and the new furnace works like a charm. The company is now doing some splendid work. Engine No. 2 of the Narrow Gauge road has been recently overhauled and repainted and is about as good as new. The Rogersville & Jefferson road have an engine here waiting to be overhauled, and as soon as it is finished another will be sent on. Mr. Sam Simcox, the foreman, is one of the finest mechanics to be found anywhere. Mr. Henderson is also a very fine workman. Mr. [W.N.] DeGroate, in charge of the moulding department thoroughly understands his business, as does Mr. Wilson, the pattern maker. The foundry and shops are now under the personal

supervision of Col. Matson, who has the push and vim to make it one of the leading enterprises in East Tennessee.”

8 April 1886. Johnson City Comet.

“For sale. One 30 Horse-power engine, boiler and Saw-mill with pulleys, belting and all necessary Fixtures complete.

One 20 Horse-power engine, boiler and connections all in good order.

Address, Johnson City Foundry and Machine Works.”

15 April 1886. Johnson City Comet.

“A Southern Industry. – The Johnson City Foundry and Machine Shops. Mr. C. Shelburne, of Richmond, Va., is the owner and patentee of valuable improvements on Gas Engines, and is now at the Foundry and Machine shops, in this city, having working drawings made for New York and Cincinnati Companies who are to take hold of, and build these engines.

Mr. S. wishes his friends to know that the shops here are fitted up in the best style and are prepared to assist inventors with all kinds of experimental work. In fact, the Johnson City Foundry and Machine shops is an enterprise in every respect worthy of the South, and our growing section of country:

1st. Because the buildings are large, ample and well suited to a growing trade and country;

2d. Because the machinery is of the newest, best and most approved patterns;

3d. Because the officers and foremen are men of character and standing;

4th. Because the workmen are courteous, gentlemanly, and experienced.

There is a growing demand for just such enterprises in the South, to develop her inexhaustible resources, and we are glad to see the eastern portion of this state opening up under such favorable circumstances. There is a vein of courtesy, gentlemanly-bearing and intelligence running through our manufacturing establishments here not usually found in the South, especially those employing foreign labor. We have yet to hear the first oath and the first vulgar ‘yarn’ from the Johnson City Foundry and Machine Shops.”

13 May 1886. Johnson City Comet.

“Mr. V. Doriot, of Bristol, was in the city this week negotiating with the Johnson City Foundry and Machine Company to build his brick machines.”

9 December 1886. Johnson City Comet.

“Considerable damage was done to property in the city by the heavy snow fall Monday... the roof of the foundry department of the Johnson City Foundry and Machine Works is the largest between Roanoke, and Knoxville, being a 100 foot span and 125 feet long, and it only settled from ½ to ¾ of an inch. The people will not be surprised at this when it is known that Col. T.E. Matson was the architect.”

3 February 1887. Johnson City Comet.

“The Johnson City Foundry and Machine Works. The manufacturing enterprise to which The Comet now refers was first established as an individual enterprise but about one year ago its control passed to a joint stock company, whose nominal capital is \$20,000 although the amount actually in use is \$35,000 or more. The President of the Company is Col. T.E. Matson; Mr. J.C. Hardin is Secretary and Treasurer; Samuel Simcox is in charge of the Machine shop and Mr. [W.N.] DeGroate of the foundry. Several Knoxville gentlemen are stockholders in the Company, among whom we name Messrs. C. Powell, R.M. Rhea and Col. E.C. Reeves. The management of the enterprise rests with the President and Sec. and Treas., and these gentlemen have been unflagging in their efforts to build up a manufacturing interest here of more than ordinary importance. They and the other stockholders are pleased with the results thus far secured, and they have a right to look forward hopefully to the future. Material additions have been made to the working facilities of the shops during the past year, and they are now well prepared to execute any order that may be entrusted to them. The specialties of the works are the manufacture of car and bridge castings, and recently a contract has been made with another railroad to supply it with bridge castings, for 100 miles of that road. Another important department of the business comes from the narrow gauge road for repairs of all kinds, and the ‘Bristol’ road has given the works a large amount of business in the way of castings. So far as the facilities enjoyed by the Johnson City Foundry and Machine Works for filling orders for these specialties are concerned we need only say that the Company has expended a large sum in enlarging the buildings, in adding to patterns and increasing the working efficiency of machinery. Not only that but an exceptionally effective body of workmen are employed in the shops. The managers of departments thoroughly comprehend their business, and this last contract shows how important a factor these works will prove in the development of our city.

In this connection we avail ourself of the opportunity to make brief personal allusions to Col. Matson, the President of the Company. He is a native of Baltimore – was educated at Dayton, Armstrong Co., Pa., and at Pittsburg, and in 1868 he entered upon the profession of civil engineering, (beginning ‘way down the ladder,) as a rodman in the employ of the B. & O. railway. We need not follow in detail the stages of his promotion in engineer service. After quitting the employ of the B. & O. he became assistant engineer in the construction of the 2d Avenue Elevated road, New York, subsequently he was with the New York City and Northern as division engineer; after that he was locating and division engineer on the Pittsburg Lake Erie R’y; next he became Chief Engineer of the road from here to Cranberry mines – the E.T. & W.N.C.R.R., and here he especially demonstrated the highest order of engineering ability. He also, for some time was Superintendent as well as Chief Engineer of it. Other work that he had been engaged in we need not mention, except that in April last he was appointed Chief Engineer of the C.C. & C. road, and he is now actively discharging his duties in that capacity. Personally Col. Matson is a very unassuming man, but a decided worker. He is as warm a friend as Johnson City possibly could have, and no man here is held in higher esteem.

Of Mr. Hardin we speak elsewhere in connection with the narrow gauge (of which he is agent at this point) and of the Johnson City Real Estate Company.”

10 February 1887. Johnson City Comet.

“Reorganized. – At a meeting of the stockholders of the Johnson City Foundry and Machine Works last week Col. E.C. Reeves was elected President, and Mr. C.K. McCallum

Secretary and Treasurer. Mr. McCallum is a new addition to the firm, and besides being a great financial help, his sound business views and extensive experience in all branches of business will add largely to the profitableness of the company. He has been the general manager of the Scottish Land and Timber company for some time, and although still interested in the firm, has retired from the management. He will move his family from Knoxville to this place this week and take charge of the works at once. Mr. McCallum is an Englishman, and is a very pleasant gentleman, personally, and his family will be heartily welcomed into Johnson City society.”

JOHNSON CITY
FOUNDRY & MACHINE WORKS,
 Johnson City, Tenn.

We have the largest works in Tennessee,
 all the latest improved machinery,
 and are prepared to furnish

Mill Gearing of every description, Circular Saw Mills and
 all kinds of Castings.

Saw Mills and Carriages, Hill Plows and Plow Castings, Railroad Castings. Door Sills, Window Sills, Street and Ventilating Grates and Builders Castings generally. Hollow-ware the finest and best in the South.	Fronts and Grates of all sizes, Car Wheels, Cane Mills, Brass Castings, Sash Weights, Columns, Sash Weights, Columns,
--	---

All our castings are made of the celebrated Cranberry iron, and all work is
 guaranteed.

— ALSO MAKE —

Gearing, Pulleys, and Chilled and Soft Castings of all kinds. Bolts, of all
 sizes made to order. We also repair and build

Locomotives and Engines

of all kinds, and accurately indicate their condition, and do a general Foundry
 and Machine Shop business.

Orders for repairs will receive prompt attention. All kinds of work con-
 tracted for. Write us before placing your orders.

All business communications to be addressed to

C. K. McCALLUM, Gen. Manager,
 Johnson City, Tenn.

Figure 11. Johnson City Comet, 10 March 1887.

10 March 1887. Johnson City Comet.

“The Johnson City Foundry and Machine Works shipped ten dump cars to the S.A. & O.R.R. yesterday... Mr. S. Simcox, superintendent of the Johnson City Foundry and Machine Works, left for Cincinnati last Monday to buy new machinery... The Johnson City Foundry and Machine Works will put in a large steam hammer and other new machinery at once. They are prepared to do all kinds of machine work and will contract for all work in their line. See advertisement in this issue.”

19 May 1887. Johnson City Comet.

“The Johnson City Foundry and Machine Works are putting in new machinery. Another large lathe will arrive this week... Mr. John W. Boring has been elected Secretary and Treasurer of the Johnson City Foundry and Machine Works, vice C.K. McCallum resigned... The Johnson City Foundry and Machine Works will ship castings for a turntable to Bristol for the S.A. & O.R.R. this week and have just received an order for a second one, 2400 bolts and four more dump cars. Altogether this Works have done more than two thousand dollars worth of work for this road.”

2 June 1887. Johnson City Comet.

“Messrs. N.G. Fair, M.T. Devault, and Dr. Sullins have formed a company to manufacture a machine patented by Mr. Fair. Mr. Fair is in the city superintending the construction of one of the machines at the Johnson City Foundry and Machine Works. The machine is a ‘universal tin cutter’ and is designed to take the place of the square, circular, hand and stock shears, edge turner and will practically do away with the dies, saving \$800, to the tinner by the combinations. The machines will probably be manufactured here.”

30 June 1887. Johnson City Comet.

“Engine No. 3, belonging to the Tennessee & Ohio R.R., that was overhauled in the Johnson City Foundry and Machine Works some time ago, was taken down to Rogersville last week. S. Simcox, Master Mechanic went down with it to see that every thing worked right.”

28 July 1887. Johnson City Comet.

“Two car loads of machinery and three car loads of patterns belonging to Gen. J.T. Wilder, that had been used in his foundry and machine shop in Chattanooga arrived in Johnson City Monday. The machinery will be placed in position in the Johnson City Foundry and Machine Works and the patterns packed away for safe keeping.”

18 August 1887. Johnson City Comet.

“The Johnson City Foundry and Machine Works shipped the castings for the second turn table to the S.A. & O.R.R. at Bristol last Monday.”

27 October 1887. Johnson City Comet.

“The Johnson City Foundry and Machine Works have received an order for fifty-two thousand pounds of bridge castings for the C., C. & C. railroad.”

10 November 1887. Johnson City Comet.

“The E.T. & W.N.C. railroad are having five new bridges framed in Johnson City for their road. The first bridge timbers were shipped yesterday for bridge No. 7 just above the gorge. The work is in charge of that veteran bridge builder, Geo. W. Lindamood, and is of course being put up right. The Johnson City Foundry and Machine Works are furnishing the castings.”

12 January 1888. Johnson City Comet.

“The Johnson City Foundry and Machine Works are crowded with work. They are at work on a large lot of bridge castings for the C.C. & C. railroad and an order for car wheels from Pulaski City, Va...

Mr. Charlie Harvey, who has been running the engine at the Johnson City Foundry and Machine Works, has accepted a position with the E.T. & W.N.C. R.R. Co. and will run engine No. 2. Warren Lilly takes his place at the machine shop. A better engineer than Charlie Harvey never pulled a throttle.”

1 March 1888. Johnson City Comet.

“The Johnson City Foundry and Machine Works will pay one cent per pound for large clean cotton rags.”

19 April 1888. Johnson City Comet.

“Foundries. There are two foundries, the Johnson City Foundry and Machine Company being the largest. It employs an average of about fifty hands, and under the careful and enterprising management of Messrs. [Samuel] Simcox, [John W.] Boring and [Colonel E.C.] Reeves proprietors and Hodge and [W.N.] DeGroate as foremen, it has built up a large business throughout this section of the country. Miller Bros.’ establishment is smaller, but they are good business men, and their place is a credit to the city. Jacob McNeese and Alf Hyder do some iron work.”

14 June 1888. Johnson City Comet.

“New Factory. Yesterday application for charter was made by ‘The Knoxville Improvement Street Car’ Company. The charter members are H.K. Sams... It is understood that the company has been organized to make an improved street car. The first named gentleman has patented a street car, a car which has a motor power of a peculiar character, This car is said to be so constructed that no horses are needed. The Company will also manufacture any and all kinds of street cars, it is said... – Knoxville Tribune 7th inst.

Mr. H.K. Sams, the inventor of the above mentioned pattern street car power, is an old resident of Johnson City and was in the city last Monday. He is the inventor of a road engine that has a wonderful power and had one here at the Johnson City Foundry and Machine Works. This street car that he is now at work on works on the same principle and when the car that the company has completed was tried the other day it worked like a charm. By this peculiar power a street car may be easily propelled at the rate of 10 miles an hour when loaded by one man. The people of this section will be glad to know that Mr. Sams’ efforts are at last to be crowned with success. This power will revolutionize the street car business and we know of no one better qualified to take the lead in this matter than Mr. Sams.”³¹ It appears that this enterprise was unsuccessful.

14 March 1889. Johnson City Comet.

“The new 50-horse power engine for the electric light company has arrived and been placed in position at the Johnson City Foundry and Machine Works.”

21 March 1889. Johnson City Comet.

“The E.T. & W.N.C. R.R. Co. have just completed a carpenter shop near the Foundry and Machine Works.” See Map 2B.

21 March 1889. Johnson City Comet.

“The Electric Light Co. moved their dynamo from Evans’ factory to the Foundry and Machine Works last Tuesday night. The transfer begun at 12 o’clock midnight and completed before daylight.”

25 April 1889. Johnson City Comet.

“The Johnson City Foundry and Machine Works have the contract for building fifteen of Rife’s patent hydraulic rams for Mr. Hoover, of Roanoke, Va. One of the rams is on exhibition in Love’s grove, opposite the Piedmont house.” The author was not able to identify any patents associated with the available information.

29 August 1889. Johnson City Comet.

“Engine No. 2 on the Narrow Gauge road is in the Johnson City Foundry and Machine Works being converted into a cold [coal] burner and otherwise overhauled. We note this improvement with pleasure.”

12 December 1889. Johnson City Comet.

“The Johnson City Foundry and Machine Works have a contract for several tons of castings for the bridges on the Three C’s.”

27 February 1890. Johnson City Comet.

“Will Stay at Home. The order for the casting and iron work for the new hotel and office building for the Carnegie Land Company, has been given to the Johnson City Foundry and Machine Works. The order is a large one and Chattanooga and Knoxville companies had bids in but Johnson City never gets left. The company here does as good work and does it cheaper than any company in the State. It is not out of place to state here that there are only one or two larger and better equipped shops in the State than the Johnson City Foundry and machine works.”

6 March 1890. Johnson City Comet.

“She’s Booming. – That’s What’s the Matter with Johnson City. It is a Healthy, Substantial Boom and No Mushroom Business About it. – The Knoxville Sentinel representative finds something to say about Johnson City. – Johnson City, Tenn., February 26... The Johnson City foundry and machine shops employ 50 men and turns out all kinds of work from a locomotive down to the most common piece of machinery...”



Figure 12. Johnson City Comet, 10 December 1891.

21 January 1892. Johnson City Comet.

“... The Johnson City Foundry and Machine Works are now prepared to do all kinds of Plumbing Work and guarantee it. They are here to stay. Not for a month or two only. Call at the office and get estimate on your work.”

25 February 1892. Johnson City Comet.

“A Big Casting. The Johnson City Foundry and Machine Works yesterday moulded the largest casting that they have moulded since they have been in existence. It was a large trough for the Embreeville Iron Furnace, and weighed more than 8,000 pounds...”

3 August 1893. Johnson City Comet.

“The Johnson City Foundry and Machine Works are only working 8 hours per day – from 6 to 3. This was done in preference to cutting down the force.”

R. M. RHEA, President. G. W. SITTON, General Manage.. S. SIMCOX, M. M.

JOHNSON CITY FOUNDRY and MACHINE WORKS.

ALL KINDS OF REPAIR WORK.

Manufacture

**Brass and Iron Castings, Gear and Water
Wheels, Chilled Wheels, Mining and
Tram Cars, Branding Hammers,
Patterns, Models, Etc.**

**We keep in stock Brass and Iron Pipe Fit-
tings, Cain Mills, Irons, Kettles, etc.**

**Ours is the only factory in this section that
is prepared to do all kinds of heavy work.**

Figure 13. Johnson City Comet, 30 November 1893.

1893. East Tennessee: Historical and Biographical.

“Mr. Thomas E. Matson... is also president of the Johnson City Furniture Company, which has a capital of \$20,000 and employs twenty-eight men, making a medium grade of hard-wood

furniture. He is also president of the Johnson City Brick-Works, which represents a capital of \$15,000. This enterprise has a capacity of 25,000 bricks per day...”³²

7 June 1894. Johnson City Comet.

“Pierce & Myler have been repairing the roof on the foundry this week. It was wrecked and a portion blown off during the heavy storm some time ago.” The author did not find any other information on this storm damage.

2 August 1894. Johnson City Comet.

“Men are at work making a stair way up the outside of the Foundry to give outside entrance to the chair factory of G.R. Hurlburt which will occupy a part of the second story.”

20 September 1894. Johnson City Comet.

“Trustee’s Sale of the Johnson City Foundry and Machine Works. – Virtue of a deed in trust executed to me on the 17th day of September 1894, by the board of directors of the Johnson City Foundry and Machine Works, and registered in the register’s office of Washington county, Tenn., on September 18th, 1894, which action the board of directors was authorized by the stockholders of the Johnson City Foundry and Machine Works in meeting assembled on the 17th day of September, 1894, I, G.W. Sitton, trustee, in pursuance of the requirements of said board of directors, as set forth in said trust deed, will, on Friday, the 12th day of October, 1894, at the hour of eleven o’clock a.m., on the premises of the said Foundry and Machine Works, expose for sale, to the highest bidder, the plant of the Johnson City Foundry and Machine Works, which include the real estate, with the building thereon; the machinery, tools, patterns and good will; also three town lots, being lots Nos. 20, 21 and 30 block [?] No. 3, in Jobe’s addition, (sometimes called the J.A. Martin addition) to Johnson City, Tennessee, each lot fronting fifty feet on Poplar street.

Terms of Sale. The sale will be made on six and twelve month’s time in bar of the equity redemption, and the purchaser will be required to give interest bearing negotiable notes, secured by solvent personal security, with ten per cent. attorney’s fee clause added; and as a further security will be required to give mortgage, or trust deed, on the premises, with power of sale within thirty days if default be made in payment; and, also, must agree that, if default be made on the payment of the first note, the second note will fall due on such default being made. Possession will be given to purchaser on the day of sale. G.W. Sitton, Trustee.”

25 October 1894. Johnson City Comet.

“A New Enterprise. – Watauga Chair and Wood Turning Works. – A Valuable Acquisition to Johnson City as a Manufacturing Industry. – We enjoyed the pleasure of a visit to the above establishment last Monday evening. The Watauga Chair and Wood Turning Works are run and operated by C.R. Hurlbut as proprietor. Mr. Hurlbut is the father of G.R. Hurlbut, well and favorably known to the public, and has lately come among us to enjoy not alone our salubrious and healthful climate, but to avail himself of one of the many advantages which this section of the country affords as a manufacturing center, and he has bent his energies in this direction with sleeves rolled up and his frame encased in a stout suit of overalls, having a practical knowledge of

the business and being a worker himself from away back, notwithstanding he has withstood the touch of time for seventy winters and summers. He was busy manipulating the machinery here and there, and consequently had no time to spare, but his courteous son, George, accommodatingly helped us with the modus operandi of the whole thing.

We were shown the Self-centering and Self-Releasing Lathe, which is a unique and all-sufficient piece of machinery, made and built for speed as well as substantial work, and is run by the power of the ponderous engine on the first floor of the foundry. This machine will make 500 chair legs per hour, or 4,500 per day, at nine hours to the day, provided the turner has sufficient power of endurance to stand at the machine and attend to it for that length of time. As we say, its capacity is 4,500 per day, if a hand can attend to it, but it is an ordinary day's work to turn out from 3,000 to 3,500 of these chair legs. The rounds for 5,000 chairs, Mr. Hurlbut informs us, have been turned in one day in this establishment. This is marvelous, and shows that this firm is at work, and in dead earnest at that. Think of it – 35,000 chair rounds in one day! and it takes that number to furnish 5,000 chairs, allowing seven rounds to the chair, which is about the average number.

The same machine is intended to turn broom handles on also, and it is an easy job to make 1,500 to 2,000 per day on it. Mr. Hurlbut says it is the only lathe used for this latter purpose this side of Michigan. These works are prepared to furnish any amount of broom handles on short notice, within the capacity of the machine, of course.

The different woods out of which these chair legs and rounds are made are oak, beach, maple and ash – oak being the most generally used, and the woods adjacent to the city are being daily besieged by the axe and saw in the hands of numbers of men who are busy getting out material for this hustling firm.

They have out stock now for 5,000 chairs, the seats of which are to be made of cane, wood, etc., and the firm also has an order for one car load of chair stock which will be shipped in a short while.

We were then shown the other machinery of the works, which was all arranged in apple pie order and in first class running condition, everything evidencing the fact that no novice was at the helm, but a practical and thoroughly experienced chair builder. Such as one is Mr. C.R. Hurlbut, and despite his age, he is nimbler by far than many men twenty years his junior.

In connection with this enterprise it would not be a bad business to establish a toothpick manufactory by way of utilizing the remnants that are left from the material used in making chairs, as it is worked down to splinters and hardly fit for any other purpose.

This busy, bustling, go-ahead establishment has its quarters on the upper floor of the Johnson City Foundry and Machine Works building, and it will pay you to make their place a visit and see business carried on intelligently and in a way that foreshadows success.”³³

1 November 1894. Johnson City Comet.

“Another Enterprise – To Be Started up and Operated by S.W. Wilson. An incline railroad about fifty yards long has been commenced at the foundry for the transportation of material from the yard and cars to the upper story of the building, where Mr. S.W. Wilson will soon have in active operation an insulator pin factory.

The wood work of the railroad has been about completed, which is in the neighborhood of twenty-five feet high where it enters to the building.

The rails will soon be put on the bed of the incline, and then operations will begin, when we will try to give the public an insight into its workings and purposes by a detailed account. In

the meantime, gentlemen, hurry up your work – the public will strain their eyesight to see something of it very soon.”³⁴

4 July 1895. Johnson City Comet.

“Retrospective and Prospective. Too many of our people, with voices pitched unpleasantly high, never fail when an opportunity presents itself to give Johnson City a black eye, which makes her future look decidedly uninviting to strangers visiting the city with a view of locating... It is true, along with other enterprising towns and cities, Johnson City has suffered wonderfully from the effects of the great depression in business which has swept over the country for the past four years... The Johnson City Foundry and Machine Works is a large concern employing a number of skilled workmen and common laborers...”

21 November 1895. Johnson City Comet.

“Help Wanted. To put in chair seats. Apply to the Watauga Chair Works, G.R. Hurlbut, agent.”

6 February 1896. Johnson City Comet.

“Business Changes. R.G. Johnson, who has been in the furniture business at his place for the past five or six years, has sold his stock of furniture to Bristol parties, and in the future will devote his entire time and attention to the manufacturing of insulator pins and the grinding of feed and chop, he having purchased the feed and chop mill of G.C. Harris.

Mr. Johnson will move his insulator pin factory, which is now situated near the Foundry and Machine Works plant, to his feed and chop mill, on Jobe street.” See maps 3B, 11 and 12.

26 March 1896. Johnson City Comet.

“It Remains. J. Allen Smith, one of the owners of the Johnson City Foundry and Machine Works, has been in the city several days negotiating with Bristol parties to move the works to that place. But the city was saved this humiliation by G.W. Sitton and T.J. Golloway who leased it for one year. The contract closed Tuesday, and they will take charge on the first day of April.”

16 July 1896. Johnson City Comet.

“Back Taxes Sales... A parcel of land situated just south of the Southern railway in Johnson City, known as the Johnson City Foundry and Machine works, bounded on the south by Cherry street, assessed to Johnson City Foundry and Machine works, and owned by R M Rhea and J. Allen Smith.”

15 October 1896. Johnson City Comet.

“A New Cannon. No matter how the election goes this city is bound to hear some big booming. Geo. Simcox, Jas. Hodges and Mack Oliver, the boy mechanics at the Johnson City Foundry and Machine Works, have, ‘between meals,’ constructed a handsome cannon for

celebrating purposes. They have named it 'Billy,' and as part of the makers belong to one party and part to the other, they have agreed that the remaining part of the name shall be added after the election. If Bryan wins the gun will be called 'Billy Bryan,' and if McKinley passes under the wire first it will be called 'Bill McKinley.'

The cannon is a splendid piece of workmanship and will belch forth the exultations of the victorious party after the election. It is made of fine Bessmer steel and weighs, unmounted, 136 pounds. The entire weight, carriage and all, is 268 pounds. The gun is 4½ feet long and has 1½ bore. It is handsomely mounted on cast wheels 18 inches in diameter, made in the shop by the boys. It is a creditable job and will be a noisy acquisition to the jubilant party in this campaign."

11 March 1897. Johnson City Comet.

"Big Flood. The heavy rain Tuesday night put old Brush Creek on the war path and it came near flooding the town. In the first place, the railroad tressell [trestle] at P.Q. Miller's became somewhat clog[g]ed and turned the water on the southeast side of the track. It come down into the foundry doing considerable damage to the moulding department. It was the highest ever known in that building. The creek itself had been higher a few times before, but it never got into the foundry to such depth before... The new channel seemed to be unable to carry off the water because the railroad bridge at the electric light plant [on North Roan Street] would not take it away fast enough..."

6 May 1897. Johnson City Comet.

"Dissolution Notice. The partnership of Sitton & Galloway, lessees of the Johnson City Foundry & Machine Company, is dissolved. T.J. Galloway having sold his interest to G.W. Sitton and retires. The business will be continued by G.W. Sitton. Johnson City, Tenn., May 5, 1897. G.W. Sitton, T.J. Galloway."

2 December 1897. Johnson City Comet.

"Cob Pipes to be Manufactured in Johnson City. F.B. St. John is putting in the necessary machinery at the Foundry and Machine Works to manufacture cob pipes on a large scale. It is Mr. St. John's intention to put a first class article on the market and one that will attract the smoker's attention and require very little of his money. The pipes will be finished complete in the plant and put on the market ready for use. The plant will employ ten or fifteen men at fair wages and give the farmers a home market for their corn cobs, an article that has heretofore gone to waste."

17 February 1898. Johnson City Comet.

"Johnson City – The Future Manufacturing Center of East Tennessee... Johnson City Foundry and Machine Works, working from 25 to 30 machinists and labors..."

17 February 1898. Johnson City Comet.

"Gump & Mathes, wholesale produce dealers of this city, are prepared now to furnish merchants in this city and neighboring towns all their meal and feed stuff, as they have just

completed a mill for that purpose, which is now in operation at the Foundry and Machine Works. The mill has a capacity of 100 bushels per day.”

10 March 1898. Johnson City Comet.

“Another New Factory. F.B. St. John began the operation of his cob pipe factory Wednesday of this week. C.W. Buel, of Washington, Mo., who is an expert pipe maker will be superintendent of this plant. To begin with Mr. Buel will employ twelve men and boys, adding others as fast as the business demands. The output will be twenty-five hundred pipes per day. The farmers now can find ready sale for all the cobs they will bring to town.”

5 May 1898. Johnson City Comet.

“New Factory. E.F. Smith, superintendent of the Uptegrove Veneer factory, of this city, and a Mr. Spencer, of New York, have leased forty by sixty feet of ground space in the moulding department of the Foundry and Machine shop, and will begin at once to put in machinery for the purpose of doing veneer work. The plant will be known as the Johnson City Veneer Factory, and is an enterprise which Johnson City should be proud of. These gentlemen make a strong company financially and are thoroughly practical along that line. They propose to do a class of work that will not be equaled by any veneer mill in the country.” This operation is addressed separately, below, beginning on page 71.]

18 August 1898. Johnson City Comet.

“Wholesale Grocery House. Johnson City is to have an exclusive wholesale grocery store again. Gump & Mathes, produce dealers and millers’ agents, have decided to go into the wholesale grocery business, and are now putting in a complete stock. They will continue to represent the Bristol City Mills, and will also continue the manufacture of corn meal at their own plant in this city. As they will do an exclusively wholesale business, they will have the trade of the city to a large extent. The members of the firm need no introduction to our people. They are old reliable business men in an increased business.”

9 March 1899. Johnson City Comet.

“Andy Leonard, the boiler maker at the Foundry and Machine Works, who recently fell from a boiler at the planing mill of J.C. Stone & Co., is still confined to his room. He has recovered from the effects of the fall, but is now suffering with acute arterial rheumatism...

Fingers Cut Off. E.B. McKeehan received a painful injury at the Foundry and Machine Works yesterday. While working with a pony planer he had the ends of three fingers of his left hand cut off above the first joint.”

13 July 1899. Johnson City Comet.

“New Machinery. Wm. E. Uptegrove & Bro. are constantly increasing their plant in this city. It has only been a few months since they put in a 100 horse power boiler and they are now arranging to put in another of 150 horse power capacity. They are also having a large slicer built

at the Johnson City Foundry & Machine Works. C.E. Osborne is now busy putting in the concrete foundations for this new machinery.”

14 September 1899. Johnson City Comet.

“An emery wheel bursted at the city Foundry and Machine Works yesterday. D.J. Hobbs was struck in the face with fragments and badly injured.”

13 December 1900. Johnson City Comet.

“A Branch at Bristol. The Johnson City Foundry and Machine Works will probably operate a branch plant at Bristol. The Bristol Foundry & Machine Co. was recently destroyed by a fire and that town is now without such an institution. G.W. Sitton, the manager of the local company, says he has the matter of a branch at Bristol under advisement and may put it in. He is one of the best machinists in the state and the Foundry & Machine Works has done better under his management than at any time in its history. If he decides to put in a branch at Bristol it will be up-to-date in every particular.”

25 July 1901. Johnson City Comet.

“Will Make Ice. After this season there will be no trouble over the ice problem. The Foundry and Machine company will solve it by putting in an ice machine with sufficient capacity to supply the town. The plant will be installed at once. That portion of the foundry now occupied by the Johnson City Veneer Mills will be used. The veneer plant will move to the north [actually south] side of the Southern track into buildings to be erected. The Southern will put in a spur track on the north side for the accommodation of the veneer plant.”

3 October 1901. Johnson City Comet.

“Ice Plant Assured. The Johnson City Foundry and Machine Co. has closed a contract for a 30-ton refrigerating plant. The plant is modern and complete and is to be installed at once. The town has long needed a first-class ice plant to take care of the local trade, and the foundry has decided wisely to supply the demand. Room will be made in the foundry for the ice plant by moving the Johnson City Veneer Co. to another building to be erected.”

5 December 1901. Johnson City Comet.

“The Johnson City Foundry and Machine shop has been painted a Bill Johnson red and is very much improved in appearance.”

Johnson City Foundry and Machine Co.

MANUFACTURES

Gear and Segment Wheels, Turbine Water
Wheels, Machinery, Cane Mills,
Brass and Iron Castings.

We are equipped for heavy and difficult repair work, and build any kind of
special machinery to order. We keep in stock all kinds of Valve
and Steam Fittings, Piping, Oil, etc.

Plumbing a Specialty.

We have added a plumbing department, in charge of com-
petent mechanics, and carry in stock a general line
of supplies. Prices always as low as con-
sistent with first class work.

Figure 14. Johnson City Comet, 10 April 1902.

1 May 1902. Johnson City Comet.

“Johnson City Ice Plant. Johnson City’s new ice plant just erected at the Johnson City Foundry and Machine Co. is about ready to begin making ice. The machinery has about all been installed and this week will find everything in shape to start the plant. The capacity is sufficient to supply a city of 25,000 inhabitants.”

15 May 1902. Johnson City Comet.

“Charters Granted. The Home Ice & Coal Co., of Washington county, has been granted a charter with \$2,000 capital stock. The incorporators are, William J. Exum, G.W. Sitton, B.J. Sitton, Chas. S. Brown and S.C. Williams.

The Johnson City Foundry & Machine Works has been granted a charter with \$25,000 capital stock. The incorporators are, G.W. Sitton, R.M. Rhea, J. Allen Smith, T.J. Reed, B.J. Sitton.
– Nashville Banner.”

22 May 1902. Johnson City Comet.

“Making Ice. The Home Ice & Coal Co. has put its ice plant in operation and is now making as good a quality of ice as was ever used in this city. The plant is located at the Foundry and Machine Co., and is equipped with the very latest and best machinery for making ice from distilled water. The plant has a capacity of eighteen tons a day, but it is not making that much now. It requires 48 hours to freeze one of the 200 pound blocks, and it is so scheduled that four blocks are drawn every ten hours.

Charlie N. Brown has charge of the plant as secretary. The stockholders are all home men and all ice dealers in the city are handling the product of the plant. This is entirely proper and The Comet hopes that the demand may be so great for the ice that the plant will have to be increased before another season.” See Map 4E.

29 May 1902. The Iron Age.

“The Johnson City Foundry & Machine Company, Johnson City, Tenn., manufacturers of brass and iron castings and turbine wheels, have been incorporated as the Johnson City Foundry & Machine Works. The new company will continue the business along the same lines, but on a more extensive scale. The incorporators are J. Allen Smith, R.M. Rhea and Thomas J. Peed of Knoxville and George W. and B.J. Sitton of Kansas City. George W. Sitton and Thomas J. Peed will be managers.”³⁵

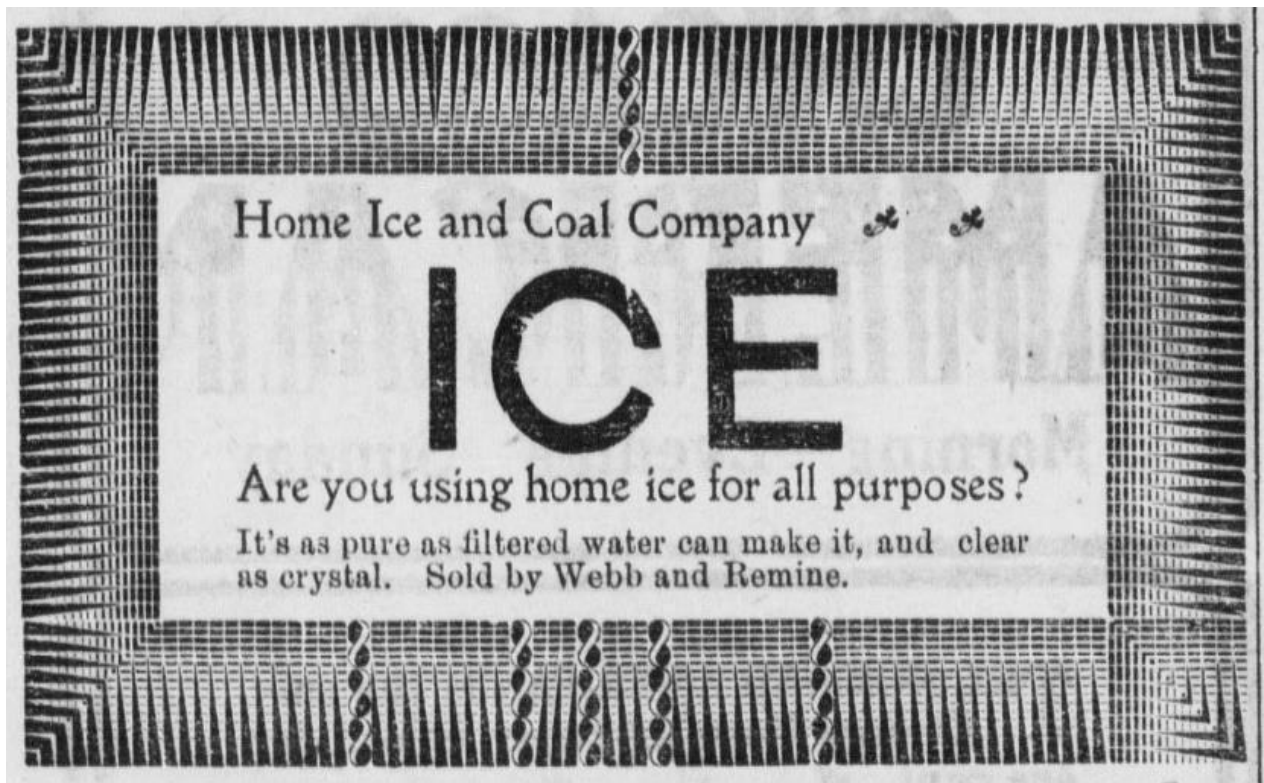
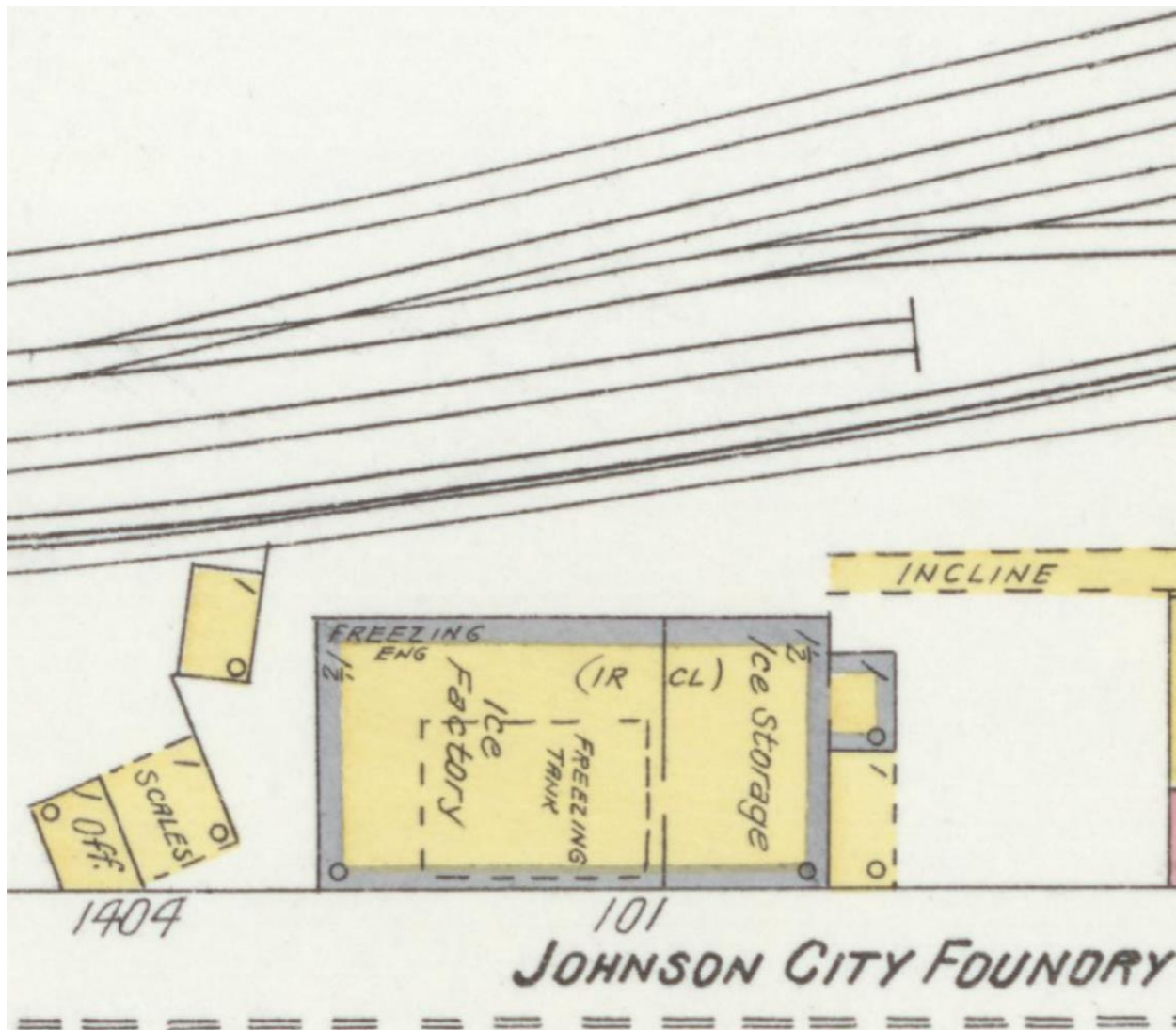


Figure 15. Johnson City Comet, 7 August 1902.

29 January 1903. Johnson City Comet.

“Getting in Shape. The Johnson City Foundry and Machine Works has orders for building a number of tramcars for the Caney River Lumber Company, of which J.M. Buck of this city is president. It is the company’s intention to build and operate a steam tramway into its immense timber district near the North Carolina state line. An engine and two cars are now here and will be shipped to Yancey county, N.C., to be put in operation at an early date.”



Map 4E. A detail of the Home Ice and Coal Factory, April 1903.

14 May 1903. Johnson City Comet.

“George W. Blevins, a boilermaker at the Johnson City Foundry and Machine Company’s works, had his right hand badly smashed Thursday morning by a line shaft, six inches in diameter, falling upon it. While nursing the injured member he is retired on half pay.”

16 July 1903. Johnson City Comet.

“Johnson City Foundry and Machine Works. The Johnson City Foundry and Machine Works, organized in 1884, has the distinction of being the second established industry in Johnson City and has been closely identified with its present growth and perpetuity. At this great foundry wood-working machinery, water wheels, brass and iron castings and forgings are manufactured, and general repair work is done. The abundance of raw material within easy access, and an unlimited fuel supply makes Johnson City an unsurpassed manufacturing location, and the Johnson City Foundry and Machine Co. were among the first manufacturers to observe and reap advantage from this fact. The great plant which they erected covers an area [area] of over 2 acres. Seventy-five men are given steady employment, and the pay-roll which represents \$550.00 per week, is considered most liberal. The company are daily in receipt of large contracts from every part of the south, and the plant is in continual operation. The officers are as follows: J. Allen Smith, president; G.W. Sitton vice-president and general manager; W.B. Johnson, secretary and treasurer; B.J. Sitton, master mechanic. All are local men, and to their united and individual efforts, a great measure of the city’s progress and success is due.”



Figure 16. “Vertical Single-Acting Machine” “Steam Driven”.³⁶

15 January 1904. The Tradesman.

“Mr. Chas. H. Behre, the southern sales manager of the York Mfg. Co., one of the most prominent ice and machine builders in the United States has had a phenomenal record in the south. Oming in this territory about five years ago, where the York machines had not been before represented, he has done a business second to no other concern. Among the many plants sold may be cited the following... Home Ice Co., Johnson City, Tenn., 15-ton plant...”³⁷

Table 1. Refrigeration Equipment for the Home Ice & Coal Company

Name	Location	Business	Key	Tons Ice	Tons Refrig.
Home Ice & Coal Co. (1 st Order)	Johnson City	Ice & Fuel	B	10	20
Home Ice & Coal Co. (2 nd Order)	Johnson City	Ice & Fuel	B	15	35

“B. Vertical Single Acting Simple Engine.”³⁸

21 July 1904. Johnson City Comet.

“Putting in a Motor. The Johnson City Foundry and Machine Company has arranged with the Watauga Electric Company to install a 20-horse power motor and will in future operate the machine shop with electricity, doing away with the boiler and engine heretofore used. The motor has been ordered and will be installed at once.”

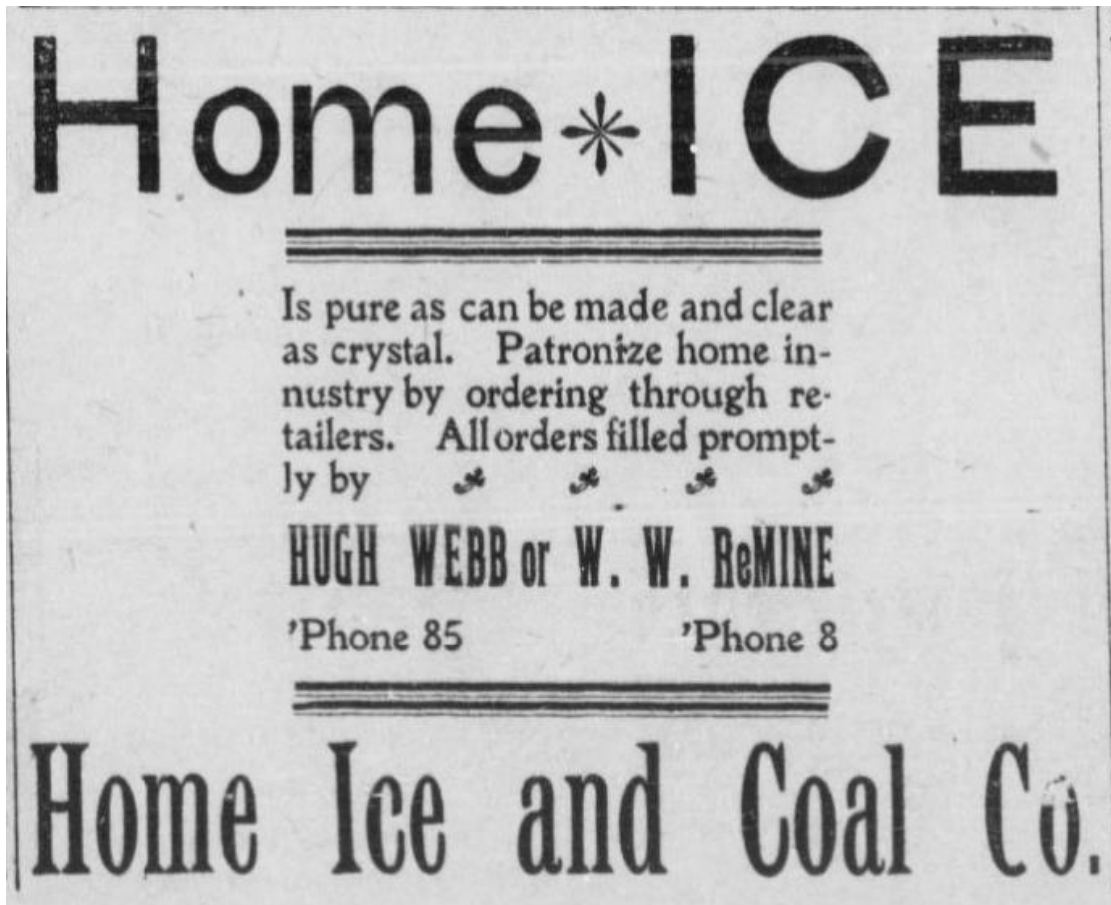


Figure 17. Johnson City Comet, 28 July 1904.

HOME ICE **BEST and
PUREST...**

Manufactured in Johnson City and
sold by all dealers. Out of town or-
ders receive prompt attention . . .

H. F. WEBB **W. W. ReMINE**
'Phone No. 85. 'Phone No. 8.

HOME ICE CO.

Figure 18. Johnson City Comet, 15 June 1905.

HOME ICE
IS PURE

Made in **JOHNSON CITY**

DELIVERED BY

HUGH WEBB **W. W. ReMINE**
'Phone 85 'Phone 8

Figure 19. Johnson City Comet, 26 July 1906.

28 February 1907. Johnson City Comet.

“Will Move Plant. The Home Ice Co. is preparing to move its plant to get out of the way of the S. & W. road. A site has been secured [along the Southern Railway on “Railroad and Water streets”] just below Gump’s wholesale grocery store [on North Roan Street] and new buildings will be erected at once.” This new facility will be addressed in a later document.

20 June 1907. Johnson City Comet.

“Through the City. – South & Western Now Building in Corporate Limits. The South & Western is now building through the corporate limits of Johnson City. Contractors Carpenter & Boxley have a steam shovel at work on the heavy cut on the Joe Lyle land.

The line leaves the main line north of the Embreville crossing and swings down by the John F. Lyle store house in front of the main entrance to the Soldier’s Home and crossing the Jonesboro road hugs the Southern down to the passenger depot and then follows the E.T.W.N.C. out to the Harris Mfg. Co. and uses the old road south.

General Manager [M.J.] Caples says it will be necessary to use the old road to Erwin for at least two years as work on the new route just south of this city has been held up by lawsuits over the right-of-way.

The large brick warehouse at the Standard Oak Veneer Co.’s plant is to be removed to allow the track to pass that point and manager C.B. Allen has been notified to vacate.

This road will pass through the city on a slightly higher grade than the Narrow Gauge and the latter will be raised to correspond with the new grade.

This means the tearing away of the [Johnson City] foundry [& Machine Works] and all the buildings facing on the right-of-way from the big spring on Buffalo to Roan street.”

13 February 1908. Johnson City Comet.

“S.&W. Shops Will be Moved. – Will Come Up Town and Occupy the Johnson City Foundry and Machine Shop. The S.W. people will not rebuild their temporary shop that burned two weeks ago in the Carnegie yards, but will move the machinery to the Johnson City Foundry and Machine Company’s plant about March 1st and occupy that until the permanent shops are located. The plant up town was recently purchased by the S.&W., but was leased to Mr. G.W. Sitton, and it being operated by him, but arrangements have been made by which the move is agreeable. This gives the S.&W. a much more complete machine shop and one that has few equals in East Tennessee. It seems to be a rational move on their part from a financial standpoint. This probably means that all trains will soon be running up town, either over the Narrow Gauge third rail, over their own line, and that the Carnegie yards are to be abandoned.”

31 December 1908. Johnson City Comet.

“The Johnson City Foundry and Machine shops are moving from the shops on Cherry street which they have occupied for years to their new home [on West Walnut Street] below the Standard Oak Co., giving way for Carter addition improvements.”

6 May 1909. Johnson City Comet.

“Big Plants Consolidate – Johnson City Foundry and Machine Works and Bristol Stove and Foundry Co. Merge. On May 1 the Bristol Stove and Foundry Co. and the Johnson City Foundry and Machine Works were consolidated and re-incorporated as the Dominion Iron Works. The general offices of the company will be in Johnson City, and the greater part of the work will be done here in the new plant now under construction on the line of the C., C. & O. west of the city. Ultimately the Bristol plant will be abandoned and moved to this city. Considerable new capital has been interested and \$40,000 has been paid in on a capital stock of \$50,000.”

Johnson City Veneer Mills, at this location 1898 – 1901
(A Tenant Operating Within the Johnson City Foundry and Machine Works)

14 April 1898. Johnson City Comet.

“New Veneer Mill. Johnson City will have another veneer factory in operation at an early day. It will be known as the Johnson City veneer mills and will be operated by Messrs. [Edwin F.] Smith and [A.W.] Spencer, who are now connected with the [William E.] Uptegrove plant of this city.”

5 May 1898. Johnson City Comet.

“New Factory. E.F. Smith, superintendent of the Uptegrove Veneer factory, of this city, and a Mr. [A.W.] Spencer, of New York [and also a member of the Uptegrove & Brother operation], have leased forty by sixty feet of ground space in the moulding department of the [Johnson City] Foundry and Machine shop, and will begin at once to put in machinery for the purpose of doing veneer work. The plant will be known as the Johnson City Veneer Factory, and is an enterprise which Johnson city should be proud of. These gentlemen make a strong company financially and are thoroughly practical along that line. They propose to do a class of work that will not be equaled by any veneer mill in the country.”

12 May 1898. Johnson City Comet.

“Industrial Notes... Work on the Johnson City Veneering company’s plant is progressing rapidly. It will be located in the foundry department of the Johnson City Foundry and Machine Works, the building having been leased for three years for that purpose. The proprietors of the new enterprise, Messrs. [Edwin F.] Smith & [A.W.] Spencer [both part of William E. Uptegrove & Brother], are now in the east purchasing the necessary machinery and supplies.”

17 August 1899. Johnson City Comet.

“New Saw Mill. The Johnson City Veneer Mills continue to expand. The work has increased so rapidly that it has been found necessary to put in a saw mill near the plant to cut up logs from which the quartered oak stock is made. The engine and boiler were set last week in the lot in the rear of the Foundry and Machine Co. and the saw mill is now being placed. This is rapidly growing into one of the most important industries in the city. Mr. [Edwin F.] Smith, the genial general manager [and also the manager of the Uptegrove Cigar Box factory], is a man of wonderful

energy and enterprise, and is a mechanical genius. He is turning out some of the finest quartered oak that is on the market and finds a ready sale for all the quartered or rotary stock he can cut.”

7 February 1901. Johnson City Comet.

“The Johnson City Veneer Mills. Clifton L. Sitton, of Talledega, Ala., has moved to Johnson City, and occupied the position as assistant manager of the Johnson City Veneer Mills. Mr. Sitton is a son of our townsman, B.J. Sitton, superintendent of the Foundry and Machine Co., and is well qualified for the place he is to fill. This change does not influence with the shop management, which will remain in charge of J.F. Johnson. The business of this enterprise has grown constantly for the last year and it is now one of our leading industries. The plant covers more than an acre of ground and is filled with machinery of the most approved pattern, dry kilns and shipping department. The veneers cut are the finest figured quartered oak and find a ready sale on the best markets. In fact the plant can not begin to keep up with its orders.”

25 July 1901. Johnson City Comet.

“Will Make Ice. After this season there will be no trouble over the ice problem. The Foundry and Machine company will solve it by putting in an ice machine with sufficient capacity to supply the town. The plant will be installed at once. That portion of the foundry now occupied by the Johnson City Veneer Mills will be used. The veneer plant will move to the north side of the Southern track into buildings being erected. The Southern will put in a spur track on the north side for the accommodation of the veneer plant.” Note, the Johnson City Veneer mills appear to have remained on the south side of the track, see “A Draft Documentary History of Industries along the Railroads through Johnson City, Part 1...”

3. The Businesses on the West Side of Buffalo Street, Between Ash and Jobe Streets,
1891 – Present.
(Maps and Figures)

Businesses on the Northwest Corner of Buffalo and Cherry Streets

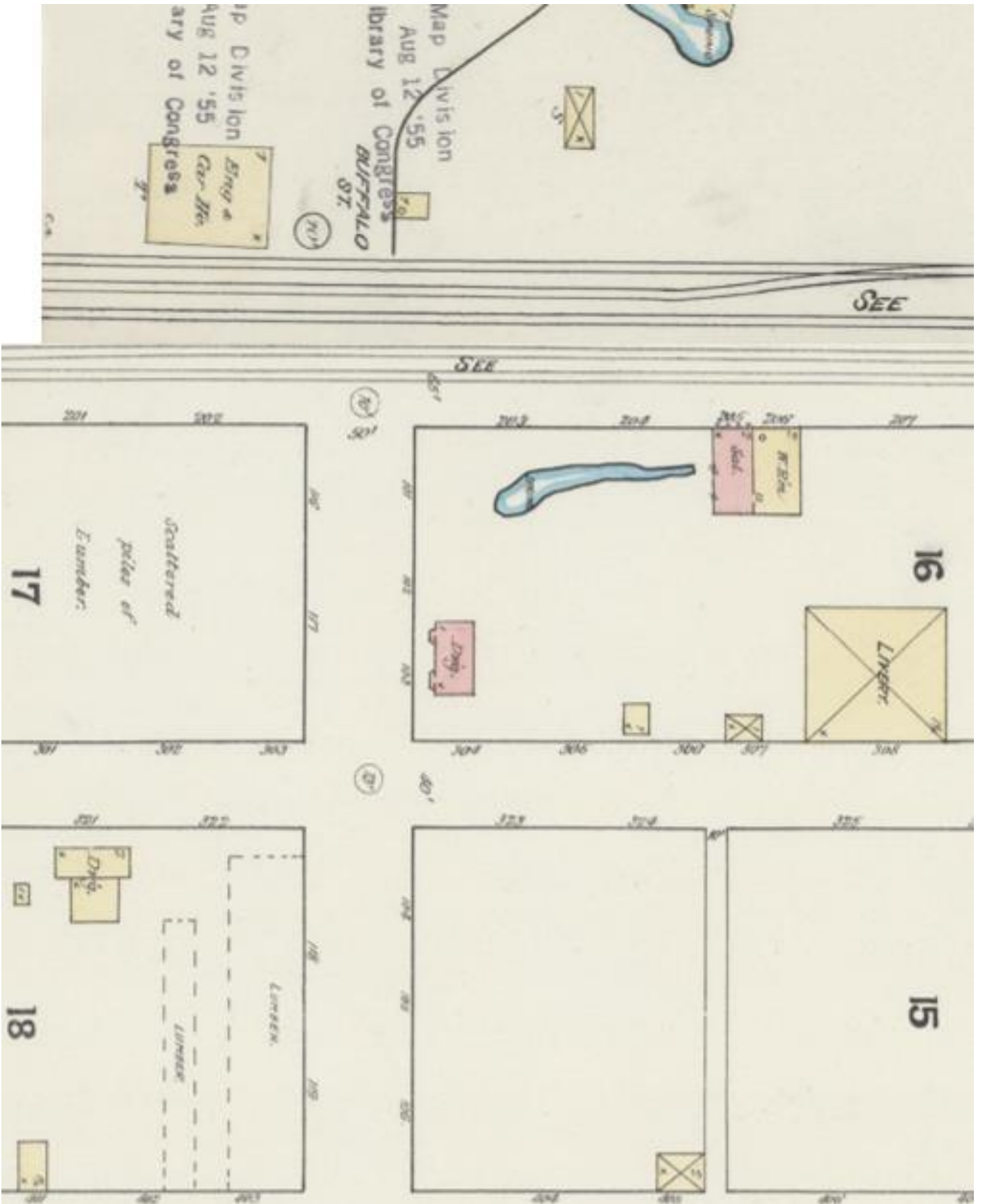
“W.E. Uptegrove & Bro Lumber Yard,” by 1903
“W.M. Ritter Lumber Yard,” 1903 – 1905

Carolina, Clinchfield and Ohio Railway Depot Building, 1909 – Present
Carolina, Clinchfield and Ohio Railway Depot, 1909 – 1985
Abandoned, 1985 – 2012
Commercial Use and Visitor Center, 2012 – Present

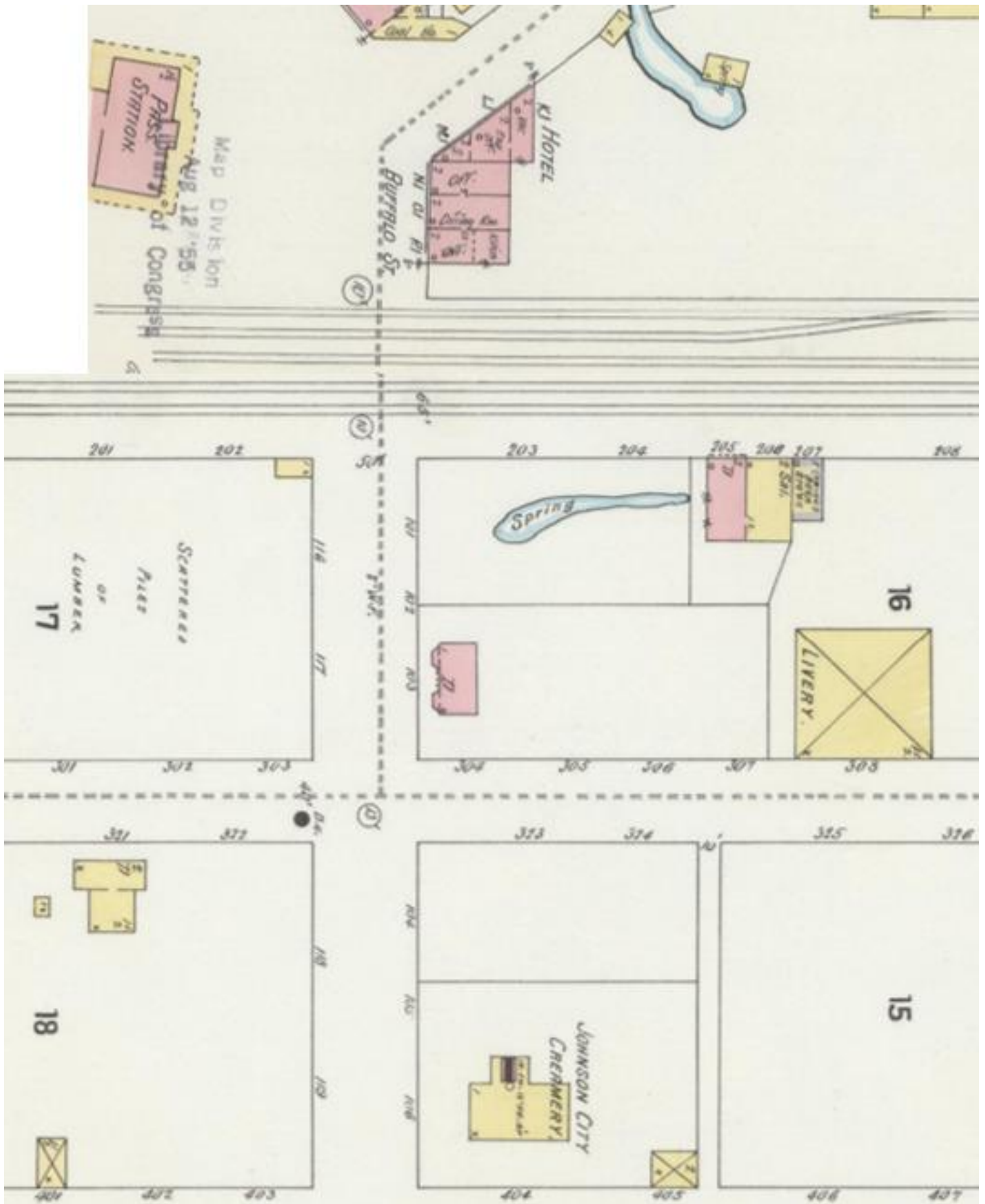
Businesses on the Southwest Corner of Buffalo and Cherry Streets

“K.P. Jones & Co. Lumber Yard,” at this location, 1902? – 1909?

