

A Draft Documentary History of  
Industries along the E.T. & W.N.C. and Clinchfield Railroads through Johnson City

Part 3:  
From Division Street to the E.T.V. & G. Railroad/Southern Railway and from  
East Main Street to Jobe Street, 1868 – 1946

By William C. Schneck, Jr. (As of 29 May 2024)

1. Introduction

This is a draft documentary history of the businesses located by the E.T. & W.N.C. and South & Western/Clinchfield railroads and located between Division Street and the E.T.V. & G. Railroad/Southern Railway (east to west) and between Main Street and Jobe Street (north to south). At present, I am planning to produce a total of six 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.

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 Johnny Graybeal for graciously allowing me to quote extensively from his great works on the E.T. & W.N.C. I also wish to thank Chris Ford for his assistance and encouragement to bring this document into a presentable state.

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Map 1. Downtown Johnson City, c. 1915.<sup>1</sup>

2. Properties Between  
Buffalo Street and the E.T.V. & G. Railroad/Southern Railway (East to West) and  
Between East Main and Jobe Streets (North to South):

ET&WNC Depots and Nearby Railroad Facilities, 1868 – 1946  
Served by the E.T. & W.N.C., the Clinchfield, and the Southern (including their predecessors)

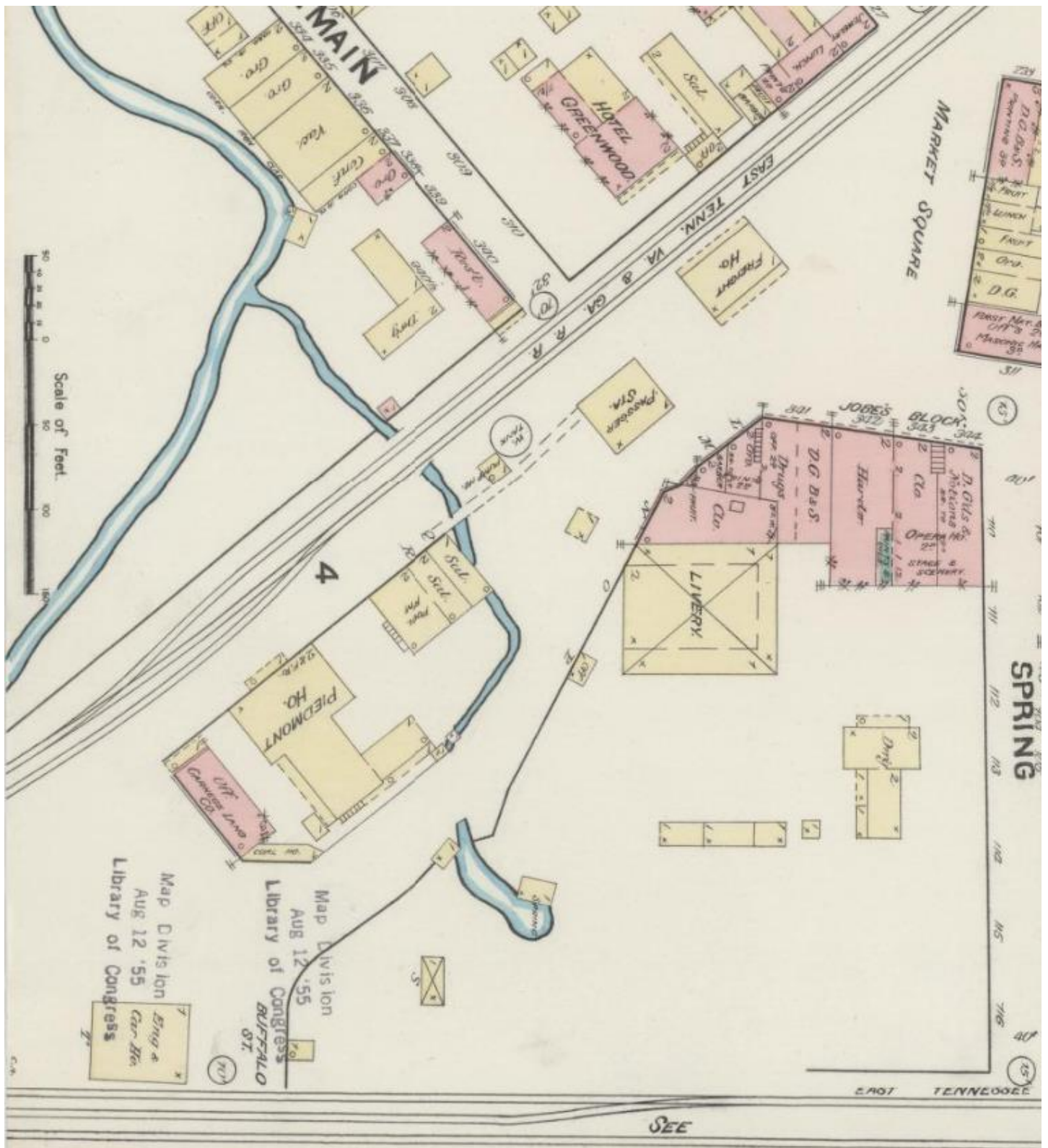


2.1. ET&WNC Depots and Nearby Railroad Facilities, 1868 – 1946  
(Maps and Figures)

Maps from January 1891

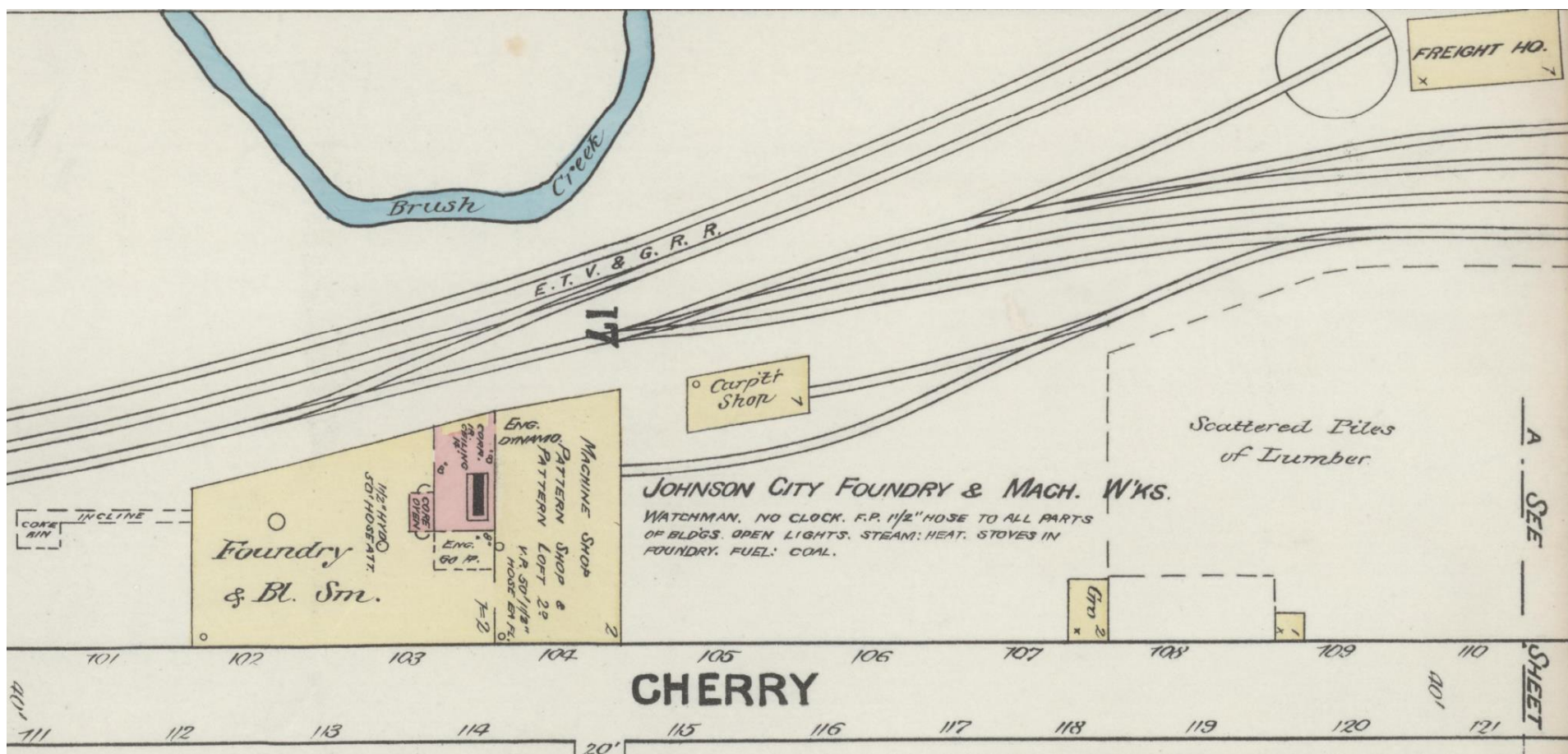


Map 2. A composite map of the area bounded by South Roan Street and the E.T.V. & G. Railroad (from east to west) and East Market Street to Cherry Street (from north to south), which depicts the buildings along the four (or five) track wide railroad yard of the E.T. & W.N.C. in January 1891.<sup>2</sup>

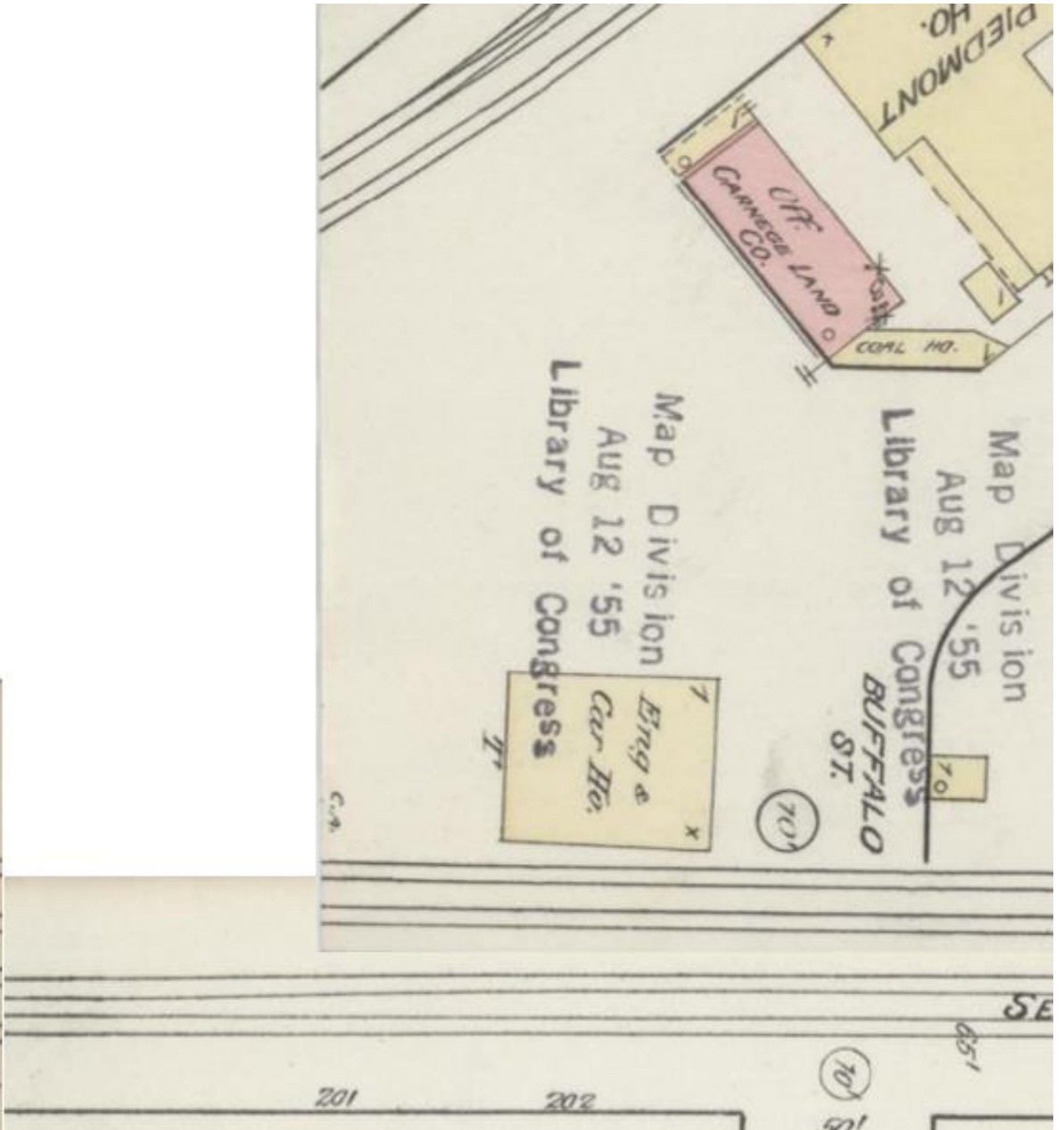
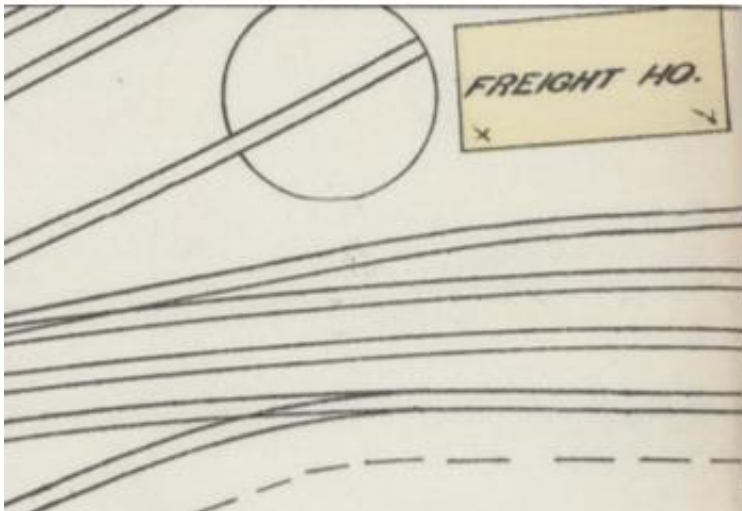


Map 3. A map depicting the buildings near the junction of the E.T.V. & G. and E.T. & W.N.C. railroads in January 1891. Note the E.T. & W.N.C. “Eng & Car Ho.” in the lower left of the map, which indicates that it was about 45’ x 60’.<sup>3</sup> A map in Johnny Graybeal’s book *The Railroads of Johnson City*, shows two tracks entering this building from the west.<sup>4</sup> Perhaps also of interest, note the water tank and the freight and passenger stations of the East Tennessee, Virginia & Georgia Railroad near the top of this image. This map indicates that the E.T. V. & G. water tank had a diameter of about 25 feet.



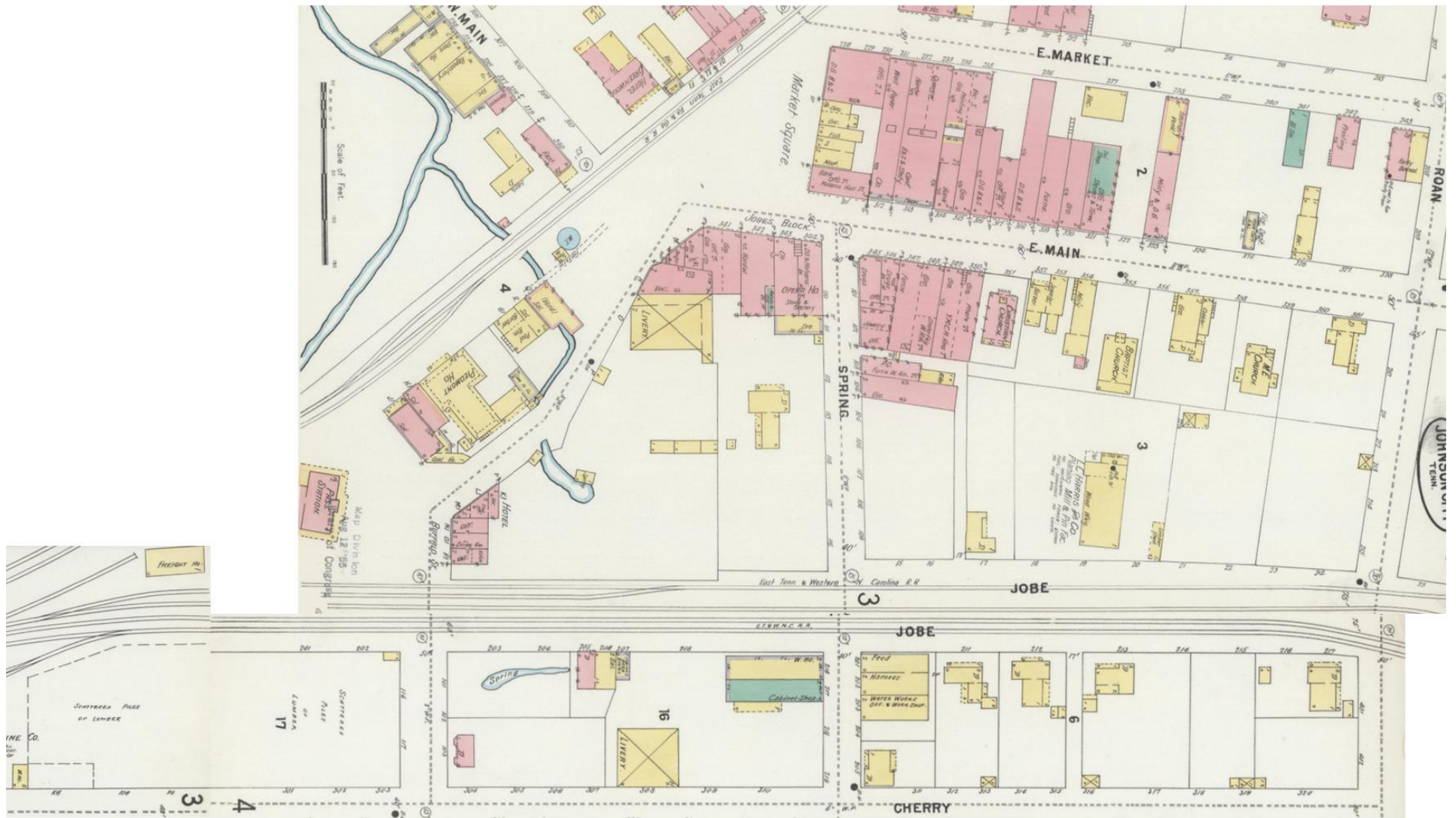


Map 4. A map showing the relationship of the Johnson City Foundry & Machine Works (lower left), with the turntable and freight house of the E.T. & W.N.C. (top right) in January 1891. Note that the turntable appears to have a diameter of about 50 feet and the “Freight Ho.” appears to measure about 65’ x 30’.<sup>5</sup> On 21 May 1891, the Johnson City Comet included: “The old depot had to be moved and let down on new pillars some seventy feet from the old place...” Historian Johnny Graybeal wrote: “In 1891, the... ET&WNC depot became a freight house...”<sup>6</sup>



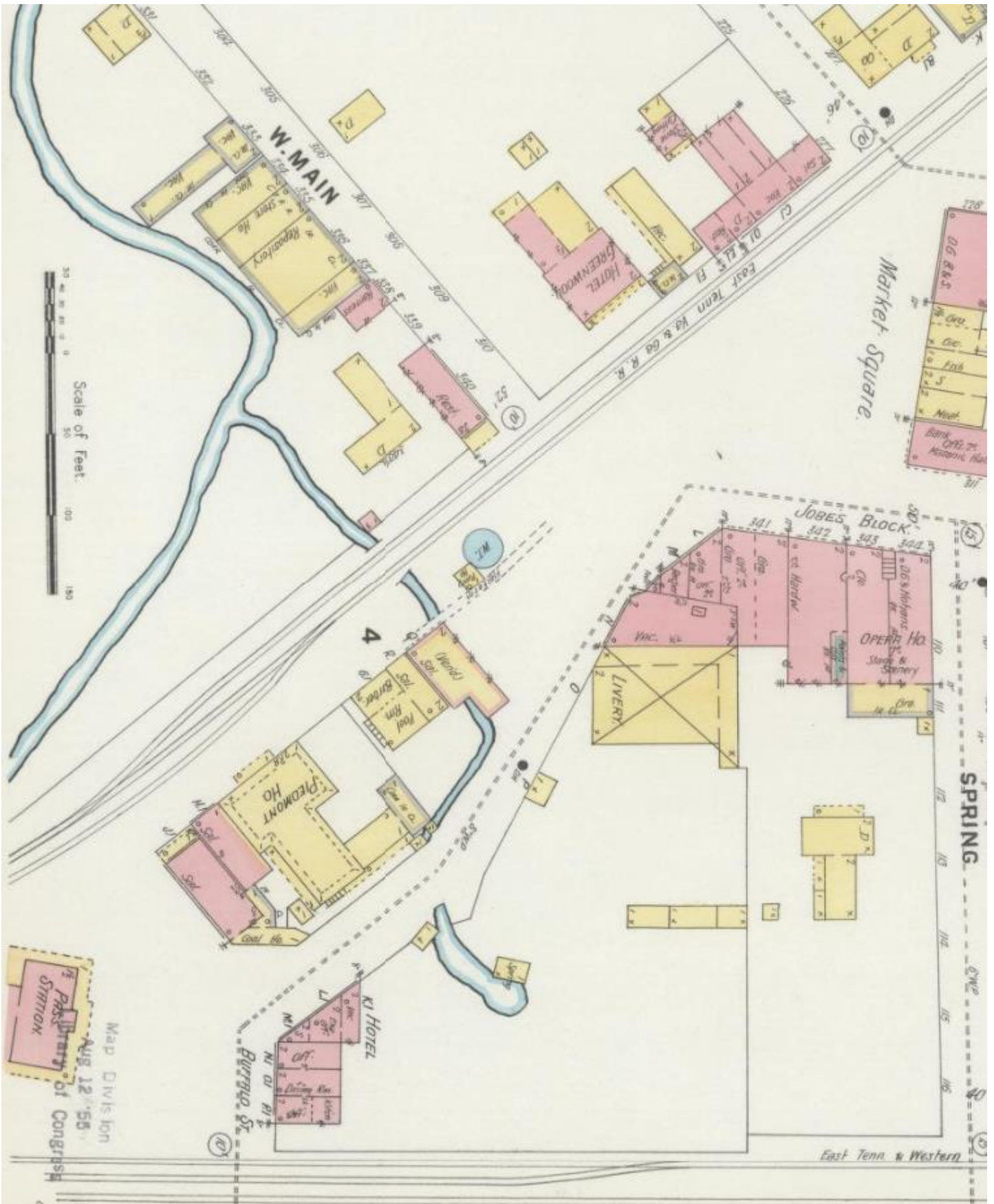
Map 5. A composite map of the depicting the E.T. & W.N.C. turntable, “Freight Ho.” and “Eng & Car Ho.” in January 1891. The turntable and Engine House were both removed later in 1891.<sup>7</sup>

Maps from May 1897

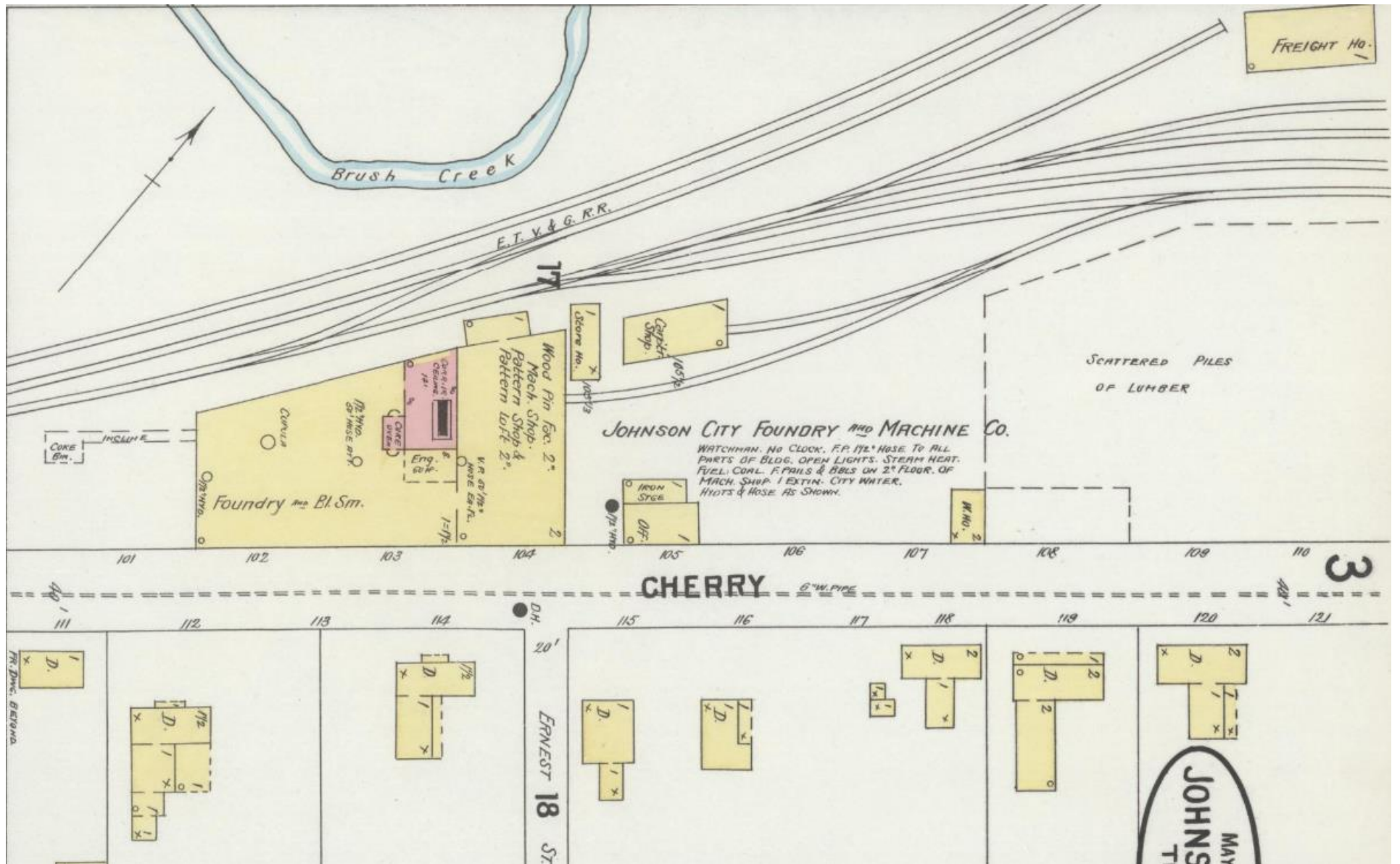


Map 6. A composite map of the area bounded by South Roan Street and the E.T.V. & G. Railroad (from east to west) and East Market Street to Cherry Street (from north to south), which depicts the buildings along the four (or five) track wide railroad yard of the E.T. & W.N.C. in May 1897. Note, that the “Eng & Car Ho.” And turntable depicted on the January 1891 map have been removed.<sup>8</sup>



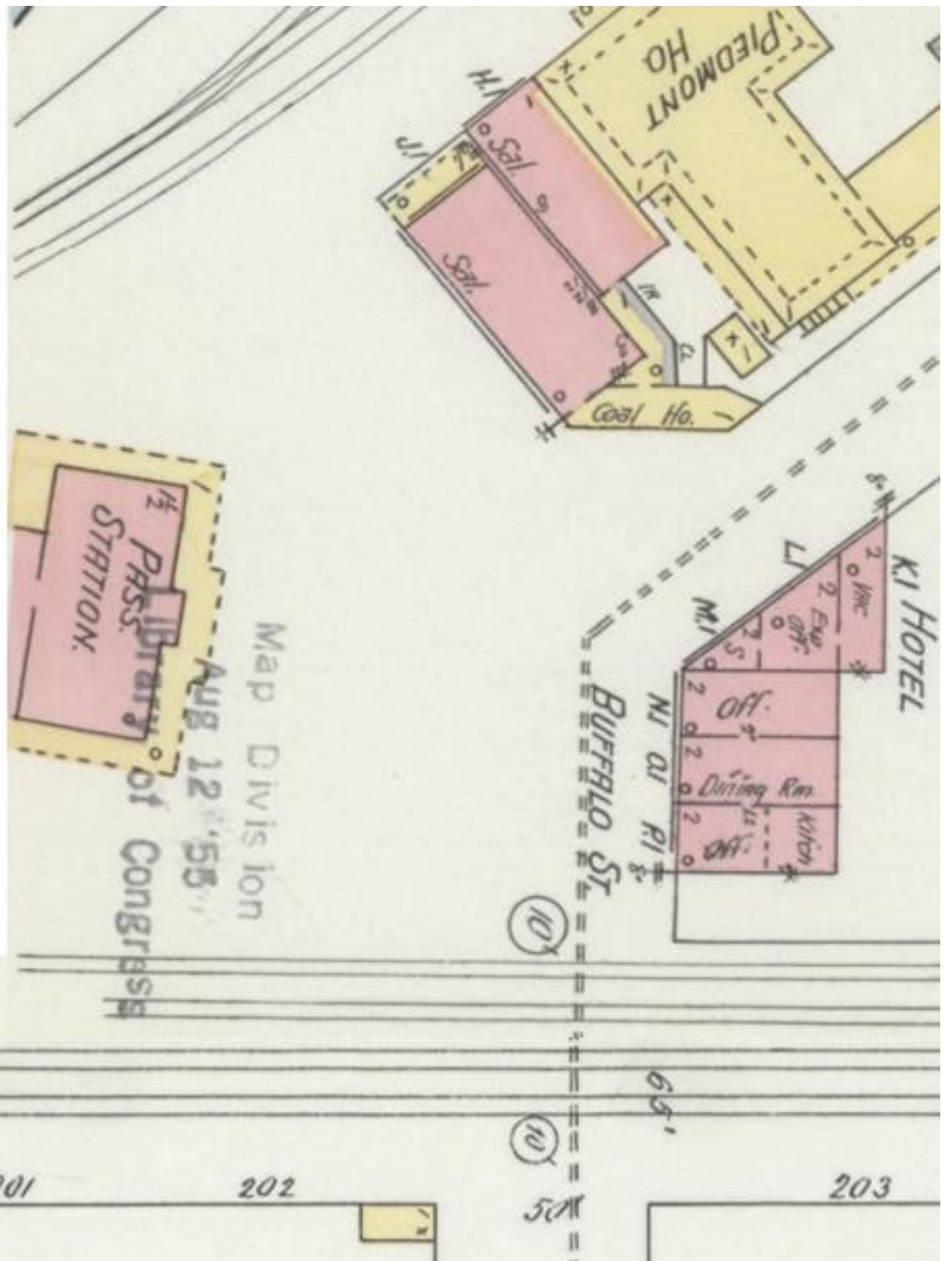
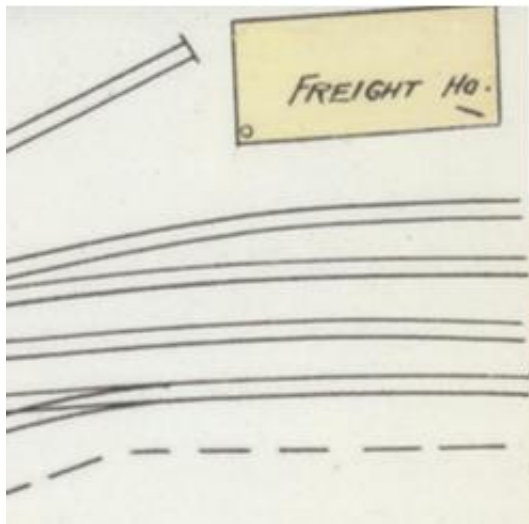


Map 7. A map depicting the buildings near the junction of the E.T.V. & G. and E.T. & W.N.C. railroads in May 1897. Note the angle of the union “Pass. Station” in the lower left of the map.<sup>9</sup>



Map 8. A map showing the relationship of the Johnson City Foundry & Machine Works, with the “Freight Ho.” of the E.T. & W.N.C. (top right) in May 1897. Note that the turntable, depicted on the 1891 map, has been removed.<sup>10</sup>





Map 9. A composite map of the depicting the E.T. & W.N.C. "Freight Ho." and the union "Pass. Station" in May 1897.

Maps from April 1903

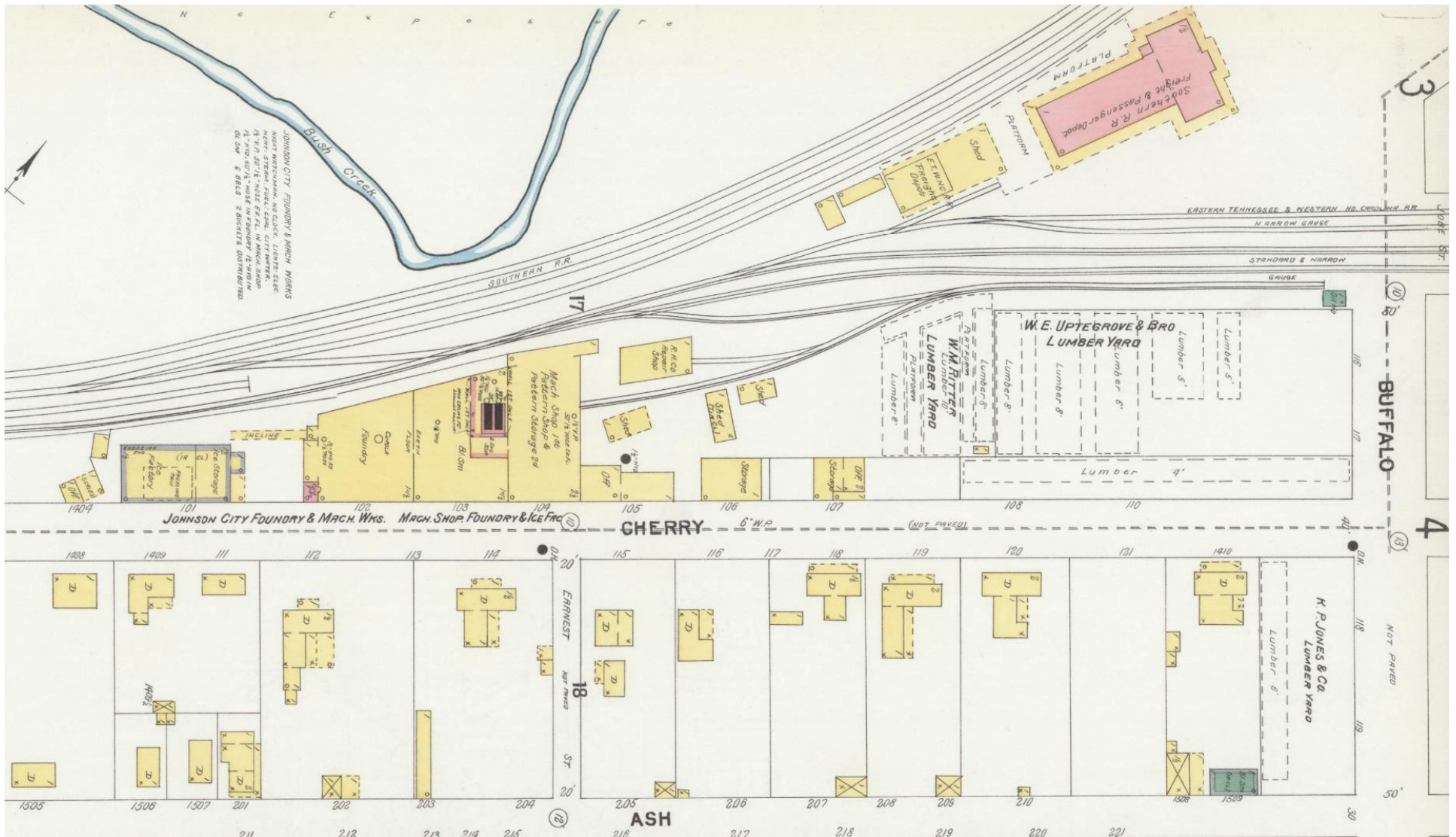


Map 10. A composite map of the area bounded by South Roan Street and the Southern Railway (from east to west) and East Market Street to Cherry Street (from north to south), which depicts the buildings along the four (or five) track wide railroad yard of the E.T. & W.N.C. in April 1903. Note that the union passenger station has been turned relative to the position it occupied in the 1897 map.<sup>11</sup>



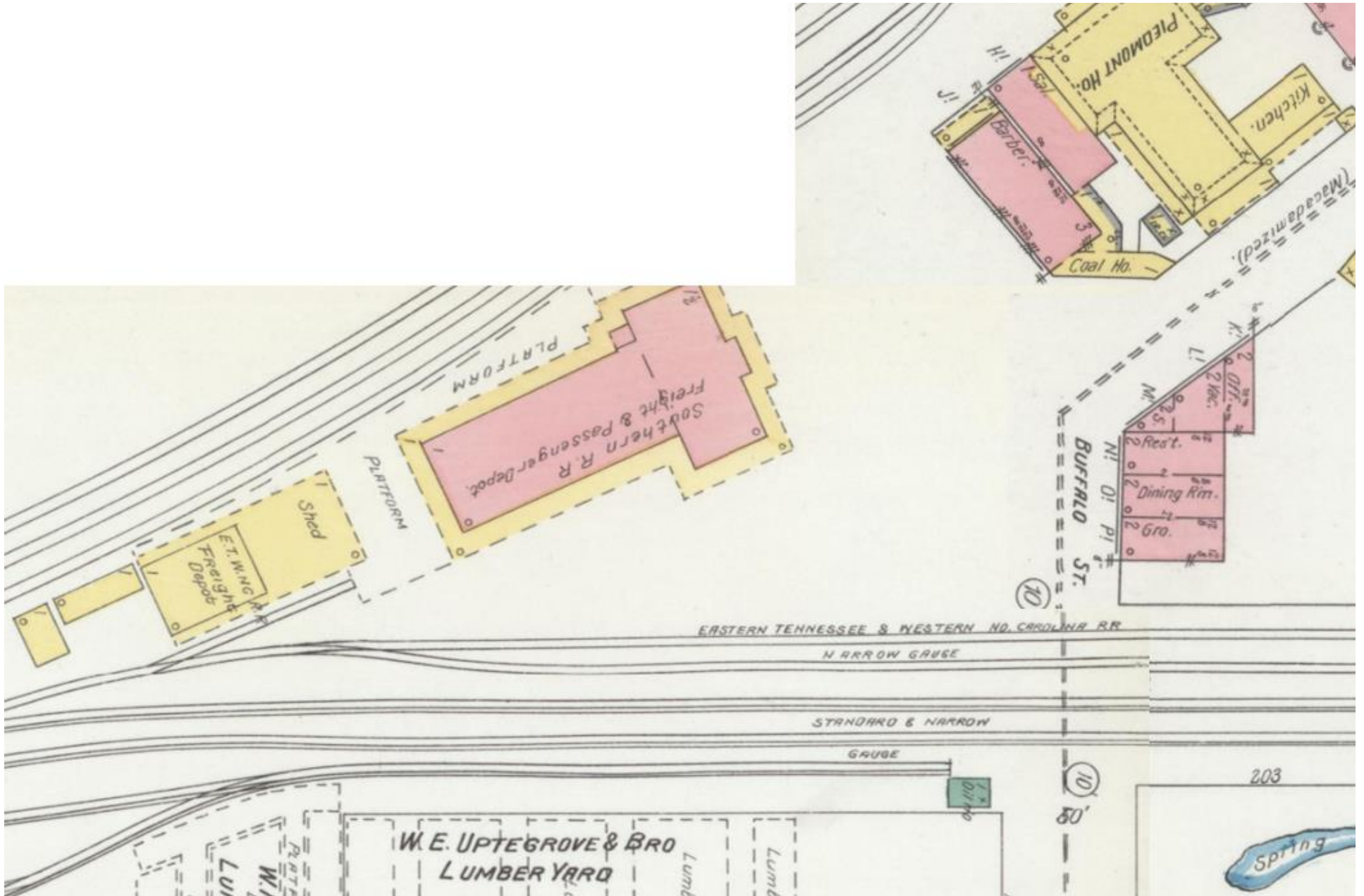


Map 11. A map depicting the buildings near the junction of the Southern and E.T. & W.N.C. railroads in April 1903. Note the angle of the union "Pass. Station" in the lower left of the map.<sup>12</sup>



Map 12. A map showing the relationship of the Johnson City Foundry & Machine Works, with the “Southern R.R. Freight & Passenger Depot” and the “E.T.W.N.C. R.R. Freight Depot” (upper right) in April 1903. Note that the “E.T.W.N.C. R.R. Freight Depot” appears to measure 80’ x 45’ (including the shed) or 40’ x 25’ (not including the shed). The dimensions of this E.T. & W.N.C. freight depot do not match those of the previous (1897) freight house (the former passenger depot), see Map 4.<sup>13</sup>





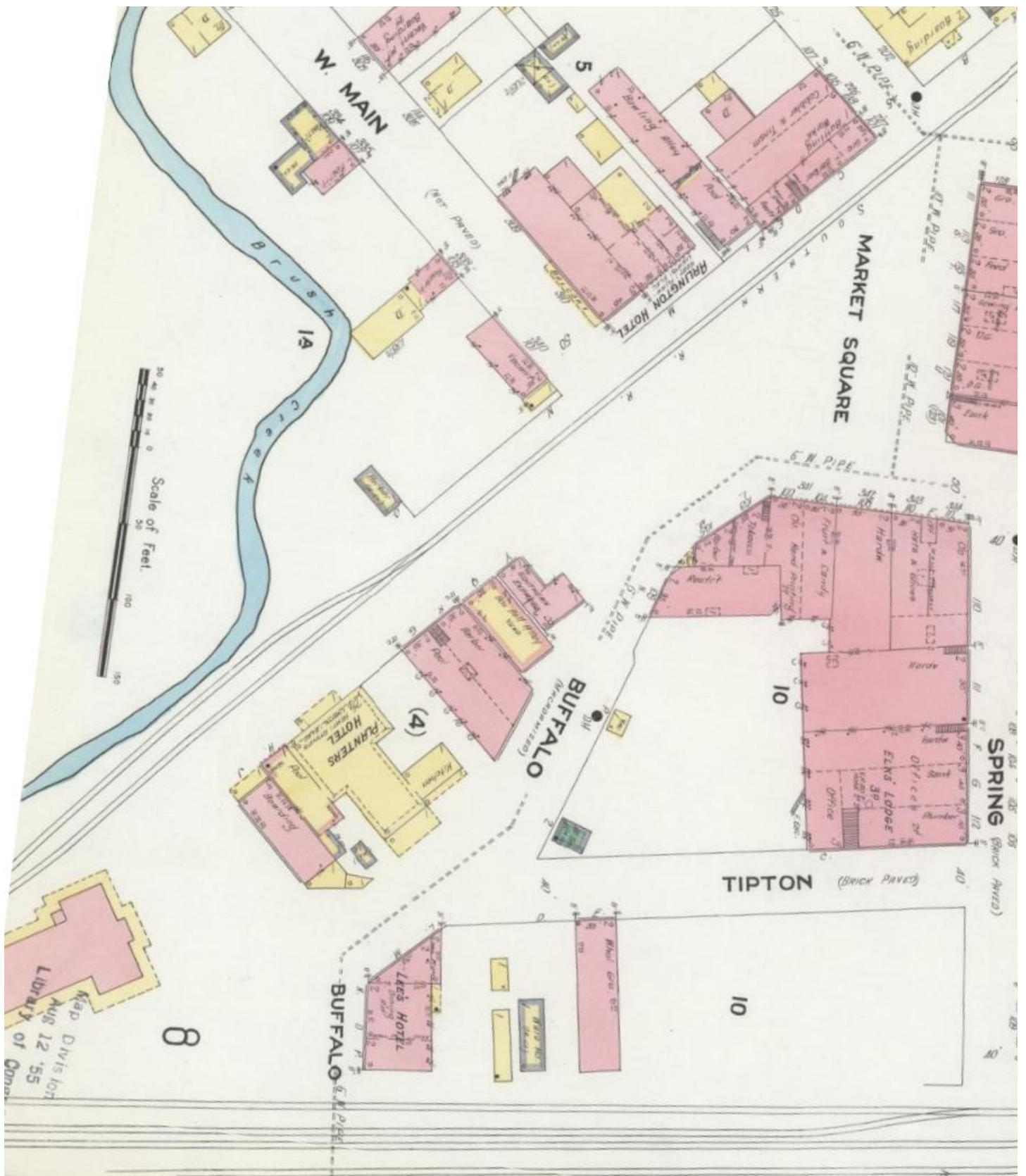
Map 13. A composite map of the depicting the area around the “E.T.W.N.C.R.R. Freight Depot” and the “Southern R.R. Freight & Passenger Depot” in April 1903. Note the small E.T. & W.N.C. “Oil Ho.” on the southwest corner of Jobe and Buffalo streets, it was not included on the 1908 map.



Maps from December 1908

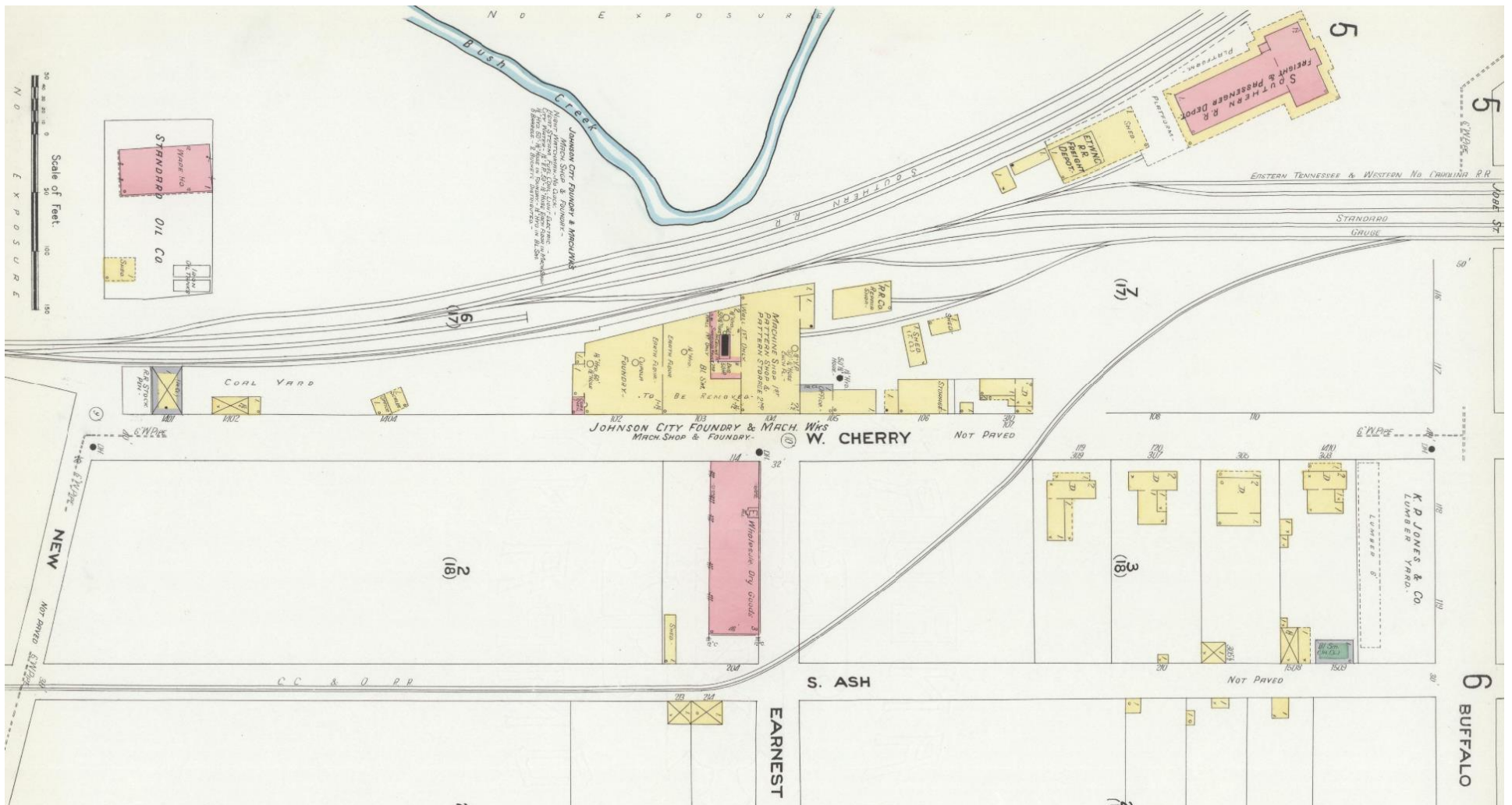


Map 14. A composite map of the area bounded by South Roan Street and the Southern Railway (from east to west) and East Market Street to Cherry Street (from north to south), which depicts the buildings along the four (or five) track wide railroad yard of the E.T. & W.N.C. and Clinchfield railroads in December 1908.<sup>14</sup> Note the track plans depicted on these Sanborn Fire Insurance Company maps do not always agree when placed together.

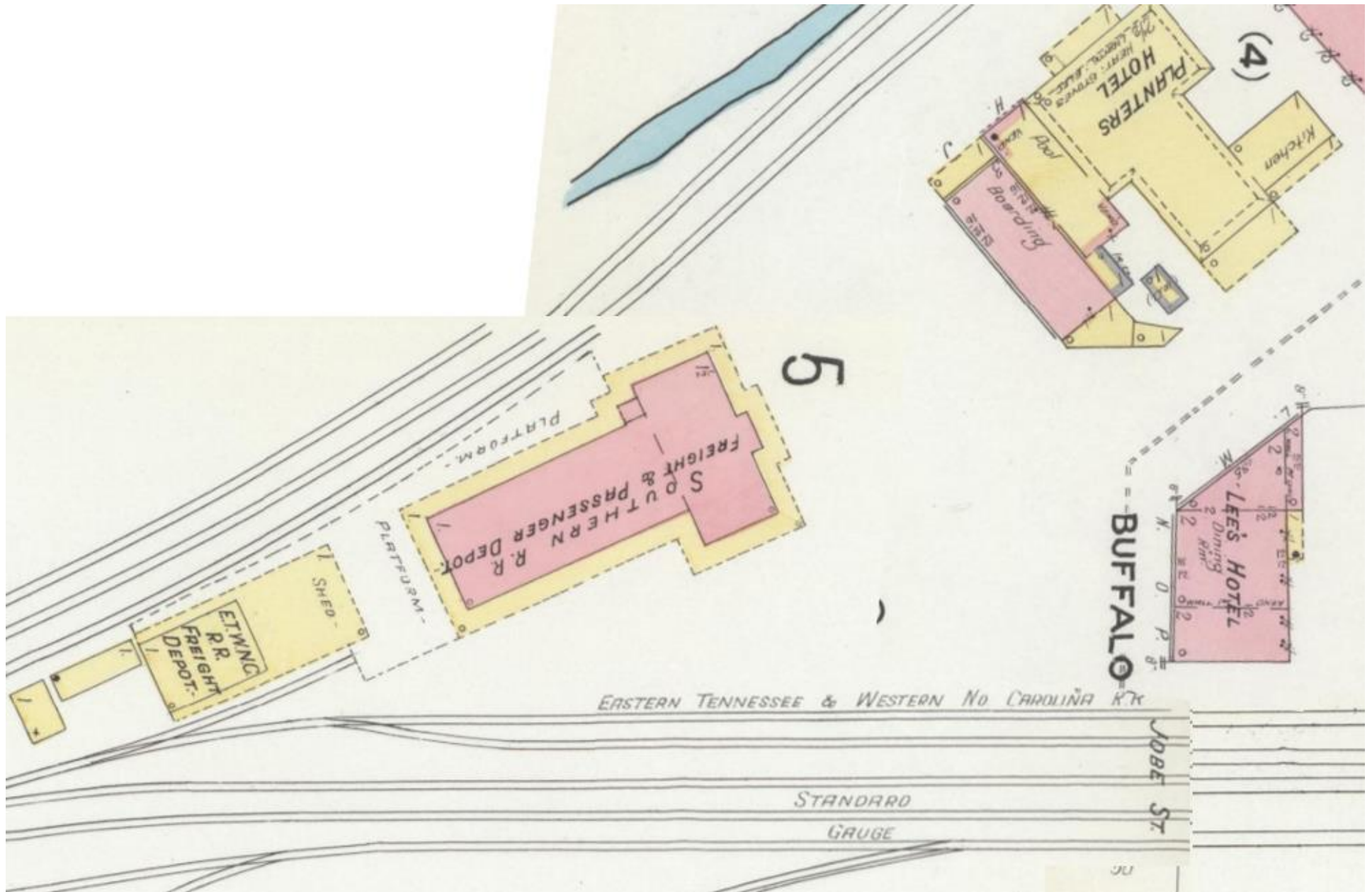


Map 15. A map depicting the buildings near the junction of the Southern and E.T. & W.N.C. railroads in December 1908.<sup>15</sup>





Map 16. A map showing the relationship of the Johnson City Foundry & Machine Works, with the “Southern R.R. Freight & Passenger Depot” and the “E.T.W.N.C. R.R. Freight Depot” (upper right) in December 1908. Note that the Johnson City Foundry & Machine Works is labeled “To Be Removed”.<sup>16</sup>



Map 17. A composite map of the depicting the area around the “E.T.W.N.C.R.R. Freight Depot” and the “Southern R.R. Freight & Passenger Depot” in December 1908.

Maps from July 1913

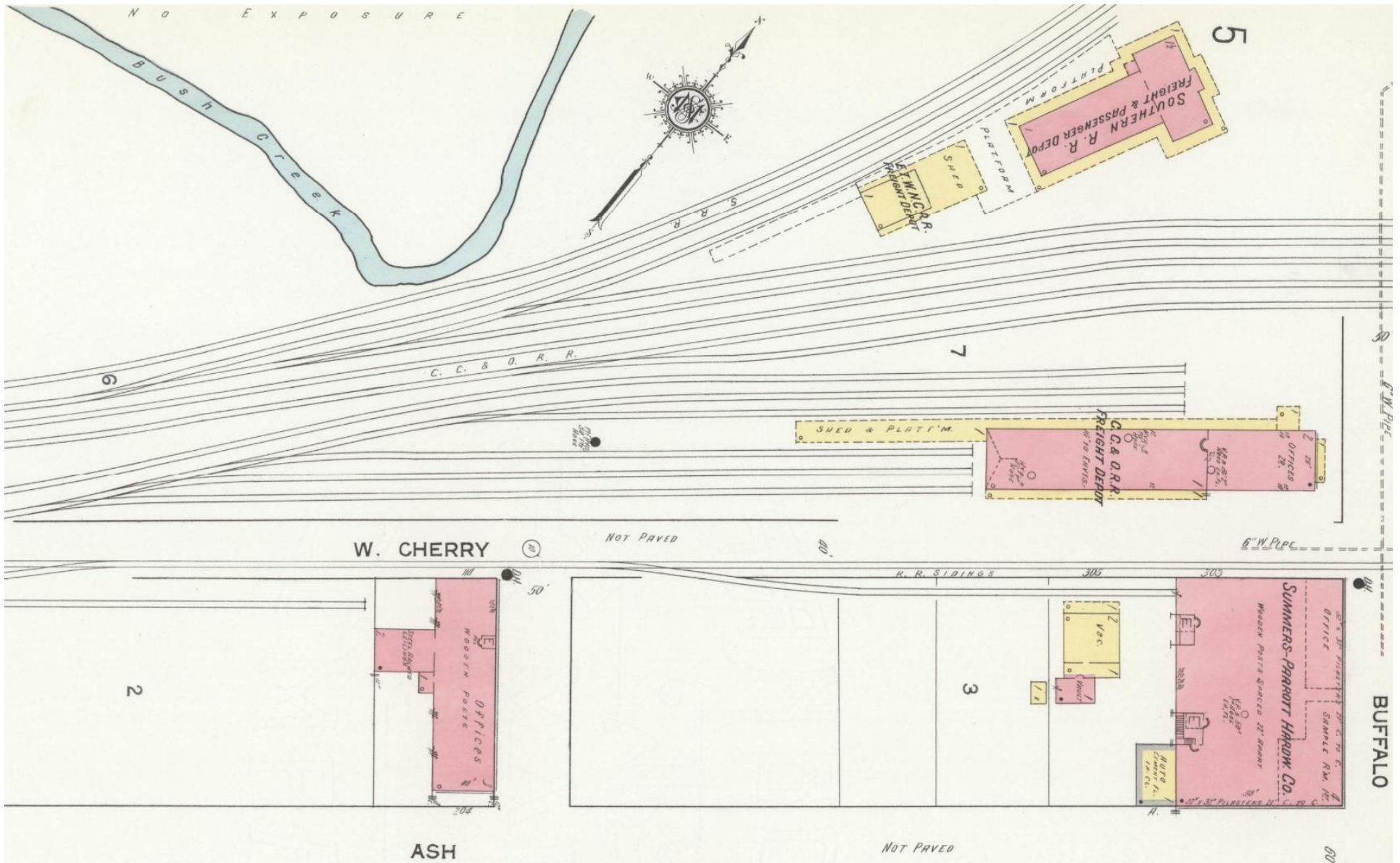




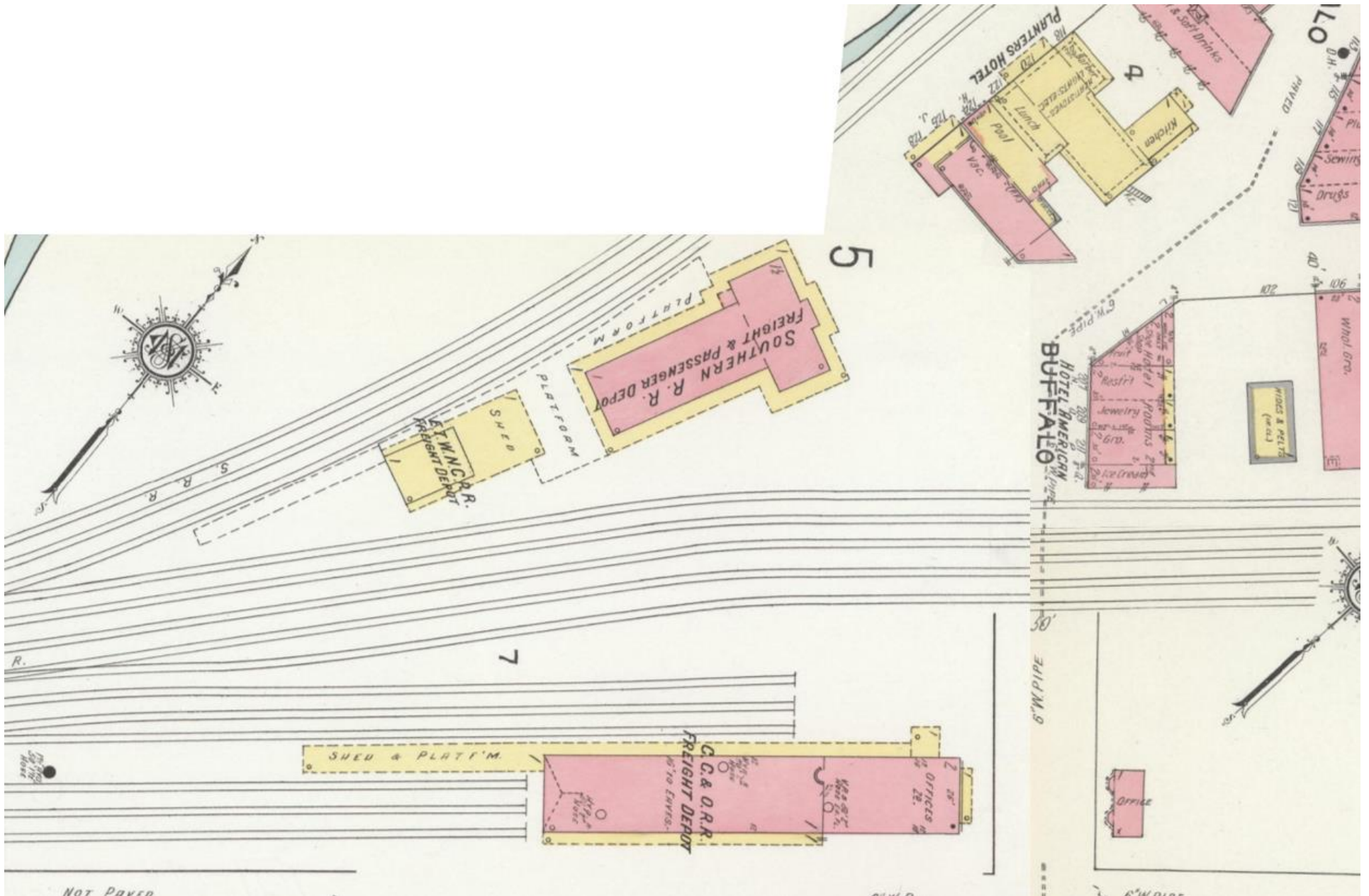


Map 19. A map depicting the buildings near the junction of the Southern and E.T. & W.N.C. railroads in July 1913.<sup>18</sup>





Map 20. A map showing the relationship of the “C.C. & O. Freight Depot”, with the “Southern R.R. Freight & Passenger Depot” and the “E.T.W.N.C. R.R. Freight Depot” (upper right), as well as the Thomas – Love building (lower left) and Summers – Parrott Hardware Company (lower right), in July 1913. Note the five track wide yard of the E.T. & W.N.C. and Clinchfield railroads along Jobe Street on the right of this map.<sup>19</sup>



Map 21. A composite map of the depicting the area around the “E.T.W.N.C.R.R. Freight Depot” and the “Southern R.R. Freight & Passenger Depot” in July 1913.

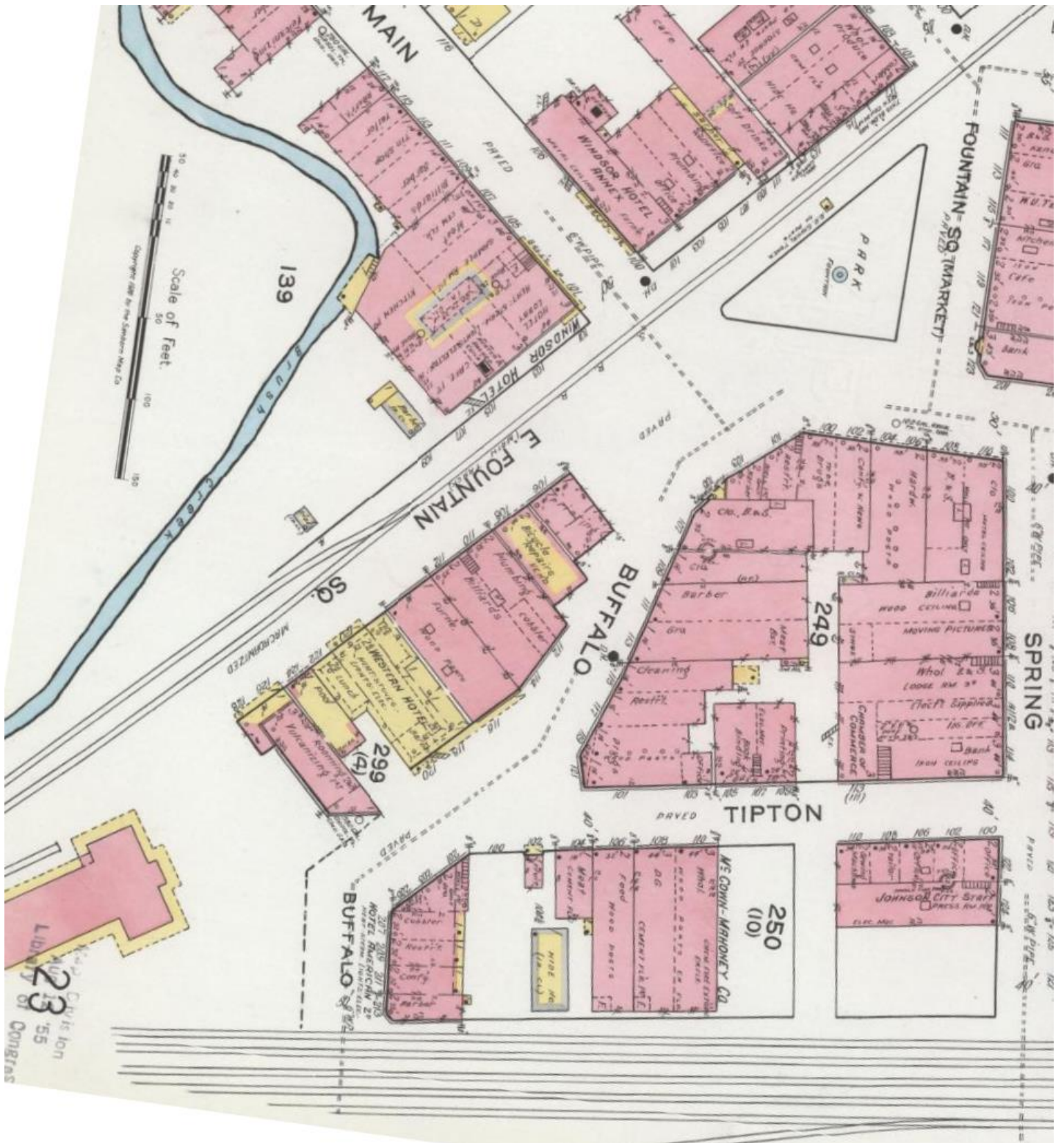
Maps from February 1920



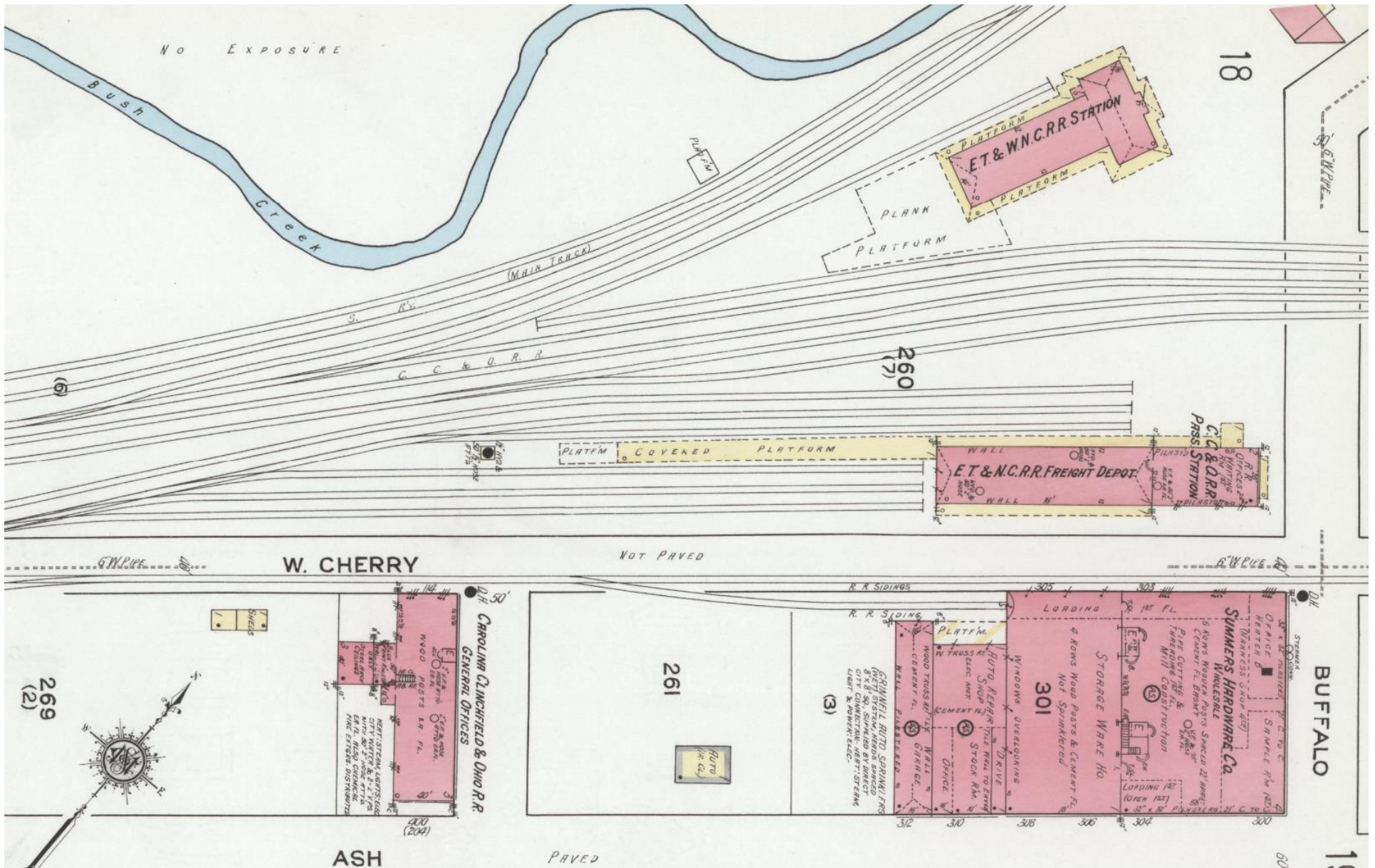


Map 22. A composite map of the area bounded by South Roan Street and the Southern Railway (from east to west) and East Market Street to Cherry Street (from north to south), which depicts the buildings along the five track wide yard of the E.T. & W.N.C. and Clinchfield railroads in February 1920.<sup>20</sup>



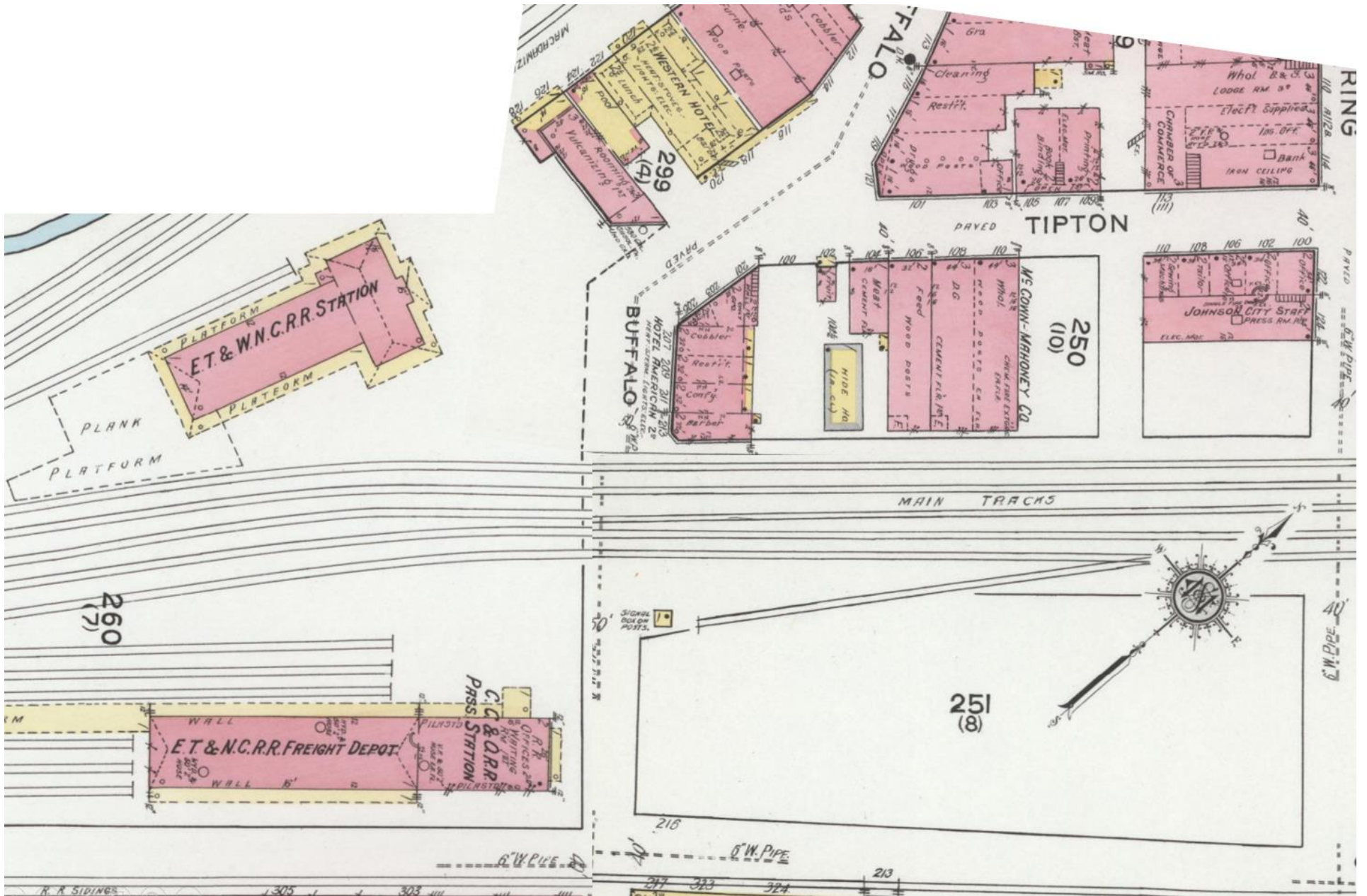


Map 23. A map depicting the buildings near the junction of the Southern and E.T. & W.N.C. railroads in February 1920.<sup>21</sup>



Map 24. A map showing the relationship of the “C.C. & O. Pass. Station”/“E.T. & W.N.C. Freight Depot”, with the “E.T. & W.N.C.R.R. Station”, as well as the “General Offices” of the Clinchfield (in the former Thomas – Love building, lower left) and Summers Hardware Company (lower right), in February 1920.<sup>22</sup>





Map 25. A composite map of the depicting the area around the “C.C. & O. Pass. Station”/“E.T. & W.N.C. Freight Depot” and the “E.T. & W.N.C.R.R. Station”, in February 1920.



Figure 1. 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, 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".<sup>23</sup>





Figure 1A. A detail of the E.T. & W.N.C. depot.



Figure 2. The union depot at Johnson City. This photograph was taken from near the tracks of the E.T.V. & G., looking southwest.<sup>24</sup> Reportedly, this photograph was taken in 1891, however, this is inconsistent with the information depicted on the Sanborn Fire Insurance Company maps, which indicate that it was taken no earlier than 1897 to 1903 (see maps 9 and 13), based on the location of the freight depot on the right. Apparently, the building on the left edge of this image was at one time the office of the Carnegie Land Company; later, it was occupied by a saloon, followed by a barbershop.



Figure 2A. A detail. Historian Johnny Graybeal captioned this photograph: “The Johnson City depot is shown here from the perspective of the Southern Railway’s tracks. The wooden platform provides a mud-free route from the building to the cars. Note the original ET&WNC depot in the [right] background, now used as a freight house, for Southern Railway used the freight section of the main building until at least 1910. APA Collection, Archives of Appalachia, ETSU.”<sup>25</sup> This “freight house” measured about 80’ x 45’ (40’ x 25’ not including the “shed”), see Map 12.





Figure 2B. A detail of the freight house.



Figure 3. On the right side of this photograph is a portion of the union passenger station and freight depot. Map 15 indicates that the other buildings (from left to right) in this photograph are the 'Southern Express', "Box Ball Alley" (occupied by the "Star Bottling Works" according to the sign), the next building was occupied by a barbershop (on the left) and a pool hall (on the right), a gap of about 35 feet, and then the "Planters Hotel". Out of sight beyond the hotel are another pool hall and a boarding house. Of note, the "Star Bottling Works" only operated from 1908 to 1909.<sup>26</sup>



Figure 4. The Johnson City union depot, looking south. Note the Clinchfield depot, built in 1909, in the left background. “Today, the depot is home to the White Duck Taco Company and Yee-Haw Brewing. (Frank Tannewitz Jr. collection.)”<sup>27</sup>





Figure 5. “Johnson City Depot”.<sup>28</sup> The bus is marked “E.T.&W.N.C. Motor Transportation Co.” and this photograph appears to include a marginal note that this was Bus #32, which was purchased in May 1933. Also, note the Clinchfield depot and the Summers Hardware building in the left background of the photograph. Historian Johnny Graybeal noted: “the ET&WNC went into the bus business when it formed the ET&WNC Motor Transportation Company in December 1926. The depot became a bus terminal as well as a train station. The following May, the grounds around the depot were paved with concrete.”<sup>29</sup> Consequently, it appears that this photograph dates to May 1933 or later.



Figure 6. "1914 – E.T. & W.N.C.R. Station, Johnson City, Tenn."<sup>30</sup> Note the Love-Thomas building behind the boxcar in the left background. Also note that this building was actually the Johnson City union station until the Southern opened its new passenger station in 1915.



Figure 6A. A detail showing the characteristics of the windows and doors of the depot at this time.





Figure 7. "Early Johnson City Depot"<sup>31</sup>, looking west. Historian Johnny Graybeal captioned this photograph: "Another photo showing the Johnson City depot as a Southern Railway structure. The city sign on the corner of the building is in the SR style. A passenger train from Bristol is shown here waiting for baggage to be unloaded from the combine while hacks wait to haul passengers to their hotel. APA Collection, Archives of Appalachia, ETSU."<sup>32</sup>



Figure 8. “Clinchfield Engine with ET&WNC Depot in the Background, Johnson City, TN”.<sup>33</sup> A southbound passenger train waits at the Clinchfield depot, with what appears to be a 4-6-2 Pacific (P-1 Class) engine at its head. The P-1 Class was retired in 1951. Note that the dual-gauge trackage that remains in place near the E.T. & W.N.C. depot is somewhat overgrown. “In September 1946, the third rail between Johnson City and Elizabethton was removed”, thus, this photograph predates 1946.<sup>34</sup>



Figure 9. "Engine with two Linville River Railway Coaches at Johnson City; note front of bus at right of photo in front of station". Also note that this photograph is dated 1930.<sup>35</sup>





Figure 9A. A detail of the freight section of the E.T. & W.N.C. depot. Historian Johnny Graybeal noted: “In November [1927], a basement was excavated under the freight area 18’ x 24’ x 7’, and a hot water and heating system installed. By this time, the Transportation Company was also expanding into the trucking business. The freight portion of the depot was enlarged in December 1927 by the construction of a large brick addition and turned into a shipping point for trucks. A gasoline storage tank was installed to provide fuel for truck and buses, and the concrete paving was expanded even further.”<sup>36</sup>

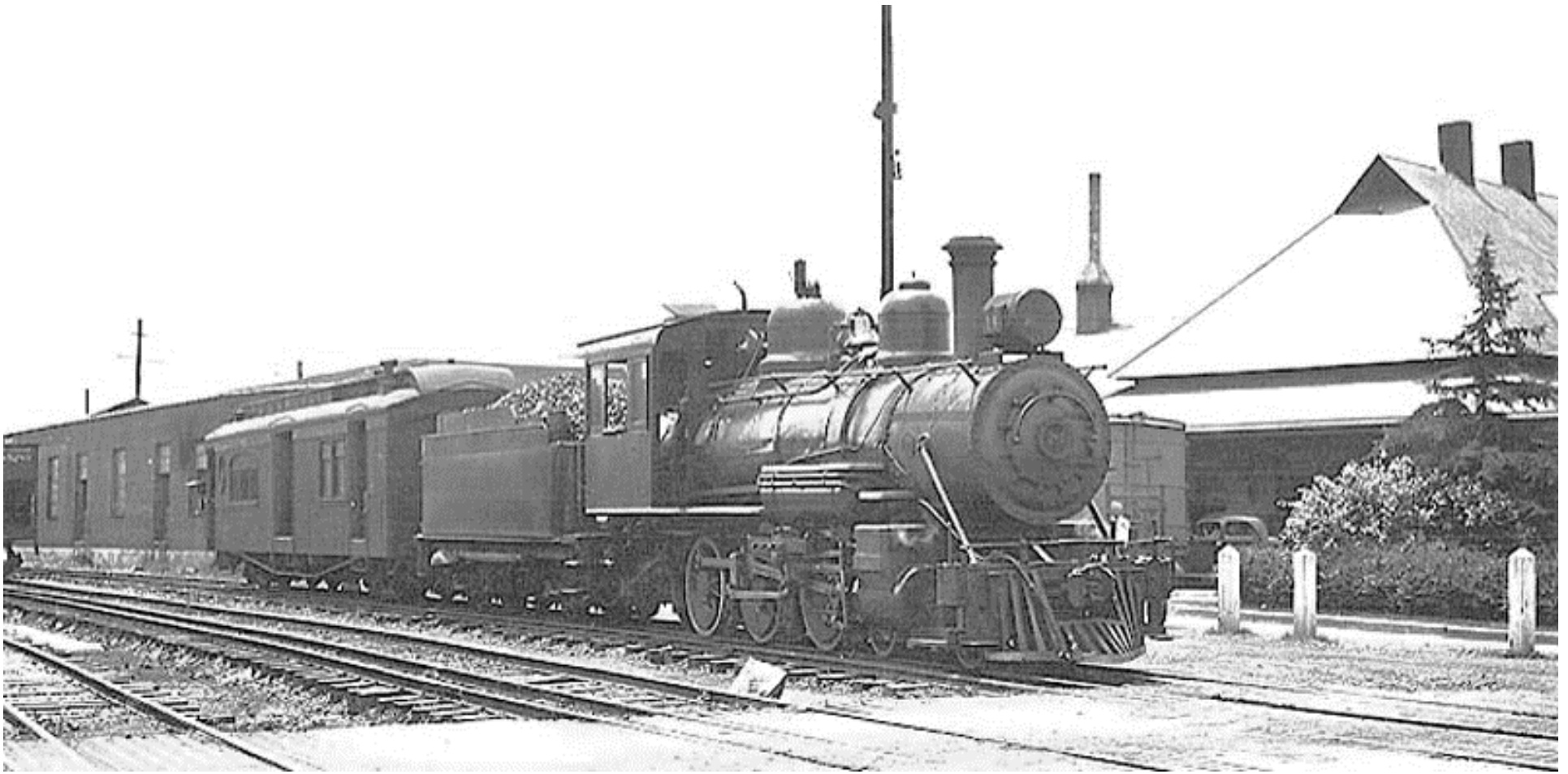


Figure 10. “Another shot of the daily train at Johnson City. When the train would come into Johnson City from Elizabethton, they would ‘run the wye’ track out by the shop and turn the whole train around. It would then back into the depot across Roan, Spring, and Buffalo Streets. The cars could be swept out and if any attention needed to be paid to the locomotive it could be cut off and taken back down to Legion Street for service.” This photograph was dated to the 1930s.<sup>37</sup> Note that this photograph appears to have been taken after the one above (Figure 9), but before the one below (Figure 11).



Figure 10A. A detail of the freight section of the E.T. & W.N.C. depot.





Figure 11. "Engine #11 at Johnson City Depot, morning mail train".<sup>38</sup>



Figure 11A. A detail of the freight section of the E.T. & W.N.C. depot with an E.T. & W.N.C. tractor-trailer on the left.



Figure 11B. A partial detail of the south side of the station, which has a sign reading “Bus Station”.





Figure 12. “Roller (side view), [E.T. & W.N.C.] digger in background at Johnson City, making street repairs after 3<sup>rd</sup> rail removed,”<sup>39</sup> “In September 1946, the third rail between Johnson City and Elizabethton was removed.”<sup>40</sup> Also note the ET&WNC tracked shovel behind the roller, as well as the crossing signal and the Free Service Tire Company building on the right of this photograph.



Figure 12A. A detail of the E.T. & W.N.C. depot. The sign on the depot reads: "Bus Terminal".



Figure 13. “Roller... at Johnson City – making street repairs to Buffalo Street after 3<sup>rd</sup> rail removal”.<sup>41</sup> “In September 1946, the third rail between Johnson City and Elizabethton was removed.”<sup>42</sup> Also note the E.T. & W.N.C. “digger” behind the roller.





Figure 14. “Roller (front view) at Johnson City making repairs to Buffalo Street after 3<sup>rd</sup> rail removal”.<sup>43</sup>



Figure 14A. A detail with the E.T. & W.N.C. Freight depot in the middle background and E.T. & W.N.C. trailers in the left background.

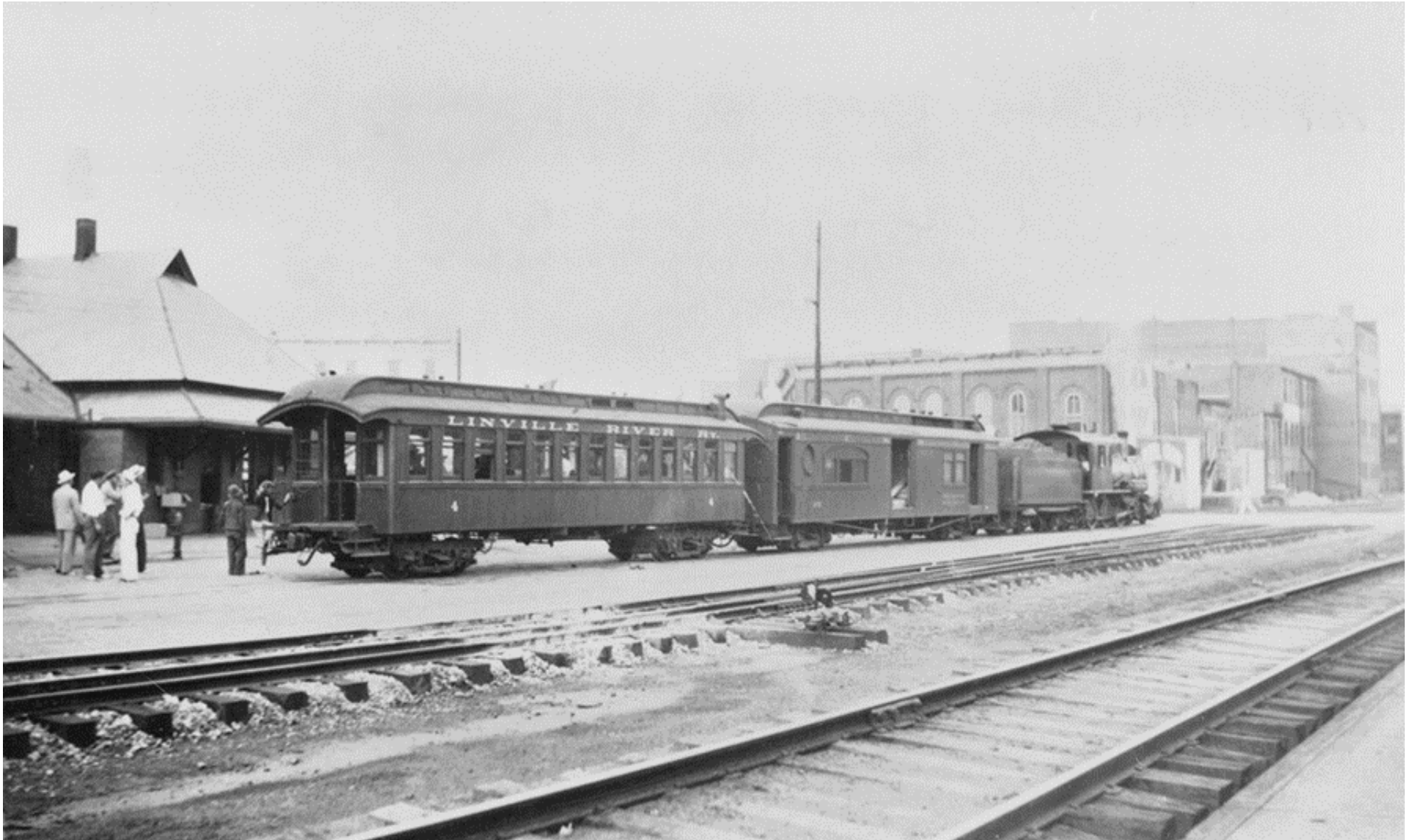


Figure 15. “Engine #8, Combine #15, Linville River Railway Coach #4, Morning Mail Train at Johnson City, TN”. Note the Hannah – Dosser building in the right background, which was built in 1923, and the Ferguson Transfer Company building, which was reportedly built in 1925.<sup>44</sup>



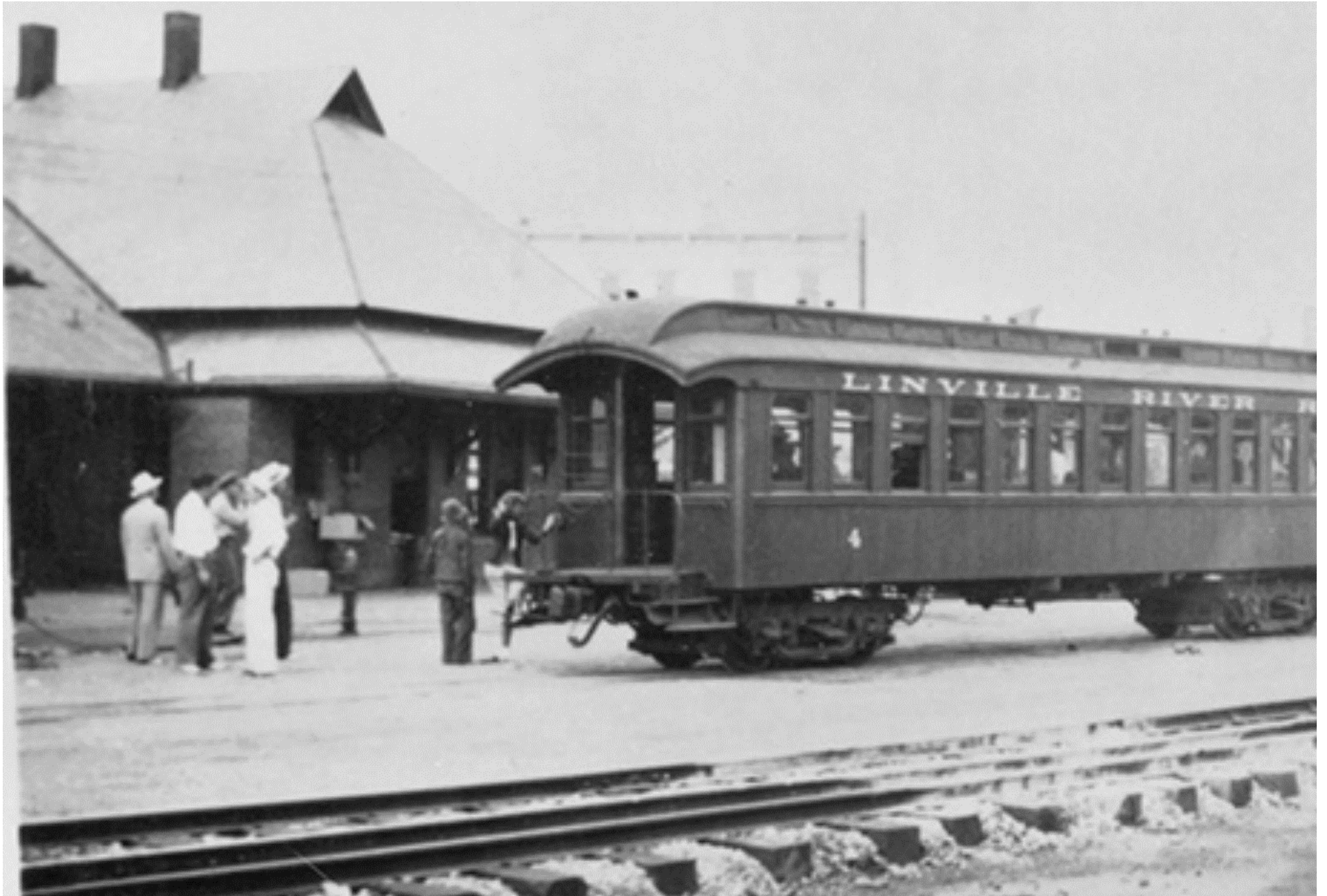


Figure 15A. A detail of the E.T. & W.N.C. Depot.