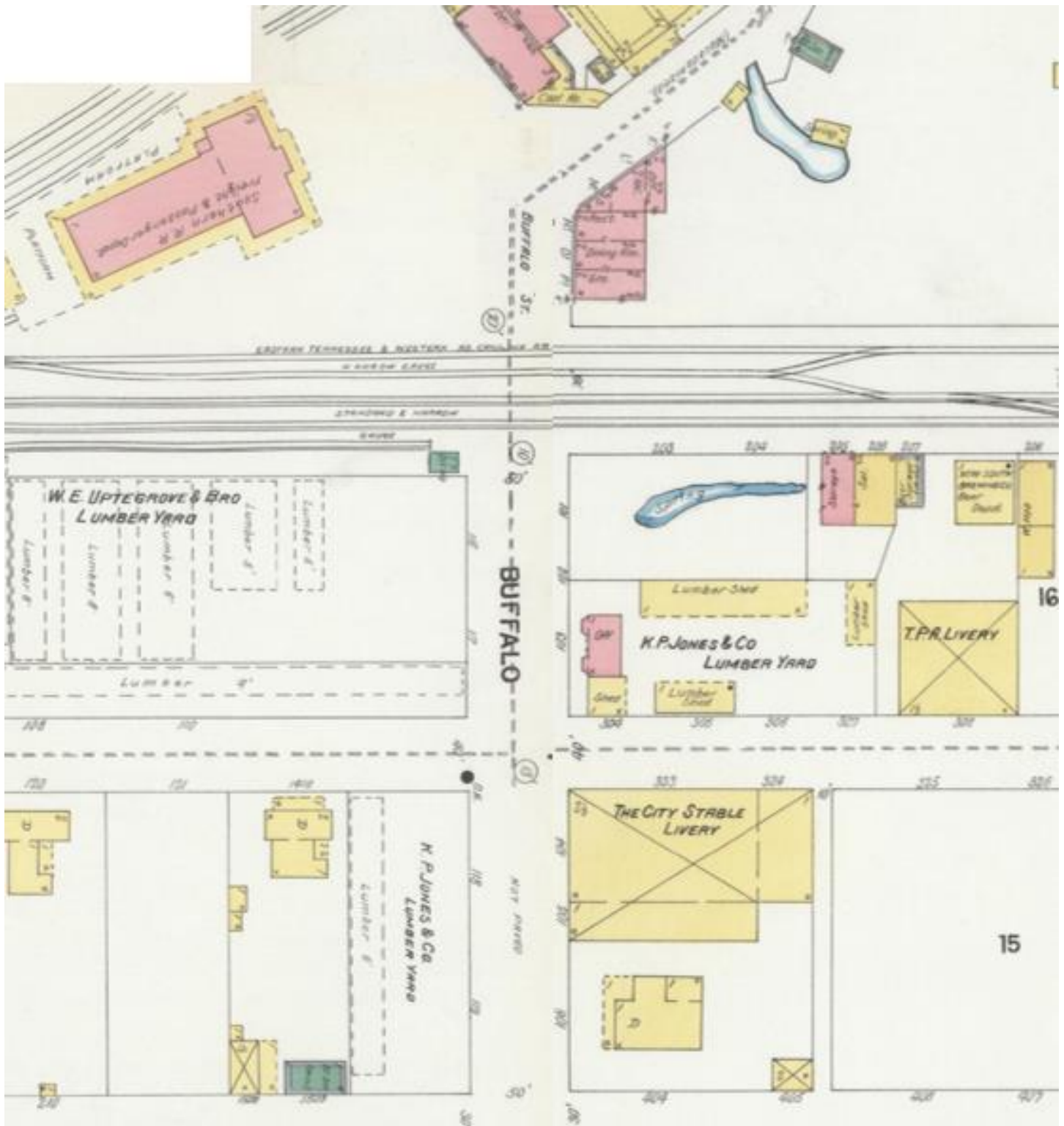
Summers – Parrott Hardware Company Building, 1909 – Present
Summers – Parrott Hardware Company, at this location 1909 – 1916?
Summers Hardware Company, 1916? – 1936
Summers Hardware and Supply Company, 1936 – present



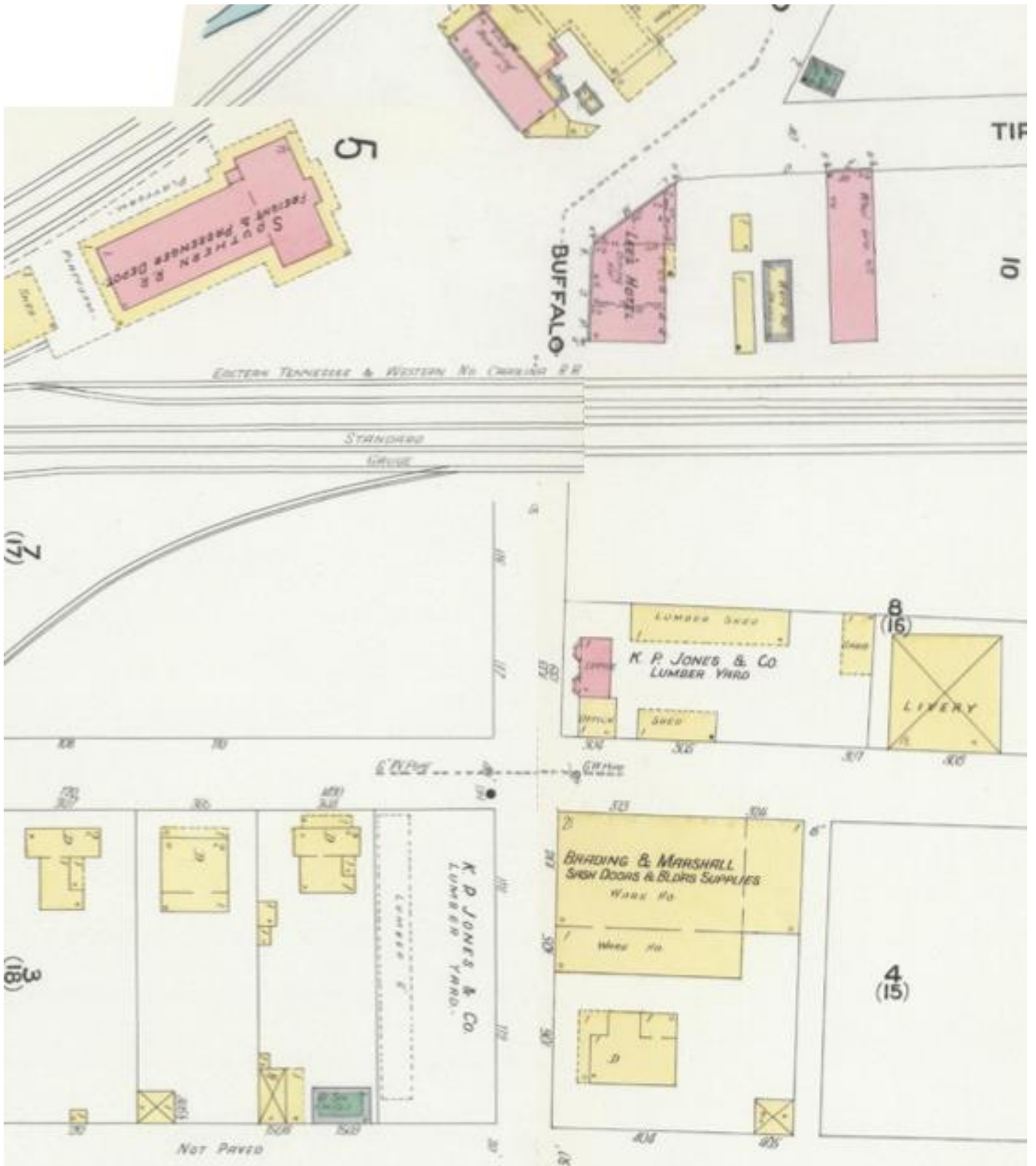
Map 10A. A composite map of the area between Jobe and Ash streets, along Buffalo Street in January 1891.³⁹



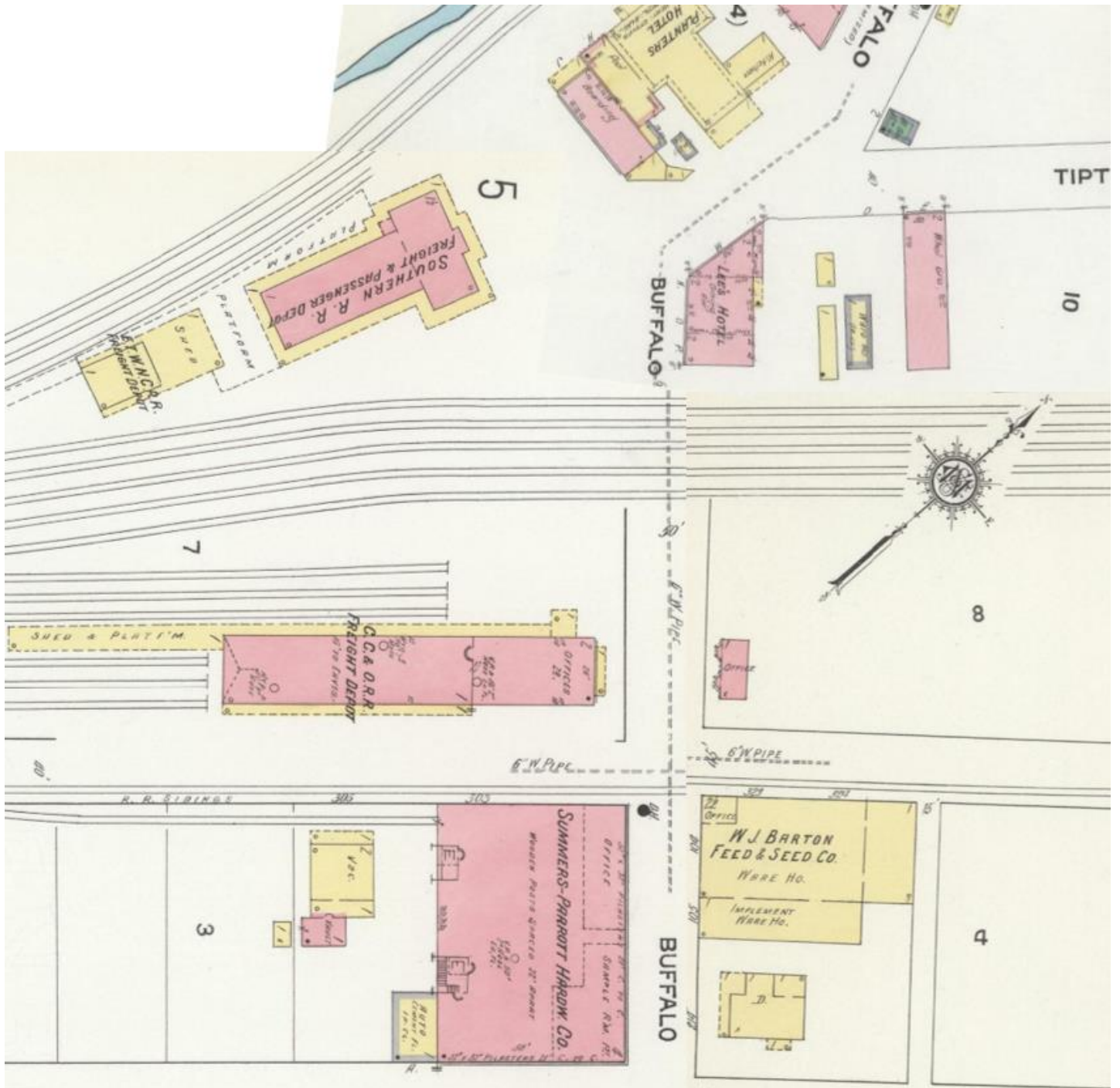
Map 11A. A composite map of the area between Jobe and Ash streets, along Buffalo Street in May 1897.⁴⁰



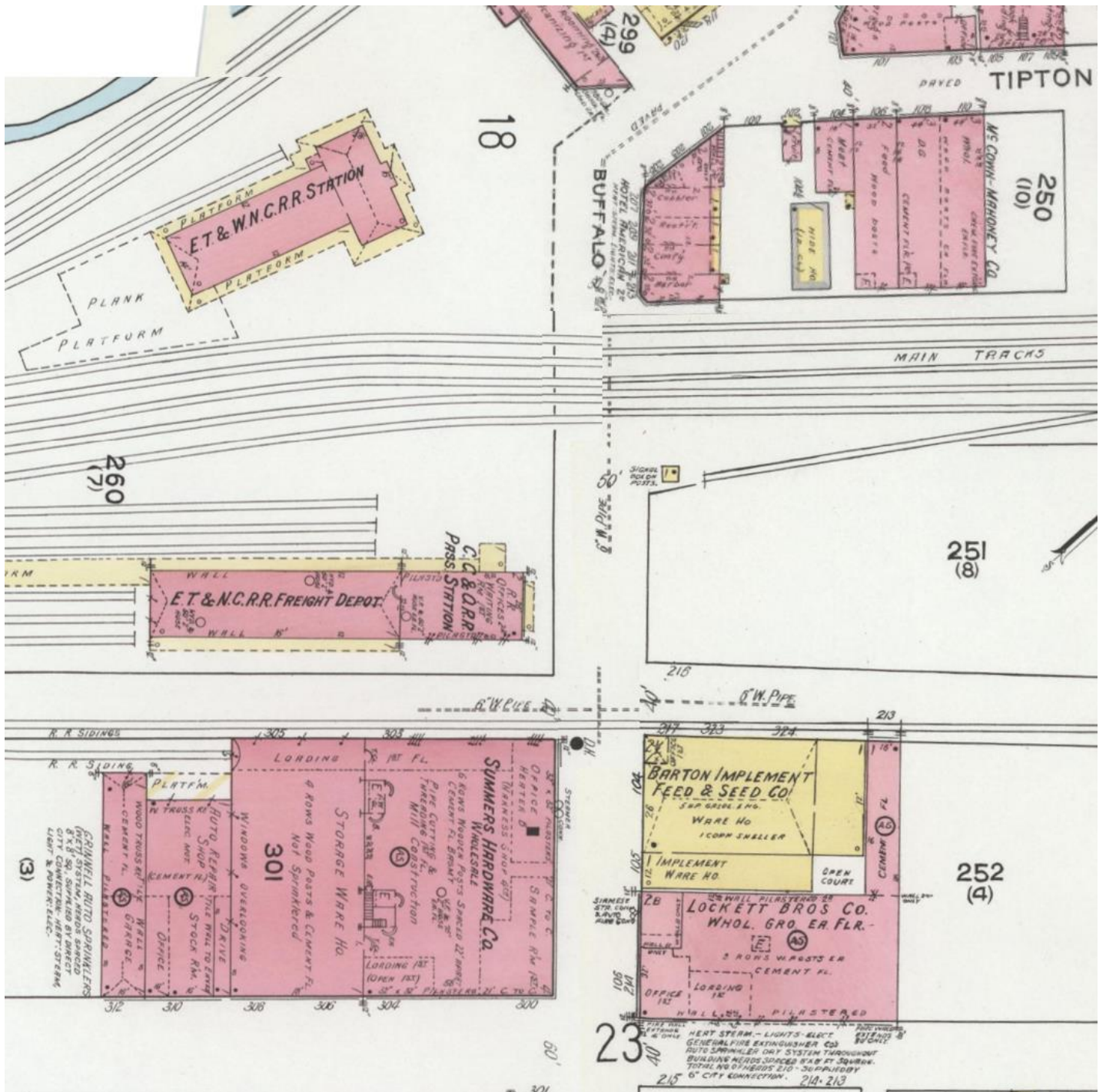
Map 12A. A composite map of the businesses between Jobe and Ash streets, along Buffalo Street in April 1903.⁴¹ Note the “W.E. Uptegrove & Bro Lumber Yard” on the northwest corner of Buffalo and Cherry streets and the “K.P. Jones & Co.” lumber yard on the southwest corner of Buffalo and Cherry streets.



Map 13A. A composite map of the area between Jobe and Ash streets, along Buffalo Street in December 1908.⁴² Note that “Brading & Marshall” have occupied the building of “The City Stable Livery” and that the “Big Spring” is gone. Perhaps also of interest, note the continued presence of the “K.P. Jones & Co Lumber Yard” on the northeast and southwest corners of Buffalo and Cherry streets. The Johnson City Comet appears to indicate that Brading & Marshall had entirely succeeded K.P. Jones & Company in 1904 and the author did not locate any “K.P. Jones & Co” advertisements in the Johnson City Comet after 1904.



Map 14A. A composite map of the businesses along Buffalo Street, between Jobe and Ash streets, in July 1913.⁴³ Note that the Clinchfield depot has been built on the land formerly occupied by the “W.E. Uptegrove & Bro Lumber Yard” on the northwest corner of Buffalo and Cherry streets, and the Summers – Parrott Hardware Company has constructed its building on the land previously occupied by a “K.P. Jones & Co” lumber yard, as well as that of a private dwelling. Also note that the “office” of “K.P. Jones & Co” is the only building that remains of their facilities at the northeast corner of Buffalo and Cherry streets. Apparently, this building was used by the Clinchfield as a temporary ticket office in 1908. Apparently the other facilities of “K.P. Jones & Co”, as well as the livery, had been demolished as a result of the construction of the Clinchfield mainline through Johnson City.



Map 15A. A composite map of the businesses along Buffalo Street, between Jobe and Ash streets, in February 1920.⁴⁴ Note that the temporary ticket office of the Clinchfield (previously the office of “K.P. Jones & Co.”, which was east across Buffalo Street from the Clinchfield depot) has been removed.

3. The Businesses on the West Side of Buffalo Street, Between Ash and Jobe Streets,
1891 – Present.

3.1. Businesses on the Northwest Corner of Buffalo and Cherry Streets

3.1.1. “W.E. Uptegrove & Bro Lumber Yard,” by 1903
“W.M. Ritter Lumber Yard,” 1903 – 1905

3.1.2. Carolina, Clinchfield and Ohio Railway Depot Building, 1909 – Present
Carolina, Clinchfield and Ohio Railway Depot, 1909 – 1985
Abandoned, 1985 – 2012
Commercial Use and Visitor Center, 2012 – Present

3.2. Businesses on the Southwest Corner of Buffalo and Cherry Streets

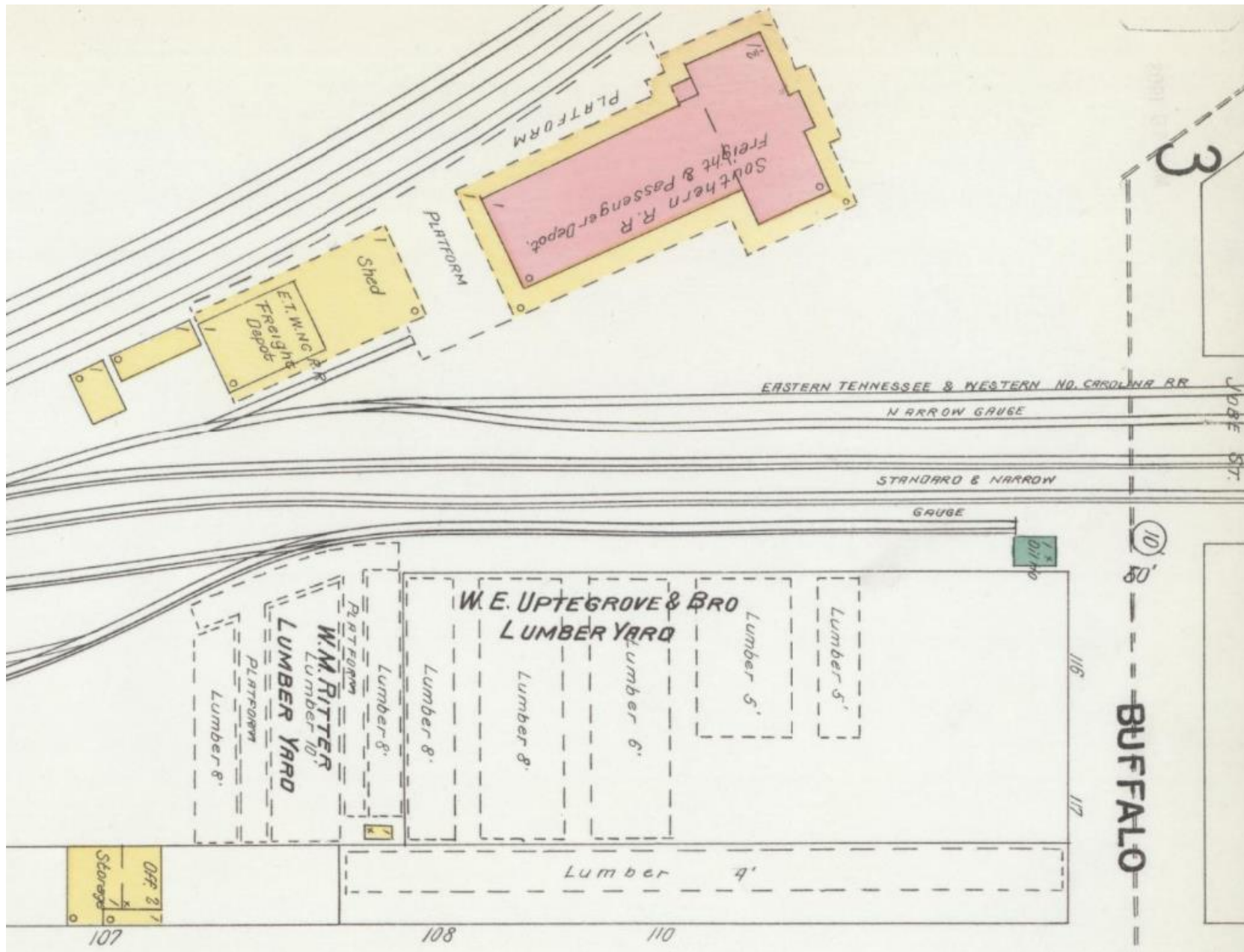
3.2.1 “K.P. Jones & Co. Lumber Yard,” at this location, 1902? – 1909?

3.2.2. Summers – Parrott Hardware Company Building, 1909 – Present
Summers – Parrott Hardware Company, at this location 1909 – 1916?
Summers Hardware Company, 1916? – 1936
Summers Hardware and Supply Company, 1936 – present

3.1. Businesses on the Northwest Corner of Buffalo and Cherry Streets

3.1.1. W.M. Ritter Lumber Yard, 1903 – 1905?
W.E. Uptegrove & Brother Lumber Yard, c. 1903

These facilities were served by dual-gauge trackage, c. 1903.



Map 4F. This detail shows the relationship between the lumber yards of W.M. Ritter and W.E. Uptegrove & Brother at Buffalo and Cherry streets, across the tracks from the E.T. & W.N.C. freight depot and the Southern Railway freight and passenger depot.⁴⁵

3.1.1. W.M. Ritter Lumber Yard, 1903 – 1905?
W.E. Uptegrove & Brother Lumber Yard, c. 1903

W.M. Ritter Lumber Yard, 1903 – 1905?

This facility was located west of the W.E. Uptegrove & Brother lumber yard, on the corner of Buffalo and Cherry Streets. It was served by dual-gauge trackage, c. 1903.

15 May 1903. The Tradesman.

“The Ritter Lumber Co., of Saginaw, N.C., has established a branch yard and office in Johnson City, Tenn... The Ritter Lumber Co... will establish a branch mill in Johnson City, Tenn., instead of Elizabethton, as first intended.”⁴⁶ Note, the author has not found any information that would indicate that this mill was ever actually built in Johnson City.

4 June 1903. Johnson City Comet.

“The Ritter Lumber Company is erecting a large building on the lot opposite the big spring on Buffalo street. A three rail side track has been run into it and the work of handling lumber will not be retarded any longer on account of the weather.”

1 July 1903. The Tradesman.

“The Ritter Lumber Co. is erecting a mammoth lumber shed in its yard at Johnson City, Tenn., and it otherwise preparing to do extensive business.”⁴⁷

14 December 1905. Johnson City Comet.

“Lumber Plant Burned. Thursday night about ten o’clock the large assorting warehouse of the Wm. Ritter Lumber Co. on Buffalo street was destroyed by fire. About 300,000 feet of lumber was consumed and several box cars belonging to the Southern. The caboose of the Embreville local standing upon the siding was burned and a chair car of the E.T. & W.N.C. road, housed in a shed was lost.”

January 1906. Packages.

“Plant of Wm. Ritter Lum. Co., Johnson City, Tenn., burned. Loss \$5,000.”⁴⁸ It appears that this facility was never rebuilt.

W.E. Uptegrove & Brother Lumber Yard, c. 1903

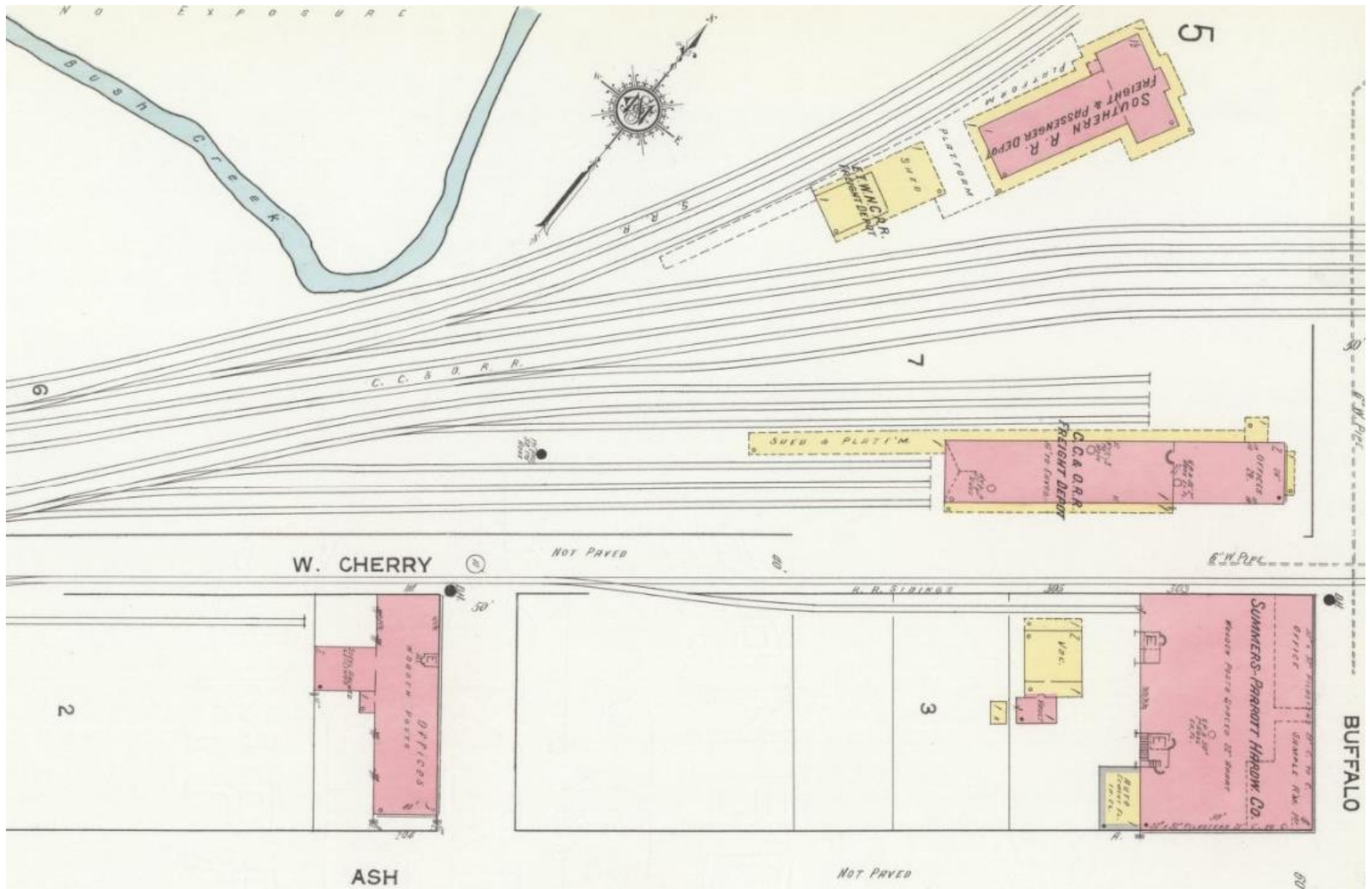
This facility was located on the northwest corner of Buffalo and Cherry Streets.
It was served by dual-gauge trackage, c. 1903.

The author has not found any additional information on this facility.

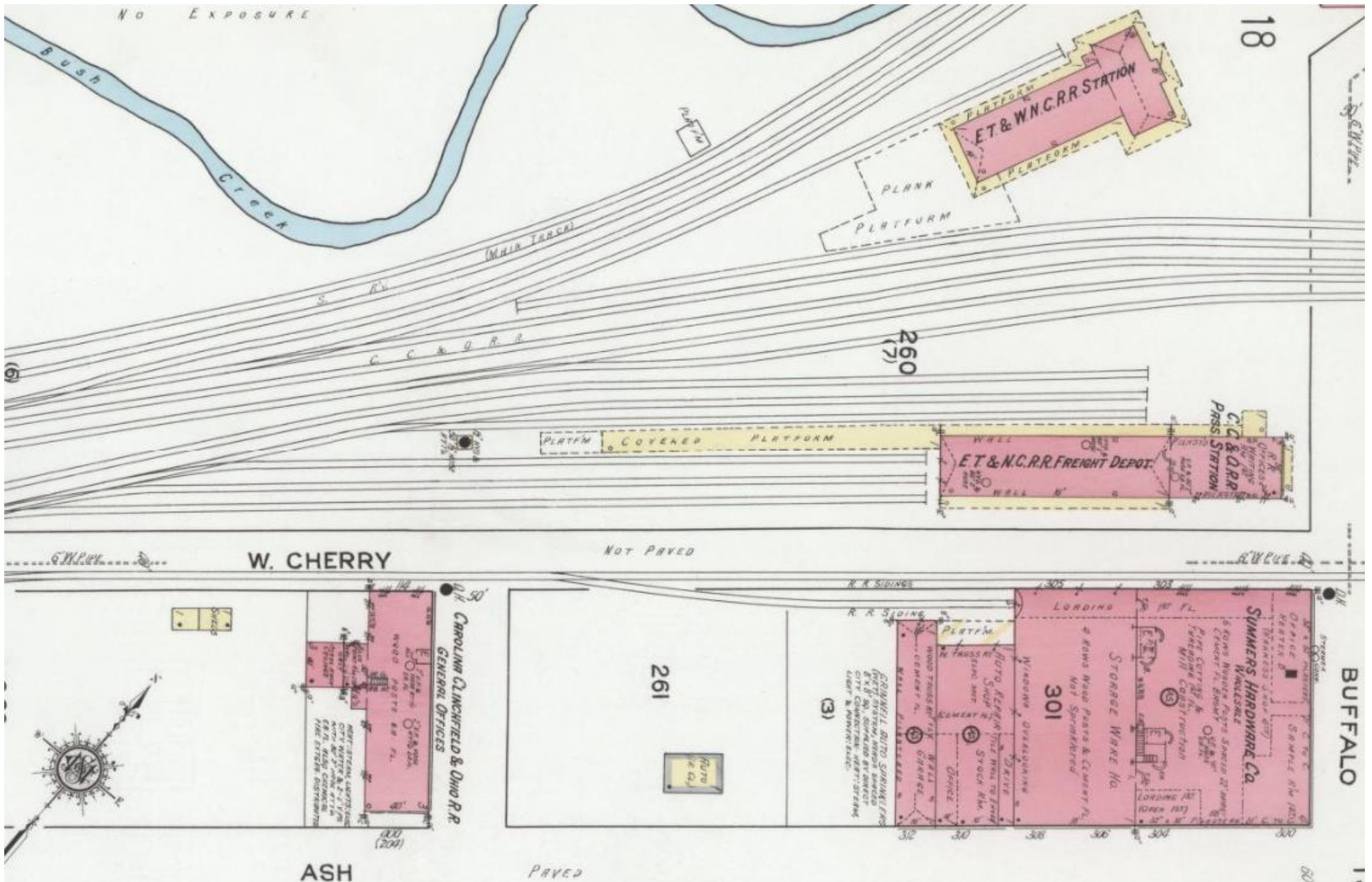
3.1.2. Carolina, Clinchfield and Ohio Railway Depot Building, 1909 – Present
(Maps and Figures)

Carolina, Clinchfield and Ohio Railway Depot, 1909 – 1985
Abandoned, 1985 – 2012
Commercial Use and Visitor Center, 2012 – Present

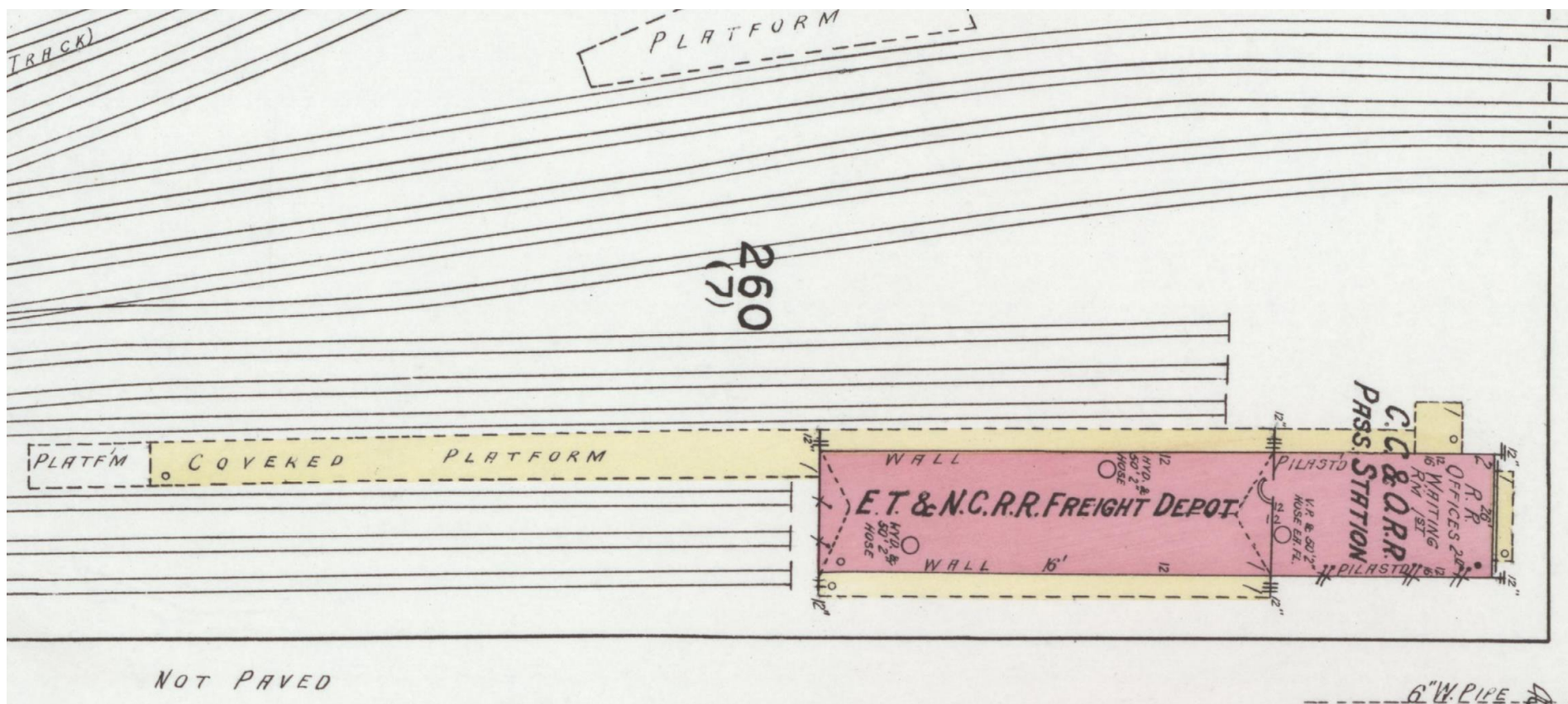
This building is located on the northwest corner of Cherry and Buffalo streets.



Map 6B. This map depicts the relationship between the union depot, the Clinchfield depot, the Summers – Parrott Hardware Company building and the Love – Thomas building, in July 1913. The Clinchfield depot and platform were constructed on land previously occupied by lumber yards belonging to W.M. Ritter and W.E. Uptegrove & Brother, see Map 4F.



Map 8C. This map depicts the relationship between the union depot, the Clinchfield depot, the Summers – Parrott Hardware Company building and the Love – Thomas building, in February 1920.



Map 8D. A detail of the C.C.&O. Passenger Station and the E.T. & W.N.C. Freight Depot in February 1920.



Figure 20. An aerial view of the Clinchfield depot, near the center of this photograph, on 19 April 1941.⁴⁹ Note the Post Office and the Love – Thomas building along the bottom of this photograph. Also note the E.T. & W.N.C. depot and the Summers Hardware & Supply Company to the left and right of the Clinchfield depot, respectively, along with the light-colored Free Service Tire Company building in the top left.



Figure 20A. A detail of the Clinchfield depot (bottom center) and the E.T. & W.N.C. depot (top center).



Figure 21. A view of the Clinchfield depot, behind and left of the Summers Hardware & Supply Company on 1 March 1947. Also note the E.T. & W.N.C. depot, surrounded by tractor trailers, behind the Clinchfield depot, with a Plymouth/Desoto dealership on the other side of the Southern Railway tracks. The light-colored building near the top center of this photograph is occupied by the Free Service Tire Company, and the structure to its right is the Harr building.⁵⁰



Figure 22. A modern photograph of the Clinchfield depot, from Cherry Street looking northeast toward Buffalo Street.⁵¹ Note the former E.T. & W.N.C. depot in the left background.



Figure 23. A modern photograph of the Clinchfield depot, looking north across Cherry Street.⁵²



Figure 24. “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.)”⁵³



Figure 25. The Clinchfield Depot, with the Summers Hardware & Supply Company building to the left. This photograph was dated July 1974 and looks southwest across Buffalo Street.⁵⁴ Note the Clinchfield diesel switch engine, between the buildings.



Figure 26. "Clinchfield Depot" in 1974, looking southwest across Buffalo Street.⁵⁵



Figure 27. June 1989 – CC&O Depot in Johnson City. Historian Chris Ford captioned this photograph: “This is the old Clinchfield Depot and offices in downtown Johnson City. The ET&WNC Depot is directly across the tracks and the street to the right. Looks like part of this building is being used as a lamp storage place. The freight storage sections were in pretty bad shape, especially the roof. In the 20 years since this photo was taken the building has gone through several owners, some attempted restorations, and lately has been acquired I think by a development foundation in Johnson City with the intent to restore and re-purpose the historic landmark. Hope they do.”⁵⁶



Figure 28. "C.C. & O. Depot."⁵⁷



Figure 29. The Clinchfield depot, looking south across Buffalo Street.⁵⁸



Figure 30. This photograph shows the C.C. & O. depot, with the Summers Hardware Company 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.⁵⁹ This photograph appears to date to between 1916 and 1931, as the Summers – Parrott Hardware Company changed its name to Summers Hardware Company in 1916 (or 1917) and the trolley tracks were reportedly removed by 1931. Also notice the sign for the “New York Restaurant” on the Harr building, on the left behind the utility pole. An article by Cliff Ward and John Waite included a caption for this photograph with: “The ET&WNC depot is out of sight, just to the right of the 1920s era automobiles...”⁶⁰



Figure 30A. A detail of the C.C. & O. Railway Depot and the Summers Hardware Company.



Figure 31. "Engine #8 at Johnson City, TN".⁶¹ Note the Clinchfield depot and Summers Hardware in the left background, as well as Andy Kern by the pilot of the locomotive.



Figure 32. This photograph, looking southwest, shows the trolley tracks on Buffalo Street and dual-gauge trackage, with the Clinchfield platform in the background.⁶² Note the Love – Thomas office building in the middle background of this photograph. Also note that this photograph appears to date to between 1920 and 1931. The curved platform of the Clinchfield depot was added after February 1920 (see Map 8D) and the trolley tracks were reportedly removed in 1931.



Figure 33. “Southbound [Clinchfield 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”.⁶³ 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 34. "Clinchfield Railway No. 150" at the curved Clinchfield depot platform.⁶⁴ Notice the E.T. & W.N.C. freight depot in the left background.



Figure 35. Clinchfield Engine #151 “Clinchfield Railway Platform”.⁶⁵ 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.”⁶⁶ Note the tall building in the left background, which was built for the Unaka & City National Bank in 1921 that became the Hamilton National Bank on 30 September 1932. Also note that the structure to the right of the railroad crossing signal to the right of the canopy above the platform appears to be the safety tower on Buffalo Street.



Figure 36. A modern photograph of the Clinchfield depot, looking southeast, in 2007. Note the Summers Hardware & Supply company in the right background.⁶⁷

3.1.2. Carolina, Clinchfield and Ohio Railway Depot Building, 1909 – Present

South & Western Railway (impact on downtown), 1905 – 1908

Carolina, Clinchfield and Ohio Railway Depot, 1909 – 1985

Abandoned, 1985 – 2012

Commercial Use and Visitor Center, 2012 – Present

The Clinchfield Depot building is located on the northwest corner of Cherry and Buffalo streets.

South and Western Railway Company (impact on downtown), 1905 – 1908

15 June 1905. Johnson City Comet.

“The South & Western has just made a new survey through Johnson City. They come into this city west of the union depot through the Miller lands, cross the Southern near the Soldiers’ Home, on Harry Lyle’s property and go out to Holston avenue and down through Carnegie.”

7 February 1907. Johnson City Comet.

“Will Come Up Town. Beginning at once the S. & W. will run passenger trains up town over the tracks of the E.T. & W.N.C. R.R. Trains will be backed in from the S. & W. crossing each morning and will come up town first of evenings. This will be a great accommodation to the traveling public and will be much appreciated.”

20 June 1907. Johnson City Comet.

“Through the City. – South & Western Now Building in Corporate Limits. The South & Western is now being built through the corporate limits of Johnson City. Contractors Carpenter & Boxley have a steam shovel at work on the heavy cut on the Joe Lyle land.

The line leaves the main line north of the Embreville crossing and swings down by the John F. Lyle store house in front of the main entrance to the Soldier’s Home and crossing the Jonesboro road hugs the Southern down to the passenger depot and then follows the E.T.W.N.C. out to the Harris Mfg. Co. and uses the old road south.

General Manager [M.J.] Caples says it will be necessary to use the old road to Erwin for at least two years as work on the new route just south of this city has been held up by lawsuits over the right-of-way.

The large brick warehouse at the Standard Oak Veneer Co.’s plant is to be removed to allow the track to pass that point and manager C.B. Allen has been notified to vacate.

This road will pass through the city on a slightly higher grade than the Narrow Gauge and the latter will be raised to correspond with the new grade.

This means the tearing away of the foundry and all the buildings facing the right-of-way from the big spring on Buffalo street to Roan street.”

6 February 1908. Johnson City Comet.

“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 [M.J.] Caples wires Train Master [Mel H.] 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 laddies 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 laddies 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.”

13 February 1908. Johnson City Comet.

“S.&W. Shops Will be Moved. – Will Come Up Town and Occupy the Johnson City Foundry and Machine Shop. The S.W. people will not rebuild their temporary shop that burned two weeks ago in the Carnegie yards, but will move the machinery to the Johnson City Foundry and Machine Company's plant about March 1st and occupy that until the permanent shops are located. The plant up town was recently purchased by the S.&W., but was leased to Mr. G.W. Sitton, and it being operated by him, but arrangements have been made by which the move is agreeable. This gives the S.&W. a much more complete machine shop and one that has few equals in East Tennessee. It seems to be a rational move on their part from a financial standpoint. This probably means that all trains will soon be running up town, either over the Narrow Gauge third rail, over their own line, and that the Carnegie yards are to be abandoned.”

Carolina, Clinchfield and Ohio Railway Depot, 1908 – 1983

26 March 1908. Johnson City Comet.

“S. & W. Purchase Approved. – Carolina, Clinchfield and Ohio Railroad Takes Over All Property of the Tennessee Corporation. A meeting of the stockholders of the Carolina, Clinchfield and Ohio railway was held... and the purchase of the South & Western railroad, a Tennessee corporation, by the Carolina, Clinchfield and Ohio, duly approved... The Carolina, Clinchfield and Ohio railroad, of which George L. Carter is president, will take over all the property now held by the South and Western railroad, of Tennessee, and the new name, it is understood, will become effective very soon. The transfer will be a formal one. – Bristol Herald – Courier.”

21 May 1908. Johnson City Comet.

“Outlook is Favorable. There has been a distinct note of optimism in local business circles in the past week. Besides encouraging signs of improvement evident throughout the whole country, the measured activity of the C., C. & O. in pushing its work is promotive of much satisfaction. The work of that railroad is both in the city and along the line is being pushed. Rush work is in progress on the temporary shops at Carnegie, work is going on in the west end, and several additional work trains have been set going. Taken together the outlook is favorable, and it would seem that the long expected big expansion for Johnson City will soon set in.”

4 June 1908. Johnson City Comet.

“Heavy Rain Storm – Johnson City Visited by Great Flood – Buildings Flooded, Bridges and Fences Disappear rapidly... The new track of the C.C. & O. above the city had about half the fills washed out for several hundred yards...”

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. 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...”

23 July 1908. Johnson City Comet.

“Track Being Laid. – The C., C. & O. 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.”

30 July 1908. Johnson City Comet.

“Connection is Made – Steel Ribbons Extend Across Blue Ridge – Johnson City to Marion – Within Thirty Days Tracks will be in Condition for Regular Traffic. – Yesterday at a point about 25 miles south of Altapass, N.C., the last spike was driven along the dark blue steel ribbons that extend across the Blue Ridge Mountains from Johnson City to Marion, N.C., and the Carolina, Clinchfield & Ohio railroad is now a reality. The track was laid by the company’s own forces, but McArthur Bros. had the contract for grading. As fast as the work train can haul ballast the track will be put in proper condition for traffic and early in September it is calculated to have trains operated regularly between this city and Marion. This is the end Johnson City has had in view since 1889 and there is every reason why our citizens should feel elated, and this is not all. As fast as human agencies can accomplish it the line is being pushed to the ocean on the south and the

coal fields on the north and ere long the coal will flow continuously to the Atlantic for points beyond.”

20 August 1908. Johnson City Comet.

“C., C. & O. News. – Work on New Road Progressing Rapidly Under Present Conditions. – Trainmaster M.H. Weiler stated to The Comet yesterday that a regular passenger train would be put on between Johnson City and Marion, N.C., Sept. 1st, leaving here about the same time it now departs and returning in time to connect with No. 2 on the Southern...

Trainmaster Weiler will put on work trains Sept. 1st laying track on the line through the city and northward as far as the roadbed is completed...

A number of short bridges have been put in between this city and Boone’s creek, where a large force of hands are now at work on a steel bridge which spans the creek. It will be eighty-five feet high and more than 300 feet long. The concrete abutments and piers are finished.”

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...”⁶⁸

10 September 1908. 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.

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.”

CAROLINA CLINCHFIELD & OHIO

RAILWAY

Schedule in Effect Sept. 7, 1908

(Eastern Standard Time)

Southbound — Daily — Northbound

*No. 1 STATIONS No. 2
PASS PASS*

<i>A.M.</i>	<i>Lv.</i>	<i>Ar.</i>	<i>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.</i>	<i>Ar.</i>	<i>Lv.</i>	<i>P.M.</i>

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

Figure 37. Johnson City Comet, 15 October 1908.

24 September 1908. 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.”

1 October 1908. 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 [see Map 14]. 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 [see “Produce Ho.” in Figure 113] 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.

The track is laid north of Johnson City eight miles to Boones creek bridge and a crew is at work there erecting the steel superstructure. It is to be a mammoth affair and will require about three months to complete. About fifteen car loads of the steel sections were delivered this week, many of the rigid trusses being the largest used on any railroad in the south. By the time the bridge is completed the track laying crew will probably reach it and connection be made through at that time.

A work train and a large force of men are at work on the eight miles north of the city ballasting the track and putting it in good condition.”

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.

“At Work in the City. – Big Steam Irishman Levelling the Earth for Main Line of C., C. & O. Through the City. 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.”

12 November 1908. Johnson City Comet.

“Boone’s Creek Bridge Completed. The mammoth steel bridge on the C.C. & O. at Boone’s Creek, has been completed, and the track has been laid over it, and track-laying is now rapidly progressing north towards Kingsport, to which place trains are now running from the north. As soon as the bridge at that place can be completed the line will be connected, and soon be put in operation to the coal fields.”

12 November 1908. Johnson City Comet.

“2,200 Cars for the C., C. & O. It is announced from New York city that the Pressed Steel Car Company, of Pittsburg, has been awarded the contract for 2,200 steel gondola cars for the C., C. & O. railroad.”

24 December 1908. 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.”

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 [T.P.A.] 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 maps 12 and 13.

28 January 1909. Johnson City Comet.

"J.T. Cecil, chairman of the transportation committee of the Commercial Club, and M.I. Gump, of the committee, secured from the C., C. & O. Ry. Officials a promise to erect at once a freight depot up town, and work on a temporary building for that purpose will begin on next Monday morning. The roads to the freight depot in Carnegie have simply been impassible [impassible? impossible?]. This arrangement will be highly beneficial and greatly appreciated by the merchants."

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."

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 6C and figures 20 to 36.

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.”

1 April 1909. Johnson City Comet.

“The C., C. & O. Freight Depot – The foundation for the immense freight depot of the C., C. & O. railway in this city is being made of concrete and is rapidly going in. The building is not over the ‘Big Spring,’ as commonly supposed, but is on the northwest corner of Buffalo and Cherry streets, fronting forty feet on Buffalo street and extending 200 feet on Cherry street west toward the old foundry, being on the land purchased from the E.T. & W.N.C. R.R. and used for years as a lumber yard [by W.M. Ritter and William E. Uptegrove].”

8 July 1909. Johnson City Comet.

“New Freight Depot now in Service. The handsome and commodious new freight depot of the C.C. & O. on the corner of Buffalo and Cherry streets is completed and was launched today. Hereafter all freight will be handled uptown, adding much to the convenience of shippers. It is one of the largest and most substantial depots in the state and was built to take care of future demands.”

22 July 1909. Johnson City Comet.

“Street Railway Exten. – Electric Cars will Soon be Running Through Southwest Addition. The Work Progressing – Geo. L. Carter has placed a force of men at work extending the car line through the Southwest Addition, generally known as the Carter addition to Johnson City. The line will cross the Narrow Gauge and the C.C. & O. tracks on Buffalo street, turn into Walnut street and follow that street by the new postoffice building to Southwest avenue, thence following that avenue to a point beyond the residence of Mr. Carter and nearly opposite the Soldiers’ Home, it will run north to Third street and returning will loop into Southwest avenue at a point near the residence of Prof. Utterback.”

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 Map 15 (“Signal Box on Posts”) and Figure 99.

3 March 1910. The Johnson City Comet.

“Caught with the Goods. J.F. Color, a dago, was arrested Saturday night by Frank Smalling, night watchman at the C., C. & O. and E.T. & W.N.C. yards while trying to break into a car of freight. His home was searched and a large amount of stolen property recovered, including 28 sacks of flour, 200 pounds of rice, five sacks of corn, 25 pounds of cheese, a typewriter stolen from W.B. Houston about a year ago, the laundry taken off the line at Col. H. Gildersleeve’s home several weeks ago, and many other articles recently stolen from various people. If you have anything, call and identify your property. The dago is in jail in default of bond.”

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.

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.”

26 November 1914. Johnson City Comet.

“Offices May Move to Carter Building. – The Carter building, formerly occupied by the Love – Thomas Co., is being remodelled and made into a modern office building. The first and third floors are being divided into many office rooms. A new vault will be built and a fourth floor may be added. It is stated upon good authority that the building will be occupied by the C.C. & O. Railway as a general office building and the office building in Carnegie abandoned.”

15 April 1915. Johnson City Comet.

“Lever Car Collides with an Automobile. – A lever car being operated over the C.C. & O. railway Friday morning, struck the rear of Dr. Bowman’s automobile as it was crossing the tracks near the Clinchfield station on Buffalo street. As a result one axle of the auto was broken. Dr. Bowman was not injured, neither was any of the force on the car.”

19 August 1915. The Johnson City Comet.

“Automobile in Collision with Velocipede – An automobile driven by David B. Clairs, of this city, collided with a velocipede running on the C.C. & O. railway at the Spring street crossing Monday afternoon about 1 o’clock.

As a result the auto and velocipede were both damaged the latter suffering the most serious damages. Mr. Clair claims that he was so close [to the machine that he did not have] on time to bring his auto to a standstill while velocipede operator states that it was no fault of his that the accident occurred. The auto, a Ford, was rolled back off the track and went on its way. The vehicle was in charge of R.S. Jones, wire chief on the C.C. & O. railway. Five other employees were with him...”⁶⁹

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...”⁷⁰

6 April 1916. The 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.”

26 October 1916. Johnson City Comet.

“The large C.C. & O. depot is filled with all kinds of freight and the depot is rushed in order to take care of the ever increasing traffic.”

17 August 1916. Johnson City Comet.

“The C., C. & O. boys at the station are kept very busy, as the traffic is growing all the time.”

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.”

2023. “Looking at the National Register: CC&O Railroad Depot – A center of Preservation in Johnson City,”

“According to the National Register of Historic Places paperwork... ‘The Johnson City depot handled passenger, mail, express, and freight. The station was an ‘interchange’ station, so called because it transferred freight from one rail line to the other. Because of this, the freight house was (a) veritable beehive of activity. Additionally, the second floor offices of the passenger station were the main traffic office for the Clinchfield railroad. George Carter had intended to make Johnson City headquarters for his railroad, and located the railroad general offices and engineering department just up the street from the depot. Of all three of Johnson City’s stations, it was this depot that spurred the growth of Johnson City’s commercial development. It handled much more freight and shipped out more products from Johnson City than either of other two stations. A letter written in 1946 by Clinchfield general manager, C.D. Moss, stated that Clinchfield station handled seven times more tobacco out of Johnson City than the other two railroads combined.’

The layout and design of the Johnson City as we know it today came on the heels of Carter's vision for the town in industry, railroad transportation, real estate and education. Making Johnson City the center of the Clinchfield Railroad meant that coal and agricultural products from poor Appalachian towns would be brought through to Johnson City before moving out to the coast, and other finer items such as clothing material, building materials and essentials like flour and other cooking mechanisms could then be passed back to these communities, opening the region yet again after the turn of the 20th century, like the Wagon and Stagecoach roads did previously. Many believe this area was isolated, yet in many ways, it was the total opposite for decades. The development of Johnson City as the commercial center of Washington County pulled much from the town of Jonesborough, which was previously the commercial and political center of the county, but the town would survive, and Johnson City would boom.

The layout of the depot is composed of two distinct sections. According to the National Register of Historic Places Paperwork, 'a two-story passenger station and a one-story freight house/depot. The passenger station was designed in a somewhat austere manner in which form visibly follows function, but still was enough detail, such as arched doorways and prominent pilasters on the outside, and the use of much wood trim in the form of wainscoting, column caps, and starburst patterned glass transoms on the inside to please the traveling public. The freight depot was designed more austere – with form almost totally subjugated to function. Its construction is typical of standard freight houses of the period, and similar in appearance to the former Louisville and Nashville freight house in Knoxville. The building retains a majority of its original materials and has a high level of integrity... The southeast elevation of the building, which consists of cargo loading docks, faces south to Cherry Street, one of the oldest streets in Johnson City. Cherry Street was up until several years ago, basically a rail right of way and was only paved in 2001, when a stretch of CSX track was removed... The northeast façade of the building facing Buffalo Street contains what was originally designated as the white ladies' entrance to the white passenger waiting room. According to Clinchfield historian James Goforth, this was to protect the women, often times with young children, from some of the more unsavory characters that might be encountered on the rail. By the 1920s Buffalo Street had become an important thoroughfare, and was the single street that connected all three of Johnson City's trail stations. The northwest façade of the building faces State of Franklin Road, a newly created street, which until the 1980s was entirely a rail right of way with only a narrow dirt road for vehicular access. With the removal of the railroad track from the south side of Brush Creek, State of Franklin Road was developed as the major street in Johnson City and courses through the old and new portions of the city. The main white passenger entrance, the African American passenger entrance to the segregated African American waiting room, and the entrance to the second floor railroad business offices were located on the northwest façade of the station building.'

The building itself showcases the social norms of different periods of the past, from the segregated African American waiting room to the separate entrances for men and women, as well as the 1930s-era women's bathroom that was added much later than the original construction of the depot. 'As George Carter did not like to have female employees working for the railroad, one could conjecture that after Carter left the railroad and females began working in the traffic office, a second toilet might have been added,' suggests the National Register of Historic Places paperwork.

According to History of Washington County, Tennessee, 1988, 'The last passenger train on the Clinchfield through Washington County was in April 1954... In 1983, the Clinchfield merged with the Seaboard Coast Line Railroad, a unit of CSX Corporation. The depot on Buffalo

Street in Johnson City has been used as a yard office since the elimination of passenger service; in 1985, it was closed and the yard office moved into a prefabricated unit along side the tracks off Mountain View Road.’

The depot remained empty from this point, and the deterioration of its architectural value continued to allow it to fall into a sorry state of disrepair. An article in the Johnson City Press dated Aug. 18, 2004, entitled, ‘Train station to soon show signs of life,’ begins, ‘After sitting empty for years and recently being on the verge of demolition, the historic train depot in downtown Johnson City will soon be open for business. Dorian Jones, who acquired the old CSX train depot in January, said Larry Proffitt with the Tennessee Economic Renewal Network will open (an) office in the building in the coming weeks. Jones said Proffitt will be working to bring intermodal transportation services (freight hauling) to Johnson City.’

The train station lives, and it’s going to be doing something to try and get an intermodal facility in Johnson City,’ Jones said. ‘I think that’s incredible. For the first time in 50-something years, the train station will have an active office, and ironically, it has to do with train business.’

The article continues, ‘The depot has been empty for years and was being threatened with demolition due to the city’s lack of movement in acquiring the facility. On his own initiative, Jones negotiated a deal with CSX and East Tennessee Railway to take control of the depot and land and has been working for more than six months repairing, refurbishing and cleaning up the facility.’

An April 15, 2007 Johnson City Press article entitled, ‘Can this Junction Function again?: Efforts ongoing to preserve city’s Clinchfield Depot,’ discusses the full measure of preservation conducted by Jones. It states, ‘Normally once the roof is gone the building soon follows, and that was the case over much of the 6,000 square-foot freight shed. Not only had the roof completely disappeared in some places, but the rain had rotted the floor. That kind of neglect doesn’t happen all at once when you realize that the floor boards are three-inch thick hardwood. Nowadays you cannot find a new building with that sort of lumber in either frame or rafters. Jones discovered how bad the floor was when he tried using a fork lift to support ceiling beams and it went through the floor. As with so many aspects of the restoration, a unique method of hoisting was required to retrieve the forklift... No stranger to downtown restoration, Jones has previously rescued the Hannah Building, a three-story downtown structure within sight of the depot [see figures 86 and 99]. He spent two years in architecture school while managing a turn-of-the-20th-century hotel in the late 1960s, and learned a lot about buildings of this era while maintaining it. He next restored a wood-framed concrete building in Miami, so he’s used to the slow pace of restoration. To date he’s spent \$390,000 of his own money in the depot, including the \$40,000 purchase price, and still can see the sky through the freight shed. Before he could jack up and replace rotted rafters he had to have a floor that could withstand the weight.’

Jones never finished restoration work, due to a lender obtaining the property after \$500,000 was borrowed and never paid back, causing the building to continue its deterioration.

In 2010, Johnson City purchased the property from the lender for \$150,000. The building was then sold to Greg Cox and Joe Baker in 2012 for \$5,000, who completed restoration of the building and eventually leased the large portion of the building to Tupelo Honey Restaurant. Fleet Feet, a running shoe store, occupied the first floor of the office portion. The City of Johnson City in 2021 purchased this portion of the building back for the new Johnson City Visitors Center that opened in June 2022 for \$750,000. The same year, three and half years after Tupelo Honey went out of business, the depot received another restaurant. According to a Kingsport Times News article entitled, ‘New restaurant opening in former Tupelo Honey spot in Johnson City,’ on March 12, 2022, ‘According to Washington County property records, the Kalogeros family purchased the

property for about 1.6 million, and in February, Peerless Properties Development received a building permit from the city for light interior demolition... Burg'r & Barrel already has a neighbor in the depot. Last May, Johnson City bought the two-story portion of the building for \$750,000, displacing Fleet Feet to establish a new visitors center on the first floor. The Johnson city Convention & Visitors Bureau has offices upstairs, and workers are in the process of renovating the downstairs area. Gary and his wife Nia Kalogeros have donated a miniature train display left behind after Tupelo Honey's departure to the George L. Carter Railroad Museum, which depicts downtown Johnson City during the period when the CC&O train station was in operation. Berkshire Hathaway commissioned the piece when the building was being restored in 2012.'

Today, both the Burg'r & Barrel and the new Johnson City Visitors Center are open at the former Carolina, Clinchfield and Ohio Railroad Station and Depot. Take time to visit the center and grab a bite to eat at this restaurant nearby, and take me with you! Just kidding."⁷¹

1983 – Present. "The Clinchfield ceased to exist as a railroad on 1 January 1983 when the Family Lines railroads were merged into a single operating company, the Seaboard System, which merged with the Chessie System to form CSX in 1986."⁷²

2003 – 2008. "Carolina, Clinchfield, and Ohio Railroad (Clinchfield)"

"The historic Clinchfield Depot in Johnson City was saved from the wrecking ball in 2003 by Dorian Jones. In 2008, the building was added to the National Register of Historic Places."⁷³

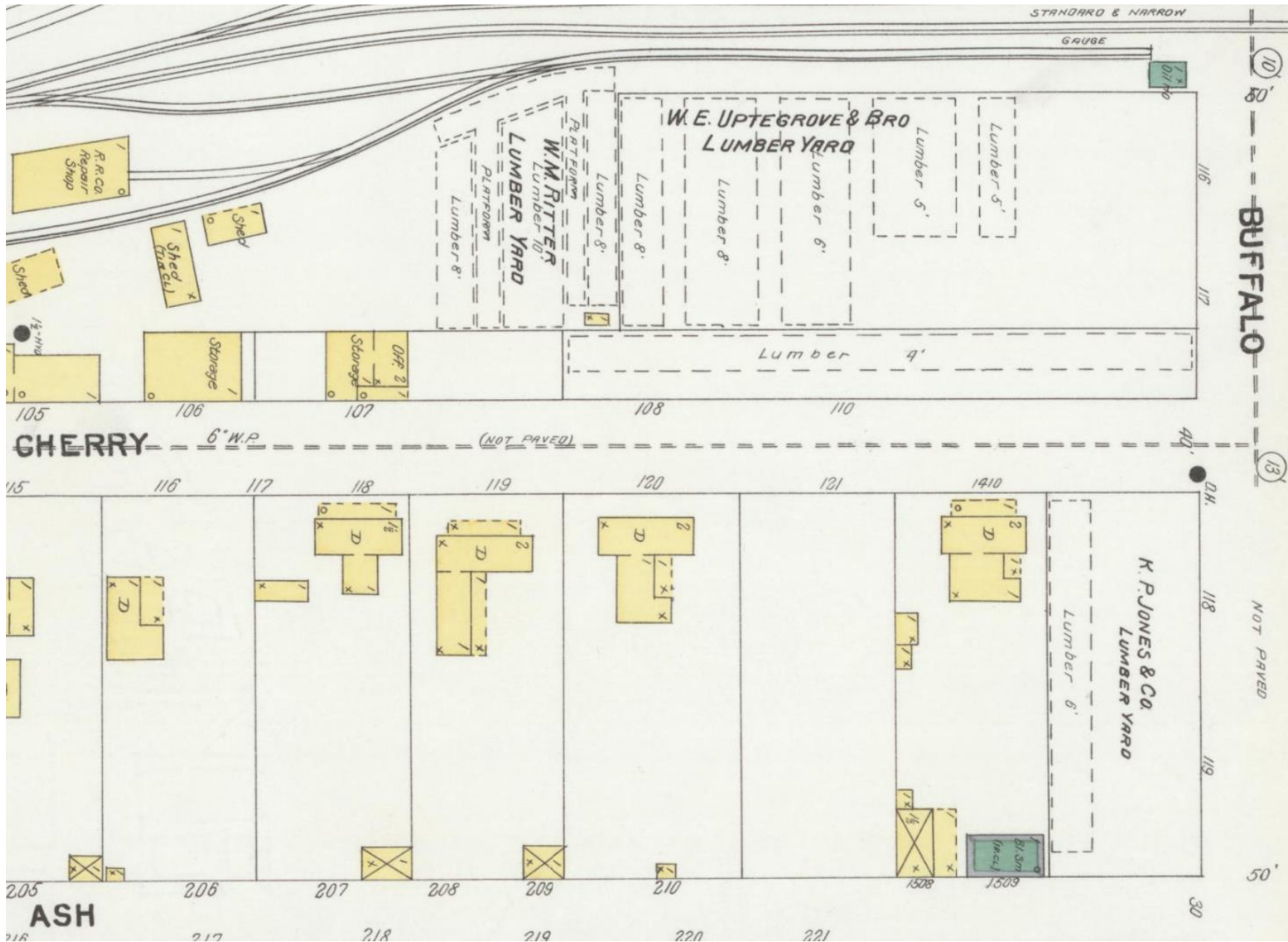
3.2. Businesses on the Southwest Corner of Buffalo and Cherry Streets
(Maps and Figures)

K.P. Jones & Company Lumber Yard, at this location, 1902? – 1909?

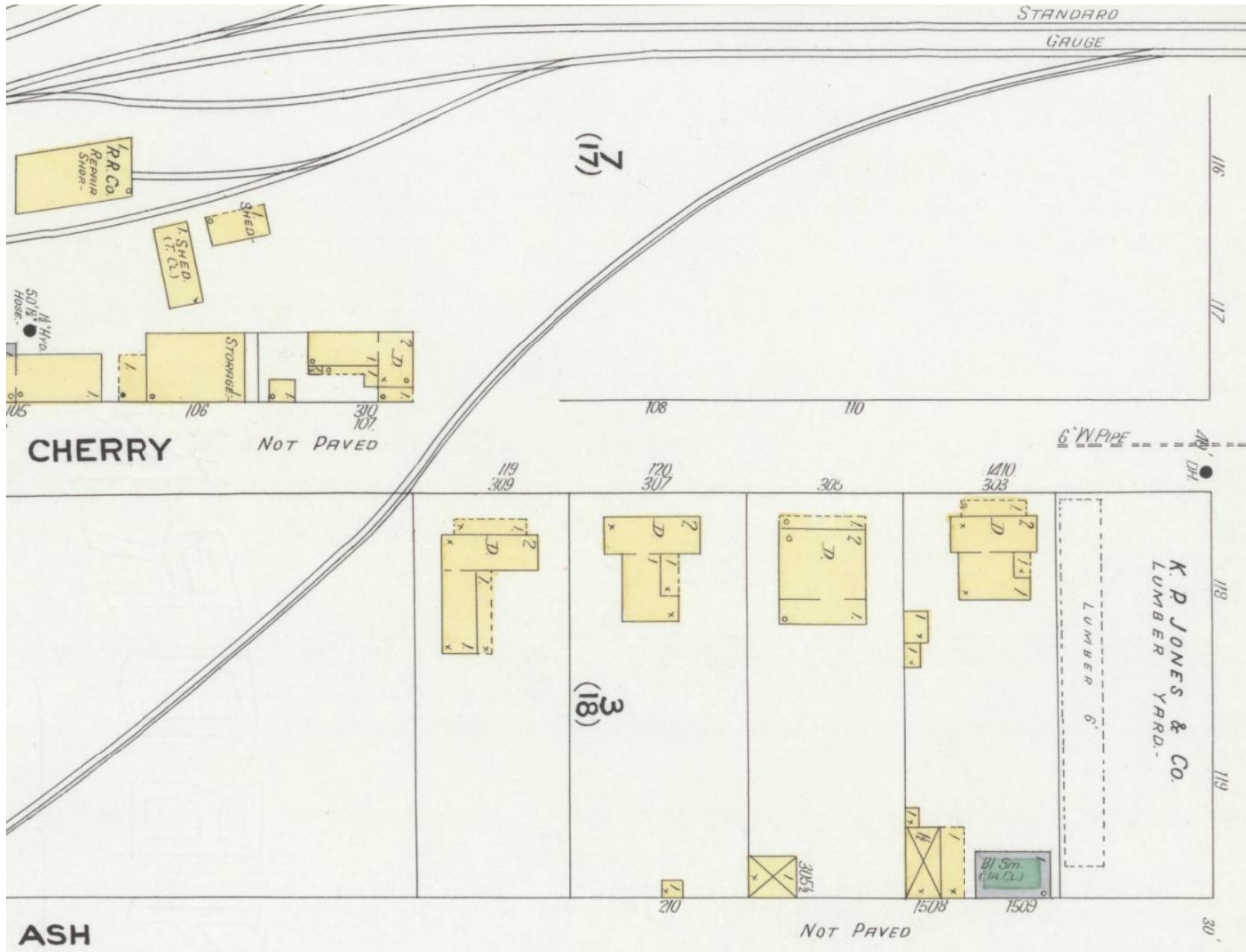
Summers – Parrott Hardware Company Building, 1909 – Present
Summers – Parrott Hardware Company, at this location 1909 – 1916?
Summers Hardware Company, 1916? – 1936
Summers Hardware and Supply Company, 1936 – present

The Summers – Parrott Hardware Company (and successors) building was served by a Clinchfield spur by 1913, until at least 1920.

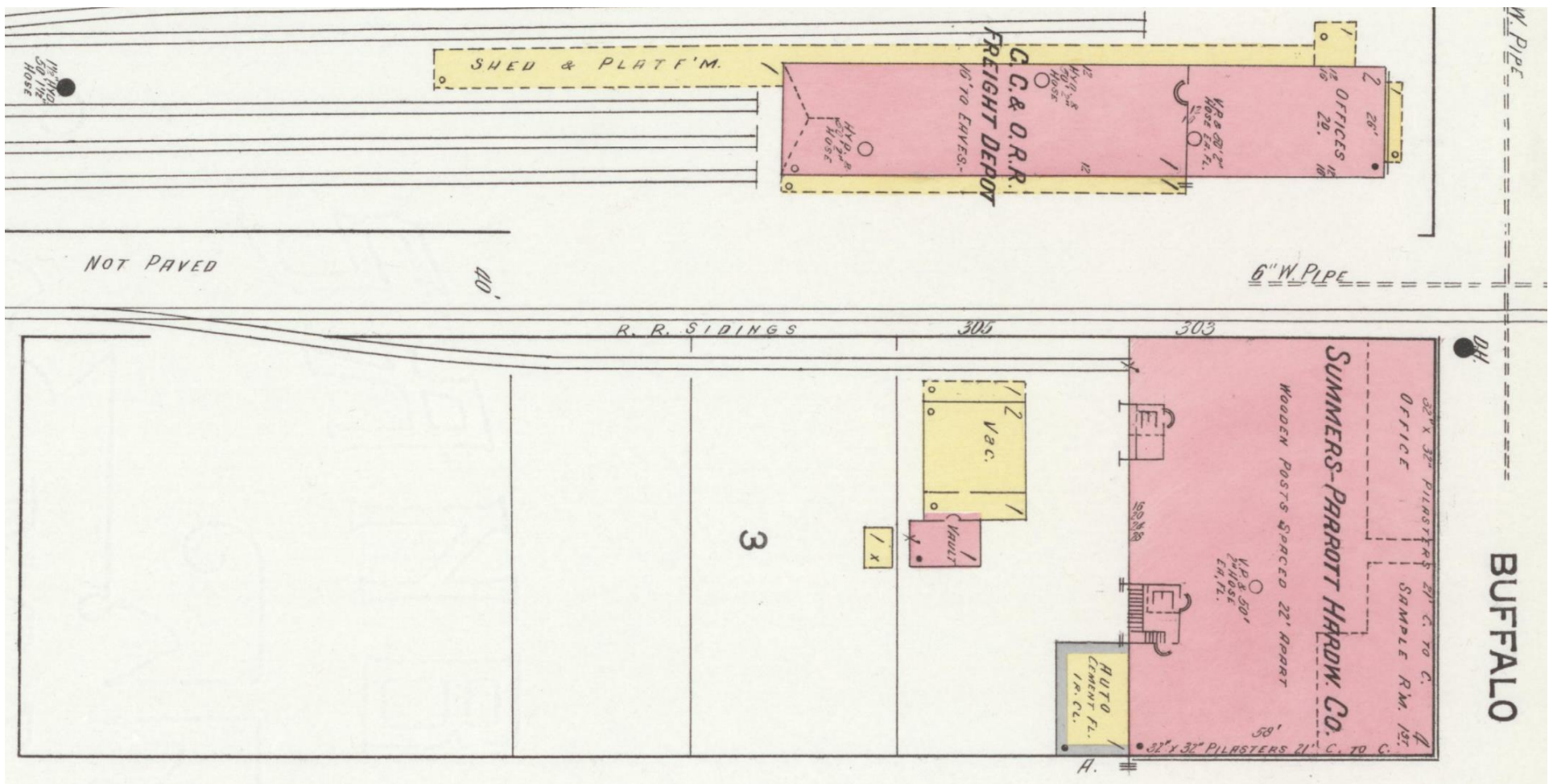
Note: K.P. Jones & Company will be addressed in the next section of this document.