Figure 16. This photograph shows the former E.T. & W.N.C. depot, now occupied by the “Free Service Tire Co.,” apparently in the 1950s or early 1960s.<sup>45</sup>



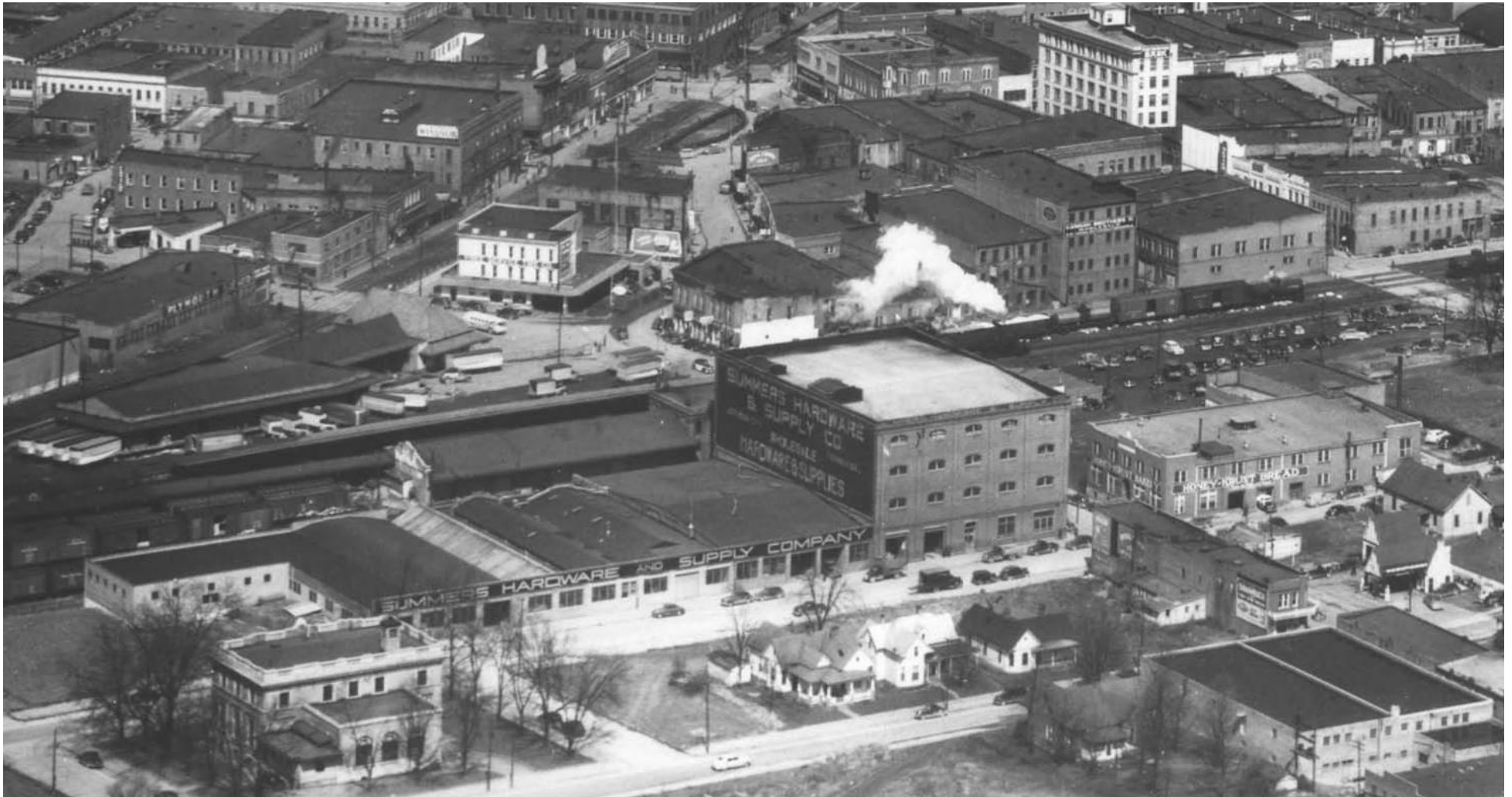


Figure 17. An aerial view of the U.S. Post Office on Ashe Street (bottom left), Summers Hardware & Supply Company building, Clinchfield depot (just behind Summers Hardware), E.T. & W.N.C. depot (surrounded by tractor trailers), the Plymouth – Desoto dealership, Free Service Tire Company (the light colored building at the top of the image), the Harr building (just above Summers Hardware), McCown – Mahoney, Hannah Brothers, and Ferguson Transfer buildings (to the right of the Harr building and the steam plume), and the Ford building (now occupied by “Honey Krust Bread”), on 1 March 1947.<sup>46</sup>





Figure 17A. A detail of the E.T. & W.N.C. depot.



Figure 18. This aerial view, looking northeast, includes (from left to right) the Plymouth/Desoto dealership, the E.T. & W.N.C. depot, the Clinchfield depot, now with a curved platform to its left, and the Summers Hardware & Supply Company, with the “Ford Building” (occupied by “Honey Krust Bread”) behind and to the right. In the left background is the light-colored Free Service Tire Company building (just above/behind the E.T. & W.N.C. station) and the Harr building, to the right. This photograph was taken on 19 April 1941.<sup>47</sup>



Figure 19. "Southern Railway 2-8-0 No. 12 is parked with a freight train at the ET&WNC interchange track in Johnson City. This engine was originally built for the Richmond & Danville by Schenectady in 1887. Very faint SOUTHERN lettering is on the cab and a large 12 is on the tender. This engine was not scrapped until 1928. Courtesy Jack Williams Collection."<sup>48</sup> Note the dual gauge trackage on the right. This photograph dates to after 1900.





Figure 19A. Historian Johnny Graybeal captioned this photograph: “The original ET&WNC depot in Johnson City, built during the broad gauge days [in the late 1860s], was moved to the junction with the ETV&G in 1882. This view shows the west side of the building as seen from the junction. The photo dates from after 1900 and the chimneys of the later depot are visible in the background. Courtesy Jim Dowdy Collection, via Mike Dowdy.”<sup>49</sup>



Figure 20. “Downtown Johnson City (Aerial View)” looking east, with the Clinchfield depot and its curved platform in the lower right corner. 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.<sup>50</sup> Perhaps also of interest, the northwest and southwest sides, as well as the roofs, of the Windsor and Arlington hotels are visible on the left side of this photograph.

Table 1. Additional Resources Pertaining to E.T. & W.N.C. Railroad Facilities in Johnson City

Caption or Description	Source and page #
"Johnson City Depot" plans, by James M. Bower, for the period 1891 – December 1927	Ref. 1, pages 20 – 25
"This map dates from approximately 1880, and shows the original 1868 location of the ET&WNC depot in Johnson City. The original map had colored lines that showed proposed changes to the location of structures on the railroad. The depot on the right was the true location. The depot/platform on the left was the proposed new location for that structure. The engine house and turntable were only proposed at that time, and weren't built until 1882. The turntable ended up to the left of the new depot, and was used by both the ET&WNC and the ETV&G."	Ref. 2, page 96
"This rare map dates from the period 1885 – 90. The building just above the words Public Square is the 1866 ET&V freight depot. The building to the left of it and under the R is the passenger depot. The ET&WNC depot is at the junction of the two roads, with the turntable just to the left of it..."	Ref. 2, page 146
"This map shows the proposed ETV&G/ET&WNC union depot located near Buffalo Street in early April 1891, shortly before construction began. The ET&WNC engine house would have to be moved to make room for the passenger walkways."	Ref. 2, page 180
"This rare map shows the 1891 ET&WNC engine house and turntable..." note that this map is presented with south at the top of the image and illustrates the new facilities that were placed south of the railroad near the junction between the 3 C's and E.T. & W.N.C.	Ref. 2, page 186
"This map dates from early 1908 and shows the various properties around the ET&WNC shop. By this time a wye track has replaced the turntable in front of the engine house..." South of the railroad yard, near the Exum Furniture factory.	Ref. 2, page 186
"This map [also from 1908, apparently] shows the two depots at Buffalo Street, at the junction of the ET&WNC and the SR..." This map also shows the location of the E.T. & W.N.C Carpenter Shop/Repair Shop adjacent to the Johnson City Foundry & Machine Shop.	Ref. 2, page 188
"This photo of the Clinchfield passenger depot platform was taken on January 21, 1932. Workmen are cleaning out the flange ways in the ET&WNC dual gauge tracks in the foreground..."	Ref. 2, page 190
"This view of the SR/ET&WNC passenger depot was taken in early 1917 by the inspector representing the Interstate Commerce Commission. It is one of the few photos that show this [south] side of the building before the addition was built behind it in 1928..."	Ref. 2, page 191
"These two photos show the south side of the ET&WNC passenger depot in 1932. Note that a large addition has been added to the building since the Valuation shot of 1916. The wooden platforms have been removed and replaced with concrete..."	Ref. 2, page 192
"The area around the Johnson City depot has been completely transformed to Motor Co. use in this close up view from the late Twenties. A door allows materials to be loaded directly into narrow gauge boxcars for delivery up the line..."	Ref. 3, page 50
"This view shows the [west side] depot area from the Southern interchange. Note the 1928 motor garage in the foreground, and the open air transfer platform between the two gauges..."	Ref. 3, page 52
"These two photos show the Johnson City depot in the mid Thirties. Trucks share the bus parking area, as the drivers had a bunk room in the old freight section of the depot..."	Ref. 3, page 57
"A TOFC car is being backed on to the track that paralleled the Motor Co. garage for unloading. The blocks used to get the trailer up onto the car, and the metal bar used to push it to its final resting spot all show up in this image" at the E.T. & W.N.C depot in Johnson City	Ref. 3, page 69

Ref. 1. Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002.

Ref. 2. The Railroads of Johnson City, by Johnny Graybeal, 2007.

Ref. 3. "The ET&WNC Motor Transportation Company," by Johnny Graybeal, in Every Time with No Complaint, 2018 – 2019 (Volume 11, No. 1,2).



## 2.1. ET&WNC Depots and Nearby Railroad Facilities, 1868 – 1946

### 2.1.1. The First Attempt to Build the E.T. & W.N.C. as a Broad (5 Foot) Gauge Railroad, 1866 – 1872

“The largest and most enterprising town in Washington County is Johnson City. The site upon which it is built was originally entered by Abraham Jobe, and upon the completion to this point of the East Tennessee & Virginia Railroad, the greater part of the land was owned and farmed by Tipton Jobe, the nephew of Abraham. Franklin and Montgomery Hoss owned land on the northeast and north sides of the town. The first building erected at this place was a dwelling and store built by Henry Johnson from which circumstance the place was called Johnson’s Depot. This house now [1887] forms a portion of the brick building west of the railroad at the crossing of what was once the stage road. For a time it was used as a hotel and railroad depot as well as store and dwelling. Soon after, Mr. Johnson, at his own expense, built a large brick depot on the site of the present Hoss House, which was used by the company until after the war. The second house was built in 1857, by T.A. Farr [Faw], on land lying on the north of the stage road. It was a frame store house. The next year he built a dwelling near Knob Spring, and in 1860 erected a large store house, which was not occupied until 1867. From the completion of the East Tennessee & Virginia Railroad the town increased rapidly, receiving among its accessions, Elder James Miller, John H. Bowman, James M. Wheeler, Dr. J.H. Mingle, Dr. J.W. Seehorn, S.H. Hale and James Barnes. During the war the town was named Haynesville in honor of L.C. Haynes, but it soon resumed its old name, and when incorporated it was as Johnson City. Since the war the town has steadily advanced, but its growth during the past three or four years has been especially rapid...”<sup>51</sup>

24 May 1866. Acts of the State of Tennessee, Passed at the Second Session of the Thirty-Fourth General Assembly, For the Years 1865 – 1866.

“SEC. 23. Be it further enacted, That R.W. Smalling... and their associates, be, and they are hereby, constituted a body corporate and politic, by the name and style of the ‘East Tennessee and Western North Carolina Railroad Company,’ for the purpose of constructing a Railroad from the East Tennessee and Virginia Railroad, commencing at either Carter or Johnson Depots on said road, running by the way of Elizabethtown, Doe River Cave, and Crab Orchard, to the North Carolina line, near Cranberry Iron Works; and said Company, when formed, shall, by their corporate name, have power to sue and be sued, plead and be impleaded, in all the Courts in this State, or the United States; have and enjoy all the rights and privileges secured to the East Tennessee and Virginia Railroad Company, by an act passed January 27, 1848, and be subject to all the restrictions and liabilities contained in the act chartering the East Tennessee and Virginia Railroad; and shall be built and constructed to the requirements of the aforesaid charter...

William Heiskell, Speaker of the House of Representatives.

Joshua B. Frierson, Speaker of the Senate.

Passed May 24, 1866”<sup>52</sup> See Appendix B for the complete text of this section of the law.

17 May 1867. The Jonesborough Union Flag.

“Notice to the Stock Holders of the East Tennessee & Western North Carolina Railroad. At a meeting of the Board of Commissioners of the East Tennessee & Western North Carolina

Railroad, held in the town of Elizabethton, on the 1<sup>st</sup> Monday of May, 1867, reports were received from the different Commissioners appointed to open Books for the subscription of Stock to said road. From these reports it appeared that Twelve Hundred Shares of Stock had been subscribed to said Road, and on which one dollar per share had been paid; it was therefore

Resolved, 1<sup>st</sup>, That the Secretary be directed to make publication of the foregoing fact in the Jonesborough Flag.

Resolved 2<sup>nd</sup>, That the Stockholders in the East Tennessee & Western North Carolina Railroad be, and they are hereby notified to meet in the town of Elizabethton, Tennessee, on the 1<sup>st</sup> Monday of June next, for the purpose of electing a Board of Directors.

A.J. Tipton, Secretary of Board of Commissioners of E.T. & W.N.C.R.R.”<sup>53</sup>

15 August 1867. Nashville Union and Dispatch.

“Col. A.W. Mee, a well known East Tennessee Railroad Engineer, has been Elected Chief Engineer of the East Tennessee and Western North Carolina railroad. This road, leaving the line of the E.T. & Va., road at some point near Johnson’s Depot, is designed to connect, at Morganton, N.C., with the Western Carolina railroad, extending from Salisbury to that point. The Knoxville Press learns that the company is supplied with means to begin the work at once.”

27 November 1867. Railroads of Johnson City.

“The charter required the route to go through Elizabethton, so the first choice to make was where the connection with the ET&V would be. Carter’s Depot was on the north side of the Watauga, with a ridge running near the river. In his first general survey, completed November 27, 1867, Mee determined that there was not enough distance available to overcome the elevation of the ridge at Carters. Thus, by November 1867, the Carter’s Depot option as a terminus was ruled out. If this ridge had not been in the way, a water level route could have been laid nearly all the way to Doe River Cove. Mee did a detailed survey from Johnson’s to Doe River Cove, but due to illness only made a cursory survey to the state line near Cranberry before submitting his report...

Instead of Carter’s, Mee recommended that the line leave at Johnson’s depot. There would be a couple of watersheds to cross, and a steady grade down into the valley of the Watauga at Buffalo Creek, but once down that hill, several miles of level grade would take the tracks into Elizabethton. It should be pointed out that Carter’s and Johnson’s Depots were both small villages at this time. Both had general stores and other businesses along with a full time ET&V agent, but neither location was breaking records for growth. The choice of Johnson’s as a terminus for the ET&WNC would have a huge impact on the future of the community...”<sup>54</sup>

7 February 1868. The Jonesborough Union Flag.

“Notice. Pursuant to an Act of the General Assembly of the State of Tennessee. The Stockholders of the East Tennessee and Western North Carolina Railroad are notified to meet at Elizabethton on the 17<sup>th</sup> day of February next, it being the third Monday in said month, for the purpose of electing a Board of Directors for said road. This the 28<sup>th</sup> day of January, 1868.

A.J. Tipton, Sec’y of the Board.”



17 February 1868. Railroads of Johnson City.

“The ET&WNC was officially organized in February 1868, and the first meeting of the stockholders held on the 17<sup>th</sup>. At that time Elijah Simerley was elected President, and a Board of Directors chosen. (Simerley had been a staunch Unionist during the war, and had been part of the group that burned the Holston River bridge at Union in 1861.) At the first meeting, Mee was officially elected as chief engineer, and his survey from the previous November submitted.

Mee estimated the cost of grading and culvert masonry from Johnson’s to Elizabethton (9 miles) to be \$69,870. Bridge masonry and superstructure would cost \$21,460, along with an added \$7,000 for crossties. The total for the first section was thus \$98,330, not counting rails – or about \$11,000 per mile. The succeeding five miles to Doe River Cove would be more expensive. Grading and culverts would be at least \$53,540, bridges \$110,000, one tunnel \$20,000, and crossties \$4,000, for a total cost of \$187,540. This second figure was almost double the first and was only for half the distance! While this section of the Doe River watershed was mountainous, the section beyond Doe Rive Cove was much more so. The construction costs for this section would easily be eclipsed by the costs for building through the Doe River Gorge, when it came time to build that section...”<sup>55</sup>

9 May 1868. Nashville Union and Dispatch.

“Proposals are invited for the graduation and masonry of fourteen miles of the East Tennessee and Western North Carolina Railroad from Johnson’s Depot to Doe River Cove in Carter county. The construction of this railroad will open to commerce the famous Cranberry iron of Carter county – the best iron in the world. Its completion will add immense impetus to the growth in wealth in Carter county.”

22 May 1868. The Jonesborough Union Flag.

“East Tennessee and Western North Carolina Rail Road. Notice to Contractors. Proposals will be received until the 2<sup>nd</sup> day of June for the Gradation and Masonry of fourteen miles of the above Road, extending from Johnson’s Depot to Doe River Cove. This division of the Road includes a Tunnel three hundred feet in length, two Bridges across Doe River, and other desirable work.

The profile and specifications can be seen at Johnson’s Depot. The company reserve the right to reject all bids.

C.A. Mee, Chief Engineer,  
Johnson’s Depot, Tenn., April 2, 1868.”

1 June 1868. Railroads of Johnson City.

“Chief Engineer Mee and assistant Ed Winston completed a detailed survey and profiles of the line to Doe River Cove by June 1<sup>st</sup> [1868].”<sup>56</sup>

6 June 1868. Nashville Union and Dispatch.

“The East Tennessee and Western North Carolina Railroad Company are energetically pushing matters forward. The road has been contracted from Johnson’s Depot to Doe River Cove, a distance of fourteen miles, and is to be completed that distance in twelve months. What is still better, we are informed by the President that the company has funds now on hand to build the road even further than contracted for. So it goes. We congratulate the company on their energetic action and success. – Greeneville Union, June 4.”

“Over the next few years, materials and supplies were delivered by the ETV&G and stored on the property in Johnson City. From there, they were hauled by horsepower out to the advancing railhead. It appears that the ET&WNC installed no sidetracks during its first incarnation.”<sup>57</sup>

3 July 1868. The Jonesborough Union Flag.

“Col. C.A. Mee, Chief Engineer, E.T. & W.N.C.R.R. We congratulate the friends of this Road upon the fact that they have one of the most energetic and thoroughgoing business men at the head of the construction department that can be found in this or any other country. We refer to Col. C.A. Mee, Chief Engineer. With such a man at the head of affairs, the completion of the Road at an early day cannot be doubted. He is pushing the grading of the Road forward with alacrity and zeal, the various contractors being vigorously at work with heavy forces. As an evidence of the prosperity of the Road, the Bonds are bringing 77c in the New York market. Everything looks bright and flattering for the Company. We wish is every success.”

16 August 1868. Nashville Union and Dispatch.

“Hands are at work on all the sections of the East Tennessee and Western North Carolina railroad between Johnson’s depot and Doe River Cove. About five hundred and fifty men are at work, and in twelve months the cars will be running to the cove. – Bristol News, Aug. 14.”

9 October 1868. The Jonesborough Union Flag.

“Two Men Crushed to Death. We learn that on Wednesday, the 30<sup>th</sup> ult., two men named Hampton and Taylor, (their Christian names we did not ascertain,) were crushed to death by the falling of a large stone. They were engaged in the work of grading on the East Tennessee and Western N.C. Railroad, near the residence of Dr. Cazwell Taylor, in Carter county, and in making an excavation beneath a large boulder, it fell upon them so suddenly that they did not have time to make their escape and were crushed so badly about the head and breast that they lived but a few hours after the unfortunate occurrence.”

23 October 1868. The Jonesborough Union Flag.

“The East Tennessee and Western North Carolina Rail Road. We learn the work on this Road is progressing rapidly, and that the road bed will soon be graded to Elizabethton. This Road, when in operation, will open up one of the richest valleys in Tennessee, and be the means of developing the exhaustless mineral resources for which Upper East Tennessee is renowned. Col. Mee, Chief Engineer, is pushing the work forward as rapidly as possible, with an energy which deserves the highest commendation.”

24 October 1868. Railroads of Johnson City.

“The board met on October 24, 1868. By that time President Simerley had taken the bonds to New York and sold some of them through the bond brokers... This raised a total of \$113,901.07 from \$150,000 of State Bonds. At the same meeting, a detailed accounting was presented for all of the work done to the right of way in the preceding three months. Quite a bit of dirt had been thrown around. Work had begun in July on the first three miles, in August on the following four miles and on sections thirteen and fourteen (each section being one mile). Some bridge work had begun in October. By October 1, 1868, a total of \$37,588.42 had been spent of the railroad...”<sup>58</sup>

4 December 1868. The Jonesborough Union Flag.

“E.T. & W.N.C. Rail Road. – Its Location, Management, and Prospects. – How it will Benefit East Tennessee in the Future... the first section of fourteen miles on Mr. Simmerly’s Road was let, we believe, last summer, and under the vigilant supervision of President Simmerly, and of Colonel Mee, Chief, and Captain Winston, Assistant Engineer, (both gentlemen long and favorably known to our community,) three-fourths of the work are already completed. The approaches to the tunnel, through the mountain above Elizabethton, are finished, and a regular day and night force are now engaged on each side of the tunnel. This, it is expected, will be completed and the track laid to this point by the 1<sup>st</sup> of June next. The tunnel will be some 275 or 300 feet in length. Cross-ties are being furnished, and the whole work is in a state of forwardness highly creditable to the energy and general efficiency of the President and Engineers...”

31 January 1869. Nashville Union and Dispatch.

“Peaceable East Tennessee – The Last Radical Outrage. A fiend called Dobson murdered on Saturday night last his wife’s sister at the [E.T. & W.N.C. railroad] tunnel, four miles above Elizabethton, in Carter county...”

5 February 1869. The Jonesborough Union Flag.

“Rail Road Meeting. From an advertisement in another part of this paper it may be seen there is to be a meeting of the Stockholders of East Tennessee & Western North Carolina Railroad Company at Elizabethton, on Monday the 15<sup>th</sup> day of February, 1869.”

5 February 1869. The Jonesborough Union Flag.

“Stockholders’ Meeting. The Annual Meeting of the Stockholders in the East Tennessee and Western north Carolina Rail Road Company will be held at the Court House in Elizabethton, on Monday the 15<sup>th</sup> of February, 1869, for the purpose of electing a Board of Seven Directors, for said Company, for the ensuing year. Jan. 28, 1869. E. Simerley, President.”

15 February 1869. Railroads of Johnson City.

“At the stockholder’s meeting on February 15, 1869... Simerley also praised the state Representatives and their state Senator for getting passed another bill that provided \$10,000 in State Bonds for each mile of right of way graded. These bonds could be drawn when grading was



complete in sections, first to Elizabethton, then to Doe River Cove, and then to Crab Orchard. These bonds were for buying iron rails to equip the road, as well as for rolling stock and locomotives.

Chief Engineer Mee reported that contracts had been issued and work had progressed to the point that it was hoped that track laying could begin in May 1869, and progress from Johnson's Depot to Doe River Cove could continue without any interruption. He did provide revised estimates for what the work would cost. Grading, masonry, bridges, superelevation and crossties would run \$152,535.50. Iron rails, chairs, and spikes would cost \$102,000. Laying the track itself would cost \$30,000, giving a grand total of \$290,535.50. Looking ahead to the second half of the road, the part to the state line, Mee estimated that section would cost another \$694,100, bringing the total cost of the railroad to almost one million dollars. Mee reminded the stockholders once again, that the ultimate goal of the railroad was to hook up with the Wilmington, Charlotte & Rutherfordton Railroad, which would provide a line to tidewater that was 115 miles shorter than the current routing...<sup>59</sup>

26 February 1869. The Jonesborough Union Flag.

"East Tennessee and Western North Carolina Railroad. A bill has passed the Legislature, appropriating \$450,000 to the above railroad. This is very gratifying to the friends of this enterprise, and we hope that the iron horse, on his triumphant way to the sea board, will soon invade the grim mountain solitude between East Tennessee and the 'Old North State,' breaking the silence that has reigned since the deluge piled up these stupendous heights with the echoes of his shrill scream."

March 1869. Railroads of Johnson City.

"The ET&WNC Board heard an appeal in March from the Contractor Pride & Bibb, who were threatening to abandon their work unless forwarded more money by the company. They were experiencing trouble excavating what was known as Wheeler Cut. The Board examined the work, and agreed on an advance of 45 cents per cubic foot of rock removed from the cut. Work had to be completed by June 15<sup>th</sup>."<sup>60</sup>

1 June 1869. Railroads of Johnson City.

"The Board of Directors held a special meeting on June 1, 1869. The State Directors put forward a motion that the right of way had been completed to Doe River Cove and ready for iron rails. They requested that the state issue to the railroad another \$150,000 of bonds, in order to purchase rails for this section, as provided by previous acts of the Legislature... By all indications, the ET&WNC would soon be running trains to Doe River Cove..."<sup>61</sup>

4 June 1869. Bristol News.

"E.T. & W.N.C. – The grading of this road which intersects the E.T & Va. R.R., at Johnson's is now nearly completed to a point three miles beyond Elizabethton distance 14 miles, and the bridge timbers and irons being ready it is expected the rails will be laid during the present summer."

4 August 1869. Memphis Daily Appeal.

“The company of the East Tennessee and Western North Carolina Road, from Johnson’s Depot on the East Tennessee and Virginia Railroad to Morgantown, N.C., is about commencing the laying of track. This road will open up an outlet from the celebrated Cranberry Iron Works of North Carolina.”

31 August 1869. Railroads of Johnson City.

“Another contractor, Rossen & Bowling, had run short of funds by August 31<sup>st</sup>. The Board voted an additional \$1,500 to that firm.”<sup>62</sup>

1869. Railroads of Johnson City.

The E.T. & W.N.C. “built two depots, one at Elizabethton, and one at Johnson’s Depot. According to the limited paperwork available, the depot at Johnson’s was built in 1869. It was located a short distance from the junction with the ET&V, but close to that railroad’s depot. To date, there is no evidence to show whether the building opened for business during the construction period.”<sup>63</sup> Prior to this, “Tipton Jobe deeded a large tract of land to the company in 1868, specifically for railroad purposes.”<sup>64</sup>

Early 1870. Railroads of Johnson City.

“By early 1870, according to the deposition of Chief Engineer Mee to the Joint Select Committee, fifteen miles of Railroad had been graded, five miles of track had been laid. Bridges had been completed across Buffalo Creek and Sinking Creek, the masonry for the other bridges had been finished, and the wood, iron, and paint for those bridges had been acquired, was on hand, and paid for. He estimated that the railroad currently completed, had been built for around \$10,000 per mile, including 307 feet (Tunnel 1 was later listed as being 298 feet long) of tunneling and five bridges. This figure was close to that shown in company records, which showed that \$139,895.48 had been spent on construction. The cost of the five miles of rails, along with the cost of laying them, was not in that figure. Had Mee quoted the complete costs, the Committee might have felt that the bond money had been better spent... The grading on the first portion of the railroad, from Johnson’s to Doe River Cove, was in most respects finished, and track was laid to a point on Milligan Hill on the long grade down to the Watauga River valley at Buffalo Creek...”<sup>65</sup>

28 February 1870. Railroads of Johnson City.

“At the February 28, 1870 Stockholders meeting, the president reported on the financial condition of the company. He had sold all of the bridge building bonds, raising a little over \$58,000... Simerley had ordered five miles of rail from the Tredegar Iron Works, paying them \$34,588.47.

Chief Engineer Mee reported that the grading of the road had been completed the previous summer, that more than enough ties had been purchased for the track, and that five miles of track had been laid. Company forces were laying the rails, thought to be cheaper than having the contractors do it. All of the bridges were not up yet, but the materials had been purchased or were on hand. He estimated that ten more miles of rail would cost \$70,000. Track laying would cost

\$4,000, and final bridge work would cost \$12,000. Another \$86,00 spent would finish the railroad to Doe River Cove. The treasurer reported paying out \$59,054.90 to contractors for work... While it appeared from the stockholder's meeting that a great deal of work had been done, the pace of the work was substantially less than the dirt slinging days of 1868. The delay created by the two contractors not finishing their work on time caused the track laying to be stopped at the five mile mark."<sup>66</sup>

1 June 1870. Nashville Union and American.

"The Railroad Investigation. – Report of the Committee on the East Tennessee and Western North Carolina Railroad... The committee find from the testimony of C.A. Mee, that he is Chief Engineer of said road: that fifteen (15) miles of said road is graded; that the bridges across Buffalo and Turkey Creeks are completed; that the masonry for the other bridges is completed, and that the iron and timber to finish them are on hand and paid for; that the road is 30½ miles long; that the road has, so far as the work has progressed, cost something less than \$10,000 per mile..."

18 October 1870. Along the ET&WNC, Volume III: The Depots.

"On October 18, 1870, a special meeting was called to authorize several days of work on the public road crossing near the depot in Johnson City to protect the Laurel Spring there. This appears to be a spring that was at the intersection of the railroad and what would become Buffalo Street."<sup>67</sup>

10 December 1870. Railroads of Johnson City.

"On December 10<sup>th</sup> [1870], the board met, with Simerley in attendance. He reported that he had a contract, ready to be closed, for 400 tons of iron rails with a company in Baltimore, MD. One hundred tons were to be delivered in January 1871, and the balance in March 1871. No explanation was given as to why this contract had not been made and executed the previous spring, and the railroad completed. The year of 1870 had come and gone but no work was done on the railroad..."<sup>68</sup>

22 September 1870. Nashville Union and American.

"Sale of Railroads. In pursuance of the Authority Conferred upon us by the Act of the General Assembly of the State of Tennessee, approved July 5, 1870, entitled 'An Act authorizing the sale and transfer of interest of the State in delinquent Railroad Companies,' we offer at Public Sale, on the Third Day of November, 1870, at the Capitol, in the city of Nashville, the interest of the State of Tennessee in the entire Road, Stock, Right of Way, Grading, Bridges, Masonry, Iron Rails, Spikes, Chains, and the whole superstructure and equipments, and all of the property owned by each of the delinquent Railroad Companies, for the amounts due by said Companies respectively, on account of Bonds, loaned them by the State of Tennessee, or otherwise, namely... East Tennessee and Western North Carolina Railroad..."

And for the bid, we will receive in payment and satisfaction, any of the legally issued Bonds of the State of Tennessee, with accrued interest.

For further particulars, address the Comptroller of the Treasury, at Nashville, Tennessee.

D.W.C. Senter, Governor.  
T.H. Butler, Secretary of State.  
Ed. R. Pennebaker, Comptroller.  
Robt. J. McKinney,  
Francis B. Fogg,  
Archibald Wright, Commissioners for the State.”

November 1870. Tweetsie Country, The East Tennessee & Western North Carolina Railroad.

“The only recorded operations over the five foot gauge East Tennessee & Western North Carolina commenced in November 1872, when the East Tennessee, Virginia & Georgia Railroad (now southern Railway) ran several trains over the ET&WNC ‘to remove rock on each side of said railroad that is in John H. Bowman’s field near William Wheeler’s.’ An agreement gave the large road the right to cut the ET&WNC track and lay a side track to the rock and also to ‘use the scattering of cross ties at Johnson City, belonging to said company, excepting for the ties for the switch on the condition that it has them neatly cross-piled again without seriously damaging the same.’ The Wheeler farm was near the site of the east switch to the Johnson City yards, less than a mile from a connection with the larger road...”<sup>69</sup>

7 January 1871. Along the ET&WNC, Volume III: The Depots.

“At the January 7, 1871 meeting, mention was made of money spent on the Elizabethton depot, but that no voucher was available to show payment for the work.”<sup>70</sup>

22 January 1871. Nashville Union and American.

“In Chancery at Nashville, Tenn. State of Tennessee Office Clerk and Master, Chancery Court at Nashville. January the 20<sup>th</sup>, 1871.

The State of Tennessee complainant vs. the Edgefield and Kentucky Railroad Company and others, defendants.

It appearing from the allegations of the bill filed in this cause that the names and residence of a number of the stockholders of the defendant, the Edgefield and Kentucky Railroad Company... and the East Tennessee and Western North Carolina Railroad Company, are all unknown, as also the names and residence of a number of the holders of the bonds issued by the complainant, the State of Tennessee, to the before-named Railway Companies, and also of the holders of the bonds issued by said Railroad Companies, or any of them, and also of a number or the creditors of said Railroad Companies, and that the names and residences of a number of persons interested in said before-named roads, or Railroad Companies, are also unknown, it is, therefore, in pursuance of the provisions of an act of the Legislature of the State of Tennessee, passed the 21<sup>st</sup> day of December, 1870, entitled ‘An act to amend the act of 1870, chapter 79, for the sale of the interest of the State, in delinquent Railroad Companies, passed July 1, 1870,’ and of the allegations and prayer of said bill in this cause, ordered that all said unknown stockholders, holders of the bonds issued by the State to said companies or of the bonds issued by said Companies, creditors of said Companies, and other persons interested in said several roads or Railroad Companies, before named, enter their appearance herein at a special term of said Chancery Court



at Nashville, to be held on the first Monday in March next (1871), and that all of said defendants, or so many of them of the different classes as the Court may deem sufficient to represent all of each class, be required to answer the allegations of the bill on oath, and put in such defence to said bill as they may respectively deem proper, under the provisions of the said act of the 21<sup>st</sup> December, 1870, or the said bill will be taken for confessed, as to them, and set for hearing ex parte, and that a copy of this order be published for four consecutive weeks in the Nashville Union and American and the Republican Banner. A true copy Attest:

Nathaniel Baxter, Jr., Clerk and Master.

E.H. Swing, W.F. Cooper, W.B. Reese, Solicitors for Complainant.”

11 February 1871. Knoxville Daily Chronicle.

“E. Simerly, Esq., President of the East Tennessee and Western North Carolina Railroad, has gone North to purchase iron. It is intended to complete the road to Elizabethton.”

10 July 1871. Along the ET&WNC, Volume III: The Depots.

“As of July 10, 1871, some funds had been allocated for the depots. The firm of Patterson and Jenkins had been paid \$1,200 for work on the Elizabethton depot, and John Hughes had received \$373 for work on the depot in Johnson City.”<sup>71</sup>

11 November 1871. Knoxville Daily Chronicle.

“Railroad Sale. The Railroad Commissioners disposed of the State’s interest in the East Tennessee and Western North Carolina Railroad on Thursday, for the sum of \$20,000, the Stockholders becoming the purchasers.”

## 2.1.2. The Second Attempt to Build the E.T. & W.N.C. as a Narrow (3 Foot) Gauge Railroad, 1872 – 1846

11 April 1872. Knoxville Daily Chronicle.

“The Morristown Gazette states that the recent purchasers of the East Tennessee and Western North Carolina Railroad have organized, by electing Gen. A.E. Jackson, President, and J.C. Hardin, Secretary and Treasurer.”

1872? or 1873? Ghost Railroads of Tennessee.

“Meanwhile, in the early 1870’s, probably about 1872 or 1873, the rails were removed from the broad gauge trackage between Johnson City and Hampton. For the next several years the 14 miles of right-of-way and the Hampton tunnel were devoid of activity.”<sup>72</sup> However, historian Johnny Graybeal wrote: “In his report to the stockholders, dated May 1, 1881, Chief Engineer Matson outlined the work that had been done to that date... The old rails were moved in to the new gauge, except on the trestles...”<sup>73</sup>

21 April 1874. Tweetsie Country, The East Tennessee & Western North Carolina Railroad.

“‘Narrow Gauge Fever’ was in epidemic proportions across the Nation. Out in Colorado, General William Jackson Palmer was pushing his fledgling Denver & Rio Grande from Denver toward Mexico City, proving that a three-foot gauge railroad was both practical and economical.

On April 21, 1874 J.C. Hardin wrote his friend Colonel J. Roswell King of Rossville, Georgia: ‘We have some four hundred tons of T-rail weighing fifty two pounds per linear foot, which we wish to sell, as we wish to change the gauge of our road to a narrow gauge so we have the above amount of new iron railing we wish to dispose of.’”<sup>74</sup> Note that it appears that this 400 tons was only enough rail to lay about 1.5 miles of track and matches the quantity of rail purchased by Elijah Simerley from the Tredegar Iron Works as reported on 28 February 1870.

1874. Introduction to the Resources of Tennessee.

“Washington County... Jonesborough and Johnson City are the only incorporated towns in its limits, though there are several villages... Johnson City is a new and enterprising town, seven miles east of Jonesborough, on the East Tennessee, Virginia and Georgia Railway. It contains three churches, several stores, a large hotel, is situated in a rich agricultural region, and enjoys a high degree of prosperity. The population is 800.”<sup>75</sup>

10 September 1875. Tweetsie Country, The East Tennessee & Western North Carolina Railroad.

“On September 10, 1875, Ario Pardee and his associates purchased the abandoned East Tennessee & Western North Carolina Railroad for \$25,000 [‘purchase was not approved and monies paid until February 16, 1876’]. Pardee had purchased the Cranberry Iron Works in 1873 and formed the Cranberry Iron & Coal Company. Now he had the means to get his iron ore to the outside world.

Thus, Ario Pardee, Jr., became president of the East Tennessee & Western North Carolina with a board consisting of his father, Ario, Franklin Comly, William Firmstone, George Richards, Robert Franklin Hoke and J.C. Hardin. The railroad and the iron company were now in the same hands and the conversion to narrow gauge was an important part of the plan.” ...”<sup>76</sup>

20 December 1878. Knoxville Daily Chronicle.

“Johnson City, Dec. 18, 1878. Mr. Editor... The weather is exceedingly cold today. A piercing north wind, accompanied by a ‘blue snow,’ makes fuel an indispensable article, and some of our citizens are drawing heavily on the cross-ties of the Western North Carolina Railroad. You may telegraph to Gen. Pardee, at Philadelphia, (who owns the road) that there will soon be a clear track to Wheeler’s”

4 June 1879. Knoxville Daily Chronicle.

“From Johnson City... June 2, 1879. Mr. Editor... We are very grateful to the railroad officials for holding a meeting in our ‘burg,’ and inspiring us with fresh hopes for the completion of the East Tennessee and Western North Carolina Railroad. ‘Fath, hope, charity, these three,’ etc. We have had strong faith that this road would be finished, now we hope for it, and I guess charity will come next...”

1879. Railroads of Johnson City.

“Thomas Matson had spent a good part of 1879 locating routes to Cranberry. On his first survey, Matson located a route that crossed the Doe River at Hampton, then followed the curves of the river on the east side, until crossing back to the west side at what became Pardee Point. From there onward, the route was the same as that later adopted, except for a shortcut which crossed the river twice, eliminating the sweeping curve at Clarks Commissary. The Gorge would be negotiated using only two tunnels (no other tunnels were marked on the survey), but required four more bridges than the route eventually adopted. Matson was able to locate another route through this rugged terrain, using sharp curves, four percent grades, high fills, deep cuts, and four tunnels. This second route put almost all of the right of way on the west side of the river. It was good that the road was now a narrow gauge line, for a broad gauge route would have been much more difficult, and almost impossible with the funds available. By going through the gorge, a longer route up the Little Doe River and over Whitehead Hill to access the Doe River further upstream was avoided. This survey followed the modern day course of US Hwy 19E, before turning and following Bear Cage Road over the hill to again reach the Doe River valley. This was a longer route, and involved a steep grade in the Whitehead Hill area. The second survey through the Gorge was the route adopted, presumably because tunnels were considered cheaper in the long run than bridges. There is not enough information available on the first route to deduce at this late date all of the reasons why the second survey was chosen. The east side of the Doe River Gorge is still a rugged wilderness, generally avoided by modern man, so Matson’s survey cannot easily be repeated.”<sup>77</sup>

“Mr. Thomas E. Matson, of Johnson City, Tennessee, and the subject of this biography, is a well-known civil engineer. He is now [1893] in the prime of his life, having been born in 1848. His birth-place was the historic old city of Baltimore, Maryland. His father, Mr. Joseph Matson,

was well and favorably known in the community in which he lived. His mother was, before marriage, Miss Jane McCandless.

Young Matson was educated in Pennsylvania, where he studied civil engineering. After completing his studies his first engagement was made with the Baltimore and Ohio Railroad, and after this he followed his profession in various Western States, as well as in the Government service at Washington and in the east. In 1880 he came to Johnson City as superintendent and engineer of the East Tennessee and Western North Carolina Railroad, which road he constructed and held the position of chief engineer and superintendent on it for five years. The road is regarded by experts as one of the finest pieces of engineering in the South. It connects the famous Cranberry Ore Mines with the East Tennessee, Virginia and Georgia Railroad...<sup>78</sup>

**NOTICE.**

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A special meeting of the Stockholders of the **EAST TENNESSEE AND WESTERN NORTH CAROLINA R. R. CO.**, will be held at Johnson City, Tenn., at 12 m.

**June 16th, 1880.**

to take action on the question of creating a Mortgage on the Rail Road, and its franchises for the purpose of its completion, and for such other business as may be brought before them.

**A. PARDEE JR.**  
**PRESIDENT.**

Johnson City, Tenn., May 15th, 1880.

Figure 21. Jonesborough Herald and Tribune, 3 June 1880.<sup>79</sup>



3 June 1880. Jonesborough Herald and Tribune.

“A special meeting of the Stockholders of the E.T. & W.N.C. Railroad Co., is called to meet at Johnson City, June 16<sup>th</sup>, 1880. See notice in another column.”

24 July 1880. Railroads of Johnson City.

“On July 24, 1880, an ad appeared in the Philadelphia Public Ledger, calling for bids on the grading and masonry for the fourteen miles of railroad between Hampton and the state line. Bids would be received until August 18<sup>th</sup>. Most of the men now in charge of the ET&WNC were from Philadelphia, PA, so it was more convenient for them to deal with local (to them) businessmen. Numerous bids were received, and the contract went to George T. Mills & Company. The estimate was based on the following figures. Earth excavation – 18 cents per cubic yard (PCY), loose rock excavation – 37 cents PCY, solid rock excavation – 82 cents PCY, cleaning – \$35 per acre, grubbing – \$15 per acre, tunnel excavation – \$4.50 PCY, filling back of walls over arch – 50 cents PCY, coursed rubble masonry – \$7 PCY. Random rubble masonry – \$6 PCY, rubble arch masonry – \$7 PCY, brick arch masonry – \$13 per 1000 brick, rectangular culvert masonry – \$3 PCY, paving – \$1.25 PCY, and vertical/slope walls – \$2.50 PCY. The work was to be completed on or before August 1, 1881.