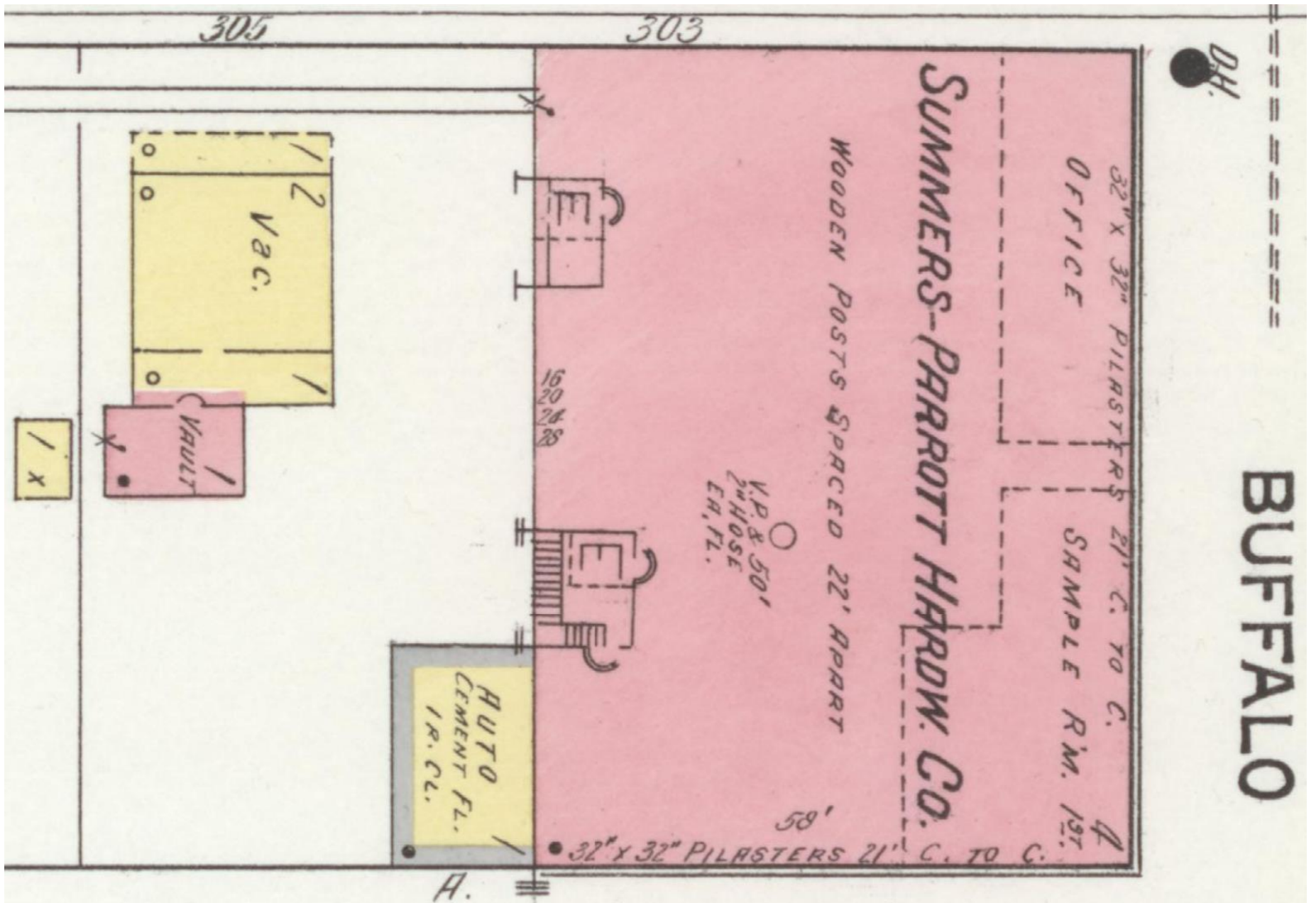
Map 4G. A detail of the area where the Clinchfield depot and the Summers – Parrott Hardware Company building would be constructed in 1909 and 1910, respectively. This map dates to April 1903.



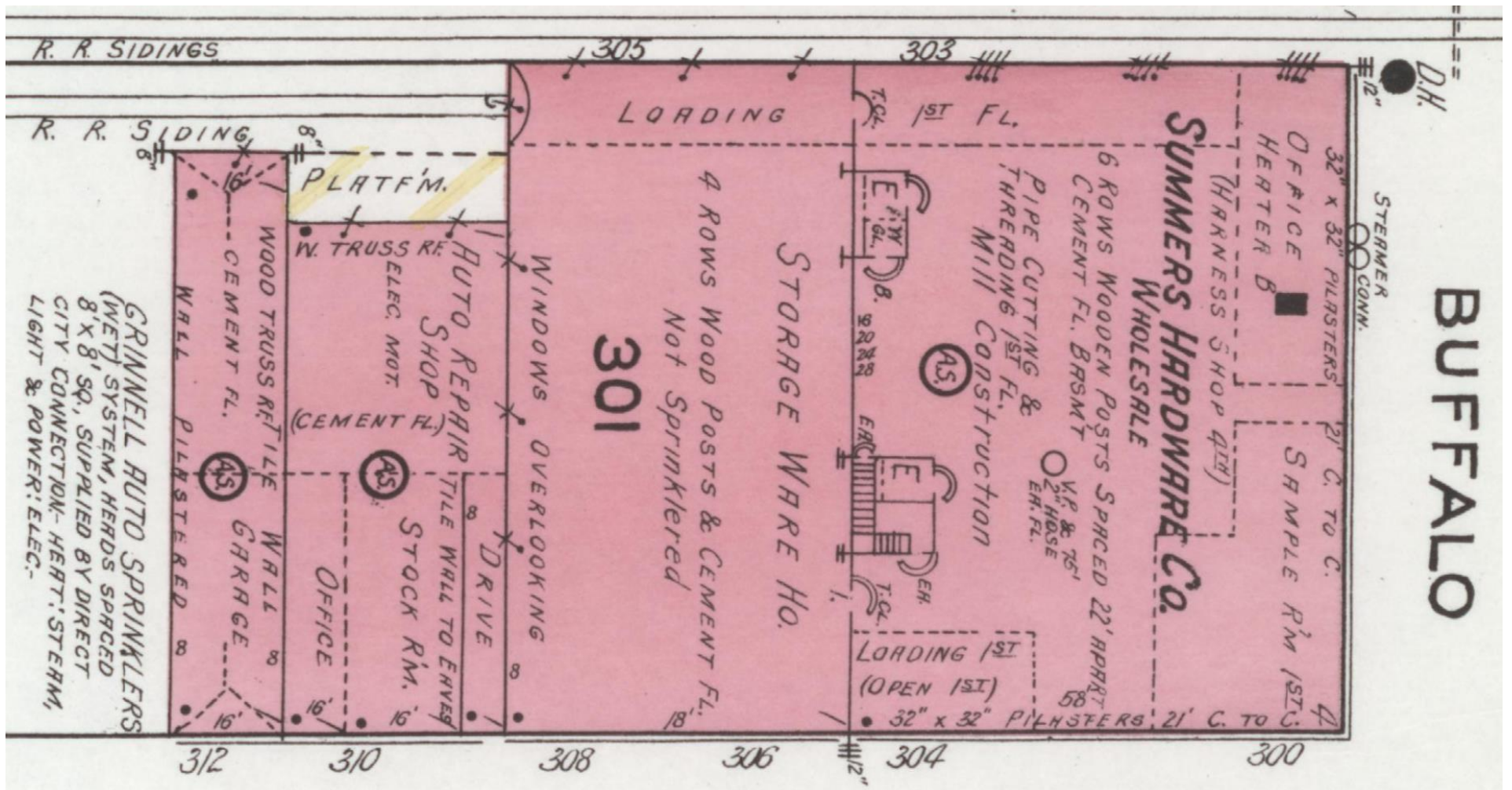
Map 5D. A detail of the area where the Clinchfield depot and the Summers – Parrott Hardware Company building would be constructed in 1909 and 1910, respectively. This map dates to December 1908. Note that the Ritter and Uptegrove lumber yards have been removed.



Map 6D. A detail of the C.C. & O. freight depot and the Summers – Parrott Hardware Company, July 1913. This C.C. & O. Freight Depot was completed in 1909. This Summers – Parrott Hardware Company building was begun in 1910 and opened for business in 1911. Note the railroad siding to the Summers – Parrott Hardware Company. The Clinchfield depot and platform were constructed on land previously occupied by lumber yards belonging to W.M. Ritter and W.E. Uptegrove & Brother. The Summers – Parrott building was constructed on land previously occupied by a lumber yard belonging to K.P. Jones & Company and a private residence, see Map 12.



Map 6E. Another detail of the Summers – Parrott Hardware Company, July 1913.



Map 8F. A detail of the Summers Hardware Company, February 1920.⁷⁵ For a photograph of the interior of the office (top right of the building) from c. 1935, see Figure 62.



Figure 38. An aerial photograph looking north at the “Summers Hardware & Supply Company,” on 1 March 1947. Note the Post Office and E.T. & W.N.C. depot on the left, as well as the Clinchfield Depot, behind Summers Hardware, and the light-colored Free Service Tire Company building.⁷⁶ Also note the Grocers’ Baking Company (with the Honey Krust Bread signs) across Buffalo Street, to the right of the Summers Hardware & Supply Company.



Figure 39. A view of the “Summers Hardware & Supply Co.” taken on 1 March 1947.⁷⁷



MAY - 1938

Figure 40. "Shamrock Beverage and Tobacco Shop," on the northwest corner of Buffalo and West Walnut, dated May 1938. Note the Summers Hardware & Supply Company in the right background, also note the trolley track in the foreground (which was reportedly removed in 1931).⁷⁸



Figure 41. Summers Hardware & Supply Company, looking northwest at the corner of Buffalo (right) and Ash (left) streets.⁷⁹ Note the Love – Thomas building in the left background. Based on the automobiles present, this photograph appears to date to the 1940s or 1950s.



Figure 42. “Stylized drawing of historic Summers – Parrott Hardware Company Building”. Note the trolley and the corner of the Clinchfield Depot on the right on Buffalo Street, which indicates that this view looks northwest from the corner of Ash and Buffalo streets.⁸⁰



Figure 43. "Summers Parrott Hardware Co. Johnson City, Tenn. Pub by the Bee Hive."⁸¹ Note the trolley on the left side of the image on Buffalo Street, as well as the two boxcars (on Cherry Street) and the Clinchfield Depot on the right, which indicates that this view is oriented southwest. Also of note, this illustration shows this building with nine vertical columns of windows facing Buffalo Street, but it was actually built with seven; likewise on the northside (facing Cherry), this illustration shows four vertical columns of windows, rather than the five it was actually built with, see Figure 44.



Figure 44. Summers Hardware & Supply Company, looking southwest across Cherry Street from Buffalo Street. “Photographed by Duane and Tracy Marsteller, October 10, 2020.”⁸² Note that the first-floor windows facing Buffalo Street have been bricked up. See also Figure 25.



Figure 45. A modern photograph of Summers Hardware & Supply Company, looking southwest across Cherry Street from Buffalo Street.⁸³



Figure 46. “Clinchfield 101 Johnson City, TN 2-2-35” with a passenger train.⁸⁴ 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.

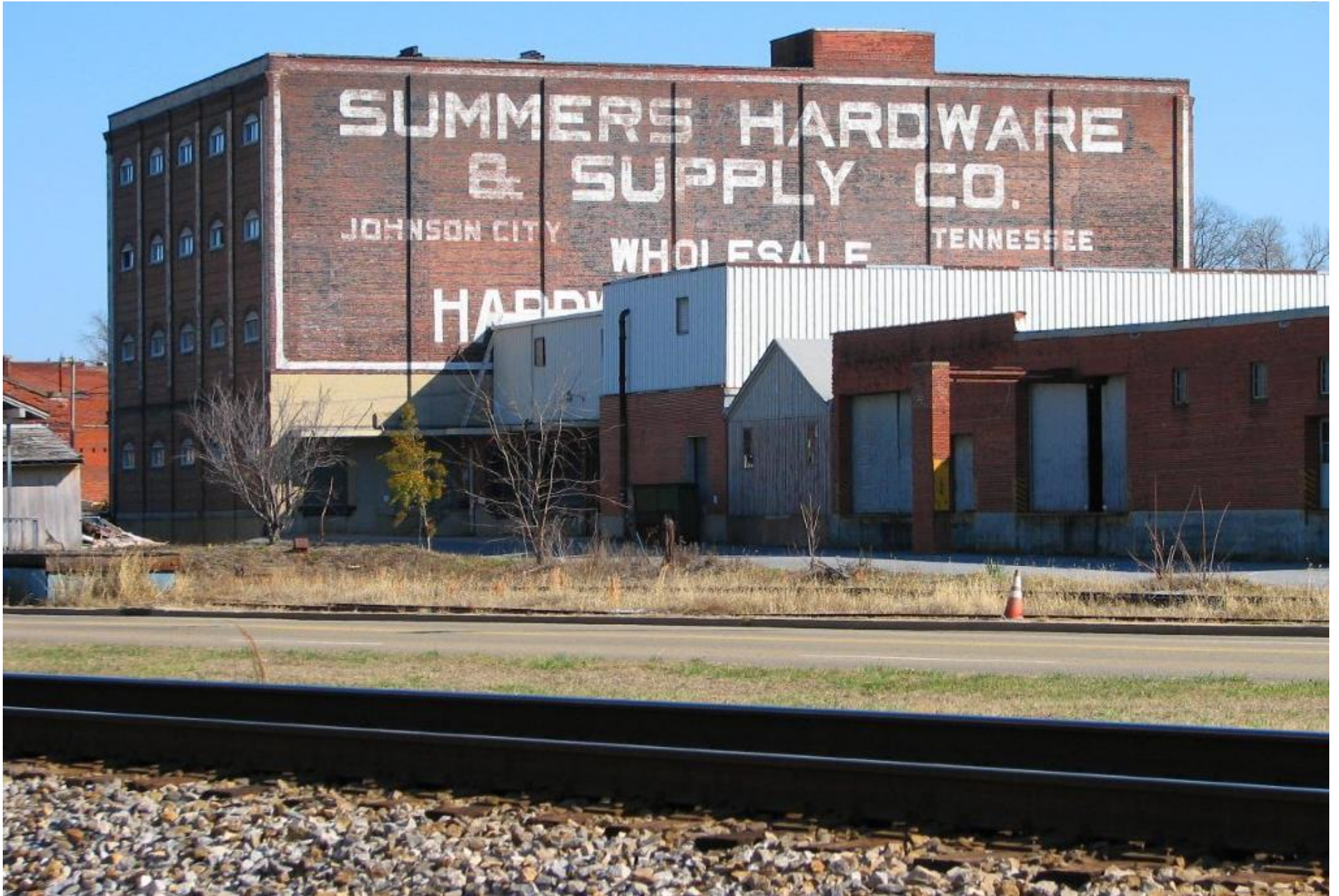


Figure 47. A modern photograph of the Summers Hardware & Supply Company, looking east across Cherry Street.⁸⁵



Figure 48. An aerial view of the Summers Hardware & Supply Co. building on 19 April 1941.⁸⁶ Note the Post Office and the Love – Thomas building along the bottom of this photograph. Also note the Clinchfield and E.T. & W.N.C. depots on the left side, along with the light-colored Free Service Tire Company building in the top left.



Figure 49. A modern photograph of the Summers Hardware & Supply Company, looking northeast from Ash Street.⁸⁷

3.2.1. Summers – Parrott Hardware Company Building, 1909 – Present
Summers – Parrott Hardware Company, at this location 1909 – 1916?
Summers Hardware Company, 1916? – 1936
Summers Hardware and Supply Company, 1936 – present

The Summers – Parrott Hardware Company (and successors) building, at the southwest corner of Cherry and Buffalo streets, was served by a Clinchfield spur by 1913, until at least 1920.

Note: K.P. Jones & Company will be addressed in the next section of this document.

Summers – Parrott Hardware Company, at this location 1909 – 1916?

1870 – 1900. “Summers Hardware Transformed Through Myriad of Names”

“Summers Hardware and Supply Company has had a long convoluted metamorphosis as it migrated through several decades, store locations and individuals into the business that is today located at 400 Buffalo Street.

The origin appears to go back to 1870 when G.C. Seaver came to Johnson City and opened a dry goods store. He later sold it and established a hardware store, which became the second oldest business in Johnson City. In 1888, Joseph P. Summers, who worked for the C.M. McClung Company, bought half interest in Seaver’s business and the store became Seavers & Summers.

After January 1893, a third person, James A. Summers, who had been working at the store as a clerk, formed a partnership with his uncle, Ben D. Lyle and acquired the business, bringing about another name – Lyle & Summers. Prior to April 1896, J.A. Summers and Harry H. Lyle, Ben Lyle’s son, owned the store reversing the company designation to Summers & Lyle.

After April 1896, Lyle sold his interest to their uncle William J. Barton. Soon, the company was relocated when Barton & St. John Hardware combined to form Summers and Barton. After March 1897, another transformation came into play when John F. Lyle, another uncle, united with the company to become Summers, Barton & Lyle.

To further add to the myriad of business titles, after February 1900, H.R. Parrott, who had been traveling with a nearby Bristol firm, arrived in town and bought John Lyle’s interest in the operation. Also, Joseph P. Summers who had left the city in 1892 returned and joined the company. The new name was Summers, Barton & Parrott...”⁸⁸

8 April 1909. Johnson City Comet.

“Will Erect Sky Scraper. The Summers – Parrott Hardware Co. has found it impossible to conduct its business all over the city in such warehouses as it has been able to secure, and has decided to erect a building that will accommodate its growing business. A lot has been purchased from the Unaka Corporation, in front of the Brading & Marshall big shed, fronting 107 feet on Ashe and Cherry streets, and extending 150 feet along Buffalo street. They will cover this lot with a five-story modern building, properly equipped for wholesale hardware house.”⁸⁹

24 February 1910. Johnson City Comet.

“Brick and other material is being placed on the lot owned by the Summers – Parrott Hardware Company, for the erection of its big four story wholesale hardware store, corner of

Buffalo and Cherry street. Work is to begin as soon as the weather opens up, probably by the first of March. This building will cost \$50,000.”

10 March 1910. Johnson City Comet.

“\$60,000 for New Hardware Building – The foundation for the new large five-story wholesale hardware store of the Summer – Parrot 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.”

24 March 1910. Johnson City Comet.

“Big Building Contract – Contract Awarded for Big Hardware Store – Secured by a Bristol Contractor – The Summers – Parrott Hardware Co., has awarded the contract for its new building to be erected on the corner of Buffalo and Cherry Sts., to J.R. McCrary of Bristol. The contract price, which includes only the brick and work, amounts to practically \$40,000. There will be a great many extra features, including passenger and freight elevators, that will make the total cost about \$60,000. It will be one of the handsomest and best appointed wholesale hardware houses in East Tennessee.”

1910 – 1911. “Summers Hardware Transformed Through Myriad of Names”

“After 1910, William Barton decided to organize a retail store and feed business so he sold his portion to James A. Summers. The new partnership became identified as Summers-Parrott Hardware Company and boasted of \$50,000 in capitalization. Summers became president of the new firm and sold the retail department to other individuals in the city. The business was now fully wholesale and would remain as such until the present.

When the Buffalo Street operation opened its doors to the public in 1911, its business flourished. The company began selling Ford and Buick automobiles in addition to hardware...”⁹⁰

11 January 1912. Johnson City Comet.

“Summers – Parrott Hardware Company – The wholesale department of our business has grown to the extent that it requires our undivided time and attention. Not being able to give the retail end of our business the attention this important feature of it required, we felt that our retail customers could be served to better advantage by an organization that could give them their entire time.

We have sold and transferred to the Mountcastle – Phlegar Hardware Company our stock at the Main street store room, and after this date the Mountcastle – Phlegar Hardware Company will have charge of the business, moving the stock from their old stand into the room we have occupied for so long as a retail hardware store.

As we shall do an exclusive wholesale business after this time, we have transferred with the stock our good will in the retail business... Summers – Parrott HWD. Co.”⁹¹

Taking Orders Special Jobs Ames Vehicles



Here is an opportunity to get a vehicle made to your notion at wholesale stock price. We are making up a car for shipment between April 1st and 10th and you can either call and select what you want from the catalogue, or if you will let us know, one of our salesmen will take great pleasure in calling on you.

MR. S. R. TAYLOR says he has used the AMES VEHICLES exclusively in his livery stable for the last FIVE YEARS and they have given him perfect satisfaction. He has given his orders to come in this car. Also Mr. H. E. CACRIGER has adopted the AMES LINE for his stable.

What better recommendations do you want?

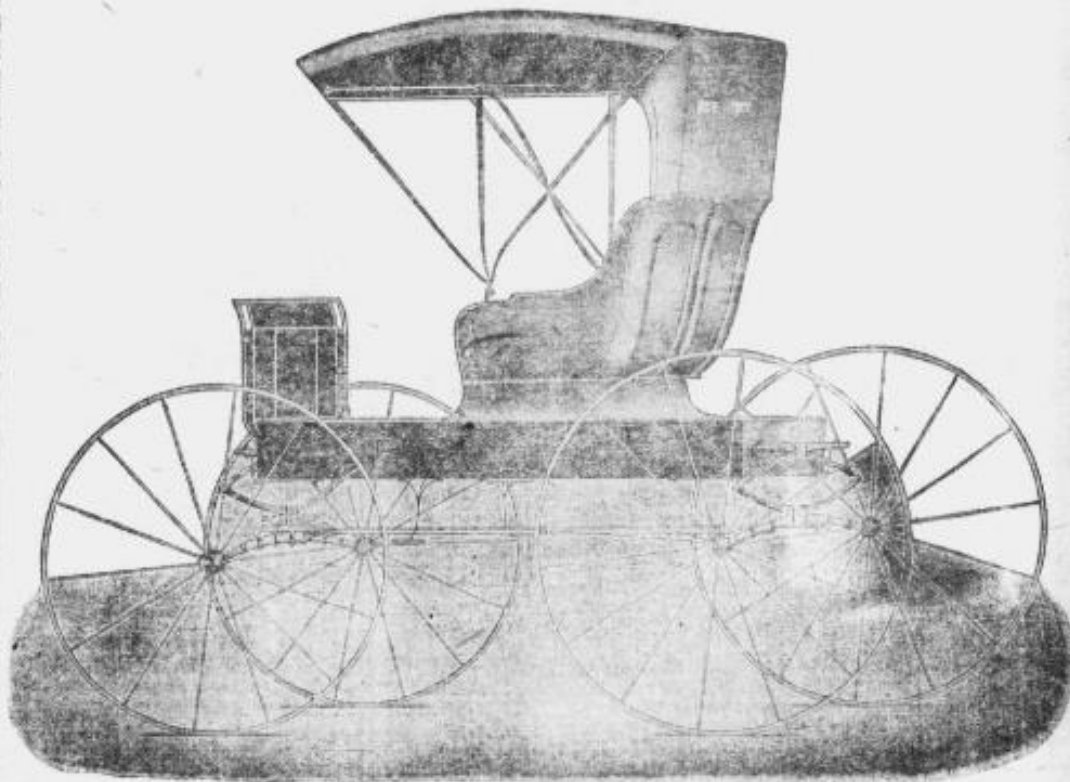
We guarantee each vehicle. We have a special wholesale dealers' price and can take care of you on any price vehicle you want.

Please let us hear from you at once as we must have the order at factory within ten days so as to insure a good finish.

Summers-Parrott Hardware Company

Figure 50. Johnson City Comet, 14 March 1912.

Every Vehicle We Sell is
Guaranteed Against Defective
Material and Workmanship.



This High Grade Guaranteed Genuine Leather Trimmed Buggy as Above

Only \$66.00

Other buggies, carriages, stanhopes and open vehicles in stock at prices to suit the various requirements both steel and rubber tired. A genuine leather trimmed guaranteed plain buggy from our stock.

Leather Quarter Top \$51.00

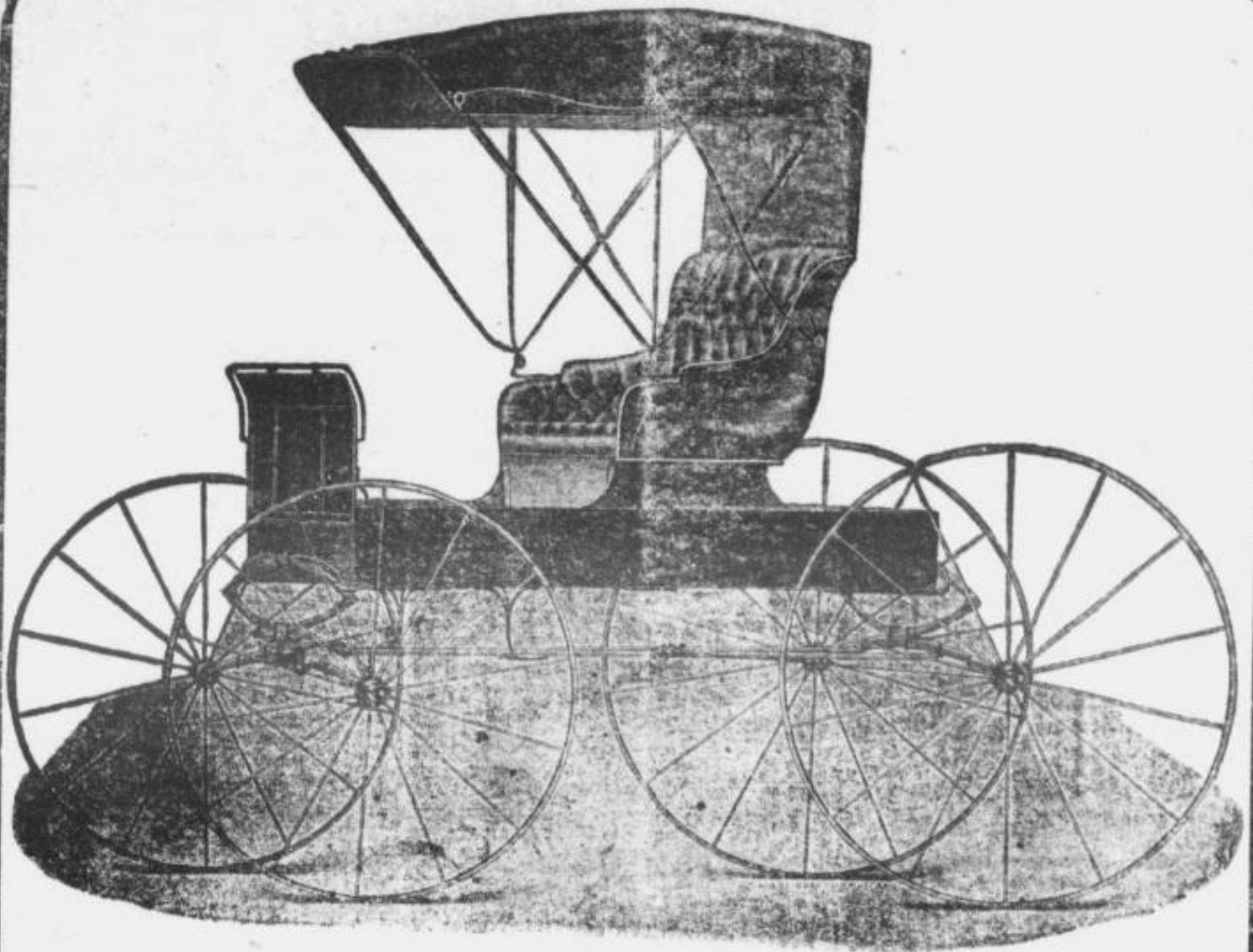
With Rubber Top Only 46.80

All made by **AMES** or **CARVER** and guaranteed for one year against defective material and workmanship. While we sell our general line of hardware at wholesale only, we sell vehicles and mill supplies to all. We have our vehicles set up ready for your inspection and hope you will do us the favor of looking over what we have to offer before you buy. We guarantee to beat the catalog houses if you care anything at all for quality and appearance.

Summers-Parrott Hardware Company

Johnson City, Tennessee.

Figure 51. Johnson City Comet, 25 April 1912.



We buy vehicles in car loads and will sell you on same basis. You are invited to call at our wholesale house and look over our line of buggies, surreys, stan-hopes, etc., both steel and rubber tired. We have them set up for your inspection. Big line to select from.

Summers-Parrott Hardware Company

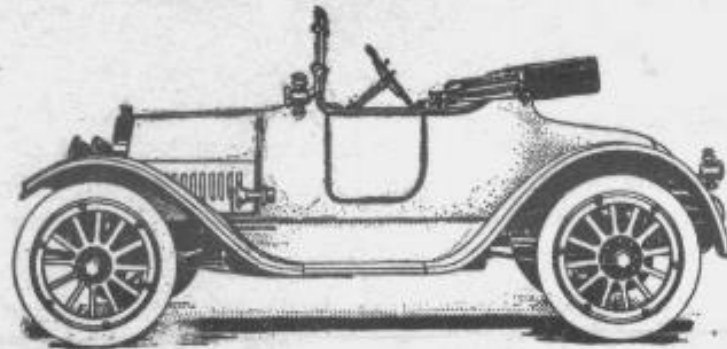
Figure 52. Johnson City Comet, 20 June 1912.



Built for Service

We are in the car business to stay and which means we are prepared to give you service.

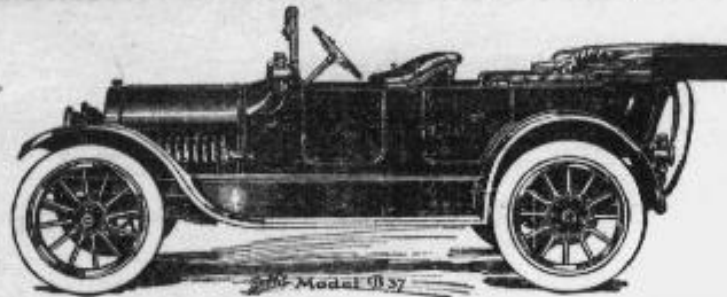
Every Automobile requirement is met in the 1914 BUICK Line. Let us demonstrate it.



PRICE LIST

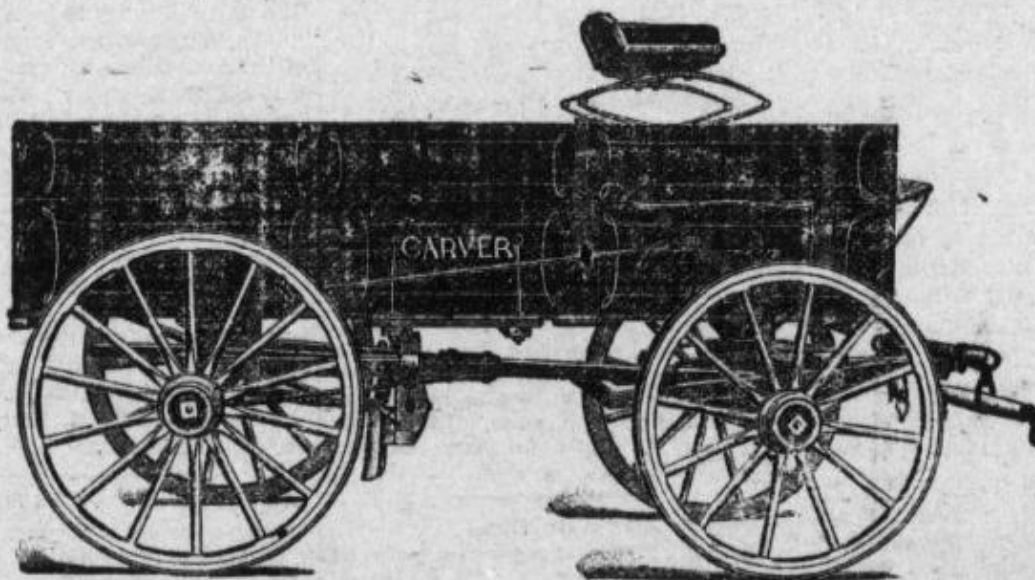
2 Passenger Roadster, 28 h. p. fully equipped	-	\$ 950
5 Passenger Touring, 28 h. p. " "	-	1,050
2 Passenger Roadster, 35 h. p. " "	-	1,235
5 Passenger Touring, 35 h. p. " "	-	1,335
5-7 Passenger " 48 h. p. (6 cyl) "	-	1,985

F. O. B. Flint, Mich. Delco Starter, Electric Lights, Demountable Rims.



Summers-Parrott Hardware Company.
JOHNSON CITY - - TENNESSEE

Figure 53. Johnson City Comet, 18 December 1913.



HIGH AND LOW WHEELS NARROW AND WIDE TIRES

Malleable and Steel Skeins

Sizes of Wagons in Stock.

2¼x7 inch Cast Skein, regular tire 1¼x¾ inch.

Equipment for one horse wagon—

Bed, 15 inches deep, 8 feet long, if sold without wagon.

Bed Brake, if sold without wagon.

Spring Seat, if sold without wagon.

2¾x8½ inch Short Bell Malleable Skein, regular tire 1½x¾ inch, also 2 in. tire

2¾x8½ inch Steel Skein, 1½x¾ inch, also 2 inch tire.

3x9 inch Short Bell Malleable Skein, regular tire 1¾x¾ inch, also 2 in. tire.

3x9 inch Steel Skein, regular tire 1¾x¾ inch, also 2 inch tire.

3¼x10 inch Cast Skein, regular tire 1¾x¾ inch, also 2-inch tire.

3¼x10 inch Steel Skein, regular tire 1¾x¾ inch, also 2 inch tire.

3½x11 inch Cast Skein, regular tire 2¼x¾ inch.

3½x11 inch Steel Skein, regular tire 2¼x¾ inch.

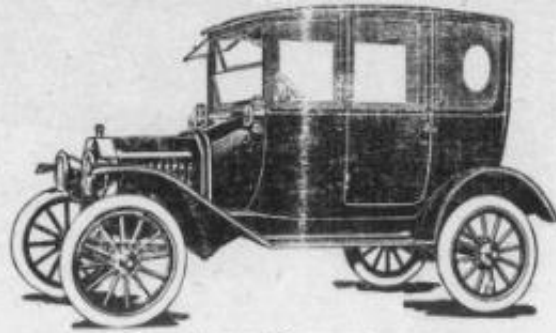
Also Beds and Parts for above Wagons. Beds, 18 to 25 inches deep and 10 feet long. Call on us for prices and terms. These Wagons sold you on a Guarantee against defective workmanship and material.

A LARGE STOCK ALWAYS ON HAND.

Summers-Parrott Hardware Company

Johnson City, Tennessee

Figure 54. Johnson City Comet, 13 August 1914.



The Ford Sedan is at your service every hour of the day. It carries the children to school in safety and comfort—the morning shopping tour and the afternoon social call are made in cozy refinement—and this roomy, luxurious car is ideal for the theatre party or evening engagement. Ford stability and economy of maintenance—less than 2 cents a mile.

Ford Sedan \$975; Coupelet \$750; Town Car \$690; Touring Car \$490; Runabout \$440. All fully equipped, f. o. b., Detroit.

Buyers will share in profits if we sell at retail 200,000 new Ford cars between August, 1914 and August, 1915.

Summers-Parrott Hardware Co.



The Ford Coupelet is the practical, all-the-year-around, two-passenger car for the busy business man. The drive to and from the office, invigorating in fair weather, with snug coziness in inclement weather—the urgent business engagement—every demand of commercial life for motor car service is met in the Ford Coupelet. It's Ford utility combined with Ford economy of operation and upkeep—less than 2 cents a mile. Change from open to closed car is made in a minute or two.

Ford Coupelet \$750; Sedan \$975; Town Car \$690; Touring Car \$490; Runabout \$440. All fully equipped, f. o. b., Detroit.

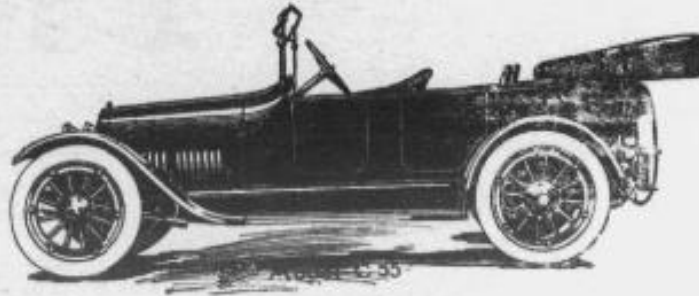
On display and sale at

Summers-Parrott Hardware Co.

Buyers will share in profits if we sell at retail 200,000 new Ford cars between August, 1914 and August, 1915.

Figure 55. Johnson City Comet, 18 March 1915.

We Carry In Stock For
Immediate Delivery



Buick & Ford Automobiles

And a full line of Automobile Casings
and Tubes. Big Reduction in price of
Casings and Tubes. We have in stock
both Good Year and Imperial.

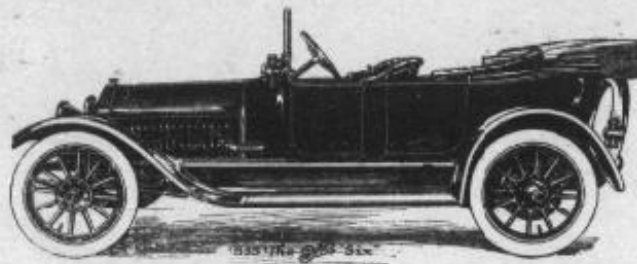
Sizes	Casings	Red Tubes	Grey Tubes
30x3	\$ 9.00	\$2.60	\$2.35
30x3½	11.60	3.00	2.70
32x3½	13.35	3.10	2.80
34x4	19.40	4.25	4.00
36x4	20.50	4.65	4.20
36x4½	27.35	5.80	5.20

Summers - Parrott Hardware Co.

Our Motto:- "Satisfactory Service"

Figure 56. Johnson City Comet, 1 April 1915.

1650
 F. O. B.
 FLINT MICH.
 COMPLETE
 WITH
 SPEDOMETER



VALVE-
 IN-HEAD
 MOTOR
 KEYSTONE
 OF BUICK
 SUCCESS

THE VALVE-IN-HEAD MOTOR CAR!

The thing that makes Buick motor cars stand out in power. And power is the most desirable attribute any automobile can possess. The Buick Valve-in-Head motor insures power at all times. There is a greater reserve of power in Buick cars than any other automobile, regardless of size of price

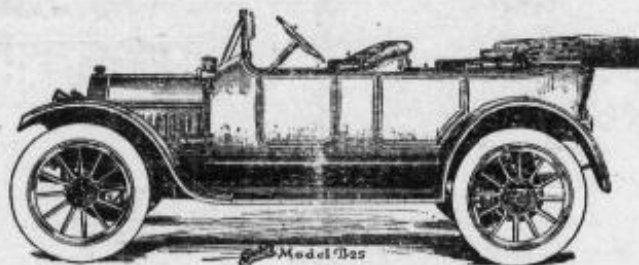
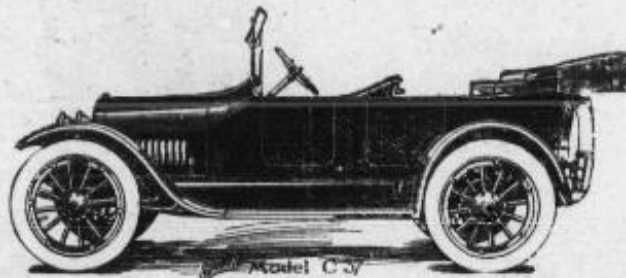
What Power Means to the Motorist

When we say the Buick has great Power motorists interpret our statement to mean that the Buick is merely a great hill climber. They instantly associate power hills. True the Buick is a great hill climber, but Buick power means far more than ability to climb hills.

We realize that thousands of motorists never have any very big hills to climb.

The things that make an automobile good or bad is power or the lack of it. And here is the thought we wish to impress upon your minds:

You do not need hills to realize the vast importance of automobile Power!



Power is what gives the punch to your motor car. It is the life of your car. Any old motor will make a car go, even up steep hills. But Buick Power makes it go with a vim, an eagerness that is almost human. The Buick Valve-in-Head-Motor is a thing alive and active. It is a force that is volcanic.

The difference between the Buick Valve-in-Head motor and an "L" or "T" head motor is the difference between a school boy with spring fever and a two-year-old colt on a sharp November morning. To the boy action is a painful process. To the colt it is a thing of joy.

Buick Valve-in-Head power finds expression in the full line of Buick cars. Each one is built around the Buick Valve-in-Head motor—the motor which for twelve years has made Buick cars pre-eminent.

SUMMERS-PARROTT HARDWARE CO.

Carry these cars in stock and will be glad to give you a demonstration. Call on them

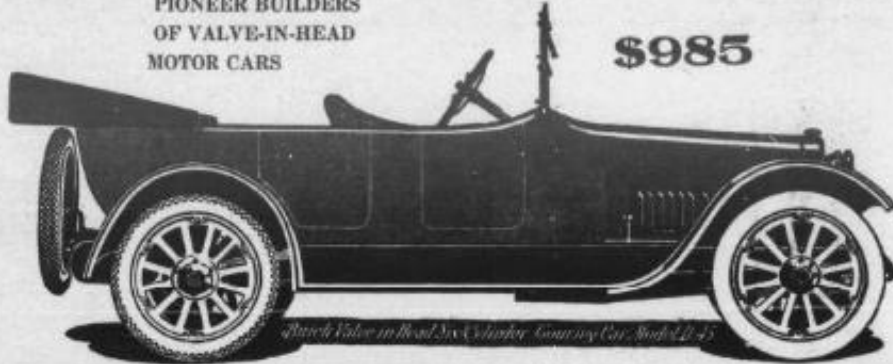
Figure 57. Johnson City Comet, 15 April 1915.

ANNOUNCEMENT

The Public wants Buick Sixes—so many of them that we shall build nothing else in 1916.

PIONEER BUILDERS
OF VALVE-IN-HEAD
MOTOR CARS

\$985



Buick Valve-in-Head Six (Touring Car Model D-45)

Regardless Of The Car You Buy Or The Price You Pay, Nowhere Can You Get Greater Value

More enduring than chronic vanadium steel, more wonderful than the finest workmanship, is the idea that can dominate an industry.

In this day when more Buicks are being built than ever before it is interesting to remember that the distinguishing characteristic of the Buick, the Valve-in-Head Motor, has existed as an idea for twenty-five years and has been built into Buick cars for thirteen years.

Buick Valve-in-Head was a two cylinder engine. From 1908 to 1914 four cylinders, dominated the field and the Buick Valve-in-Head Four dominated other types. The Buick Valve-in-Head Six was first put on the market in 1913. Fours also continued—but the Valve-in-Head Six has stirred the imagination of the car-buying public. The demand from the start outpacked the production.

This demand has become so overwhelming that

now—for 1916—the Four gives way to Sixes. Two chassis, both Sixes, with roadster, touring car, coupe, sedan bodies. The Six has been made standard because in the Six the Valve-in-Head idea has its greatest opportunity for service.

Valve-in-Head type. Never before has the Valve-in-Head idea had such adequate materialization.

This year the Buick factory is arranged for Sixes exclusively. The production will be large. Demand ne- Also since the first appearance of the Buick Six there has risen an insistent demand for smaller Buick Sixes.

The Six is a natural, logical, efficient form for the ceasitates a steady stream of Buick trains leaving the factory during the season.

And the Power, Economy, Dependability and Comfort of 1916 Buick Sixes justify this demand more than ever. Study specifications and you'll see why.

1916 SIXES Exclusively

HORSE POWER—Built regularly in 45 and 55 horse power, Six Cylinder Valve in Head motor with two size chassis. **WHEEL BASE**—116 and 130 inches. **REAR AXLES**—Genuine full floating, with spiral bevel gear drive. **REAR SPRINGS**—Buick special cantilever. **BODY**—Full stream line exceptionally roomy for both passengers and driver. One man top with clear vision side curtains, which remain attached and fold neatly in top when not in use. **WINDSHIELD**—Two piece rain



vision and ventilating. **LEFT HAND DRIVE**—and center control. **UPHOLSTERING**—Fine quality, genuine leather, luxuriously trimmed over curled hair and deep coil springs. Furnished complete even to the smallest detail.

f. o. b. Detroit
Roadsters and Touring Cars \$950 to \$1485
Coupes and Inside Drives Sedans, \$1350 to \$1875

Summers-Parrott Hardware Co., Agents
Johnson City, Tenn.

Figure 58. Johnson City Comet, 24 June 1915.



ANNOUNCEMENT

The following prices f. o. b., Detroit
effective August 2, 1915

Ford Runabout	- - -	\$390.00
Ford Touring Car	. -	\$440.00
Ford Town Car	- - -	\$640.00

No speedometer included in this year's equipment, otherwise cars fully equipped.

There can be no assurance given against an advance in these prices at any time. We guarantee, however, that there will be no reduction in these prices prior to August 1, 1916

Profit-Sharing With Retail Buyers

August 1, 1914, we made the announcement that if we could make and dispose of 300,000 Ford cars between August 1, 1914, and August 1, 1915, we would share profits with the retail purchasers, to the extent of from \$40 to \$60 on each car. We have sold over 3,000,000 Ford cars in the time specified, and profit-sharing checks of \$50 each will be distributed as rapidly as possible after August 15, 1915. Retail purchasers who have not yet mailed us their profit-sharing coupons, properly endorsed, should do so without delay. Our plan to profit-share with retail purchasers of Ford cars during 1914-1915 has been most successful. We thoroughly believe in it, but, realizing uncertainty of conditions generally makes it advisable to defer any announcement of future profit sharing until a later date. We are, however, confident of our inability to reduce costs for several months, and therefore can offer no profit-sharing for cars delivered during August, September, October, 1915.

FORD MOTOR CO.

Detroit

SUMMERS-PARROTT HARDWARE CO.

LOCAL AGENTS

JOHNSON CITY

TENNESSEE

Figure 59. Johnson City Comet, 5 August 1915.

19 November 1913. The Horseless Age.

“New Supply House. – The Summers – Parrott Hardware Co., Johnson City, Tenn., have entered the field of automobile supplies and accessories. They are handling a complete line of accessories and electrical equipment for cars.”⁹²

11 June 1914. Johnson City Comet.

“Summers – Parrott Hardware Company will close on Saturdays at three o’clock p.m. during the months of June, July, and August. Open until 6 p.m. other week days.”

13 August 1914. Johnson City Comet.

“Filtered Gasoline in your Automobile – The Summers – Parrott Hardware Co., agents for the world renown Ford and celebrated Buick Automobiles, have just recently installed the most up-to-date Gasoline Storage Outfit to be had. It is not only Fire Proof, but filters and strains the Gasoline from all water and other impurities. The Metre keeps accurate check on all Gasoline which is placed by an Automatic pump through a hose directly into your car, without being exposed to the air, and you can, therefore, rely on securing perfectly clean gasoline.

This outfit is located on Ashe street and those of you who are interested can easily find it, as it is made up of a red iron cabinet, heavy cast iron, with sign over the top marked Gasoline.

This outfit has been installed with a view of furnishing their customers in the satisfactory manner.”

10 June 1915. Johnson City Comet.

“The Summers – Parrott Hardware Company will close on noon Saturdays for the benefit of their employes during the months of June, July and August.”

1915. “Summers Hardware Transformed Through Myriad of Names”

“A 1915 Chamber of Commerce publication had glowing comments about the firm: ‘One of the most striking features of the big business interests of Johnson City is stability, as exhibited in the fact that among its representative houses are some that have gained success and prominence by steady development through many years of active and honorable business history, a notable example being Summers – Parrott Hardware Company.

This is one of the largest concerns of its kind in this section and operates an immense business in Tennessee, North Carolina, South Carolina and Kentucky. The comparatively new building now occupied is an immense four-story structure and basement, 107 by 150 feet in dimensions and erected in the year 1911.’

After 1915, industry conditions necessitated the separating of the business. Parrott chose to stay with the automobile portion so he sold his interest to James A. Summers, built a garage next door to his former company and opened his store. Summers – Parrott Hardware was reorganized as Summers Hardware Company and, over the next several years, edged forward in spite of numerous economic downturns...”⁹³



A real Guarantee

To be more than a mere "scrap of paper," a guarantee must be absolute—and backed by a concern able and willing to make it good.

The General's guarantee is not only absolute; it is backed by a business operating the world's largest roofing mills, and making one-third of all the roll roofing made in America. That's the guarantee behind

Certain-teed Roofing

The guarantee is for 5, 10 or 15 years, according to ply (1, 2 or 3). There is no evasion about it—no attempt to substitute a high-sounding something "just as good." There is no substitute for a real guarantee. You get an absolute guarantee on CERTAIN-TEED because the General knows that no better roofing can be made. Its raw materials and method of manufacture are both certified by the General's board of graduate chemists, and he knows he's taking no chance in guaranteeing them to you. That's what "CERTAIN-TEED" means—*certified* and *guaranteed*. Experience has proven that the guarantee is conservative, and that CERTAIN-TEED will outlast the period of guarantee.

The roofing felt, as it comes bone dry from the rollers, is given a thorough saturation of a special blend of soft asphalt, the formula of the General's board of expert chemists. It is then given a harder coating of another blend of asphalt. This keeps the inner saturation soft, and prevents the drying-out process so destructive to ordinary roofing. Roofing is impervious to the elements only so long as the asphalt saturation lasts. CERTAIN-TEED retains its soft saturation, and is in good condition for years after the harder, drier kinds have become useless.

CERTAIN-TEED is made in rolls; also in slate-covered shingles. There is a type of CERTAIN-TEED for every kind of building, with flat or pitched roofs, from the largest sky-scraper to the smallest residence or out-building.

CERTAIN-TEED is sold by responsible dealers all over the world, at reasonable prices. Investigate it before you decide on any type of roof.

General Roofing Manufacturing Company

World's Largest Manufacturers of Roofing and Building Papers

New York City	Chicago	Philadelphia	St. Louis	Boston	Cleveland
Pittsburgh	Detroit	San Francisco	Cincinnati	New Orleans	
Los Angeles	Memphis	Kansas City	Dayton	Indianapolis	
Atlanta	Richmond	Houston	London	Spencer	

Copyrighted 1916, General Roofing Manufacturing Co.

Summers-Parrott Hardware Co.

Wholesale Distributors
East Tennessee and
Western N. Carolina

Johnson City, Tennessee

Figure 60. Johnson City Comet, 18 May 1916.



Universal Service. Certain-teed stands for universal service. In every part of the world you will find Certain-teed products "doing their duty", in all kinds of weather and under all conditions—rendering Universal Service of the best kind.

Certain-teed
Roofing

gives Universal Service to all who use it. For factories, office buildings, farm buildings, garages, etc., CERTAIN-TEED is the efficient roof. It costs less to buy, less to lay and less per year of life. It is light-weight, clean, sanitary, weather-proof and fire retardant. For residences CERTAIN-TEED Slate Surfaced Shingles have all the advantages of CERTAIN-TEED Roll Roofing, plus artistic beauty. CERTAIN-TEED is guaranteed for 5, 10 or 15 years, according to thickness (1, 2 or 3 ply), but lasts longer than the period of guarantee.

If you are building or need a new roof, it will pay you to investigate CERTAIN-TEED before deciding upon any type of roof. Sold by leading dealers all over the world at reasonable prices.



Certain-teed
Paints and Varnishes

give Universal Service because they are good, dependable products, honestly made from high grade materials, by expert paint men, and guaranteed to give satisfaction. Mixed by modern machinery which eliminates the uncertainties of hand mixing and insures absolute conformity to the expert's formula on the label. The extensive organization for selling and distributing all CERTAIN-TEED products reduces costs to a minimum and makes it possible to sell CERTAIN-TEED Paints and Varnishes at very reasonable prices.

Whether you do your own painting or employ a painter it will pay you to insist on getting CERTAIN-TEED. Any good dealer can supply you. If he doesn't carry CERTAIN-TEED he can get it for you.

CERTAIN-TEED PRODUCTS CORPORATION

General Roofing Mfg. Co., Gregg Varnish Co., Mound City Paint & Color Co.

New York Chicago Philadelphia St. Louis Boston Cleveland Pittsburgh Detroit Buffalo San Francisco Milwaukee Cincinnati New Orleans Los Angeles Minneapolis Kansas City Seattle Indianapolis Atlanta Richmond Grand Rapids Nashville Salt Lake City Des Moines Houston Duluth London Sydney Havana

Summers-Parrott Hardware Company

Wholesale Distributors

Johnson City, Tennessee

Figure 61. Johnson City Comet, 29 March 1917.

Summers Hardware Company, 1916? – 1936

11 February 1926. Manufacturers Record.

“Tenn., Johnson City – Following are additional subcontractors on American Bemberg Corporation’s plant between here and Elizabethton: Virginia Bridge & Iron Co., Roanoke, Va., on structural steel; C.O. Biddle, Johnson City, on plumbing; B.G. Young, Johnson City, for sewers; Johnson City Foundry & Machine Co., miscellaneous iron and steel; Johnson City Shale Brick Co., for brick; **Summers Hardware Co.**, Johnson City, for hardware. Hughes – Foulkrod Co., 421 Seventh Ave., Pittsburgh, Pa., Genl. Contrs.; Lockwood, Green, & Co., Engrs.; 1 Pershing Sq., New York.”⁹⁴

6 May 1926. Manufacturers Record.

“Tenn., Elizabethton – J.B. McCrary Engineering Corp., Atlanta, Ga., are handling work for Mountain Spring Water Co., covering extension to present system to supply rayon plant of American Bemberg Corp., consisting of about 2 miles of 10-in. cast-iron mains; U.S. Cast Iron Pipe & Foundry Co., Birmingham, Ala., for cast iron pipe; R.D. Wood & Co., Philadelphia, Pa., for hydrants and valves; **Summers Hardware Co.**, Johnson City, for lead and jute; also plan construction 500,000 gal. reservoir.”⁹⁵

Summers Hardware and Supply Company, 1936 – present

1936. “Summers Hardware Transformed Through Myriad of Names”

“However, the company went bankrupt in 1936 and was reorganized as Summers Hardware and Supply Company, Inc. by creditors from banks and manufacturers. Fitzhugh Wallace, a local banker, became president of the struggling company. Wallace was a savvy businessman and vigilantly brought the besieged firm out of insolvency. He remained in that capacity until he became Chairman of the Board. His son Fitzhugh Wallace Jr. became President and his daughter, Gwen Wallace, part owner...”⁹⁶

1949. The Petroleum Engineer.

“Midwest Names Agent – The Summers Hardware and Supply Company, Johnson City, Tennessee, has been named northeast Tennessee distributor of the entire line of welding fittings and forged flanges of the Midwest Piping and Supply Company, St. Louis, it was announced by A. G. Stoughton, Midwest president. As distributor, the Summers company will serve the natural gas pipe line, petroleum refining, and other industries in an extended area, including Johnson City, Elizabethton and Kingsport, Tennessee, and Bristol, Virginia. The Summers company will maintain stocks of Midwest’s line of fittings, which range from ¾ in. to 24 in. in diam., including elbows, reducers, return bends, caps, tees, etc. Welding fittings and forged flanges are of carbon steel, wrought iron, stainless steel and other metals. The Summers company also distributes National Tube Company pipe and Lunkenheimer valves. F.L. Wallace is president of the industrial supply firm, which was founded in 1896. William B. Johnson is manager of the supply department.”⁹⁷



Figure 62. “Summers Hardware, c. 1935”, see Map 8F.⁹⁸

1991 – 1992. “Summers Hardware Transformed Through Myriad of Names”

“In a 1992 interview with Press writer, Phyllis Johnson, the two Wallace owners stated that their father restructured the company in [1936, during] difficult times, shifting toward industrial supplies, maintenance and construction goods. By then, consumers began migrating toward one-stop mega variety stores where they could shop for hardware items and sundry other merchandise under the convenience of one roof. It was during this time that Summers Hardware Company began selling automobile parts, a decision that proved to be highly lucrative.

In 1991 sensing it was time to move on, the Wallace family located their replacements in the business’s front office, selling it to employees John R. Lawson and R. Glenn Shaw. Eight years later, Shaw became sole owner. Today, the company is a thriving MRO wholesale supplier serving a wide-ranging customer base that includes manufacturers, schools, nursing homes, hospitals and commercial contractors.

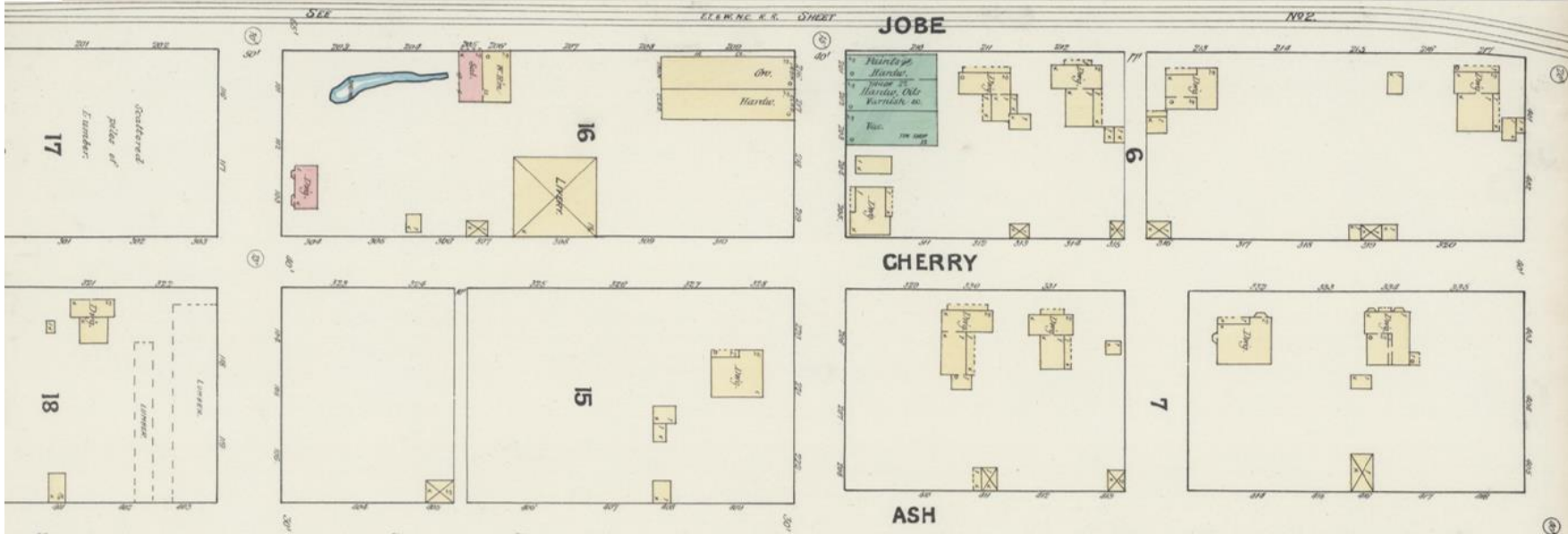
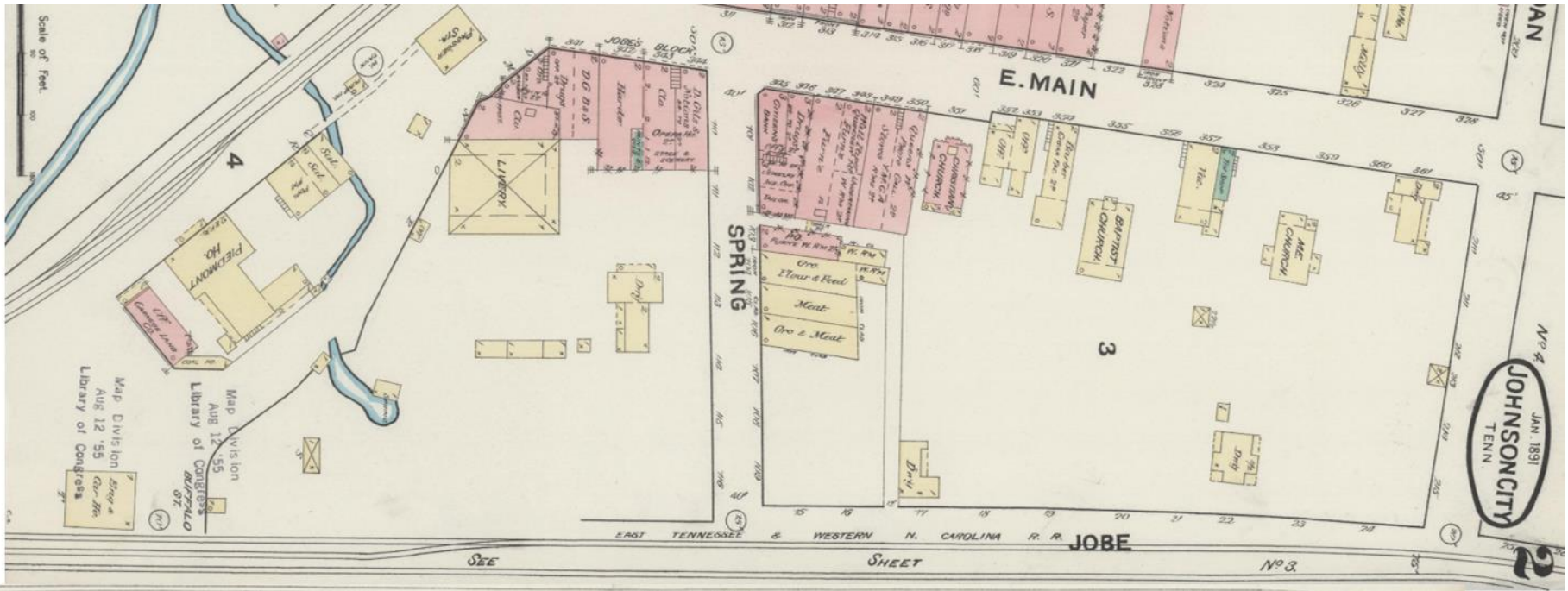
It has been said that the wooden floors of the massive Summers Hardware building creak under the feet of those who walk over it as a testament to the strength of both the building and the work carried on there. Unlike its many former competitors of years past who have long passed from the scene, the business has pressed forward. The large letters on the side of the century-old building are a constant reminder to the populace of its lengthy and intricate history. And the beat goes on.

Thanks to Alex Summers, Gwen Wallace and Glenn Shaw for their valuable input to this article.”⁹⁹

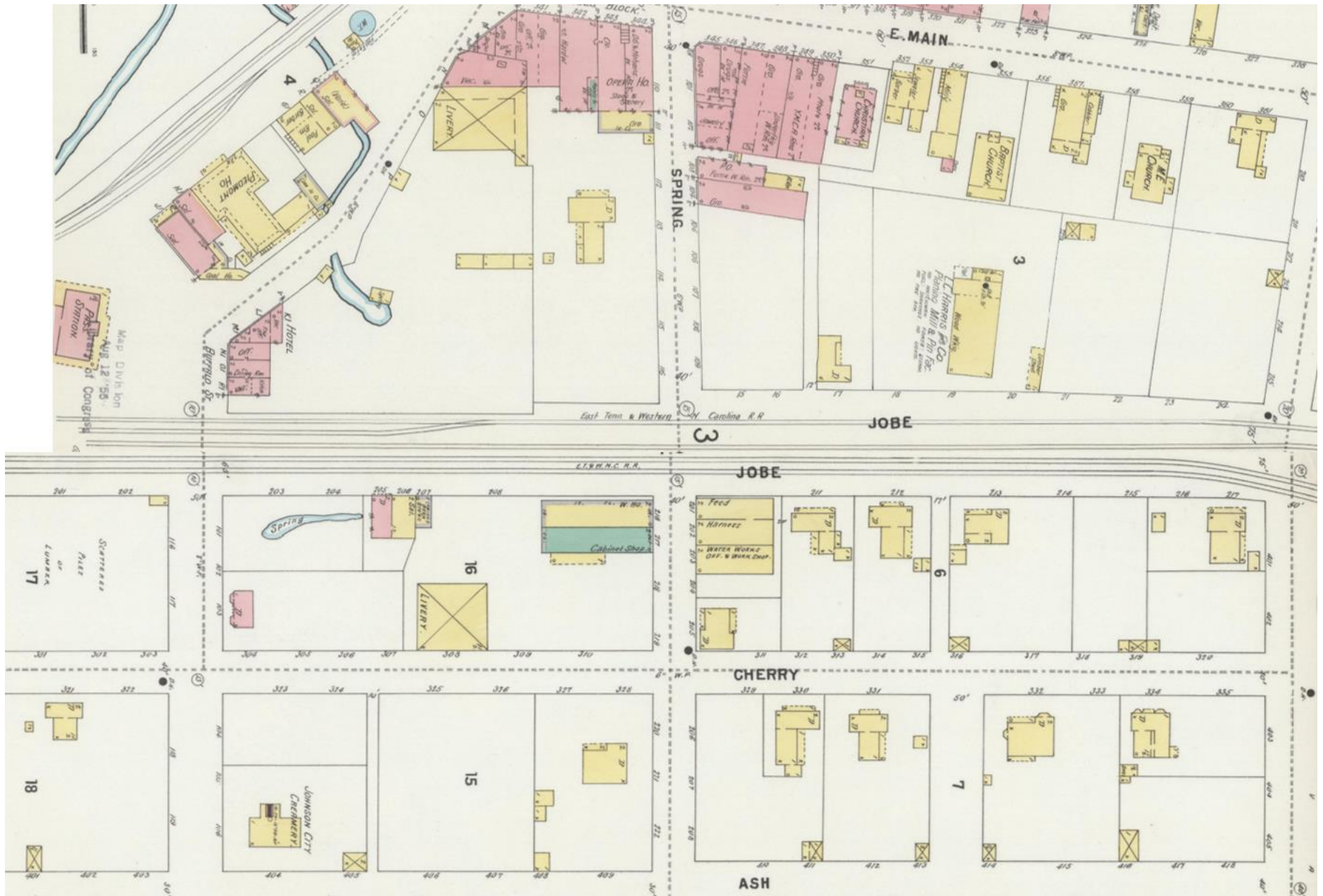
2005. Johnson City.