The contract was signed with Mills, but was immediately transferred to the Cofrode & Saylor Company, also of Philadelphia. They also agreed to do the grading work from the North Carolina State Line to the Cranberry mine, putting the entire twenty miles under contract. Fifteen percent of the amount of each monthly estimate was to be withheld from the contractor to ensure that the work was done correctly.”<sup>80</sup>

**To Contractors.**  
**SEALED PROPOSALS** for the Grading and Masonry of the East Tennessee and Western North Carolina Railroad (Narrow Gauge), from Hampton, Tenn., to North Carolina State line, will be received at the Engineer's office, Elizabethton, Tenn., until Wednesday noon, August 18, 1880.  
Specifications and blank forms for proposals can be obtained of J. S. Wise, Sect'y. 407 Walnut street, Philadelphia, Pa., and at the Engineer's office, Elizabethton, Tenn.  
The right to reject any and all bids is reserved,  
**THOS. E. MATSON**  
Chief Engineer.  
Elizabethton, Tenn., July 24, 1880. 2neo

Figure 22. Knoxville Daily Chronicle. 31 July 1880.<sup>81</sup>

31 July 1880. Knoxville Daily Chronicle.

“Attention is directed to the notice to contractors to be found in another column. Sealed proposals for the grading and masonry of the East Tennessee and Western North Carolina narrow gauge railroad, from Hampton, Tenn., to the state line are solicited until Wednesday, noon, August 18<sup>th</sup>. The proposals are to be sent to Thos. E. Matson, chief engineer, at Elizabethton, Carter county, Tenn.”

4 August 1880. Railroads of Johnson City.

“With the work nearly ready to start, President Pardee went looking for rolling stock. He wrote the Billmeyer & Small, Co, in York, PA, on August 4, 1880, and inquired about buying equipment from them. B&S had gained a good reputation for providing solidly built cars, designed for the smaller dimensions of narrow gauge. Henry Small, Treasurer of the company, replied to Pardee, and pointed out that they had been ‘furnishing nearly all the narrow gauge railroads with their cars’, and were currently building ‘an order for 1,200 twelve ton cars the Denver & Rio Grande RR’. Small stated that their cars were similar to the cars on the Pennsylvania RR (which Pardee would have been familiar with), only smaller. It appears that all of the early ET&WNC freight cars came from this concern.”<sup>82</sup>

11 September 1880. Knoxville Daily Chronicle.

“The Johnson City Narrow Gauge. Mr. Geo. T. Mills, of Philadelphia, is in the city, at the Hattie House. Mr. Mills is a member of the firm which has secured the contract for building the narrow gauge railroad from Johnson City to the Cranberry iron works, in Mitchell county, N.C. Mr. Mills is accompanied by Mr. Phil. F. Cogan, of New York, who is also connected with him in the contract. They are in Knoxville making arrangements for supplies, etc., to carry on the work, which is soon to be commenced.”

16 September 1880. Knoxville Daily Chronicle.

“The Cranberry Road. Work to be Commenced on it Immediately. The people of Knoxville and all Eastern Tennessee will be glad to hear that work is to be commenced on the East Tennessee and Western North Carolina railroad. Fourteen miles of the road was graded several years ago. The bridges and trestle-work was also completed on that portion of the line and five miles of the track laid. It is to be changed, however, to a narrow-gauge road, and the contract for this fourteen miles has been let to Mr. P.F. Cogan, of Jersey City, New Jersey. He will put a force on it at once, and it is expected that it will be completed to Hampton, in Doe river cove, by the first of January.

The contract for the remaining seventeen miles to the North Carolina line, has been awarded to Messrs. Mills and Rowland, of Philadelphia. They have been in Knoxville this week, with a view of purchasing supplies. We understand they were well pleased with what they found here and that they will probably get a large part of their supplies from Knoxville. Their portion of the work is through a rough country. About 3½ miles runs through what is known as ‘the gorge’ and is very heavy work. They have five tunnels in their contract, all short ones. They also have five bridges over Doe river and Wilson’s creek. It is expected that they will complete their contract in twelve months.

Maj. N.E. Scales, of Knoxville, will have a contract. He leaves to-day with supplies and a number of hands, to commence work immediately. The major is an experienced railroad man, and will do what he undertakes. He has not decided yet how much of the road he will undertake, but we learn he has the privilege of five miles.

We learn that it is contemplated putting five miles of the road beyond the North Carolina line under contract at an early day. The road is being constructed by Messrs. Pardee & Co., of Philadelphia, who are large manufacturers of iron and steel. Their object is to develop the rich Cranberry iron ore for which that section is noted. It is equal, if not superior, to any iron ore on the continent, and is sought after by iron manufacturers far and near. The advantage to that immediate locality, and to all East Tennessee, arising from its development, can not be over-estimated. The early completion of that railroad is now assured, and this is all that is wanting to make the Cranberry country one of the richest and most desirable iron districts in the world.”

2 October 1880. Railroads of Johnson City.

“On October 2<sup>nd</sup>, the ET&WNC signed a contract with the same company [Cofrode & Saylor] to build all the Howe truss bridges on the entire line between Johnson City and Cranberry. Prices were based on the following estimates. For spans of 50 to 75 ft – \$22 per linear foot of bridge; 76 – 100 ft – \$24 per linear foot; and 101 – 140 ft – \$26 per linear foot. The bridges that had been erected in 1869 were still in place, and if materials could be used from those bridges, a deduction would be made. Cofrode & Saylor was responsible for tearing down the old bridges. This seems like a great waste, but wooden bridges deteriorate quickly if not covered, and these bridges had been completely neglected for a decade. All bridges had the same required completion date as the grading beyond Hampton – August 1, 1881.”<sup>83</sup>

15 October 1880. Knoxville Daily Chronicle.

“500 Good Railroad Men Wanted. On the construction of the East Tennessee and Western North Carolina railroad. Apply at the commissary of Mills & Rowland, Elizabethton, Carter county, Tenn.”

1 December 1880. Knoxville Daily Chronicle.

“The Cranberry Branch. Work Going on in Good Earnest. (Chattanooga Times.) Gen. Wilder returned yesterday from Roan mountain and was enabled to see the progress of the work on the Cranberry branch, the road in course of construction from Johnson City, on the line of the E.T., V. & Ga. R.R., to the famous Cranberry mines in North Carolina.

He reports that the sixteen miles of the road originally graded have been regraded and are now ready for ties. Track laying will commence December 10<sup>th</sup>. By February 1<sup>st</sup> the road will be in running order to Doe river cove.

The remaining sixteen miles of the road is being worked by sub-contractors on every mile but two. The entire line will be graded by June 18, 1881, and will be finished by the middle of July. Gen. Wilder says that rarely has he seen any road pushed forward with such vigor, and not one moment will be delayed in completing it as early as possible. The scenery along the line is said to be sublimely beautiful.

This road is of great importance to Chattanooga, as it renders easily accessible those famous magnetic ores for steel making purposes, and will do much toward developing our steel industries.

The road passes around the foot of Roan mountain, and makes that famous resort of access.”

18 December 1880. Knoxville Daily Chronicle.

“Jonesboro Journal... Work on the narrow gauge railroad from Johnson City to Cranberry Iron Works is progressing speedily. The grading is completed to Elizabethton, except bridges. railing and ties are on the line and an engine is expected daily.”

8 January 1881. Knoxville Daily Chronicle.

“Herald Tribune: The contractors of the new railroad, leading from Johnson City to Cranberry Iron Works, commenced laying track at the former place last Saturday. A new narrow gauge Baldwin engine [No. 1 “Watauga”] has arrived, and trains will soon be running over a part of the road.”

15 January 1881. Knoxville Daily Chronicle.

“The first spike was driven on the East Tennessee and Western North Carolina narrow gauge railroad at Johnson City Wednesday, and track-laying will proceed at the rate of a mile per day, says the Jonesboro Journal.”

16 January 1881. Knoxville Daily Chronicle.

“The Johnson City Railroad. Bristol Reporter: Track-laying was commenced on the E.T. & W.N.C. Railroad at Johnson City on Tuesday last and will be pushed forward as rapidly as circumstances will permit. The work will necessarily be delayed until the trestles which are being built are finished. About one and a half miles of track have been laid to date. The company expect to have the road in running order to Elizabethton by the middle of February. Visitors to the March term of the circuit court, we have no doubt, will be able to go in the car. The new engine, ‘Watauga,’ ‘No. 1’ has been placed on the road and a trial trip taken: We congratulate the good people of Carter on the bright prospects ahead.”

2 February 1881. Knoxville Daily Chronicle.

“Accident in Carter County. Elizabethton Mountaineer: Mike Connolly, a tunnel boss on the new railroad just above the Doe River Cove [apparently at Tunnel 2], while engaged in work on last Saturday, had a huge rock from an overhanging arch to fall from its place of support, striking him on the back of his neck and completely crushing him to the earth. The wounded man was conveyed immediately by some of the hands near by to his place of residence, when medical aid was summoned. Connolly is doing better at last accounts, but to us it seems a miracle how he ever survived the accident.”



3 February 1881. Memphis Daily Appeal.

“Iron and Iron Highways. The iron region of East Tennessee, western North Carolina and southwestern Virginia is just now attracting a great deal of attention, and railroads are being projected that, when built, will put it in connection with the outside world, much to the profit of the owners and the well-being of an increasing and industrious population. One of these railroads is known as the East Tennessee and Western North Carolina railroad, which is to run from Johnson City, south through the mountains of North Carolina, tapping one of the richest iron belts perhaps in the world. The Knoxville Dispatch learns that it is already graded to Doe river, seventeen miles, and that five miles are equipped and the trains running that distance. The prospects for its early completion are good. ‘When this is effected,’ says our contemporary, ‘important changes will ensue in the iron business of East Tennessee.’...”

4 February 1881. Knoxville Daily Chronicle.

“Jonesborough Journal: The track on the East Tennessee and Western North Carolina Railroad is laid to Elizabethton. Several large bridges are to be completed before the engine or train can be of service.”

2 March 1881. Morristown Gazette.

“Jonesboro’ Tribune: The new engine, ‘Watauga’ No. 1, with five flats and a box are being run as far as Bowman’s on the Johnson City narrow gauge.”

6 March 1881. Knoxville Daily Chronicle.

“Elizabethton Mountaineer: Another serious accident occurred on the E.T. & W.N.C. R.R., in Crab Orchard, Major Scales’ section, one day last week. A colored man, name unknown, was mutilated considerably by the explosion of a dynamite cartridge.”

16 March 1881. Morristown Gazette.

“Speaking of the new railroad running out from Johnson City, the Elizabethton Mountaineer says, ‘The last trestle will soon be up, and we may safely say that the iron horse will be seen puffing up the Watauga valley in the course of three weeks.’”

26 April 1881. Knoxville Daily Chronicle.

“Track-laying on Elizabethton’s new railroad has been discontinued until the bridge at Doe River Forge, is completed, says the Mountaineer.

Elizabethton Mountaineer: A package of dynamite exploded in a blacksmith shop in the gorge, above Doe River Cove, one day last week. Three men were injured by the explosion, one seriously. The roof of the shop has not been heard from, having gone on an extended ethereal excursion.”

1 May 1881. Railroads of Johnson City.

“By April 30, 1881, a good deal of work had already been done. The balance sheet, as of that date, showed \$84,449.42 having been spent on the new grading. New rails on the old section cost \$39,312.05, new cross ties were another \$9,374.52, and trestles (probably bridges) had taken another \$7,794.76. A total of \$243,204.84 had been spent on the railroad to that point. Most of this had been paid from stock subscriptions, for only \$20,000 of the bonds had been sold by that time.

In his report to the stockholders, dated May 1, 1881, Chief Engineer Matson outlined the work that had been done to that date. Work had begun on the railroad on September 15, 1880, and had progressed as well as could be expected, due to the poor weather over the winter months. He calculated that a little over four months work had actually been done in the seven and a half months that had passed. He estimated that the completion of the railroad would thus be delayed at least two months. On the section of the road from Johnson City to Hampton, he stated that all repairs and alterations to the grading had been completed. Contracts for masonry on the old section had been awarded to P.F. Cogan, at the following prices. Coursed rubble masonry – \$6 per cubic yard (PCY), random rubble masonry – \$4.25 PCY; rectangular rubble masonry – \$3 PCY; Paving – \$1.25 PCY; earth excavation in foundation pits – 20 cents PCY; and loose rock foundation pits – 37 cents PCY. In the old section, all of this work had already been completed.

Contracts for the erection of trestles on the old section were made with two firms – P. Cogan and Cameron & Shell. Trestle work on the new portion was awarded to Mills & Roland. All three firms were paid \$27 per 1000 board feet measure for the trestles (not to be confused with bridges, erected by Cofrode & Saylor). All trestle work on the old section had been completed.

Cross ties had been provided by various individuals, at an average rate of 20 cents per tie, with the ties for the old section already on hand. A contract for track laying and ballasting on the sections 1 – 14 (old section), was made with Patrick Cogan, and on sections 15 – 34 with Mills & Roland. Both firms were paid \$250 per mile for track laying, but the company ballasting the new section was paid only 70 cents per cubic yard, five cents less than the other. Track laying had commenced in January 1881, and by May 1<sup>st</sup> had reached the middle of section 14, namely the bridge at Tunnel 1. The old rails were moved in to the new gauge, except on the trestles. New steel rails, weighing 40 lbs per yard, were used further on. The bridges at Buffalo Creek and at Valley Forge were completed, and the bridge at Tunnel 1 was under construction. It was estimated to be completed by June 1<sup>st</sup>, and after that, track to Hampton was expected to be laid in a few days. The construction report says nothing about Tunnel 1, but other publications indicate that tunnel was begun during broad gauge days, but only completed after the gauge was changed. Observation of the tunnel itself does suggest that the Hampton end is slightly narrower than the rest of the bore. It appears that the last several feet were not dug until 1880.

Two depots had been built during the broad gauge days. The building at Johnson City was originally located close to the ET&V depot, but by 1881 it was considered too far from the actual interchange between the two railroads. The building was moved a short distance [“approximately two hundred feet closer to the junction”], making room for a two stall engine house between the depots. The depot at Elizabethton was considered to be in fair shape, and would be ready for service with a little work. Ironically, throughout its life, the Elizabethton depot was listed in depreciation records as having been built in 1882. It was actually built ten to twelve years before that, and was undoubtedly the oldest in-use building on the property for decades.

Rolling stock had been purchased for the railroad, and consisted of one locomotive – a 2-6-0 Mogul named ‘Watauga’, built by Baldwin Locomotive Works in the last days of 1880, one boxcar, five flat cars, and two push cars.

In summation, Matson, stated that \$43,174.76 had been spent on sections 1 – 14, with an estimated \$15,135 more to be spent. Sections 15 – 34 showed \$132,368.77 spent to date, with an estimated \$221,777 more to be spent. Unfortunately, that last figure proved to be a low estimate. The President reported that \$56,000 of the \$250,000 of mortgage bonds had been sold, and were now accruing interest. Obviously, the majority of the money spent had come from stock subscriptions.”<sup>84</sup>

18 May 1881. Knoxville Daily Chronicle.

“The Elizabethton Mountaineer has a report from the narrow gauge railroad works, that contractor Heidman and three of his workmen were killed by an explosion in the Crab Orchard the same day [Tuesday, 17 May 1881]. It is said to have been the most fatal and terrific explosion that has yet taken place on the new road.”

19 May 1881. Along the ET&WNC, Volume III: The Depots.

“At the annual meeting of the board of directors on May 19, 1881, it was reported that arrangements had been made for moving the depot at Johnson City from its present site to the junction with the East Tennessee, Virginia & Georgia Railroad... No sidings had been laid out in Johnson City as of this time, for the decision as to what facilities would be needed at that location had not yet been made. The depot in Elizabethton, built a decade before, was ruled to be in fair condition, and little work would be required to put it in service. No depot had been built at Hampton by that date.”<sup>85</sup>

28 May 1881. Milan Exchange.

“A terrible accident occurred on the East Tennessee and Western North Carolina railroad, in Carter county, a few days ago, resulting in the instant death of one Hedeman, a sub-contractor, and a negro man, and the fatal injury of one or two more negroes. The accident was caused by the premature firing of a blast containing two and a half kegs of powder. Hedeman was blown some twenty feet into the air and over a precipice forty feet high. The body was terribly mangled.”

22 June 1881. Morristown Gazette.

“Postal Card Correspondence. Johnson City, June 18, 1881. To the Editor of The Morristown Gazette: The season is fine here. Farmers are in the midst of harvest. The wheat crop is an exceptionally good one in both quality and quantity. Business is active. The freight from this point in the direction of North Carolina is simply wonderful. The Narrow Gauge now runs to Doe River Cove, six miles beyond Elizabethton. Success to the Gazette.”

July 1881. Monthly Bulletin, North Carolina Department of Agriculture.

“The Cranberry narrow-gauge road is nearly finished, a steel-rail fish-bar, ballasted road, thirty odd miles connecting the Cranberry ore bed with the East Tennessee and Virginia Railroad. The company, of eastern Pennsylvania iron men, have expended nearly \$750,000 in purchasing

and reaching this ore bed. This is a sufficient endorsement of the estimate given this great deposit in the Geological Report of 1875.”<sup>86</sup>

18 August 1881. Jonesborough Herald and Tribune.

“Another new engine ‘Cranberry’ arrived at Johnson City last Tuesday, and will soon be running over the narrow-gauge. A new coach has also arrived and been placed on the same road.”

“As closely as can be determined, all of the evidence proves that the first two passenger cars, Combine 1 and Coach 2, were ordered from Jackson & Sharp in 1881. The corporate headquarters for the railroad was always in Philadelphia, PA, so it was rather easy for some official or other to drop down to Wilmington, DE, and inspect cars. Visually, the cars look like J&S cars, and the supporting paperwork also suggests that. Company document do show that the cars were delivered from Wilmington.”<sup>87</sup>

Table 2. “ET&WNC... Passenger Car Roster”<sup>88</sup>

#	Type	Acquired**	Retired	Length	Width	Capacity
1	Combine*	1882 [1881?] new	1938	40'	8'	16
2	Coach	1882 [1881?] new	1938	40'	8'	50

\* Combine #1 accommodated passengers, baggage and mail.

\*\* The Jonesborough Herald and Tribune, 18 August 1881, included: “A new coach has also arrived” for the narrow gauge. Railroads of Johnson City, published in 2007, included: “The ET&WNC opened to the public on August 22, 1881... Two combination passenger cars were now on the roster...”<sup>89</sup>

19 August 1881. The Charlotte Democrat.

“Cranberry Iron and Coal Company... Nearly all the grading on the company’s Railroad from Johnson City, Tenn., to Cranberry, is completed and it is expected that by this time next year the Road will be finished and in operation. Salisbury Watchman.”

20 August 1881. Knoxville Daily Chronicle.

“Yesterday I made a trip to the present terminus of the new railroad with Mr. Wallace Hahn and family, the auditor of the road. It is completed about seven miles above Elizabethton. Having gone as far as we could on the engine and flat cars we took it afoot on through the second tunnel into the ‘gorge.’ For a mile or two I notice that the road was ballasted with marble – white, brown and variagated. It seemed like extravagance, but what else is to be done when railroads run through mountains of marble? The second tunnel is cut through a mountain of white flint a Herculean task but what will the energy of this age not accomplish? The ‘gorge’ is the wildest country I ever saw. The road runs along the side of an almost perpendicular mountain some two hundred feet or more above the bed of the river, with mountains on either side. It is dangerous and almost impossible for a man to walk along the line surveyed out under the ledge. As I saw the workmen, with their picks and blasting drills, almost literally hanging on the cliff, at the risk of their lives, I thought how little people realize, as they roll through our mountain passes on the trains, with what labor and difficulty these great thoroughfares have been made; and if any man had said, fifty years ago,



that a railroad would one day be built through this gorge, he would have been regarded as partially insane. But it is being built, and in all human probability will be completed to the ‘Cranberry Iron Works’ by the 1<sup>st</sup> of November. These railroads that penetrate into the heart of the mountains will be of great benefit to the country in developing its inexhaustible mineral resources. The workmen have a hard time of it, living in their rough cabins; but, though rough in their exterior and manners, they are civil and good-hearted, and seem to be susceptible of influence. Their great enemy is whisky, which they drink freely after pay-day, which brings carousing and fighting.

I am told that such was the state of things at the furnace seven years ago, but that through the influence of Mr. Quaipe and Mr. Christian and others, things are entirely changed, and the workmen and their families are now temperate, industrious and happy. It shows what power there is in Christianity when brought to bear upon a community by the firm and consistent example of one or two influential men.

But I have already trespassed upon your columns more largely than I intended, and I therefore subscribe myself Your friend nod well-wisher,

H.H. Morrell.”

22 August 1881. Railroads of Johnson City.

“The ET&WNC opened to the public on August 22, 1881. One train per day ran back and forth between Johnson City and Hampton, running out in the morning and returning in the afternoon, with a significant layover in Hampton. A second 2-6-0 was on the property, a twin to the ‘Watauga’, named ‘Cranberry.’ Two combination passenger cars were now on the roster, and over the next eight months, carried 7,701 passengers an average of eight miles, earning the railroad an average of 34.5 cents per customer, for a total of \$2,671.90. By spring, five boxcars, six gondolas, and 23 flat cars were at work, and had hauled 3,074 tons of freight. This freight was carried at an average of \$1.28 per ton, an average of six miles, adding \$3,934.47 of revenue to the company’s coffers. Income for the eight months totaled \$6,606.37, which did not even cover the cost of the Cranberry which had cost \$7,655 delivered. The new railroad was not off to an auspicious start.”<sup>90</sup>

Table 3. “ET&WNC Freight Tonnage... in Tons, Originating Tonnage (Except Coal)”<sup>91</sup>

Year Ending:	30 April 1882	30 April 1883	30 April 1884	30 April 1885	31 December 1885
Total	3,074	14,806	31,555	22,883	23,870

Table 4.

Year Ending:	31 December 1886	31 December 1887	31 December 1888	31 December 1889	31 December 1890
Iron Ore	18,977	39,519	2,513	1,000	22,870
Pig Iron	3,055	3,978	4,162	3,815	4,000
Lumber	9,876	13,107	16,578	21,794	20,962
Misc.	4,539	4,942	4,161	5,759	11,575
Total	36,447	61,546	27,414	32,368	59,441

Table 5.

Year Ending:	31 December 1891	31 December 1892	31 December 1893	30 June 1894	30 June 1895
Iron Ore	20,285	13,749	2,728	99	
Pig Iron	3,031	3,932	2,538	1,355	58
Coal/Coke	6,572	5,145	5,518		
Limestone		3,500	3,650	310	
Lumber	16,023	17,182	15,307	15,183	17,477
Misc.	8,726	5,939	5,060	3,625	3,531
Total	54,637	49,447	34,801	20,572	21,066

“Iron Ores of North Carolina, A Preliminary Report”<sup>92</sup>, included:

Table 6. Annual Production of Iron Ore at the Cranberry Mine, Mitchell County,  
In Gross Tons (2240 lbs.)

1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
3,998	17,839	24,106	45,032	15,705	19,819	30,290	27,628	18,433

Table 7. Shipments of Iron Ore from the Cranberry Mine. Mitchell County,  
In Gross Tons (2240 lbs.)

1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
not known				10,129	12,974	22,873	20,284	12,088

Table 8. Total Production of Pig Iron at the Cranberry Furnace, In Gross Tons.

1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
388	1598	1964	3250	2143	2587	2840	3217	2902

24 August 1881. Jonesborough Herald and Tribune.

“From Johnson City. Mr. Editor: – Thinking a few items from our rising little City might be of interest to your many readers, I herewith send you a few:

Last Monday while some hands were working the roads near this place, Chas. Ore had his hand torn nearly off by an explosion of a blast which he was craming with a steel rod. The wound is a painful one, and in all probability his hand will have to be amputated...

The officers of the narrow-gauge put a regular passenger train on their road this morning, with W.P. Miller conductor.

The lumber business is booming here. The steam saw mill is kept busy both day and night.

Our merchants seem also to be kept pretty busy. More anon, Peroy. Johnson City, Aug. 22.”

9 September 1881. Knoxville Daily Chronicle.

“According to the Jonesboro Herald and Tribune, a passenger coach is now run daily from Johnson City to the gorge, seven miles above Elizabethton [Pardee Point], on the E.T. & W.N.C. Railroad.”

1 October 1881. Milan Exchange.

“A disastrous flood in the vicinity of Johnson City, East Tennessee, the other day, destroyed a large proportion of the crops in that section, and did some damage to the [East Tennessee &] Western North Carolina railroad.”

<b>EAST TENNESSEE &amp; WESTERN NORTH CAROLINA R. R.</b>							
ARIO PARDEE, Jr., President, No. 237 South Third St., Philadelphia, Pa.							
J. S. WISE, Secretary and Treasurer, 237 So. Third St., Philadelphia, Pa.							
THOMAS E. MATSON, Supt. and Engineer, Elizabethton, Carter Co., Tenn.							
WALLACE HAHN, Auditor, Elizabethton, Carter Co., Tenn.							
General Offices—Elizabethton, Carter Co., Tenn.							
Pass'ger.	Mis	November 1, 1881.			Mis	Pass'ger.	CONNECTION.
6 30A.M.	o	lve..	<b>Johnson City</b> <sup>1</sup> .arr.	15	6 30 P.M.	—	1 With East Ten-
6 38 "	..	.....	Sinking Creek.....	..	6 23 "		nessee, Virginia &
6 45 "	..	.....	Milligan College.....	..	6 15 "		Georgia R. R. for
6 53 "	..	.....	Watauga Point.....	..	6 05 "		all points east and
7 10 "	..	.....	Elizabethton.....	..	5 50 "		west.
7 20 "	..	.....	Valley Forge.....	..	5 40 "		
7 30A.M.	15	arr....	<b>Hampton</b> .... lve.	o	5 30 P.M.		
<b>LENGTH OF ROAD 34 MILES.</b>							
WHEN COMPLETED TO CRANBERRY, N. C., WILL TAP THE							
<b>Celebrated Magnetic Ore Districts of Western North Carolina.</b>							
<b>TRAINS WILL RUN THROUGH TO THAT POINT BY APRIL 1, 1882.</b>							
This road passes through a region well known for its <b>WILD</b> and							
<b>BEAUTIFUL SCENERY.</b>							

Figure 23. Travelers' Official Railway Guide for the United States and Canada, 1 November 1881.<sup>93</sup>

11 November 1881. Knoxville Daily Chronicle.

“Elizabethton Mountaineer: Mr. Robt. Johnson, depot agent at this place, reports that one hundred and sixty-three thousand pounds of freight have passed over the E.T. & W.N.C. Railroad during the month of October. This is pretty fair business for the new road.”

3 December 1881. Knoxville Daily Chronicle.

“Items from Elizabethton. Mr. Editor: Thinking that a line or two from Elizabethton might not be uninteresting to your readers, the writer sends a few items which he gathered up on a visit last week to this pleasant village, nestling among the hills.”

Elizabethton is situated on the Doe River, ten miles from Johnson City, and contains some three or four hundred inhabitants. Boarding the train at Johnson City, you are carried along over the narrow-gauge, East Tennessee and Western North Carolina Railroad, and are delighted with the smoothly moving train and the neat new cars...”

Winter 1881 – 1882. *Along the ET&WNC, Volume III: The Depots.*

“At the annual meeting of the board of directors on May 19, 1881, it was reported that arrangements had been made for moving the depot at Johnson City from its present site to the junction with the East Tennessee, Virginia & Georgia Railroad... No sidings had been laid out in Johnson City as of this time, for the decision as to what facilities would be needed at that location had not yet been made. The depot in Elizabethton, built a decade before, was ruled to be in fair condition, and little work would be required to put it in service.”<sup>94</sup>

“Once the railroad was completed to Cranberry, the layout of the Johnson City area began to take shape. The depot, which had been built several years before [1869], was moved to the interchange with the ETV&G railroad. By the description of the earlier location, the move was only a few hundred feet. This depot was a rectangular frame structure measuring 30’ x 60’...”<sup>95</sup>

Table 9. “ET&WNC Annual Passenger Revenue Summary”<sup>96</sup>

Year Ending:	30 April 1882	30 April 1883	30 April 1884	30 April 1885
Revenue in \$	2,672	4,579	12,112	11,231
Mail \$		840	1,442	1,400
Pass. Carried	7,701	17,635	26,473	25,310

Table 10.

Year Ending:	31 December 1885	31 December 1886	31 December 1887	31 December 1888
Revenue in \$	8,368	11,448	12,716	10,184
Mail \$	961	1,431	1,440	1,449
Pass. Carried	18,140	25,780	27,050	20,214

Table 11.

Year Ending:	31 December 1889	31 December 1890	31 December 1891	31 December 1892	31 December 1893
Revenue in \$	12,930	20,145	17,312	15,914	11,037
Mail \$	1,461	1,461	1,461	1,576	1,692
Pass. Carried	26,567	42,465	38,180	34,595	24,054

1 March 1882. Report of the Postmaster – General of the United States...

Table 12. Extract of “Statement showing miles of railroad service ordered, &c...”<sup>97</sup>

No. or route.	State and termini.	Title of company.	Character of service.	Miles.	Date of commencement.
19018	Johnson City, Hampton	East Tennessee & Western North Carolina R.R.	New	15.20	Mar. 1, 1882



4 April 1882. Raleigh Farmer and Mechanic.

“The Chattanooga steel-makers are rejoicing over the news that the Railroad to Cranberry Iron Works, in Mitchell county, tunneled through two veins of the finest magnetic iron, one 18 feet thick, the other 34 feet thick. The road is a narrow gauge running out 16 miles from Johnson City, Tennessee, to the Cranberry Mines, and is designed to ultimately connect with the Carolina Central, or the Cape Fear R.R., and find a port at Wilmington. Gen. R.F. Hoke, one of the mine owners, is now conducting a party of capitalists to view the lay of the land. They were much pleased with the Wilmington prospect. The new discovery will help the cause.”

3 May 1882. Knoxville Daily Chronicle.

“Railroad Contracts. Maj. N.E. Scales, one of our most enterprising and successful contractors, finished up last Friday his contract, in Carter County, on the East Tennessee & Western North Carolina Railroad, which leads out from Johnson City to North Carolina, through the iron regions. Yesterday a large force of his hands, together with tools, implements, &c., were brought to the city and taken on the Ohio division of the E.T., Va. & Ga. Railroad. We will double his efforts on that work and push it to completion as rapidly as possible.”

13 May 1882. Knoxville Daily Chronicle.

“We understand from Mr. H. Cooper, who has just returned from a trip to upper East Tennessee, that the East Tennessee and Western North Carolina Narrow Gauge Railroad, extending from Johnson City through Carter County, is now about completed, and it is expected to have regular passenger, freight and mail trains running over it by June 15<sup>th</sup>.”

17 May 1882. Railroads of Johnson City.

“The Board of Directors and the Stockholders met a year later, on May 17, 1882. Significant progress had been made since the last meeting, and the completion of the railroad was near. It is fortunate that this meeting took place before the road was completed, for the reports give a snapshot of a company that was in high gear to complete the job. Things had to be progressing, for a deadline was drawing near.

The treasurer reported that \$507,670.51 had been spent on construction, as of April 30<sup>th</sup>. Another \$102,567.62 had been spent on rails, and Equipment (engines and rolling stock), cost \$36,087.68. Line items now listed things like engine house, turn table, stations, water tanks, as well as interest payments on the bonds. The railroad was now shown as being worth \$668,513.53. Capital stock was now up to \$370,800, \$178,000 of the bonds being sold, and \$95,800 had been loaned to the company by individuals or was bills payable. These figures are much larger than those spent in 1869 for the original railroad, and show that the original company would never have generated the funds to complete the railroad to Cranberry.

Chief Engineer and Superintendent Matson reported that, as of the day of the meeting, track laying had progressed to milepost 23, north/west of Crab Orchard (near the location of the Tennessee Prison facility on Railroad Grade Road). This progress was amazing, for he stated that of the five months between November and March, only about two months of work had actually been done. All bridges were completed, except for two short spans between Roan Mountain and Shell Creek, which could not be built until the tracks were laid to the site and the materials

delivered. All of the grading was done except for one cut near the mine. He presented the costs remaining in order to complete the road. Grading and cattle guards would cost \$7,600, ballast another \$12,000, cross and switch ties – \$2,500; bridges would cost \$9,500; stations to be built would cost \$1,000; water tanks – \$800; track laying – \$420. Obviously, most of the track laying yet to be done had already been paid for. (Matson missed some bills somewhere, for the accounting by the Treasurer a year later showed that over \$120,000 more was spent to actually complete the railroad. Perhaps some extra money was spent to push the construction crews to work faster.

Matson estimated that the rails would be laid to the terminus by June 3<sup>rd</sup>, and that the ballasting would be completed in time to open that portion for business by July 1<sup>st</sup>. Considering that there was over eleven miles of track to lay, with two bridges to deal with, in only fourteen days (not counting Sundays), it would appear that Matson was being overly optimistic.

What was not stated, but was the elephant in the room to those who knew, was that the deadline imposed by the Tennessee Legislature in March 1879, was looming. The railroad had to be completed by June 1, 1882, or it could face the possibility of being impounded by the state and sold yet again. The rights of a charter were given by the state, and the state could just as easily taken them away. The ET&WNC had been given numerous extensions over the years, but opportunistic industrialists could have pressed the issue in the legislature, and the railroad taken from its owners just as it was being completed. Presumably, track laying did reach the state line by the first of June, which met the provision of the bill. The railroad was saved for the stockholders, at literally the last moment. Ironically, the details of this bill were never revealed in a stockholder's meeting, or recorded in the minutes of the company. It would appear to the uninformed that the company simply pushed the work in order to start shipping iron ore. The true facts of the situation have only now been revealed.”<sup>98</sup>

17 May 1882. Along the ET&WNC, Volume III: The Depots.

“At the May 17, 1882 directors meeting, it was reported that the railroad was nearing completion. Depots had been erected at Hampton and Roan Mountain. Roan Mountain quickly developed into a thriving community... Sidings had been installed at Johnson City, Elizabethton, and Hampton. At the 1882 meeting, the first mention was made of a Union depot at Johnson City. The ET&WNC depot was a few hundred feet from the ETV&G depot, which, along with the water tank, formed the exact center of Johnson City. Combining the two would benefit everyone, for passengers could change trains with ease, and less-than-carload freight and express would not have to be moved between the two buildings in all kinds of weather. The ETV&G depot had been around for 20 years, and was probably in need of replacement anyway.”<sup>99</sup>

May 1882. Along the ET&WNC, Volume IV: Freight Cars Part A.

“By May, five boxcars, six gondolas, and 23 flats were on the roster.”<sup>100</sup>

13 June 1882. “Dr. Jobe Saves His ‘Hides’: Part XXX”.

“I continued to farm [near Elizabethton] and do a little practice, especially in surgery, until the East Tennessee and Western North Carolina Railroad was finished to Cranberry... I moved my family to Elk Park, North Carolina on the first train coming through. This was on 13<sup>th</sup> of June, 1881 [should read “1882”]. We moved into a railroad ‘shantie’ on Esq. Ellis’ land, near Ellis’ residence. Shortly after that, I bought six acres from Esq. Ellis above the railroad cut.”<sup>101</sup>

27 June 1882. Memphis Daily Appeal.

“The East Tennessee and Western North Carolina railroad is now completed from Johnson City, Tenn., to Cranberry, N.C. By this route a fine view of the mountains of Tennessee and North Carolina can be had. Roan mountain, in all its grandeur, looms up at a distance of eight miles from Roan Mountain station. From the terminus it is but a short distance to the falls of Elk and Linville falls. Tourists not desiring to ‘rough it in the mountains’ can return to Elizabethtown or Johnson City in the evening by train. This road will bring the celebrated Cranberry magnetic ore into market.”

<b>EAST TENNESSEE &amp; WESTERN NORTH CAROLINA R. R.</b>						
ARIO PARDEE, Jr., President, No. 237 South Third St., Philadelphia, Pa.						
J. S. WISE, Secretary and Treasurer, 237 So. Third St., Philadelphia, Pa.						
THOMAS E. MATSON, Supt. and Engineer, Elizabethton, Carter Co., Tenn.						
WALLACE HAHN, Auditor, Elizabethton, Carter Co., Tenn.						
General Offices—Elizabethton, Carter Co., Tenn.						
Pass'ger.	Mls	July 1, 1882.		Mls	Pass'ger.	CONNECTION—With East Tennessee, Virginia and Georgia R. R. for all points east and west.
6 30 A. M.	0	lve.,	Johnson City <sup>1</sup> .arr.	34	6 30 P. M.	
6 38 "	2	.....	Sinking Creek.....	32	6 33 "	
6 45 "	4	....	Milligan College....	30	6 15 "	
6 53 "	6	.....	Watauga Point....	28	6 05 "	
7 10 "	10	.....	Elizabethton.....	24	5 50 "	
7 20 "	12	.....	Valley Forge.....	22	5 40 "	
7 30 "	15	.....	Hampton.....	19	5 30 "	
7 55 "	17	.....	Pardee Point.....	17	5 15 "	
8 25 "	21	.....	White Rock.....	13	4 50 "	
8 45 "	24	.....	Crab Orchard.....	10	4 30 "	
8 55 "	26	.....	Roan Mountain ...	8	4 20 "	
9 05 "	28	....	Shell Creek.....	6	4 10 "	
9 40 "	31	.....	Elk Park.....	3	3 45 "	
9 50 "	33	.....	Cranberry.....	1	3 35 "	
10 00 A. M.	34	arr.....	Mine .....lve.	0	8 30 P. M.	

Figure 24. Travelers' Official Guide of the Railway and Steam Navigation Lines in the United States and Canada, 1 July 1882.<sup>102</sup>

Operating Instructions on Time Table no. 4.

“Conductors and Engineers are prohibited from running trains without having this time table in their possession.

Trains will wait on each other at all meeting or passing points thirty (30) minutes.

Trains will leave terminal stations regardless of over-due trains. Such over-due trains must keep entirely out of the way.

No delayed trains shall attempt to run to a meeting point after it gets twenty-five (25) minutes behind its regular time.

Construction trains must be on siding, and have tracks clear, at least ten (10) minutes ahead of regular trains.

Switches must be reset for main track immediately after train passes in or out of siding.

Conductors and Engineers will compare time daily with clock in the office at Johnson City.

When, from any cause, a train is delayed the schedule time is as fast as it should run, but such train must not, under any circumstances, run at a higher rate of speed than fifteen (15) miles per hour.

Through the ‘Gorge,’ and at all points where rock or land slides are possible, and in descending heavy grades, trains must be kept under perfect control, and speed must not exceed six (6) miles per hour. All stations, or other points where trains are liable to be standing, must be approached with train under full control.

No. 1 and No. 2 shall have the right of track, and all other trains will side track for them when practicable.”<sup>103</sup>

3 July 1882. Railroads of Johnson City.

“The ET&WNC opened to Cranberry, NC on July 3, 1882... Tennessee’s first major narrow gauge was now complete. What had begun as a local project, with local funds and a liberal dose of state help, ended up as yet another southern railroad owned by northern industrialists. Fortunately, almost every delivered carload of iron ore, lumber or wood products, and people, worked to build up the city of Johnson City. For the first five years of the press run of the Johnson City Comet, the ET&WNC was given credit for ‘making’ Johnson City. Having two railroads in a community did tend to benefit that community. With the completion of the ET&WNC, Johnson Depot was well on the way to becoming Johnson City.”<sup>104</sup>

“Once the railroad opened, trains were based at Cranberry, making the engine house in Johnson City little more than a shed. A turntable was also installed, and used to turn engines. Non-powered turntables relied on carefully balancing the engine on the table in order to make it easy for simple manpower to turn. In order to balance a broad gauge engine as well as a narrow gauge one, four rails were undoubtedly necessary, especially due to the fact that one railroad was five foot gauge and one three foot!”<sup>105</sup>

30 July 1882. Knoxville Daily Chronicle.

“E.T. & W.N.C. R.R. Bristol Reporter: The E.T. & W.N.C. R.R. from Johnson City to Cranberry, N.C., has been completed, and received by the authorities of the road. The stock is well balasted and said to be in splendid condition the entire length of the road. Passenger trains run over the road daily, leaving Johnson City early in the morning and returning in the evening of the same day, affording tourists and sight-seers safe and pleasant facilities for viewing some of the finest scenery in the country. The scenery through the ‘gorge’ is said to be sublime in its rugged grandeur.”

14 September 1882. Memphis Public Ledger.

“An East Tennessee Railroad. Cor. Knoxville Tribune. Johnson City, September 8 – On last Tuesday Colonel Matson, Chief Engineer of the East Tennessee and Western North Carolina railroad gave an excursion from Johnson City to Cranberry. This road is thirty six miles in length, and is a prodigy of human skill. Two engineers, the seniors of Colonel Matson, had declared that it was impossible to reach by railway the ore banks of Cranberry. He has demonstrated that they were mistaken. The route crosses the Doe river six times and Buffalo once. It has five trestles,



three of which are the highest I have ever seen, and five tunnels – these last are short, but are through solid rock. There are more than a dozen fearful cuts on the road. Philosophers say that this earth ‘hangs on nothing but the air,’ but this railroad hangs on nothing in the ‘gorge.’ This gorge is a deep canon in the Alleghenies, which is cut by the intrepid and dashing little Doe. I shall not attempt any descriptions here, but I believe that Colonel M. pulling his sturdy Mogul is the first man or beast that ever passed through these ‘diggins.’ The mountain scenery on either side, in many places, is sublime beyond description or conception.

Colonel Reeves had thoughtfully provided a lantern, and our party explored the mines. Their ore is said to be the richest yet discovered. By the opportune kindness of Captain Lumsden and General Holk [Hoke]. Our ‘lanterns dimly burning,’ we saw and heard to our hearts’ content.”

27 September 1882. Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives.

“In late 1882 more motive power was needed so a 2-8-0 Consolidation was ordered from Baldwin. Shipped on September 27<sup>th</sup> and named ‘Unaka’ after a local mountain range, No. 3 was used to pull freight while the Moguls handled the passenger trains... The pattern was now in place for operations for the rest of the nineteenth Century. For most of that time the ET&WNC had three locomotives, four passenger cars, 12 boxcars, 64 platform cars (flats and gondolas), and 24 ore cars, which were four wheel cars that were later transferred to dinky service in the mine...”<sup>106</sup>

13 December 1882. Morristown Gazette.

“The cost of blasting powder alone on four miles of the narrow gauge railroad running from Johnson City to the Cranberry ore banks is said to have amounted to \$50,000. The road, short as it is, is regarded as one of the wonders of railroad construction.”

20 December 1882. Morristown Gazette.

“Dots from Carter. Milligan College, Tenn., Dec. 6. To the Editor of The Morristown Gazette. The thermometer stands at 6° below zero this morning, and we feel a little delicate venturing out after news. Your writer is stationed five miles from Johnson City, on the East Tennessee and Western North Carolina railroad. This road is about thirty miles in length and might be called one of the wonders of the world. It took \$50,000 worth of blasting powder to blow through four miles of it. A wild cat was never known to pass over the route before the railroad surveyors went through. The road is a great blessing to our country, as many parts of it heretofore had no market for the products of the soil. Much business is now done over the line.

Johnson City is still building up. An immense tannery is being built there, \$100,000 capital invested. Morristown must wake up, or out ‘City; will soon be the metropolis between Knoxville and Bristol.”

May? 1883. Railroads of Johnson City.

“At the stockholders meeting the following year [in May?], the Treasurers report showed that \$371,262.60 had been spent on construction of the railroad. All of the other expenses, including purchasing the engines and rolling stock, showed the railroad being worth \$815, 906. On the other side of the balance sheet, the capital stock was up to \$499,000, all of the mortgage

bonds had been sold, and individuals had loaned the company \$57,500. During the same year, revenue from passengers, freight and mail, brought in \$17,935.47. Expenses for the year were \$10,819.56. Payments on the interest on the bonds required \$8,750, which gave the railroad a deficit income of \$1,634.09. The fortunes of the ET&WNC were off to an inauspicious start, and would not materially improve over the next twenty years.”<sup>107</sup>

May? 1883. Along the ET&WNC, Volume III: The Depots.

About May 1883, “it was reported that depots had been built at Shell Creek and the Cranberry Inn, the former being built by a few of the citizens of that vicinity. Depots were now located at Johnson City, Elizabethton, Hampton, Roan Mountain, Shell Creek and the Cranberry inn.

In 1883/1884, several shelters were built for the flag stops of the railroad. Early timetables printed in the Johnson City newspapers listed these as Sinking Creek, Milligan College, Watauga Point, Gladeland, Valley Forge, Pardee Point, Blevins, White Rock, Crab Orchard, and Elk Park. The Official Guide listed only about half of these stops.”<sup>108</sup>

May? 1883. Along the ET&WNC, Volume IV: Freight Cars Part A.