“Summers Hardware & Supply Company... has been at this Buffalo Street location since 1910. While it was originally a wholesale hardware distributor, Summers Hardware & Supply Company now sells industrial and manufacturing supplies...”¹⁰⁰

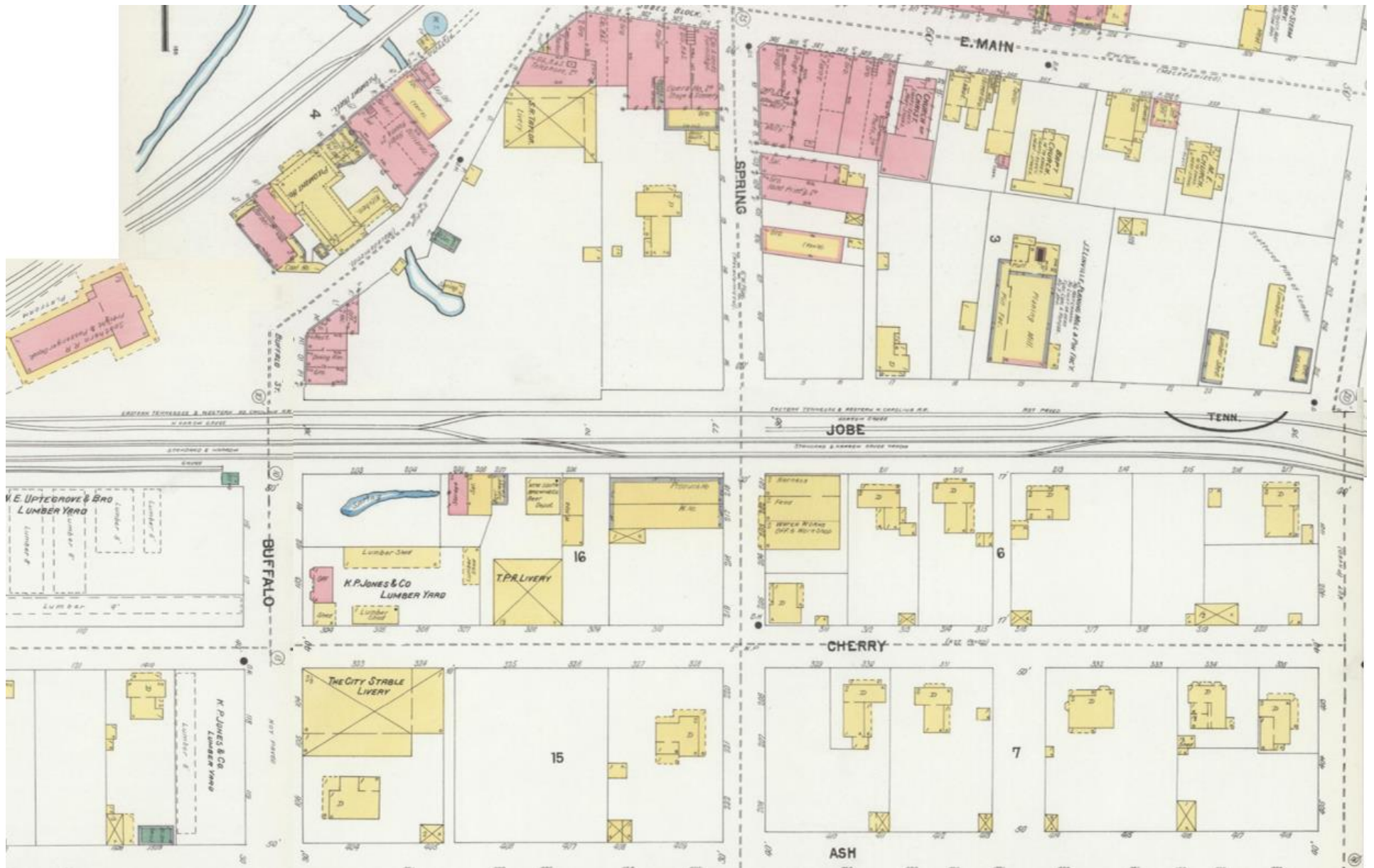
4. Businesses on the East Side of Buffalo Street, Between Ash and Jobe Streets,
1891 – to perhaps 1998.
(Maps and Figures)



Map 10. This composite map depicts the area bounded by South Roan and Buffalo streets (east to west) and East Main to Ash streets (north to south) in January 1891.¹⁰¹



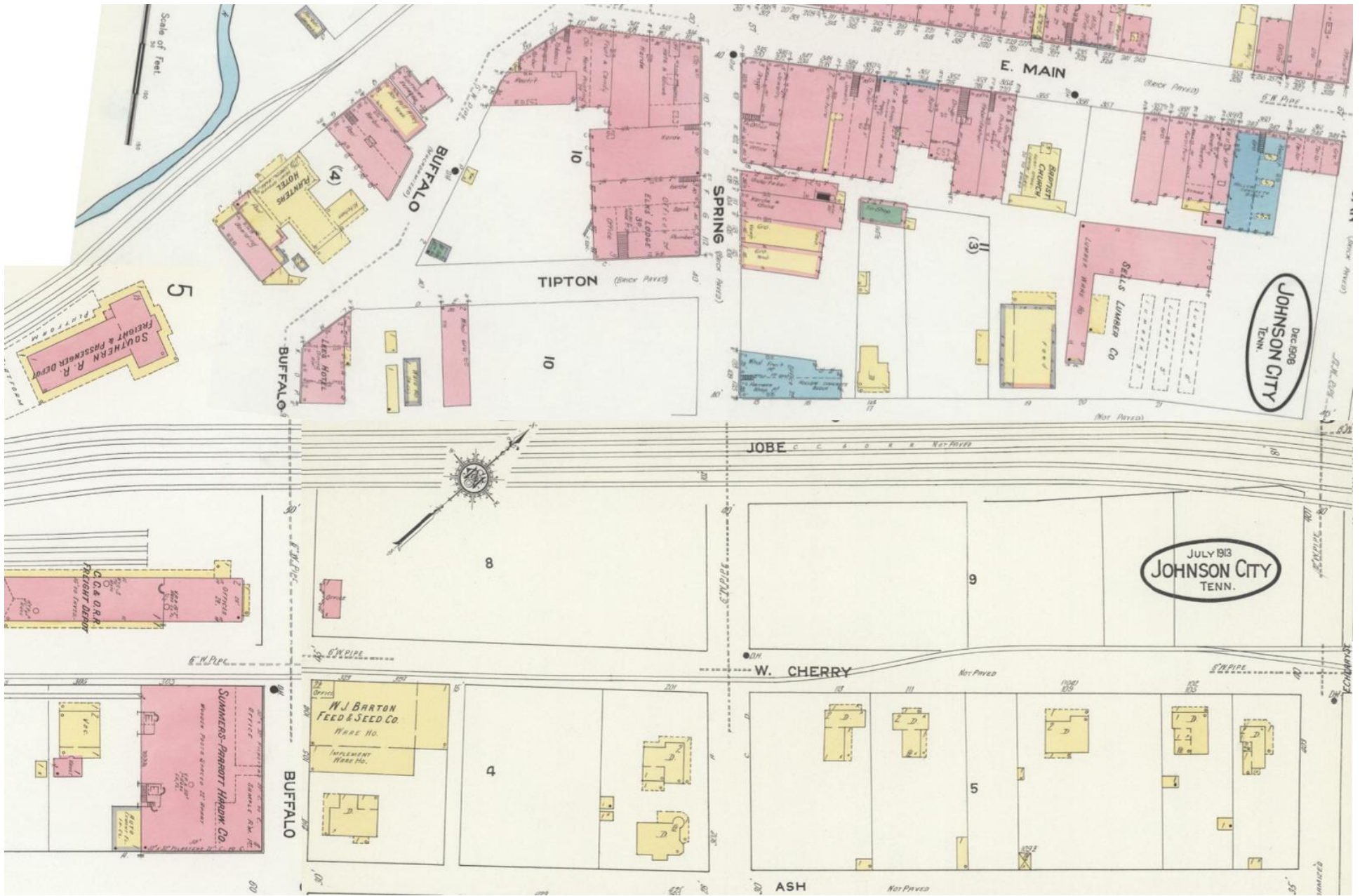
Map 11. This composite map depicts the area bounded by South Roan and Buffalo streets (east to west) and East Main to Ash streets (north to south) in May 1897.¹⁰²



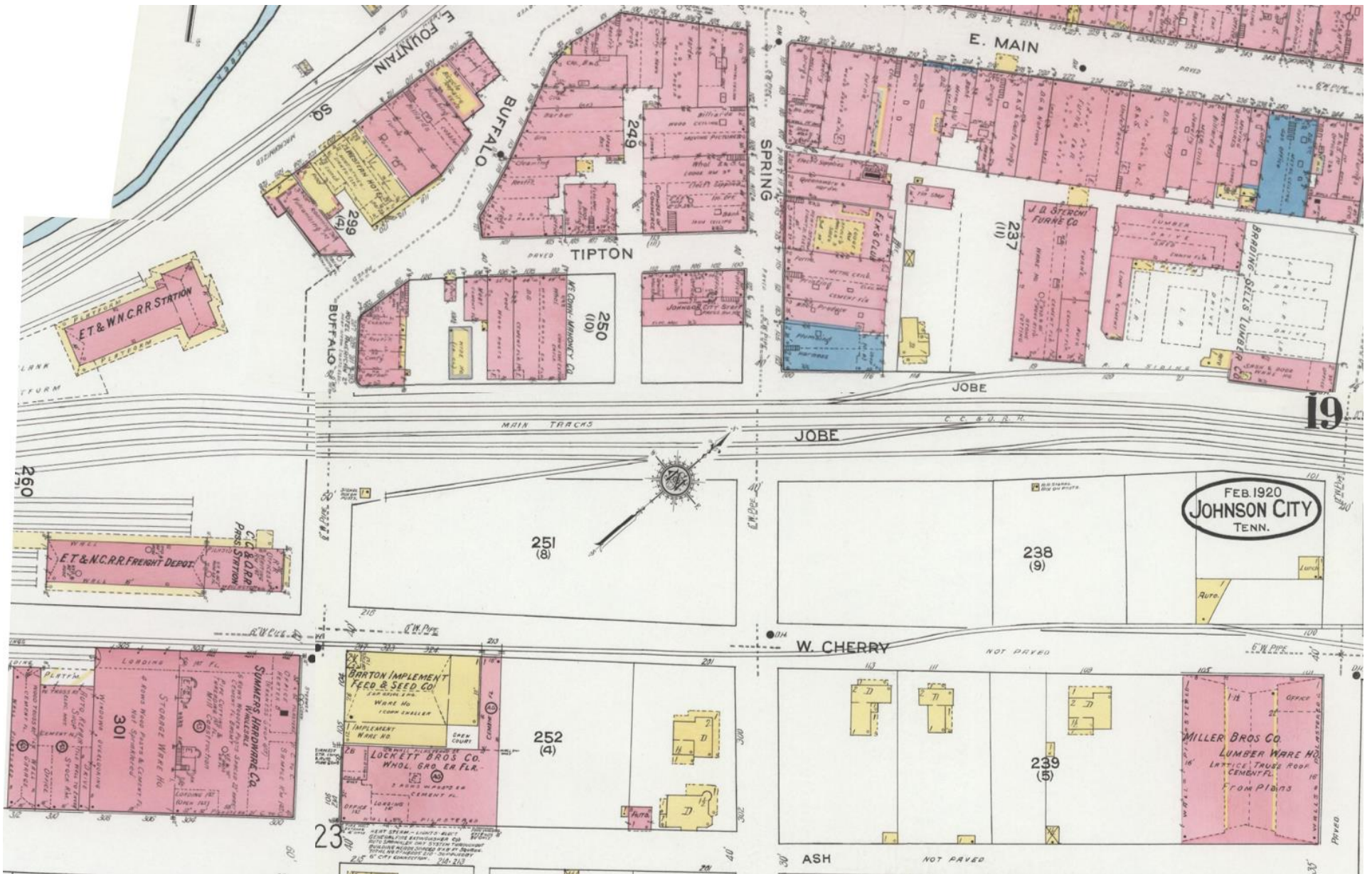
Map 12. This composite map depicts the area bounded by South Roan and Buffalo streets (east to west) and East Main to Ash streets (north to south) in April 1903.¹⁰³



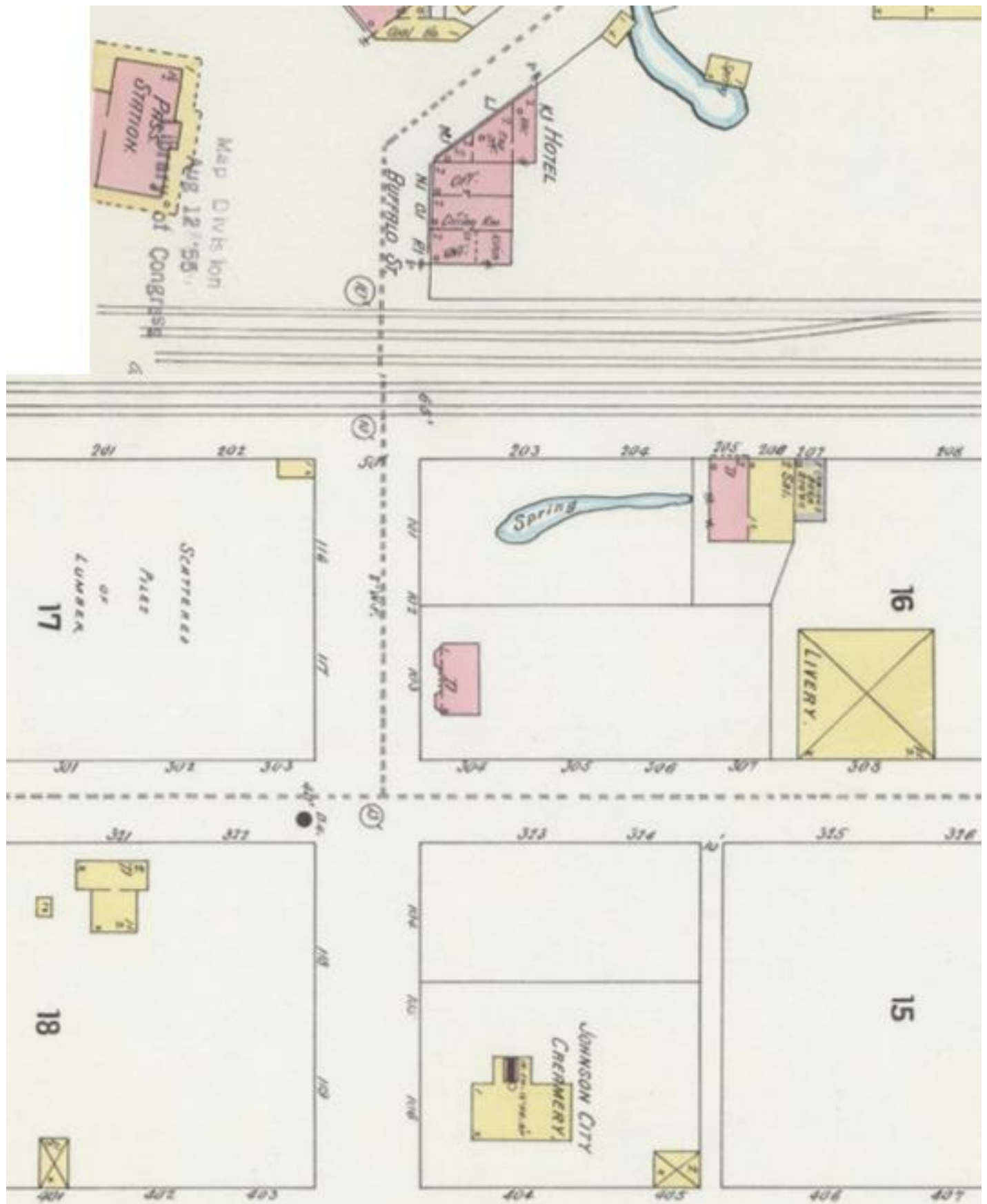
Map 13. This composite map depicts the area bounded by South Roan and Buffalo streets (east to west) and East Main to Ash streets (north to south) in December 1908.¹⁰⁴



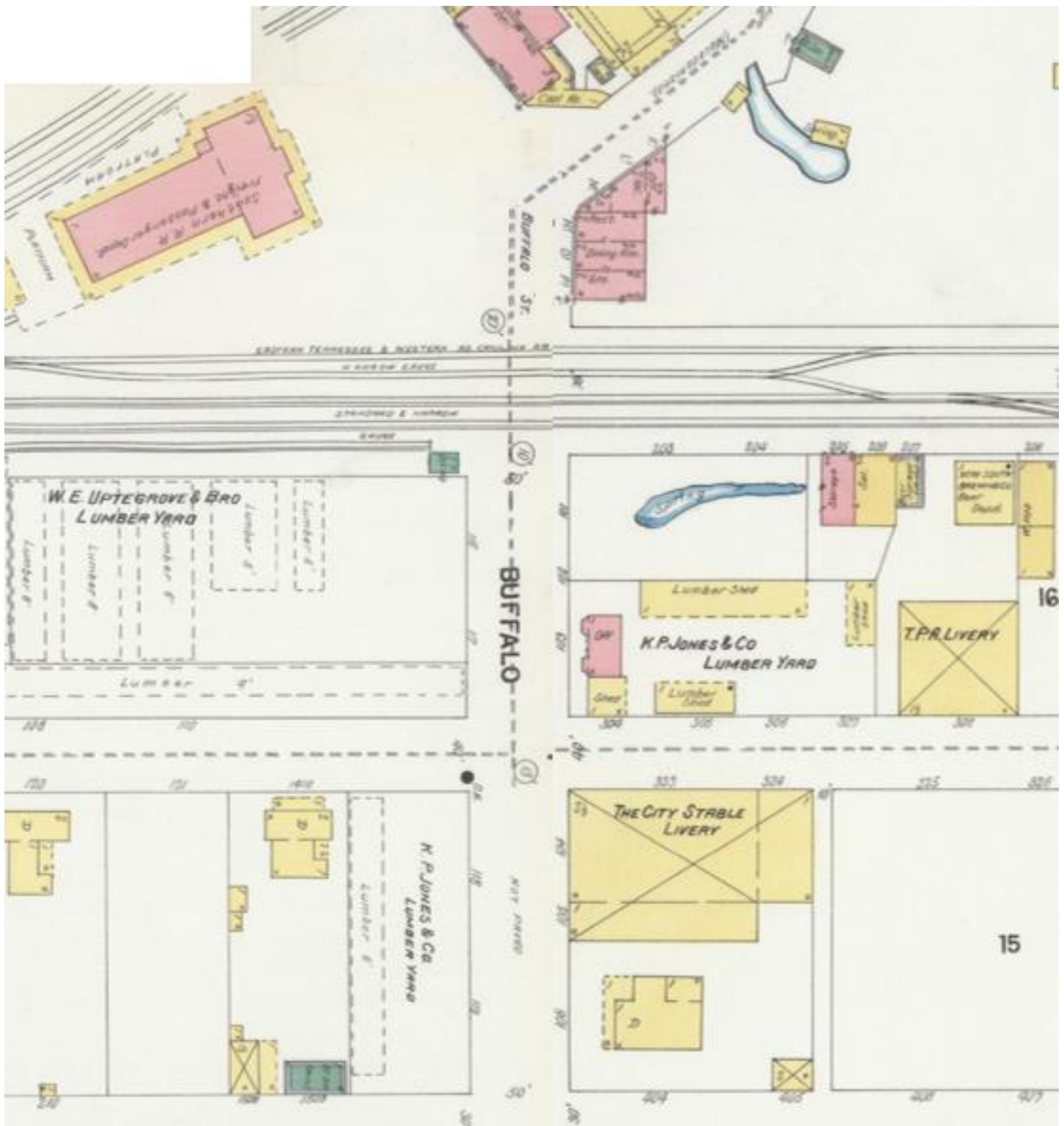
Map 14. This composite map depicts the area bounded by South Roan and Buffalo streets (east to west) and East Main to Ash streets (north to south) in July 1913.¹⁰⁵



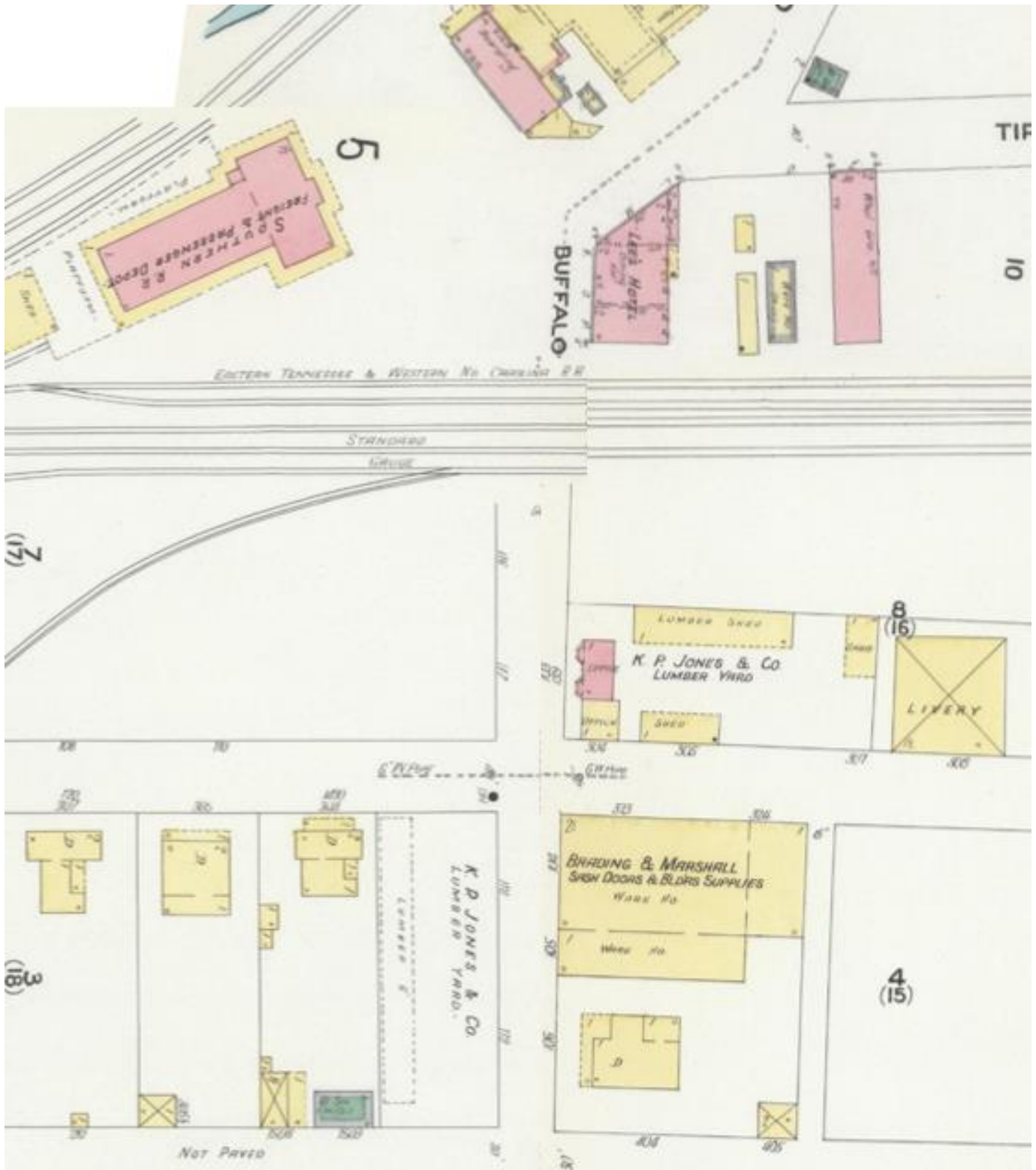
Map 15. This composite map depicts the area bounded by South Roan and Buffalo streets (east to west) and East Main to Ash streets (north to south) in February 1920.¹⁰⁶



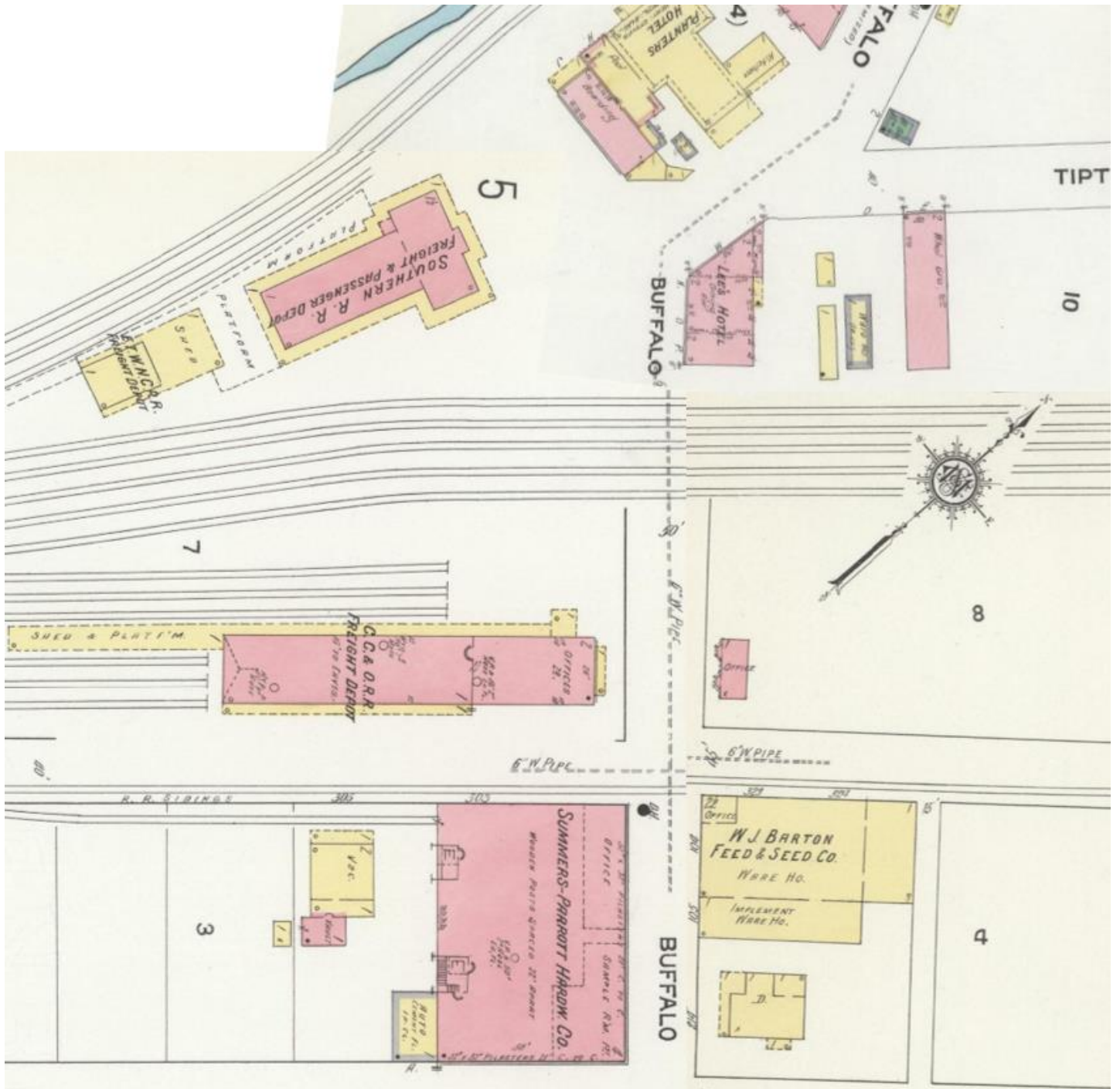
Map 11A (reproduced here for convenience). A composite map of the area between Jobe and Ash streets, along Buffalo Street in May 1897.⁸ Note the “Johnson City Creamery” at the bottom center of this map.



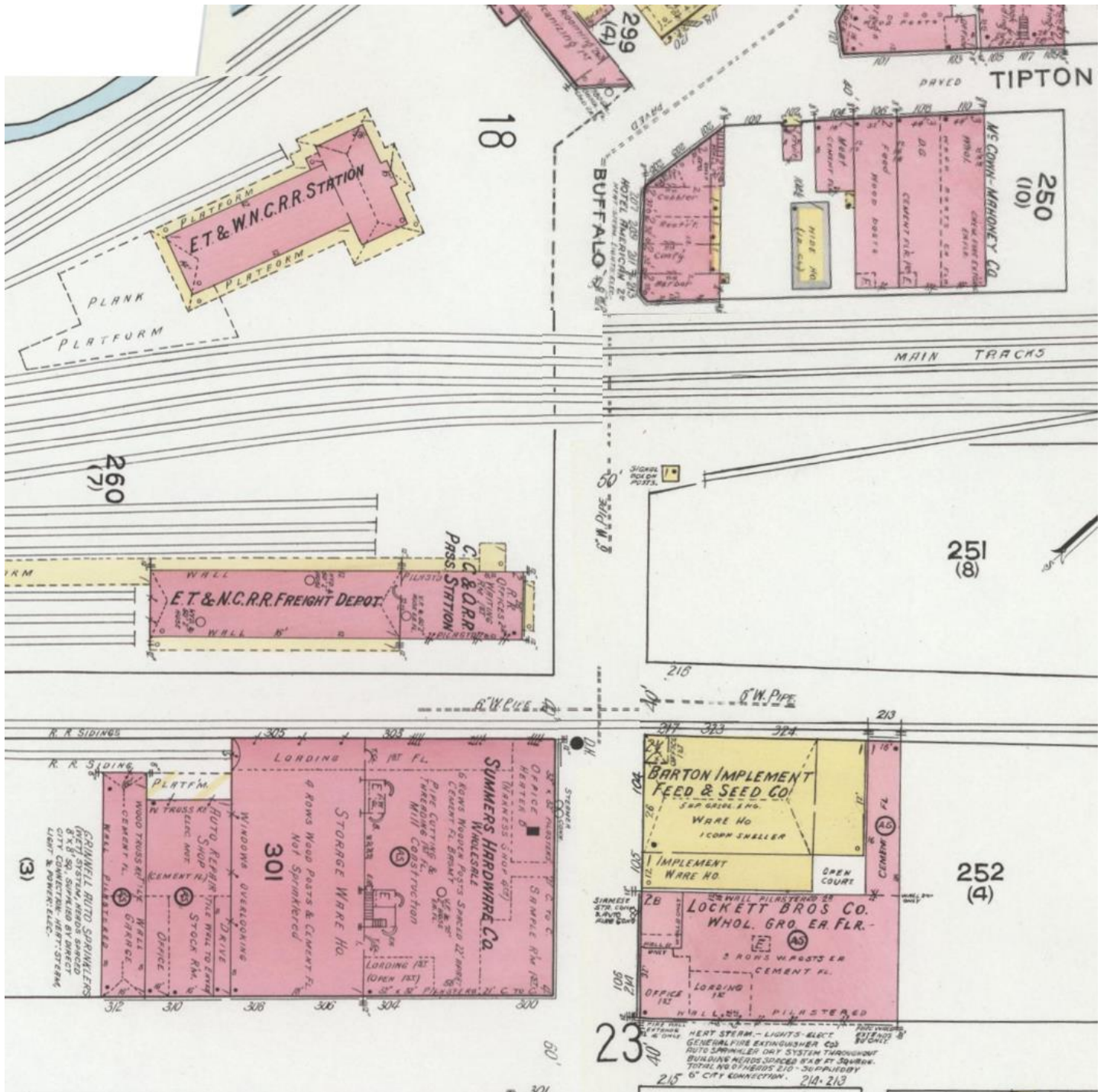
Map 12A (reproduced here for convenience). A composite map of the businesses between Jobe and Ash streets, along Buffalo Street in April 1903.⁹ Note “The City Stable Livery” and the “K.P. Jones & Co Lumber Yard” along the east side of Buffalo Street, as well as the “W.E. Uptegrove & Bro Lumber Yard” on the northwest corner of Buffalo and Cherry streets. Also note that the “Johnson City Creamery” no longer occupies the building at the northeast corner of Ash and Buffalo streets.



Map 13A (reproduced here for convenience). A composite map of the area between Jobe and Ash streets, along Buffalo Street in December 1908.¹⁰ Note that “Brading & Marshall” have occupied the building of “The City Stable Livery” and that the “Big Spring” is gone. Perhaps also of interest, note the continued presence of the “K.P. Jones & Co Lumber Yard” on the northeast and southwest corners of Buffalo and Cherry streets. The Johnson City Comet appears to indicate that Brading & Marshall had entirely succeeded K.P. Jones & Company in 1904 and the author did not locate any “K.P. Jones & Co” advertisements in the Johnson City Comet after 1904. Also note that the left side of the image depicts five tracks, while the right side only depicts four.



Map 14A (reproduced here for convenience). A composite map of the businesses along Buffalo Street, between Jobe and Ash streets, in July 1913.¹¹ Note that “W J Barton Feed & Seed Co.” occupies the building formerly occupied by “Brading & Marshall” (1904 – 1909) and “The City Stable Livery” (1901 – 1905?). Also note that the “office” of “K.P. Jones & Co” is the only building that remains of their facilities at the northeast corner of Buffalo and Cherry streets, apparently, this building was used by the Clinchfield as a temporary ticket office in 1908. Apparently the other facilities had been demolished as a result of the construction of the Clinchfield mainline through downtown Johnson City. Perhaps also of interest, the Clinchfield depot has been built on land formerly occupied by the “W.E. Uptegrove & Bro Lumber Yard” on the northwest corner of Buffalo and Cherry streets, and the Summers – Parrott Hardware Company has constructed its building on the land previously occupied by a “K.P. Jones & Co” lumber yard, as well as a private dwelling.



Map 15A (reproduced here for convenience). A composite map of the businesses between Jobe and Ash streets, along Buffalo Street in February 1920.¹² Note the “Lockett Bros Co. Whol. Gro.” building had been constructed in 1919 around the “Barton Implement, Feed & Seed Co.” on the land previously occupied by the “Johnson City Creamery” (1895 – 1897) and that the Clinchfield had constructed a safety tower in 1910 where the railroads crossed Buffalo Street (interestingly, this tower is not depicted on the Sanborn map of July 1913). Also note the temporary ticket office of the Clinchfield (previously the office of “K.P. Jones & Co.”, which was east across Buffalo Street from the Clinchfield depot) has been removed.

4. Businesses on the East Side of Buffalo Street, Between Ash and Jobe Streets,
1891 – to perhaps 1998.

4.1. Businesses on the Northeast Corner of Buffalo and Cherry Streets

4.1.1. J.M. Blair Lumber, 1901? – 1902

4.1.2. K.P. Jones & Company, at this location 1902 – 1904

4.2. Businesses on the Southeast Corner of Buffalo and Cherry Streets

The City Stable Livery Building, 1891 to at least 1928

4.2.1. The City Stable Livery, 1901 – 1905?

4.2.2. Brading – Marshall Lumber Company, at this location, 1905 – 1909
Abandoned?, 1909 – 1912

4.2.3. W.J. Barton Feed & Seed Company, at this location, 1912 to at least 1928

4.3. Businesses on the Northeast Corner of Buffalo and Ash Streets

Ford Building, 1919 to 1984 (or 1998)

Lockett Brothers Company (Wholesale Grocers), at this location, 1919 until at least 1920

Wentworth Bakery, mentioned 1922

Johnson City Bakery, mentioned 1925

Seaver's Bakery, 1925 – 1927

Grocers' Baking Company, at this location, 1927 – 1959

Rainbo Baking Company, at this location, 1959 to at least 1967

Sears, Roebuck & Company warehouse, dates not given

City storage facility, dates not given

Demolished 1984? Still standing in 1998?

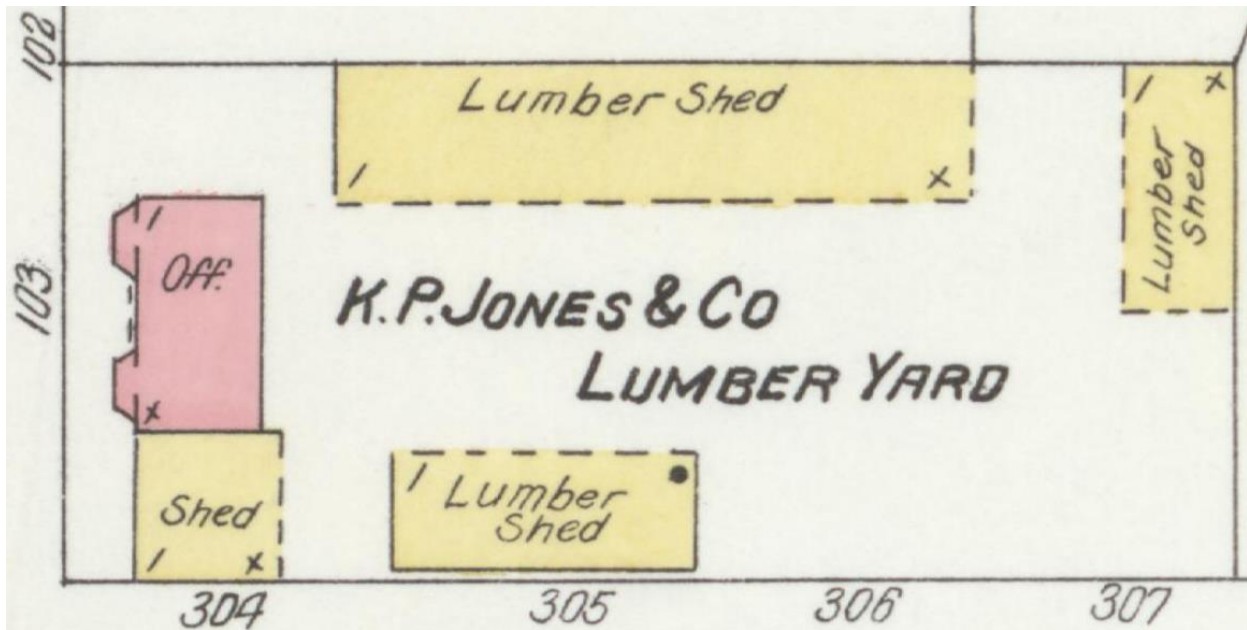
Google Maps, in 2024, shows a parking lot at this location

4.1. Businesses on the Northeast Corner of Buffalo and Cherry Streets

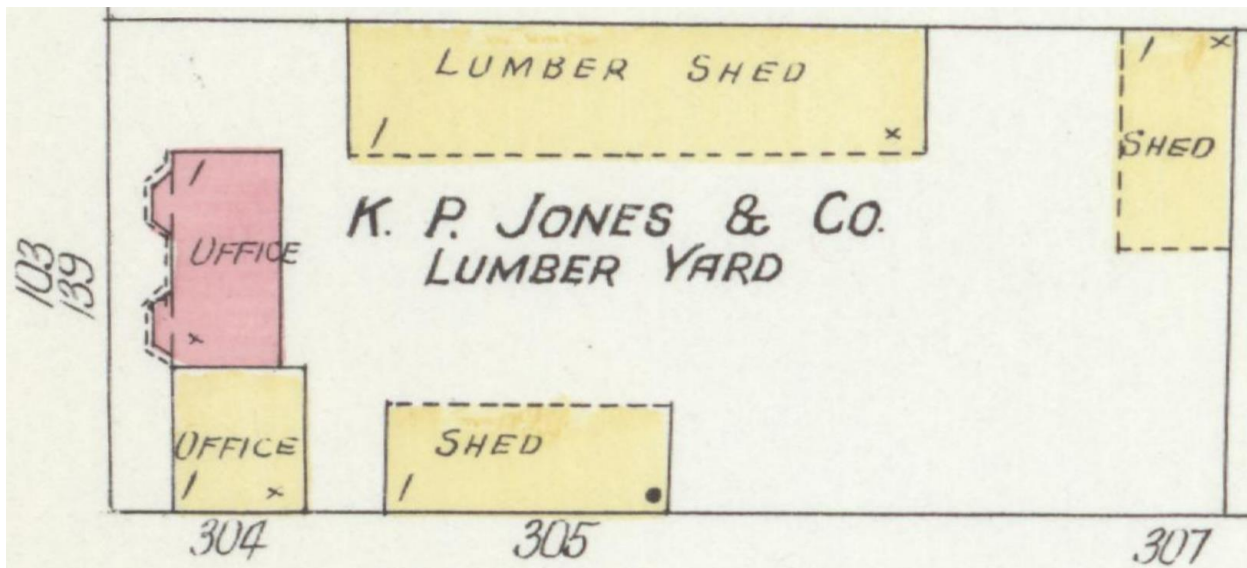
4.1.1. J.M. Blair Lumber,¹³ 1901? – 1902

4.1.2. K.P. Jones & Company, at this location 1902 – 1904

This facility was located on the northeast corner of Buffalo and Cherry streets.



Map 18A. A detail of the “K.P. Jones & Co Lumber Yard” on the northeast corner of Buffalo and Cherry streets, in April 1903. This company had another lumber yard on the southwest corner of Buffalo and Cherry streets, see maps 4G and 5D.



Map 19A. A detail of the “K.P. Jones & Co Lumber Yard” on the northeast corner of Buffalo and Cherry streets, in December 1908. This company had another lumber yard on the southwest corner of Buffalo and Cherry streets, see maps 4G and 5D. As previously noted, the continued presence of the “K.P. Jones & Co Lumber Yard” on the northeast and southwest corners of Buffalo and Cherry streets on the Sanborn map is interesting. The Johnson City Comet appears to indicate that Brading & Marshall had entirely succeeded K.P. Jones & Company in 1904 and the author did not locate any “K.P. Jones & Co” advertisements in the Johnson City Comet after 1904. Details from the subsequent Sanborn maps of 1913 and 1920 are not included because they show very little of interest in reference to this particular piece of land.

4.1.1. J.M. Blair Lumber, 1901? – 1902

24 October 1901. Johnson City Comet.

“F.P. Baxter has charge of a retail lumber yard at the big spring, near the City Stables, and keeps constantly on hand framing, sheeting, laths, and shingles, and will soon add all kinds of dressed lumber.”



Figure 63. Johnson City Comet. 13 March 1902.
This advertisement ran until at least 10 April 1902.

4.1.2. K.P. Jones & Company, at this location, 1902 – 1904

13 March 1902. Johnson City Comet.

“K.P. Jones and wife of Chattanooga are in the city and have about decided to locate here permanently. Mr. Jones has made several purchases of improved property and is not yet satisfied.”

3 April 1902. Johnson City Comet.

“New Lumber Firm. K.P. Jones & Co. is the style of a new lumber firm that has just started in business in this city. They will sell all kinds of framing and dressed lumber, laths, pickets, mouldings, etc., at retail. F.P. Baxter is the general manager and will have charge of the yard.”

2 May 1902. Johnson City Comet.

“Contractors and builders will find everything in their line at the retail lumber yard of K.P. Jones & Co., corner Buffalo and Cherry streets. Flooring, siding and ceiling specialties. F.P. Baxter, manager.”

8 May 1902. Johnson City Comet.

“Shingles, long leaf yellow pine, and other grades flooring, best framing, as well as the cheaper grades in all kinds of lumber and building material, at K.P. Jones & Co’s. one square from depot, beside the ‘Big Spring...’

K.P. Jones & Co., retail dealers in all kinds of lumber and building material, offer special inducements to out of town buyers. Office and yard one square from depot, corner Buffalo and Cherry streets.”

15 May 1902. Johnson City Comet.

“Lumber of all kinds at retail, yard near depot, beside ‘Big Spring.’

K.P. Jones & Co., retail lumber yard, near depot, beside the ‘Big Spring...’

Go to K.P. Jones & Co. for building material of all kinds. Office and yards near depot, beside the ‘Big Spring.’ F.P. Baxter, Manager...

Shingles, long leaf yellow pine, and other grades flooring, best framing, as well as the cheaper grades, in all kinds of lumber and building material, at K.P. Jones & Co’s one square from depot, beside the ‘Big Spring.’”

22 May 1902. Johnson City Comet.

“Go to K.P. Jones & Co. for building material of all kinds. Office and yards near depot, beside the ‘Big Spring.’ F.P. Baxter, manager.”

16 July 1903. Johnson City Comet.

“K.P. Jones & Company. Johnson City can boast of having a number of prominent lumber yards among which is K.P. Jones & C., who are manufacturers and dealers in building supplies and building material of all kinds. A complete list of paint, oils, sash, doors, siding, ceiling, flooring, laths and shingles. Hemlock is made a specialty. The yards and office are located at Buffalo and Cherry streets, where three adjoining yards are occupied by this prosperous concern. The members of the company are K.P. Jones and J.E. Brading, two hustling and wide-awake business men. The Lumber Company started business in February, 1902, and since the first of January a gain of 100 per cent. has been enjoyed in the volume of business. The firm members are local men and take and active interest in our city welfare.”

K. P. JONES & CO.

Lumber

You can make up your entire bill of lumber for that new house right in our yard. We not only carry all the rough undressed stock necessary to house building, but odds and ends such as Porch Columns and Brackets, Gable Ornaments, Fancy Front Doors, Oak Mantels, Moulding, Window and Door Frames. All at rock bottom prices.

YARDS: Corner Buffalo, Cherry and Ash Sts.

Figure 64. Johnson City Comet, 21 January 1904.
This advertisement ran until at least 11 February 1904.

Mantels Tiles Grates
 Framing Siding Ceiling
 Flooring Shingles Sash
 Doors Frames Columns
 Brackets Moulding
 and Every thing Else.

The Largest Stock
 and Greatest Variety of
Building * Material
 IN JOHNSON CITY.
GOOD STUFF AT LOW PRICES

K. P. JONES & CO. Buffalo, Cherry and Ash Streets.

Figure 65. Johnson City Comet, 5 May 1904. This advertisement ran until at least 19 May 1904.

A Feeling of Contentment

Is what you will have if you buy your lumber from
K. P. JONES & CO.

We have a big stock of all kinds of Building Material, such as Framing, Flooring, Ceiling, Siding, Shingles and laths and invite your inspection. * To close out our stock of paint and roofing paper we will make some very attractive prices. * If you need any Mantels, Tile or Grates we have them.

K. P. JONES & CO. Buffalo, Cherry and Ash Streets.

Figure 66. Johnson City Comet, 26 May 1904.

Our stock of LUMBER and Building Material



Is complete and we want to move it. Before buying get our prices on Ceiling, Siding, Flooring and rough and dressed Lumber of all kinds. We make Knoxville prices on Mantels, Tile and Grates.

K. P. JONES & CO.

Buffalo, Cherry and Ash Streets

Figure 67. Johnson City Comet, 14 July 1904.

15 September 1904. Johnson City Comet.

“New Lumber Firm. Brading & Marshall is the style of a new firm that has succeeded K.P. Jones & Co., dealers in lumber and builders’ supplies. Mr. Brading has been a member of the firm for some time and Mr. Marshall has been with the company quite a while. Both of these gentlemen are well known business men and experienced in the lumber trade and need no introduction to the Johnson City public. They will carry everything needed to build a home and will make you interesting figures on what you want. See their ad. elsewhere in this issue.”

Note: Brading and Marshall already owned a large building across Cherry Street, from the K.P. Jones office, and will be addressed in the next section.

4.2. Businesses on the Southeast Corner of Buffalo and Cherry Streets
The City Stable Livery Building, 1891 to at least 1928
(Maps and Figures)

The City Stable Livery, 1901 – 1905?

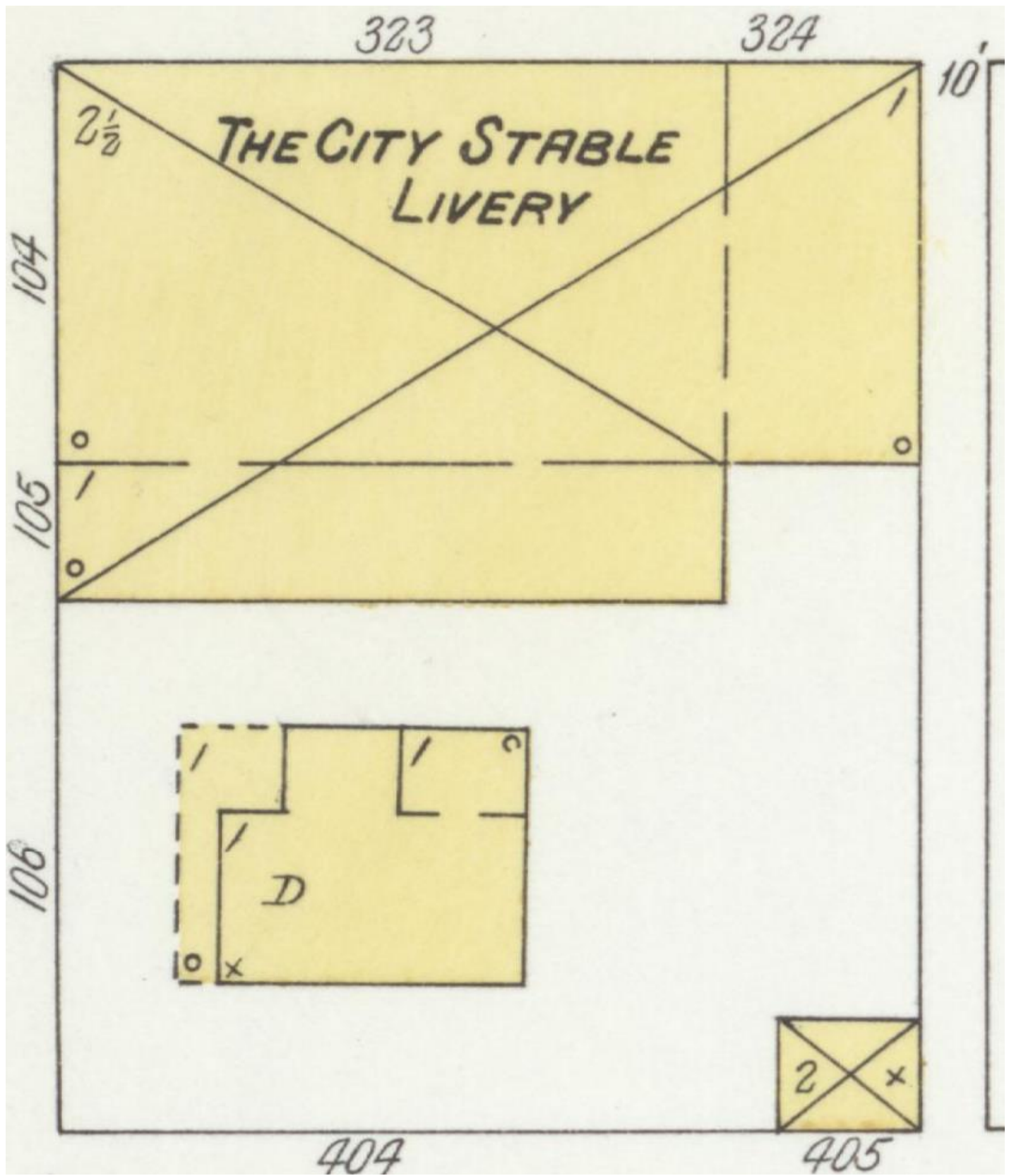
Brading – Marshall Lumber Company, at this location, 1905 – 1909

Abandoned?, 1909 – 1912

W.J. Barton Feed & Seed Company, at this location, 1912 to at least 1928

It appears that this building was removed sometime between 1933 and 1941.

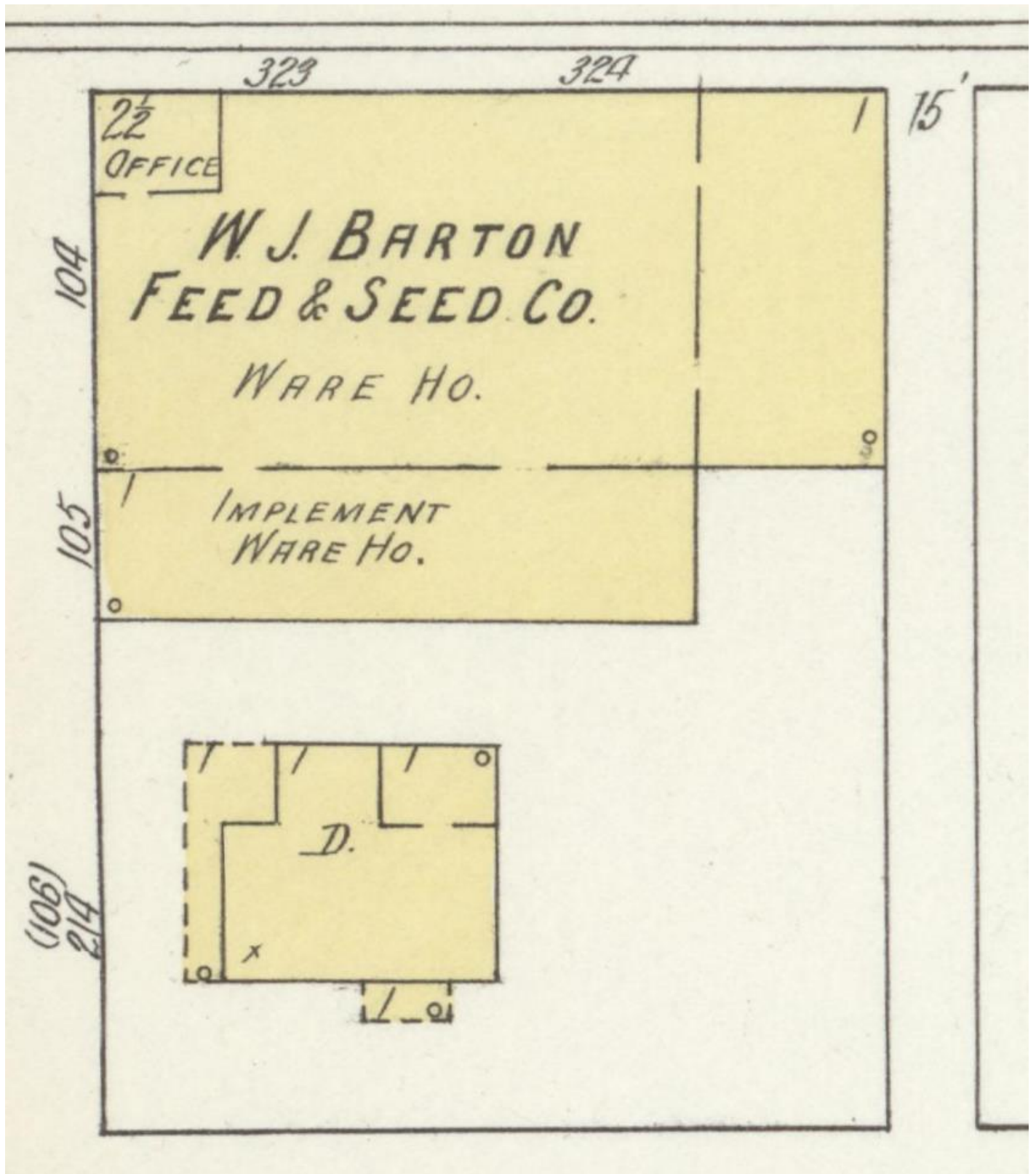
This building was served by the dual-gauge trackage on Cherry Street from
by 1908, until at least the 1930s.



Map 12B. A detail of "The City Stable Livery," in April 1903. Note that the building in the lower left of the image was previously occupied by the Johnson City Creamery (in 1897).



Map 13B. A detail of the "Brading & Marshall Sash Doors & B'ld'rs Supplies Ware Ho.", previously occupied by the City Stable Livery, in December 1908.



Map 14B. A detail of the “W.J. Barton Feed & Seed Co. Ware Ho.”, previously occupied by “Brading & Marshall”, in July 1913. Note that the dual-gauge trackage along Cherry Street has been laid. Also note that an office tower, 2½ stories tall, has been added to the northwest corner of the building, see Figure 68.



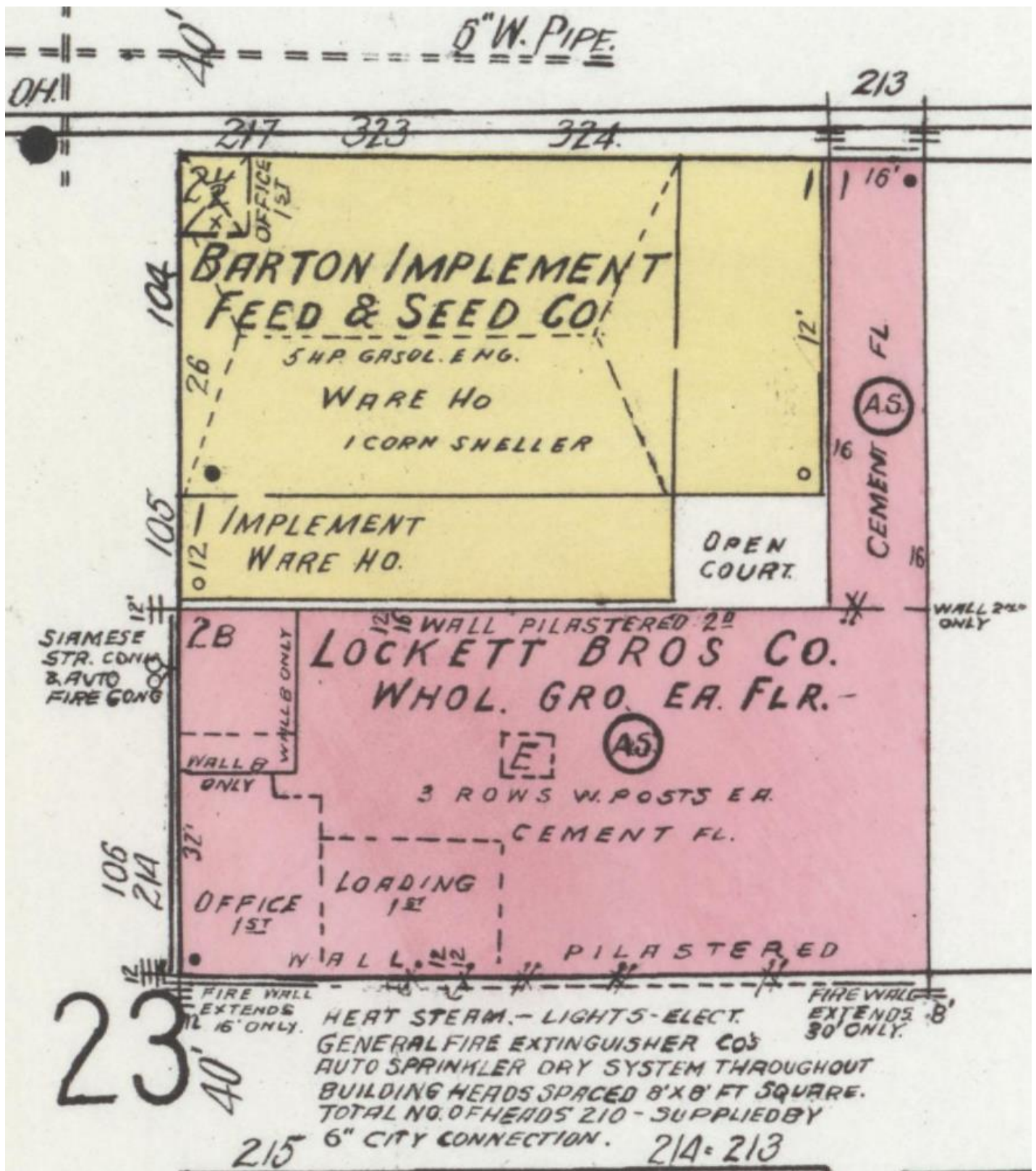
Figure 68. "Photograph showing assemblage of East Tennessee farmers at Barton Implement, Feed & Seed Co.'s Formal Opening March 16 [1912]," looking south across Cherry Street. The tower, visible on the right of the photograph in the northwest corner of the building, at the intersection of Cherry and Buffalo streets. This tower was used for office space. Johnson City Comet, 21 March 1912.



Figure 69. This detail shows the Clinchfield safety tower on the southeast corner of Buffalo and Jobe streets. The structure behind it appears to be the building of the Barton Implement, Feed & Seed Company. On the left side of the photograph is a boxcar on the Cherry Street trackage. The safety tower was built in 1910 and remained until at least February 1920. The full photograph also showed the trolley tracks running along Buffalo Street, which were reportedly removed in 1931, and another photograph that appears to cover the same incident includes the “Ferguson Transfer Company” building, indicating that this photograph appears to date to between 1925 and 1931.¹⁴



Figure 88A. A detail of the “Implement Ware Ho.” on the south side of the Barton Implement, Feed & Seed Company building on Buffalo Street, with the Ford building which was occupied by the Lockett Brothers Company at one time, on the right. Note the trolley track in the foreground. This photograph was taken before 1927. See Map 15B and Figure 88.



Map 15B. A detail of the “Barton Implement Feed & Seed Co” and the Lockett Bros Co. Whol. Gro.”, which was built in 1919, on the southeast corner of Buffalo and West Cherry streets, in February 1920. See Map 15 for an image of the area around this building.

4.2. Businesses on the Southeast Corner of Buffalo and Cherry Streets
The City Stable Livery Building, 1891 to at least 1928

4.2.1. The City Stable Livery, 1901 – 1905?

4.2.2. Brading – Marshall Lumber Company, at this location, 1905 – 1909
Abandoned?, 1909 – 1912

4.2.3. W.J. Barton Feed & Seed Company, at this location, 1912 to at least 1928
It appears that this building was removed sometime between 1933 and 1941.

This building was served by the dual-gauge trackage along Cherry Street from
c. 1908, until at least the 1930s.

4.2.1. The City Stable Livery, 1901 – 1905?

18 April 1901. Johnson City Comet.

“Two additions are being built to the City stables – a shed 20 x 100 feet is being built on the south side for vehicles and an 18-foot room is being built across the rear for new stalls.”

1 May 1901. Johnson City Comet.

“The team recently purchased for the city fire department is now quartered at the City Stables.”

18 September 1902. Johnson City Comet.

“For Sale, One Black Diamond Stallion. For particulars call at City Stables, Johnson City, Tenn.”

23 April 1903. Johnson City Comet.

“Livery Stable Sold. Tate L. Earnest has sold the City Livery stable to W.T. Givens and Fred Price of Milligan. The property changed hands Monday and the new proprietors are now in charge. They are both young men and have ample capital and experience to make a success of the business. They will continue to conduct a high class livery, sale and feed stable.”

21 May 1903. Johnson City Comet.

“Mr. Givens has recently purchased the City Livery Stable and is now giving it his personal attention. They will move to Johnson City as soon as they can get a suitable dwelling.”

G. L. PLANK

VETERINARY SURGEON

Can be found at the City Stables, Johnson City, Tenn., on Saturday of each week. Removing all superficial blemishes a specialty. A dead shot on colic, &c. Bone, blood or bog spavin, splint and curb cured in forty minutes. Tumors, warts, and setfasts removed on sight. Will straighten your horses tail or make him carry it in any position desired. 'Phone or write me at Bluff City, Tenn.

Figure 70. Johnson City Comet, 28 May 1903.
This advertisement ran until at least 12 November 1903.¹⁵

16 July 1903. Johnson City Comet.

“City Stables. The City Stables, owned by W.T. Givens, and conducted by W.C. Snapp, manager, easily take the lead in Johnson City liveries. Mr. Givens is a Kentuckian, is an accurate

judge of horseflesh, and will have none but sound, swift, young roadsters in his stables. Since opening his livery in 1900, he has established a large patronage, owing to the fact that his turnouts are serviceable, comfortable and handsome. His stables are 135 x 90 feet in area and he has ample accommodation for 100 horses. Mr. Givens also conducts a feed stable which is largely patronized as all horses are given the best care and attention.”¹⁶

5 January 1905. Johnson City Comet.

“Brading & Marshall, the lumber dealers, have moved into the city stable on Buffalo street, and are better prepared than ever to handle the stock necessary to supply their trade. This large stable makes an ideal place for their business and they would be glad to have you call and see them.”

4.2.2. Brading & Marshall Lumber Company, at this location 1905 – 1909

BRADING & MARSHALL
(SUCCESSORS TO K. P. JONES & CO.)
Wholesale and Retail Dealers in
Lumber and Building Material
Office, Warehouse and Yards
Cor. Buffalo, Cherry and Ash Streets
WRITE FOR PRICES
Johnson City, Tenn.
Mantels, Grates and Tiles

Figure 71. Johnson City Comet, 15 September 1904.¹⁷

15 September 1904. Johnson City Comet.

“New Lumber Firm. Brading & Marshall is the style of a new firm that has succeeded K.P. Jones & Co., dealers in lumber and builders’ supplies. Mr. Brading has been a member of the firm for some time and Mr. Marshall has been with the company quite a while. Both of these gentlemen are well known business men and experienced in the lumber trade and need no introduction to the Johnson City public. They will carry everything needed to build a home and will make you interesting figures on what you want. See their ad. elsewhere in this issue.”

5 January 1905. Johnson City Comet.

“Brading & Marshall, the lumber dealers, have moved into the city stable on Buffalo street, and are better prepared than ever to handle the stock necessary to supply their trade. This large stable makes an ideal place for their business and they would be glad to have you call and see them.”



We Have Moved Into Our New Quarters
in the building formerly occupied by the City Stable and are better prepared than ever before to supply our customers with anything they need in
Lumber and Building Material.
We are exclusive agents for Tennessee Wood Fibre Plaster.
BRADING & MARSHALL,
Lumber and Builders Supplies. Buffalo and Cherry streets.

Figure 72. Johnson City Comet, 5 January 1905.

Wood Fibre Plaster

Makes a better wall than sand and lime and is not affected
by cold weather or water.....

* **We Sell It**

Also Fire Brick, Fire Clay, Mantels, Tile and Grates.
See us for prices.

Brading & Marshall,
Lumber and Builders Supplies. Buffalo and Cherry streets.

Figure 73. Johnson City Comet, 2 February 1905.



\$30.00 Buys This
QUARTERED OAK MANTEL

With glass 18x36 in.
and Tile and Grate.

We Have Others
From \$17.50 up to \$35.00,
including Tile and Grates.

BRADING & MARSHALL
Lumber and Building Material.
Buffalo and Cherry Streets.

Figure 74. Johnson City Comet, 20 April 1905.

17 December 1908. Johnson City Comet.

“Lumber Firm has been Incorporated. The Brading – Marshall Lumber Company has been incorporated with \$50,000 capital stock. The incorporators are J.E. Brading, C.L. Marshall, S.L. Browder, A.D. Marshall and T.A. Cox.”

1 January 1909. The Lumber Trade Journal.

“Brading – Marshall Lumber Company, Johnson City, Tenn., [Incorporated] \$50,000 capital, by J.E. Brading, C.L. Marshall, S.L. Browder and others.”¹⁸

10 January 1909. Hardwood Record.

“Brading & Marshall, a well-known lumber concern of Johnson City, has just been reorganized, with a capital stock of \$50,000, as the Brading & Marshall Lumber Company, J.E. Brading, formerly a Bristol banker, is president, and O.K. Marshall is secretary and treasurer.”¹⁹

15 April 1909. The St. Louis Lumberman.

“The Brading – Marshall Lumber Company of Johnson City, Tenn., are completing their lumber house at that point. The buildings will be of large dimensions and immense capacity. Sidings have been built into it, so that three lines of railway will enter it for loading and unloading shipments.”²⁰ The main entrance to this new facility was on East Main Street, with the building reaching Jobe Street, where the railroad spur entered the building. This facility will be addressed in a later documentary history.

6 May 1909. Johnson City Comet.

“Severe Storm Blows this Way. The severe storm that swept Middle Tennessee last week hit Johnson City comparatively light Friday evening about five o’clock, going almost directly east. A great many trees were uprooted and several houses damaged, the big barn on Buffalo street recently vacated by Brading & Marshall was unroofed...”

4.2.3. Barton Implement, Feed & Seed Company, at this location 1912 to at least 1928²¹

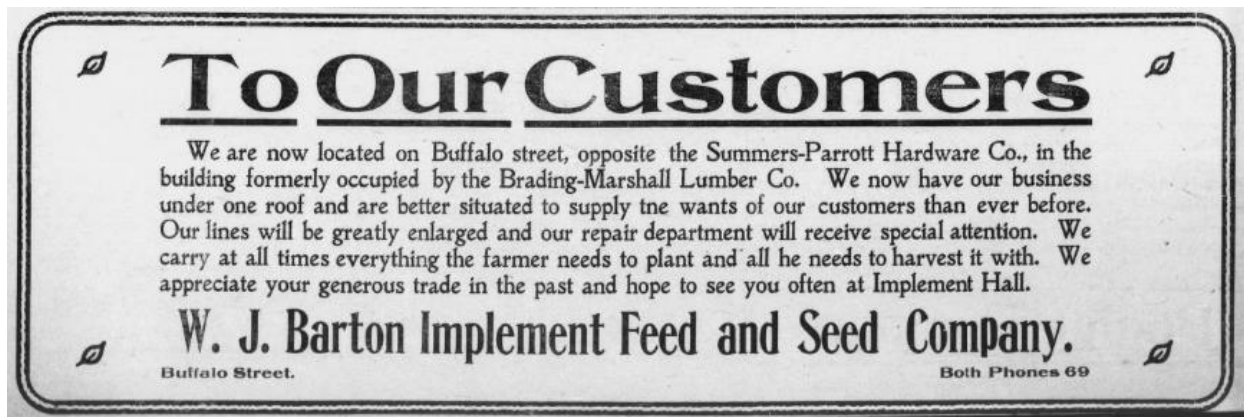


Figure 75. Johnson City Comet, 25 January 1912.²²

To Farmers and Country Merchants

On Saturday March 16th, 1912, we will formally open our new place of business on Buffalo street opposite Summers-Parrott Hardware Co. We will have on display one of the largest lines of farming implements to be found in Upper East Tennessee and we extend a cordial invitation to all our farmer friends to be present at this opening. To make it worth your while we will positively give each and every one a chance on one of the following valuable prizes:

- One Lamons 2 horse wagon
- One John Deere all steel stag plow
- One 10-18 Osborne disc harrow complete with trucks and tongue
- One 1 row Hoosier corn planter
- One No. 40 Oliver chilled steel beam plow
- Ten bags Virginia-Carolina Chemical Co. 8-2-7 fertilizer-potato,
1 bag to a person
- Two 1-2 bushels stock food
- One 25 lb. pail poultry food
- One Studebaker Jr. wagon

No purchase is required to enter for the above prizes. Come in and tell us your wants, register your name, give us your address and your name may be drawn first.