“Ten boxcars, 32 gondolas, and 28 flats were on the roster. These cars all appear to be 28 feet long, and of 24,000 lb capacity. Gondolas listed as ‘ore’ cars in Poors Manual listings. No individual car numbers known.”<sup>109</sup>

18 July 1883. Morristown Gazette.

“From Johnson’s City, Tenn., July 13, To the Editor of the Morristown Gazette... The Narrow Gauge railroad which connects this place with the Cranberry Iron Works, N.C., is said to be the most romantic and picturesque route in the South. It is doing a live business in freighting lumber, iron, etc., two trains daily running over it... Yours truly, L.”

8 September 1883. Memphis Daily Appeal.

“Johnson City, on the East Tennessee and Western North Carolina railroad, a small station five years ago, has now nearly 3000 inhabitants.”

8 November 1883. Jonesborough Herald and Tribune.

“Up-Country News. – Johnson City. Enterprise, Nov. 3... Nearly every time we go down in town we notice a new house up or going up. The new engine house at the tank, is the latest.”

May? 1884. Along the ET&WNC, Volume IV: Freight Cars Part A.

“Two more flats were added, built by the company instead of an outside car builder. Roster was now at ten boxcars, 30 flat (platform) cars, and 32 gondola (coal) cars. Total freight – 72.”<sup>110</sup>

21 June 1884. Johnson City Comet.

“Public Works. While Johnson City can now boast of much enterprise in all kinds of improvements upon private property, her public spirited men should begin to plan for the public works that will be so much in need at an early date... We do not see how are depot agents can possibly hold out much longer in their pent up condition. Give us a grand union depot for our roads. Let the tank be moved to the other side of the road track, and give us a 200 foot platform all along from union depot by City Hotel to Main street...”

6 September 1884. Johnson City Comet.

“A New Depot. An agent of the railroad was in the city this week to make arrangements for building a new depot. The E.T. & W.N.C. Co. and the E.T.V. & G. Co. are to build a Union Depot, and it is to be erected near the place where the narrow gauge depot now stands. Johnson City is certainly on a boom.”

4 October 1884. Johnson City Comet.

“New Depot. The E.T. & W.N.C. railroad and the E.T. & G. railroad companies are to build a union depot where the Narrow Gauge depot now stands, extending between the tracks of the two companies.”

13 December 1884. Johnson City Comet.

“The E.T. & W.N.C. R.R. have received orders for 50 tons of ore per day. This will make it necessary to run an extra train.”

20 December 1884. Johnson City Comet.

“The Fire. About half past 10 o’clock Thursday morning, a fire broke out in the roof of O’Brien’s Pool Hall, It is supposed that the fire originated from a defective flue. Immediately after the alarm had been given, several hundred men rushed to the place where the fire was burning. Vigorous efforts were made to extinguish the flames, but without avail. The City Hotel, about twenty steps from the burning building was in great danger. Everybody began to cry, ‘save the City Hotel.’ Everybody went to work and thousands of buckets of water were dashed on the roof and side of the hotel. The heat became intense. It was impossible to stand on the roof of the hotel. Twice it caught fire and was twice extinguished. It was thought that it would burn despite all the efforts to prevent it. A great deal of the furniture was carried out. The Tannery Company furnished a hose which was joined to the force pump in the engine room of the E.T. & W.N.C. Railroad Co., and a sufficient quantity of water was thus furnished to prevent the mad flames from igniting the roof of the hotel...”

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.”

17 January 1885. Johnson City Comet.

“The country along the Narrow Gauge Railroad is fast developing.”

17 January 1885. Johnson City Comet.

“The Cranberry Iron and Coal Company is shipping, daily, to Roanoke, Va., 90 tons of ore.”

31 January 1885. Johnson City Comet.

“A good many poplar logs are brought down the Narrow Gauge.”

30 May 1885. Johnson City Comet.

“Important Suit Compromised. – The ejectment bill filed by the E.T.V. & Ga. R.R. Co., against certain property owners in Johnson City has been compromised. The company claimed all the land between the railroad and a line running from the City Hotel to the corner of Jobe’s Hall, which included the saloons east of the hotel, and part of the lot on which the post-office building, burned several weeks ago, was situated. The terms of the compromise are satisfactory to the property owners interested, and very gratifying to the citizens of Johnson City. The company relinquish all claims they may have to the land on which buildings have been places by the citizens, and further agree to tear down the old depot and the building now occupied by J.W. Eakin and T.J. Jobe, and deed the land on which these buildings are situated together with the land heretofore known as the public square, to the public, with the express understanding that no buildings are ever to be erected thereon. The E.T.V. & Ga. R.R., in conjunction with the Narrow Gauge road, will soon commence the erection of a large brick union depot on the present site of the Narrow Gauge depot. This will be a long needed improvement. The compromise of the suit was agreed upon by Messrs. T.J. Jobe, R.L. Taylor, C. Powell and W.H. Taylor, representing the Johnson City property owners, and Wm. M. Baxter, Esq., the general solicitor for the R.R. Co. They had very little trouble coming to an agreement, both parties showing a disposition to do what they could to avoid long and expensive litigation, and to do what they thought was best for the interest of Johnson City.”

30 May 1885. Johnson City Comet.

“The old depot and the old railroad house now occupied by Jno. W. Eakin are soon to be torn down and cleared away and a new union depot will be erected where the Narrow Gauge Depot now stands. The watch-word of Johnson City is success.”

6 August 1885. Johnson City Comet.

“Freight and travel over the Narrow Gauge railroad is heavier than it has ever been. The company certainly deserves success.”



13 August 1885. Johnson City Comet.

“J.A. Martin our enterprising lumber dealer, bought 11 car loads of walnut and poplar lumber last week up the Narrow Gauge road, amounting to over \$3,000.”

17 September 1885. Johnson City Comet.

“Co. T.E. Matson, Supt, E.T. & W.N.C. R.R. went down to Knoxville yesterday morning. He received a telegram from Maj. F.K. Huger, Supt, E.T. Va. & G.R.R. requesting him to come at once to perfect arrangements for the building of a new union depot at this place. This is a greatly needed improvement and we hope to be able in our next issue to report work commenced.”

4 February 1886. Johnson City Comet.

“Mr. J.C. Hardin, the clever depot agent of the Narrow Gauge R.R., at this place, had a severe attack of colic last Monday while attending to his duties, and had to be taken home. We hope he will soon be able to be out again.”

4 March 1886. Johnson City Comet.

“Painful Accident. – Walter Cargille, youngest son of J.A. Cargille, while playing with his companions on the Narrow Gauge turn table last Monday evening met with a serious accident. His companions were turning the table while he was standing on the outer wall with his foot beside the rail of the track which runs the engine on the table. As the table came around it caught his foot and smashed his toes. Drs. S.H. Toy, C.J. Broyles and E.S. Miller, Jr., were called in and amputated the three middle toes. Walter bore the pain like a little hero, and is improving rapidly.”

“A locomotive turntable is designed as a finely balanced piece of machinery. When a locomotive is taken onto the turntable, if it is properly balanced on the pivot, one or two men can turn a locomotive weighing many tons. An empty turntable would be even easier to turn. The ET&WNC was very near downtown Johnson City.”<sup>111</sup>

The resulting legal case reached the Tennessee Supreme Court on 17 November 1900, with a finding that included: “The original declaration, in substance, alleges that the railroad company wrongfully and negligently left unattended, unlocked, unfastened, unguarded, and uninclosed a certain piece of dangerous and attractive machinery, viz. a turntable, and it was its duty not to so leave it, but to keep the same well secured against those for whom it served as an attraction, thereby holding out to plaintiff and others an inviting and attractive piece of dangerous machinery, viz. a turntable, a ponderous piece of machinery, resting on a pivot, and easily revolved, being on wheels at each end; that plaintiff, being an infant of tender years (six years), in company with his mates, while playing with and revolving the table, was caught between the end of the turntable and the end of the iron or steel rail, whereby his foot was mashed, bruised, mangled, etc. The amended declaration further alleged that the turntable was located in the central part of the town of Johnson City, near the intersection of two public streets, and at a place much frequented by people in passing and repassing, with full knowledge that the same was an inviting and dangerous piece of machinery when unlocked or unguarded, and with full knowledge that small boys and youths were in the daily habit of riding and revolving on the same, whereby, and by reason of the negligence of defendant in not taking reasonable precaution for preventing small boys from playing upon and

about its turntable, and in not locking and securely fastening the same, the plaintiff's foot was caught and crushed, etc."<sup>112</sup>

May? 1886. Along the ET&WNC, Volume IV: Freight Cars Part A.

"Notation of \$346.75 spent on new cars. Car totals do not change. One boxcar listed as 'badly damaged' in wreck May 2, probably written off and replaced."<sup>113</sup>

17 February 1887. Johnson City Comet.

"Lynn Hahn, assistant Auditor of the E.T. & W.N.C. R.R. passed through the city on his way to Knoxville this week.

The E.T.V. & G. and E.T.W.N.C. railroads are putting in a new turntable at this place, that will hold the largest engines of the E.T.V. & G. road." See Map 5.

May? 1887. Along the ET&WNC, Volume IV: Freight Cars Part A.

"Notation of \$919.81 spent on new cars, plus \$2,201.89 spent on car repairs. Total remains at 72 freight cars."<sup>114</sup>

3 November 1887. Johnson City Comet.

"The New Depot. In speaking of the new union depot a few days ago Col. C.H. Nimson, Supt. of the E.T. & W.N.C.R.R., told a Comet reported that his company had been ready to build for some time and were only waiting on the E.T.V. & G.R.R. Col. Nimson is a very liberal man and represents an equally liberal company. He now proposes to build a stone depot out of the different colored granite to be found in the famous gorge on their line of road. The stones are to be left in their rough state. Such a building would present a pleasing contrast to the depot now at this place, or at any place along the line of road. Col. Nimson says his company will quarry the stone and deliver it at Johnson City if the E.T.V. & G.R.R. company will erect the building. This is a very liberal proposition, as the quarrying and freight will be more than half the cost of building. It is to be hoped that the E.T.V. & G.R.R. company will accept and give Johnson City a depot worthy of the place."

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."

17 November 1887. Johnson City Comet.

"Mack Dooley, of Knoxville, was in the city Monday night. He informed a Comet reporter that Johnson City would possibly get a new depot this fall – positively in the spring. He said Col. Huger was in favor of erecting the stone depot proposed by Col. C.H. Nimson, Superintendent of the E.T. & W.N.C.R.R."

1887. History of Tennessee...

“Since the war the town [of Johnson City] has steadily advanced, but its growth during the past three or four years has been especially rapid. It now [1887] has a population of about 3,000.

The principal manufacturing establishments now in operation are the Watauga Tannery, established in 1883 by Horton Locum & Co., who still operate it. It is equipped with all the latest machinery, and appliances, and the establishment can turn out about 150 hides per day. The number of hands employed, varies with the season, reaching at times nearly 300. Johnson City Foundry and Machine Shops were put into operation in 1884, and now employ a large number of hands. The president of the company is Col. T.E. Matson. In 1884, also, Miller Bros., A.P. and N.J. Miller established their machine shops, which have proven highly successful. Another flourishing establishment is the Johnson City Furniture Company, which was begun about three years ago, and the planing mill company of Grant, Stephens & Co.; a tobacco manufactory, a large steam flouring-mill and a furniture and trunk factory are all expected to be put into operation in a short time...

The town has had but two newspapers, both of which are now published: the Enterprise, an independent, non-political paper, established in 1882 by W.S. Mitchell, and the Comet, one of the ablest Democratic papers in upper East Tennessee. The latter was established in 1883 by R.L. Taylor and Robert Burroughs.”<sup>115</sup>

15 March 1888. Johnson City Comet.

“The E.T. & W.N.C. Railroad Company has laid a substantial walk from their depot to the corner of the Piedmont House.” See Map 3.

24 January 1889. Johnson City Comet.

“The E.T. & W.N.C. R.R. Co. is building a good road to their depot. It has been badly needed.”

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 4.

30 May 1889. Johnson City Comet.

“A petition, signed by more than 500 citizens, was sent to Col. C.H. Hudson to-day from Col. T.E. Matson for the committee to have the new depot located at or west of the present depot...

Col. C.H. Hudson, General Manager of the E.T., V. & Ga. R.R., was in the city yesterday for the purpose of looking out a location for a new depot. He was met by a committee of representative citizens who, having the interest of the city in view, asked that the depot be located west or southwest of the present business center. Mr. Hudson said it was the policy of the road to accommodate the public as much as possible in regard to the situation of depots, and that he appreciated what Johnson City was doing, and would build the new depot where it would be the most convenient to the largest number of people. The site will be decided soon, and the depot will be built this summer or fall.”

14 November 1889. Johnson City Comet.

“The Truth – Told by a Bristol Editor After Spending a Day in Johnson City, the ‘Coming Hub’ of East Tennessee...”

The Cranberry railroad gave birth to Johnson City. The road extends thirty miles to the steel ores in North Carolina. Although it costs but thirty or forty cents per ton to mine the ores, the company has fixed a minimum price \$2.50 per ton. As a consequence, none of the ores are shipped now, it being impossible for the consumer to meet competition and pay the freight on unreduced ore. The Cranberry Company will build furnaces by the time the 3-C can furnish them with coke, and reduce their mine output to pig.”

9 January 1890. Johnson City Comet.

“The Narrow Gauge railroad company is putting in new cross-ties in their yard here and are otherwise improving it.”

30 January 1890. Johnson City Comet.

“Business Increasing. The E.T. & W.N.C. R.R. Co., did a good business last year and its freight traffic has increased so as to render it necessary to put several more side tracks in the yard here to facilitate the handling of the heavy freight.”

6 February 1890. Johnson City Comet.

“The crossing at the junction of the E.T. & W.N.C. and C., C. & C. roads has been put in. It is similar to the one put in at the E.T.V. & G. crossing.”

10 April 1890. Johnson City Comet.

“At Work on the Passenger Station. Work was commenced Monday on the new union passenger station at the junction of the Three C’s, East Tenn., Va., & Ga., and E.T. & W.N.C. roads. The building is to be of stone, is 300 feet long and 50 feet wide. W.H. Floyd, of Chattanooga, is the architect and the perspective view shows that it is to be a very handsome building. It will not have an equal in architectural beauty and conveniences in the South and will be a credit to Johnson City. It will be hurried to completion.”

1 May 1890. Johnson City Comet.

“The ground has been staked off for the passenger station at the junction of Main street and the Three C’s road. The depot will be about centrally located between Main street and the Narrow Gauge road, and will have wide streets on all sides of it. It will be a model in neatness and convenience and will cost about \$5,000. Work on the building will be commenced in thirty days.”

May? 1890. Along the ET&WNC, Volume IV: Freight Cars Part A.

“Poors Manual now lists 64 platform cars. ICC records have shown 64 flats since 1888...”<sup>116</sup>

19 June 1890. Johnson City Comet.

“A Passenger Station. While in the city last Saturday General Manager Hudson, of the E.T.V. & G.R.R., told the Comet he would begin in a short time and erect a passenger depot in Johnson City. It will probably be located between the Piedmont House and the E.T. & W.N.C. depot. Hurry all he can, he cannot get the depot finished before it is needed.”

7 August 1890. Johnson City Comet.

“Maj. F.K. Huger was in the city yesterday to see about the new depot site. He was no doubt surprised to find the ground still vacant, as it has been the expressed intention of the company to commence work on a new depot in thirty days for the past two years, and the stakes were driven to make the site, have decayed and nothing is left to tell the tale but the ‘officials.’ It has grown into our language that we are to have a new depot, but no one thinks of inquiring when? The Comet did not interview the Major, but feels justified in stating that work will certainly commence within the next 30 or 60 days. Until then, our people will continue to unload their freight from the cars wherever it is convenient for the company to have them do so.”

21 August 1890. Johnson City Comet.

“The Southern Cornice Company, of Chattanooga, has closed a contract to roof the railroad shops and round houses of the East Tennessee road at Knoxville. This company also has the contract for roofing the new Memphis & Charleston shops at Decatur, Alabama, and Union depot at Johnson City.”

4 December 1890. Johnson City Comet.

“Not a Boom, But a ‘Steady, Healthy Growth.’ New Depot – New Opera House – Street Improvements... Final and definite arrangements have been made for the building of the new union depot at the junction of the East Tennessee, Virginia and Georgia, and East Tennessee and Western North Carolina railroads. The building will be of brick and stone, and is to be built jointly by the East Tennessee, Virginia & Georgia, East Tennessee & Western North Carolina and the Charleston, Cincinnati & Chicago railroads and will cost not less than fifteen thousand dollars – Work will commence before the new year and when completed the new building will be one of the best on the East Tennessee system. The plans and specifications are already here...”

18 December 1890. Johnson City Comet.

“The East Tennessee and Western North Carolina Railroad Company received 15 new ore cars this week. They are part of a large order placed with the Southern Car Works, of Knoxville.”

12 March 1891. Johnson City Comet.

“Contract Awarded. – Knoxville Contractors will Build the New E.T., V. & G. Depot. – The contract for the new depot to be built by the E.T., V. & G. railroad at this place, has been awarded.



J.A. Galyon & Co., of Knoxville, are the lucky bidders. Mr. Galyon was in the city to-day to see if brick could be gotten here for the building. He was shown a number of samples of brick and took them with him to Knoxville.

Col. Matson told The Comet the Johnson City Brick Works would furnish the brick. Work will be commenced on the building as soon as the weather will permit and be pushed rapidly.

The plans are familiar to our citizens and call for a neat and modern passenger and freight station, to be erected of brick and stone at a cost of about \$15,000.

The railroad reporter of the Knoxville Journal says:

The construction of the Johnson City depot will be commenced April first. The building will be of brick and everything first class. There will be two immense waiting rooms, with lavatories, closets, etc. The freight building will be one hundred feet long, about fifty feet in width, with several necessary additions. The building will be covered with slate. The whole will be pushed to an early completion.”

19 March 1891. Jonesborough Herald and Tribune.

“The depot question has at last come to something definite. The old one must go. The contract has been let and preliminary arrangements are being made. Work will begin April 1<sup>st</sup> on a structure costing \$15,000. It will be put up between the E.T., V. & G. and the E.T. & W.N.C. railroads, and near the junction.”

19 March 1891. Johnson City Comet.

“The ground for the new depot has been staked off and work will begin as soon as the weather will permit. The building will be erected between the E.T., V. & G. and the E.T. & W.N.C. railroads near their junction, will be 115 feet long by 75 feet wide and will cost \$15,000.”

9 April 1891. Johnson City Comet.

“Work Commenced. Ground was broken this morning for the new Union Passenger and Freight Station to be erected at the junction of the East Tennessee, Virginia & Georgia and East Tennessee and Western North Carolina roads. The building is to cost \$15,000 and will be a handsome structure. The walls are to be of Knoxville pressed brick with stone trimming and the roof slate.

L.A. Galyon & Co., of Knoxville, have the contract, but Johnson City Brick Works will furnish the 500,000 brick necessary to do the work. The work will be pushed as rapidly as possible.”

16 April 1891. Johnson City Comet.

“The Depot Progressing. The depot question is no longer a chestnut. It pays to agitate public improvements. The delay in building a new depot is owing to the fact that large bodies are slow to move. It requires time to formulate plans and get ready for such a big undertaking as that of our new depot. If the E.T., V. & G. Railroad Company do have a way of hesitating long about such matters, they likewise have a swiftness that makes your head swim when they get down to work. Only a few days ago ground for the foundation was not broken, and there was not the least

particle of material upon the spot. Phoenix like, a substantial wall is rising from the ground, which indicates a passenger depot of handsome design as well as one of great splendor. Fifteen thousand dollars is a snug little sum to be spent for a depot, and it will show a mighty revelation to a people who have so long looked upon an old, dilapidated relic of antiquity, where there should have been a palatial passenger station.”

16 April 1891. Johnson City Comet.

“Some Changes. The East Tennessee and Western North Carolina railroad Co. is building a new turning table for their engines. The old table will be taken up from its place back of the old narrow gauge depot to make room for the new union depot now in process of erection. The present narrow gauge depot will now be shifted, and the engine house will be removed to a point near the crossing of the three C’s and the E.T. & W.N.C. lines. The new turning table will also be located in the same region.” Map 5 indicates that the “old” turntable had a diameter of about 50 feet.

23 April 1891. Johnson City Comet.

“The East Tennessee Railroad has turned out to be a sort of Alladin, after all, with a wonderful lamp. The new depot is going up as rapidly as if the genii had something to do with it.”

23 April 1891. Johnson City Comet.

“The E.T. & W.N.C. Railroad Company is putting a new turning table near the crossing of their line and the Three C’s. Their old one had to be moved to give room for the new depot.”

21 May 1891. Johnson City Comet.

“E.T. & W.N.C. News. The E.T. & W.N.C. people are getting things pretty well arranged since the recent changes began to take place. The old depot had to be moved and let down on new pillars some seventy feet from the old place. The company has a turn table now in use at the crossing of the Narrow Gauge and the 3C’s. Dirt has been broken at one end of the turn table, for an engine house [with two stalls], and two or three carloads of stone have been hauled and will be used in the foundation of the building. This move of the company will put the engine and heavy work away from the passenger depot and give more room for the public.”

“This engine house was... used mainly for storing an engine out of the weather overnight. Heavy maintenance was still performed by the Johnson City Foundry & Machine Shop [apparently with regular maintenance performed at Cranberry], which was located a short distance west of the new depot. The engine house was not completed until late July 1891...”<sup>117</sup>

May? 1891. Along the ET&WNC, Volume IV: Freight Cars Part A.

“Early that year, 24 small four-wheel ore cars were purchased. While listed as railroad cars in government documents, as soon as knuckle couplers were installed in 1901, these cars were transferred to work train service, and later into use in the mine. Other totals remained the same. Many cars rebuilt that year. Total now 98 freight cars.”<sup>118</sup> Note, Johnson City Comet, 18 December

1890, included: “The East Tennessee and Western North Carolina Railroad Company received 15 new ore cars this week. They are part of a large order placed with the Southern Car Works, of Knoxville.”

23 July 1891. Johnson City Comet.

“The new engine house of the E.T. & W.N.C. Railroad, located at the crossing of the 3C’s and the above road, is nearly completed. It will certainly be elegant quarters for the engines.”

28 August 1891. Railroads of Johnson City.

“The long awaited announcement finally came in the Daily Comet on August 28, 1891: ‘J.C. Morris, who has managed the construction of the new depot at this place, gave it the finishing touches yesterday. The workmanship is first class in very particular and Mr. Morris deserves to be complimented for his able and skillful management of affairs.

The depot would be a credit to a much larger town. It is built in accordance with a neat and handsome modern design, and is convenient and easy of access. The office and waiting room department is built of the best grade of pressed brick. The interior is plastered and presents a snow white color. The wainscoting, mantel-pieces and trimmings are highly varnished and add much to the beauty and taste of the building. The waiting and office rooms are copiously ventilated by handsome arch windows which have been supplied with plate glass. The roof is of blue slate, and is not only durable, but catches the eye as a thing of beauty. The freight department is large, and will be very satisfactory.

Mr. Morris will turn the building over to the company today, and he thinks it will be inspected about the 31<sup>st</sup> instant, which will enable Mr. Strain to take charge about the 3<sup>rd</sup> or 4<sup>th</sup> of September.”<sup>119</sup>

3 September 1891. Johnson City Comet.

“Getting Ready. – Platforms will be Built in front of the New Depot. Now that the E.T.V. & G. depot has been completed, the company ae filling up with dirt along the front, and will put there a large and commodious platform. It is understood that the side track in front of the depot will be removed, and that the platform will extend out to the main line. The company may sometimes be slow to undertake a thing, but when they once get at it they work to count and never do anything by halves.

We have one of the prettiest depots in East Tennessee; it is a credit to the place and to the railroad company.

When the surroundings are brought to a standard that will compare with the building, the depot will be not only a place of beauty, but it will offer attraction to the weary traveller, who fain would rest. Our people are only too anxious to see the new depot go into use and the old one go to ashes.

The pugilistic emigrant agents may regret to see the old and sacred thing depart, but as old as she is, and sacred as she may be, we propose to shed not one tear as the last piece of timber is removed from over its nest of bugs and rats.”

15 October 1891. Johnson City Comet.

“Eastern Gem. – Brief Outline of One of the Future Great Cities. – Johnson City, Where the Hammer and Saw are Making Music – Destined to be a Great Manufacturing City – the Thrift of the Inhabitants, Etc. – (Special Correspondence Chattanooga Times). Johnson City, Tenn., June 1... The beautiful new Union Depot near by, built of Blue Mountain limestone in ‘Scotch Ashlar work,’ by Bogenshott & Taber, of Chattanooga, is at once one of the most comprehensive, convenient and attractive structures ever planned and built for such a purpose... Everything looks bright and prosperous; numerous brickyards are in operation, hundreds of mechanics are busy erecting houses in all parts of town, prominent among which is the elegant and commodious new depot building by the East Tennessee, Virginia & Georgia Railroad. This is faced with pressed brick and dressed with stone trimmings...”

October 1891. Along the ET&WNC, Volume III: The Depots.

“In 1891, the goal of a Union depot in Johnson City became a reality. The ET&WNC donated the land, while the ETV&G built the structure. The ET&WNC depot became a freight house and the ET&WNC engine house had to be moved to make room for the new depot. Both companies paid the agent in Johnson City, and all expenses were divided evenly...”<sup>120</sup>

7 January 1892. Johnson City Comet.

“The passenger depot of the E.T., V. & G. R’y Co., was set on fire here last night by some unknown persons. It is thought to have been done by a burly negro whom the night watchman had put out of the waiting room several times previous to finding the fire, and after he had put him out the last time, he went away for about an hour, and when he came back he found the mantel piece on fire, and blazing up considerably, but he soon extinguished it without much damage, but for his timely arrival it might have resulted in a serious conflagration.”

28 January 1892. Johnson City Comet.

“The Electric Light Company have put in a number of incandescent lamps in our new depot.”

4 February 1892. Johnson City Comet.

“\$1,288,051. – These are the Startling Figures will Tell of the Growth and Activity of the Plucky, Magnetic City – In 1891 – Complete List of Improvements during the Year... More than a million and a quarter of dollars have been expended in plants, business blocks, school houses, residences, street improvements, water works, railroads, etc... ETV&G Depot [\$]10,000... ET&WNC engine house, etc [\$]6,800”

May? 1892. Along the ET&WNC, Volume IV: Freight Cars Part A.

“Board minutes show two new boxcars were built, of 32 ft length. Government and other reporting totals continue to show 10 boxcars, 64 flat or platform cars, and 24 ore cars...”<sup>121</sup>

22 December 1892. Johnson City Comet.

“Passenger trains run through Johnson City at the rate of 25 miles an hour, but the little town of Jonesboro wants the speed reduced to 15 miles per hour.

The freight depots of the E.T.V. & G., and the E.T. & W.N.C. R’y, presented a busy scene yesterday. Over 15 cars of freight were received and forwarded.”

21 December 1893. Johnson City Comet.

“The narrow gauge has completed a new oil house for itself at the Buffalo street crossing.”  
See Map 13.

19 January 1899. Johnson City Comet.

“The Third Rail Down. The third rail has been laid on the main line of the Southern from a connection with the E.T. & W.N.C. R.R., to the Carnegie furnace and narrow gauge cars of ore are now being sent to the furnace direct to save the transfer in the yard up town.”

23 January 1896. Johnson City Comet.

“Sam Boling, The narrow gauge section boss, whose section extends from the depot at this place to a point this side (somewhere) of Elizabethton, has been doing some substantial and neat work on the yards at Johnson City. He has with him four good and honest hands, faithful and efficient, who love to do good duty. They are Thomas Davidson, - Stackhouse, Dave Netherly, and Charley Collett.

These railroaders, under the immediate supervision of Mr. Boling, are now fixing the narrow gauge, or the ‘Stemwinder’ railroad, in a first class condition, so that, if a train should happen to leave the tracks, it will be from some other cause than from that of Mr. Boling and his corps of efficient workmen.

In the yards, from opposite Colonel Reeve’s residence, to the narrow gauge depot, they have placed, by good and solid repairs, the road that far over the yard in a perfectly smooth and safe condition.”

17 March 1898. Johnson City Comet.

“F.K. Huger in Town. Maj. F.K. Huger, Superintendent of the Knoxville division of the Southern Railway came to Johnson City Wednesday morning in his private car, and was in consultation with parties who are interested in the sidetrack which is being built along Cherry street to the Uptegrove and G.C. Harris factories on the narrow gauge road. It is not known what this consultation amounted to but a side track from the Southern to these factories is almost a necessity, and it is likely that it will be put in very soon.”

28 April 1898. Johnson City Comet.

“New Sidetrack. The city council has granted to either the Southern or E.T. & W.N.C. R.R. Co., or both of them, the right of way to put in a side track from a point near Col. Reeves’ residence running through to Cherry street, thence along said street to the Uptegrove factory. It was reported



last week by parties who claimed to know, that this siding would be built by the Southern, leaving their track some distance above the foundry, running along Cherry street to the above factory, but that idea seems to have been abandoned to accept the other which has been granted by the city council.”

19 January 1899. Johnson City Comet.

“The Third Rail Down. The third rail has been laid on the main line of the Southern from a connection with the E.T. & W.N.C. R.R., to the Carnegie furnace and narrow gauge cars of ore are now being sent to the furnace direct to save the transfer in the yard up town.”

1 December 1904. Johnson City Comet.

“Will Build Shop. The East Tennessee & Western North Carolina Railroad Company has been contemplating building a machine shop here for some years and has now decided to do so. The repair work on the machinery and the car building for the road now is quite an item and the company has figured that it can operate its own plant at a saving and will build at once. A buyer is now in the market for machinery. A North Carolina machine shop that has never been run is being examined and, if the plant is sufficient, it may be purchased.”

7 September 1905. Johnson City Comet.

“Machine Shops Opened. The E.T. & W.N.C. Railroad Co. has equipped a machine shop in this city for the purpose of doing its own work. The plant is located near the round house on the main line and is filled with modern machinery necessary to do the character required. It was put in operation Wednesday with a competent force of mechanics.”

9 May 1907. Johnson City Comet.

“The New Union Depot. – It Looks now like the Roads will Agree to Build One at Once. Everybody agrees that all railroads entering a town should use the same depot for passenger travel and Johnson City people are liberally signing a petition asking the Southern, South and Western and E.T. & W.N.C.R.R. to build and use a union depot. A great deal has been said about the depot recently by the people but the railroads have maintained silence. An ideal location for the new depot has been selected about where the foundry stands. At this point all roads could easily get to it and avoid blocking streets with trains. This is about the only point in the city where all the roads could meet without great difficulty on the part of at least two. A new union depot is so badly needed that it is hoped no one will do anything to delay action upon it.”

21 April 1910. Johnson City Comet.

“Southern Will Build New Depot – President sends Officer Here to Select Site and Plan for Early Construction of Handsome station to take Care of Our Present – Future Needs – Our dreams are about to come true and our prayers are about to be answered.

The Southern Railway has decided to construct new passenger and freight depots in Johnson City and will build something handsome that will take care of the future development of the city for many years.

The announcement yesterday that a special meeting of the Commercial Club was desired to discuss with Maj. Fonde, of the Southern, the question of a location for the new buildings, caused a large crowd of interested citizens to gather at the club room early in the evening.

The meeting was called to order by President Marshall and after a statement of the reason for the call, Maj. Fonde was asked to make a statement. He told the club that he had been requested by President Finley to come to Johnson City and locate a site and devise plans for the erection of a new depot. He said that he realized that Johnson City was destined to be a larger city and that a location would have to be selected and a depot built that would not only meet the present but future needs. He asked that the club express themselves freely on the location. Responses were made by S.C. Williams, J.T. Cecil, M.I. Gump, G.W. Hardin, S.H. Pouder, S.B. White, James A. Summers and others.

The site of the present depot with the addition of block east to Southern Express office was favorably mentioned, it being the most convenient to the other lines of railway. A site for a passenger depot between Roan and Market Street was suggested. Also the possibility of building the passenger depot on the old site, and the freight depot north of the railroad on the Love property.

S.C. Williams presented the following resolutions which was unanimously adopted:

Resolved, That the Commercial Club of Johnson City favors a union depot if found practicable by the railways interested; if not found feasible we desire it distinctly understood that we desire a new depot to be built by the Southern, alone, or in conjunction with another company or companies at a place near the present depot site, or the Fountain square; and we desire to assure the Southern Railway that there is no division of sentiment that would make it unadvisable for it to so build in its judgement.

Maj. Fonde thanked the club for the resolutions and assured them that while it was a big undertaking there would be no unnecessary delay. – From Daily Comet 15<sup>th</sup>.”

29 October 1911. Johnson City Comet.

“Southern Official Here to Look Over Ground – Maj. Fonde, the depot builder of the Southern, is in the city today and will probably select a site to locate the new passenger station is to get. The indications are that the Southern will not join the other railroads in a Union depot but will erect one upon its line at a point that suits best. This will probably be between Roan and Market street upon the south side of the track upon the Faw estate and adjoining lands, with an entrance from Market street by a short street to be opened. Johnson City really wants a joint station but will probably be delighted to get three single ones.”

30 November 1911. Johnson City Comet.

“Southern Will Build Freight Depot First. The Southern railway has practically decided upon a location for its freight depot and has optioned all the land on the north side of the track between Elm and Wellbourn streets and extending from King street back to Millard. This will make ample room for a building sufficiently large to take care of the increasing business and give plenty of space for all necessary sidings.

The site for a passenger station has not yet been selected, but unless a union depot is decided upon the Southern will probably build its station in what is known as the Faw flats, between Roan and West Markets streets.”

12 September 1912. Johnson City Comet.

“Plans Made for the New Depot – The revised plans for the passenger station the Southern railway will erect in this city, have been sent to the Commercial club for examination and are being exhibited by Pres. Gump in the window at Gump Bros. It is presumed that the contract will be let at once and work on the new structure started before cold weather. The plan includes a butterfly umbrella shed from Market to Roan street, 725 feet and a modern station in every particular. The white waiting room is 37 by 54 feet and shows private rooms for gentlemen and women. Separating the white from the negro waiting room are the ticket and telegraph offices. Private toilets are also provided for the negroes. The waiting room is 20 feet, 6 inches by 37 feet, tile roof, steam heat and high ceilings.”

7 November 1912. Johnson City Comet.

“Johnson City Depot be Completed March 1 – S.M. Beaumont & Co., of this city, who have secured the contract to erect a new passenger depot for the Southern Railway company at Johnson City, at a cost of \$30,000, and to have all up-to-date features, will begin work at once. Grading has already begun for the new structure, which will be completed March 1, 1913. It is to be of colonial red brick; laid in Flemish bond, with tile roof, and furnished with the latest improved butterfly sheds, extending from Roane to East Market streets, a distance of 660 feet. The feature of these sheds will be that instead of sloping from the gable to the eaves, causing a drip in rainy weather, they will slope from the eaves to the gable in a V-shape, and drains running down inside the supporting columns will carry off the rainfall.

The specifications further provide for white and colored waiting rooms of spacious dimensions, a ladies’ retiring room, fully equipped, baggage rooms, and offices, and the entire building to have modern plumbing and other conveniences. The new depot will be a one-story structure, 136 x 40 feet, and will be of standard railway form, presenting a very handsome appearance. The work of erecting the new depot will begin just as soon as the grading has been completed. Knoxville Sentinel.”

1923. Along the ET&WNC, Volume III: The Depots.

“The 1891 depot was officially deeded over to the ET&WNC in 1923.

As soon as the depot was turned over to the ET, improvements began. The wooden platforms around the building were replaced with concrete.”<sup>122</sup>

October – December 1926. Along the ET&WNC, Volume III: The Depots.

“A line was put in that connected the building with the city sewer system in October 1926.

Shortly thereafter, the ET&WNC went into the bus business when it formed the ET&WNC Motor Transportation Company in December 1926. The depot became a bus terminal as well as a

train station. The following May, the rounds around the depot were paved with concrete. At the same time, a file room 8' x 40' x 10' was constructed inside the freight area."<sup>123</sup>

September – December 1927. Along the ET&WNC, Volume III: The Depots.

“In September 1927, four phone lines were put in between the depot and Bemberg. This ended the complete reliance of the railroad on the telegraph. In November, a basement was excavated under the freight area 18' x 24' x 7', and a hot water and heating system installed. By this time, the Transportation Company was also expanding into the trucking business. The freight portion of the depot was enlarged in December 1927 by the construction of a large brick addition and turned into a shipping point for trucks. A gasoline storage tank was installed to provide fuel for truck and buses, and the concrete paving was expanded even further.”<sup>124</sup>

December 1930. Along the ET&WNC, Volume III: The Depots.

“In December 1930, an office room 13' x 26' x 12' was built inside the depot. Less and less space was dedicated to the railroad. A two-story stock room was built in the brick addition.”<sup>125</sup>

April 1937. Along the ET&WNC, Volume III: The Depots.

“In April 1937, another large room was built in the brick addition, including a bunkroom for the truck drivers. By this time, the railroad had built a much larger shipping facility behind the main offices on Legion Street.”<sup>126</sup>

September 1939. Along the ET&WNC, Volume III: The Depots.

“In September 1939, all of these interior additions were removed and replaced with simple loading platforms.

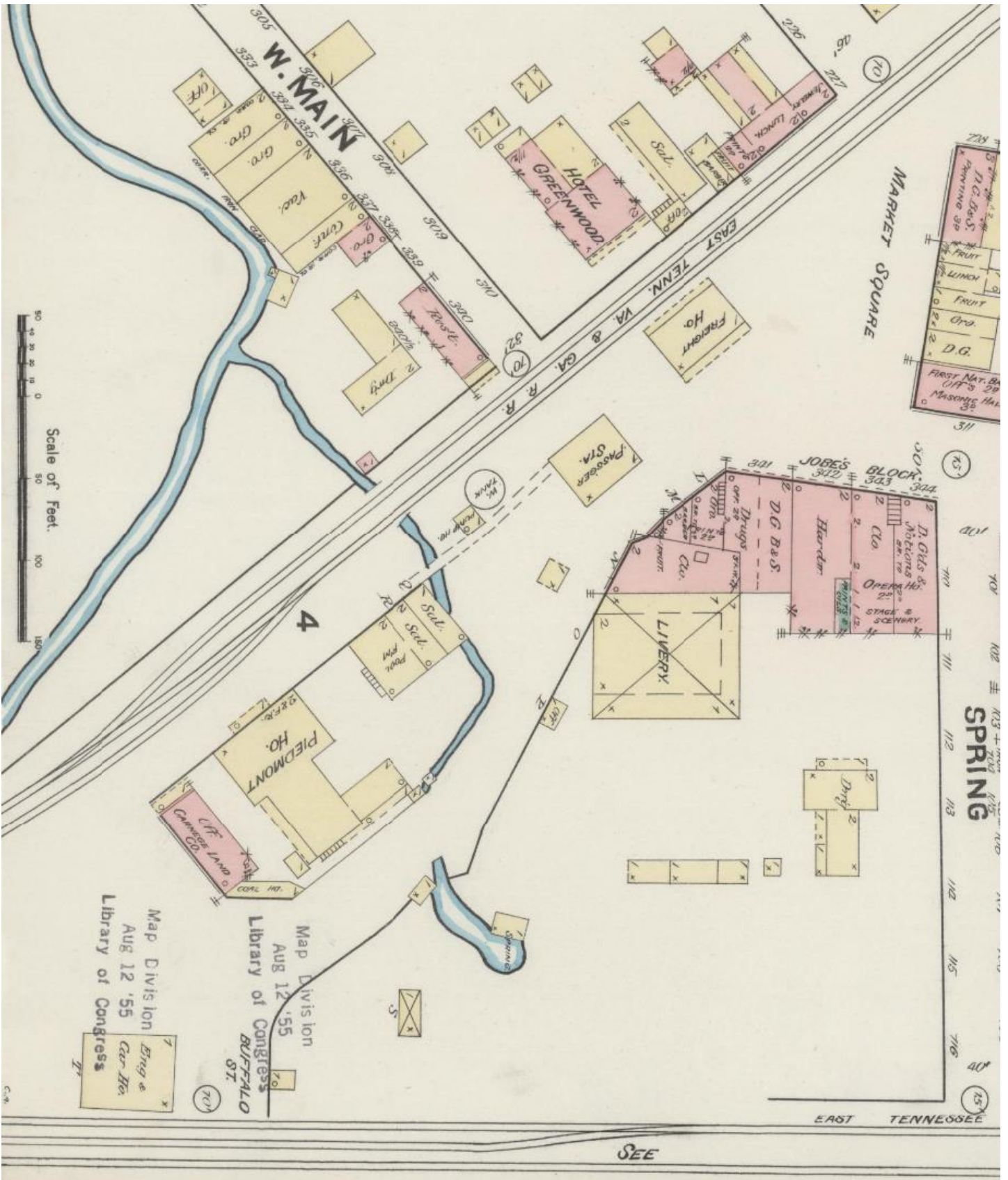
One element of the depot remained the same through the years. The benches in the waiting room had the letters ETV&G engraved in the backs. These benches were still in use in the Thirties, pointing back to the origins of the structure.”<sup>127</sup>

Late-1939 – 1 November 1940. 1923. Along the ET&WNC, Volume III: The Depots.