We are headquarters for the following leading lines

I. H. C. Gasoline Engines.
Meadows Corn Mills.
Osborne Disc Harrows.
Deering Mowers and Binders
Deering Binder Twine.
Kemp Manure Spreaders.

John Deere and Oliver Sulky Plows.
John Deere and Oliver Riding Cultivators.
Oliver Chilled Plows and Repairs.
Hoosier 1 and 2 Row Corn Planters.
Empire and Superior Wheat Drills.

**Columbus, Lamon, Studebaker and
Davenport Wagons**

Studebaker Buggles, Carriages and Surries.

Brown Buggles, Carriages and Surries.

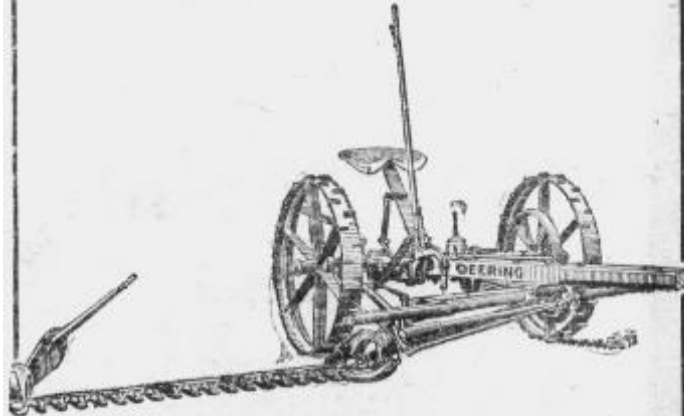
W. J. Barton Imp. Feed and Seed Co.

Buffalo Street

Johnson City, Tenn.

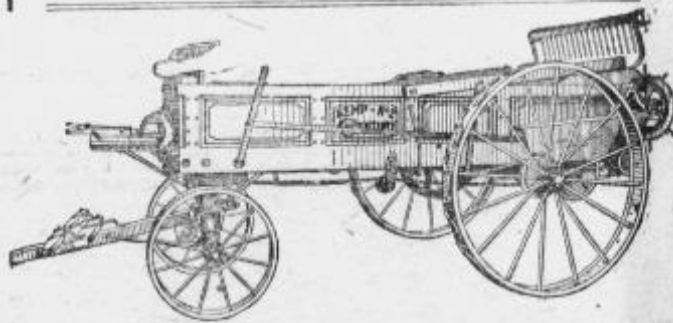
Figure 76. Johnson City Comet, 7 March 1912.

Haying Tools



Deering Ideal mower

The way to get full value for your hay crop is to use Deering hay tools. Thousands of farmers can testify to the excellent results obtained from using Deering mowers, rakes, stackers and tedders. They are reliable machines, and will do the same work for you that they have done for other farmers we have sold in your community. Come in and see us about a Deering machine next time you are in town. You don't have to buy, but you may learn something of value to you about raising hay. You can make our store your headquarters when you are in town if you desire. Ask for a Deering catalogue which explains details better than we can.



HAVE YOU INVESTIGATED

the merits of the Kemp 20th Century spreader?

Do you know why it is better than other spreaders?

If you do not, let us explain the many superior features of Kemp 20th Century manufacture spreader construction.

We want to show you the convenient arrangement of levers.

We want to show you the simple apron-driving mechanism.

We want to explain the exceptional merits of the beater drive and we want to explain to you wherein the Kemp 20th Century is superior to all other spreaders.

Drop in; get a catalogue. Let us talk the matter over. It will take only a few minutes of your time and it will probably be the means of saving you money.

W. J. Barton, Imp. Feed & Seed Co.

Figure 77. Johnson City Comet, 21 March 1912.

Union Stock Food

for horses, cattle, sheep and hogs.

Union Poultry Food

for chickens, ducks and turkeys.

Every package sold under a guarantee by the Union Stock Food Company.

**W. J. Barton Implement, Feed
and Seed Company.**

Implement Hall

Buffalo street

Both Phones

Figure 78. Johnson City Comet, 18 April 1912.

Get the Last Mill

You keep a dairy for profit, not for pleasure.

You want every cent there is in your milk.

There is only one way you can get full value from the butter fat contained in the milk. Use a cream separator.

We handle the best cream separator on the market—the Bluebell.

It skims cleanly, runs easily, and it is extremely durable.

It is built for years of service, and it will give you entire satisfaction.

We want you to know more about the merits of this machine and if you will call, we will explain in detail wherein the Bluebell excels.

If you are not ready to buy, call and get a catalogue. It is filled with valuable information and it will tell you why the Bluebell cream separator is superior to all others.

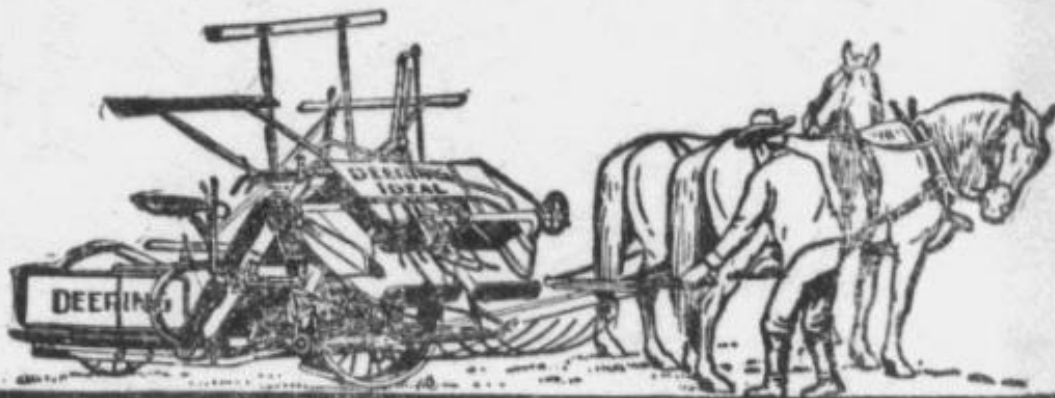
Won't you call today?



W. J. Barton, Imp. Feed & Seed Co.

Figure 79. Johnson City Comet, 18 April 1912.

HITCH UP TO A GOOD MACHINE



The question of what machine to harvest with is an important one.

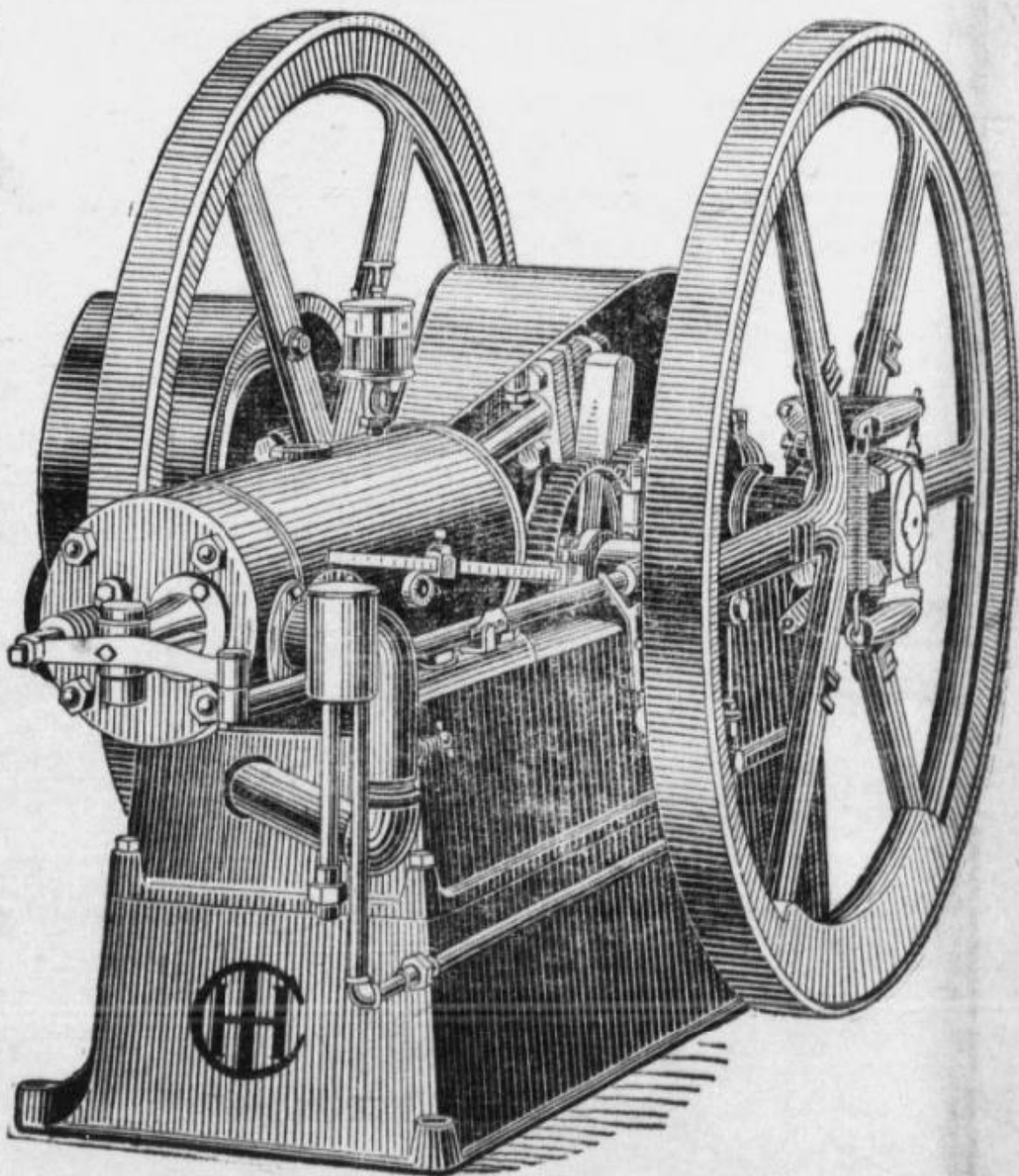
An incorrectly constructed binder will not get all the grain, but will leave a large part in the field—good crows' feed, but a dead loss to you.

Your harvest will be most profitable if you

HITCH UP TO A *DEERING MACHINE*

W. J. Barton, Imp. Feed & Seed Co.

Figure 80. Johnson City Comet, 25 April 1912.



See us in regard to gasoline engines,
both tractors and threshers. Threshing
machines of all kinds.

Barton Implement, Feed & Seed Co.

Figure 81. Johnson City Comet, 25 April 1912.

Just Received

A carload of Studebaker and Brown buggies. We have in stock ten 2 3-4 Studebaker wagons that we will sell at close prices as we want to close them out at once. They are just the right size for farm wagons



We are headquarters for the

Virginia-Carolina Fertilizers.

Now is the Time to Spray

We carry the best line in the city of sprayers and spray materials, lime-sulphur, arsenic of lead etc.

You Cannot Raise Fruit Without Spraying any Longer

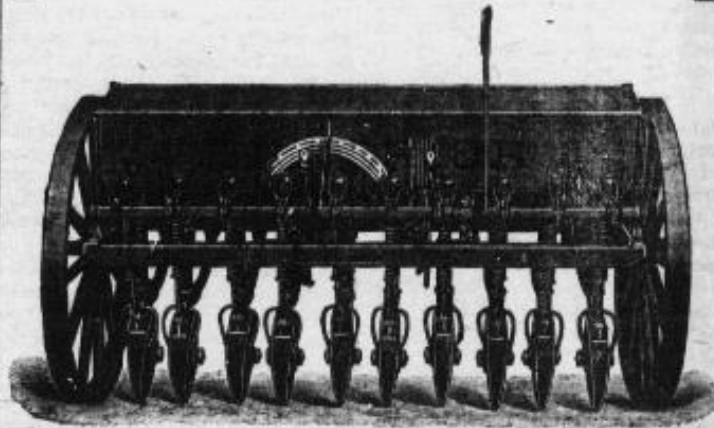
W. J. Barton Implement, Feed and Seed Company.

Implement Hall Buffalo street
Both Phones.

Figure 82. Johnson City Comet, 2 May 1912.

SUPERIOR

The Light Draft Drill



The Superior fertilizer drill is the up-to-date machine. Its valuable and exclusive features appeal at once to operators who desire accurate working qualities with all conditions of soil, seed and fertilizer. Neat in design, strong in construction, but light in weight, living strength has replaced clumsy, heavy frames. The vital parts of a grain drill are the furrow openers and the feeds. Superior construction supplies long life.

**W. J. Barton Implement, Feed
and Seed Company.**

Implement Hall Buffalo street
Both Phones.

Big Stock on Hand

Figure 83. Johnson City Comet, 8 August 1912.

Finest Prospect For Wheat in Many Years!

Get ready to take care of your wheat by buying the light-running

Deering Binder and Deering Twine



We have a carload of each in stock. See the COLUMBUS Improved Wagon before you buy. Nothing equal to the IHC Oil Engine for service and economy. Oliver Riding Cultivators and Osborne five-foot Cultivators. We also have the Cudahy meat account, with the best prices and best meat.

Two car loads of Buggies to make your selection from.

W. J. BARTON IMPLEMENT, FEED AND SEED CO.

Figure 84. Johnson City Comet, 4 June 1914.

W. J. BARTON FEED & IMP. CO.
Dealer in Famer's Supplies

Figure 85. Johnson City Comet, 7 December 1916.

21 March 1912. Johnson City Comet.

“The Barton Implement, Feed and Seed Company, of this place, held their formal opening Saturday, March 16. For some time the opening had been advertised and when the day arrived the crowd that surrounded Implement Hall, as the company’s new home is called, was one of the largest that ever has been assembled in the city outside of the 4th of July and ‘circus day.’ The company has advertised that they would give away about twenty prizes...

All the time in the big building which the company occupies the demonstrations were going on and the people were being shown the greatest assortment of up-to-date farm machinery that has ever been seen in East Tennessee. There were seven experts from as many factories on the floor exhibiting machinery, besides the force employed by the Barton Company.

The exhibit which was the most attractive and the one that caused the most comment was the Universal stone crusher, which was run by a one-horse power International Harvester gasoline engine. This crusher is certainly a wonderful machine and crushed rocks from eight inches in size down to dust...”²³

September 1924. National Miller.

“Johnson City – W.J. Barton & Sons have purchased the J.A. Scott & Sons Flour Mills and will operate.”²⁴

Note: “According to Ray Stahl’s book, ‘Greater Johnson City – A Pictorial History, 1983,’ [William J.] Barton served in the office [of Mayor of Johnson City] from 1927 – 29. A 1928 City Director reveals that he was president of Barton Implement and Feed Co., located on Buffalo at Cherry...”²⁵

4.3. Businesses on the Northeast Corner of Buffalo and Ash Streets
Ford Building, 1919 to 1984 (or 1998)
(Maps and Figures)

Lockett Brothers Company (Wholesale Grocers), at this location, 1919 until at least 1920

Wentworth Bakery, mentioned 1922

Johnson City Bakery, mentioned 1925

Seaver's Bakery, 1925 – 1927

Grocers' Baking Company, at this location, 1927 – 1959

Rainbo Baking Company, at this location, 1959 to at least 1967

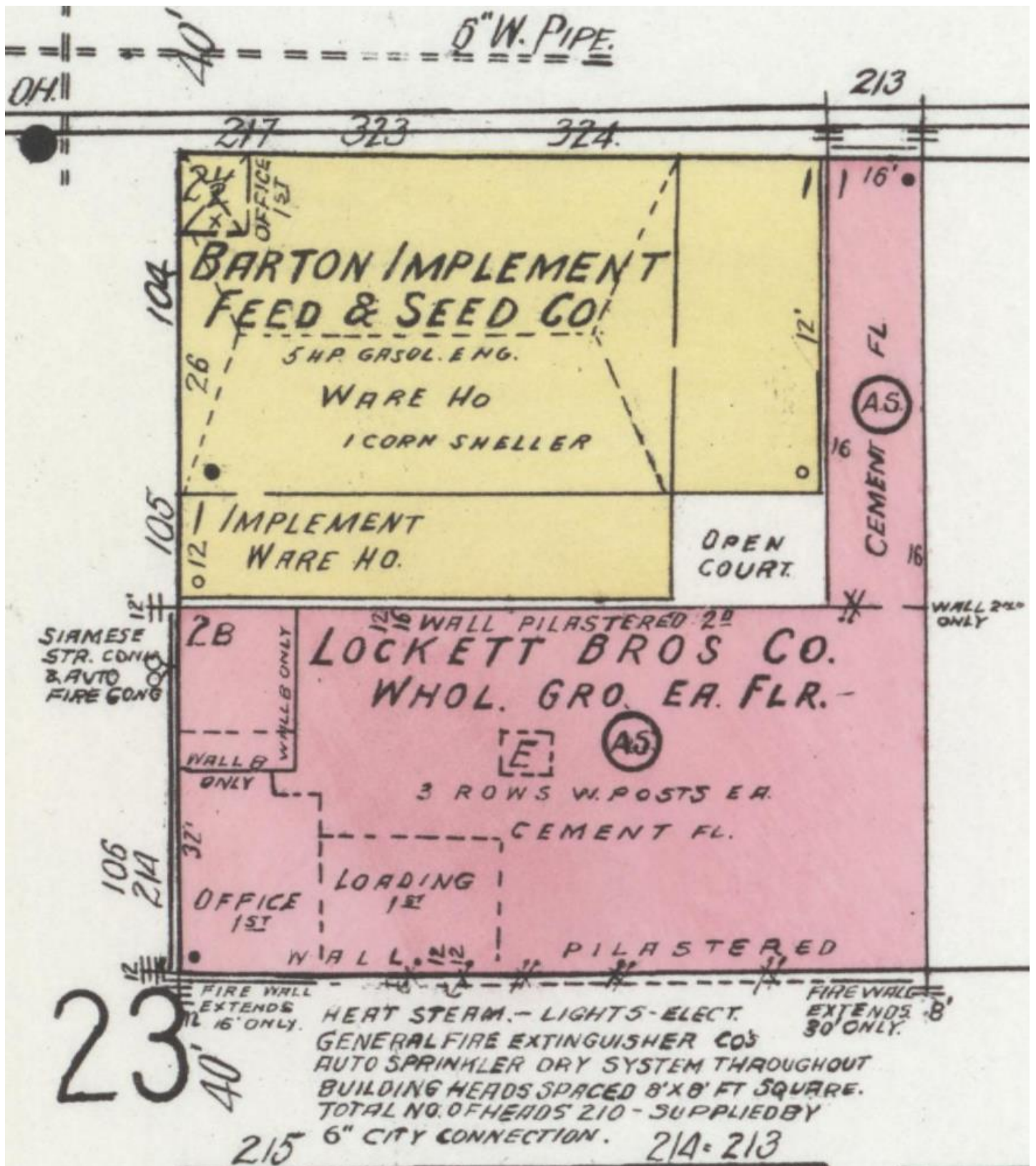
Sears, Roebuck & Company warehouse, dates not given

City storage facility, ? – 1981

Demolished 1984? Still standing in 1998?

Google Maps, in 2024, shows a parking lot at this location

This building was served by the dual-gauge trackage on Cherry Street from
c. 1908, until at least the 1930s.



Map 15B (reproduced here for convenience). A detail of the “Barton Implement Feed & Seed Co” and the “Lockett Bros Co. Whol. Gro.”, which was built in 1919, on the southeast corner of Buffalo and West Cherry streets, in February 1920.²⁶ See Map 15 for an image of the area around this building. The Lockett Brothers Company was previously located on East Market Street, where its facility was destroyed by fire in 1918.²⁷



Figure 86. An aerial photograph (taken 1 March 1947), looking north at the area around Buffalo, Jobe, Spring and Ashe streets. Note the Summers Hardware & Supply Company building at the lower left, with the Harr building (behind it), the McCown – Mahoney building, Hannah Brothers building, Ferguson Transfer Company building, and the Seaver building (from left to right) along Jobe Street. Also note the Grocers' Baking Company in the Ford building, east across Buffalo Street from Summers Hardware & Supply Company with signs reading: "Honey-Krust Bread", and that the Barton Implement, Feed & Seed Company (previously to the left, north, of the Ford building) is gone and apparently replaced by a parking lot.²⁸



Figure 87. A view of the Grocers' Baking Company in the Ford building with the "Honey-Krust Bread" signs on 1 March 1947.²⁹



Figure 88. “Ford Building, corner of Buffalo and Ashe Streets, photographed before 1927”, was photographed from the southwest corner of Buffalo and Ashe streets, looking northeast.³⁰ The front of the building faces Buffalo street (note the trolley tracks), the south side is along Ashe street on the right of this photograph. “The ‘D. Ford Building, built in 1919, over years housed Lockett Brothers Wholesale Grocery, a Honey Krust Bakery, a warehouse for Sears, Roebuck & Co. and a city storage facility.” Note the south side of the Barton Implement, Feed & Seed Company on the left of this photograph. Reportedly, the Ford building was demolished in around 1984, however, see Figure 90.³¹ See Map 15B.



Figure 89. A view of the E.T. & W.N.C. depot, looking south from the tracks of the Southern Railway. Note the Grocers' Baking Company building with the sign reading "Honey Krust Bread" on it, on the left side of the photograph (see figures 87, 88, and 90), as well as the Clinchfield Depot and the "Summers Hardware & Supply Co." building (this name came into use in 1936), both in the left center of this photograph. Historian Johnny Graybeal captioned this photograph: "Here is the Johnson City depot in its last years as a passenger station. Several buses stop here now daily, but no trains. Note the curved supports for the lower section of the roof. It appears that the brick was painted Pearl Gray and the trim left dark. The vehicles suggest the early fifties. George Allison Collection." Another source captioned this photograph: "1930 View with Buses".³²



Figure 90. June 1998 – Downtown Johnson City “One of the many painted building signs in Johnson City, this one along Cherry Street.”³³ This structure appears to be the old “Ford Building”/“Honey-Krust Bread” building, which was sequentially occupied by the Lockett Brothers Company (Wholesale Grocer), Seaver’s Bakery, and the Grocers’ Baking Company (the makers of Honey-Krust Bread). The Ford building was just south of the Barton Implement, Feed & Seed Company building and was directly across the street from the Summers Hardware and Supply Company (which is visible in the right background). See figure 87, 88 and 89. Another report indicates that the Ford building was demolished in 1984.³⁴

4.3. Businesses on the Northeast Corner of Buffalo and Ash Streets
Ford Building, 1919 to 1984 (or 1998)
(Maps and Figures)

Lockett Brothers Company (Wholesale Grocers), at this location, 1919 until at least 1920
Wentworth Bakery, mentioned 1922
Johnson City Bakery, mentioned 1925
4.3.1. Seaver's Bakery, 1925 – 1927
4.3.2. Grocers' Baking Company, at this location, 1927 – 1959
Rainbo Baking Company, at this location, 1959 to at least 1967
Sears, Roebuck & Company warehouse, dates not given
City storage facility, ? – 1981
Demolished 1984? Still standing in 1998?
Google Maps, in 2024, shows a parking lot at this location

This building was served by the dual-gauge trackage on Cherry Street from
c. 1908, until at least the 1930s.

4.3.1. Seaver's Bakery, 1925 – 1927

Tennessee: A History, 1673 – 1932

“O. Ralph Seaver – In 1909 a young man came to Johnson City from the coal fields of southwestern Virginia, where he had been engaged since he was sixteen years of age. He was O. Ralph Seaver, a native of Tennessee, and, and since coming here he has built up what is conceded to be the finest and most prosperous enterprise of its sort in Johnson City. The plant is now known as the Grocers' Baking Company, Incorporated, and is the outgrowth of the old Wentworth Bakery and consolidation with the Grocers' Baking Company, of Louisville, Kentucky. Mr. Seaver is its general manager and director. The establishment serves a territory that extends from Spruce Pine, North Carolina, to the coal fields of Virginia, operates sixteen trucks for delivery, employs forty-two hands and is equipped with the finest modern machinery and patented ovens. It manufactures, in addition to bread, rolls, pies and pastry, its best known brands of bread being its 'Honey Krust,' 'Honey Kream' and 'Honey Fluff.'... For many years he was in charge of a commissary department and in Norton, Virginia, became interested in a laundry business. He remained in that region until 1925, when he came to Johnson City, where he purchased the Johnson City Bakery, which had been the Wentworth, established in 1914. He remodeled the plant and changed its name to Seaver's Bakery, Incorporated, operating it as such until 1927, when he consolidated it with the Grocers' Baking Company, of Louisville, as noted, an enterprise which conducted a chain of four bakeries, of which Mr. Seaver is manager and director...”³⁵

4.3.2. Grocers' Baking Company, at this location, 1927 – 1959

8 December 1927. Manufacturers Record.

“Tenn., Johnson City – Grocers Baking Co., J. Williams Miller, Pres., 1455 S. Seventh St., Louisville, Ky., reported, plans establishing branch plant, acquired 2-story and basement, 70 x

200-ft. building with an additional L; install about \$100,000 machinery, initial capacity from 1500 to 200 loaves per hr.; also acquired business of Seavers Bakery; plant ready for operation about April 1, 1928; R.O. Seaver to become manager.”³⁶

29 December 1927. Manufacturers Record.

“Tenn., Johnson City – Grocers Baking Co., J. Williams Miller, Pres., 1455 S. Seventh St., Louisville, Ky., advises have leased large building; contracted for all wiring of the motors and lights, hot and cold water and drainage; Baker – Perkins Co., Saginaw, Mich., placing all machinery, etc.”³⁷

PHONE 262

GROCCERS BAKING CO., INC.

SUCCESSORS TO SEAVÉR'S BAKERY, INC.

NEW LOCATION, BUFFALO AND ASHE STS.

JOHNSON CITY, TENN.

—————

"We Welcome Your Inspection"

—————

Honey Krust, Butter Krust and Bonnie Kate
Salt Rising Bread

For Sale at Your Grocers

Figure 91. The Buffalo, 1928.³⁸

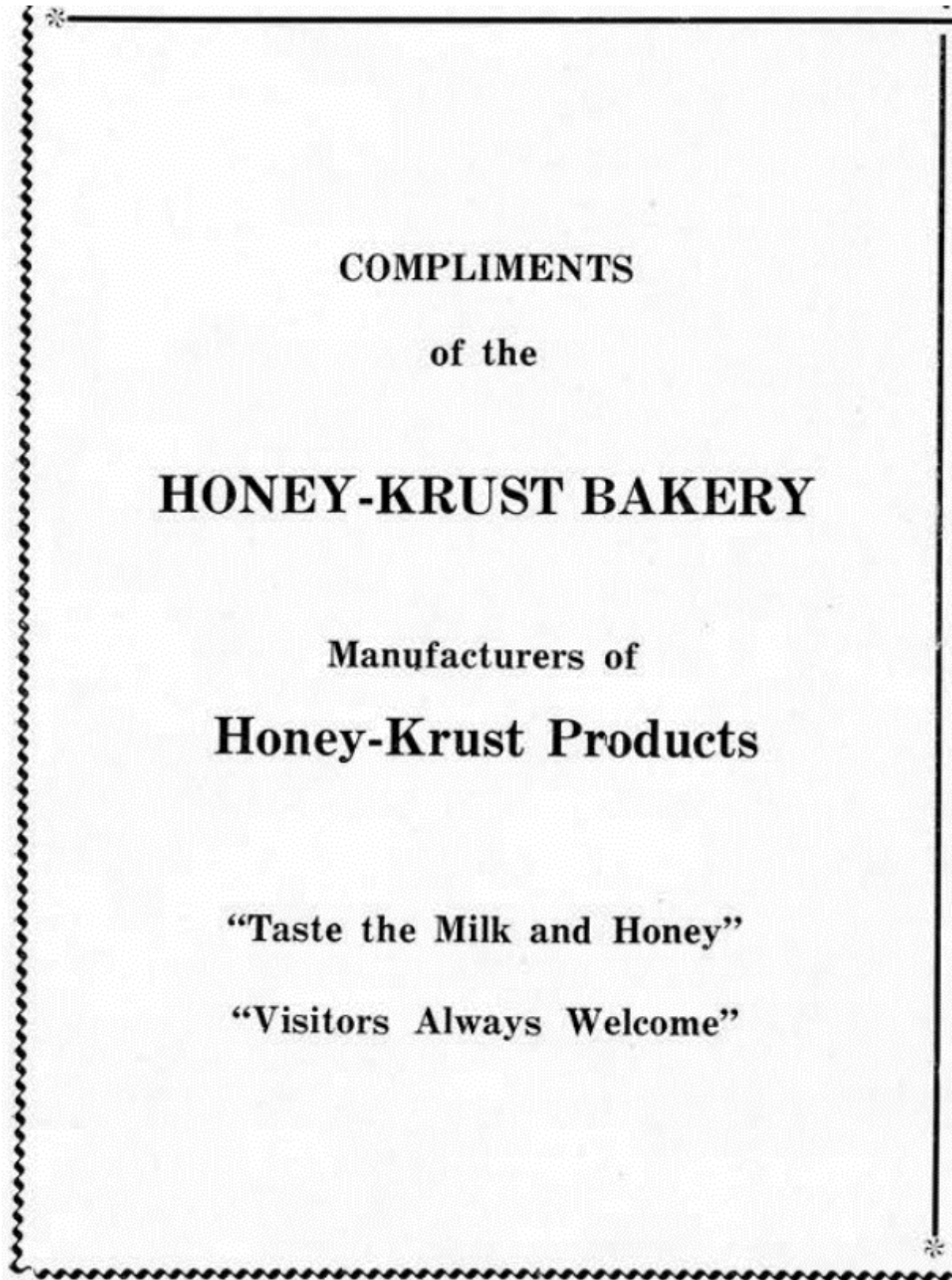


Figure 92. The Chalk Line, 28 August 1930.³⁹

Have You Tried the Long Loaf of Honey-Krust Bread?
Six More Delicious Slices!
"Taste the Milk and Honey"

GROCERS BAKING COMPANY
The Honey-Krust Bakery

YOU ARE INVITED TO VISIT OUR PLANT AND SEE HONEY-KRUST MADE

~

CORNER BUFFALO AND ASH STREETS
PHONE 5123

JOHNSON CITY - TENNESSEE

Figure 93. The Buffalo, 1930.⁴⁰



THE HOME OF HONEY-KRUST, JOHNSON CITY, TENN.

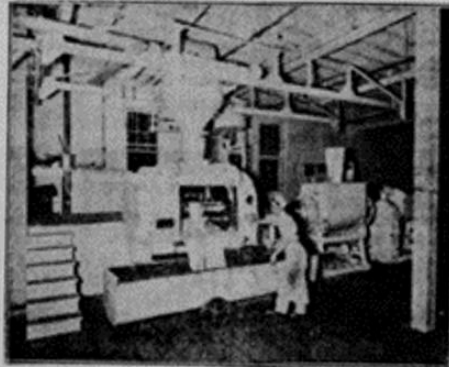
16
YEARS' STEADY GROWTH
 16
 1917 KINGSPOIT 1933
 ACCOMPLISHMENTS OF THE PAST JUSTIFY CONFIDENCE IN THE FUTURE

We feel justifiable pride in our relation with Kingsport—pride in the growth and progressiveness of this magnificent city, and pride in the fact that we are able to serve its citizens with our bakery products. For many years HONEY-KRUST BREAD has been the choice of Kingsport homes, and we regard the friendship and good will of the people of Kingsport as among our greatest assets.

We congratulate the people of Kingsport on the Sixteenth Anniversary of the incorporation of their model young industrial city.

**Honey-Krust Bread Is
 Made With Golden Honey**

GLISTENING pails of golden honey... fresh from the orange groves of California... that's what makes Honey-Krust so indescribably better... Crisp nut-brown crust... Soft, white, tender center... Ask for a fresh-from-the oven loaf of Honey-Krust today and taste the difference.



HONEY KRUST IN THE MAKING
 Interior View of Our Johnson City Plant

**Honey-Krust Is Made
 With Milk and Honey**

For real economy and good, old-fashioned bread satisfaction, ask your grocer TODAY for HONEY-KRUST—the finest, richest loaf of bread that money can buy—sliced or unsliced—fresh from the oven every day.

GROCERS BAKING CO. Makers of **HONEY-KRUST**
 the Famous

PLANT JOHNSON CITY, TENNESSEE

Figure 94. Kingsport Times, 26 February 1933.⁴¹



Figure 94A. A detail of Grocers' Baking Company, "the Home of Honey-Krust, Johnson City, Tenn." in 1933. Note the building on the left of the photograph, which was occupied by "Barton Implement Feed & Seed Co" in 1920.

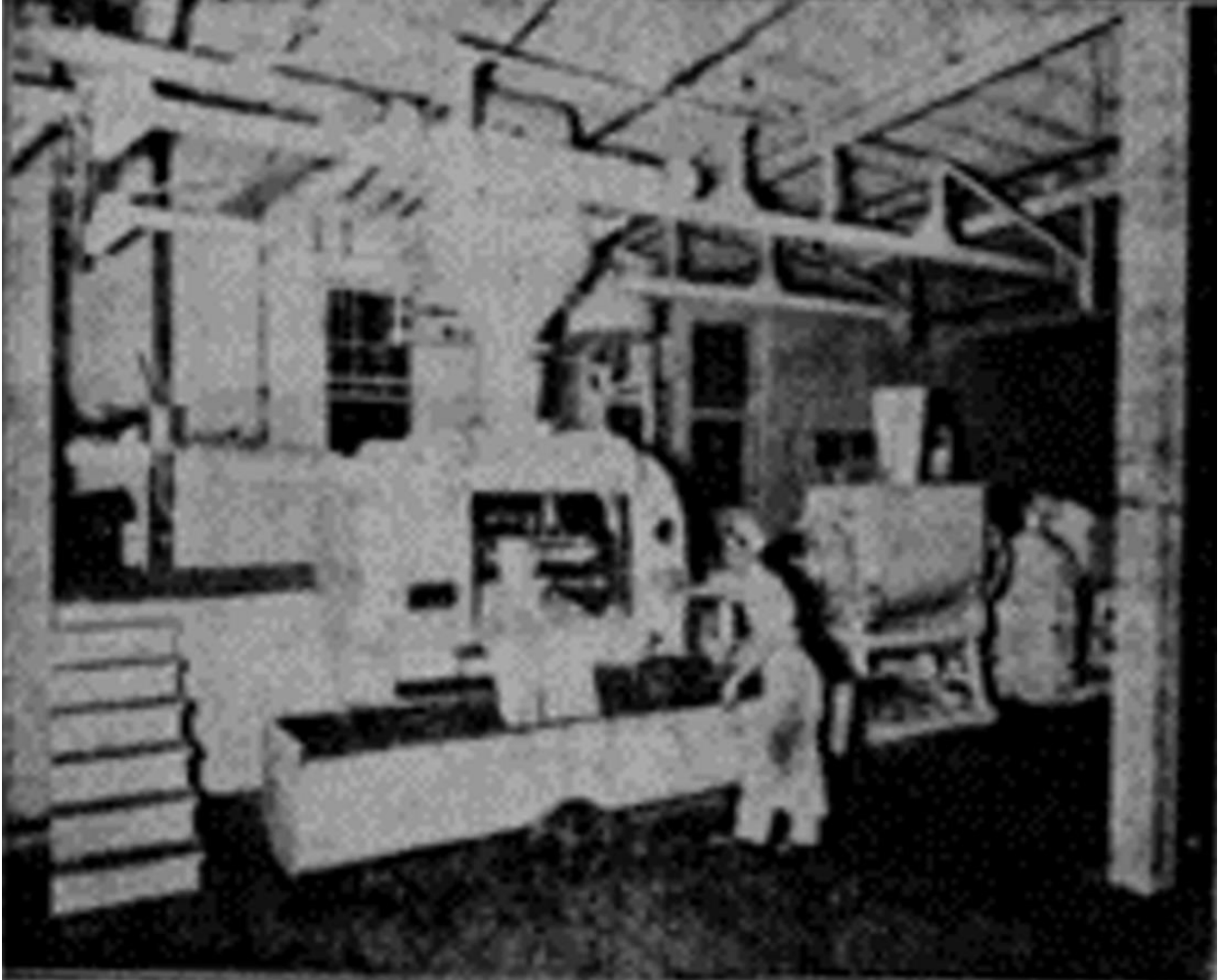


Figure 94B. A detail of the Grocers' Baking Company with "Honey Krust in the Making" "Interior View of Our Johnson City Plant".

FOR 27 YEARS ...

Claude LeFever Has Been Delivering
Bread In Kingsport, Tennessee



Photo of Claude LeFever and his Honey-Crust Truck

Claude Has Driven 540,000 Miles Without
A Serious Accident On His Bread Route

Best Wishes and Many Thanks

To All Honey-Crust Customers.

Next Time - - - Be Sure and Ask For - - -



- Always Fresh
- Made With Honey
- Here's Bread
At Its Very Best!

HONEY • KRUST

BREAD



Figure 96. A Honey Krust Bread truck in the 1950s.⁴³

Table 2. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.⁴⁴

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Wentworth Bakeries	Bakery	7	1		

Table 3. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1925.⁴⁵

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Johnson City Bakery	Bakery	10	2		

Table 4. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.⁴⁶

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Grocers Baking Co.	Bakery	27	2		

Table 5. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1930.⁴⁷

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Grocers Baking Co., Inc.	Bakery	28	1		

Table 6. “Location and List of Industries Inspected 1933... Washington County – Johnson City”, for the Year Ending 31 December 1933.⁴⁸

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Grocers Baking Co., Inc.	Wholesale Bakery	28	2		

4.3.3. Rainbo Baking Company, at this location 1959 to at least 1967

14 June 1960 to 7 April 1967. Federal Trade Commission Decisions.

“Docket 7938. Complaint, June 14, 1960 – Decision, Apr. 7, 1967... The Federal Trade Commission, having reason to believe that the above-named respondent [Campbell Taggart Associated Bakeries, Inc.] has violated and is now violating the provisions of Section 7 of the amended Clayton Act (U.S.C., Title 15, Section 18), and Section 5 of the Federal Trade Commission Act (U.S.C., Title 15, Section 45)...

95. In May 1959, the assets of Grocers Baking Co. of Kentucky and its three wholly owned subsidiary corporations were purchased from Grocers Baking Co. by eight corporate subsidiaries of Campbell Taggart Associated Bakeries, Inc. (CX 115A-D). At the time of the purchase, Grocers Baking Co., a Kentucky corporation, with headquarters in Louisville, Kentucky, (CX 115A), operated bakeries in Louisville, Lexington, Bowling Green, Owensboro, and Paducah, Kentucky (Tr. 3053–54). In addition, Grocers Baking Co. of Kentucky had two wholly owned subsidiaries, Grocers Baking Co. of Johnson City, a Tennessee corporation, which operated a bakery in Johnson City, Tennessee, and Grocers Baking Co. of Indiana, an Indiana corporation, which operated bakery plants in New Albany and Bedford, Indiana. Grocers Baking Co. of Indiana, in turn, had a wholly-owned subsidiary, Hi-Class Baking Co., with a baking plant in Evansville, Indiana (Tr. 3053-54)...

103. Campbell Taggart formed the Rainbo Baking Co. of Louisville, Kentucky, a corporation, to acquire the assets of Grocers' Louisville, Kentucky, and New Albany, Indiana baking plants. The Rainbo Baking Co. of Lexington, Kentucky, a corporation, was formed to acquire the assets of Grocers' baking plant at Lexington, Kentucky. The Rainbo Baking Co. of Johnson City, a corporation, was formed to take over the assets of the Grocers' plant at Johnson City, Tennessee (Tr. 2644-48)...

116. Prior to the acquisition, the Johnson City baking plant was a wholly owned subsidiary of Grocers, operating as the Grocers Baking Co. of Johnson City, Tennessee. The plant distributed bread in the States of Virginia, Kentucky, Tennessee, and a small portion of North Carolina, with depots located at Big Stone Gap, Virginia, and Morristown, Tennessee (CX 135A-B, 137; Tr. 3164). Prior to the acquisition, Grocers had purchased property on which it planned to erect a new plant, which was estimated to cost between \$650,000 and \$700,000 (Tr. 3164, 3169–70). The area of distribution from the plant was approximately forty miles, which was extended an additional fifty miles through the use of depots (Tr. 4344). After the acquisition, the plant became the Rainbo Baking Company of Johnson City, Tennessee. After the acquisition, the Johnson City plant discontinued selling in North Carolina (Tr. 4335), and began selling in Richlands, Virginia (Tr. 4336). A new depot was established in Abingdon, Virginia (Tr. 4343-44).

117. After the acquisition of the Johnson City plant by Rainbo Baking Company, a Campbell Taggart subsidiary, approximately \$400,000 was expended on the plant, together with additional sums for the overhaul of machinery used in the old plant (the rundown condition of this plant was given by Mr. Hikes as one of the reasons for selling the assets of Grocers to subsidiaries of Campbell Taggart; Tr. 3170, 4337-39). The Johnson City plant lost \$6,840 on its operations for 1959 (CX 298B, 1. 70), and borrowed \$550,000 from the First National Bank of Dallas (CX 298B, 1. 2). In 1960 an additional \$175,000 was borrowed by this plant from the First National Bank in Dallas (CX 298H, 1. 2). No dividends were paid during 1959, 1960, and 1961 to Campbell Taggart,

owner of the remaining 95% of the outstanding common stock of this company (CX 298B, H, N, 1. 73)...

It is ordered, That respondent Campbell Taggart Associated Bakeries, Inc., a corporation, and its officers, directors, agents, representatives, employees, subsidiaries, affiliates, successors and assigns within one year from the date this order becomes final shall divest absolutely and in good faith all assets, properties, rights and privileges, tangible and intangible, including but not limited to, all plants, equipment, trade names, trademarks and goodwill acquired by Campbell Taggart Associated Bakeries, Inc., as a result of its acquisition of the stock share capital or assets of the following named corporations... **Grocers Baking Company**, Louisville, Kentucky... together with all plants, machinery, buildings, improvements, equipment and other property of whatever description which has been added to the property of any of the above named corporations by respondent, as may be necessary to restore each of them as an effective competitor in the lines of commerce in which each of the respective acquired corporations were engaged at the time of acquisition...⁴⁹

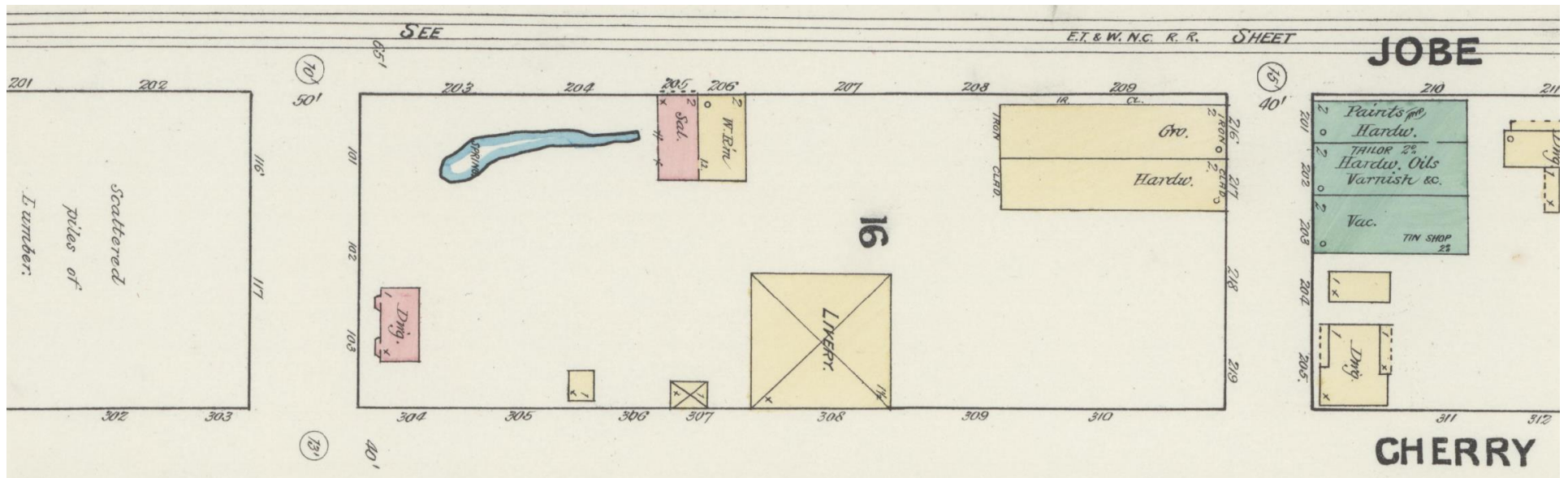
5. Businesses Between Spring and Buffalo Streets (east to west), along Jobe Street,
1891? – 1909
(Maps and Figures)

Big Spring Saloon (“Farmers Saloon”?), by 1891? – 1903?

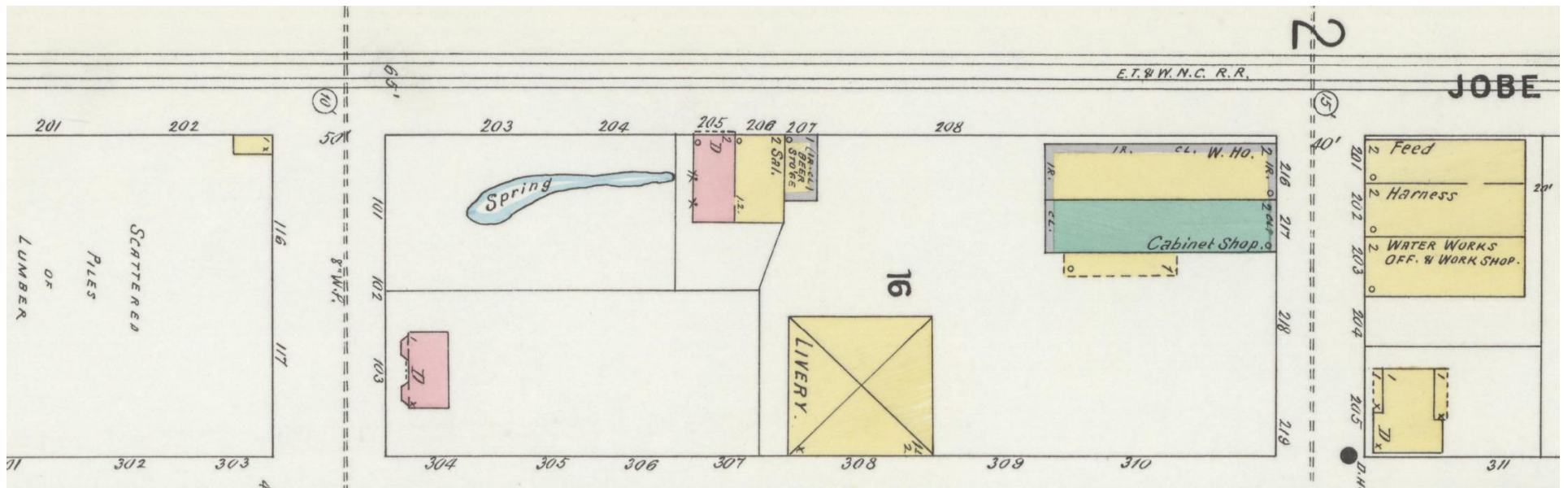
“L.H.P. Lusk’s storehouse,” 1889

New South Brewery and Ice Company Depot, 1899 – 1903?

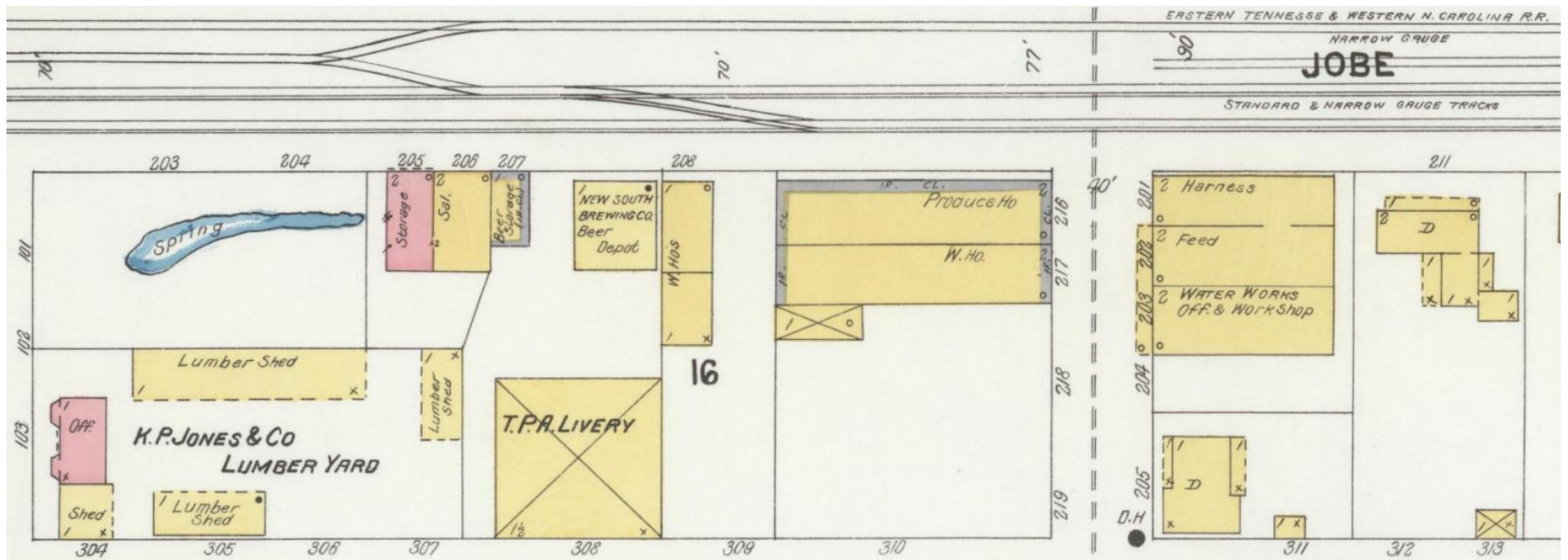
Lusk Stable, by 1888 – 1891
Excelsior Livery Stable, 1888
T.P.A. Livery Stable, 1900 – 1903
Marion McMackin Livery?, 1905 – 1909



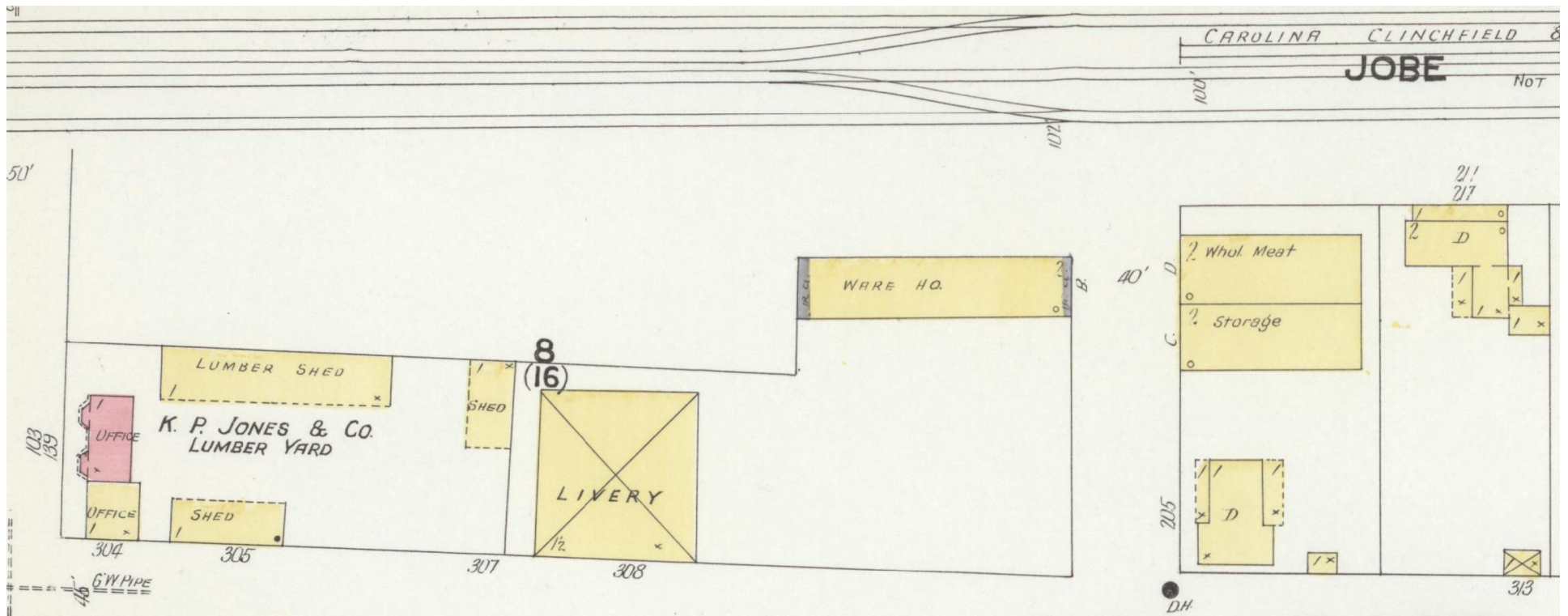
Map 16. The area between Spring and Buffalo streets (east to west) and Jobe and Cherry streets (north to south), in January 1891. Note the “Big Spring” and the “Sal.” (saloon), with its “W. R’m” (ware room) to its right (east), as well as the “Harr Block” of buildings, occupied by a grocery (“Gro.”) and a hardware (Hardw.”) shop, on the southwest corner of Spring and Jobe streets, as well as the “Seaver Block” of buildings, occupied by “Paints & Hardw.”, “Hardw. Oils, Varnish, &c.” (2nd floor: Tailor), and “Vac.” (vacant, 2nd floor: “Tin Shop”), on the southeast corner of Spring and Jobe streets.⁵⁰



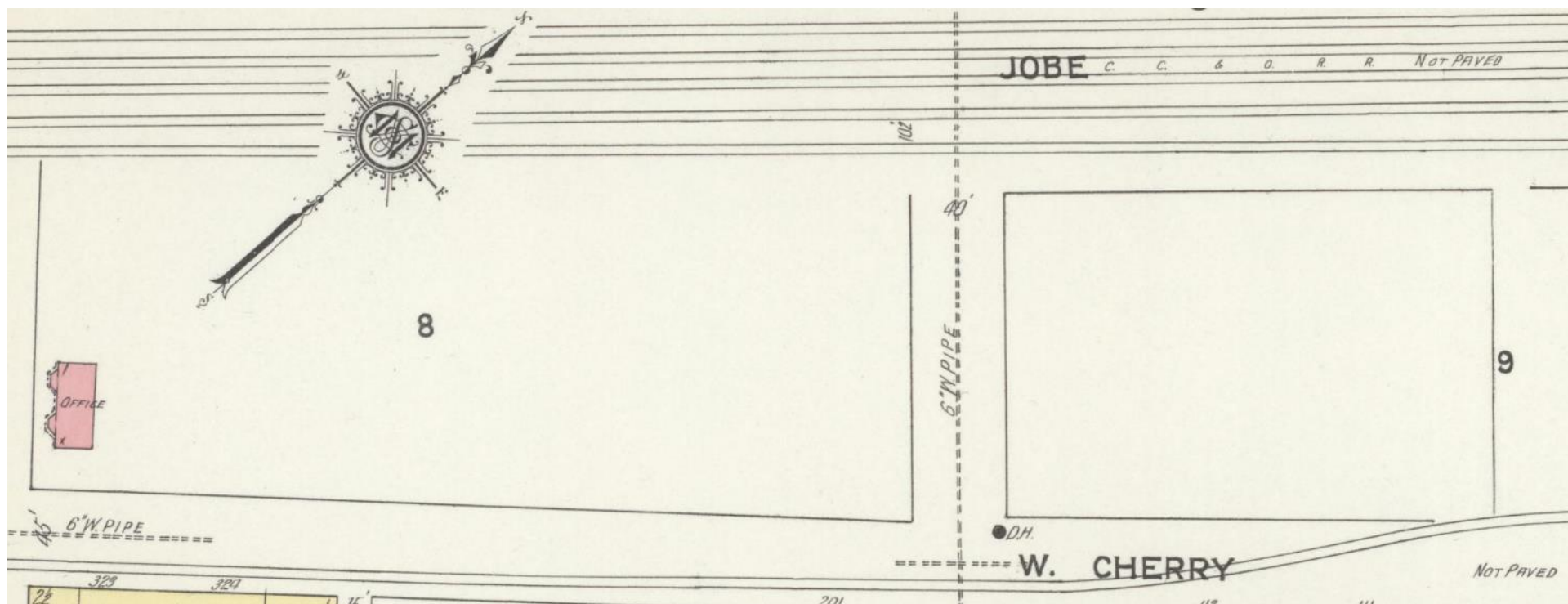
Map 17. The area between Spring and Buffalo streets (east to west) and Jobe and Cherry streets (north to south), in May 1897. Note the changes in the saloon and its attached buildings, as well as the changes in the occupants of the “Harr Block” and “Seaver Block” along Spring Street.⁵¹



Map 18. The area between Spring and Buffalo streets (east to west) and Jobe and Cherry streets (north to south), in April 1903. Note the changes in the saloon and its attached buildings. Note that the “New South Brewing Co” Beer Depot and W. Hos” have been built between the saloon and the “Harr Block,” occupied by a “Produce Ho.” and a warehouse (“W. Ho.”) on Spring Street. Also note the changes in the “Seaver Block,” occupied by “Harness”, “Feed” and “Water Works Off. & Workshop”.⁵²



Map 19. The area between Spring and Buffalo streets (east to west) and Jobe and Cherry streets (north to south), in December 1908. Note that the “Big Spring,” the “Big Spring” saloon and its associated buildings, the New South Brewing Company beer depot and the warehouse to the east of it, as well as the “produce Ho.” of the “Harr Block” have all been removed. The “Harness” shop in the “Seaver Block” has also been removed, with the remaining buildings now occupied by “Whol. Meat” and “Storage.”⁵³



Map 20. The area between Spring and Buffalo streets (east to west) and Jobe and Cherry streets (north to south), in July 1913. Note that all of the structures in this area, with the exception of the office formerly occupied by K.P. Jones & Company, have been removed.⁵⁴



Figure 97. “Downtown Johnson City (Aerial View)” looking east, with the Clinchfield depot and its curved platform in the lower right corner. The center of this photograph includes the parking area east of the Clinchfield depot, which was once occupied by the “Big Spring,” the “Big Spring” Saloon, New South Brewing Company beer depot, and the “Harr Block” of buildings (on the southwest corner of Spring and Jobe streets). The area bounded by Jobe and Ash streets (north to south) and Spring and Roan streets (east to west) appears to be largely occupied by warehouses, including the Central Tobacco Warehouse (previously occupied by the Miller Brothers). This area was once occupied by the “Seaver Block” and some residences. To the left of the Clinchfield depot is the E.T. & W.N.C. depot (with a rare view of the north and west sides of the building). The light-colored building of the Free Service Tire Company is above and to the left of the E.T. & W.N.C. depot and the Harr building is to the right of the Free Service Tire Company building. This photograph was undated but appears to date to the 1940s or 1950s.⁵⁵



Figure 98. “Combine #15 Excursion Car at Johnson City”.⁵⁶ Based on the cars in the parking lot, on the right, this image appears to date to the 1930s or 1940s.



Figure 98A. A detail of the buildings along Cherry Street and east of Buffalo Street. All of the buildings in this image appear to have been built after 1920. The author has not been able to identify any of these buildings.



Figure 99. “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”⁵⁷ This tower was on Jobe Street, about half way between Spring and Roan streets. The presence of the Ferguson Transfer Company building and the trolley tracks probably date this photograph to between 1925 and 1931. Also note the Hannah – Dossler building on the left. This photograph appears to predate that of Figure 98.



Figure 99A. A detail showing the buildings along Cherry Street between Buffalo and Roan streets, with what appears to be the Miller Brothers building at the southwest corner of Cherry and Roan streets, just to the right of the boxcar. Also note what appears to be a boxcar in front of the unidentified building on the right.

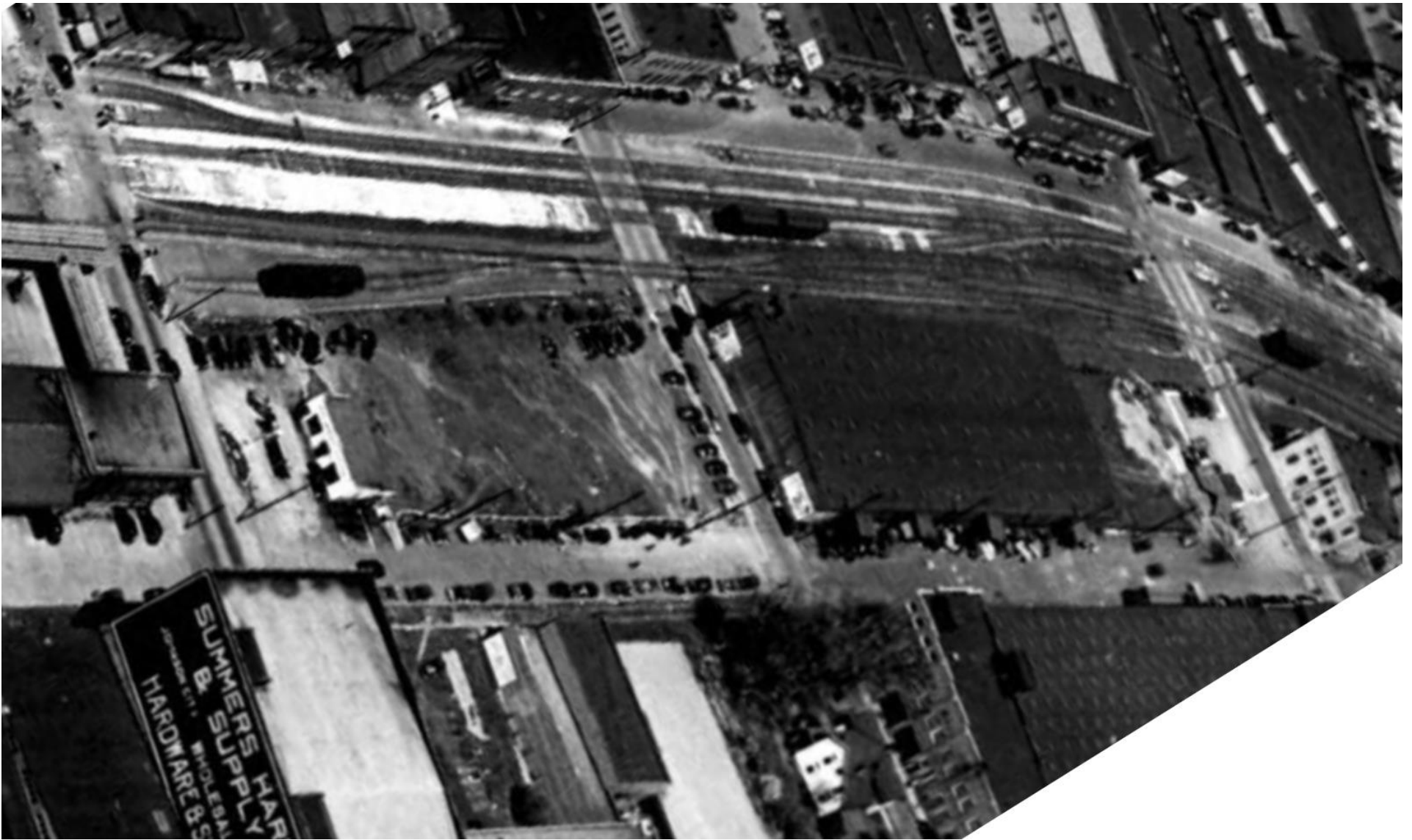
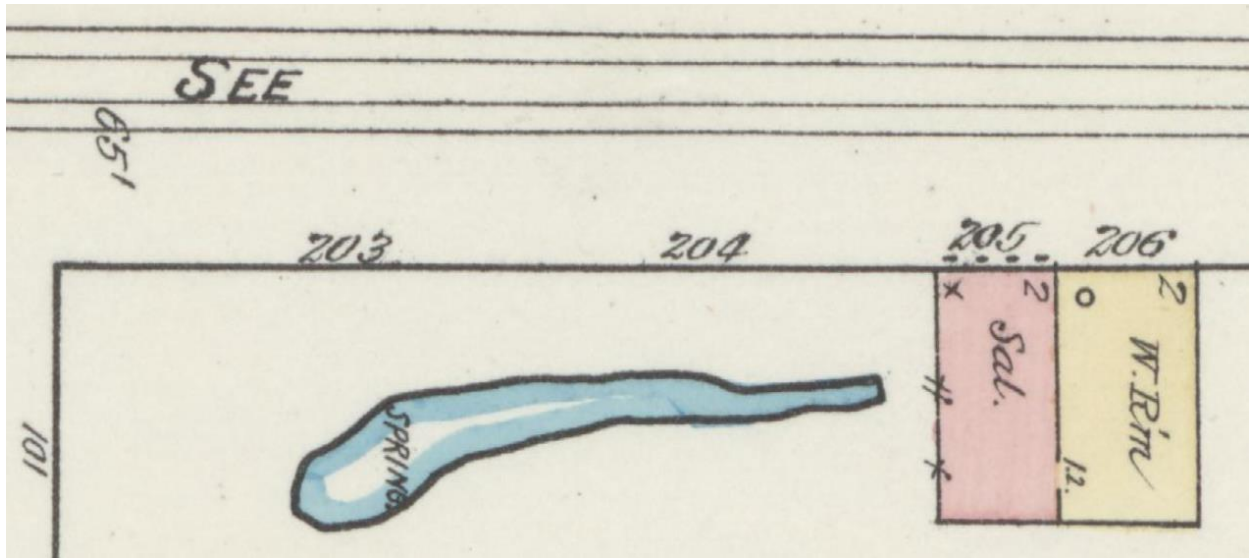


Figure 100. An aerial view of the area along Jobe Street on 19 April 1941. The area between Spring and Buffalo streets (east to west) and Jobe and Cherry streets (north to south) appears to have been converted to parking. The area between Roan and Spring streets (east to west) and Jobe and Cherry streets (north to south) appears to have been mostly occupied by warehouses. Also note that the trackage along Cherry Streets appears to have been removed.⁵⁸

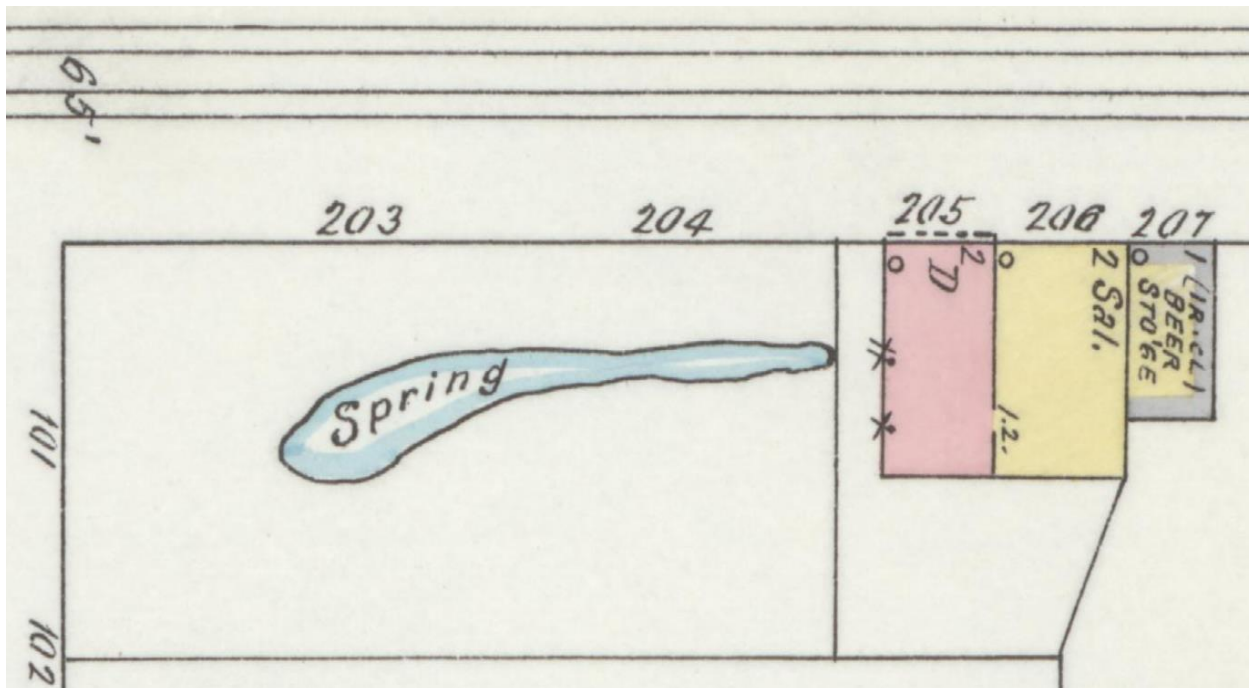


Figure 101. An aerial view of the area along Jobe Street on 1 March 1947. The area between Spring and Buffalo streets (east to west) and Jobe and Cherry streets (north to south) has been converted to parking.⁵⁹ Note the tower (?) on Jobe Street, to the east (right) of Spring Street, perhaps indicating that one of the Clinchfield safety towers remained until at least 1947. However, compare with Figure 100 from 1941, in which this tower does not appear to be present.

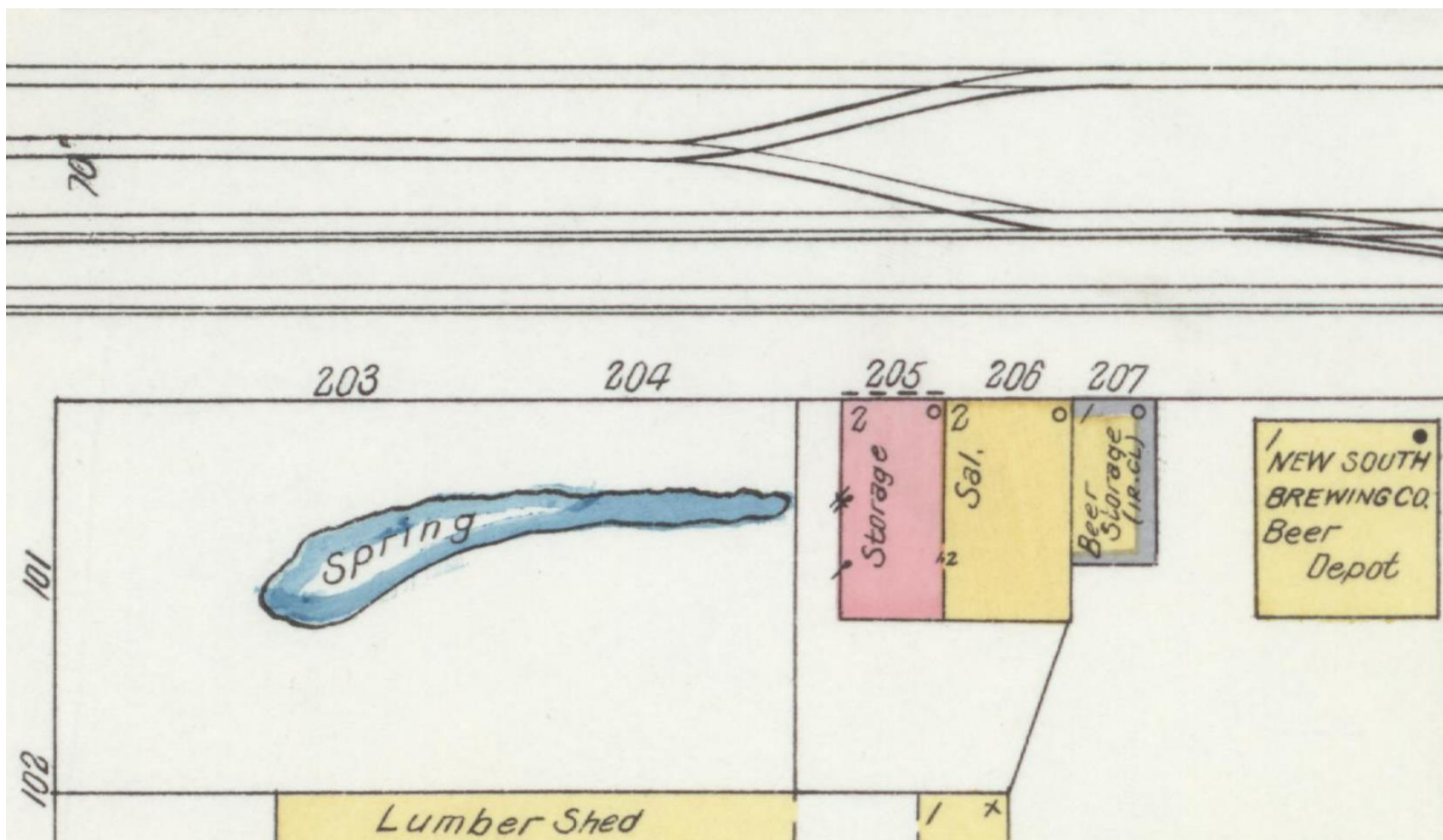
5.1. Big Spring Saloon (“Farmers Saloon”?), by 1891? – 1903?
 This business appears to have been served by dual-gauge trackage.



Map 16A. This map from January 1891 depicts the “Big Spring” on the southeast corner of Buffalo and Jobe streets. To the east of the spring is a 2-story building housing the brick “Big Spring” (?) Saloon (“Sal.”) with an attached wood framed “W. R’m”, which appears to be an abbreviation for “ware room”.



Map 17A. A detail from May 1897. Note that brick structure is now a dwelling and the “Big Spring” (?) Saloon is located in the attached wood-framed structure. Also note that an “iron clad” “Beer Sto’g’e” building has been constructed adjacent to the saloon. Finally, note that it appears that fences have been installed on the east and south of the Big Spring, as well as behind the saloon.



Map 18B. A detail from April 1903. Note that the brick structure is now being used for storage and that the wood-framed “New South Brewing Co.” Beer Depot has been constructed to the east. By December 1908, the “Big Spring,” “Storage,” “Big Spring” Saloon, “Beer Storage” and the “New South Brewing Co.” Beer Depot would all be gone. The “New South Brewing Co.” beer depot will be addressed in the next section.



Figure 113B. The lightly colored two-story building appears to be the “Big Spring Saloon” (identified, perhaps mistakenly, in the caption with this photograph, as the “Farmers Saloon”), with a dark “Beer Sto’ge” structure visible on the east side of the building, and a brick dwelling on the west side. The saloon and dwelling were built before 1891. The building to its right appears to be the small shed that was located across Buffalo street on the property with “Scattered Piles of Lumber” and which was built between 1891 and 1897 (see maps 16 and 17). Also, note what may be rail cars in the right background as well as a smoke plume, which may have originated from a locomotive near the union depot. Based on the Sanborn fire insurance map, this photographic appears to date to between 1891 and 1903 (the May 1903 map indicates that the small shed by the lumber had been removed by the time that map was made).

At the _____ Big Spring SALOON

From morning till noon,
You get the best liquors and wine.
From noon until night,
You are treated all right,
For happy Frank has the art down fine.

Pure goods for medicinal purposes. All the leading brands of tobacco
and cigars.

Figure 102. Johnson City Comet, 23 February 1899.

PURE Goods.

All Kinds of Brandies and Whiskies.
A Full assortment of Domestic and Imported Wines. Mail
Orders filled by first train. Satisfaction Guaranteed.

Big Spring SALOON

Pure goods for medicinal purposes. All the leading brands of tobacco
and cigars.

Figure 103. Johnson City Comet, 23 February 1899.
This advertisement ran until at least 13 July 1899.



Figure 104. Containers from “The Big Spring Saloon.”⁶⁰

26 February 1903. Johnson City Comet.

“Johnson City Dry. – The Legalized Saloon Must Go Hence From Johnson City... The expected has taken place and on schedule time. The temperance bacilli has been at work in Johnson City for years and when the opportunity presented itself those inoculated swept everything before them. We have frequently said that Johnson City has fewer drinking men than any town in the state, but must confess that we thought there were more than eleven. Those eleven fellows sustained seven saloons with what little assistance they got from neighboring towns and sustained them well...”

7 May 1903. Johnson City Comet.

“Barrooms Leaving. One by one the saloons are closing. T.A. O’Donnell closed Thursday under litigation and M. McGinley’s license expired Friday. It is understood that Geo. W. Holmes will go to Knoxville at once and that will leave only three saloons in the city.”⁶¹

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... 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.”

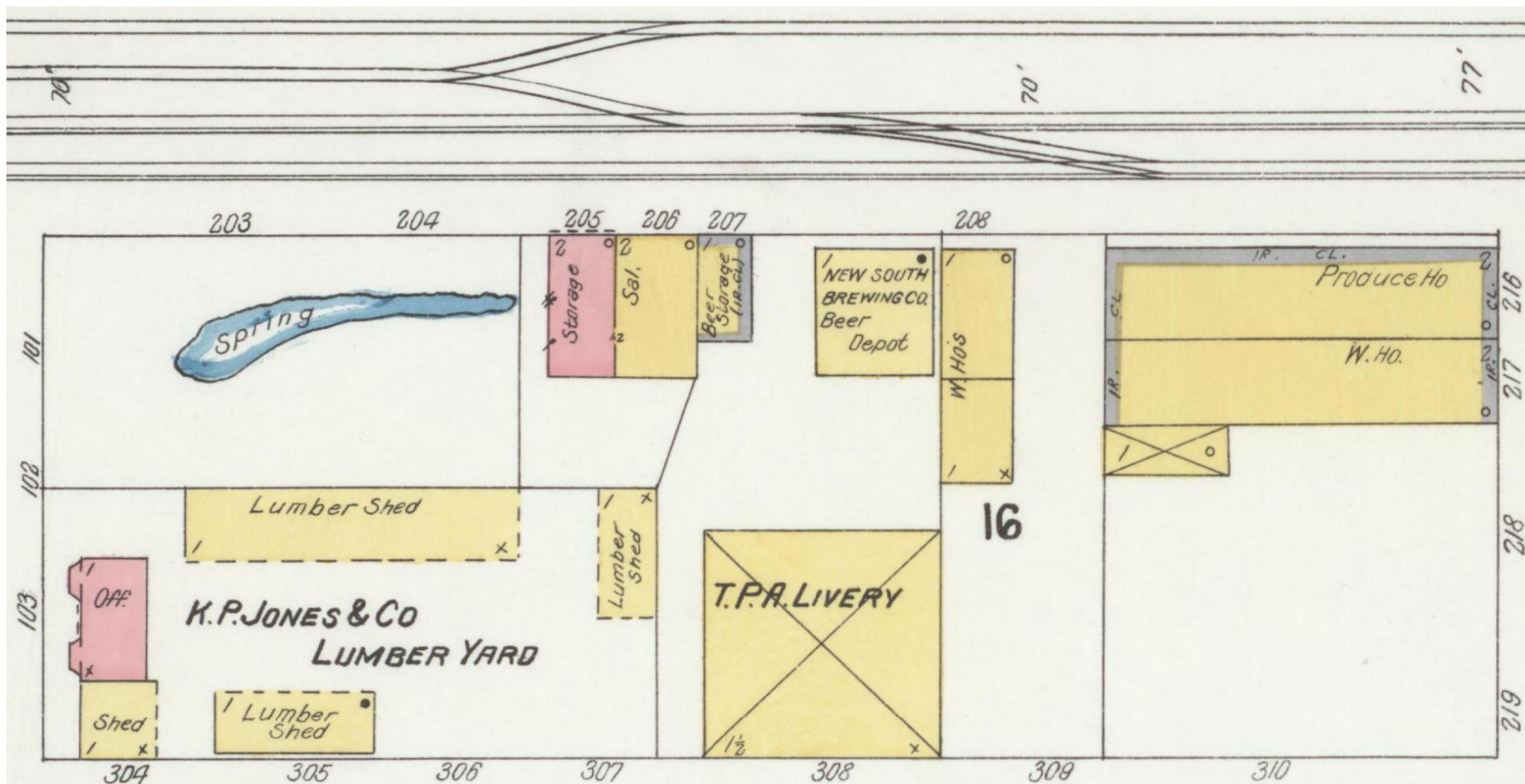
5.2. "L.H.P. Lusk's storehouse," 1889

This business appears to have been served by dual-gauge trackage.

12 September 1889. Johnson City Comet.

"The alarm of fire was sounded Monday shortly after noon, and our patriotic fire-fighters made haste, with bucket in hand, to the scene of the fire. It was only a slight blaze and was soon put out. A spark from an engine on the E.T. & W.N.C.R.R. set fire to the roof of L.H.P. Lusk's storehouse near the Big Spring, or that is supposed to be the origin. Our facilities for fighting fire are few and very poor. It might be well for the board to take the matter under advisement." Note, the author has not been able to determine the precise location of this warehouse

5.3. New South Brewery and Ice Company Depot, 1899 – 1903?
 This business appears to have been served by dual-gauge trackage.



Map 18C. A detail from April 1903. The “New South Brewing Co. Beer Depot” was built in 1901 on Jobe Street, between the “Big Spring Saloon” and an unidentified warehouse. The beer depot measured approximately 35 x 35 feet. This building probably ceased being used as a beer depot in 1903, when Johnson City went “dry.” In any case, this building was removed by December 1908.



Figure 105. “Cold Storge Depot... M.R. Miller, Agent for The New South Brewery & Ice Co. of Middlesboro Ky...” between 1901 and 1903.⁶² The building in the right background appears to be the T.P.A. Livery on Cherry Street, while the building on the left is an unidentified warehouse, see Map 18C. Note the dual gauge trackage in the foreground.

5.3. New South Brewery and Ice Company Depot, 1899 – 1903?
This business appears to have been served by dual-gauge trackage.

2 February 1899. Johnson City Comet.

“Will Enlarge Business. Mr. Wm. Walbrattch, of Middlesboro, Ky., was in the city last week. Mr. Walbrattch is the president of New South Brewing and Ice Co. that has a branch here under the management of M.R. Miller. He was here to look after his interests and incidentally to increase his already lucrative business in this section. This company manufactures the celebrated Crystal Pale and Pinnacle beers and no purer or better article of the kind is upon the market. He is a pleasant gentleman and made many friends in a business and social way while in the city. He told The Comet he was anxious to reach home Monday to hear ‘Our Bob’ lecture Monday night. We inferred from what he said that if there was anything wrong with the Governor’s flow of language the New South Brewery was at his command.”

21 February 1899. Johnson City Comet.

“President Walbrecht, of the Middleboro Brewery, was in the city last week. While here he leased a piece of land near the narrow gauge road, and will erect at once a modern cold storage building. This company will not only supply the products of its brewery but will furnish the city ice during the summer.”

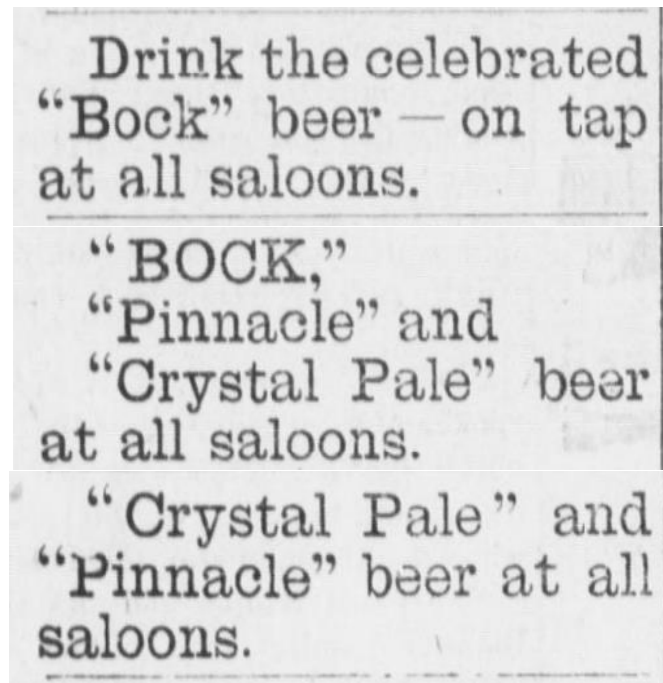


Figure 106. Johnson City Comet, 11 April 1901.

8 August 1901. Johnson City Comet.

“The New South Brewing and Ice Company is building a cold storage room on the Narrow Gauge, just back of Steven’s Bro.’s poultry house.”



Call for

Pinnacle Bottle Beer

This Beer has won its way to the summit of excellence through its fine **QUALITY** and **FLAVOR**. Besides being a delightful beverage it has splendid **TONIC** properties, and is absolutely pure. Give it a trial. Brewed and bottled by the

NEW SOUTH BREWING AND ICE CO., Middlesboro, Ky.
For sale in Johnson City by all dealers.

Figure 107. Johnson City Comet, 5 September 1901.



Call for

Pinnacle Malt Extract

This Beer has won its way to the summit of excellence through its fine **QUALITY** and **FLAVOR**. Besides being a delightful beverage it has splendid **TONIC** properties, and is absolutely pure. Give it a trial. Brewed and bottled by the

NEW SOUTH BREWING AND ICE CO., Middlesboro, Ky.
For sale in Johnson City by all dealers.

Figure 108. Johnson City Comet, 19 September 1901.
This advertisement ran until at least 16 January 1902.



Figure 109. Johnson City Comet, 24 October 1901.

20 September 1901. American Brewers' Review.

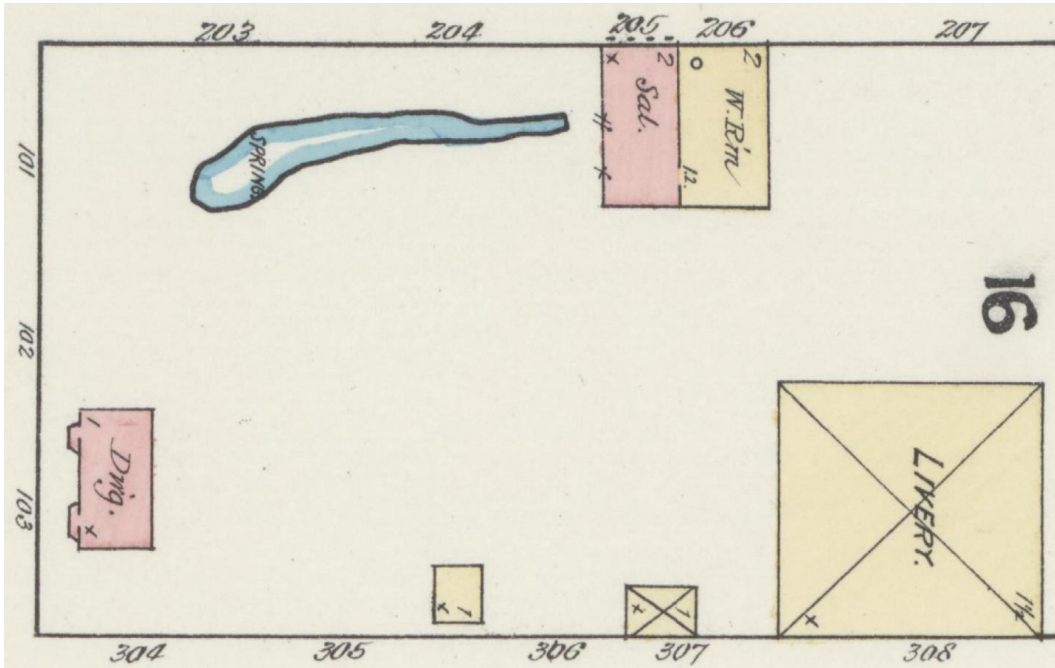
"Tennessee. — The New South Brewing & Ice Company is building a beer depot at Johnson City."⁶³

Note: The New South Brewing and Ice Company facility in Johnson City was probably closed in 1903, when Johnson City went "dry."

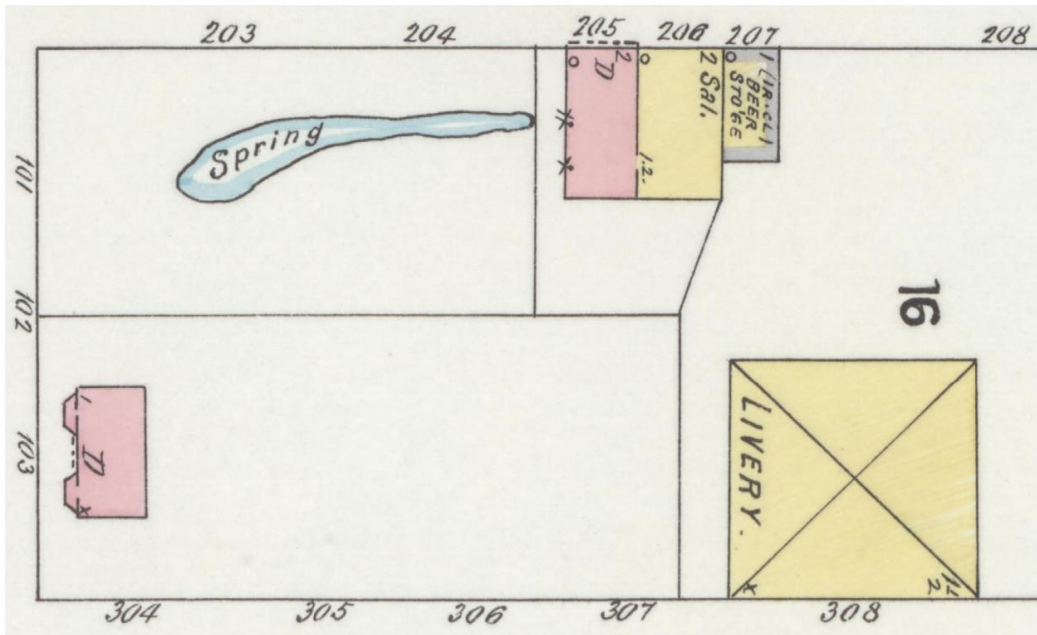
5.4. Lusk Stable Building

Lusk Stable, 1888 – 1891
 Excelsior Livery Stable, 1888
 T.P.A. Livery Stable, 1900 – 1903
 Marion McMackin Livery?, 1905 – 1909

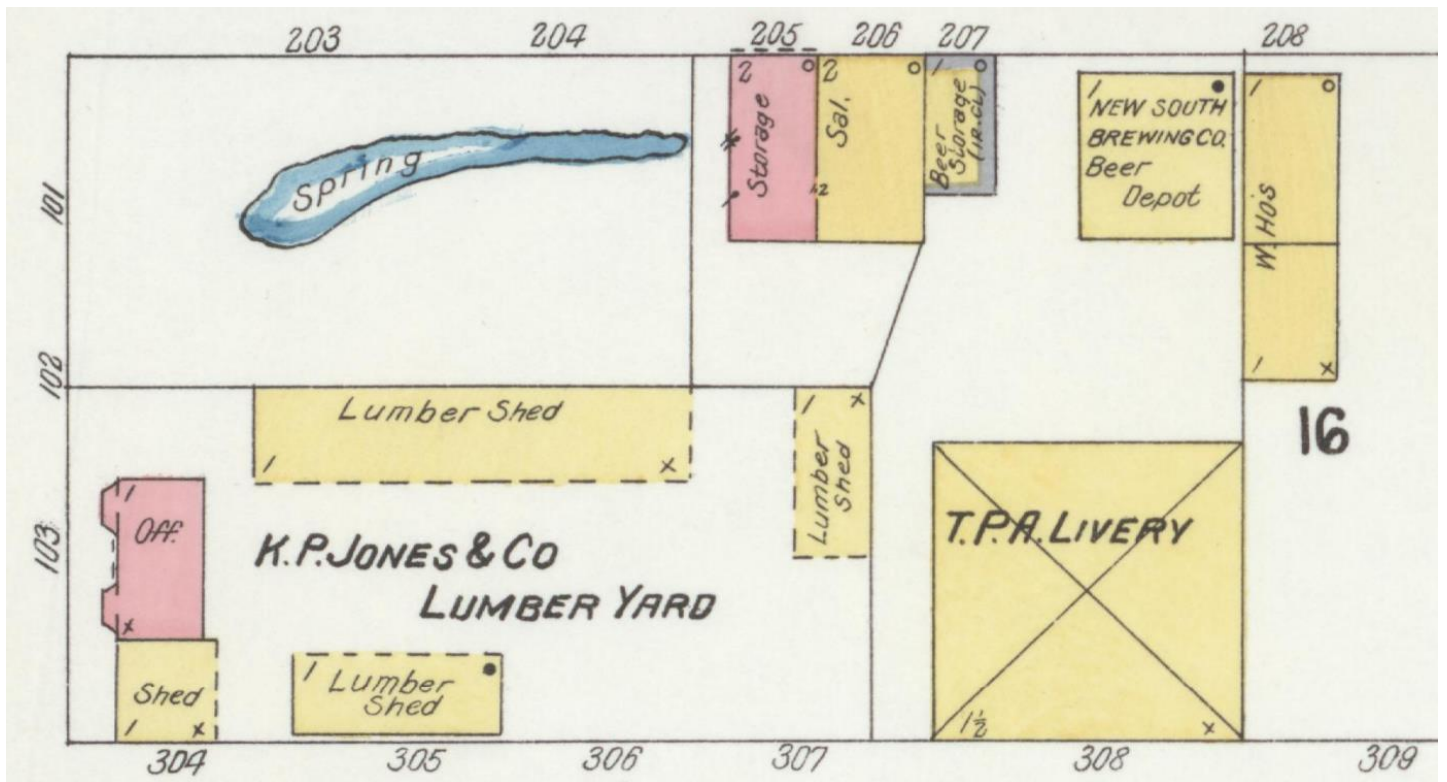
This building was on Cherry Street, between Spring and Buffalo streets.



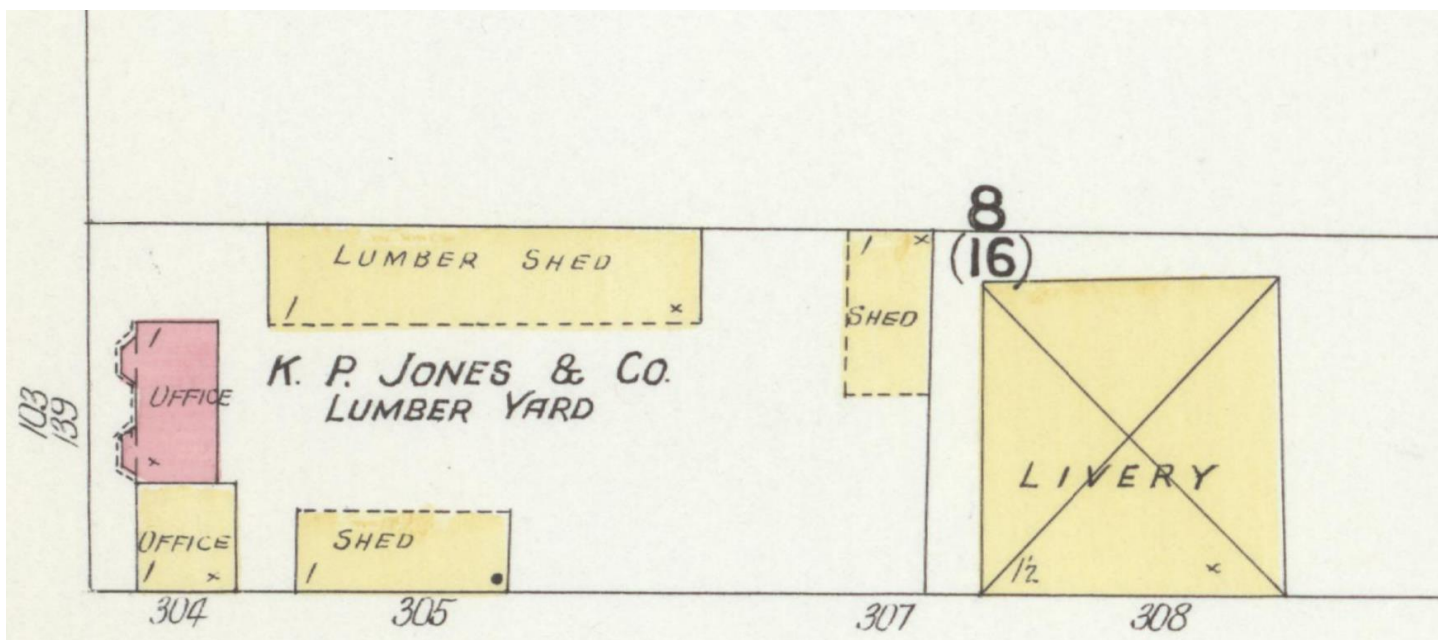
Map 16B. A livery on Cherry Street, adjacent to the “Big Spring” and a saloon, in January 1891.



Map 17B. A livery on Cherry Street, adjacent to the “Big Spring” and the “Big Spring” (?) Saloon, in May 1897. Note that it appears that fences have been installed on the east and south of the Big Spring, as well as behind the saloon and west of the livery.



Map 18D. The T.P.A. Livery in April 1903. Note the addition of the “K.P. Jones & Co” lumber yard and the “New South Brewing Co” Beer Depot, to the west and north of the livery.



Map 19B. The (Marion McMackin?) livery in December 1908. Note that the “Big Spring,” “Storage,” “Big Spring” Saloon, “Beer Storage” and the “New South Brewing Co.” Beer Depot have all been removed. The livery would be removed in January 1909 and the “K.P. Jones & Co” buildings, except the brick one, would also be removed, probably in 1909. The brick building was used by the Clinchfield as a temporary ticket office in 1908, and was not removed until sometime between 1913 and 1920.

5.4.1. Excelsior Livery Stable, 1888

20 December 1888. Johnson City Comet.

“Jas. Scalf has moved his Livery Stable to the Lusk stable on Cherry Street and having a large stable he will increase his stock and will be glad to see his friends in his new quarters.”

JAS. SCALF,

EXCELSIOR

LIVERY STABLE.

Hacks for Drummers a Specialty.

Having added a number of good, reliable (as well as stylish) horses, also new buggies and phaetons, to my livery business I take pleasure in informing the public that I can offer them as good accommodation as any stable in the State. Give me a trial and

I WILL CERTAINLY PLEASE YOU.

Figure 110. Johnson City Comet, 20 December 1888.

1 October 1891. Johnson City Comet.

“Sheriff’s Sale. – Hazen, Lotspeich and Thomas vs. L.H.P. Lusk et al. By virtue of a Vendition Exponas issued by S.H.L. Cooper, Clerk of the Law Court for Washington County, at Johnson City, Tenn., by order of said Court, dated Oct. 414, 1891, I will on Saturday, November 21st, 1891

at the Court House door in Johnson City, Tenn., offer for cash in hand, all the right, title, claim and interest that L.H.P. Lusk has in and to the following described real estate, in Johnson City, to wit: 1 stable and lot of land bounded as follows: South by Cherry street, North by E.T. & W.N.C. R.R.; West by R.J Lusk and Campbell heirs; East by L.H.P. Lusk; fronting 74 feet of Cherry street, and running back 166 feet to the E.T. & W.N.C.R.R., to satisfy a judgment that Hazen, Lotspeich and Thomas recovered against before H.C. Hart, Esq., on the 2d day of Dec. 1890... J.I. Hawkins, Sheriff. This 20th day of Oct. 1891..."

5.4.2. T.P.A. Livery Stable, 1900 – 1903

25 January 1900. Johnson City Comet.

“‘Bill’ Snapp, the most popular liveryman that ever sent out a vehicle, is back in harness. He is managing the T.P.A. Livery Stable on Cherry St. Thos. Turner is the proprietor, and your ‘Uncle Bill’ is on hand to accommodate his friends with any kind of a turnout desired. An advertisement for the stable appears elsewhere in this issue.” See Map 18D.

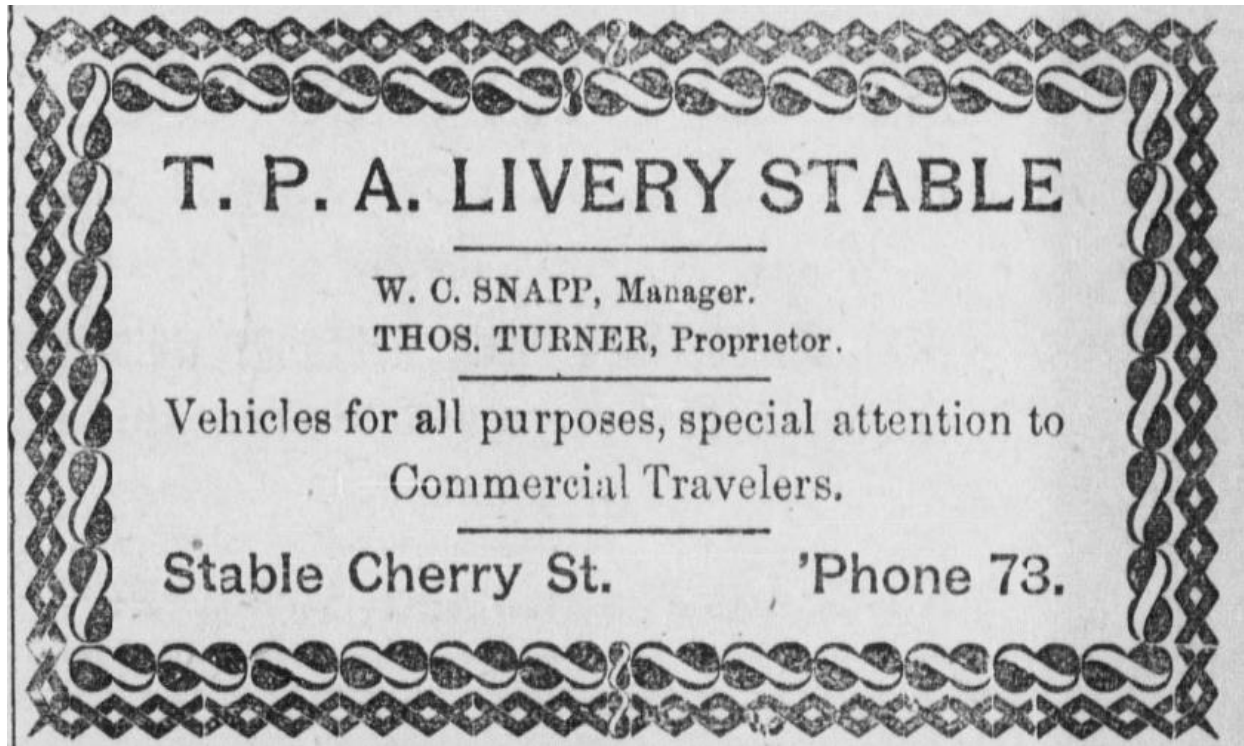


Figure 111. Johnson City Comet, 25 January 1900.
Similar advertisements ran until at least 17 January 1901.

1 November 1900. Johnson City Comet.

“Stable Opening. Snapp & Co. are moving into their new stable on the corner of Buffalo and Cherry streets. It is one of the finest stables in East Tennessee and will be opened next Monday night with great eclat. The public generally are invited to be present. At 7:30 p.m. there will be a ladies riding contest in the rotunda of the stable. The winner will receive a handsome silk umbrella. It will be an interesting occasion.”

5.4.3. Marion McMackin Livery?, 1905 – 1909

A New Livery Stable

May 1st I will siart a first class Livery at my stable on Cherry Street, with an entirely new outfit. Give me your trade.

Marion McMackin.

Phone 139. Johnson City, Tenn.

Figure 112. Johnson City Comet, 27 April 1905.
This advertisement ran until at least 11 May 1905.

21 January 1909. Johnson City Comet.

“The old [T.P.A./MacMackin] livery barn on Cherry street has been torn down to make room for the tracks of the C., C. & O. Thus does the march of eternal progress push onward.”

6.0. Trackside Businesses on Spring Street, Between Jobe and Cherry Streets, 1891 – 1910
(Maps and Figures)

“Harr Block,” Southwest Corner of Spring and Jobe Streets, 1890 – 1910

John E. Harr’s store house, 1890

Cigar Factory, 1891, 1893

Steven Brothers (Poultry), 1899

W.H. Henderson’s store house, 1890

Stevens Brothers (Poultry), 1903

“Seaver Block,” Southeast Corner of Spring and Jobe Streets, 1890 – 1910

Seaver and Summers (Hardware), 1890 – 1893

Johnson City Meat Market (?), 1890

Faucette & Mountcastle (Wholesale), 1891

Crumley & Pierce (Tin Manufacturers), 1891 – 1892

Lyle & Summers (Hardware), 1893 – 1894

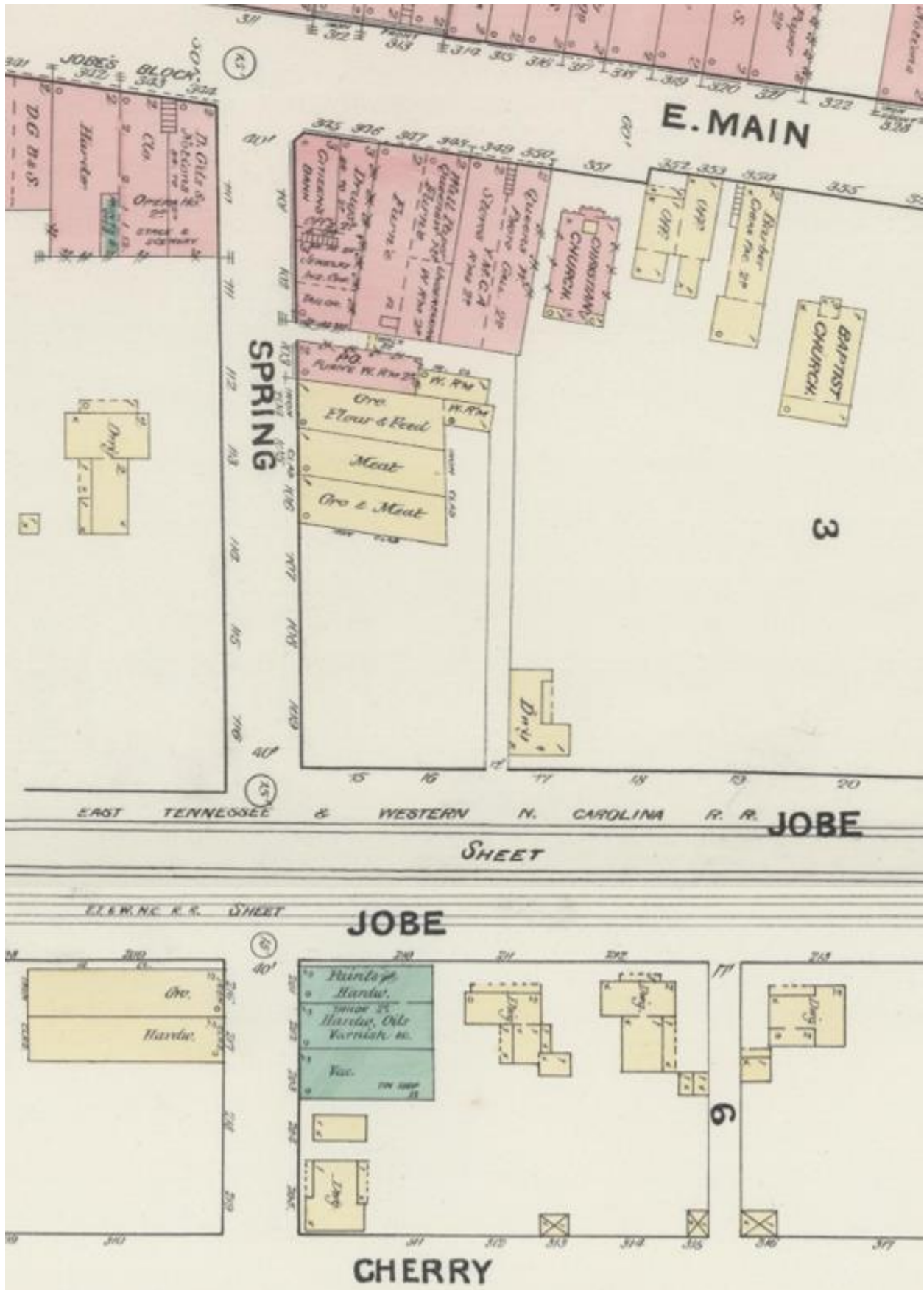
Watauga Water Company, 1894 – 1908?

“J.S. Galliher & Company” (Tin Manufacturers), 1897 – 1898

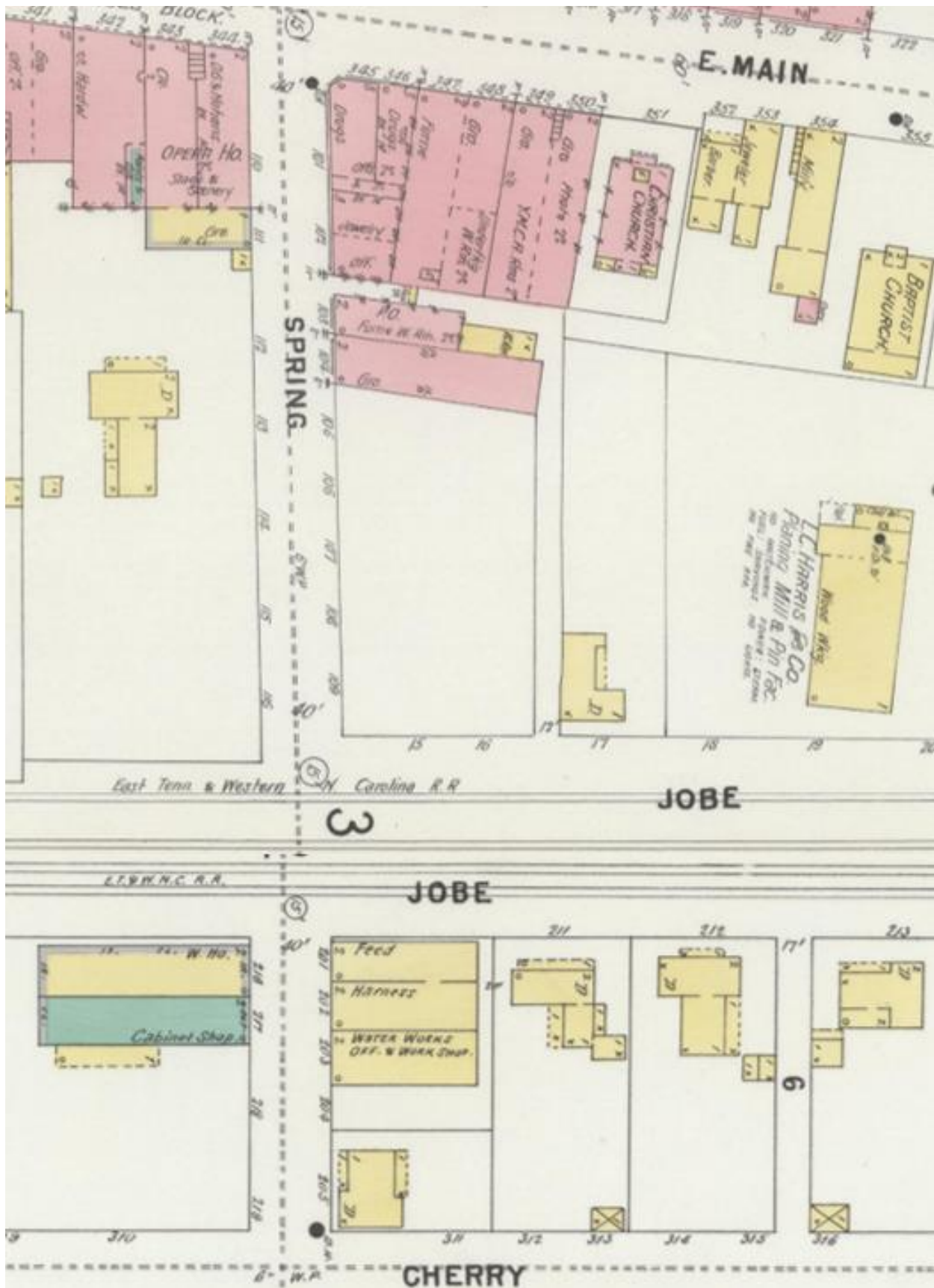
C.W. Seaver (Harness Manufacturer), 1893 – 1908

“W.C. Snapp and Tate L. Earnest” (carriage repository), 1900

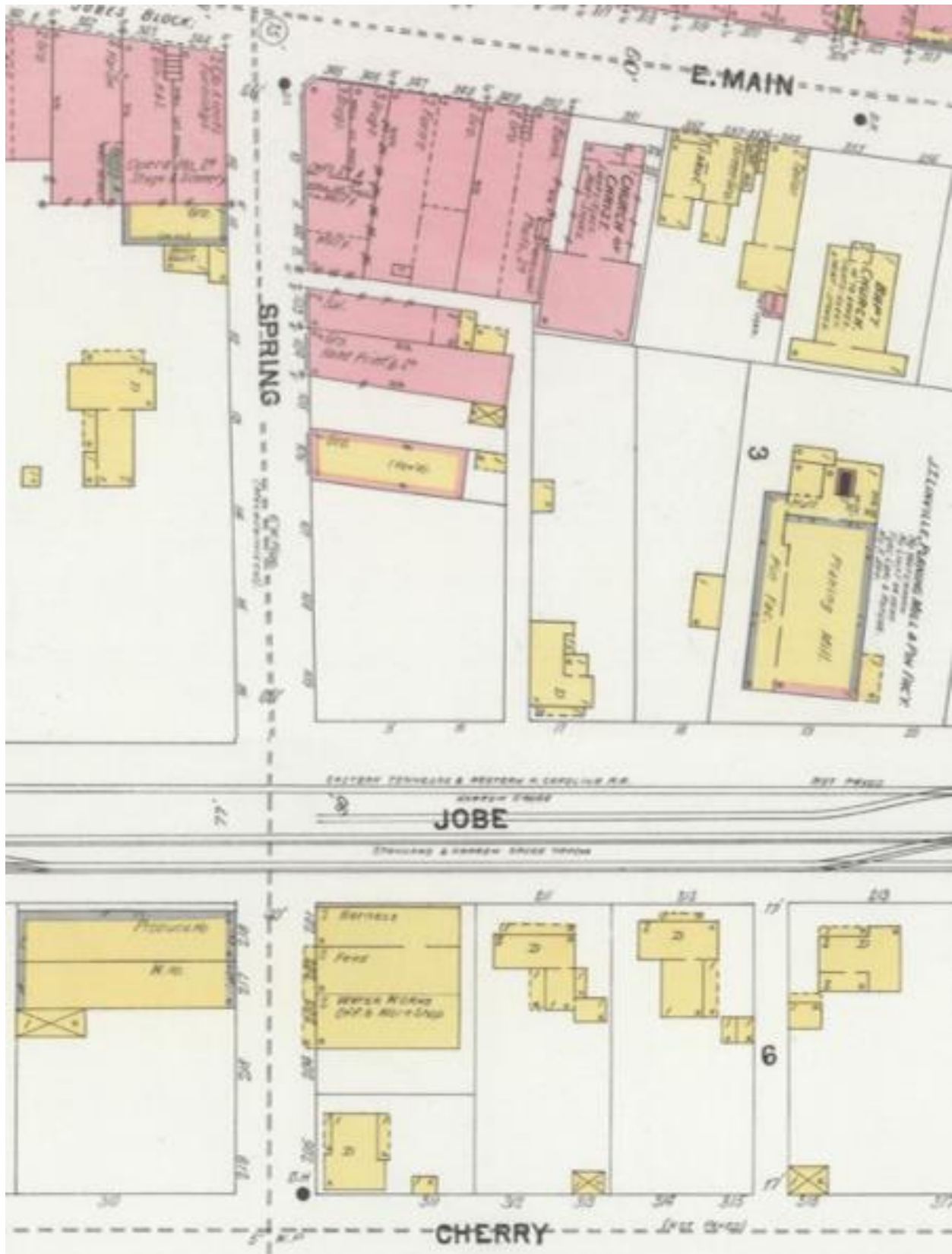
Pierce Brothers (Tin Manufacturers), 1902 – 1903



Map 10B. A composite map of the buildings along Spring Street, between East Main and Cherry streets, in 1891.⁶⁴



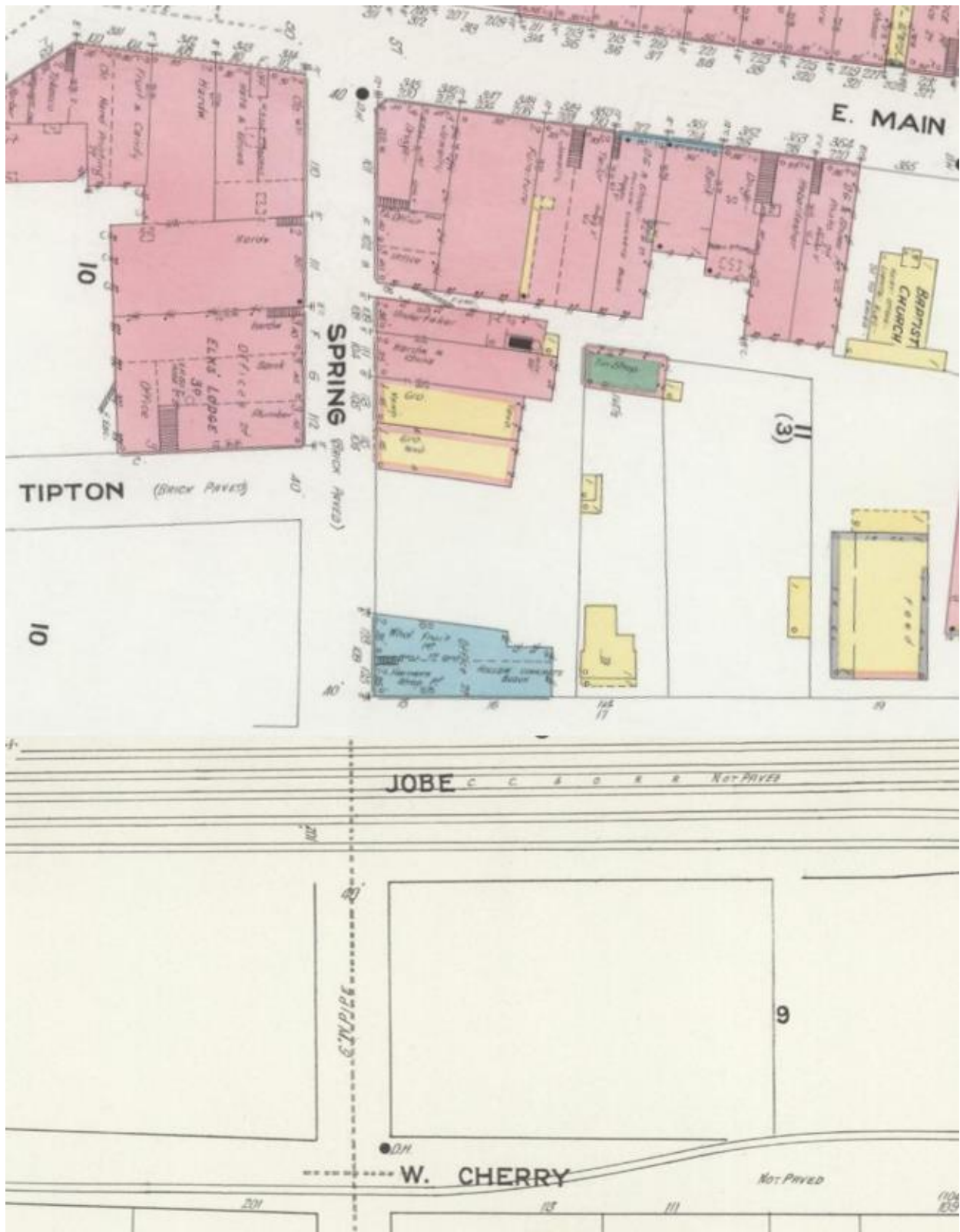
Map 11B. A composite map of the buildings along Spring Street, between East Main and Cherry streets, in 1897.⁶⁵



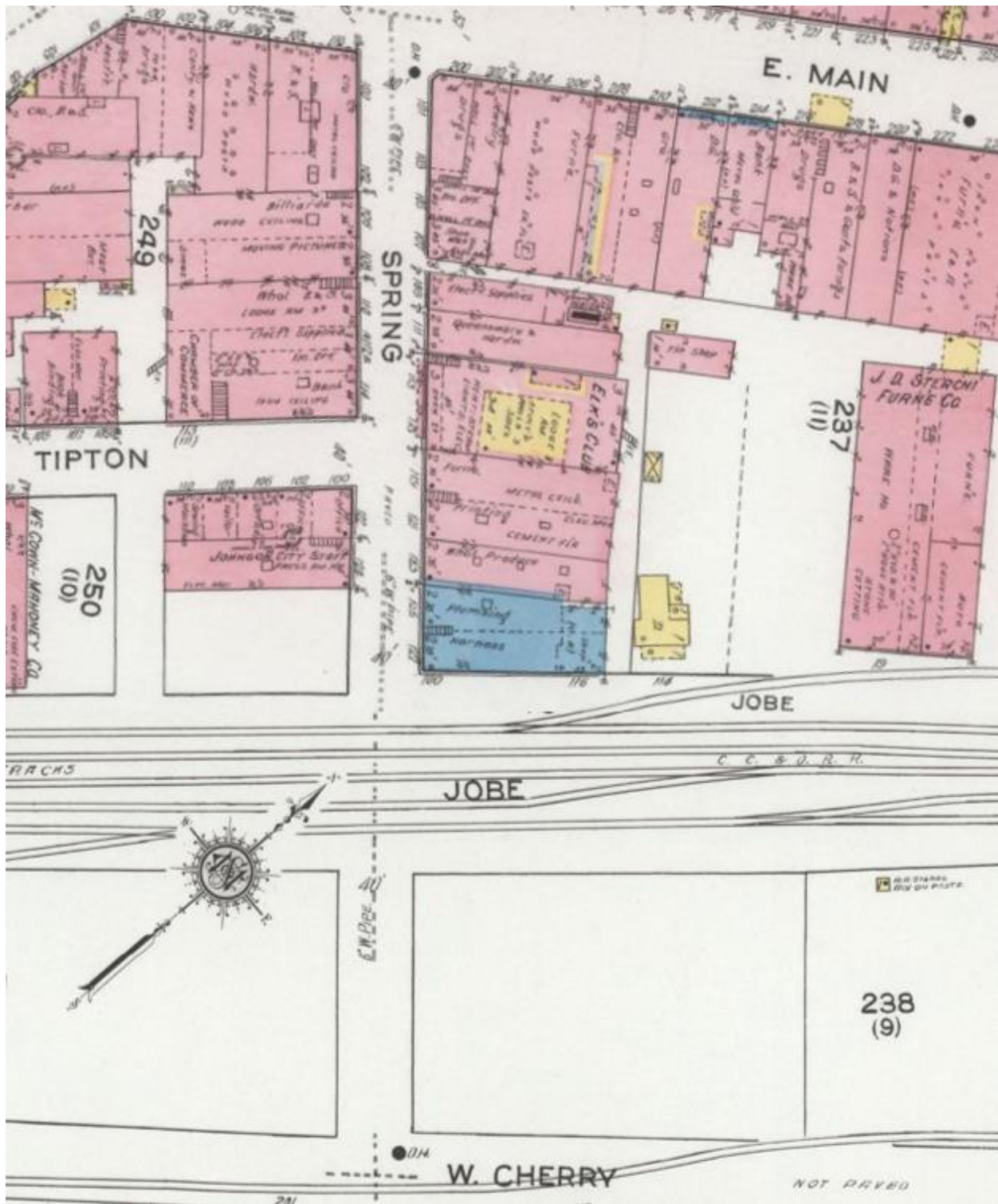
Map 12C. A composite map of the buildings along Spring Street, between East Main and Cherry streets, in 1903.⁶⁶



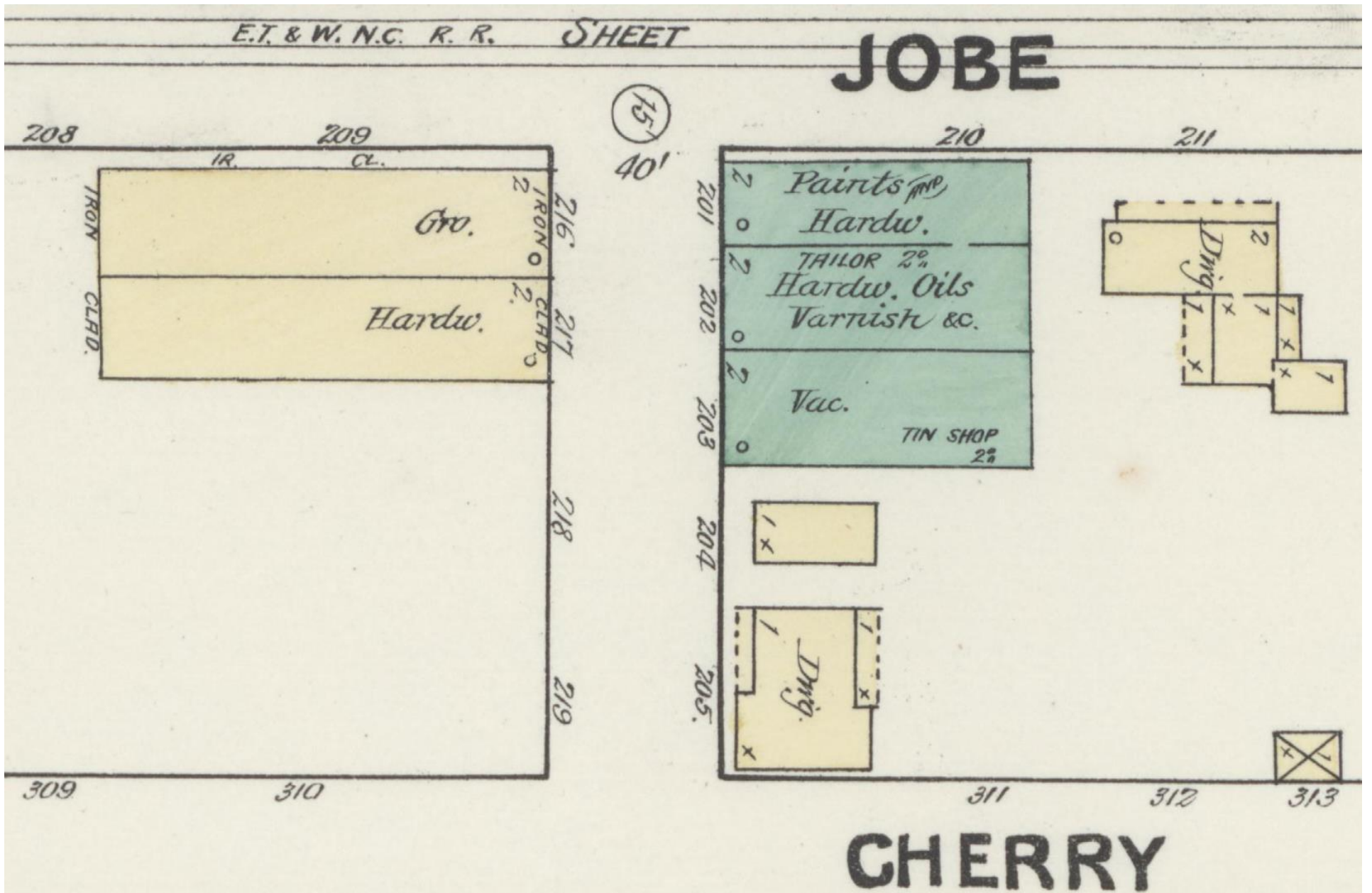
Map 13C. A composite map of the buildings along Spring Street, between East Main and Cherry streets, in 1908.⁶⁷ Note the building depicted in blue near the center of this image. This concrete block building was constructed for C.W. Seaver to replace his harness shop, on the southeast corner of Spring and Jobe streets (see Map 12C), which was demolished to as part of the construction of the Clinchfield through downtown Johnson City.