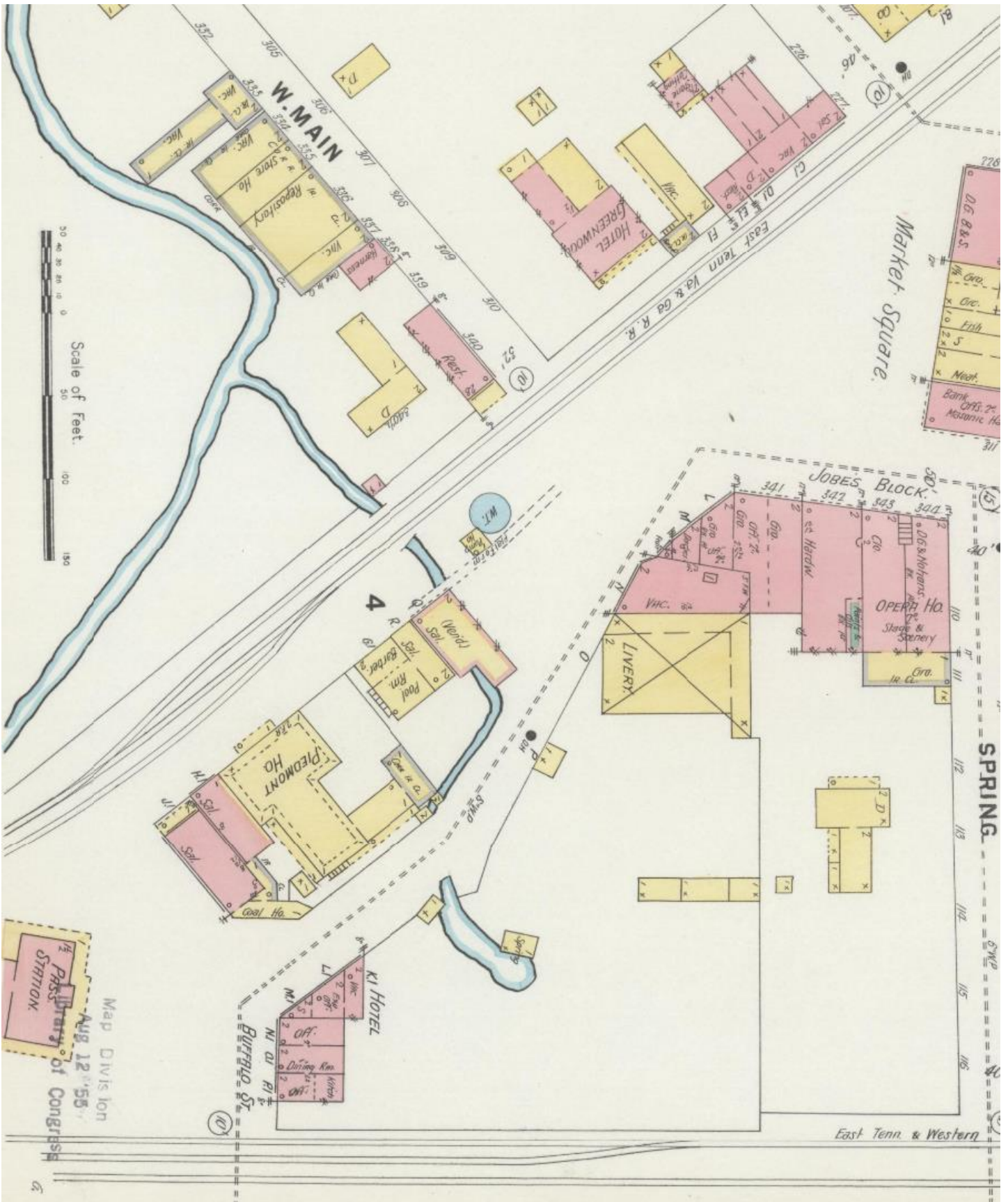
“In late 1939, the railroad renovated the original freight section of the Johnson City depot. That part of the depot was turned into office space, and ceased to be used for the benefit of the shipping public. The passenger station continued to be used for buses and what railroad service remained. Due to the provision in the original 1868 deed from Tipton Jobe which required the land to revert to its original owners if it ceased to be used for railroad purposes, the ET&WNC retained some of the office space to satisfy that requirement. Regular passenger service ended on the ET&WNC November 1, 1940, and only a few excursions were run after that time. The wartime commuter trains ended at Bemberg and did not run through to Johnson City. Thus the Johnson City depot was no longer needed and later became a store for the Free Service Tire Company.”<sup>128</sup>

3. The Harr Building,  
On Buffalo Street, Between Tipton and Jobe Streets, 1891 – 1960s  
(Maps and Figures)  
Not directly served by any of the railroads



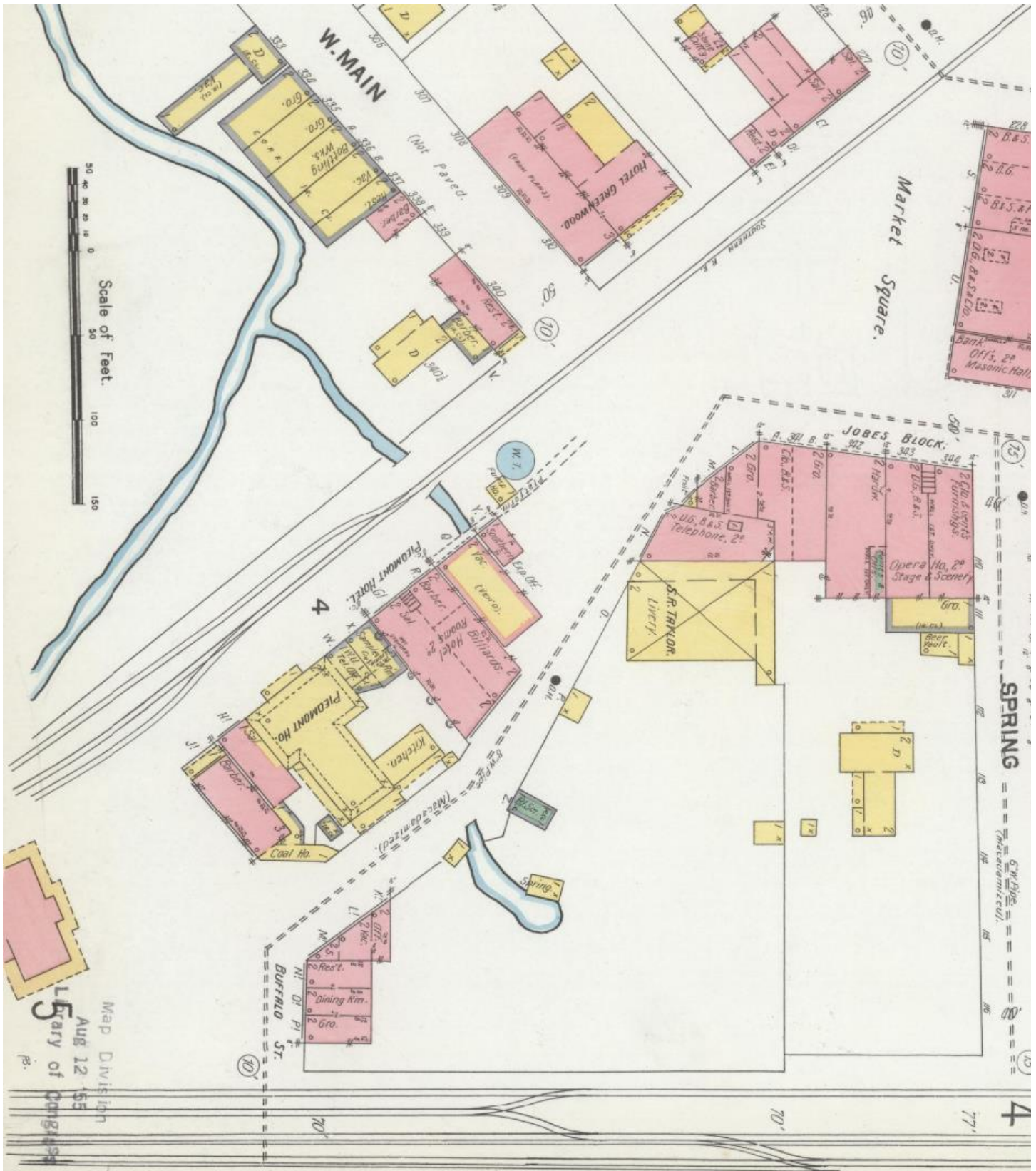


Map 26. This map depicts the area where the Harr building, at the northeast corner of Buffalo and Jobe streets, would be built later in 1891. This map was dated January 1891.<sup>129</sup> Note the E.T. & W.N.C. "Eng. & Car Ho." In the lower left of this map.

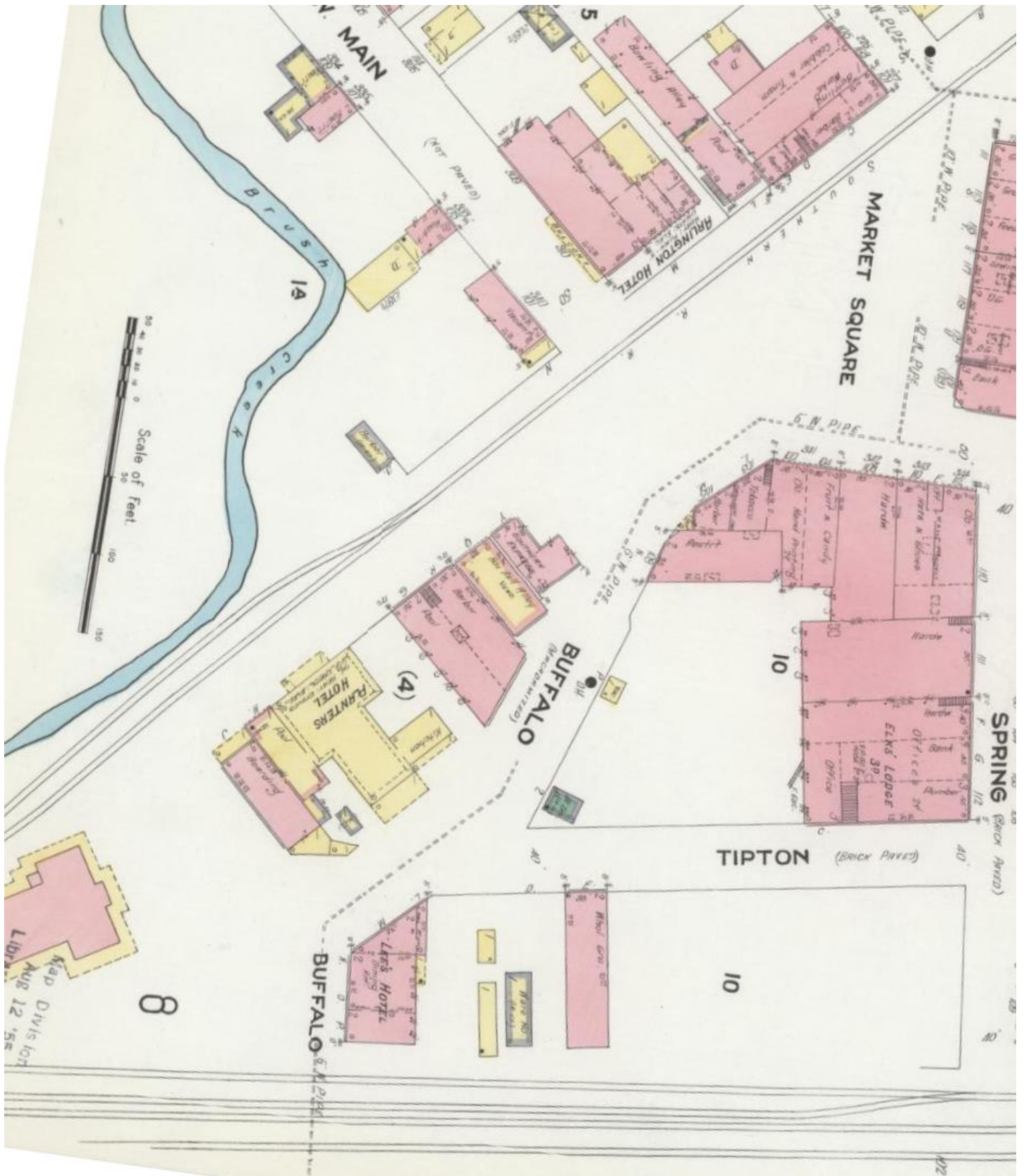


Map 27. This map depicts the area around the Harr building on the northeast corner of Buffalo and Jobe streets, in May 1897. Note the union passenger station to the left (west) of the Harr building.<sup>130</sup>



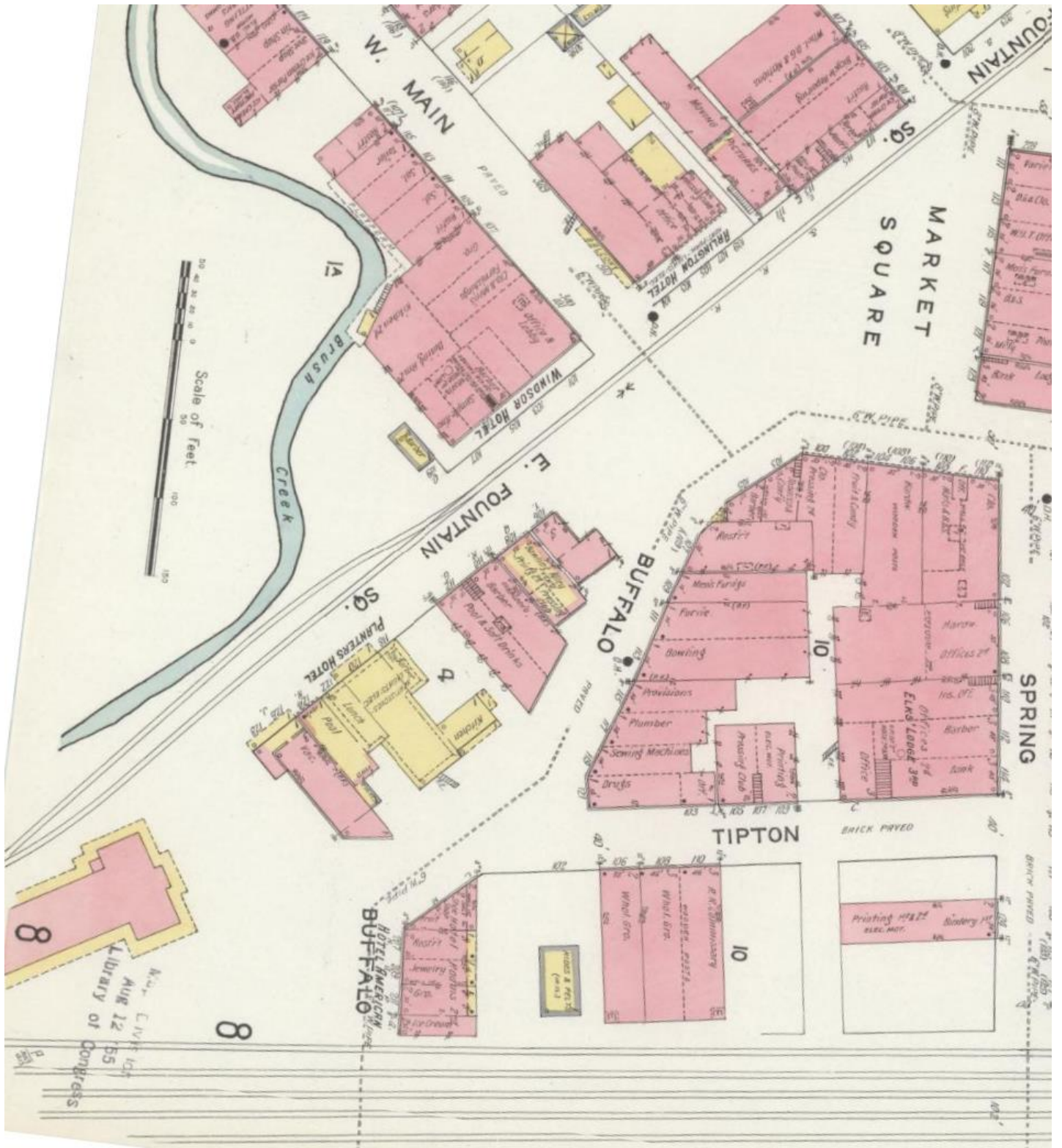


Map 28. This map depicts the area around the Harr building on the northeast corner of Buffalo and Jobe streets, in April 1903. Note the union passenger station to the left (west) of the Harr building.<sup>131</sup>



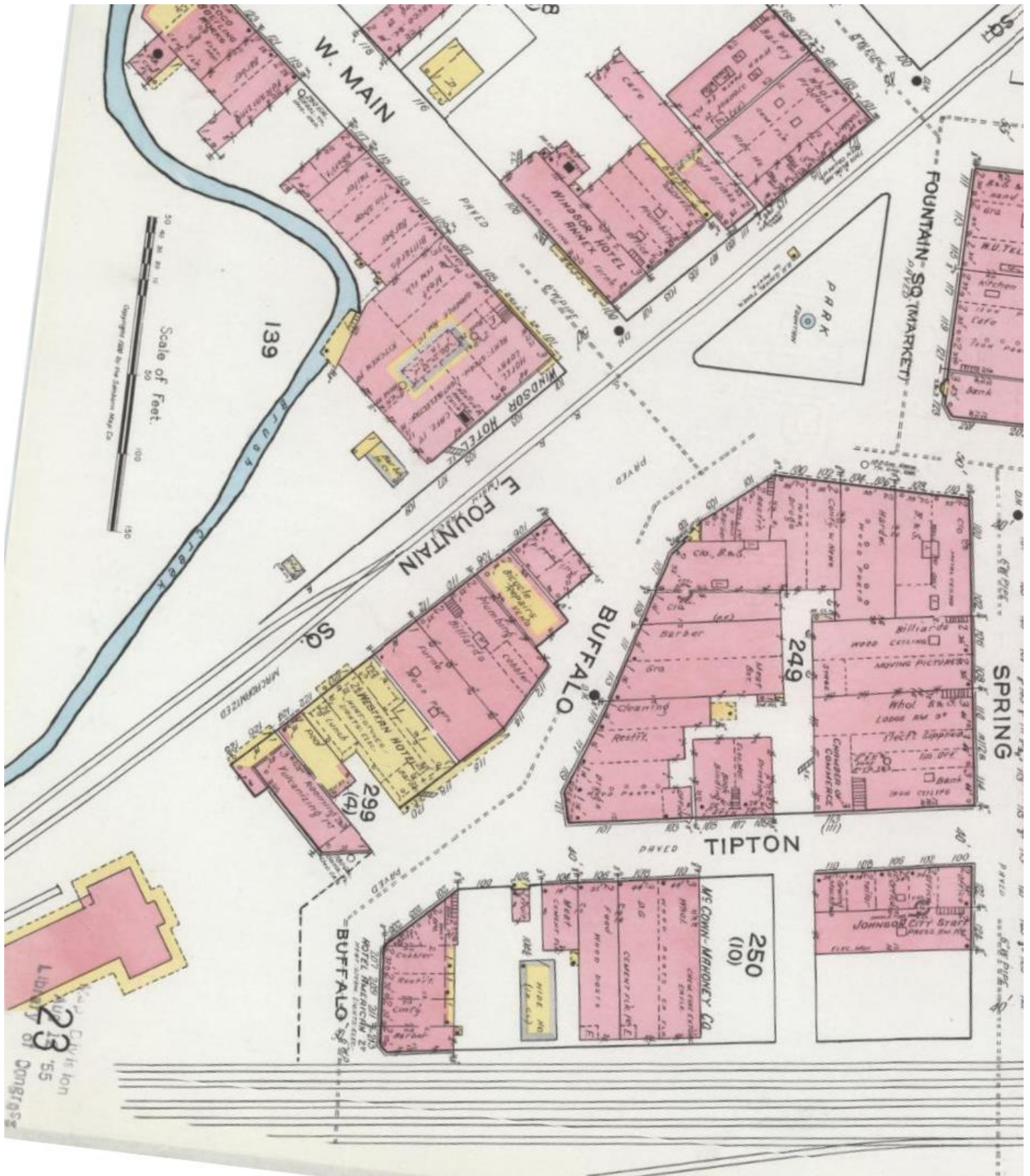
Map 29. This map depicts the area around the Harr building on the northeast corner of Buffalo and Jobe streets, in December 1908. Note the union passenger station to the left (west) of the Harr building and that that the spring has been enclosed. Also note that the E.T.V. & G. water tank has been removed.<sup>132</sup>



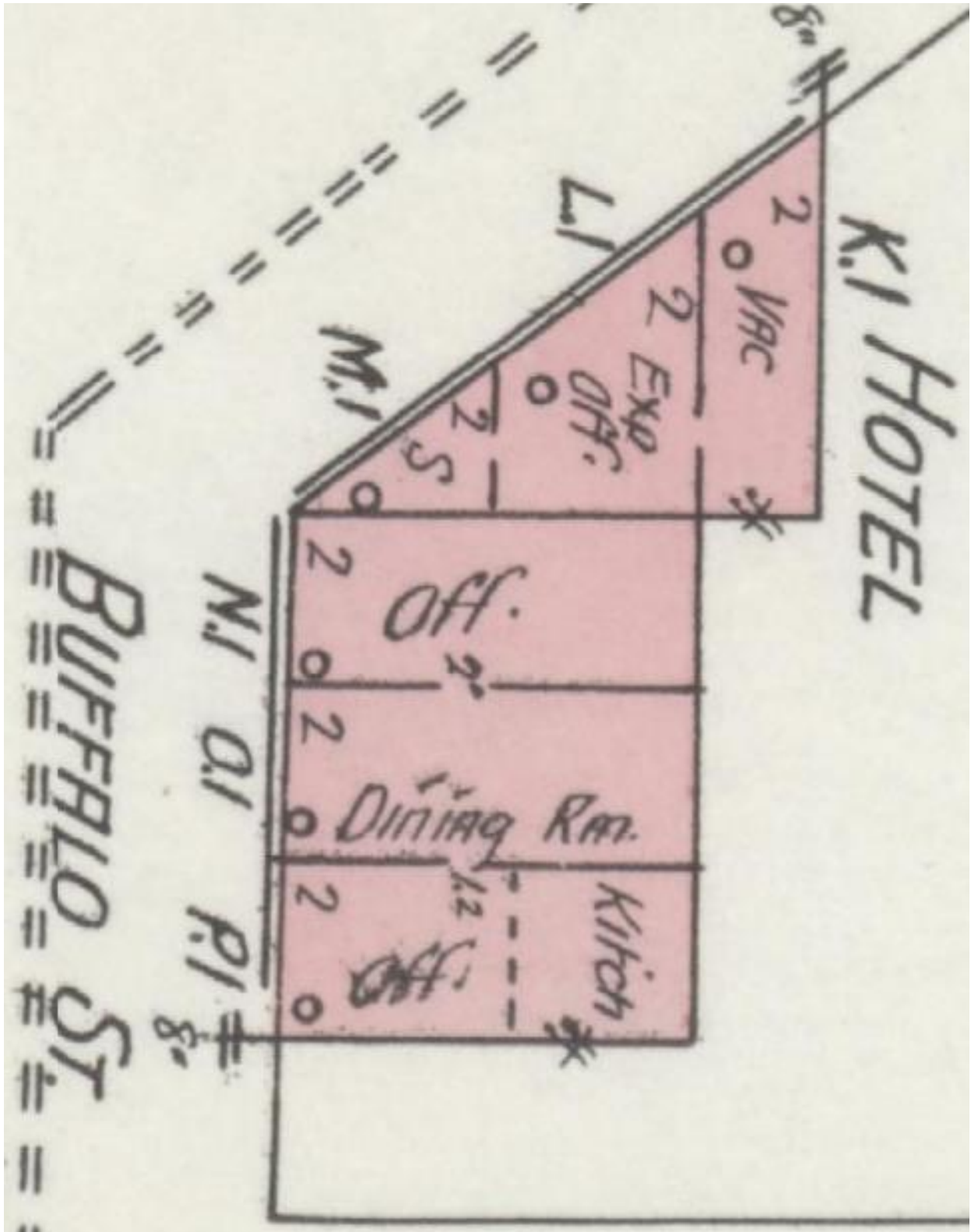


Map 30. This map depicts the area around the Harr building on the northeast corner of Buffalo and Jobe streets, in July 1913. Note the union passenger station to the left (west) of the Harr building.<sup>133</sup>

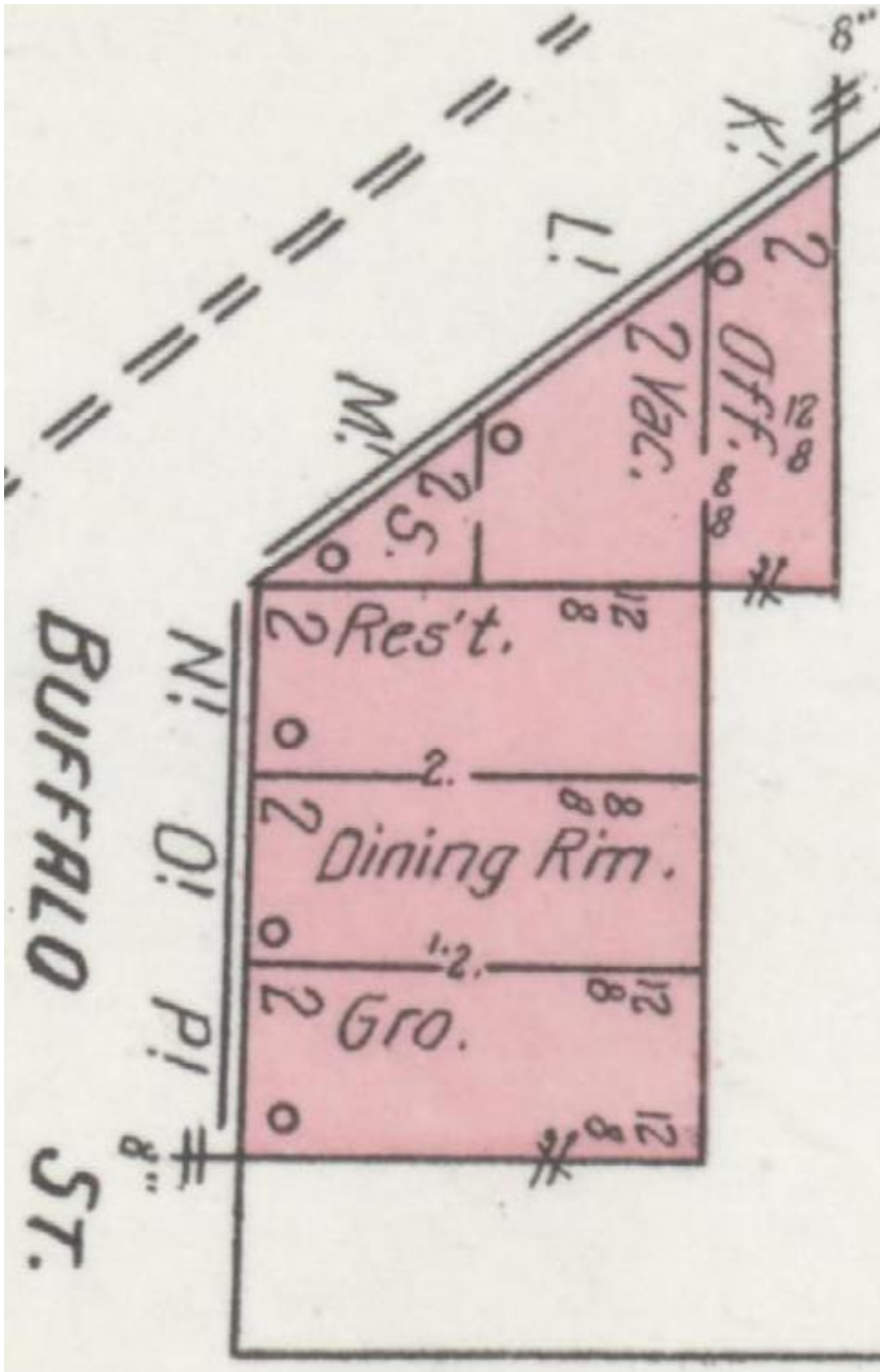




Map 31. This map depicts the area around the Harr building on the northeast corner of Buffalo and Jobe streets, in February 1920. Note the union passenger station to the left (west) of the Harr building.<sup>134</sup>

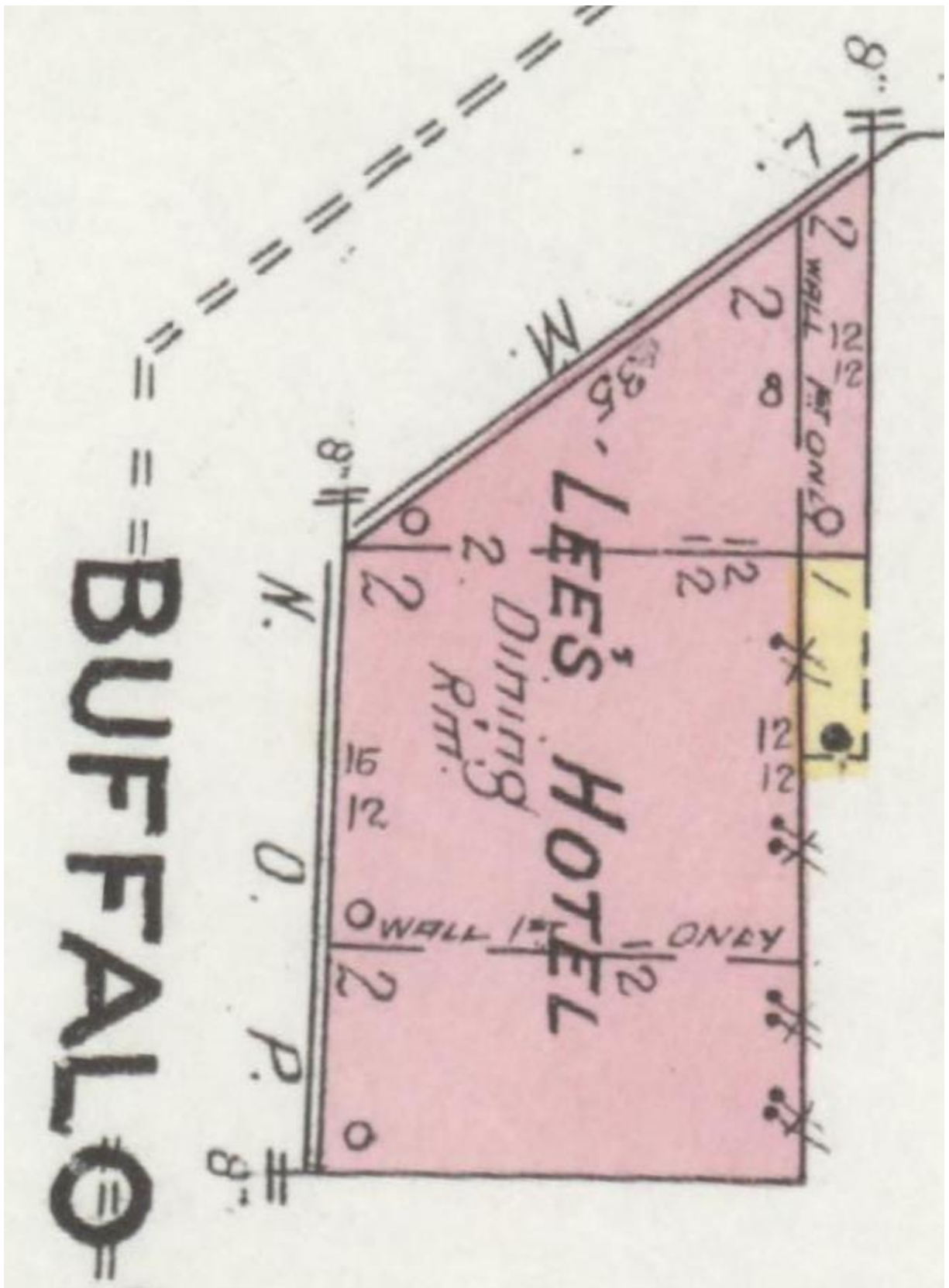


Map 27A. A detail of the Harr building in May 1897.

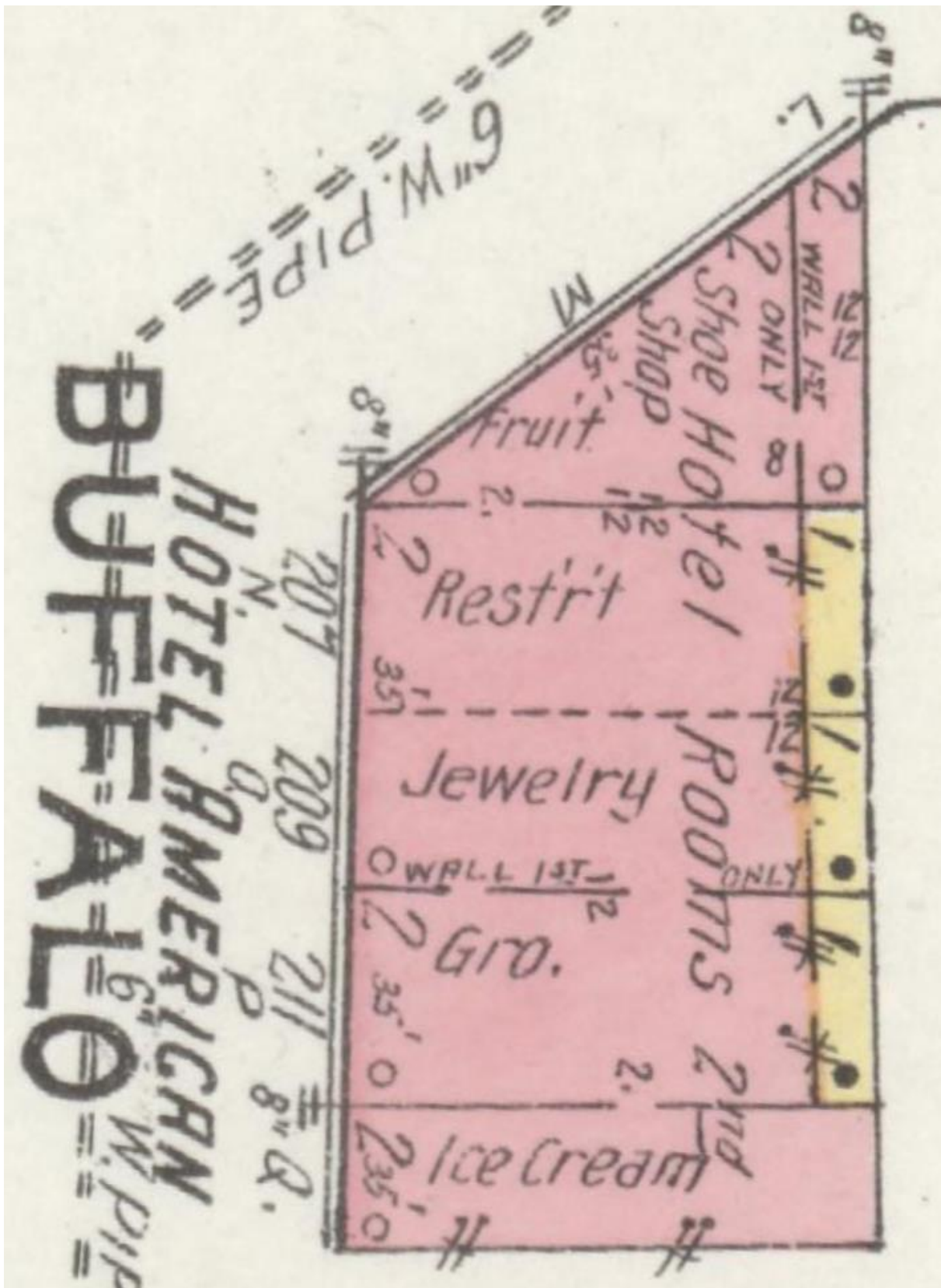


Map 28A. A detail of the Harr building in April 1903.



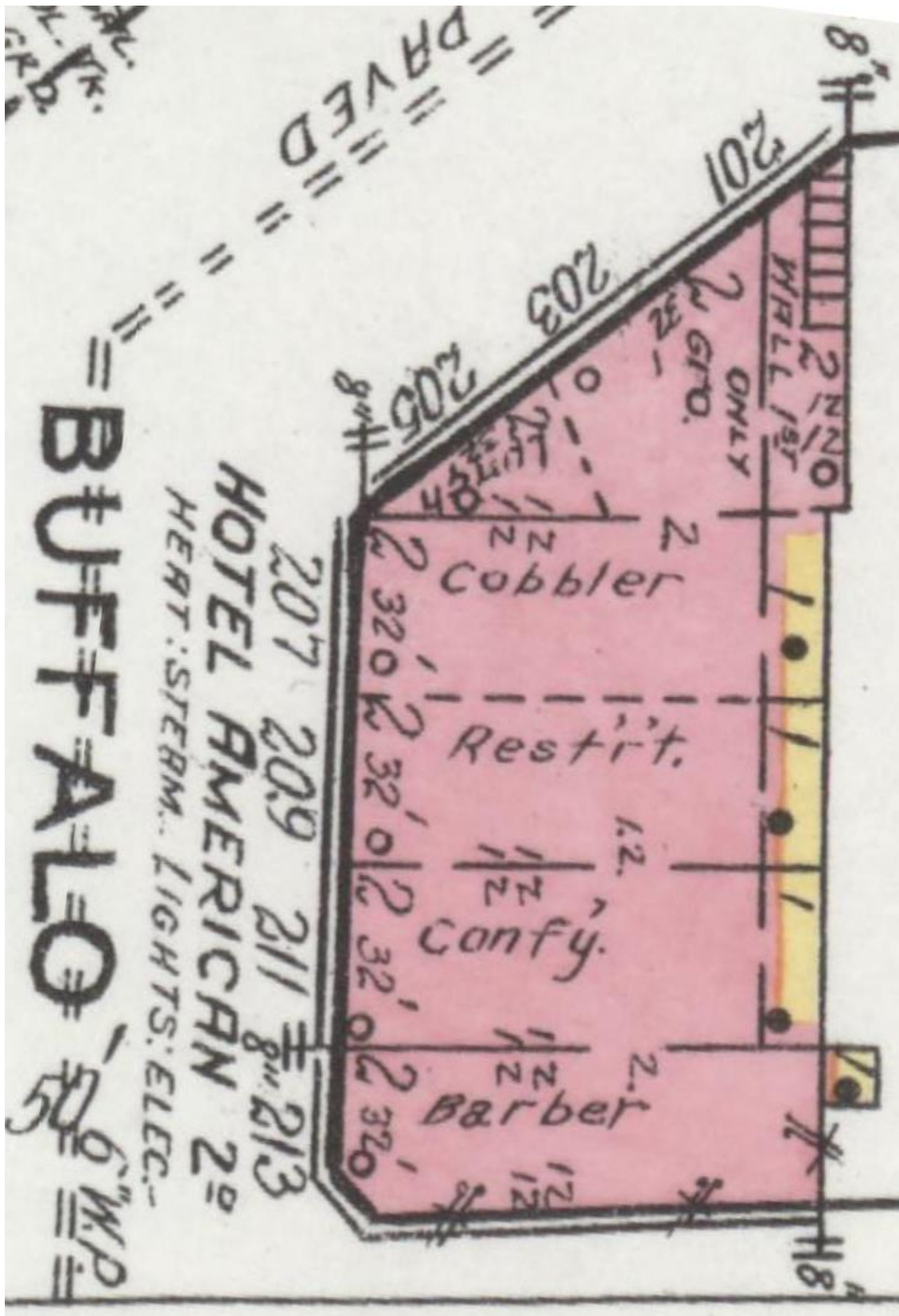


Map 29A. A detail of the Harr building in December 1908.



Map 30A. A detail of the Harr building in July 1913. Note this building has been enlarged to the south and now includes on ice cream shop.





Map 31A. A detail of the Harr building in February 1920.

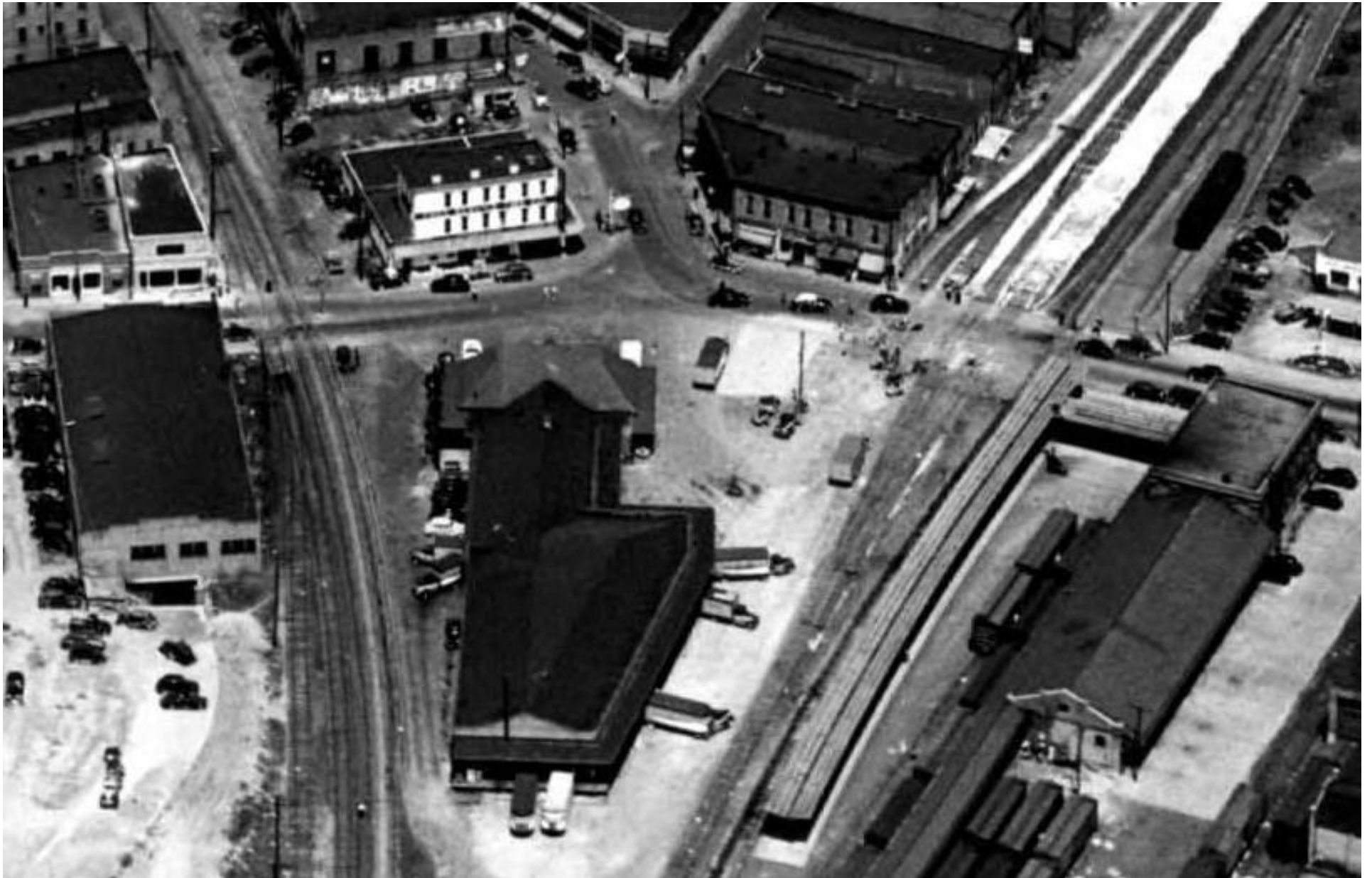


Figure 25. An aerial view of the E.T. & W.N.C. Depot (bottom center) with the Plymouth – Desoto dealership building to its left. The Free Service Tire Company building (the light-colored building above the E.T. & W.N.C. depot), the Harr building (to the right of the Free Service Tire Company building), and the Clinchfield depot (lower right), on 19 April 1941.<sup>135</sup>



Figure 26. An aerial view of the U.S. Post Office on Ashe Street (bottom left), Summers Hardware & Supply Company building, Clinchfield depot (just behind Summers Hardware), E.T. & W.N.C. depot (surrounded by tractor trailers), the Plymouth – Desoto dealership, Free Service Tire Company (light colored building at the top of the image), the Harr building (just above Summers Hardware), McCown – Mahoney, Hannah Brothers, and Ferguson Transfer buildings (to the right of the Harr building), and the Ford building (now occupied by “Honey Krust Bread”), on 1 March 1947.<sup>136</sup> Note that the Royal Crown Cola sign on the Harr building appear to have been painted over with a light colored paint.





Figure 27. “Johnson City – Street Scene,” looking north on Buffalo Street. The Free Service Tire Company building is on the left and the Harr building is on the right (notice the sign for “Worley’s Shoe Repair Shop”), with the Jones – Vance Drug Company to the left of the Harr building on the north east corner of the intersection of Buffalo and Tipton streets. Note that the cornice of the Harr building is complete. The tall buildings in the right background are the Sevier Hotel (built in 1924) and the Unaka & City National Bank (built 1921, became the Hamilton National Bank on 30 September 1932).<sup>137</sup> Note that the trolley track on Buffalo Street appears to be gone, indicating that this photograph was probably taken after 1931. See Map 31.



Figure 28. The Harr building (right), at the corner of Buffalo and Tipton streets, looking north.<sup>138</sup> This photograph appears to date to the 1960s. The sign on the window of the Harr building on the right reads “Bond’s Bicycle Shop.” Note that a portion of the cornice along the top of the Harr building has been removed.





Figure 28A. A detail of the Harr building of the rarely photographed northwest side.



Figure 29. "Tipton Restaurant. This RPPC [Real Photograph Post Card] dates to May 1904. The owner, George R. Brown, in the apron, stands next to his wife, Sallie, and their two children Melvin (with Cincinnati Post newspaper in hand) and Phoebe in front of them. The Tipton restaurant, located at the corner of Tipton and Buffalo Streets, also provided lodging for 25¢ until closing in 1908. The advent of the railroad allowed items like fresh oysters to be enjoyed by the previously isolated population." This restaurant faces Buffalo Street, while the left (north) side of the Harr building in this photograph, faces Tipton Street.



Figure 30. In this photograph, the Harr building is on the left with the signs for the “Worley’s Shoe Repair Shop”, the “New Yorker Restaurant” and “Furnished Rooms – Apply – New York Restaurant” (?).<sup>139</sup> Note the trolley tracks and overhead wires, as well as the Clinchfield depot and the Summers Hardware & Supply Company building on the right of this photograph. 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 removed by 1931.





Figure 31. “Here is Mr. Crumley, his daughter, Ruth Tupper, and Ruth’s daughter Jenny Lou Miller at the Johnson City Depot in 1939. The passenger train originated in Boone every morning and got to Johnson City around lunchtime, in time to meet the Southern and Clinchfield passenger trains...”<sup>140</sup> Note the Harr building in the background, with its cornice intact.





Figure 31A. A detail of the Harr building.



Figure 32. “East Tennessee and Western North Carolina Transportation Co. Truck”.<sup>141</sup> Note the gas pump on the right (apparently added in December 1927), by the E.T. & W.N.C. depot and the Harr building in the left background. Truck 108 was converted into a tractor and began operation on 6 July 1935 and was sold in March 1937. “Note combine 15 in the background with the old style pre-1936 E.T.&W.N.C.R.R. lettering.” Taken together, this information indicates that this photograph was taken in the last half of 1935 or in 1936.<sup>142</sup>



Figure 32A. A detail of the Harr building.





Figure 33. A photograph of the Harr building on looking east across Buffalo Street. This photograph appears to date to 1950s or 1960s.<sup>143</sup> Note what appears to be a Pepsi-Cola sign on the right (south) side of the building and the missing section of the cornice along the top of the building on the left. Also note the slightly lighter brick color of the addition to the building on the right, this section was added between 1908 and 1913.





Figure 34. The intersection of Buffalo Street and the tracks of the E.T. & W.N.C. and Clinchfield railroads. The safety tower, built by the Clinchfield in 1910, is visible at the right and one of the gates is visible on the left. This safety tower remained until at least February 1920. Note the trolley tracks running along Buffalo Street, which were removed in 1931. This photograph appears to date to c. 1931.<sup>144</sup>



Figure 34A. A detail of the southwest corner of the Harr building.