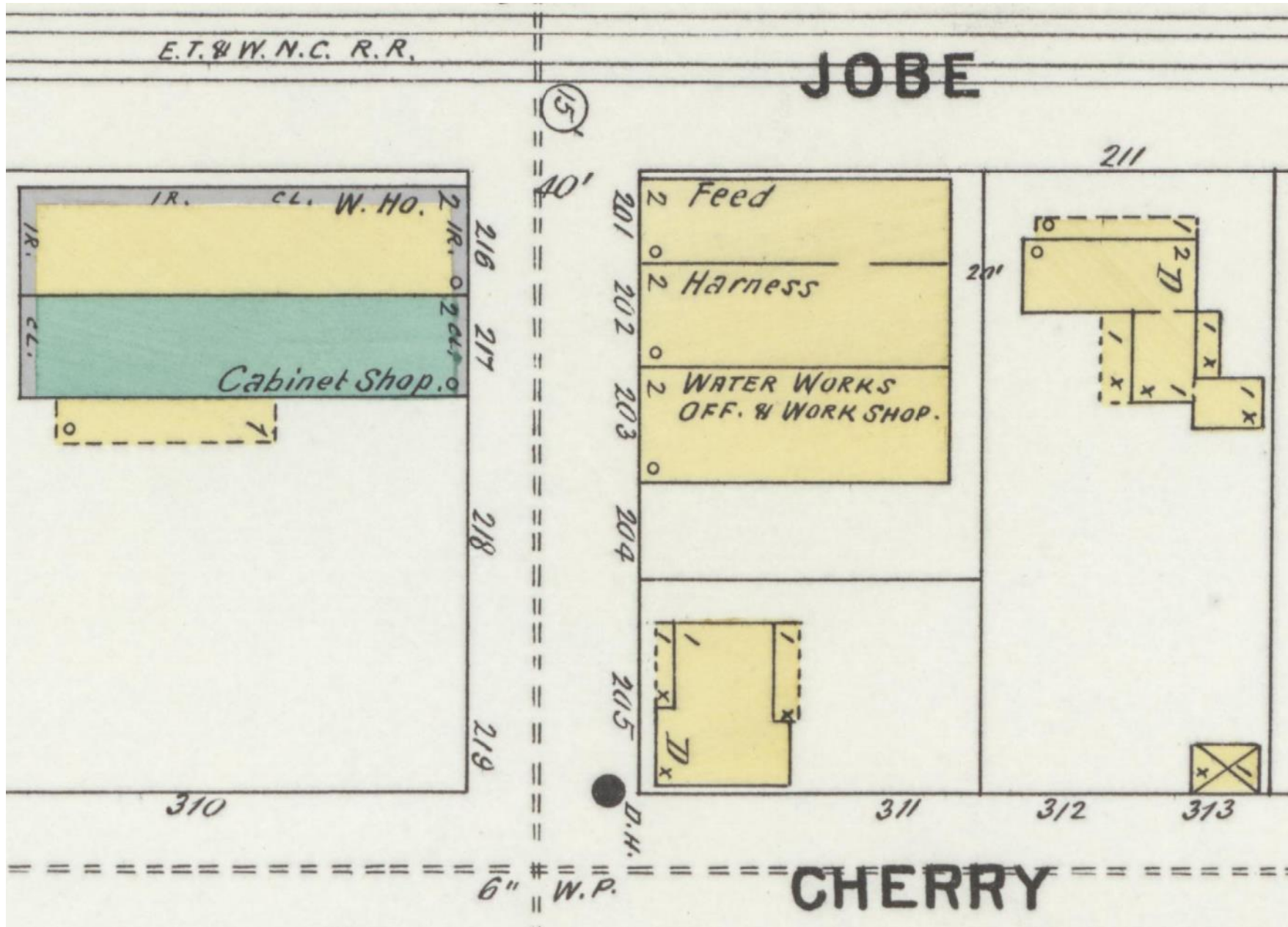
Map 14C. A composite map of the buildings along Spring Street, between East Main and Cherry streets, in 1913.⁶⁸



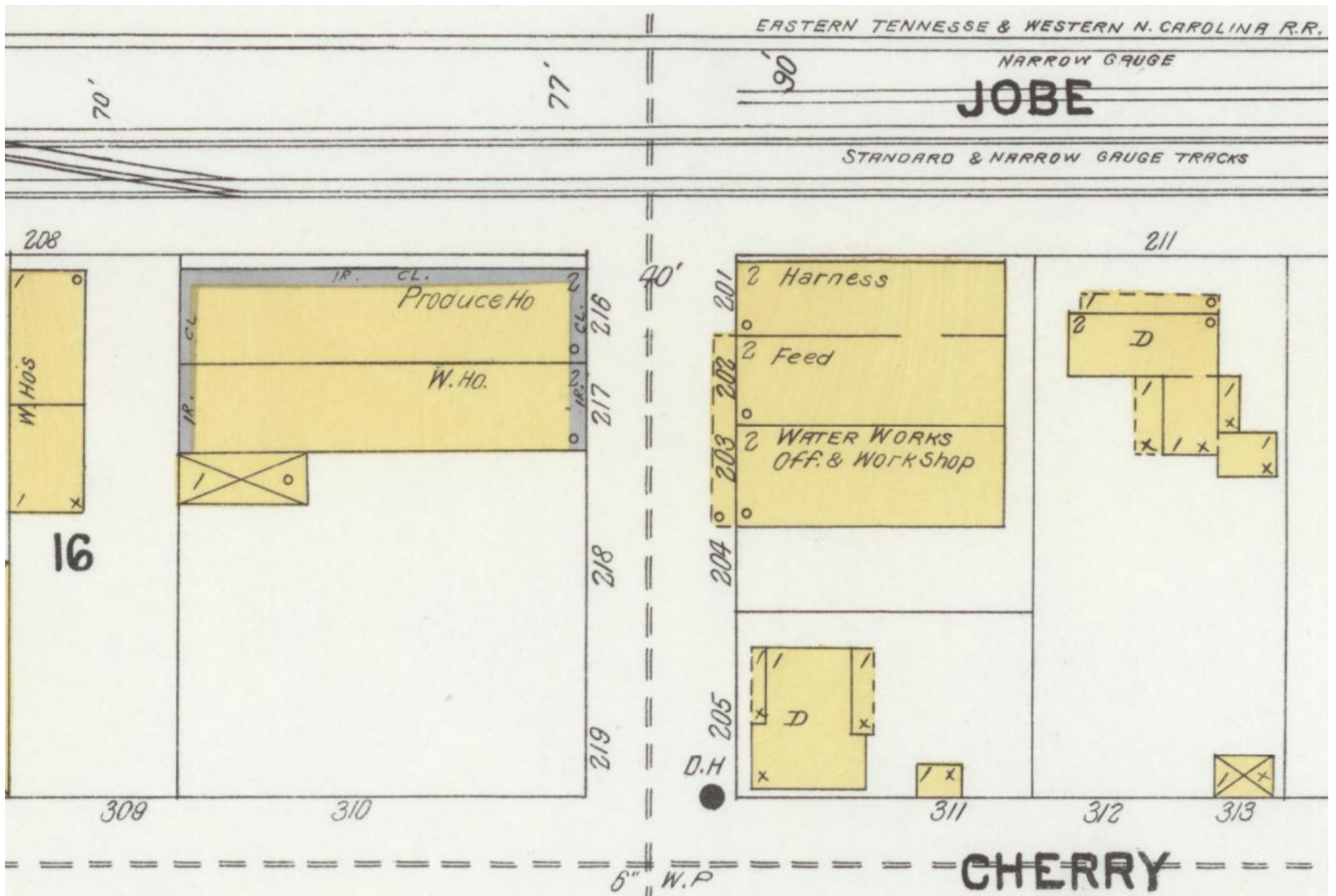
Map 15C. A composite map of the buildings along Spring Street, between East Main and Cherry streets, in 1920.⁶⁹



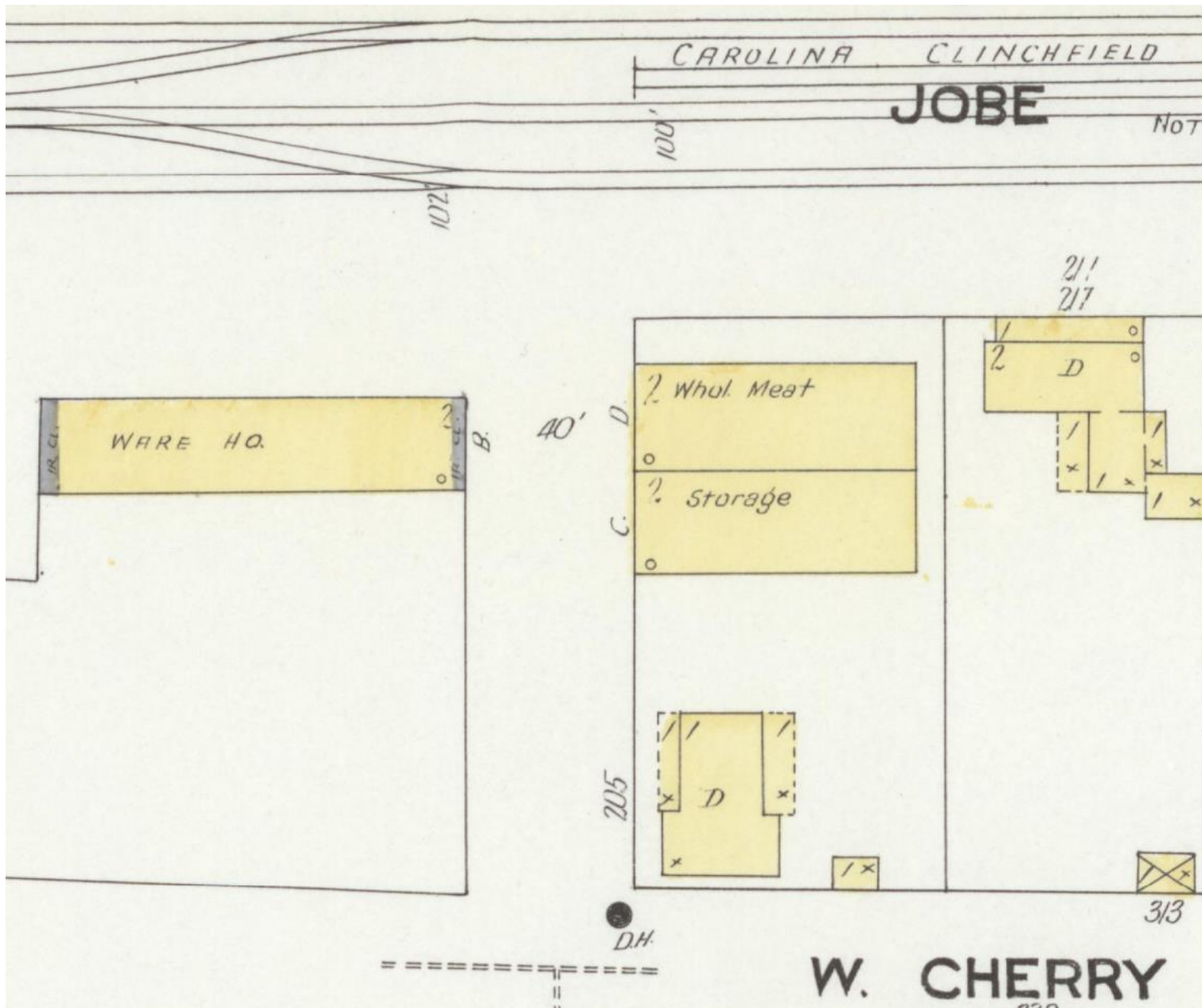
Map 16C. A detail of the Harr and Seaver blocks on Spring Street, between Jobe and Cherry streets, in January 1891.⁷⁰



Map 17C. A detail of the Harr and Seaver blocks on Spring Street, between Jobe and Cherry streets, in May 1897.⁷¹



Map 18E. A detail of the Harr and Seaver blocks on Spring Street, between Jobe and Cherry streets, in April 1903.⁷²



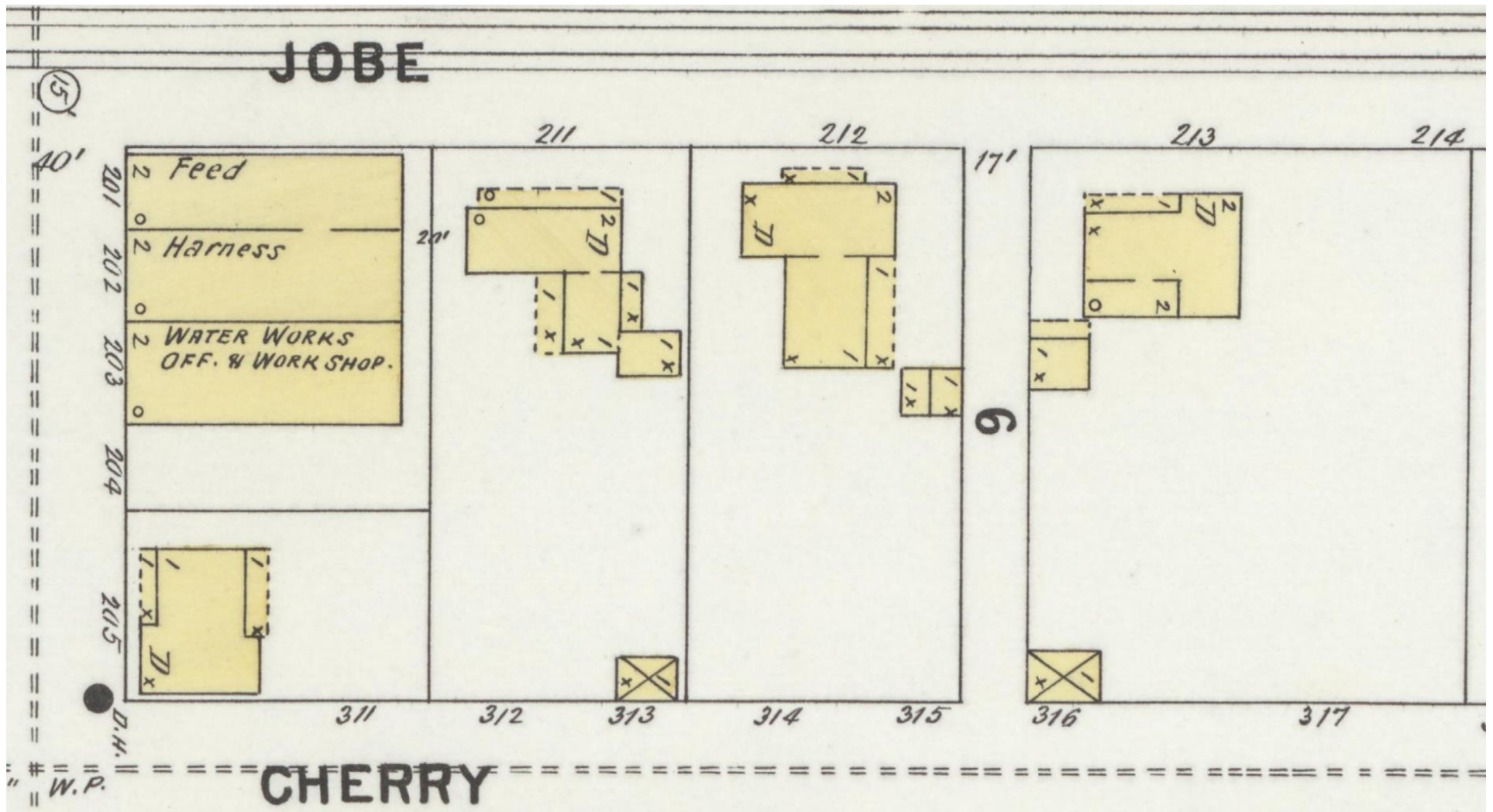
Map 19C. A detail of the Harr and Seaver blocks on Spring Street, between Jobe and Cherry streets, in December 1908.⁷³



Figure 113. “Farmers Saloon, Downtown Johnson City, Tenn., c. 1920,” looking west along Jobe Street. Note E.T. & W.N.C. boxcar #64. A date of c. 1920 does not appear to be supportable, see Figure 113A, below, which supports a date between 1891 and 1903.⁷⁴



Figure 113A. The first building on the left (obscured by the boxcar) appears to be part of the “Seaver Block,” which contained a “Feed” shop, the Seaver “Harness” shop and the “Water Works Off. & Work Shop” in 1897 (from north to south). By 1903, the Seaver “Harness” shop and the “Feed” shop had changed places (see maps 17C and 18E). The “Seaver Block” was built in 1890 and was located on the southeast corner of Jobe and Spring streets. The second building to the right appears to be the wood-framed iron-clad building that was built as part of the “Harr Block” in 1890 and contained a warehouse and a cabinet shop in 1897, and which was located west across Spring Street from the Seaver Block. By 1903, the “Harr Block” was occupied by a “Produce Ho.” and a “W. Ho.” (from north to south). The third building, lightly colored, appears to be the “Big Spring Saloon” (identified, perhaps mistakenly, in the caption with this photograph, as the “Farmers Saloon”), with a dark “Beer Sto’ge” structure visible on the east side of the building, and a brick dwelling on the west side. The saloon and dwelling were built before 1891. The fourth building appears to be the small shed that was located across Buffalo street on the property with “Scattered Piles of Lumber” and which was built between 1891 and 1897 (see maps 16 and 17). Also, note what may be rail cars in the right background as well as a smoke plume, which may have originated from a locomotive near the union depot. Based on the Sanborn fire insurance map, this photographic appears to date to between 1891 and 1903 (the May 1903 map indicates that the small shed by the lumber had been removed by the time that map was made).



Map 18F. This map depicts the relationship between the "Seaver Block" and the residences to its east in 1903, with the photograph in Figure 114.



Figure 114. Another photograph of E.T. & W.N.C. Boxcar #64, which appears to have been taken at about the same time as that in Figure 113. Note that the home near the center of the photograph appears to match the plan of the right (easternmost) home depicted on Map 18F, in particular note the gap between the two fences. Also, note that the track arrangement, with two narrow gauge tracks (one with a narrow gauge box car #64 on it) in the foreground and two dual-gauge tracks behind them, matches that shown on Map 12.⁷⁵ See also Figure 113.



Figure 115. An aerial view of the area along Jobe Street on 1 March 1947. The area between Roan and Spring streets (east to west) and Jobe and Cherry streets (north to south) appears to have been mostly occupied by warehouses.⁷⁶

6.1 “Harr Block,” Southwest Corner of Spring and Jobe Streets, 1890 – 1910

9 January 1890. Johnson City Comet.

“John Harr put a force of hands at work Monday on his new store house on Spring Street, near the narrow Gauge railroad. He will build a store house 30 x 100 and W.H. Henderson, R.J. Lusk and Jas. Scalf, will build next to him, making a block of four nice store houses. G.C. Seaver will build on the opposite corner at an early day.” Note, the Johnson City Comet reporter seems to have misunderstood, as only two store houses were built in this Harr Block.

30 January 1890. Johnson City Comet.

“J.E. Harr’s store house previously mentioned is nearing completion.

W.H. Henderson is building a store room 25 x 100 feet, on Spring street, adjoining J.E. Harr’s new building.”⁷⁷

13 February 1890. Johnson City Comet.

“A little 5-year old son of Chas. Taylor while climbing about in the new store house of W.H. Henderson on Spring street, fell from the second story sleepers and caught on the sleepers of the first floor, a distance of 12 feet, Tuesday. The little fellow was picked up more dead than alive and was taken home and medical aid summoned. He was not seriously hurt as at first feared, and is doing well now.”

24 April 1890. Johnson City Comet.

“Started with a Rush. – A List of Factories, Hotels, Business and Dwelling Houses Completed and Under Construction Since January 1st, 1890. – Nearly a Million Dollars Already Spent in Building... John Harr, Store house... [\$]2,000... A.P. [W.H.?] Henderson, Store house... [\$]2,000...”

12 March 1891. Johnson City Comet.

“J.E. Harr, a prominent citizen of Johnson City, has bought out ‘The World’s Cigar Manufacturing Company,’ heretofore conducted by Wm. Simpson at this place, and will carry on a more enlarged and extensive business in the future.”

9 April 1891. Johnson City Comet.

“J.E. Harr’s cigar factory was put into full blast Monday by a good force of hands. Mr. Harr is a hustler of no mean effort not only to supply the city trade, but to place his fine goods on other markets. He employs none but expert makers and uses nothing but first-class goods.”

Table 8. Apparent Occupants of the “Harr Block,” Southwest Corner of Spring and Jobe Streets, January 1890 to 1909 (?)

	216 Spring Street	217 Spring Street
January 1890	“John Harr put a force of hands at work Monday on his new store house on Spring Street, near the narrow Gauge railroad. He will build a store house 30 x 100...”	“W.H. Henderson is building a store room 25 x 100 feet, on Spring street, adjoining J.E. Harr’s new building.”
January 1891	“Gro.”	“Hardw.”
April 1891	“J.E. Harr’s cigar factory”	
May 1893	“Martin I. Gump yesterday opened up a full line of vehicles, farm implements and the like... His warehouse and office are in the old cigar factory building on Spring street and the narrow gauge.”	
June 1894	Auctioned	
May 1897	“W. Ho.”	“Cabinet Shop”
December 1899	Stevens Brothers (produce and poultry)	
April 1903	“Produce Ho”	“W. Ho.”
By July 1903		Stevens Brothers
December 1908	Demolished by this time	“Ware Ho.”
1913		Demolished, probably in 1909



Figure 116. Johnson City Comet, 16 April 1891.

25 May 1893. Johnson City Comet.

“Ex-Recorder Gump – Dispenses Justice to the Public in a New Way. – Ex-Recorder Martin I. Gump yesterday opened up a full line of vehicles, farm implements and the like, and is now prepared to deal out justice and good bargains to the dear people, whom he summons en masse at his place of business early to avoid the rush. His warehouse and office are in the old [John E. Harr] cigar factory building on Spring street and the narrow gauge. He earnestly solicits patronage and invites not only old but new customers, feeling no doubt that the former will be less reluctant about dropping in than when in his former capacity. His motto is justice to all.”

2 November 1893. Johnson City Comet.

“Delinquent Taxes. – Order of Publication. – State of Tennessee et al., vs. H.K. Little, et al. In the chancery court at Johnson City. It appearing from the return of the special deputy sheriff... And it further appearing that this is a bill brought by the state and county aforesaid to enforce their lien for the taxes of the year 1890, due upon certain lands particularly described and set forth in the bill and said lands being situated in the 9th Civil District of said county of Washington, and described as follows, to-wit:”

Table 9. Delinquent Taxes from 1890.

Year.	To Whom Assessed.	Description and Boundaries.	Block.	Lot.	Acres.
[1890]	[Harr, J E]	[Spring Street,] One [Store House]	8	59	

3 May 1894. Johnson City Comet.

“Trustee’s Sale. – By virtue of a deed of trust executed by J.E. Harr and wife, Lula Harr, on April 3, 1893, and duly recorded in the registry at Jonesboro, Tenn., in volume 8, page 261, deeds of trust book; made to secure a debt due to the Watauga Bank of \$2,414.83, due July 3, 1893, which conveyed to me power to sell the following described property to wit: One certain town lot lying and being in the 9th civil district of Washington county, in the town of Johnson, and fronting 25 feet on Spring street, and running back 117 feet to an alley in the rear, adjoining lot and house of A.B. Bowman on the north, and Jobe heirs on the south; also the following described real estate: Beginning on Spring street and the E.T. & W.N.C.R.R., thence south 53 degrees and 50 minutes with the railroad line 100 feet to a stake; thence south 37 degrees and 15 minutes east 30 feet to a stake, Henderson’s line; thence north 53 feet and 50 minutes east to a stake on Spring street; thence north 37 degrees and 15 minutes west with Spring street 30 feet to the beginning, being the lot on which there is a two story iron sheeted building... and said debt and interest being past due and unpaid, I will, on 5th day of June, 1894, expose said property to public sale, to the highest bidder, for cash in hand, in front of the opera house, in Johnson City, Tenn., and in bar of equity of redemption, unless said debt, interest and costs are sooner paid. This May 2nd, 1894, Isaac Harr, Trustee. printer’s fee \$13.”

28 December 1899. Johnson City Comet.

“A New Industry. It has been several months since Stevens Bros., of Baltimore, Maryland, established a wholesale produce house in Johnson City with that popular and experienced buyer, W.E. Reese, in charge. The business is located on Spring Street just east of the E.T. & W.N.C. tracks and occupies a two-story building 25 x 100 feet. The business has grown rapidly from the start, and under this superb management continues to grow. During the last ten days a new department has been added, that of killing and dressing poultry for the market. Two expert killers were sent here from Baltimore, Md., and the building was put in readiness at once. The second floor is devoted to this department, and large storage coops were built where the birds were fed and watered several days before being killed. All the necessary equipment has been added, and 15 or 20 men are constantly employed picking birds. The capacity is 2000 birds a day, and two car loads of dressed birds are shipped each week. A large portion of the birds, particularly the broilers and turkeys, are dry picked, as no other kind will be received on some of the markets reached by this firm. This department is in charge of Mr. Stephenson, also of Baltimore, an expert. Most shipments are made to Baltimore.

Johnson City is one of the best markets in East Tennessee for poultry, and W.E. Reese is one of the best known and most reliable dealers, and this firm has made a happy selection in securing his services.

A peep into this place will surprise one used to the sight of chickens, and you can well imagine the effect the sight had upon an editor.”

18 January 1900. Johnson City Comet.

“Will Enlarge the Plant. Stevens Bros., the wholesale produce dealers, are preparing to enlarge their plant in this city. They have purchased all of the ground between their store room on the corner of Spring street and the E.T. & W.N.C. Ry., and Maple street. In a short time they will cover this ground with large buildings to be used as slaughter rooms for poultry and cold storage rooms. They will also put in an ice plant, but will not be able to manufacture ice the coming season. When completed this will be one of the largest dressed poultry plants in the South. They are now shipping two car loads of dressed stock a week, and as soon as the new plant is finished this will be more than doubled.

This firm buys everything in the produce line and ships to eastern markets, principally Baltimore, where the parent institution is located. The Johnson City branch is in charge of W.E. Reese, a local buyer who has been in the business since childhood. He is not only an experienced buyer, but he has won the confidence and respect of the community by his correct business methods.” Note, it appears that these plans for enlarging their operation were not implemented by Stevens Brothers.

31 January 1901. Johnson City Comet.

“Fires of the Day. Last Thursday the fire fiend was loose in Johnson City. About 3 o’clock in the afternoon the department was called to the poultry warehouse of Stevens Bros., but the fire was confined to a flue and was easily extinguished. Damage slight, fully insured.”

16 July 1903. Johnson City Comet.

“Stevens Brothers. Conspicuous among the leading enterprises of Johnson City is the large wholesale produce house of Stevens Brothers. This is a branch of the Baltimore house, and was established in 1898. Stevens Brothers are large buyers of Chickens, eggs and dried fruits, and draw their supplies from all parts of the surrounding country. They purchase only first-class produce and the high standard of excellence which they invariably maintain gives them enormous patronage from the eastern markets. The building occupied has an area of 50 x 150 feet, and is most advantageously located at the corner of spring street and the Narrow Gauge railroad. G.F. Hobbs, local manager, is well-known in Johnson City and vicinity and stands high in the public esteem. He has been most zealous in his business duties since he assumed charge, and his efforts have met with the high success which he deserves.’

20 June 1907. Johnson City Comet.

“Through the City. – South & Western Now Building in Corporate Limits. The South & Western is now being built through the corporate limits of Johnson City... This road will pass through the city on a slightly higher grade than the Narrow Gauge and the latter will be raised to correspond with the new grade.

This means the tearing away of the foundry and all the buildings facing the right-of-way from the big spring on Buffalo street to Roan street.”

1 October 1908. Johnson City Comet.

“Rapid Railroad Work. – The C.C. & O. Coming Up Town a Hit with Travelers... 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.”

22 October 1908. Johnson City Comet.

“Citizens on Spring Street Want Paving – The abutting property owners on Spring street between the E.T. & W.N.C. railroad and Locust street have signed an agreement to have it paved, or a sufficient number have to create an improvement district and it will probably be done at the next meeting of the board of aldermen.”

5 November 1908. Johnson City Comet.

“Improvement District Number Six Created – At a meeting of the board of mayor and aldermen Thursday night improvement district No. 6 was created upon proper petition of the abutting property holders for the purpose of paving, putting in curb and gutter, sewer and sidewalk. This district extends from the E.T. & W.N.C. R.R. to the north side of Locust street on Spring street. A large number of property holders have signed the petition and the work of paving will go ahead as fast as the routine matters can be arranged. The citizens of this district are to be commended for their enterprise and determination not to be out done by other portions of the city.”

19 November 1908. Johnson City Comet.

“Poultry Shipments. The poultry train made up at points between Knoxville and Bristol will be composed of twenty-four cars of turkeys and two cars of chickens. The latter will be filled by Stevens Bros., of this city. The cars taken on at different points will converge at Morristown, where the train will be made up. Twenty-six cars of poultry will be the shipment from East Tennessee this week.”

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...”

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...”

6.2. "Seaver Block," Southeast Corner of Spring and Jobe Streets, 1890 – 1910

30 January 1890. Johnson City Comet.

"G.C. Seaver has commenced his store house on Spring street, near the Narrow Gauge road. It will be 25 x 100 feet and two stories."

3 April 1890. Johnson City Comet.

"New Buildings... The frame of S.C. [apparently should read "G.C."] Seaver's store house on Spring street is nearly up."

17 April 1890. Johnson City Comet.

"Seaver & Summers are not out of business but have removed to the new store room on Spring street near the Narrow Gauge road for 60 days. They will be pleased to serve you in their line and will continue to carry a full line of builder's hardware at low prices."

17 April 1890. Johnson City Comet.

"Special Notice. We beg to announce to our patrons and friends that for the next sixty days we will occupy the new building on Spring St., at the crossing of the E.T. and W.[N.]C. railroad. During this period we will sell hardware, builders' supplies, paints, &c., at reduced figures, in order to remunerate our friends for the slight inconvenience of hunting us up.

By June 15th we will occupy the new building on Main St., with a stock of hardware that will be new and complete in every particular. Respectfully, Seaver & Summers." Similar in the Johnson City Comet of 1 May 1890.

24 April 1890. Johnson City Comet.

"Started with a Rush. – A List of Factories, Hotels, Business and Dwelling Houses Completed and Under Construction Since January 1st, 1890. – Nearly a Million Dollars Already Spent in Building... G.C. Seaver, Store house... [\$]3,000..."

24 April 1890. Johnson City Comet.

"It is economy to use the Mastic Mixed Paints... Garden seeds in bulk by weight or measure – Crop of 1889... We keep nothing but pure clover and timothy seed... Fresh seed beans, peas, beets, &c. by the pint, quart, or peck. This is the economical way to buy garden seeds and they are positively genuine. Seaver & Summers."

Table 10. Apparent Occupants of the “Seaver Block,” Southeast Corner of Spring and Jobe Streets, January 1890 to 1910 (?)

	201 Spring Street	202 Spring Street	203 Spring Street
January 1890	Construction begins “25 x 100 feet and two stories”		
April 1890	“Seaver and Summers” hardware		
November – December 1890			Johnson City Meat Market?
January 1891	“Paints and Hardw.”	“Hardw. Oils Varnish &c.” 1 st floor “Tailor” 2 nd floor	“Vac.” 1 st floor “Tin Shop” 2 nd floor
January to October 1891			“Faucette & Mountcastle” wholesale
December 1891 to July 1892			“Crumley & Pierce” manufacturers 2 nd floor?
August 1893	“Seaver & Summers” becomes “Lyle & Summers”		
November 1893		Auctioned	
November 1893 to June 1894		“C.W. Seaver” manufacturer of harnesses, etc.	
January 1894			“Watauga Water Company”
March 1894	“Lyle & Summers” moved		
January 1895	Auctioned		
May 1897	“Feed”	“Harness”	“Water Works Off. & Work Shop”
October 1897	“J.S. Galliher & Co.” “Manufacturing Tinnners”		
April 1898	“J.S. Galliher & Co.” move		
January 1900	C.W. Seaver purchased “store-house on the corner of Spring and Jobe streets, more familiarly known as the Seaver & Summers store house.”		
April 1900		“W.C. Snapp and Tate L. Earnest” “carriage repository”	
March 1902 to March 1903		“Pierce Bros.” tin manufacturers	
March 1903		“Pierce Bros.” moved	
April 1903	“Harness” shop, which appears to have moved to 125 Spring Street in 1908.	“Feed”	“Water Works Off. & Work Shop”
December 1908	Demolished by this time	“Whol. Meat”	“Storage”
1913		Demolished, probably in 1909	Demolished, probably in 1910

WE HAVE SECURED EXCLUSIVE SALE OF
THE CELEBRATED
MASTIC MIXED PAINTS,

And carry in stock a large line of attractive colors.
These paints are pure, and superior in
puality to other brands sold at
higher prices.

WE ARE CAR LOAD PURCHASERS OF THE
“OLD HICKORY” WAGONS.
SEAVER & SUMMERS

Figure 117. Johnson City Comet, 24 April 1890.

1 0 0

“OLD HICKORY” WAGONS.

That is the number we have handled since
January 1st, and every purchaser
pleased. Bear in mind that this
is the only wagon on which
YOU CAN RELY.

SEAVER and SUMMERS.

“Old Hickory!” “Old Hickory!”

Figure 118. Johnson City Comet, 24 April 1890.

15 May 1890. Johnson City Comet.

“Harness Manufactory. Seaver & Summers have increased their capacity for manufacturing harness and saddlery goods. They have added machinery and are now giving constant employment to a large number of hands. They make all kinds of harness from the finest outfits to the heaviest wagon harness. Call on them and if they can't suit you in stock they will make it for you while you wait.”

27 November 1890. Johnson City Comet.

“Fresh meats of all kinds can be had by calling at the Johnson City Meat Market on Spring street in Seaver & Summers block... Call at the Johnson City Meat Market and get your steaks, roasts and anything else in the meat line. Good weight and polite attention will be given...”

4 December 1890. Johnson City Comet.

“All classes of harness manufactured at wholesale prices. Seaver & Summers.”

15 January 1891. Johnson City Comet.

“Faucette, Mountcastle & Co. have opened a grain and provision store on Spring street, second door above Seaver & Summers’.”

29 January 1891. Johnson City Comet.

“J.D. Faucette & Co. – We have disposed of our Feed business to the firm of Faucette & Mountcastle, on Spring Street (next door to Seaver & Summers) where they will be glad to furnish you with everything you want in the Feed Line. We now have more room than ever before and we will try and carry a much larger line of goods, especially Groceries...” This item ran until at least 9 April 1891.

29 January 1891. Johnson City Comet.

“A New Business. Faucette & Mountcastle. There is a combination that for business, enterprise and integrity cannot be ‘worked’ and it has a financial ring about it that is the ‘open sesame’ to any market.

These gentlemen, J.D. and J.F. Faucette and F.K. Mountcastle, have entered into a copartnership under the above style. Their place of business is on Spring street, in the Lyle block, and they handle grain, hay and feed, at wholesale and retail.

They are also wholesale agents for the Armour Packing Co., Lucent Oil Works, Sweetwater Mill Co.’s Flour and Crandall Harris Tobacco Works. They carry a large stock of the above companies goods on hand at all times and can fill orders promptly.

It is a new firm but not new people and the gentlemen need no introduction to our people. Individually they are hustlers, collectively, they are a spike team of racers.”

29 January 1891. Johnson City Comet.

“We have just opened a Wholesale and Retail Grain, Hay, and Feed Store on Spring Street, (next door to Seaver & Summers,) where we will be glad to serve our friends and the public

generally when in need of any kind of feed stuff for stock. Our terms on feed are strictly spot cash to everybody, and our Prices will always be as Low as the Lowest! To Merchants – We wish to say that we are the Wholesale Agents for Armour Packing Co., Lucent Oil Works, Sweetwater Mill Co.'s Flour and Crandall – Harris Tobacco Works.

We can give you the Very Closest Prices on these goods. Large stock of Flour and oil always on hand.

Now in stock, 4,000 bushels Corn, 2 car – loads of Meats, Lards and Hames, 2 car – loas Flour, 1 car – load Bran, 1 car – load Hat, 1 car – load Oats. Give us a call. Truly, Faucette & Mountcastle.” This item ran until at least 9 April 1891.

Seaver & Summers
Carry the best stock of
HARDWARE
IN THE CITY.
THEY PAY NO RENTS.

Figure 119. Johnson City Comet, 23 April 1891.

Faucette & Mountcastle,
WHOLESALE AND RETAIL
GRAIN, HAY AND FEED.
Wholesale Agents for ARMOUR PACKING COMPANY,
SWEETWATER MILL COMPANY'S FLOUR and CRAN-
DALL-HARRIS TOBACCO WORKS.
Orders Promptly Filled.
Prices as Low as the Lowest.

Figure 120. Johnson City Comet, 16 April 1891.
This advertisement ran until at least 21 May 1891.

WE
GUARANTEE ALL LARD
PUT UP UNDER OUR WHITE LABEL TO
BE FIRST QUALITY.
ARMOUR PACKING CO.
FAUCETTE & MOUNTCASTLE, Agents,
JOHNSON CITY, TENNESSEE.

Figure 121. Johnson City Comet, 25 June 1891.
This advertisement ran until at least 21 May 1891.

**A CAR LOAD OF
BELLIES JUST RECEIVED BY
FAUCETTE & MOUNTCASTLE.**

Figure 122. Johnson City Comet, 2 and 9 July 1891.

**WE PAY CASH FOR
CORN, OATS AND WHEAT.
FAUCETTE & MOUNTCASTLE,
Wholesale Flour, Meat and Lard.**

Figure 123. Johnson City Comet, 23 July 1891.
This advertisement ran until at least 20 August 1891.

FAUCETTE & MOUNTCASTLE.
Wholesale Sugar, Coffee, Cheese, Meats, Lard, Salt, Flour, Feed, &c.

Our terms are short, our prices low. We wish to call especial attention to our
 **Silver Leaf and White Label Lard.** 

Wholesale Agents for TELLICO FLOUR. We also retail Corn, Oats, Bran, Chop, Hay, &c.,
delivered to any of the depots, or any place in the city, free of charge. Parties who buy for cash
will find it to their interest to call on us.

OFFICE AND WAREROOM ON SPRING STREET, NEXT DOOR TO SEAVER & SUMMERS.

Figure 124. Johnson City Comet, 29 October 1891.

CRUMLEY & PIERCE,
MANUFACTURERS

Roofing, Guttering, Galvanized Iron Cornice.
ALL WORK GUARANTEED.
Seaver Block, Spring Street, Johnson City, Tenn.

Figure 125. Johnson City Comet, 10 December 1891.
This advertisement ran until at least 28 July 1892.

17 August 1893. Johnson City Comet.

“Having sold our stock of hardware to Lyle & Summers, we are compelled to call on our friends for immediate settlement, as we can not pay our indebtedness until we get what is due us. The conditions now existing make it necessary for us to enforce collections as far as possible, and we hope the people will come forward without delay. Our former customers will receive good treatment at the hands of our successors and patronage given them will be appreciated by us. Seaver & Summers.”

B. D. LYLE. J. A. SUMMERS.

LYLE & SUMMERS,

Hardware and Cutlery,

PAINTS, OILS AND LEAD. BUILDERS' MATERIALS.

Agents For Old Hickory Wagons.

SEAVER BLOCK, SPRING STREET.

Figure 126. Johnson City Comet, 31 August 1893.
 This advertisement ran until at least 26 July 1894.

C. W. SEAVER

Manufacturer of

<p>Saddles, Harness, Bridles,</p>	<p>Collars, Whips, Etc., Etc.</p>
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Seaver Block, Spring Street.

Figure 127. Johnson City Comet, 16 November 1893.
 Similar advertisements ran until at least 28 June 1894.

19 October 1893. Johnson City Comet.

“Notice. – By virtue of the power in me vested by a certain trust deed executed to me as trustee, by G.C. Seaver and Joe P. Summers, on the 25th of March, 1893, and recorded in the Register’s office at Jonesboro, Tenn... being past due and unpaid, I will, therefore, as authorized in said trust deed proceed to sell to the highest bidder for cash in hand, in front of Jobe’s hall, Johnson City, Tenn., on the 18th day of November, 1893 between the hours of 10 a.m. and 2 p.m., the following described property and premises, to-wit:

One store house and lot in the town of Johnson City, Tenn., fronting 24½ feet on Spring street, and running back of even width 75 feet to an alley in the rear, – the store house being 70 feet long, (a frame building with metal roof) and being the second store-room from the Narrow guage railroad...”

7 December 1893. Johnson City Comet.

“Go to Lyle & Summers for hardware, cutlery, paints, oils, leads, building material, belting, ammunition, etc... Lyle & Summers sell the Clauss trimmers, shears, scissors, etc. Each pair guaranteed...”

21 December 1893. Johnson City Comet.

“Lyle & Summers have received a new and complete line of building material, such as sash, doors, paints, oils, etc. The best and cheapest on the market. Get prices before purchasing.”

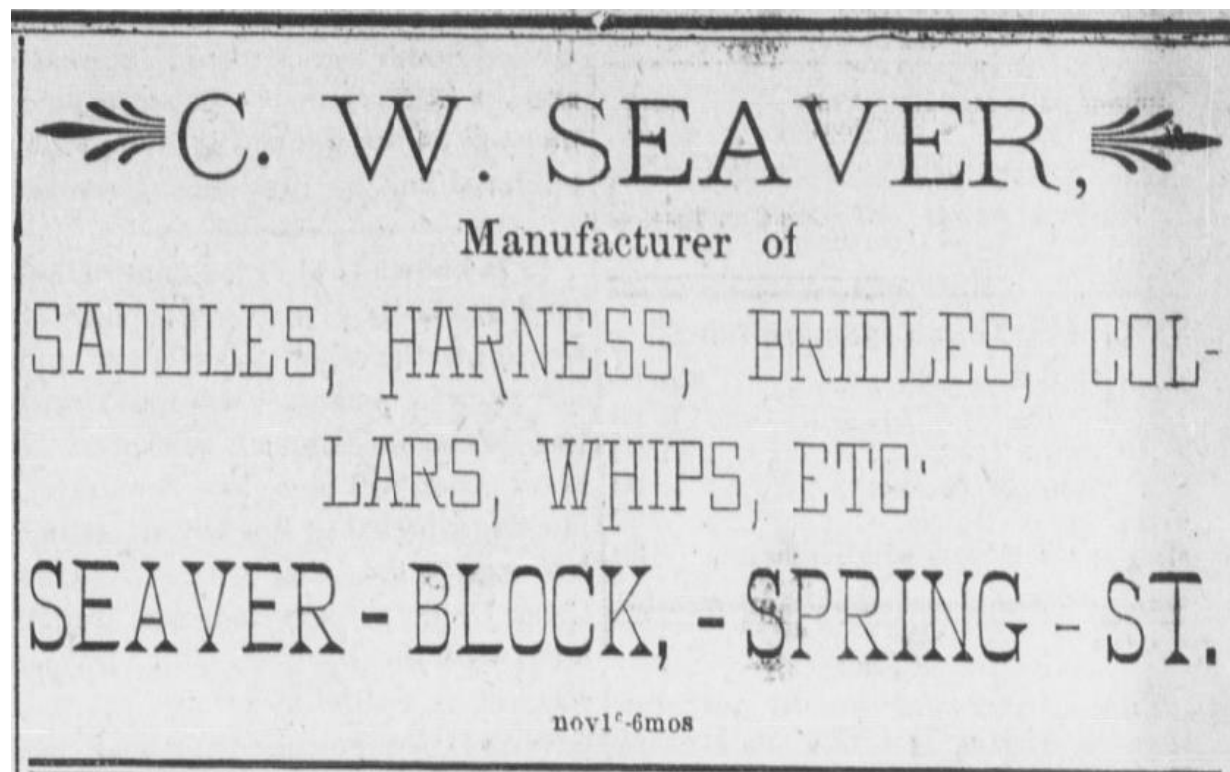


Figure 128. Johnson City Comet, 4 January 1894.

18 January 1894. Johnson City Comet.

“Notice to Water Consumers. All water rents for the quarter ending March 31, 1894, are due and should have been paid by the 15th inst. Consumers are requested to pay their water rent by check or at the office of the Watauga Water Company on Spring street (next to Lyle & Summers’ store) between 8 and 11 a.m. All consumers who are in arrears with their water rents will oblige us, and save themselves trouble, by calling at the office between 8 and 11 a.m.”



Figure 129. Johnson City Comet, 8 March 1894.

19 July 1894. Johnson City Comet.

“Notice to Water Consumers. Water consumers who are in arrears with their water rents are now liable to have the water cut off without further notice. Frank Evans, Supt.”

29 November 1894. Johnson City Comet.

“Trustee’s Sale of Valuable Land. Notice is hereby given that by virtue of the power in me vested by a Trust Deed executed on June 9th, 1893, by Joe P. Summers and wife, L.B. Summers, and G.C. Seaver and wife, M.R. Seaver, I will sell the property conveyed to me by said trust deed at public auction, in front of the Watauga Bank at Johnson City, Tennessee, for cash in hand, and in bar of equity of redemption, to pay and satisfy the debt secured by said trust deed.

The property that will be sold by me on 4th day of January, 1895, as above stated, is described as follows:

1st. A certain storehouse and lot lying and being on Spring Street, in Johnson City, Tennessee, in the 9th civil district of Washington county, Tennessee, just south of the East Tennessee & Western N.C. Ry, Co’s right of way, and being lot No. 1 in Seaver’s subdivision, and more particularly described as follows; Beginning at a planted stone near the E.T. & Western N.C. Railroad, on Spring street; thence in a southerly direction, along Spring street 25 feet to a stake, thence parallel with Spring street, 25 feet to a stake, thence a direct line to Spring street, being the storehouse formerly occupied as a hardware store by Seaver & Summers.

Also certain other tracts or parcels of land...”

24 January 1895. Johnson City Comet.

“Notice to Water Consumers. Please pay your water rents which are now past due and we need the money. Watauga Water Co.”

11 July 1895. Johnson City Comet.

“All water consumers in arrears with water rent are requested to remit by July 15. W.E. Burbage, President.”

16 January 1896. Johnson City Comet.

“A Crazy Man. On Monday morning, last, about 7 o'clock or half-past, Geo. Coleman, harness-maker and saddler, was notified while at work for C.W. Seaver, on corner of Jobe and Spring streets, that a crazy man, one belonging to the colored persuasion, was at that time trying to install himself as proprietor of George's home, which is situated at or near the crossing of the Three C's and narrow gauge railroads. George lost no time in responding to the call for his presence at home, but it was needless, as his wife, who, in this case of danger, converted herself into a heroine by using with alacrity the fire poker. This was brought down with all the power Mrs. Coleman could bring to bear upon the unfortunate...”

26 March 1896. Johnson City Comet.

“Notice to Consumers. The management of the Watauga Water Company has changed hands. All water consumers are respectfully requested to pay their water rents at the office of the company (or through the mail by check) not later than the 15th day of the first month of the quarter. The office (next door to Seaver & Summers' old store, on Spring street) will be open for transaction of business from 9 to 11 a.m. every day, and during the first fifteen days of January, April, July and October from 1 to 4 p.m. as well.

All water rents are due and payable at the office of the company by the 15th day of the first month of each quarter, and failure to pay by that date renders consumers liable to have their water cut off, in which event 50 cents will be charged for the labor of turning it on again. C.W. Battie, General Manager.”

C. W. SEAVER,
Wholesale and Retail Manufacturer of
Harness, Saddles, Bridles, Collars,
LEGGINGS, ETC.
Johnson City, Tenn.

627

Figure 130. Johnson City Comet, 14 January 1897.

14 January 1897. Johnson City Comet.

“Special Notice. All consumers are hereby notified that the rents due for the current quarter must be settled on or before the 15 inst., otherwise the water will be shut off without further notice. By order of the Watauga Water Company.” Similar notices appeared in the Johnson City Comet on 15 April 1897, 15 July 1897, 14 October 1897, 13 January 1898, and 14 April 1898.

14 October 1897. Johnson City Comet.

“Attention is called to the advertisement of J.S. Galliher & Co. in this issue. They are manufacturing tinnners and handle stoves, etc. Their store is on Spring street above the Narrow Gauge yard.”

J. S. GALLIHER & CO.,

Manufacturing Tinnners

—AND DEALERS IN—

STOVES and TINWARE.

Employing only First Class Workmen we Guarantee to all.

Roofing and Suttering Put up by us to be perfectly done. Let us estimate on your work.

Shop and store in the Seaver building—Above Narrow Gauge—Spring Street,
Johnson City, Tennessee.

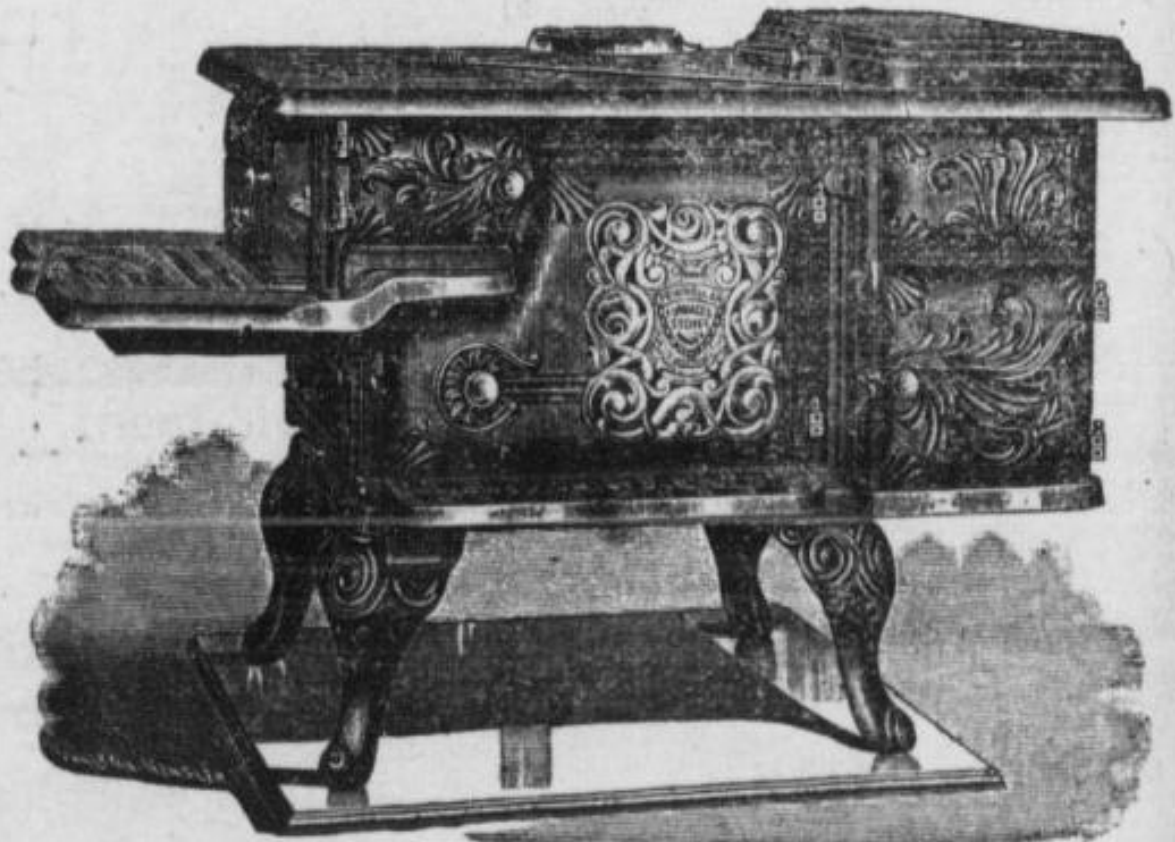
**Don't Buy an Air Tight Wood Heater until you
have seen our stock.**

Figure 131. Johnson City Comet, 14 October 1897.

J. S. GALLIHER & CO.,



Manufacturing Tanners



—AND DEALERS IN—

STOVES, TIN and SHEET IRON WARE.

Employing only First Class Workmen we Guarantee to all

Roofing and Guttering Put up by us to be perfectly done. Let us estimate on your work.

Shop and store in the Seaver building—Above Narrow Gauge—Spring Street,
Johnson City, Tennessee.

Figure 132. Johnson City Comet, 6 January 1898.

28 April 1898. Johnson City Comet.

“Moved Down Town. The firm of J.S. Galliher & Co., have moved their stock of stoves and tinware to the old Hash property on Main street... This firm is composed of thorough mechanics and makes a specialty of roofing and guttering guaranteeing their work in every particular. They also handle a complete line of stoves and ranges and will make it to your interest to call upon them before you buy a new cooking stove.”

25 January 1900. Johnson City Comet.

“Will Move to New Quarters. C.W. Seaver has recently purchased the store-house on the corner of Spring & Jobe streets, more familiarly known as the Seaver & Summers store house. Mr. Seaver is having it repaired and remodeled and will move his saddle and harness manufactory into it as soon as it is completed. He owns the building he is now occupying but the corner room is better located and more suitable for his business. In passing, it is not out of place to mention that Mr. Seaver is one of the city’s most substantial young business men and is a high-toned, Christian gentleman. He has been manufacturing harness and saddles in Johnson City for several years, but as each year has brought him increased business and he has had the tact and enterprise to not only hold every point captured but has pushed aggressively on to conquer new fields. He is a progressive, up-to-date young man, thoroughly reliable in all his transactions, and has built up an enviable reputation for his goods throughout this section. He has been a success and will continue to be. Such qualities cannot fail to succeed.”

19 April 1900. Johnson City Comet.

“New Business. Messrs. W.C. Snapp and Tate L. Earnest have opened a carriage repository in the Seaver building on Spring street. They have received and opened this week a large line of buggies, phaetons and surreys, and have the handsomest line of vehicles ever offered for sale in this city. They will be glad to have you call and examine their stock, and should you desire a vehicle not carried in stock it will be ordered at once.”

22 November 1900. Johnson City Comet.

“Remember Next Tuesday. November 27th, you can get your dinner (regular Thanksgiving dinner) for 25 cents at Bazaar, which will be held in the building next to Seavers’ harness shop, on Spring St. by ladies of First Presbyterian church. Come one and all and purchase a cake for Thanksgiving and an Xmas present for each of your family from our ‘replete tables.’ We will have taffy for you too. In the evening we will serve you oysters anyway you like at reasonable price.”

27 March 1902. Johnson City Comet.

“W.C. Pierce arrived from Rogersville last Saturday and will locate here. He will be associated with his brother, John F., under the firm name of Pierce Bros., who have opened a complete tin shop in the Seaver building, on Spring street. See their attachment elsewhere in this paper.”



Figure 133. Johnson City Comet, 27 March 1902.
This advertisement ran until at least 29 January 1903.

10 April 1902. Johnson City Comet.

“Pierce Bros. are now hard at work doing the tin work on several new dwellings.”

3 July 1902. Johnson City Comet.

“To Water Consumers. Water rents must be paid on or before the 15th instant, or the water will be turned off without further notice. Watauga Water Co.” Similar appeared in the Johnson City Comet on 2 October 1902, 1 January 1903, 2 April 1903, 2 July 1903, 1 October 1903, 7 January 1904, 31 March 1904, 30 June 1904, 6 October 1904,

12 March 1903. Johnson City Comet.

“Pierce Bros. have moved their tin-working establishment to the room in rear of Hankal Bros. where they will be glad to serve old and new customers. While they are fully prepared to do all kinds of tin and galvanized iron work, they solicit and will give special attention to general job and repair work. They have twenty years’ experience and guarantee thorough workmanship.”

2 November 1905. Johnson City Comet.

“Charles Seaver, of Johnson City, who has been conducting a harness shop here for several months, leaves this week for Kingsport, where he has a contract to make up a large quantity of harness for contractors on the new South & Western Railway. – Rogersville Herald.”

20 June 1907. Johnson City Comet.

“Through the City. – South & Western Now Building in Corporate Limits. The South & Western is now being built through the corporate limits of Johnson City... This road will pass through the city on a slightly higher grade than the Narrow Gauge and the latter will be raised to correspond with the new grade.

This means the tearing away of the foundry and all the buildings facing the right-of-way from the big spring on Buffalo street to Roan street.”

8 October 1908. Johnson City Comet.

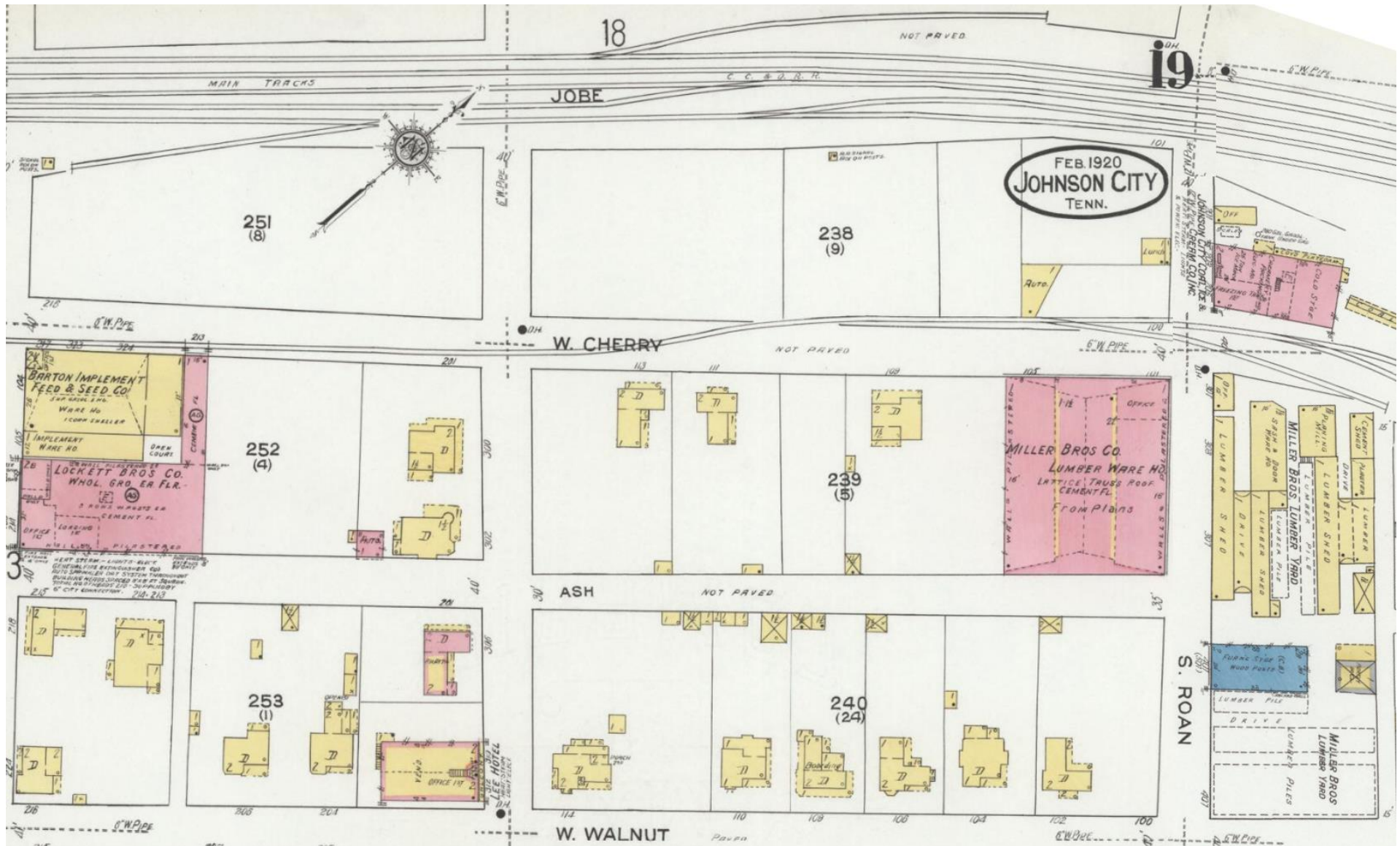
“To Water Consumers – Water rents for the quarter ending December 31, 1908, are now due and payable at the office of the Watauga Water Co. on Spring street. If not paid on or before Oct 15 the service will be discontinued without further notice. October 1, 1908. Watauga Water Co.” Similar appeared in the Johnson City Comet on 2 July 1908 (George E. Burbage, Secretary), 7 January 1909, 8 July 1909, 7 October 1909, and 6 January 1910.

7. Miller Brothers (and Succeeding Businesses) at the
Intersection of Cherry and South Roan Streets, Between 1903 and 1908 – 1947
(Maps and Figures)

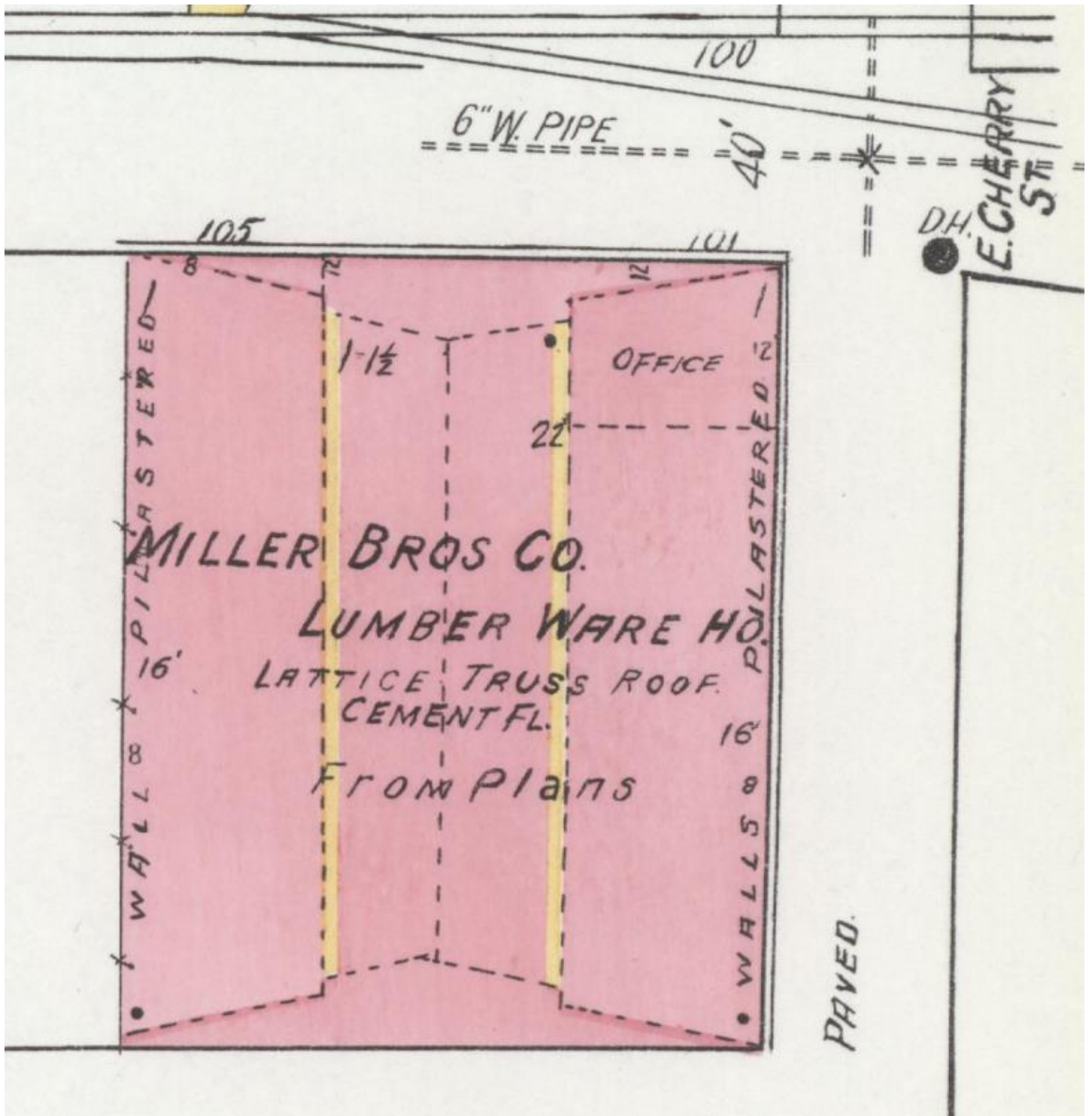
Miller Brothers, Southwest Corner of Cherry and Roan Streets,
After February 1920 – Not Later Than 1947
Central Tobacco Warehouse, by 1947

Miller Brothers, Southeast Corner of Cherry and Roan Streets,
Between 1903 and 1908 – Not Later Than 1947

Both of these facilities were served by the dual-gauge trackage on Cherry Street until at least the
1930s.



Map 21. A composite map of the area bounded by Jobe and Ash streets (north to south) and Buffalo and South Roan and Buffalo streets (east to west) in February 1920. Note the depiction of the Millers Brothers Company lumber warehouse in the lower right of this map is labeled “From Plans”, indicating that it had not been built yet.⁷⁸ Perhaps of interest, note the “Lee Hotel” on the northwest corner of Spring and West Walnut streets. The Lee Hotel was previously in the Harr Building, on the northeast corner of Buffalo and Jobe streets near the E.T. & W.N.C. depot.



Map 21B. "Miller Bros Co. Lumber Ware Ho... From Plans", on the southwest corner of West Cherry and South Roan streets, February 1920. See Map 21 for an image of the area around this building.



Figure 134. “Delivery Trucks, Miller Brothers Lumber and Building Materials”.⁷⁹ Note the two sets of the dual gauge trackage on West Cherry Street in the foreground and that the building on the right (behind the trucks), as well as the trackage closest to the building was not included on the Sanborn map of February 1920 (see Map 21). Consequently, this photograph was probably taken after that provided in Figure 135.

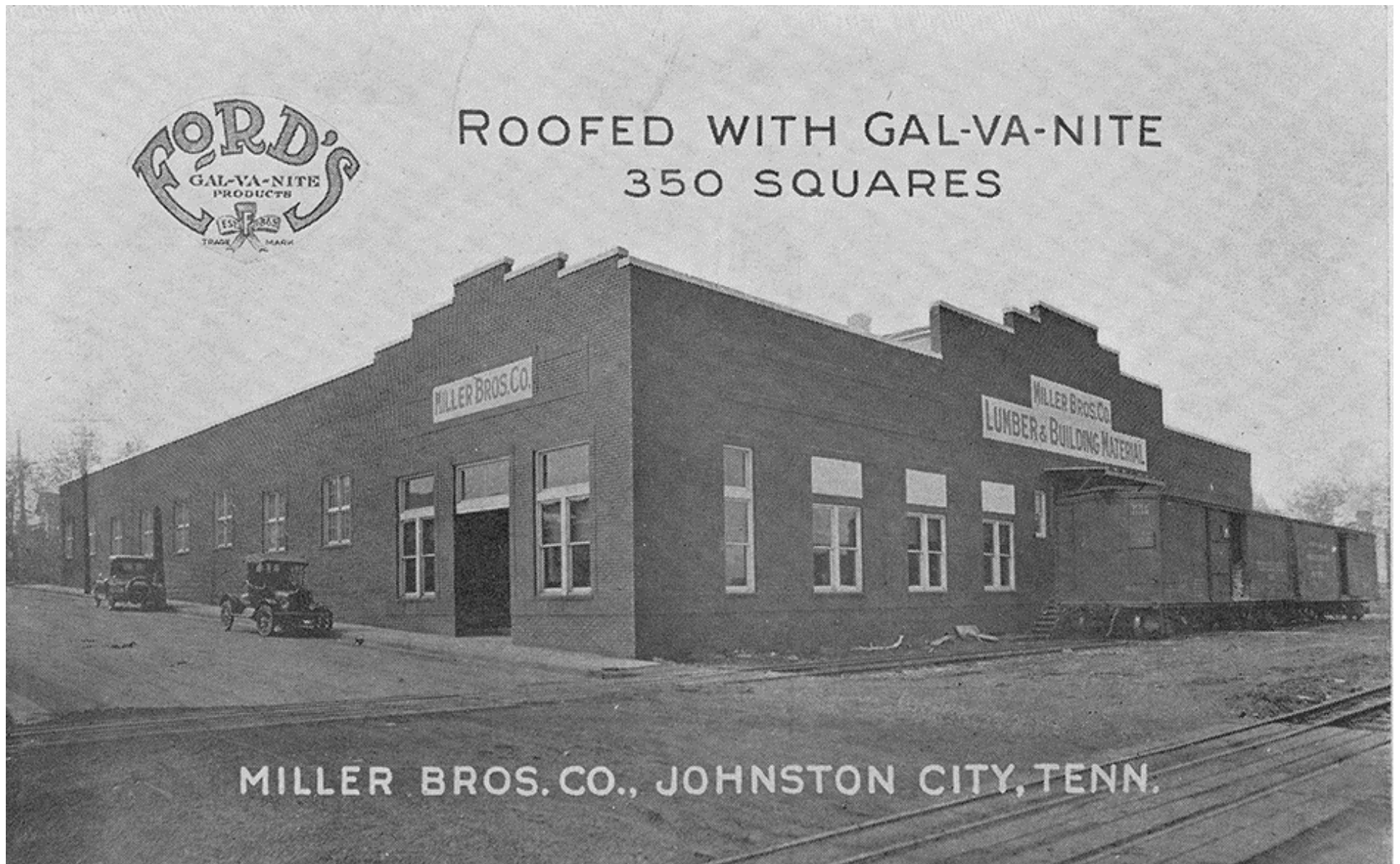
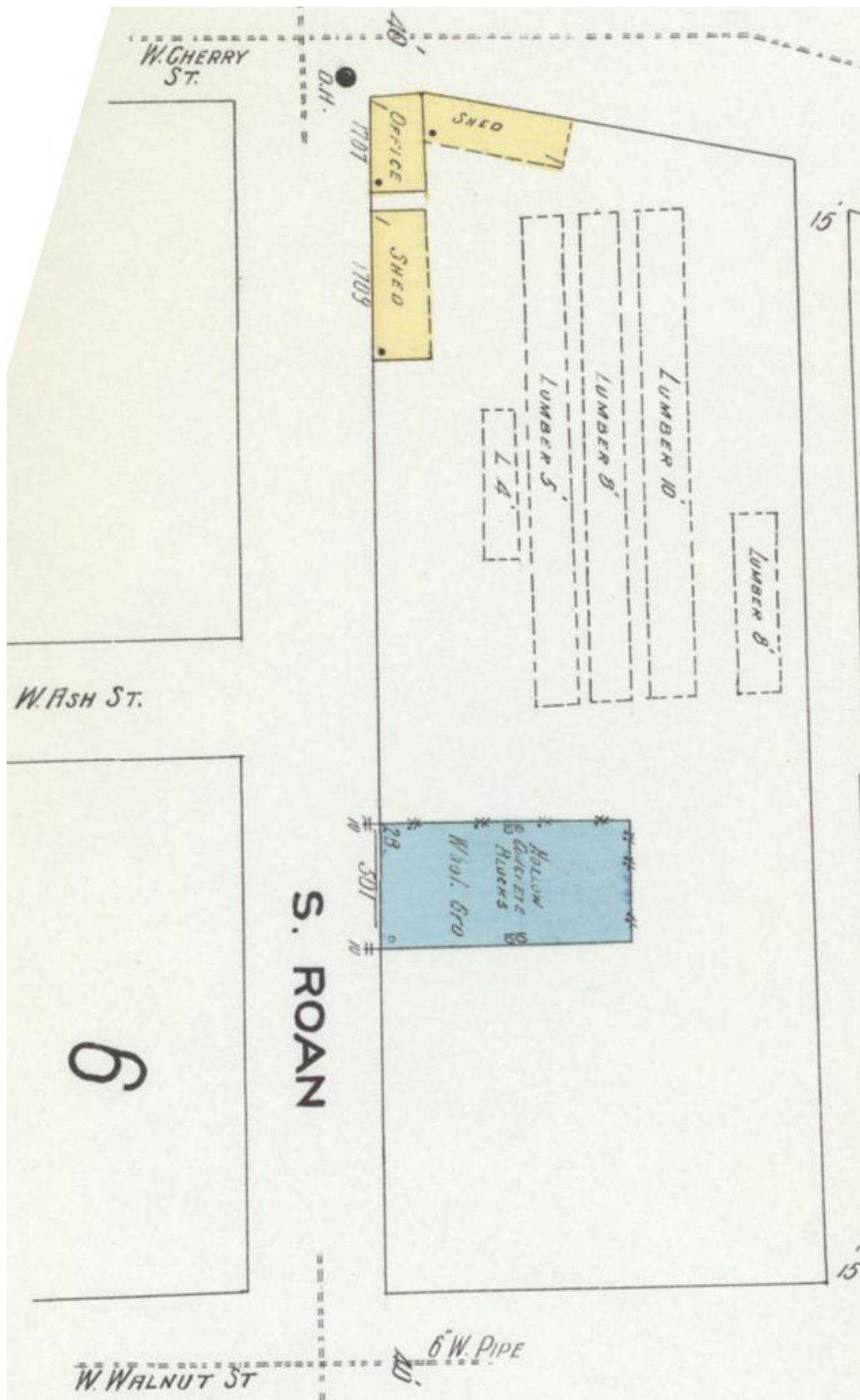
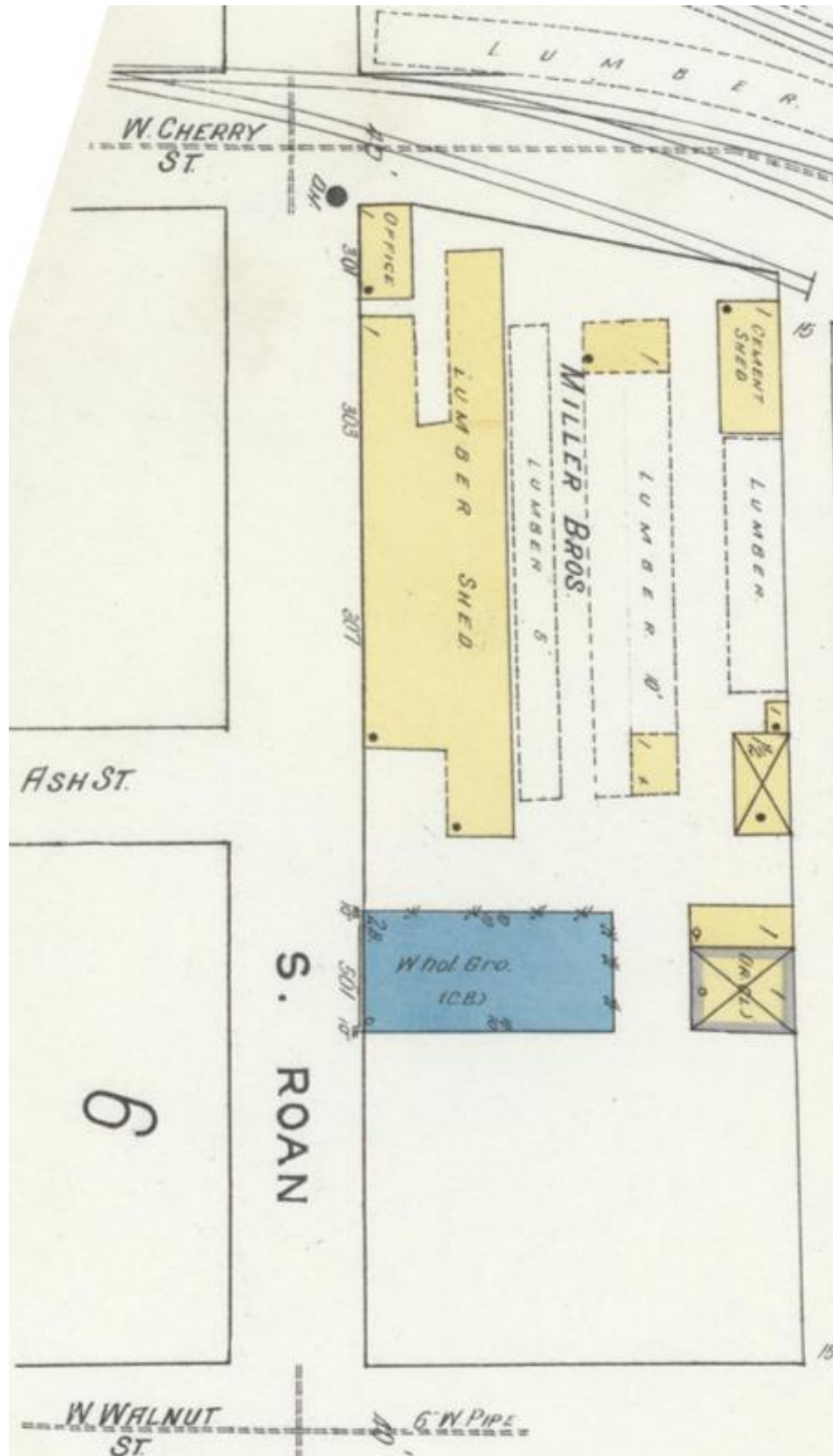


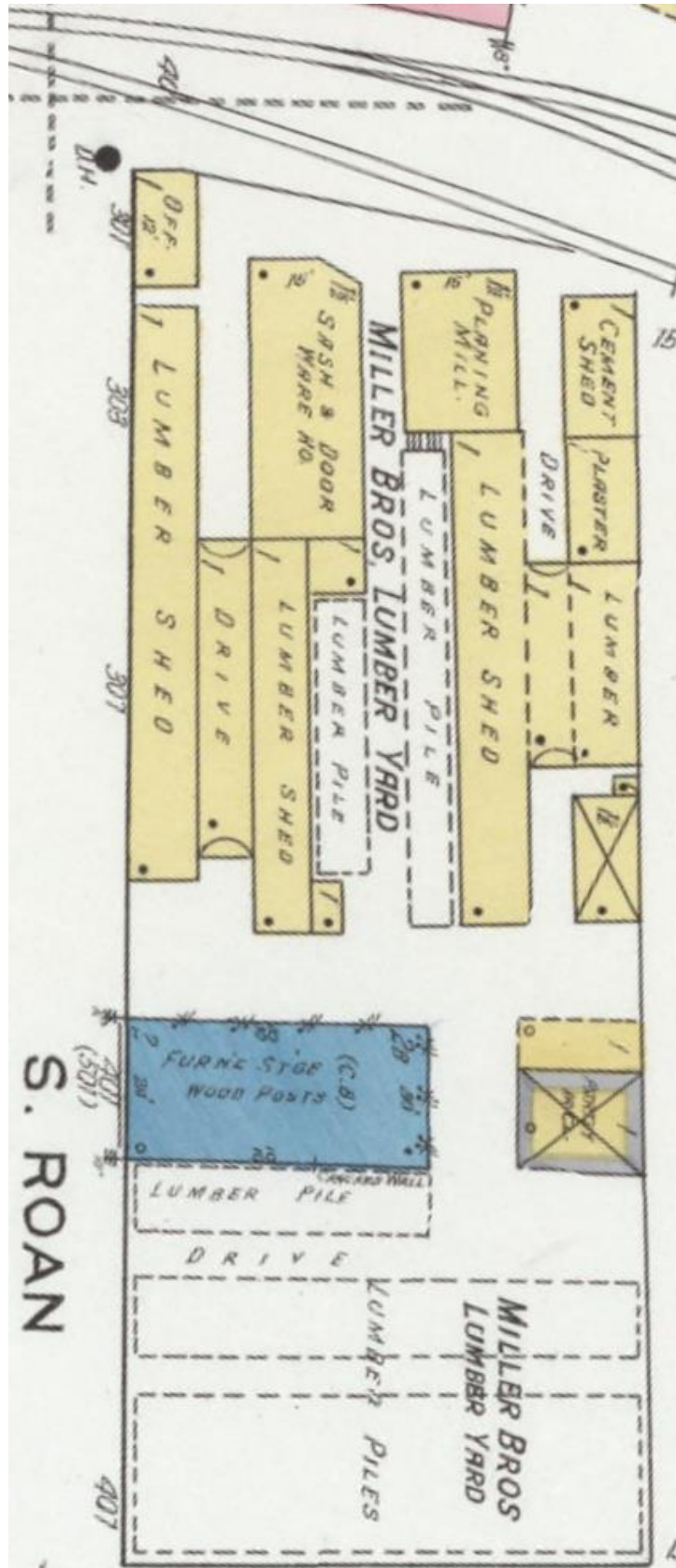
Figure 135. Miller Brothers Lumber & Building Material.⁸⁰ Note the two sets of dual-gauge trackage on West Cherry Street. The road on the left (east side of the building) is South Roan Street. Also note that the building depicted on the west (right) side of this building, in Figure 134, has not yet been built. Consequently, this photograph appears to date to after February 1920, but was taken before that provided in Figure 134.