Figure 35. “View of Tracks From ET&WNC [actually Clinchfield] Depot Platform”.<sup>145</sup> Note the bus by the E.T. & W.N.C. Depot and the Free Service Tire Company building. Also note the Hannah – Dosser building in the right background and the Ferguson Transfer Company building, which was reportedly built in 1925. Historian Johnny Graybeal noted: “the ET&WNC went into the bus business when it formed the ET&WNC Motor transportation Company in December 1926. The depot became a bus terminal as well as a train station.” The Hannah – Dosser building had a sign reading “Hannah – Dosser...” on its west side after 1931; consequently, it appears that this photograph was taken between 1926 and 1931.



Figure 35A. A detail of the Harr building, with the top sign on the trackside that appears to read “The New York Restaurant.” The bottom sign does not appear to be for Royal Crown, but regrettably, it is not legible in this photograph. This image predates the one in Figure 36.





Figure 36. A photograph of an E.T. & W.N.C. train with Combine #15 and the Harr building in the background.<sup>146</sup> Note the Coca Cola and Royal Crown signs and the McCown – Mahoney building in the right background. Given the presence of the Royal Crown Cola sign, this photograph appears to have been taken between 1931 and 1947, see Table 13.



Figure 37. “Roller... at Johnson City making repairs to Buffalo Street after 3<sup>rd</sup> rail removal”<sup>147</sup> “In September 1946, the third rail between Johnson City and Elizabethton was removed.”<sup>148</sup> Note the Coca-Cola and Royal Crown Cola signs on the south side of the Harr building, as well as the Esso sign in the left background. Also note that the cornice of the Harr building was intact when the third rail was removed.



Figure 37A. A detail of the Harr building, note the E.T.&W.N.C. speeder on the right side of this photograph. The sign on the west side of the Harr building, by the Coca-Cola sign, appears to read “Cigar Co.”

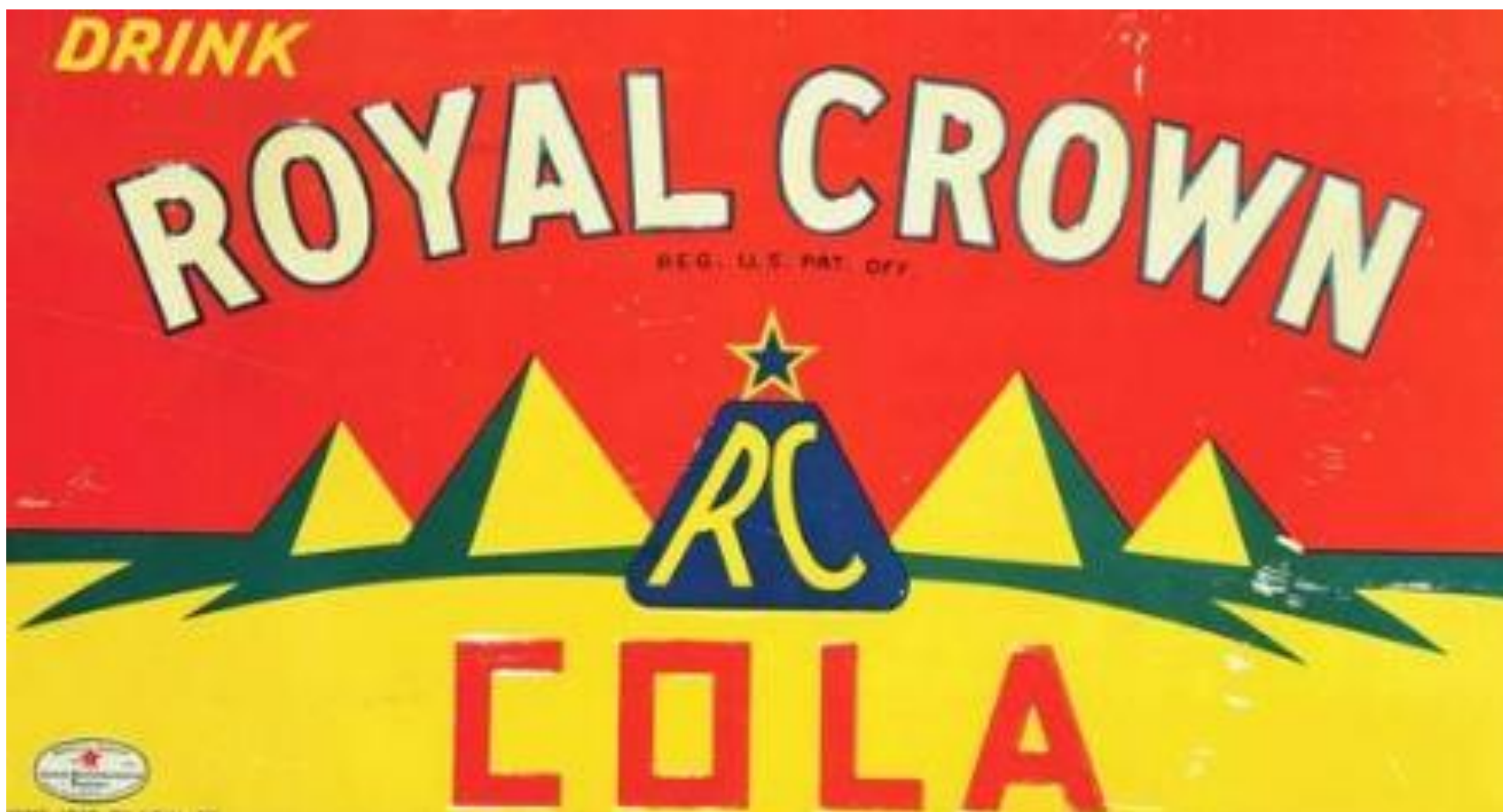


Figure 38. A color version of a Royal Crown Cola sign. Note that this does not appear to be an exact match to the sign shown in Figure 37A. In particular, “Drink”, “Reg. U.S. Pat. Off.” and the logo in the lower left corner do not appear to be present in the sign on the south side of the Harr building in Figure 37A.<sup>149</sup>





Figure 39. A color version of a Coca Cola sign that appears to be a close match to the one shown in Figure 37A.<sup>150</sup>



Figure 40. “Combine #15 (Unique Triple Combine) Coca Cola Sign on [the Harr] Building in Background”.<sup>151</sup> Note the Hannah – Dosser/ Hannah Brothers building in the right background, constructed in 1923. However, the automobile on the left indicates that this photograph was probably taken in the 1940s.



Figure 40A. A detail, the author has not been able to locate any information on the building to the right of the Harr building in this photograph.



Figure 41. “Engine #12”.<sup>152</sup> Historian Johnny Graybeal wrote of this photograph: “dated June 20, 1925, a short two weeks after the accident. The front section of the engine is clean and there is fresh paint on the cylinder casings. The lettering on the tender is almost completely faded out however... photo Curtis Brookshire Collection.”<sup>153</sup> Note the Free Service Tire Company building in the left background, which does not appear to have been painted a lighter color by this time. Also note “The New York Restaurant” sign on the south side of the Harr building. The portion below shows “CK CH FUR HED OOMS QUICK...”, and perhaps reads: “Quick Lunch Furnished Rooms Quickly...”





Figure 42. “Engine #12 at Johnson City with view of Coca-Cola sign”.<sup>154</sup> Historian Johnny Graybeal wrote of this photograph: “No. 12 during 1938, when the Hobbs paint scheme was so prominent. The engine is clean and freshly painted, and the oval lettering shines brightly. The photo of the engine under the Coca-Cola sign was taken in March 1938... Doug Walker Collection.”<sup>155</sup> Another source includes: “The fireman ‘oils around’ engine #12 in the Johnson City yard on July 3, 1938. The next day, the engine was hauling an excursion train to Boone. Photo by Hugh G. Boutell, from the collection of Charles A. Purinton.”<sup>156</sup> Also note what appears to be a Royal Crown Cola sign beneath the Coca-Cola sign, and the partial Plymouth – Desoto sign in the left background. The author has not found any information on the building on the right side of this photograph.



Figure 43. Dual gauge tracks crossing Buffalo Street, with the E.T. & W.N.C. Depot in the background.<sup>157</sup> Also note the Harr building on the right.



Figure 44. "Double gauge turnout at Johnson City, July 1940."  
Note the Royal Crown sign on the Harr building.<sup>158</sup>

Table 13. Rough Timeline of Signs Painted on the South Side of the Harr Building, Built 1891

Sequence	Sign	Dates	See Figures
1 <sup>st</sup>	“New York Restaurant...”	By 20 June 1925	35, 41
2 <sup>nd</sup>	“Coca-Cola” (above) and “Royal Crown Cola” (below)	Not later than 1938 – September 1946	36, 37, 40, 42, 43, 44
3 <sup>rd</sup>	Covered with light-colored paint	By 1 March 1947	26

Table 14. Additional Signs on the West Side of the Harr Building

Sign	Dates	See Figures
“New York Restaurant”	Sometime between 1916 and 1931	30
“Worley’s Shoe Repair Shop”	c. 1931	27, 30
“Bond’s Bicycle Shop”	1960s?	28



3. The Harr Building,  
On Buffalo Street, Between Tipton and Jobe Streets, 1891 – 1960s

2 January 1890. Johnson City Comet.

“Will Harr tore down the old tobacco ware-house on the corner of Buffalo and Jobe streets, and improved the looks of things in that section.”

10 December 1891. Johnson City Comet.

“The interior of Will Harr’s new building is being shaped up. Several hands are employed putting on plastering laths and so forth.”

21 January 1892. Johnson City Comet.

“Removal. Martin & Sanders, wholesale and retail lumber dealers have moved their office into the new Harr Block, with the Magnetic National Building and Loan Association.” Will Harr was the treasurer of the Magnetic National Building and Loan Association, see Johnson City Comet, 17 December 1891.

28 January 1892. Johnson City Comet.

“The new Harr building near the passenger depot is rapidly nearing completion, and when finished will be one of the handsomest in the city. The Magnetic Bank and the Iron Belt Land Company will occupy two of the lower floors.” The Magnetic National Building and Loan Association operated until 1899, when it was superseded by the Jonesboro Trust. The Iron Belt Land Company went into receivership according to the 21 December 1893 edition of the Johnson City Comet.

4 February 1892. Johnson City Comet.

“\$1,288,051. – These are the Startling figures will Tell of the Growth and Activity of the Plucky, Magnetic City – In 1891 – Complete List of Improvements during the Year... More than a million and a quarter of dollars have been expended in plants, business blocks, school houses, residences, street improvements, water works, railroads, etc... Will Harr block, Buffalo St 5,000”

18 February 1892. Johnson City Comet.

“Marriage and marriage license can be secured at the office of the county clerk in the new Harr building where a fresh supply has just been received.”

7 April 1892. Johnson City Comet.

“Dissolution Notice. The firm of Martin & Sanders is this day dissolved by mutual consent, J.A. Martin having bought out the business and assuming all liabilities of said firm and shall collect all accounts and notes due Martin & Sanders and pay all debts.

J.A. Martin, John Sanders. Johnson City, Tenn., April 6, 1892.”

**JASPER M. PHILLIPS,**  
**Civil Engineer and Surveyor.**

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Special attention given to Surveys  
of Timber and Mineral Land.

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Office: Room 14, Will Harr Block.

Figure 45. Johnson City Comet, 26 May 1892.  
This advertisement ran until at least 17 November 1892.

**M. L. PRITCHARD.**  
**ARCHITECT,**

**Johnson City, Tenn.**

Room 14, - Will Harr- Building

Figure 46. Johnson City Comet, 2 June 1892.  
This advertisement ran until at least 10 November 1892.

23 June 1892. Johnson City Comet.

“Voters of the 9<sup>th</sup> Civil District of Washington County take notice that the 17<sup>th</sup>, 18<sup>th</sup>, 24<sup>th</sup> and 25<sup>th</sup> of June and 1<sup>st</sup>, 2<sup>nd</sup>, 8<sup>th</sup> and 9<sup>th</sup> of July are registration days... The district having been divided into two precincts or voting places, all legal voters residing south of the E.T., Va. & Ga. R.R. in said 8<sup>th</sup> Civil District of said county, will register on said days at the office of the Iron Belt Land Co., in the Harr Building on Buffalo street...”

20 April 1893. Johnson City Comet.

“Buy a Prize at the Great Sale of Express Packages. The Southern Express company will sell at auction, for cash in hand on Saturday, May 27, 1893, at 9 o’clock a.m., at the Will Harr building, Johnson City, Tenn., several hundred unclaimed express packages. Packages will be sold unopened. List may be seen at our office. G.H. Berry, Agent. V.S. Spalding, Supt.”

18 May 1893. Johnson City Comet.

“Business Property Sold. The Harr building, that attractive and comparatively new business block on Buffalo St. opposite the Union depot, has been transferred to Messrs. Dougherty and Rhea, of Johnson Co., for the consideration of near \$10,000.”

23 August 1893. Johnson City Comet.

“Notice to Voters. The books of registration will be open Friday and Saturday, September 7<sup>th</sup> and 8<sup>th</sup>, 14<sup>th</sup> and 15<sup>th</sup>, 21<sup>st</sup> and 22<sup>nd</sup>, 28<sup>th</sup> and 29<sup>th</sup>, for the purpose of registering votes of the 9<sup>th</sup> civil district for the November election.

First ward books will be in the Harr block, Buffalo street; registrars, L.H.P. Lusk, Democrat; S.F. Smith, Republican... C.W. Carr, Chairman. P.Q. Miller, Secretary. R.C. Hunter, Commissioners.”

8 March 1894. Johnson City Comet.

“Election Notice. On Wednesday, March 28<sup>th</sup>, 1894, I will open and hold an election for the purpose of electing a Mayor and a Constable for the town at large, and also eight Aldermen, two to be elected from each ward, and to serve one and two years respectively for the town of Johnson City, Washington county, Tennessee.

The election will be held in the wards as follows:

First Ward – Harr Building on Buffalo street... This March 7, 1894, Geo. F. Campbell, Chief of Police.”

12 September 1895. Johnson City Comet.

“Confederate Veterans Enjoy a Pleasant Reunion in Johnson City Last Thursday. Last Thursday Johnson City had the honor of entertaining the confederate veterans of East Tennessee in their seventh annual reunion. The old soldiers came from all directions more than 800 being present, together with their families and their friends’ families, making altogether between 5,000 and 6,000 people in the city. There was a considerable sprinkling of federal veterans present who

were equally welcome and enjoyed the day fully as much as the men who wore the gray. Johnson City was in gala attire, being bountifully decorated with flags and bunting, and did herself proud.

The headquarters of the association located in the Harr block, opposite the Southern depot. It was beautifully decorated with the stars and stripes and bunting of red, white and blue. Evergreen decorations sprinkled with flowers were also neatly arranged in the hall. The portraits of Grant and Lee, side by side, were a notable attraction in the hall, while on the wall in front of the entrance was displayed in large letters the word, 'Welcome!'

Among the noted men present were Gen. John B. Gordon and Commander John C. Brain, the last confederate prisoner who did not know the war was over for four years..."

14 January 1897. Johnson City Comet.

"The sidewalk on Buffalo street, around the Harr block, is being repaired. It has needed it for a long time, and it is unfortunate that the rain and snow stopped the work."

6 May 1897. Johnson City Comet.

"Geo. P. Brown, the popular European Hotel man, is moving his restaurant from the Harris block to the Harr block this week. He is remodeling and fitting up a nice, convenient and commodious place for his new home."

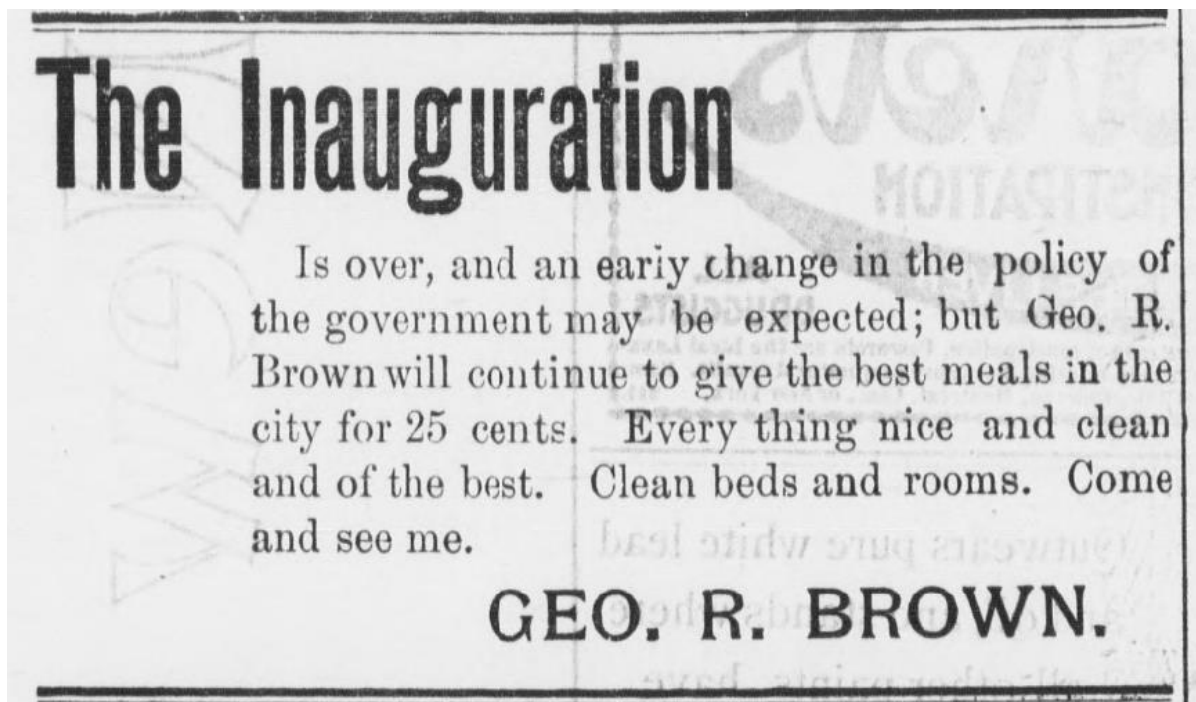


Figure 47. Johnson City Comet, 13 May 1897.

10 June 1897. Johnson City Comet.

"Geo. Brown has just completed his bath room at Hotel Brown, and is prepared to serve the public hot and cold baths at 25 cents."



**HOTEL BROWN.**  
 OPPOSITE UNION PASSENGER DEPOT, ON BUFFALO ST.  
**AMERICAN AND EUROPEAN PLAN.**  
 RATES \$1.00 Per Day And Up.  
 HOT AND COLD BATHS, 25c.  
*Ice Cream Parlor Always Ready for Guests.*  
 We make a specialty of serving Banquets and Ice Cream Suppers for private parties and preparing lunches for excursionists and picnics.  
**GEO. R. BROWN PROPRIETOR.**

Figure 48. Johnson City Comet, 10 June 1897.

15 July 1897. Johnson City Comet.

“The Singer Manufacturing Company, makers of the celebrated Singer sewing machines, will, beginning July 15, give an art exhibit, same as given at the World’s Fair, in the Harr Building on Buffalo street, under the management of Mrs. M.A. Anderson, of Richmond, Va. All the ladies of Johnson City and Washington county are cordially invited to attend.”

26 August 1897. Johnson City Comet.

“Attempted Burglary. George Brown’s hotel is becoming so popular that even a hungry coon could not resist the temptation to pay him an early Sunday morning visit, and that, too, without waiting for the doors to be opened. At 5 o’clock Sunday morning a colored man who chanced to pass in front of the storeroom discovered a negro in the act of entering through the top of a rear window. He had nearly completed his entrance when discovered, but made his escape before the proprietor, who had been notified, arrived upon the scene.”

9 June 1898. Johnson City Comet.

“In New Quarters. Geo. R. Brown, the affable and courteous proprietor of Hotel Brown, will soon be in his new quarters on Main street. Mr. Brown is having the building formerly occupied by T.J. Cox nicely fitted up, preparatory to running one of the most ‘up-to-date’ restaurants in upper East Tennessee. All necessary (and some unnecessary) accommodations will

be at the disposal of his guests. Mr. Brown has been engaged in the hotel business, and therefore, needs no commendation. But remember that he will be in his new quarters by Saturday.”

15 November 1900. Johnson City Comet.

“The public will be glad to know that Geo. R. Brown is again in the restaurant business. He is occupying the store rooms in the Will Harr property on Buffalo street, near the Narrow Gauge railroad.”

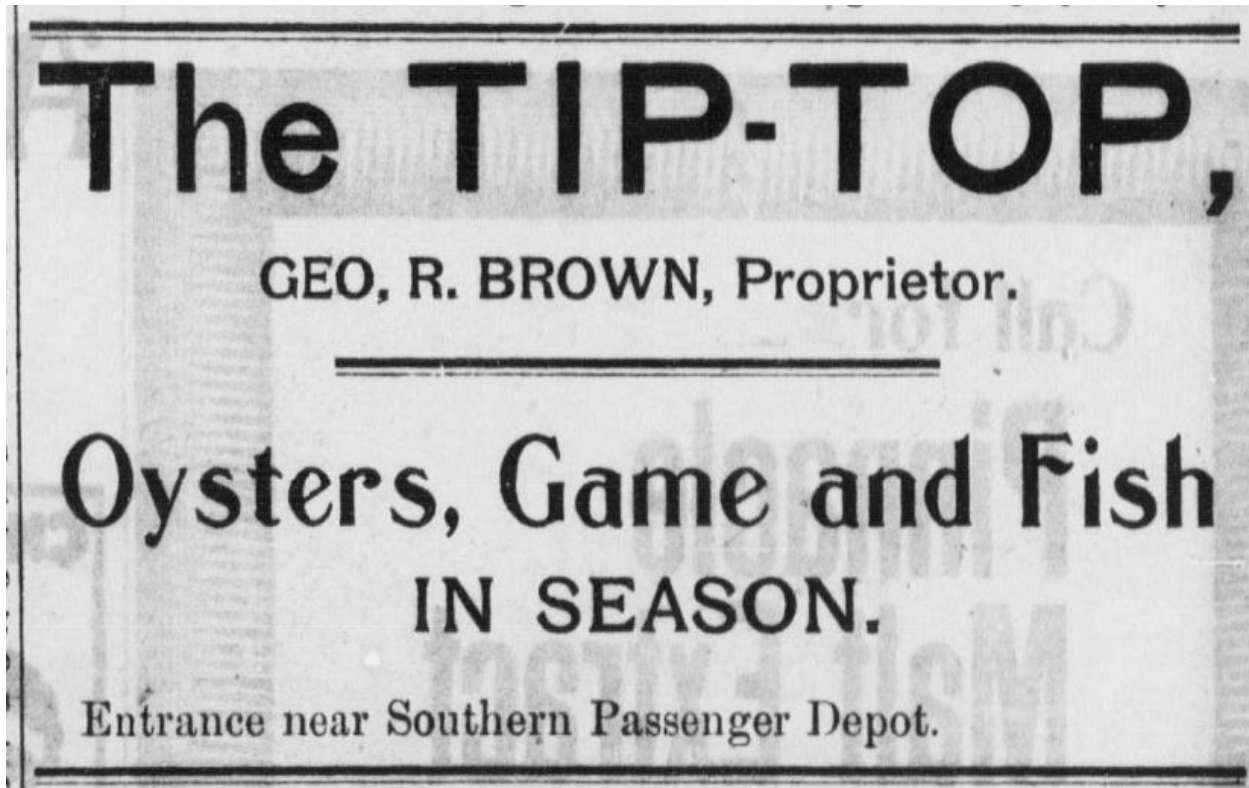


Figure 49. Johnson City Comet, 12 September 1901.

2 April 1902. Johnson City Comet.

“W.C. Lee will move from the White Elephant to the building on Buffalo street, now occupied by Geo. Brown, on the 15<sup>th</sup> of this month and continue the successful operation of the Lee House.”

24 April 1902. Johnson City Comet.

“Geo. Brown is remodeling his restaurant. The kitchen is being taken out of the rear of the dining hall and will be put in the adjoining room. The dining hall will now occupy the whole room it was in and the adjoining room will be used for kitchen and lunch room. It is a great improvement and gives him room for his increasing patronage.”

11 September 1902. Johnson City Comet.

“Geo. Brown is now serving the best ice cream daily at his restaurant on Buffalo street...

George Brown is now serving oysters in any style at his old reliable restaurant, opposite union passenger station.” George Brown ran similar advertisements for ice cream from May 1902 until September 1902.

22 January 1903. Johnson City Comet.

“Go to George R. Brown’s when you want to get a good meal, fresh oysters, lunches, or a good bed to sleep on, and you will make no mistake. He is opposite depot, near narrow gauge road.”

9 April 1903. Johnson City Comet.

“George r. Brown has leased the dwelling next door to the Star Restaurant and will conduct a first-class lodging house in connection with the Star Restaurant, where meals will be furnished. He has given up the restaurant in the building on Buffalo street opposite the union depot.”

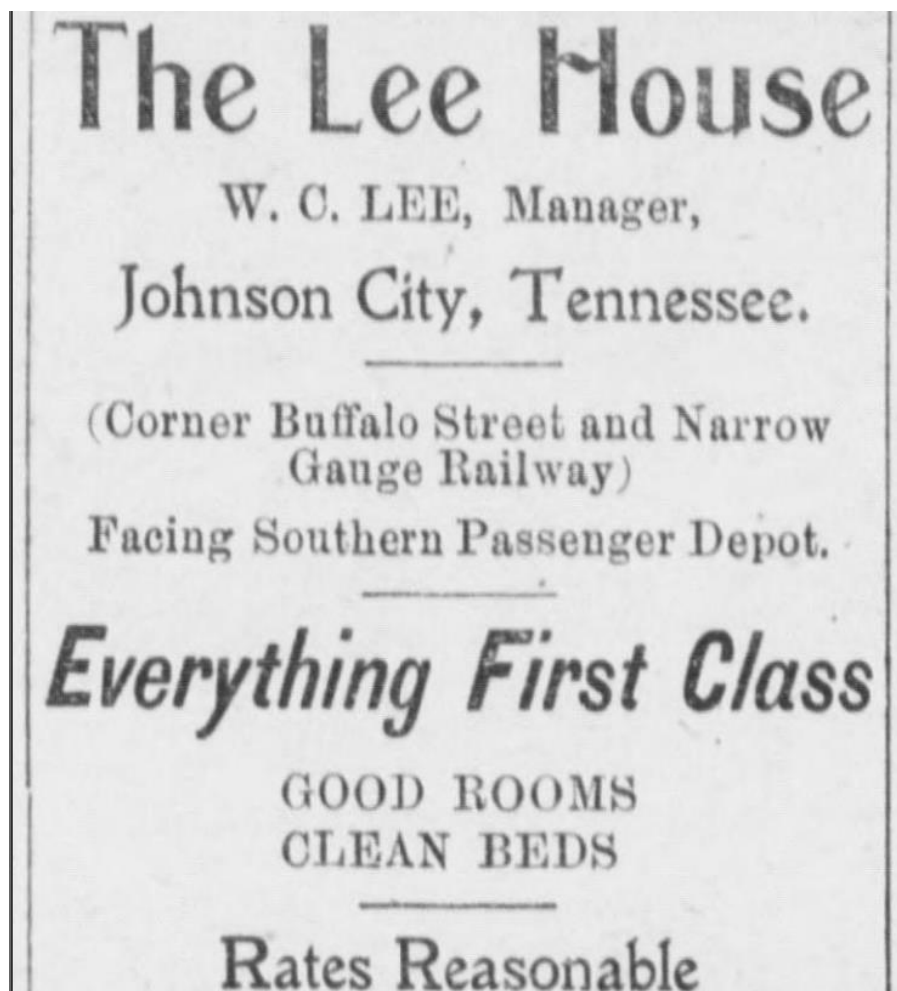


Figure 50. Johnson City Comet, 30 April 1903. This advertisement ran until at least 8 June 1905.

7 May 1903. Johnson City Comet.

“Since moving into new quarters the Lee House will serve meals on both the American and European plans. Meals will be served at all hours from 6 a.m. until 9 p.m. Oysters and game in season. An ice cream parlor will be operated in connection with the hotel and the very best creams served in the proper manner at all times.”

1 October 1903. Johnson City Comet.

“If your spectacles do not suit your eyes you have a chance to get glasses that will suit your eyes from P.S. McGuire, the optician, now at the Lee Hotel in Johnson City.”

28 January 1904. Johnson City Comet.

“P.S. McGuire, the optician from Knoxville, is back in Johnson City, and is staying at the Lee Hotel. He will be here for some time. If you need spectacles or eye glasses that will suit your eyes call on him or leave calls at the Lee Hotel on Buffalo Street in Johnson City.”

30 May 1907. Johnson City Comet.

“Notice Sealed bids, addressed to the Recorder, will be received by the Board of Mayor and Aldermen, of the Town of Johnson City, Tennessee, for paving Spring street from Main street to the Narrow Gauge railway track; Tipton street, from Spring to Buffalo (or Try) street; Buffalo (or Try) street from the South side of the Public Square to the Narrow Gauge Railway track (said streets constituting Improvement District, No. 1) with vitrified brick, Bitulithic, Hassam or Asphalt; also, all necessary sewers, concrete curbing, guttering and sidewalks, in connection therewith. All according to plans, profiles, specifications in the city engineer’s office, available after June 10<sup>th</sup>... This 30<sup>th</sup>, day of May, 1907, E.E. Ellsworth, Recorder.”

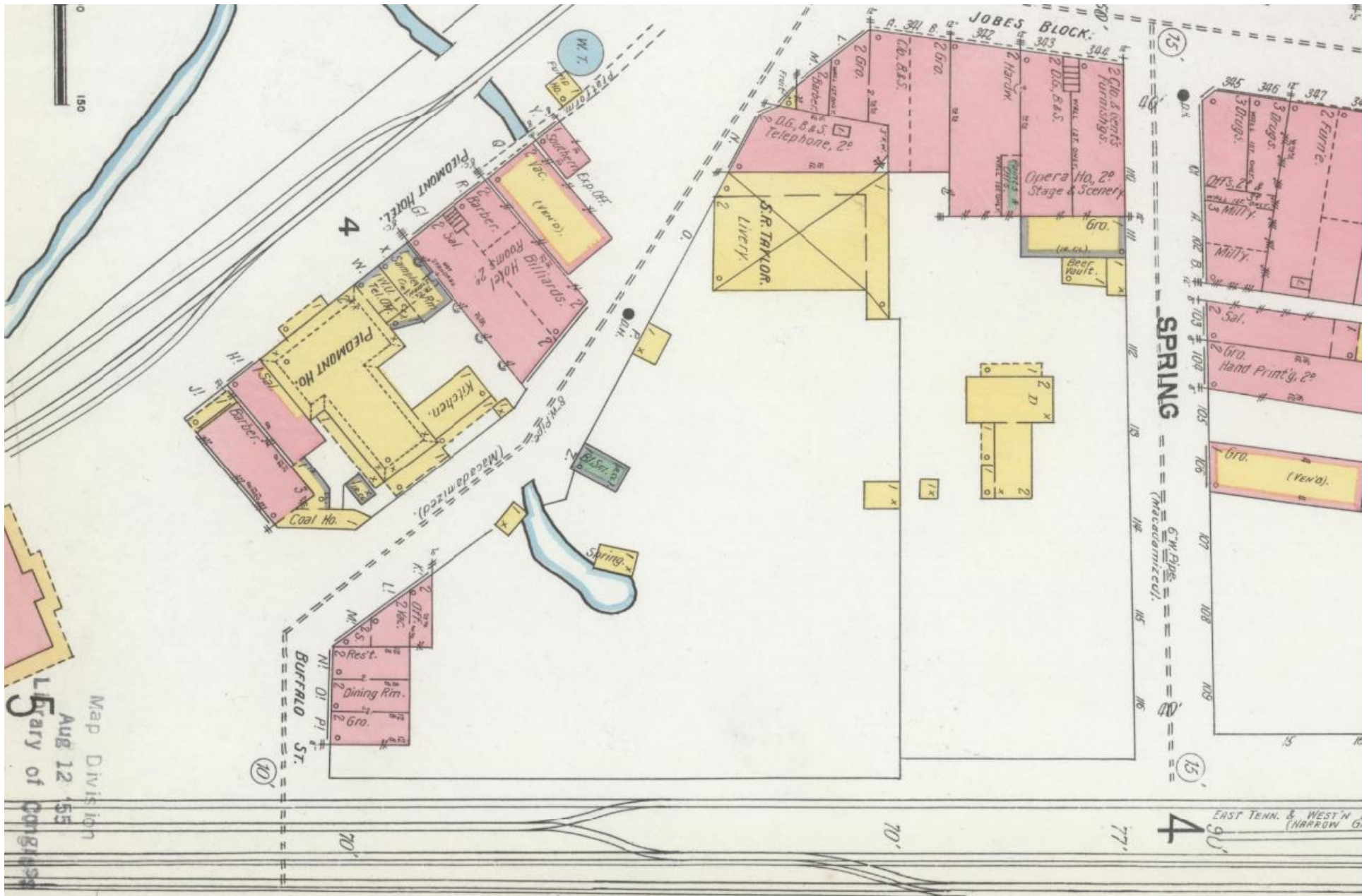
24 December 1908. Johnson City Comet.

“What the City Did Last Year... A hotel of twenty rooms is nearing completion on the corner of Walnut and Spring, built by W.C. Lee...”<sup>159</sup>

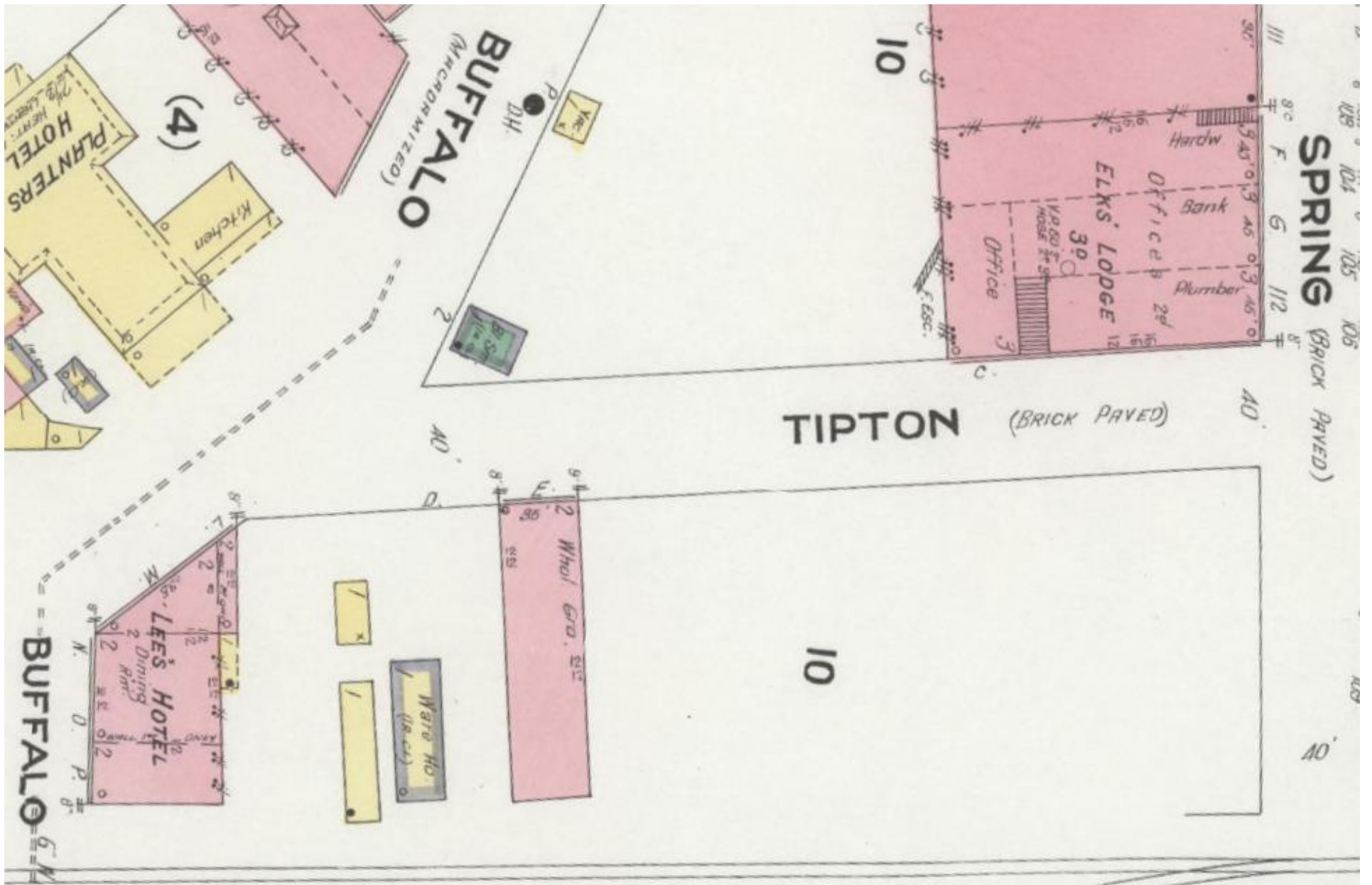
On the Sanborn Insurance Company maps, the Harr building was labelled “Lee’s Hotel” in 1908 and “Hotel American” in 1913 and 1920. See maps 29A, 30A, and 31A.



4. The Buildings Along Jobe Street, Between the Harr Building and Spring Street:  
(Maps and Figures)  
None of these buildings was directly served by any of the railroads

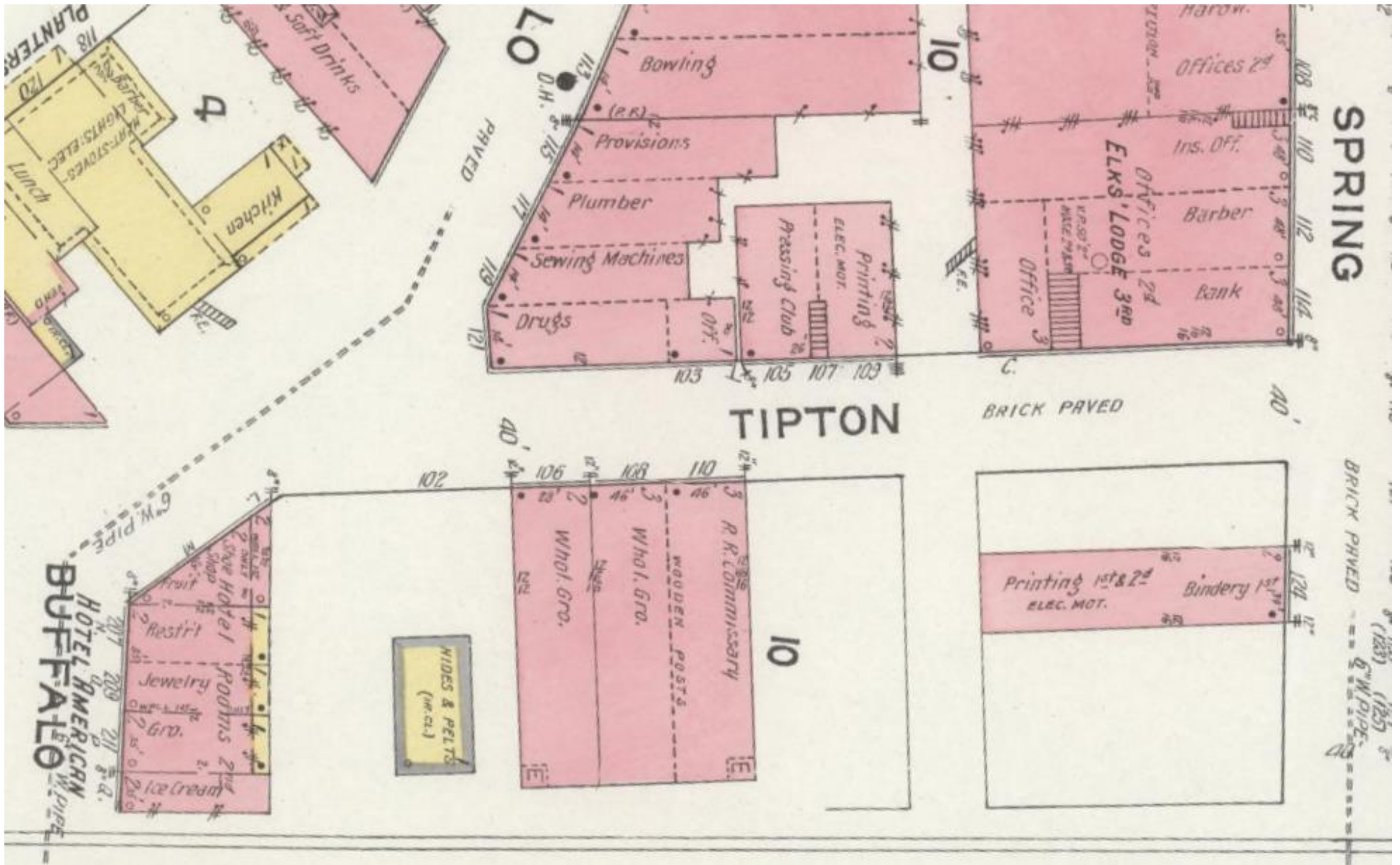


Map 28B. A detail showing the area east of the Harr building in April 1903, before the construction of the McCown – Mahoney building, etc.



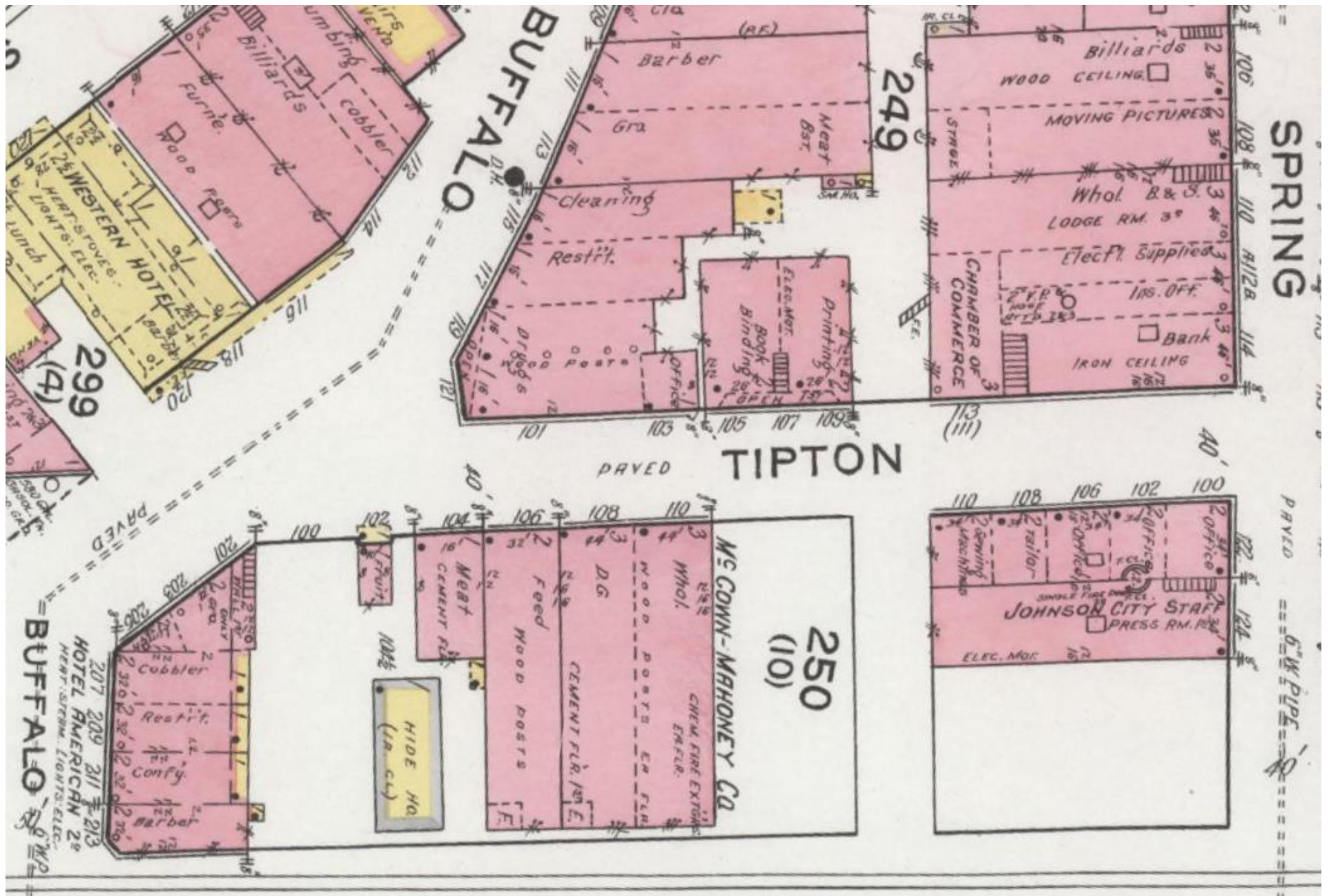
Map 29B. A detail showing new construction in the area east of the Harr building in December 1908. This two-story “Whol. Gro.” was built by Dave and Frank Taylor in 1908. Notice that the spring shown in Map 28B has been enclosed.