Map 22. This map shows the Miller Brothers Facility on the southeast corner of Cherry and South Roan streets in December 1908. Note that this is actually outside the geographic coverage of this particular document, but it is included here with the Miller Brothers facility to its west for convenience. The office depicted in figures 136A and 137 is near the top left of this image.⁸¹



Map 23. This map shows the Miller Brothers Facility on the southeast corner of Cherry and South Roan streets in July 1913. Note that this is actually outside the geographic coverage of this document, but it is included here with the Miller Brothers facility to its west for convenience. The office depicted in figures 136A and 137 is near the top left of this image.⁸²



Map 21C. This map shows the Miller Brothers Facility on the southeast corner of Cherry and South Roan streets in February 1920. Note that this is actually outside the geographic coverage of this document, but it is included for convenience. The office depicted in figures 136A and 137 is near the top left of this image.⁸³



Figure 136. “Johnson City Coal, Ice and Cream Company”. This structure was originally built for the “Clinchfield Ice & Coal” in 1914, on the northeast corner of South Roan and East Cherry streets.⁸⁴ It became the “Johnson City Coal, Ice and Cream Company” in 1916 and was used by this company until about 1923. Note the Miller Brothers Lumber Yard office in the right background. Also note the coal trestle on the left and the dual gauge track in the foreground, as well as the railroad crossing guard. This photograph appears to date to between 1916 and 1923.



Figure 136A. A detail of the front (north) side of the Miller Brothers building on the southeast corner of South Roan and East Cherry streets on the right of this photograph. Note that the two-story concrete block building in the right background appears to been used for furniture storage (“Furn’e St’ge”), see Map 21C.

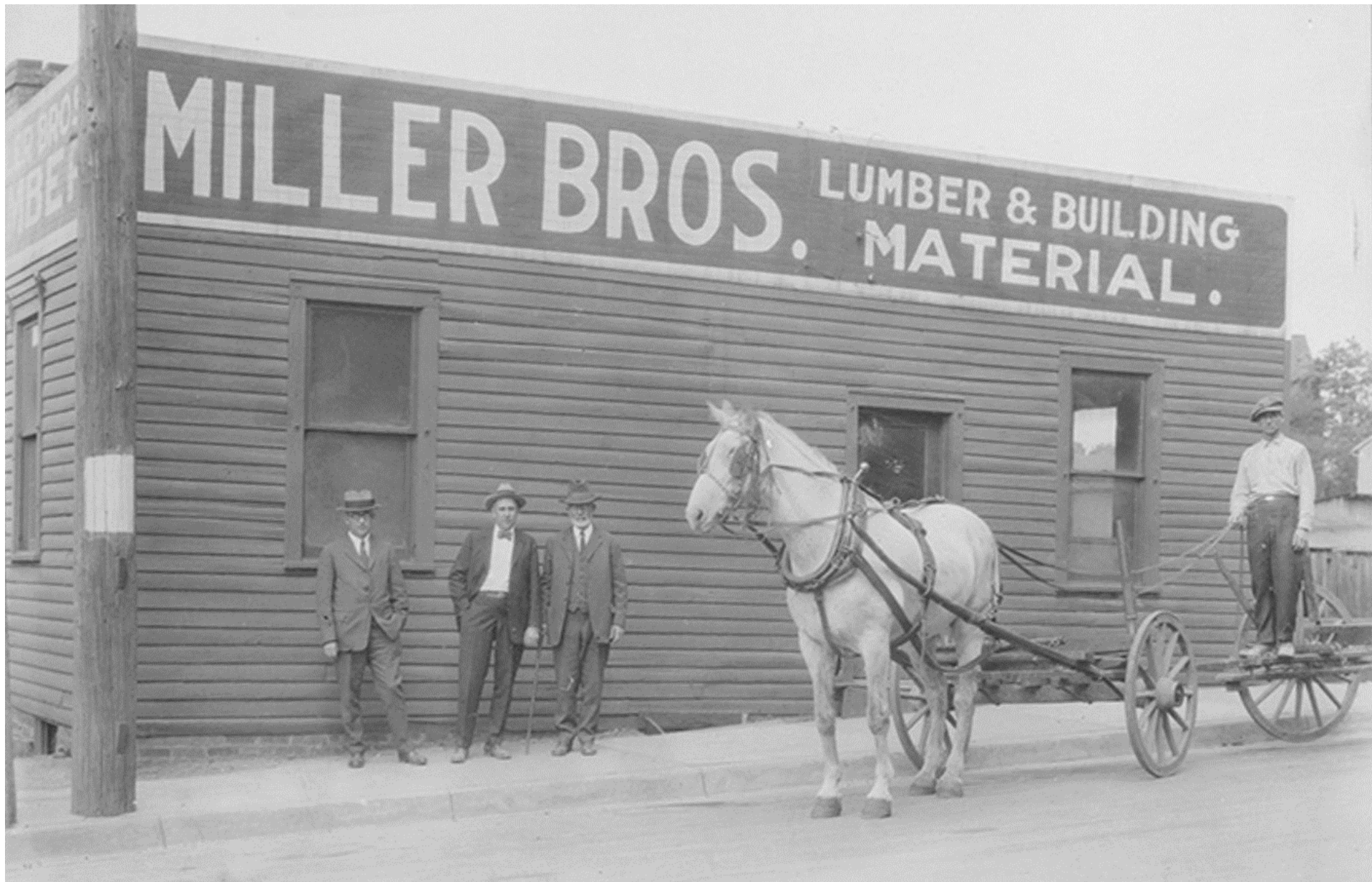


Figure 137. “Exterior View, Miller Brothers Lumber and Building Materials” looking east across South Roan Street.⁸⁵ This building was on the southeast corner of South Roan and East Cherry streets. This building appears to have been constructed between 1903 and 1908, with this photograph taken shortly after the completion of this building, see Map 22.



Figure 138. “An aerial view of Johnson City, Tennessee,” 1 March 1947.⁸⁶ Note the Central Tobacco Warehouse (previously the Miller Brothers Company) in the lower right of this photograph. On the north side of the railroad tracks are the Sterchi Brothers warehouse, the Brading – Sells Lumber Company building on the northwest corner of Roan and Jobe streets, with Kings Department Store behind and to the right of it, and Brading – Marshall/Marshall Brothers Lumber Company building (with the curved clerestory roof on the right side of this photograph). The author has not been able to identify the buildings to the west and northwest of the Central Tobacco Warehouse to Spring and Jobe streets. Note that the Miller Brothers facility on the southeast corner of South Roan and Cherry streets has been removed and another, identified structure has been built in its place.



Figure 138A. A detail of the Central Tobacco Warehouse (previously the Miller Brothers Company), taken 1 March 1947.⁸⁷ Note that the land occupied by the Miller Brothers facility on the southeast corner of Cherry and Roan streets (see Map 21A, as well as figures 136A and 137), is occupied by a much larger structure at this time.



Figure 139. “The Central Tobacco Warehouse can be seen in the middle of the photo. (Courtesy of Doug Thompson.)”⁸⁸ This view looks west, across South Roan Street, with the rear of the building along Ashe Street on the left of the photograph. This building was previously occupied by the Miller Brothers Company. The tall building in the left background is that of the Summers Hardware Company. The author has not been able to identify the building to the immediate left of the Central Tobacco Warehouse, nor the building on the right, which appears to occupy the same lot as that previously occupied by the Miller Brothers facility on the southeast corner of South Roan and East Cherry streets, see figures 136A and 137. The Central Tobacco Warehouse had occupied the Miller Brothers building on the southwest corner of Cherry and Roan by 1947, see Figure 138A.

7.1. Miller Brothers, Southeast Corner of Cherry and Roan Streets,
Between 1903 and 1908 to 1920s (but not later than 1947)

This facility was served by the dual-gauge trackage on Cherry Street until at least the 1930s.

**A Good Time
To Visit Us**

If you have any building problems on your mind, we'd suggest that you come in and we'll see if we can't help you out for less money than you're figuring on

The kind of lumber you'll need depends a lot on what you're going to build and there's a difference in the price of different grades. Let's talk it over anyway—we've all kinds.

We carry a large stock of

Grates, Tile,	Varnishes,	Rubber Roofing,
Glass, Doors,	Oils, Paints,	Mantels,
and Windows,	Plaster,	Building Hardware,

Clinchfield Portland Cement.

All kinds of lumber, liberally graded, building material.

Houses Built on the Installment Plan.

Miller Brothers

Roan and Cherry Streets,
JOHNSON CITY, TENNESSEE.

Figure 140. Johnson City Comet, 10 September 1914.
This advertisement ran until at least 29 October 1914.

Table 11. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1920.⁸⁹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Miller Bros. Co.	Lumber and Building Material	20	1		

Table 12. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.⁹⁰

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Miller Brothers	Lumber Dealers	12	1		

Table 13. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1925.⁹¹ Note, later reports included significantly more employees, indicating that the plant west of downtown and previously occupied by the Clinchfield Products Corporation and the Rollin Chemical Corporation, had been acquired by the Miller Brothers and been re-equipped and placed in operation. This new Miller Brothers plant was addressed in “A Draft Documentary History of Industries along the Railroads through Johnson City, Part 1...”

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Miller Bros., Inc.	Lumber	14	1		

Appendix
Map Legends

KEY																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">NR. OF STORIES</td> <td style="text-align: center; padding: 2px;">3</td> </tr> <tr> <td style="padding: 2px;">SHINGLE ROOF</td> <td style="text-align: center; padding: 2px;">X</td> </tr> <tr> <td style="padding: 2px;">COMPOSTN ROOF</td> <td style="text-align: center; padding: 2px;">●</td> </tr> <tr> <td style="padding: 2px;">SLATE OR Td ROOF</td> <td style="text-align: center; padding: 2px;">○</td> </tr> </table>	NR. OF STORIES	3	SHINGLE ROOF	X	COMPOSTN ROOF	●	SLATE OR Td ROOF	○	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">FIRE WALL</td> <td style="padding: 2px;">6 IN. AB. ROOF</td> </tr> <tr> <td style="padding: 2px;">" " "</td> <td style="padding: 2px;">12 " " "</td> </tr> <tr> <td style="padding: 2px;">" " "</td> <td style="padding: 2px;">18 " " "</td> </tr> <tr> <td style="padding: 2px;">FRAME PARTITION</td> <td></td> </tr> <tr> <td style="padding: 2px;">OPENING & IRON DOOR</td> <td></td> </tr> <tr> <td style="padding: 2px;">WINDOWS " " SHUTTERS</td> <td></td> </tr> <tr> <td style="padding: 2px;">STABLE</td> <td></td> </tr> <tr> <td style="padding: 2px;">WINDOW IN 1ST STORY</td> <td></td> </tr> <tr> <td style="padding: 2px;">" 1ST & 3RD "</td> <td></td> </tr> <tr> <td style="padding: 2px;">" 2ND & 4TH "</td> <td></td> </tr> </table>	FIRE WALL	6 IN. AB. ROOF	" " "	12 " " "	" " "	18 " " "	FRAME PARTITION		OPENING & IRON DOOR		WINDOWS " " SHUTTERS		STABLE		WINDOW IN 1 ST STORY		" 1 ST & 3 RD "		" 2 ND & 4 TH "	
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Figure 141. Map Legend for January 1891.⁹²

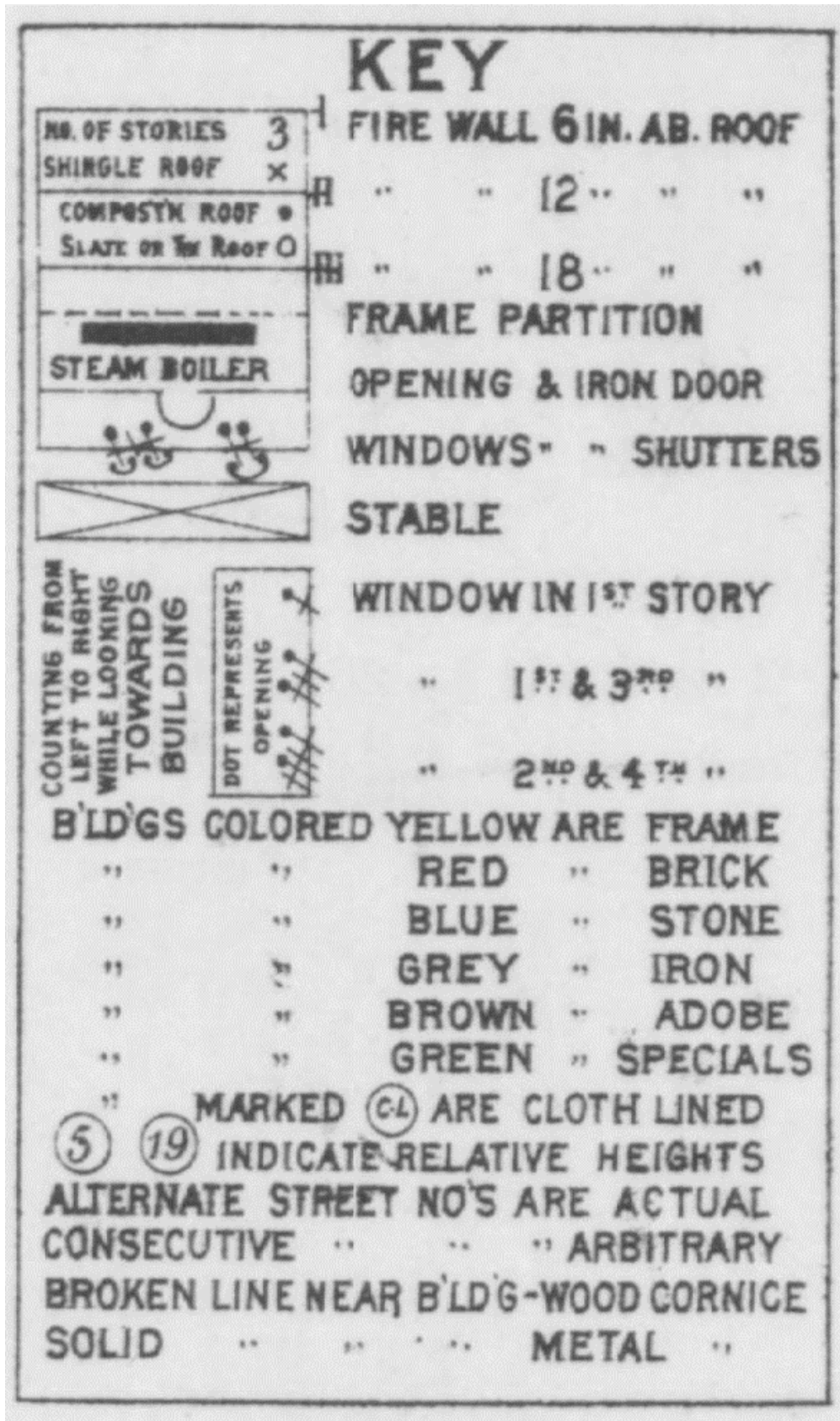


Figure 142. Map Legend for May 1897.⁹³

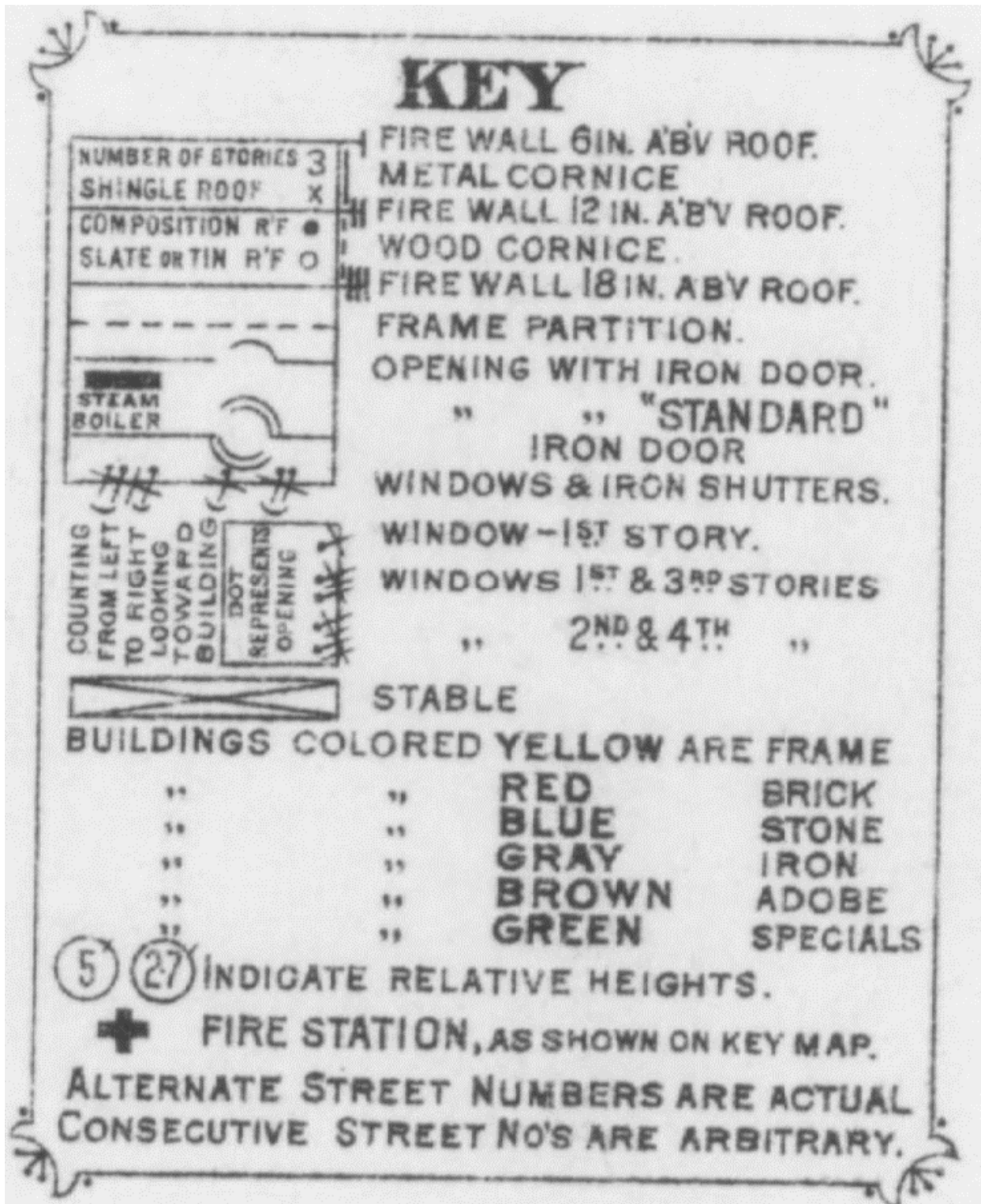


Figure 143. Map Legend for April 1903.⁹⁴

KEY

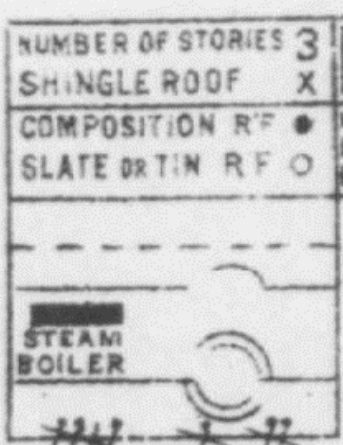
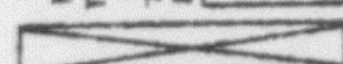
	<p>FIRE WALL 6 IN. A'V' ROOF. METAL CORNICE</p>
<p>NUMBER OF STORIES 3 SHINGLE ROOF X</p>	<p>FIRE WALL 12 IN. A'V' ROOF. WOOD CORNICE.</p>
<p>COMPOSITION R'F ● SLATE OR TIN R'F ○</p>	<p>FIRE WALL 18 IN. A'V' ROOF. FRAME PARTITION.</p>
<p>STEAM BOILER</p>	<p>OPENING WITH IRON DOOR. " " "STANDARD" IRON DOOR</p>
<p>COUNTING FROM LEFT TO RIGHT LOOKING TOWARD BUILDING</p>	<p>WINDOWS & IRON SHUTTERS. WINDOW - 1ST STORY. WINDOWS 1ST & 3RD STORIES " 2ND & 4TH "</p>
<p>DOT REPRESENTS OPENING</p>	<p>STABLE</p>
	<p>BUILDINGS COLORED YELLOW ARE FRAME " RED BRICK " BLUE STONE " GRAY IRON " BROWN ADOBE " GREEN SPECIALS</p>
<p>5 27</p>	<p>INDICATE RELATIVE HEIGHTS.</p>
<p>+</p>	<p>FIRE STATION, AS SHOWN ON KEY MAP.</p>
<p>ALTERNATE STREET NUMBERS ARE ACTUAL CONSECUTIVE STREET NO'S ARE ARBITRARY.</p>	

Figure 144. Map Legend for December 1908.⁹⁵



Figure 145. Map Legend for July 1913.⁹⁶

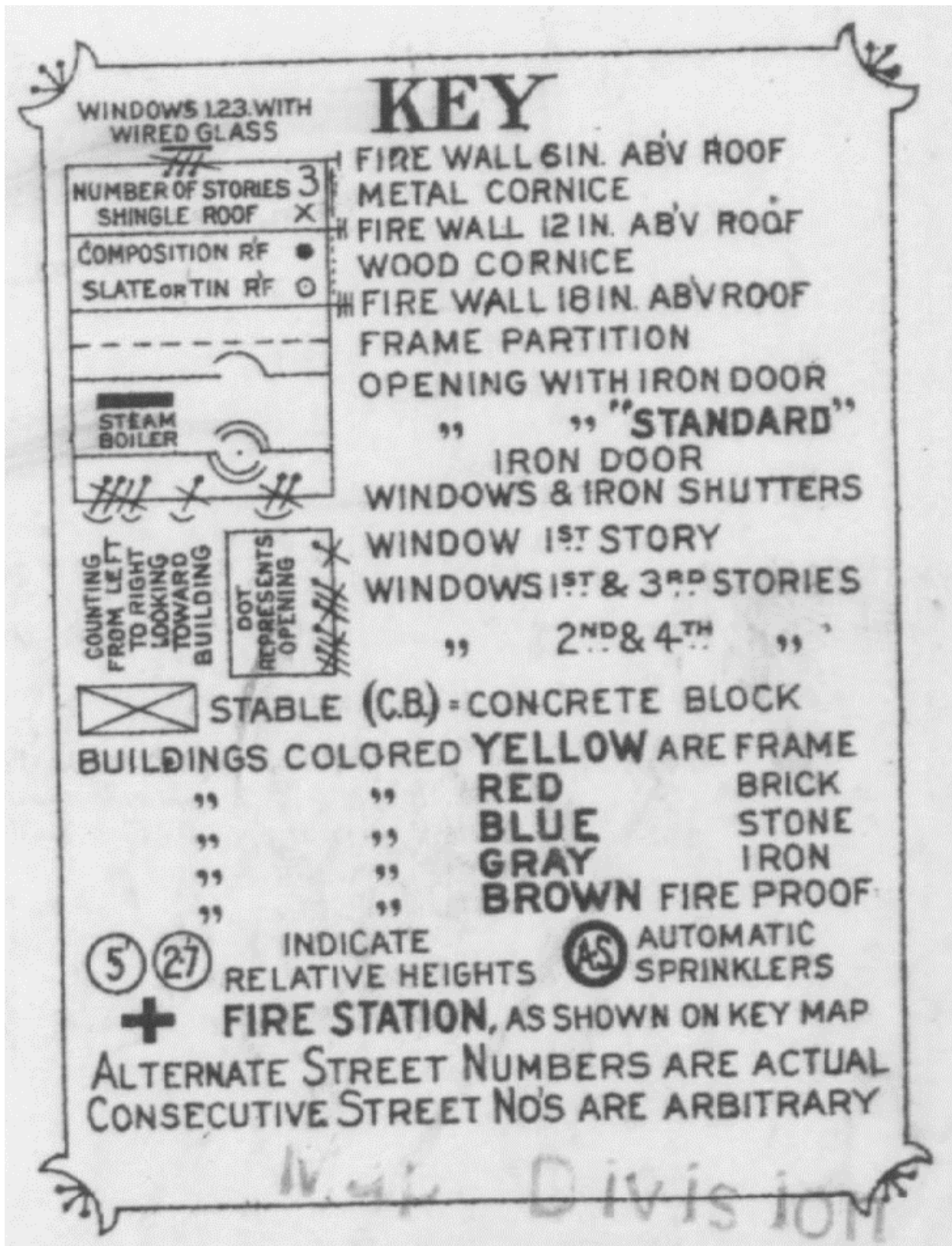


Figure 146. Map Legend for February 1920.⁹⁷

Endnotes

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- ¹ The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 60 – 61.
- ² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 4, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend, see the Appendix. For map scale, please refer to the link above.
- ³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 4, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend, see the Appendix. For map scale, please refer to the link above.
- ⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 5, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see the Appendix. For map scale, please refer to the link above.
- ⁵ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 8, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see the Appendix. For map scale, please refer to the link above.
- ⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 8, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.
- ⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, images 8 and 19, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.
- ⁸ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 23, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.
- ⁹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 23 and 29, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.
- ¹⁰ Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 121.
- ¹¹ Johnson City: The Way We Were, by J.O. Lewis, 1909 (1989 reprint), page 45. Johnson City, by L. Thomas Roberts, 2018, page 70. 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].”
- ¹² “Summers Hardware & Supply Co’s Photos,” available online at: <https://www.facebook.com/SummersIndustrial/photos>.

¹³ “Ashe Street,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos2/ashest.jpg>. *Johnson City Comet*, 10 March 1910, included: “Roof is placed on the Post Office – At last the roof is being placed on the new post office building, and in a few days the interior work will commence, and continue until the building is completed. The delays often occurring on this structure were caused by being unable to get a first class terra cotta, and operations ceased for fully two months on that account. The post office will undoubtedly be able to move in now by July 1.” The 3 November 1910 edition included: “Post Office will be Moved Soon – The new post office will be ready for occupancy in a few weeks, and will be occupied early in December. The furniture and fixtures are being installed.” Interestingly, the author did not find any articles in the *Johnson City Comet* announcing the actual opening of this post office.

¹⁴ “An aerial view of Johnson City, Tennessee,” 1 March 1947, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/173>.

¹⁵ “An aerial view of Johnson City, Tennessee,” 19 April 1941, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15551, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2>.

¹⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 8, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.

¹⁷ This map includes: “Heat: steam, Lights: elec, city water &c 2 – 2” Y. PS. With 50’ 2” hose att’d. Ea. Fl. Also chemical fire extgrs. Distributed”

¹⁸ “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>.

¹⁹ Unless otherwise noted, all newspaper articles in this documentary history were accessed from “Chronicling America, Historic American Newspapers,” U.S. Library of Congress, available online at: <https://chroniclingamerica.loc.gov/>.

²⁰ *Daily Bulletin the of Manufacturers’ Record*, 15 April 1907 (Volume XVII, No. 90), unpaginated, available online at: <https://books.google.com/books?id=C-hQAAAAYAAJ>.

²¹ *Erwin, Tennessee: A Pictorial History, 1891-1929*, by James A. Goforth, page 59.

²² “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>. The dating of this photograph is based on three bits of information. First, W.N. DeGroat did not become the foreman of the Johnson City Foundry and Machine Works until 1886; second, the E.T. & W.N.C. built a carpenter shop in this area that would have changed this view in 1889; and third, *The Railroads of Johnson City*, by Johnny Graybeal, 2007, page 148, captioned this photograph: “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.” Perhaps also of interest: “Portrait of Col. Thomas E. Matson,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12143>, and “Thomas E. Matson Residence (Later Preas Apartments), 1301 Buffalo Street,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12412>.

²³ “Men Posing Outside,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12024>.

²⁴ “Jim Dowdy on right with unidentified man,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/17483>.

²⁵ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 4, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891, which included: “Watchman. No clock. F.P. 1½” hose to all parts of Bld’gs. Open lights. Steam: Heat. Stoves in Foundry. Fuel: Coal.” For map legend, see the Appendix. For map scale, please refer to the link above.

²⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 4, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897, which included: “Watchman. No clock. F.P. 1½” hose to all parts of Bldg. Open lights. Steam Heat. Fuel: Coal. F. pails & Bbbs on 2d. Floor of Mach. Shop. 1 Extin. City water. Hydts & hose as shown.” For map legend, see the Appendix. For map scale, please refer to the link above.

²⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 5, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903, which included: “Night Watchman. No clock. Lights: Elec. Heat: Steam. Fuel: Coal. City water. 1½” V.P. 50’ 1½” hose ea. Fl. In mach. shop 1½” Hyd. 50’ 1½” hose in Foundry 1½” hyd in Bl Sm 6 Bbbs 2 buckets distributed.” For map legend, see the Appendix. For map scale, please refer to the link above.

²⁸ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 8, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, which included: “Night Watchman. – No clock. – Heat Steam. Fuel Coal. Electric Light. – City water. – 1½” V.P., 50’ – 1½” hose each floor in mach. Shop. 1½” Hyd. 50’ – 1½” hose in Foundry. – 1½” hyd in Bl. Sm. 6 Barrels. – 2 buckets distributed.” For map legend, see the Appendix. For map scale, please refer to the link above. Johnson City Comet, 28 February 1907, included: “Will Move Plant. The Home Ice Co. is preparing to move its plant to get out of the way of the S. & W. road. A site has been secured just below Gump’s wholesale grocery store and new buildings will be erected at once.” See also the Home Ice Company advertisement in the 25 July 1907 edition of the Johnson City Comet.

²⁹ The Johnson City Comet included a considerable amount of additional material pertaining to the Johnson City Foundry and Machine Works addressing injuries, architectural work, and personnel changes that has not been included in this document.

³⁰ “Johnson City, Tenn. Foundry Records Deeded to Archives,” in Newsletter – Tennessee Anthropological Association, 1985, page 6.

³¹ This appears to be in reference to “Road – Engine,” by Hezekiah K. Sams, granted U.S. Patent Number 397,144 on 5 February 1889 (application filed 9 April 1888), available online at: <https://patents.google.com/patent/US397144A>.

³² East Tennessee: Historical and Biographical, 1893, pages 448 – 449, available online at: <https://books.google.com/books?id=i-4xAQAAMAAJ>.

³³ The Johnson City Comet, 14 June 1894, included: “C.R. Hurlbut, father of our fellow townsman, Geo. R. Hurlbut, arrived Saturday from Nunda, New York. He is in a chair manufacture, and, while on a visit to his son, will look out a place and engage in that industry here, if he finds everything favorable.”

³⁴ The Johnson City Comet, 17 March 1898, included: “Dissolution of Partnership. The co-partnership heretofore existing between S.W. Wilson, agent for K.C. Wilson and T. [Thomas] J. Galloway, manufacturers of insulator pins and Brackets, trading as Wilson & Galloway, Johnson City, Tennessee, was dissolved March 5th, 1898, by mutual consent. T.J. Galloway having purchased the interest therein of S.W. Wilson, agent, retiring partner. All person indebted to the firm are requested to make payment to T.J. Galloway, who will also settle claims against said firm. S.W. Wilson, Agent, T.J. Galloway.” “Johnson City, Tenn., March 12, 1898. The business of manufacturing insulator pins and brackets and trading will be continued by T.J. Galloway under firm name of T.J. Galloway & Co., Johnson City, Tenn. We take this means of extending our sincere thanks to our many friends and customers for the support

given us in the past, and to assure them that their wants will always receive our prompt and personal attention in the future. Very truly yours, T.J. Galloway, (Trading as T.J. Galloway & Co.)” The Johnson City Comet, 17 November 1898, included: “T.J. Galloway has just completed extensive repairs to the building recently bought by him on Walnut street, near the foundry.” The Johnson City Comet, 16 February 1905, included: “Will Manufacture Pins. T.J. Galloway has decided to establish a factory for making insulator pins. He has purchased a site near the Standard Oak Veneer plant and will erect a suitable building as soon as the weather will permit. He will add to the machinery he now has and will equip a modern plant for the manufacture of these specialties.” The Johnson City Comet, 17 October 1907, included: “T.J. Galloway, who has been engaged in the manufacture of insulator pins, etc., in this city, has retired from this business.”

³⁵ The Iron Age, 29 May 1902 (Volume 69), page 29, available online at: <https://books.google.com/books?id=xqM-AQAAMAAJ>.

³⁶ Bulletin No. 29a, York Manufacturing Co., York, Pennsylvania, unpaginated, available online at: <https://books.google.com/books?id=3BEKAAAIAAJ>. Perhaps this illustration is representative of the units installed by the Home Ice & Coal Company when they occupied a portion of the Johnson City Foundry and Machine Works. This reference includes a number of dimensioned drawings of “simple engines.”

³⁷ The Tradesman, 15 January 1904 (Volume L, No. 10), page 94, available online at: <https://books.google.com/books?id=mHnsGLHOKkC>.

³⁸ Bulletin No. 29a, York Manufacturing Co., York, Pennsylvania, unpaginated, available online at: <https://books.google.com/books?id=3BEKAAAIAAJ>.

³⁹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, images 2 and 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend, see the Appendix. For map scale, please refer to the link above.

⁴⁰ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, images 2 and 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend, see the Appendix. For map scale, please refer to the link above.

⁴¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, images 3, 4 and 5, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see the Appendix. For map scale, please refer to the link above.

⁴² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, images 5, 6 and 8, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see the Appendix. For map scale, please refer to the link above.

⁴³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, images 5, 6 and 8, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.

⁴⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 18, 19 and 23, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.

⁴⁵ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, April 1903, image 5, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. This area appears to have become vacant by December 1908, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, Washington, D.C., December 1908, image 8, available online at:
http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. By July 1913, this area was occupied by the C.C. & O. Railroad Freight Depot, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, Washington, D.C., July 1913, image 8, available online at:
http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix. For map scale, please refer to the link above. The author did not find any mention of this Uptegrove lumber yard in the Johnson City Comet, nor any of the trade publications from this period.

⁴⁶ The Tradesman, 15 May 1903 (Volume XLIX, No. 6), page 78, available online at:
<https://books.google.com/books?id=thN69D21DXAC>.

⁴⁷ The Tradesman, 1 July 1903 (Volume XLIX, No. 9), page 83, available online at:
<https://books.google.com/books?id=thN69D21DXAC>.

⁴⁸ Packages, January 1906 (Volume IX, No. 1), page 64, available online at:
<https://books.google.com/books?id=NQVZAAAAYAAJ>.

⁴⁹ “An aerial view of Johnson City, Tennessee,” 19 April 1941, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15551, available online at:
<https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2>.

⁵⁰ “An aerial view of Johnson City, Tennessee,” 1 March 1947, available online at:
<https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/173>.

⁵¹ Available online at: <https://skyscraperpage.com/forum/showthread.php?t=192203>.

⁵² Available online at: <https://skyscraperpage.com/forum/showthread.php?t=192203>.

⁵³ 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>.

⁵⁴ Available online at: <https://www.flickr.com/photos/barrigerlibrary/31600278843>.

⁵⁵ “Clinchfield Depot,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at:
<https://archivesofappalachia.omeka.net/items/show/6695>.

⁵⁶ “ET&WNC Photos,” by Chris ford, available online at:
<http://www.cfondart.com/photoalbum/photopages/fullsizepages/1989junefullsize/47fullsize.html>.

⁵⁷ “C.C. & O. Depot”, at “Johnson’s Depot,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/clinchedepot1.jpg>.

⁵⁸ “Johnson’s Depot,” available online at:
<http://www.stateoffranklin.net/johnsons/images/depots3.jpg>

⁵⁹ “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, available online at:
<https://archivesofappalachia.omeka.net/items/show/16651>. Also at “Johnson’s Depot,” available online at:
<http://www.stateoffranklin.net/johnsons/clinchfield/depotHardware.jpg>.

⁶⁰ “Streetcars of Johnson City,” by Cliff Ward and John Waite, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., April – May – June 1994 (Volume 6, Number 4), page 3. The full caption read: “The line to the state Normal School, built in 1911, runs down the middle of Buffalo Street as it crossed the tracks of the East Tennessee & Western North Carolina and Clinchfield railroads. The Clinchfield depot is just across the tracks

on the right. The ET&WNC depot is out of sight, just to the right of the 1920s era automobiles. Photo from the Burr Harrison Collection, courtesy of the Archives of Appalachia, East Tennessee State University.”

⁶¹ “Engine #8 at 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/17039>.

⁶² “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.

⁶³ “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.

⁶⁴ “Clinchfield Railway No. 150,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4436>.

⁶⁵ “Clinchfield Railway Platform,” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos3/clichtrain.jpg>.

⁶⁶ The Railroads of Johnson City, by Johnny Graybeal, 2007, page 190.

⁶⁷ “Johnson City – Clinchfield Depot,” “Railfan Guides of the U.S.,” available online at: <https://railfanguides.us/stations/tn/#JohnsonCityCRR>.

⁶⁸ 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>.

⁶⁹ The bracketed text was apparently misplaced by the typesetter. The author has placed it in brackets where it appeared to belong.

⁷⁰ 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.”

⁷¹ “Looking at the National Register: CC&O Railroad Depot – A center of Preservation in Johnson City,” by Chad Fred Bailey, Jonesborough Herald & Tribune, 23 September 2023, available online at: https://www.heraldandtribune.com/history/looking-at-the-national-register-cc-o-railroad-depot---a-center-of-preservation/article_7d38b91c-530e-11ee-bab2-17d9fcde57de.html.

⁷² “Clinchfield Railroad,” available online at: https://en.wikipedia.org/wiki/Clinchfield_Railroad.

⁷³ “Carolina, Clinchfield, and Ohio Railroad (Clinchfield),” available online at: http://www.stateoffranklin.net/johnsons/clinchfield/index_cl.htm.

⁷⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 23, U.S. Library of Congress, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.

⁷⁵ This map includes: “Grinnell auto sprinklers (wet) system, heads spaced 8’ x 8’ sq., supplied by direct city connection. – Heat: steam, light & power: elec.”

⁷⁶ “An aerial view of Johnson City, Tennessee,” 1 March 1947, available online at:

<https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/173>.

⁷⁷ “An aerial view of Johnson City, Tennessee,” 1 March 1947, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/173>.

⁷⁸ “Shamrock Beverage and Tobacco Shop,” available online at: <https://www.facebook.com/photo/?fbid=10153567474448137&set=a.10151151349358137>.

⁷⁹ Available online at: <https://www.pinterest.com/pin/635500197392581869/>. Similar at “Summers Hardware & Supply Co’s Photos,” available online at: <https://www.facebook.com/SummersIndustrial/photos>.

⁸⁰ “Stylized drawing of historic Summers – Parrott Hardware Company Building”, available online at: https://www.summersindustrial.com/about-us/who-we-are/dsc_0471/.

⁸¹ “Summers Parrott Hardware Co. Johnson City, Tenn. Pub by the Bee Hive”, available online at: <https://wctnarchives.org/postcards-johnson-city-tennessee/#jp-carousel-4965>, which included: “From the collection of Betty Jane Hylton”.

⁸² “Summers Hardware Marker,” available online at: <https://www.hmdb.org/m.asp?m=157807>, which included the following inscription: “Summers Hardware operated under different names in several locations as early as 1888 before moving to this building in 1911, and was reorganized as Summers Hardware in 1915. The company originally sold farm, construction, office, and mill supplies. The store even sold automobiles from 1911 to 1915. The horse collars and plows that Summers once stocked have been replaced with sophisticated industrial and commercial supplies, reflecting the transition in East Tennessee from an agrarian to an industrial economy. After 1910 the company’s location on the CC&O Railroad, which had links to both the ET&WNC and the Southern Railway, enabled it to efficiently receive goods from manufacturers and to ship them to its business customers from Kentucky to the Carolinas. Prior to paved highways, the company’s mountain customers could best be reached by train. It was at that time one of three major regional hardware distributors in Johnson City and is the only one now in existence.”

⁸³ Available online at: <https://wctnarchives.org/painted-signs-on-brick-buildings/#jp-carousel-2416>.

⁸⁴ “Clinchfield 101 Johnson City, TN 2-2-35,” available online at: <https://www.flickr.com/photos/alabamarailarchives/32733510456>.

⁸⁵ Available online at: <https://www.summersindustrial.com/about-us/who-we-are/>.

⁸⁶ “An aerial view of Johnson City, Tennessee,” 19 April 1941, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15551, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2>.

⁸⁷ Available online at: <https://wctnarchives.org/painted-signs-on-brick-buildings/summers-hardware/>.

⁸⁸ “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/category/businesses/page/7/>.

⁸⁹ On 24 October 1901, the Johnson City Comet included: “May build a City Hall. The city council has appointed a committee to select a site for a city hall. Three plots have been handed to the committee, as follows: Lot opposite City Stables fronting Ashe, Cherry and Buffalo streets...”

⁹⁰ “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/category/businesses/page/7/>.

⁹¹ Summers and Parrott placed a number of advertisements in the Johnson City Comet in 1911, but they all seem to pertain to the retail portion of the business and thus were not included in this document.

⁹² The Horseless Age, 19 November 1913 (Volume 32, No. 21), page 861, available online at: <https://books.google.com/books?id=ghhIAQAAMAJ>.

⁹³ “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/category/businesses/page/7/>. The Johnson City Comet, 28 October 1915, included an advertisement for “H.R. Parrott Motor Company”. It was located on Ashe Street.

⁹⁴ Manufacturers Record, 11 February 1926 (Volume LXXXIX, No. 6), page 95, available online at: <https://books.google.com/books?id=kpQ2gKVLsnEC>.

⁹⁵ Manufacturers Record, 6 May 1926 (Volume LXXXIX, No. 18), page 124, available online at: <https://books.google.com/books?id=kpQ2gKVLsnEC>.

⁹⁶ “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/category/businesses/page/7/>.

⁹⁷ The Petroleum Engineer, 1949 (Volume 21), page 86.

⁹⁸ “Summers Hardware, c. 1935,” James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/876>.

⁹⁹ “Bob Cox’s Yesteryear,” available online at: <https://bcyesteryear.com/category/businesses/page/7/>.

¹⁰⁰ Johnson City, by Sonya A. Haskins, 2005, page 91.

¹⁰¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, images 2 and 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend, see the Appendix. For map scale, please refer to the link above.

¹⁰² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, images 2 and 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend, see the Appendix. For map scale, please refer to the link above. On 13 June 1895, the Johnson City Comet included: “A Creamery for Johnson City. The stock has been subscribed for the erection of a creamery in Johnson City. A Chicago Creamery Company has the contract to furnish all the machinery necessary to make the finest butter and best cheese, and to erect the buildings. The lot on the corner of Buffalo and Cherry streets has been purchased, and the company agrees to have the creamery in operation in sixty days. A detailed description of the buildings, machinery and how butter is made, together with prices paid for cream and other particulars, will be given in a later edition of The Comet.” On 18 March 1897, the Johnson City Comet included: “Trustee’s Sale. – By virtue of a deed of trust executed to me on the 26th of August, 1896, to secure the payment of a certain note to John Sanders and others, I will, on Monday, March 29, 1897, on the premises sell to the highest bidder for cash in hand, and in bar of the equity of redemption, a certain lot fronting 80 feet on Buffalo street, Johnson City, Tennessee, and running back of even width on Ashe street, 8 poles to an alley, and bounded on southeast by Ashe street, on northwest by lot of John Sanders, together with the building thereon, and the engine, machinery, etc., in said building. To be sold as the property of the Johnson City Creamery Company, unless aid note and costs are sooner paid. Robt. Burrow, Trustee. This March 3, 1897...”

¹⁰³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, images 3 and 4, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see the Appendix. For map scale, please refer to the link above. On 1 November 1900, the Johnson City Comet included: “Stable Opening. Snapp & Co. are moving into their new stable on the corner of Buffalo and Cherry streets. It is one of the finest stables in East Tennessee and will be opened next Monday night with great eclat. The public generally are invited to be present. At 7:30 p.m. there will be a ladies riding contest in the rotunda of the stable. The winner will receive a handsome silk umbrella. It will be an interesting occasion.”

¹⁰⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, images 5 and 6, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see the Appendix. For map scale, please refer to the link above.

¹⁰⁵ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, images 5 and 6, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.

¹⁰⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 18 and 19, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.

⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, images 2 and 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend, see the Appendix. For map scale, please refer to the link above.

⁸ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, images 2 and 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend, see the Appendix. For map scale, please refer to the link above.

⁹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, images 3, 4 and 5, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see the Appendix. For map scale, please refer to the link above.

¹⁰ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, images 5, 6 and 8, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see the Appendix. For map scale, please refer to the link above.

¹¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, images 5, 6 and 8, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.

¹² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 18, 19 and 23, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.

¹³ Note that the advertisement that mentions “J.M. Blair” “Prop’r” (apparently an abbreviation for “Proprietor”) does not indicate the formal name of the company.

¹⁴ “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>.

¹⁵ “G.L. Plank – Veterinary Surgeon – Can be found at the City Stables, Johnson City, Tenn., on Saturday of each week. Removing all superficial blemishes a specialty. A dead shot on colic, &c. Bone, blood or bog spayin, splint and curb cured in forty minutes. Tumors, warts, and setfasts removed on sight. Will straighten your horses tail or make him carry it in any position desired. ’Phone or write me at Bluff City, Tenn.”

¹⁶ Johnson City Comet, 22 September 1904, included: “S.R. Taylor, one of the most popular liverymen this town has ever known has decided to go to South Carolina to reside and has sold his lease upon the stable he occupies to W.T. Givens, the proprietor of the city stables...”

¹⁷ More advertisements were published in the Johnson City Comet than are presented in this document.

¹⁸ The Lumber Trade Journal, 1 January 1909 (Volume 55, No. 1), pages 27 and 42C, available online at: <https://books.google.com/books?id=kLo4AQAAAMAAJ>.

¹⁹ Hardwood Record, 10 January 1909 (Volume XXVII, No. 6), page 41, available online at: <https://books.google.com/books?id=CgM3AQAAAMAAJ>.

²⁰ The St. Louis Lumberman, 15 April 1909 (Volume XLIII, No. 8), page 90, available online at: <https://books.google.com/books?id=SikyAQAAAMAAJ>.

²¹ The Tradesman, 1 December 1910 (Volume LXIV, No. 22), page 51, available online at: <https://books.google.com/books?id=mX3lNiYJuN4C>, included: “Johnson City, Tenn. – The W.J. Barton Implement, Feed and Seed Co. has been organized with a capital of \$20,000 to take over the Barton – Mountcastle Hardware Co. W.J. Barton, president; Jos. B. Lyle, first vice-president; S.O. Hankal, second vice-president; Geo. E. Treadway, secretary and treasurer.” W.J. Barton ran a number of advertisements in the Johnson City Comet, which the author has chosen to not include in this document.

²² “To Our Customers – We are now located on Buffalo street, opposite the Summers – Parrott Hardware Co., in the building formerly occupied by the Brading – Marshall Co. we now have our business under one roof and are better situated to supply the wants of our customers than ever before. Our lines will be greatly enlarged and our repair department will receive special attention. We carry at all times everything the farmer needs to plant and all he needs to harvest it with. We appreciate your generous trade in the past and hope to see you often at Implement Hall. W.J. Barton Implement Feed and Seed Company. Buffalo Street.”

²³ Johnson City Comet, 24 November 1910, included: “New Firm Organized Leading Business Men – W.J. Barton, Jos. B. Lyle and Geo. E. Treadway have sold their stock in the Barton – Mountcastle Hardware Co., and, together with S.O. Hankal, have incorporated the W.J. Barton Implement, Feed and Seed Company, with a capital of \$20,000. Mr. Barton and Mr. Lyle are now in Knoxville and expect to have on hand one of the largest stocks of farming implements, gasoline engines, buggies, wagons, &c., that can be found in East Tennessee. They will be located on Market street, and expect to open for business about December 1. The officers are W.J. Barton, president; Jos. B. Lyle, 1st vice president; S.O. Hankal, 2d vice president; Geo. E. Treadway, secretary and treasurer...”

²⁴ National Miller, September 1924 (Volume XXIX, No. 9), page 50, available online at: <https://books.google.com/books?id=LZ4bAQAAAMAJ>.

²⁵ “Yesteryear with Bob Cox: A look back at Johnson City Mayor William J. Barton,” by Bob Cox, 14 June 2015 (updated 24 June 2020), available online at: https://www.johnsoncitypress.com/living/yesteryear-with-bob-cox-a-look-back-at-johnson-city-mayor-william-j-barton/article_dc0027b0-1414-5103-9541-cb2b31fff563.html.

²⁶ This map includes: “Heat steam. – Lights – Elect. General Fire Extinguisher Co.’s auto sprinkler dry system throughout building. Heads spaced 8’ x 8’ ft square. Total no. of heads 210 – supplied by 6” city connection.”

²⁷ Safety Engineering, October 1918 (Volume 36, No. 4), page 282, available online at: <https://books.google.com/books?id=HCDOAAAAMAAJ>, included: “August 5, 1918. Johnson City, Tenn. Lockett Bros. East Market street. Wholesale grocery. One 2-story building damaged. Walls, brick. Floors, wood. Roof, tin. Cause, unknown. Fire started on second floor, in case of matches. Discovered by watchman about 2 a. m. Alarm, telephone. Duration, under control in 45 minutes. Stopped in building of origin. Firemen handicapped by bursting hose line. Private fire apparatus, none. Value of building and contents, \$75,000, estimated. Property loss, total.”

²⁸ “An aerial view of Johnson City, Tennessee,” 1 March 1947, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/173>.

²⁹ “An aerial view of Johnson City, Tennessee,” 1 March 1947, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/173>.

³⁰ “Ford Building, corner of Buffalo and Ashe Streets, photographed before 1927,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/89>. Also available online at: <https://www.flickr.com/photos/archivesofappalachia/4459917015/>, which includes: “This building, on the corner of Buffalo and Ashe streets in downtown Johnson City, became Seaver’s Bakery sometime before 1927.”

³¹ “Looking back in our memories to landmarks that once stood proudly over Johnson City but are now deceased,” by Bob Cox, 13 June 2020, available online at: https://www.johnsoncitypress.com/living/features/looking-back-in-our-memories-to-landmarks-that-once-stood-proudly-over-johnson-city-but/article_fdf6b12e-ebda-50e3-b886-ff10a4c9db5e.html, included: “Let me present my first landmark. It is at 605 Buffalo Street and Ash Street. My article says: ‘A 65 year-old Buffalo Street building is being demolished to give way to a parking lot for Summers Hardware. Johnson City.’ ‘The building, which the hardware company bought from the city three years prior, had fallen into despair,’ said Hunter Jackson of Summers, The ‘D. Ford Building, built in 1919, over years housed Lockett Brothers Wholesale Grocery, a Honey Krust Bakery, a warehouse for Sears, Roebuck & Co. and a city storage facility. It was in too bad a state of repair when we got it,’

said Jackson. He said Buffalo was a ‘major artery’ during the building’s heyday, when you used to drive up here and smell baking bread.”

³² “Johnson City Depot,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16605>. Also at “1930 View with Buses”, “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos3/etwncdepot1930.jpg>. Caption from Along the ET&WNC, Volume II: The Depots, by Johnny Graybeal, 2002, page 27.

³³ “ET&WNC Photos,” by Chris ford, available online at: <http://www.cfordart.com/photoalbum/photopages/fullsizepages/1998junefullsize/6fullsize.html>.

³⁴ “Looking back in our memories to landmarks that once stood proudly over Johnson City but are now deceased,” by Bob Cox, 13 June 2020, available online at: https://www.johnsoncitypress.com/living/features/looking-back-in-our-memories-to-landmarks-that-once-stood-proudly-over-johnson-city-but/article_fdf6b12e-ebda-50e3-b886-ff10a4c9db5e.html, included: “Let me present my first landmark. It is at 605 Buffalo Street and Ash Street. My article says: ‘A 65 year-old Buffalo Street building is being demolished to give way to a parking lot for Summers Hardware. Johnson City.’ ‘The building, which the hardware company bought from the city three years prior, had fallen into despair,’ said Hunter Jackson of Summers, The ‘D. Ford Building, built in 1919, over years housed Lockett Brothers Wholesale Grocery, a Honey Krust Bakery, a warehouse for Sears, Roebuck & Co. and a city storage facility. It was in too bad a state of repair when we got it,’ said Jackson. He said Buffalo was a ‘major artery’ during the building’s heyday, when you used to drive up here and smell baking bread.”

³⁵ Tennessee: A History, 1673 – 1932, Volume 4, by Philip May Hamer, 1933, page 710, available online at: <https://books.google.com/books/about/Tennessee.html?id=ao7Tn7iM3G4C>.

³⁶ Manufacturers Record, 8 December 1927 (Volume XCII, No. 23), page 100, available online at: <https://books.google.com/books?id=rjGDIvhx-jgC>.

³⁷ Manufacturers Record, 29 December 1927 (Volume XCII, No. 26), page 74, available online at: <https://books.google.com/books?id=rjGDIvhx-jgC>.

³⁸ The Buffalo, Milligan College, 1928, unpaginated, available online at: <https://mcstor.library.milligan.edu/bitstream/handle/11558/4404/buffalo1928buff.pdf?sequence=1&isAllowed=y>.

³⁹ The Chalk Line, ETSU Yearbook, 28 August 1930, page 41, available online at: <https://dc.etsu.edu/cgi/viewcontent.cgi?article=1012&context=yearbooks>.

⁴⁰ The Buffalo, Milligan College, 1930, unpaginated, available online at: <https://mcstor.library.milligan.edu/bitstream/handle/11558/4406/buffalo1930buff.pdf?sequence=1&isAllowed=y>.

⁴¹ Kingsport Times, 26 February 1933, available online at: <https://www.newspapers.com/article/kingsport-times-ross/1256996/>.

⁴² Kingsport Times, 24 September 1949, available online at: <https://www.newspapers.com/article/kingsport-times-news-claude-lefever-reco/27585286/>.

⁴³ “Throwback photo gallery: Johnson City in the 1950s,” Johnson City Press, available online at: https://www.johnsoncitypress.com/throwback-photo-gallery-johnson-city-in-the-1950s/collection_3e8b2036-8d53-5d03-acfb-5372fd1118b2.html.

⁴⁴ Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1st, 1922 to December 31st, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.

⁴⁵ Third Annual Report, Department of Labor, State of Tennessee, 25 February 1926, page 68, available online at:

<https://hdl.handle.net/2027/umn.31951d03021441k>. The 1923 edition of this report is available online, but only contains a summary of the data at the county level. The author did not find a copy of the 1924 edition of this report online.

⁴⁶ Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.

⁴⁷ Eighth Annual Report, Department of Labor, State of Tennessee, 1930, pages 194 – 195, available online at: <https://hdl.handle.net/2027/uc1.b2991544>.

⁴⁸ Annual Report of the Department of Labor for the Year 1933, State of Tennessee, page 128, available online at: <https://hdl.handle.net/2027/uc1.b2991545>. The author did not find copies of the 1931 and 1932 editions of this report online.

⁴⁹ “In the Matter of Campbell Taggart Associated Bakeries, Inc., Consent Order, Opinions, Etc., in Regard to the Alleged Violation of Sec. 7 of the Clayton Act and the Federal Trade Commission Act, Docket 7938. Complaint, June 14, 1960 – Decision, Apr. 7, 1967,” in Federal Trade Commission Decisions; Findings, Opinions, and Orders, January 1, 1967, to June 30, 1967, Volume 71, 1970, pages 509, 579, 582, 588 – 589, and 632, available online at: <https://books.google.com/books?id=gh1D-irqh60C>.

⁵⁰ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend, see the Appendix. For map scale, please refer to the link above.

⁵¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend, see the Appendix. For map scale, please refer to the link above.

⁵² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 4, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see the Appendix. For map scale, please refer to the link above.

⁵³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 6, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see the Appendix. For map scale, please refer to the link above.

⁵⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 6, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.

⁵⁵ “Downtown Johnson City (Aerial View),” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19003>.

⁵⁶ “Combine #15 Excursion Car at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17604>.

⁵⁷ 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>.

⁵⁸ “An aerial view of Johnson City, Tennessee,” 19 April 1941, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15551, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2>.

⁵⁹ “An aerial view of Johnson City, Tennessee,” 1 March 1947, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/173>.

⁶⁰ “Bristol, Tenn-Va Collectible Bottles & History,” available online at: <https://tennevaguy.tripod.com/id26.html>. See also “Johnson’s depot,” available online at: <http://www.stateoffranklin.net/johnsons/attic/attic.htm>.

⁶¹ “E. TN Saloon Owners,” available online at: <https://tennevaguy.tripod.com/id62.html>, includes the following with respect to saloon owners in Johnson City: Robert Beasley – 1891, Templeton & Carson – 1891, J.M. Smith – 1891, W.O. Phillips – 1891, Phillips & Waters, Big Spring Saloon, C.K. Rowan – 1891, Hugh O’Boyle – 1891, J.C. & J.B. Bacon – 1891.

⁶² Image from “New South Brewery and Ice Company,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/14726>. Also at “Delivery wagon and men,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/341>. The caption is from “Bristol, Tenn-Va Collectible Bottles & History,” available online at: <https://tennevaguy.tripod.com/id26.html>, which read in full: “Cold Storage Depot, c. 1906. M.R. Miller, Agent for The New South Brewery & Ice Co. of Middleboro KY, was located on Legion St., Johnson City, Tenn.” The claim that this photograph was taken c. 1906 seems unlikely, given that Johnson City went “dry” in 1903. It seems most likely to have been taken in 1901, when the building was built. Also, the claim that this building was on Legion Street is not supported by the available information.

⁶³ *American Brewers’ Review*, 20 September 1901 (Volume XV, no. 3), page 98, available online at: <https://books.google.com/books?id=nCDkzfbiKj8C>.

⁶⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, images 2 and 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend, see the Appendix. For map scale, please refer to the link above.

⁶⁵ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, images 2 and 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend, see the Appendix. For map scale, please refer to the link above.

⁶⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, images 3 and 4, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see the Appendix. For map scale, please refer to the link above.

⁶⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, images 5 and 6, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see the Appendix. For map scale, please refer to the link above.

⁶⁸ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, images 5 and 6, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.

⁶⁹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 18 and 19, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.

⁷⁰ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend, see the Appendix. For map scale, please refer to the link above.

⁷¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend, see the Appendix. For map scale, please refer to the link above.

⁷² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 4, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see the Appendix. For map scale, please refer to the link above.

⁷³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 6, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see the Appendix. For map scale, please refer to the link above.

⁷⁴ “Farmers Saloon, Downtown Johnson City, Tenn., c. 1920,” James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, accessed August 11, 2023, <https://archivesofappalachia.omeka.net/items/show/836>.

⁷⁵ “Cows on Railroad Tracks, Boxcar in Background,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/20662>.

⁷⁶ “An aerial view of Johnson City, Tennessee,” 1 March 1947, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/173>.

⁷⁷ Johnson City Comet, 1 October 1891, included: “Sheriff’s Sale. – Watauga Bank vs. L.H.P. Lusk and Jno. Sanders. By virtue of a vendi exponas issued by S.H.L. Cooper, Clerk of the law court for Washington County, Tenn., at Johnson City. By order of said court, dated October 14, 1891, I will, on Saturday, November 21, 1891, at the court house door in Johnson City, offer for sale to the highest bidder, for cash in hand, all the right, title, claim and interest that L.H.P. Lusk has in and to the following real estate lying in Johnson City, to-wit: One lot fronting 25 feet on Spring street and running back of even width 100 feet to the land of L.H.P. Lusk, and bounded as follows: North by A.P. Henderson, east by Spring Street; south, by vacant lot, west by L.H.P. Lusk; to satisfy a judgment that the Watauga Bank recovered against him and Jno. Sanders... This 20th day of October, 1891. J.I. Hawkins, Sheriff...”

⁷⁸ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 13 and 19, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.

⁷⁹ “Delivery Trucks, Miller Brothers Lumber and Building Materials,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12182>.

⁸⁰ “Roofed with Gal-va-nite 350 Squares Miller Bros Co.,” Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/2243>.

⁸¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see the Appendix. For map scale, please refer to the link above.

⁸² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 3, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see the Appendix. For map scale, please refer to the link above.

⁸³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 13, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see the Appendix. For map scale, please refer to the link above.

⁸⁴ “Johnson City Coal, Ice and Cream Company,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11682>. This structure will be addressed in a later document.

⁸⁵ “Exterior View, Miller Brothers Lumber and Building Materials,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12181>.

⁸⁶ “An aerial view of Johnson City, Tennessee,” 1 March 1947, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, Box 15, File 135, 15598, Tennessee State Library and Archives, Tennessee Virtual Archive, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039>.

⁸⁷ “An aerial view of Johnson City, Tennessee,” 1 March 1947, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, Box 15, File 135, 15598, Tennessee State Library and Archives, Tennessee Virtual Archive, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039>.

⁸⁸ Johnson City, by Sonya A. Haskins, 2005, page 91.

⁸⁹ Bureau of Workshop and Factory Inspection, Eighth Annual Report, January 1st, 1920 to December 31st, 1920, State of Tennessee, pages 38 – 39, available online at: <https://hdl.handle.net/2027/uc1.b3030568>.

⁹⁰ Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1st, 1922 to December 31st, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.

⁹¹ Third Annual Report, Department of Labor, State of Tennessee, 25 February 1926, page 68, available online at: <https://hdl.handle.net/2027/umn.31951d03021441k>. The 1923 edition of this report is available online, but only contains a summary of the data at the county level. The author did not find a copy of the 1924 edition of this report online.

⁹² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 1, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend, see Appendix. For map scale, please refer to the link above.

⁹³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 1, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend, see Appendix. For map scale, please refer to the link above.

⁹⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 1, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at:

http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see Appendix. For map scale, please refer to the link above.

⁹⁵ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 1, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see Appendix. For map scale, please refer to the link above.

⁹⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 1, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix. For map scale, please refer to the link above.

⁹⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 1, U.S. Library of Congress Geography and Map Division, Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see Appendix. For map scale, please refer to the link above.