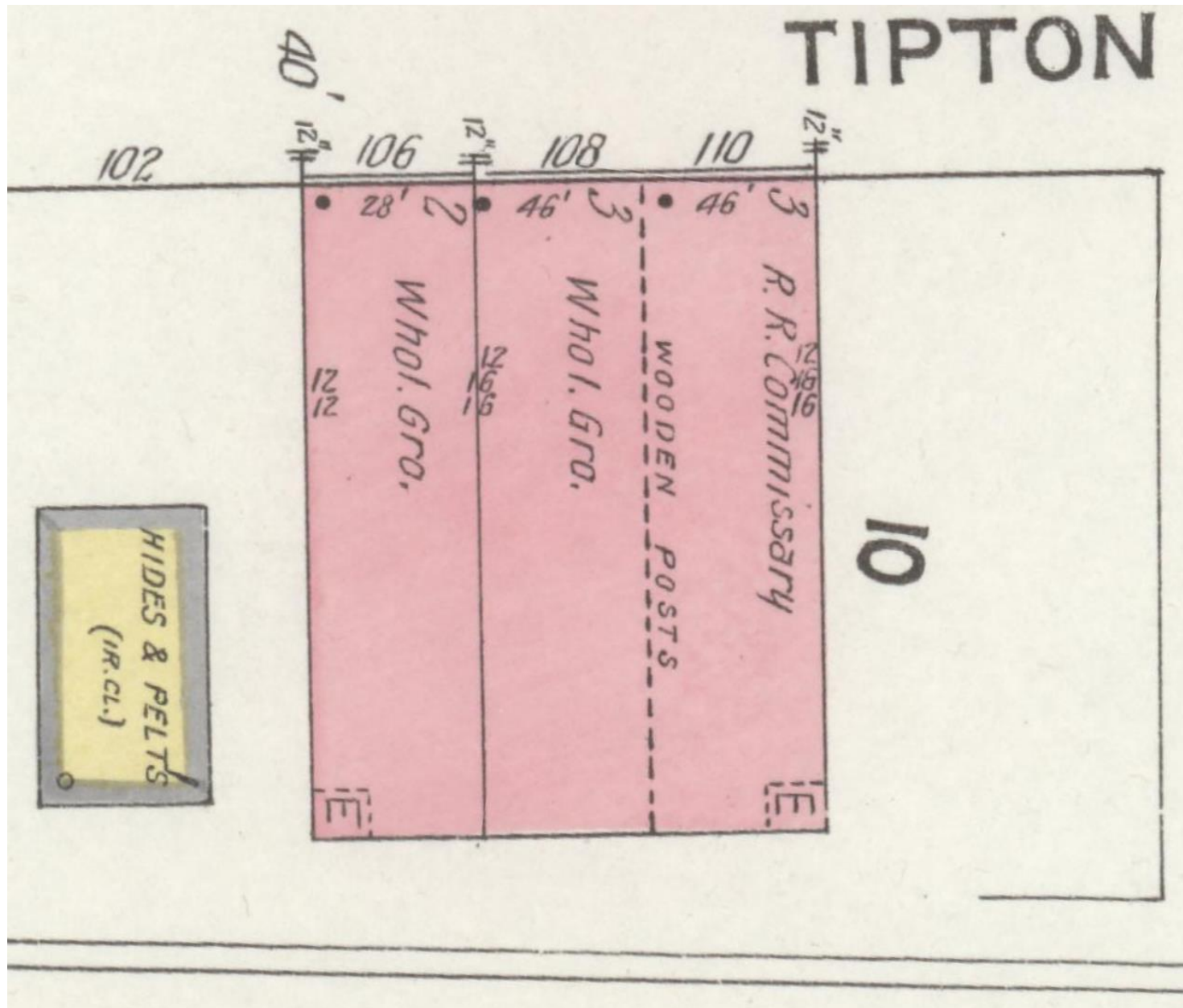


Map 30B. A detail showing the area east of the Harr building in July 1913. Notice that another “Whol. Gro.”, as well as a “R.R. Commissary”, both three-stories tall, have been built to the east of the “Whol. Gro.” built by the Taylor brothers at 106 in 1908. These two facilities (108 and 110) will be occupied by the McCown – Mahoney Company in 1916. The Jones - Vance Drug Company occupied 121 Buffalo Street (labeled “Drugs”), along the north side of Tipton Street, across the street from 106, 108 and 110.



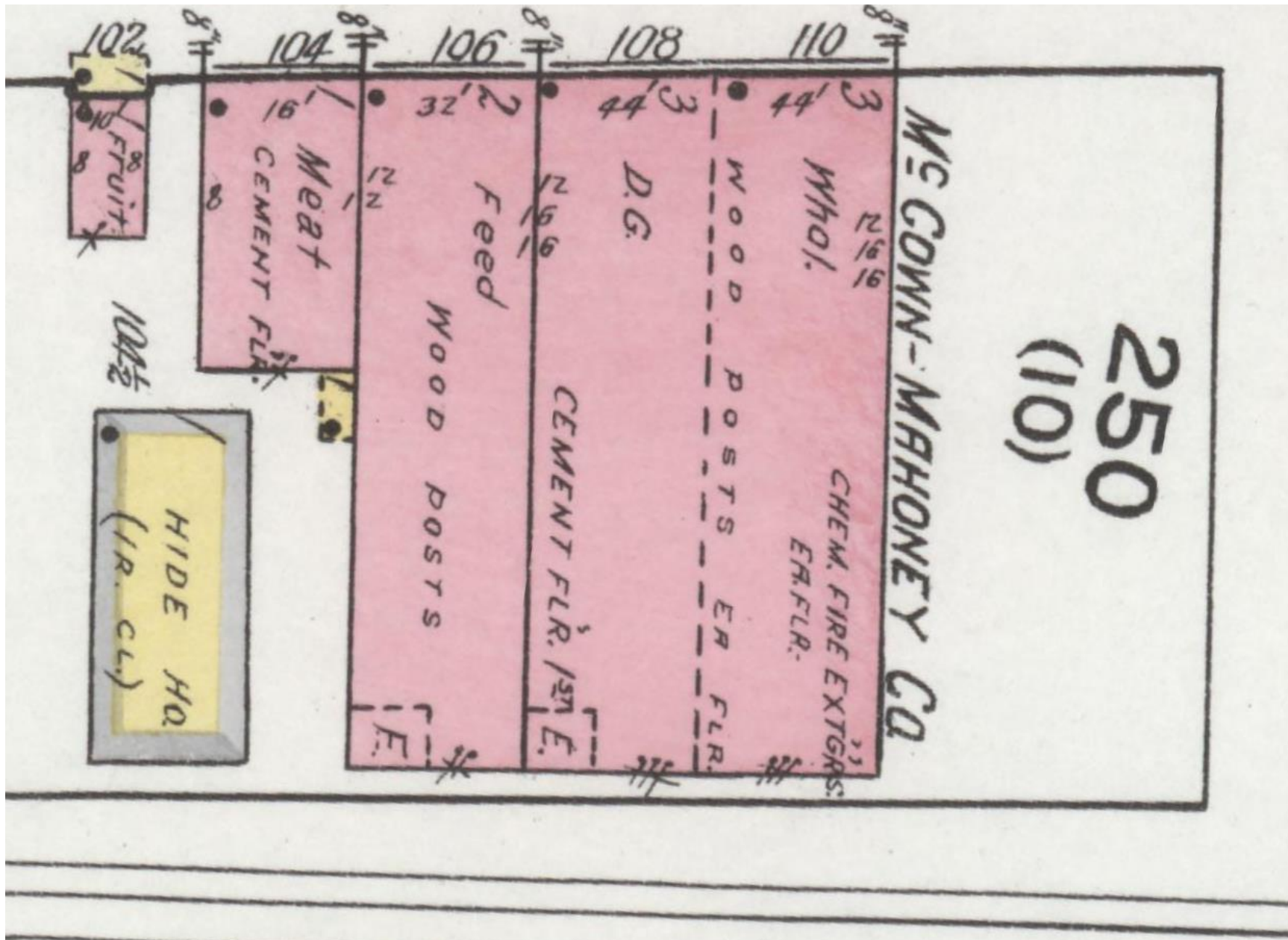


Map 31B. A detail showing the area east of the Harr building in February 1920.



Map 30C. A detail, July 1913.





Map 31C. A detail that includes the one-story “American Meat Stall” (104, “Meat” “Cement Flr.”), the two-story “Taylor Feed Company” (106, “Feed” “Wood Posts”) and the McCown – Mahoney Company (108, 110, “Whol. D.G.”) in February 1920.



Figure 51. “Tipton Street, looking east from Buffalo to Spring Street... McCown-Mahoney Co. Wholesale Dry Goods and Notions”.<sup>160</sup> The two-story building in the middle of the photograph, built in 1908, was occupied by the Taylor Feed Company and the one-story building on the right was occupied by the “American Meat Stall”. It appears that the McCown – Mahoney building was built as a “R.R. Commissary” and wholesale grocery by July 1913 (see Map 30C) and occupied by the McCown – Mahoney Company in 1916. This photograph was taken prior to the construction of the Hannah – Dosser building in 1923, which would have been to the left of the McCown – Mahoney building, and thus this photograph actually appears to date to between 1916 and 1923.<sup>161</sup> See also Map 31C. The building on the left of the photograph appears to be occupied by the Jones – Vance Drug Company. Notice that the overhead wires appear to be those used by the trolley.





Figure 51A. A detail, note the “Delicious and Refreshing” Coca-Cola sign on the Taylor Feed Company store, above the “American Meat Stall.



Figure 52. June 1998 – Downtown Johnson City “Tear down an old building [which housed the American Meat Stall for a time] and you never know what you’ll find on the next door wall”, see Figure 51.<sup>162</sup> The building in this photograph was occupied by the Taylor Feed Company from 1918 to 1921 (?).





Figure 53. A modern photograph of the Hannah – Dosser/Hannah Brothers building, the McCown – Mahoney building, and the Taylor Feed Company building (from left to right), looking south across Tipton Street.<sup>163</sup>



Figure 54. “Hannah Dosser Dry Goods Building – Johnson City, Tn. 112 Tipton Street. Built 1923. Now ‘Label Restaurant’...”<sup>164</sup> The building partially visible to the right was that of the McCown – Mahoney Company, see Figure 53. This photograph was taken in 1993.





Figure 55. This 1993 photograph includes a view of the east side of the Hannah – Dosser/Hannah Brothers building and shows the arrangement of the windows, see also figures 69, 70, 72, and 81A.<sup>165</sup> Also visible in this photograph are the McCown – Mahoney building (to the right), and the building formerly occupied by the Taylor Feed Company (far right).



Figure 56. A detail showing the Harr building (above the Summers Hardware & Supply Company), McCown – Mahoney building (to the right of the steam plume, note that its sign has faded or been removed), the Hannah – Dossler/Hannah Brothers building, the Ferguson Transfer Company building (without any visible sign), and the Seaver concrete building (from left to right), looking north on 1 March 1947. Note the “Double Cola” sign on the west side of the Hannah Brothers building.<sup>166</sup>





Figure 57. A modern photograph of downtown Johnson City. From left to right: the two-story building was the Taylor Feed Company, the three-story building was McCown – Mahoney building, the four-story Hannah – Dosser/Hannah Brothers building, and the blue two-story building that was the Ferguson Transfer Company building. This photograph was taken from the Summers Hardware & Supply Company building and was taken after the photograph in Figure 58 (note that the one-story building that was occupied by the “American Meat Stall” has been removed).<sup>167</sup>





Figure 58. June 1989 – Downtown Johnson City, Tennessee. “The buildings behind the pole can be seen in many old photos of the steam engines working downtown Johnson City. Look in Mal Ferrel’s ‘Tweetsie Country’ for a few of them. The old ET station, now the Free Service Tire Company, is to the left of these buildings across Buffalo Street. ET&WNC and Clinchfield tracks, many of them dual gauge, once ran where I’m standing and where State of Franklin Street is now, right up to the back of those buildings.”<sup>168</sup> The one-story building was the “American Meat Stall,” the two-story building was the Taylor Feed Company, the three-story building was McCown – Mahoney building, and the one on the right was the four-story Hannah – Dosser/Hannah Brothers building. Note the faded Double Cola sign on the west side of the Hannah Brothers building.





Figure 59. “RS-3 #114, leased from the Central of Georgia by the ET&WNC, pulls two steam engines, #207 and #208, along with a box car loaded with steam locomotive parts, toward the Southern interchange in Johnson City on December 8, 1967. Charles K. Marsh, Jr. Collection.” Note the presence of the Harr building on the left (which indicates that the locomotive is crossing Buffalo Street) and the Hannah – Dossler/Hannah Brothers building with a sign that appears to read “Double Cola”, in the middle background.<sup>169</sup>



Figure 60. Another view of the Taylor Feed Company building, the McCown – Mahoney building, and the Hannah – Dosser/Hannah Brothers building, taken in 1993.<sup>170</sup>





Figure 61. A color version of the Double Cola sign.<sup>171</sup>



Figure 62. A 1993 view of the south (back) side of the building formerly occupied by the “Taylor Feed Company” in the center of the photograph. The building on the right is the McCown – Mahoney building.<sup>172</sup>





Figure 63. “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”<sup>173</sup> The presence of the Hannah – Dossier sign on the west side of the building and the trolley tracks date this photograph to c. 1931 (Hannah – Dossier became Hannah Brothers in 1932), see also Table 15 and Figure 65. Based on the crowd and the locations of the two boxcars, this photograph appears to have been taken at about the same time as that of Figure 68 and perhaps Figure 34.



Figure 63A. A detail showing, from left to right, the buildings of the McCown – Mahoney Company, the Hannah – Dosser Company, the Ferguson Transfer Company (with a different sign which begins “Home of...”)<sup>174</sup> and, apparently the Brading – Sells Lumber Company, corner South Roan and Jobe Streets, behind the boxcars, on the right side of this photograph.



Figure 64. “Combine #15 Excursion Car at Johnson City”.<sup>175</sup>



Figure 64A. A detail of a portion of the west side of the Hannah Brothers building (left) and the Ferguson Transfer Company building (right), which shows some detail of the back of the Ferguson Transfer Company building.



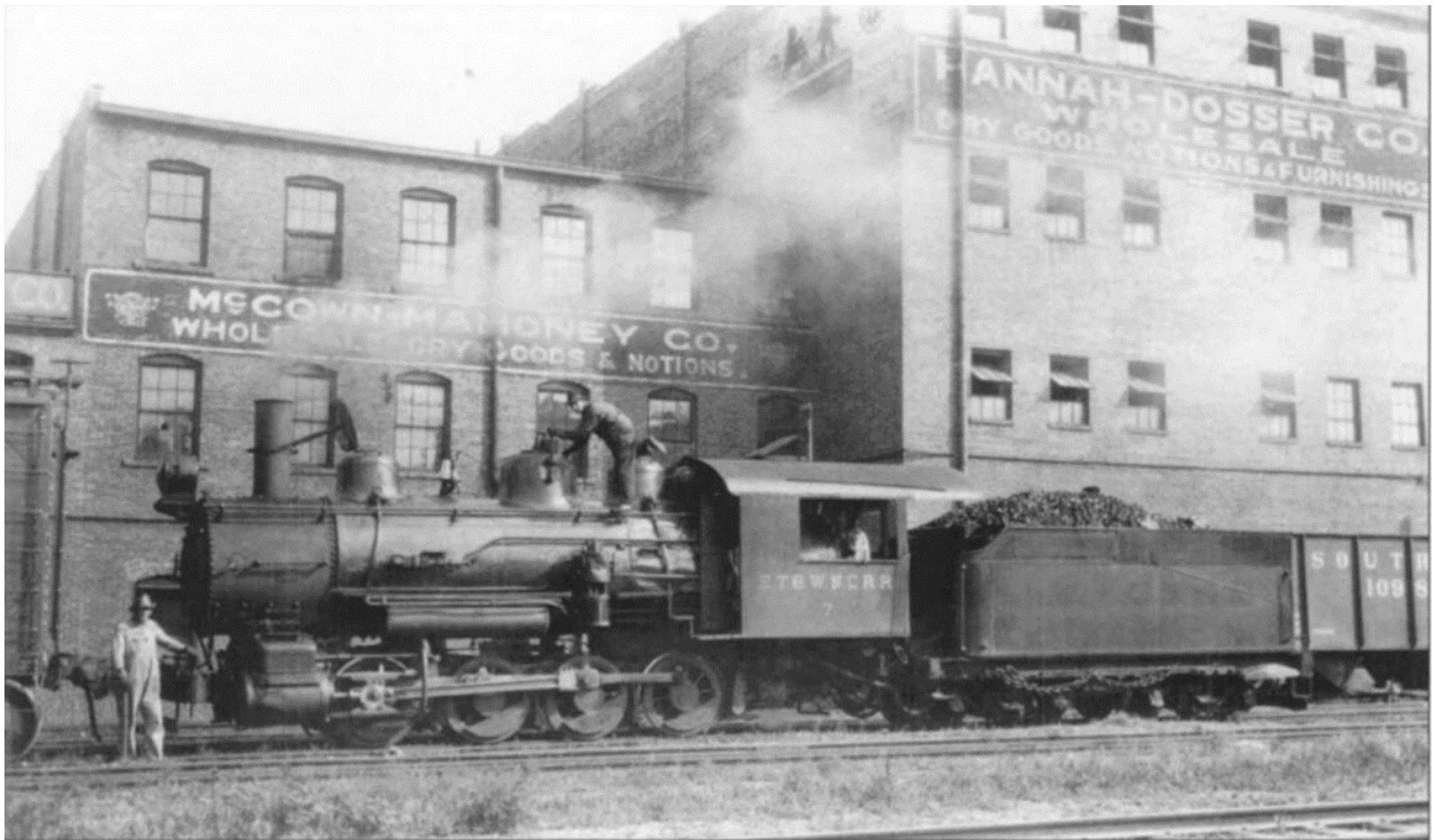


Figure 65. “Behind this East Tennessee & Western North Carolina (ET&WNC) train engine you can see the buildings of the McCown – Mahoney Company and Hannah – Dossler Company... (Courtesy of the James T. Dowdy Collection).”<sup>176</sup> This photograph appears to date to 20 July 1931, see Figure 66, below.



Figure 66. This “is the 7 after Cap Allison gave her a new frame, wheels, and changed the tender to hold more water. This 1930s photo was taken down between Spring Street and Buffalo Streets Johnson City.”<sup>177</sup> Historian Johnny Graybeal captioned this photograph: “Switcher 7 works the interchange with the Southern Railroad on July 20, 1931. By this time the only regular engine jobs on the ET&WNC were the Mixed train from Boone and the Switcher...”<sup>178</sup>





Figure 67. A 1993 photograph of the McCown – Mahoney building.<sup>179</sup>



Figure 68. This appears to be a photograph of an automobile that had been struck by a train, note the buildings of the McCown – Mahoney Company and Hannah – Dosser/Hannah Brothers company, in the background, from left to right.<sup>180</sup> This photograph appears to have been taken at about the same time as Figure 63 and perhaps Figure 34, which were dated to c. 1931 (note the marks under the second floor windows of the Hannah – Dosser building).





Figure 69. A 1993 photograph of the rear (south side or track side) of the Hannah – Dosser/Hannah Brothers building.<sup>181</sup>





Figure 70. A 1993 photograph of the south and east sides of the Hannah – Dosser/Hannah Brothers building.<sup>182</sup>



Figure 71. Historian Johnny Graybeal wrote of an apparently related photograph: “original ‘Hobbs’ lettering scheme in 1936, the No. 12 photo dated August 30<sup>th</sup>. The striping on the cab has sharp corners and so does the stripes on the tender, except for the stripe on the coal board. Striping also adorns the sand and steam domes, the steam chest, and cylinder casings... L.L. Norton photo via Roy McLain Collection...”, which also showed that the sign on the building on the right read: “Ferguson... Storage, Packing Shipping”, apparently in reference to the Ferguson Transfer Company.<sup>183</sup> Also note the buildings of the McCown – Mahoney Company and the Hannah Brothers Company, from left to right, in the center background of this photograph.



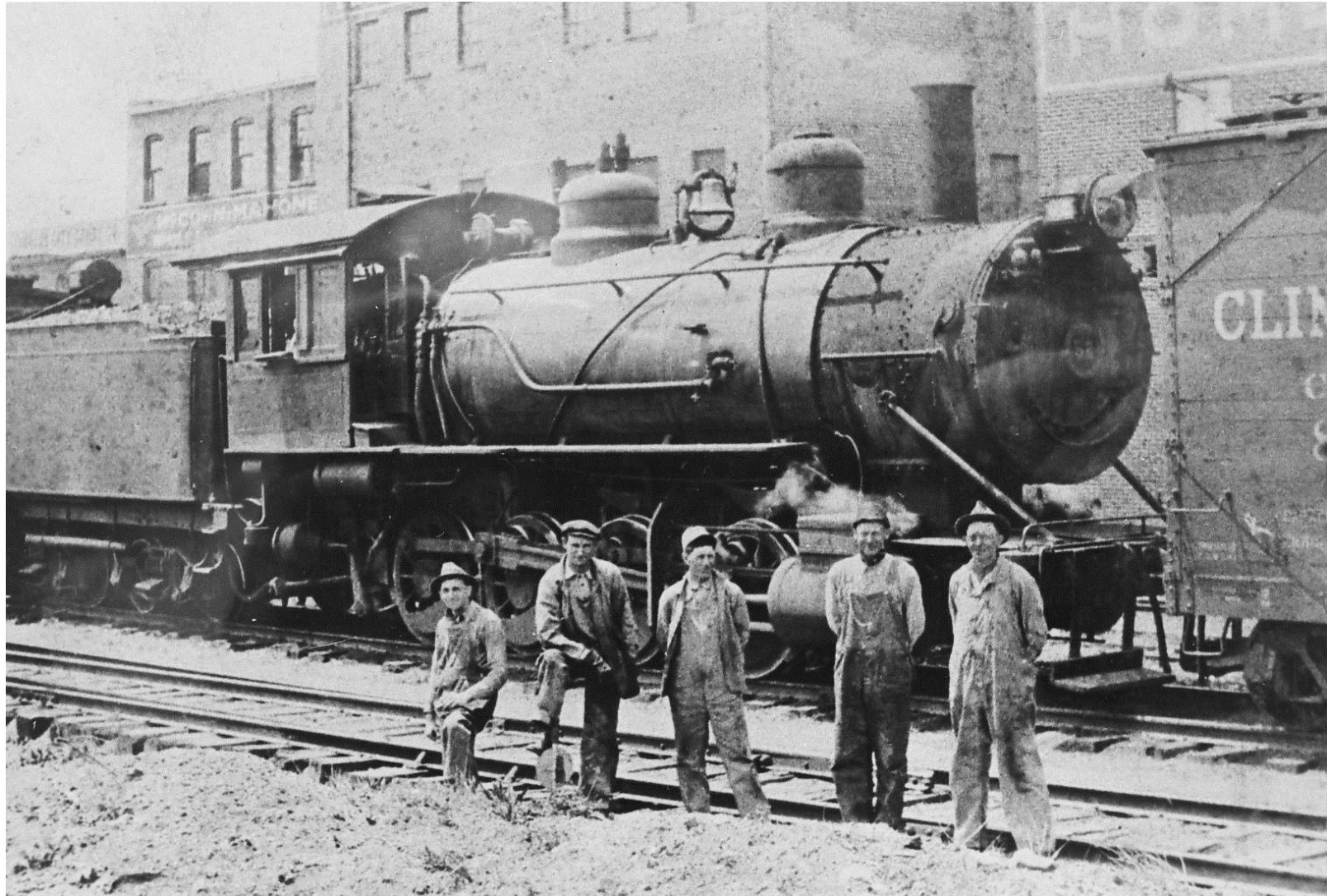


Figure 72. “Here’s the Clinchfield, Carolina & Ohio Engine 52 [in the 1930s] at what is now the corner of Spring Street and State of Franklin Road in downtown Johnson City...”<sup>184</sup> Engine #52 (Clinchfield Class H-3), a Baldwin 2-8-0 Consolidation, was built in December 1905, with an empty weight of 89 tons. It appears that the Clinchfield employed their H-3 Consolidations primarily as switcher engines. This engine had been converted to a 0-8-0 in 1917. It was retired on 1 September 1938 and scrapped. Note the buildings of the McCown – Mahoney Company and the Hannah – Dossler/Hannah Brothers Company, from left to right, in the center background of this photograph. As well as the building once occupied by the Ferguson Transfer Company (?), which in this photograph reads: “Home...”, which indicates that this photograph predates 1936.





Figure 73. “Engine #14 with train pulling out of Johnson City Depot”. Notice that the tallest building has a sign reading: “Hannah Brothers Wholesale...” and the building on the right has no sign, but at one time had ones reading “Ferguson... Storage, Packing Shipping” (by 1936, apparently in reference to the Ferguson Transfer Company) and “Home of...” compare with figures 63A, 71 – 72, 74 – 75, and 82B. Historian Johnny Graybeal notes that Engine #14 had been sent to Alaska by 30 May 1942 in support of the war effort; consequently, this photograph would date to between 1936 and 1942.<sup>185</sup>



Figure 74. This detail shows (from left to right) the Hannah Brothers building, the Ferguson Transfer building (without any visible signs) and the Seaver building on the northeast corner of Spring and Jobe streets on 1 March 1947. This photograph provides a partial view of the rear of the Ferguson Transfer Company building. Note the boxcars and tank cars in the foreground.<sup>186</sup>



Figure 75. "Spring Street".<sup>187</sup> The closest building on the left had signs reading "Home of..." "Ferguson..." and "General Neon Sign Co." It was built in 1925, see figures 63A, 71 – 72, 74 – 75, and 82B. The closest building on the right, the Seaver building, had been built by 1908 and will be addressed in the next section. The building in the center background was occupied by the Unaka National Bank ("Freiberg's Restaurant' today") and the tall building in the right center of the photograph was the Unaka & City National Bank (built 1921, became the Hamilton National Bank on 30 September 1932), both on East Main Street. Consequently, it appears that this photograph was taken after 1925.<sup>188</sup>





Figure 76. “Spring Street: J.C. Radio & T.V. Service [on the left] and M.I.T. Shoe Repair,” on the right in 1993.<sup>189</sup> The building occupied by the J.S. Radio & T.V. Service was reportedly built in 1925 and later was apparently occupied by the Ferguson Transfer Company.





Figure 75A. A detail of the front (east) side of the Ferguson Transfer Company building, on Spring Street.



Figure 77. “Spring Street: J. C. Radio & T. V. Service”, front (east) side, looking west from Spring Street in 1993.<sup>190</sup> This building was reportedly built in 1925 and was occupied by the Ferguson Transfer Company.



Figure 82A. A detail, the tallest building in this photograph is the Hannah Brothers building. The sign on the building, in the center of the photograph, on the northwest corner of Spring and Jobe streets appears to read “General Neon Sign Co.,” which has also had signs reading “Ferguson... Storage, Packing Shipping” (apparently in reference to the Ferguson Transfer Company) and “Home of...” at different times. The Seaver building, on the right, will be addressed in the next section. Notice the firefighters near the left side of this photograph. Given the apparent lack of dual gauge trackage and the presence of the “General Neon Sign Co.” sign, it would appear that this photograph was taken after 1 March 1947.





Figure 82B. A detail of the front (east side) of the Ferguson Transfer Company building, with a sign reading “General Neon Sign Co.”





Figure 78. This image looks south on Spring from East Main Street, toward Jobe Street.<sup>191</sup> The building on the left was built in 1921 for the Unaka & City National Bank. On 30 September 1932 it became the Hamilton National Bank. The building on the right was built for the Tennessee National Bank, establish in 1920.



Figure 78A. A detail, note the railroad crossing gate on the right (west) side of Spring Street. The tall building on the left appears to be the “Elks Home...”<sup>192</sup> On the right at the rail crossing on Jobe Street is gate to stop traffic.

Table 15. Signs Painted on the Hannah – Dosser/Hannah Brothers Building, Built 1923

Sequence	Sign	Dates	See Figures
South Side			
1 <sup>st</sup>	Hannah – Dosser	1923 – 1932	63, 65
2 <sup>nd</sup>	Hannah Brothers	1932 – 1953	71, 73, 74
West Side			
1 <sup>st</sup>	Indistinguishable	1923? – 1932?	35, 65
2 <sup>nd</sup>	Hannah – Dosser	By 1932	63
3 <sup>rd</sup>	Double Cola	By 1947 – 1967 (present?)	56, 58, 59

Table 16. Signs Painted on the Ferguson Transfer Company Building, Built 1925

Sequence	Sign	Dates	See Figures
1 <sup>st</sup>	“Home of...”	1925 – 1931	63, 72
2 <sup>nd</sup>	“Ferguson... Storage, Packing, Shipping”	c. 1936	71, 75?
3 <sup>rd</sup>	Blank	By 1947	73, 74
4 <sup>th</sup>	“General Neon Sign Co.”	After 1947	82B

4. The Buildings Along Jobe Street, Between the Harr Building to Spring Street:

American Meat Stall Building, c. 1920

This building was demolished between 1989 and 1998

Taylor Storehouse, 1908 – ?

Taylor Feed Company, 1918 – 1921?

This building has been renovated and is in service today

Wholesale Grocer/Railroad Commissary Building, by 1913 – ?

McCown – Mahoney Building, 1916 – 1936

This building has been renovated and is in service today

Hannah – Dosser Building, 1923 – 1932

Hannah Brothers Building, 1932 – 1953

Hannah – White Building (?), 1953 – 1972

William R. Moore Incorporated Building (?), 1972 - ?

This building has been renovated and is in service today

Building (“Home of...”) on the northwest corner of Spring and Jobe Streets, 1925 – 1936?

Ferguson Transfer Building, 1936? – Present

Building without identifying sign, 1947?

General Neon Sign Company Building, at some time after 1947

Johnson City Radio & TV Service building, by 1962

This building has been renovated and is in service today

30 July 1908. Johnson City Comet.

“New Building on Tipton Street. Dave and Frank Taylor will begin at once the erection of a stone building on Tipton street almost covering the old Jobe Spring, It will extend back to a siding along the Narrow Gauge railroad.” This appears to describe the wholesale grocery shop on Map 29B, which was occupied by the Taylor Feed Company by 1918 and was next door to the building occupied by the McCown – Mahoney Company beginning in 1916. Of note, Frank Taylor had a clothing store at 214 Main Street.

13 August 1908. Johnson City Comet.

“The foundation is going in for the Taylor storehouse on Tipton street. The building will be two stories high and 25 x 80 feet.”

27 August 1908. Johnson City Comet.

“Jobe’s Old Spring – Wiped Off the Face of the Earth by the Progress of Civilization. It is with mingled pleasure and regret that we record the fact that the old Jobe spring is now and forever no more, so far as the eye can see. When the Jobe home place was laid out in business lots Tipton street skirted the spring on the north and it lay in front of the lots purchased by Hugh Webb and



Frank Taylor. Last week Taylor, in constructing the foundation for his new building, found the spring boiled up in his lot and he walled it up in a 3 x 4 foot concrete basin and put in a 2 foot tile outlet to the old spring branch...

17 September 1908. Johnson City Comet.

“The Taylor store house on Tipton street is up to the second story and the walls are still ascending.”



Figure 79. Johnson City Comet, 7 December 1916.

November 1918. Flour & Feed.

“Tennessee. Johnson City – The Taylor Feed Co. has been organized with a capital stock of \$10,000.”<sup>193</sup> The last mention found of this company, by the author, was in 1921.

1938 “McCown-Mahoney Company issued an advertisement to become a stockholder in their company... Founded in 1916 by L.W. McCown, the late O.E. Mahoney, R.R. Mahoney and associates. Continuing to operate under the same management as from the beginning, completing twenty-two years of service on April 1, 1938. Originally located in rented quarters on Tipton Street, now occupying warehouses built for the business on property controlled by its principal stockholders, on Market Street, first occupied about two years ago... L.W. McCown, President; R.R. Mahoney, Vice-President; E.A. Buchanan, Secretary; T.V. McCown, Director; C.E. Weems, House Salesman.”<sup>194</sup>

1911 – 1972. “Dec. 13, 1972: The Johnson City Press-Chronicle reported that the ‘Hannah – White Wholesale Distributor, one of Johnson City’s oldest firms, has gone out of business.

Assets of the firm, 112 Tipton Street, have been purchased by the Knoxville Division of William R. Moore, Inc., Memphis.

Announcement was made today by Donald Drinkard, board chairman of William R. Moore, Inc., and Howard W. White, President of Hannah – White Company.

The sale was effective yesterday. No purchase price was listed.

Hannah – White was founded here in 1911. White has joined the more [Moore?] organization as a consultant and will service retail customers in the Tri-Cities area through Moore’s Knoxville Division.

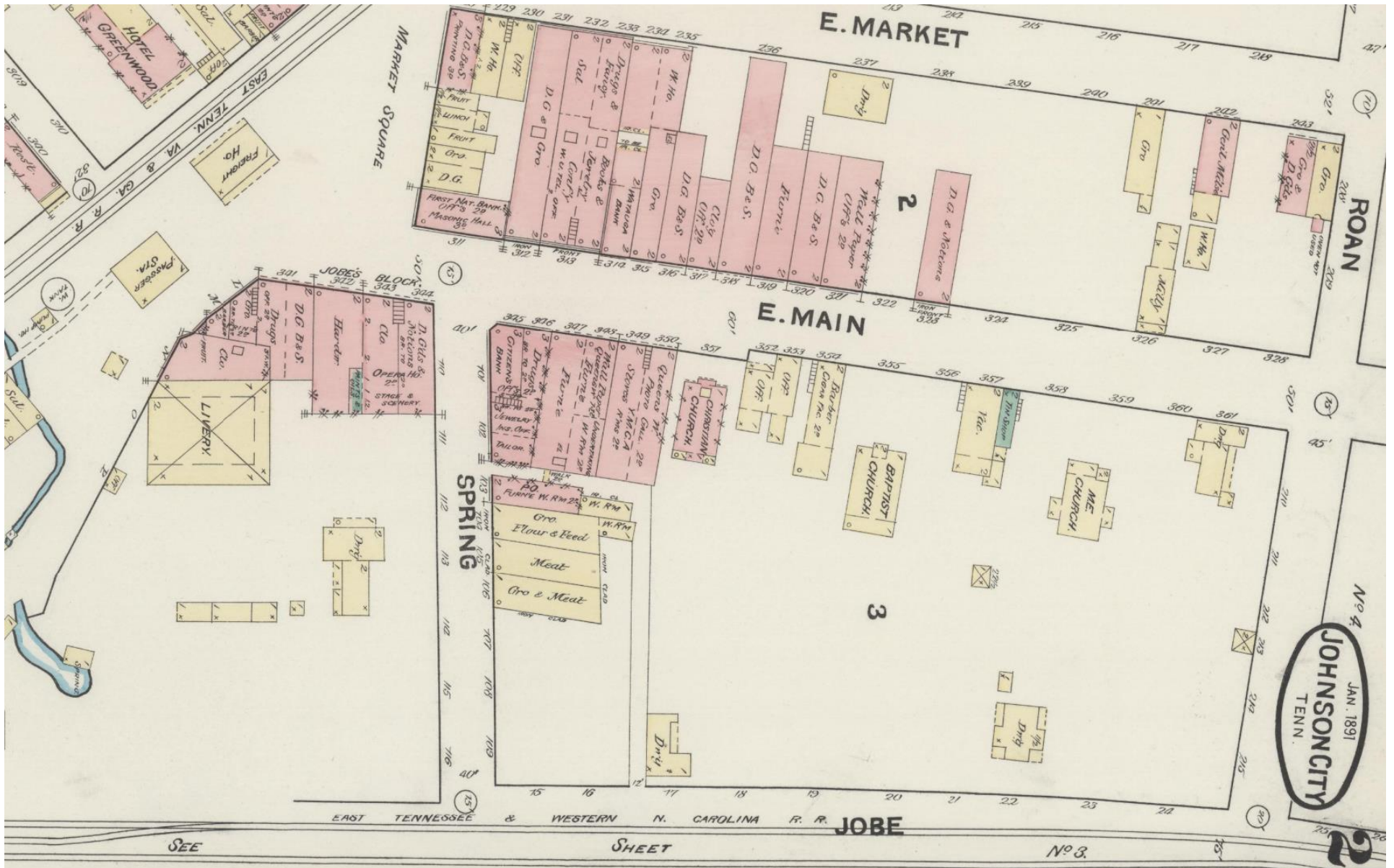
White expressed his pleasure over the new association. Drinkard commented, ‘We are delighted to join forces with a company that has been servicing retail accounts in that area since 1911.’

Hannah – White was founded by the late Charles G Hannah and operated under the name C.G. Hannah until 1923. At that time, A.T. Dosser and A.T. Dosser, Jr., joined the organization and the name was changed to Hannah – Dosser Company.

In 1932, the Dossers sold their interest to the Hannahs and the name was changed to Hannah Brothers, Inc. In 1953, the company was sold to the recent owners and the name was changed to Hannah – White Company.

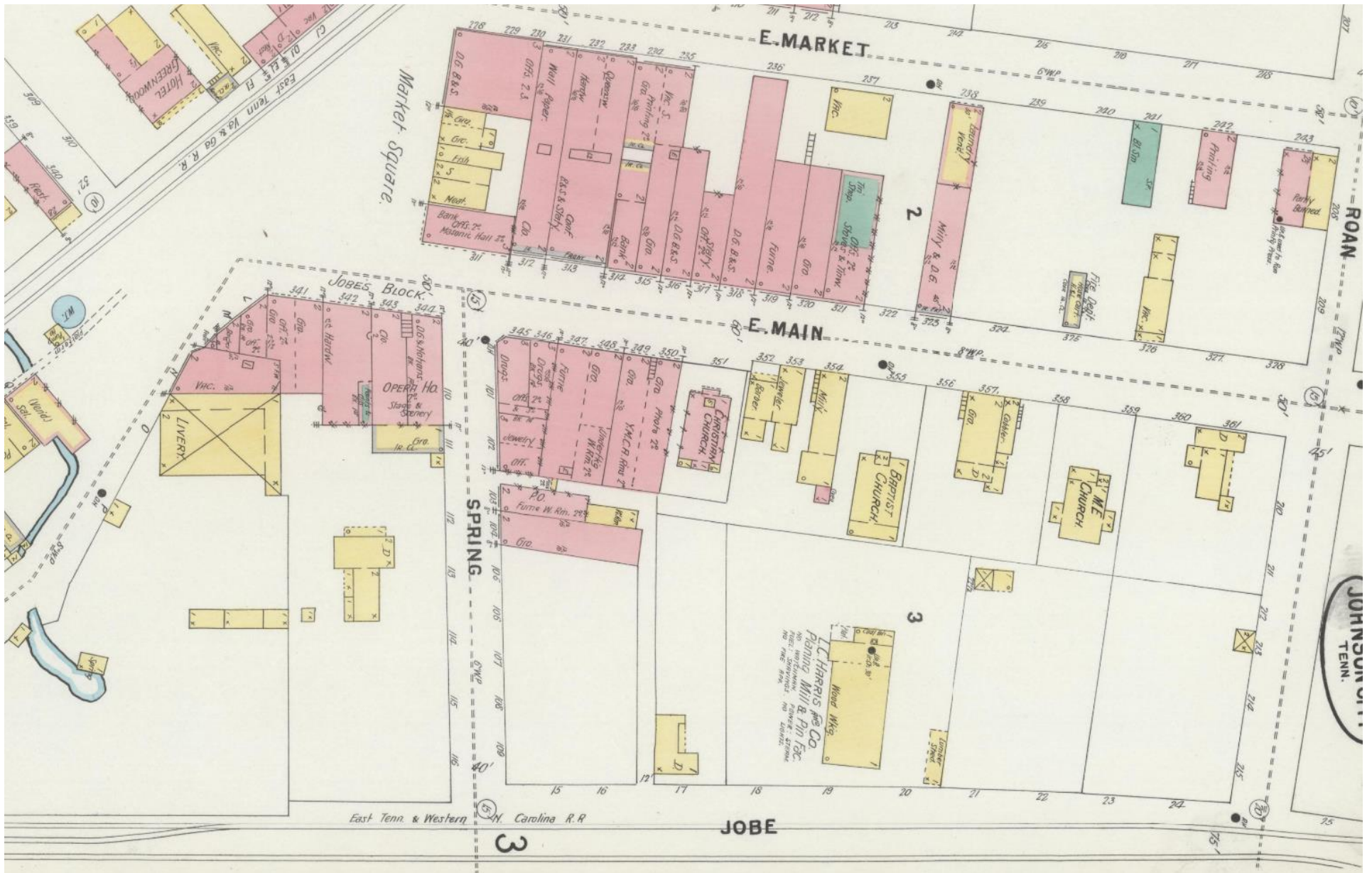
The firm, which serves parts of Tennessee, Virginia, Kentucky, North Carolina and West Virginia, had about 15 employees. White said that all personnel have been taken care of. The building is now for sale, he said.”<sup>195</sup>

5. The Buildings Along Jobe Street, Between Spring Street to South Roan Street  
(Maps and Figures)

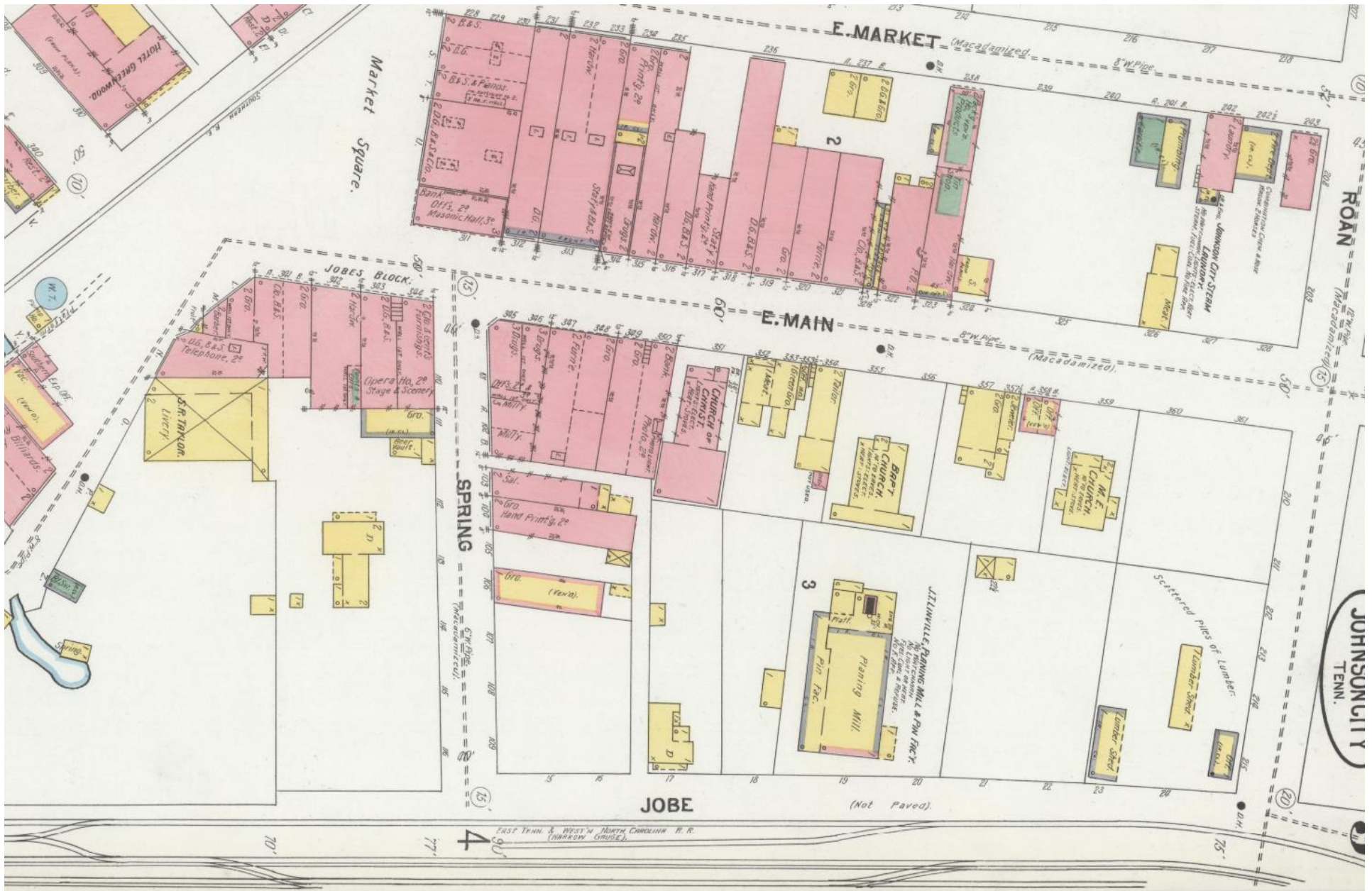


Map 32. A map of the area bounded by East Main and Jobe streets (north to south) and South Roan to Spring streets (east to west) in January 1891, prior to the beginning of its industrial development.<sup>196</sup>



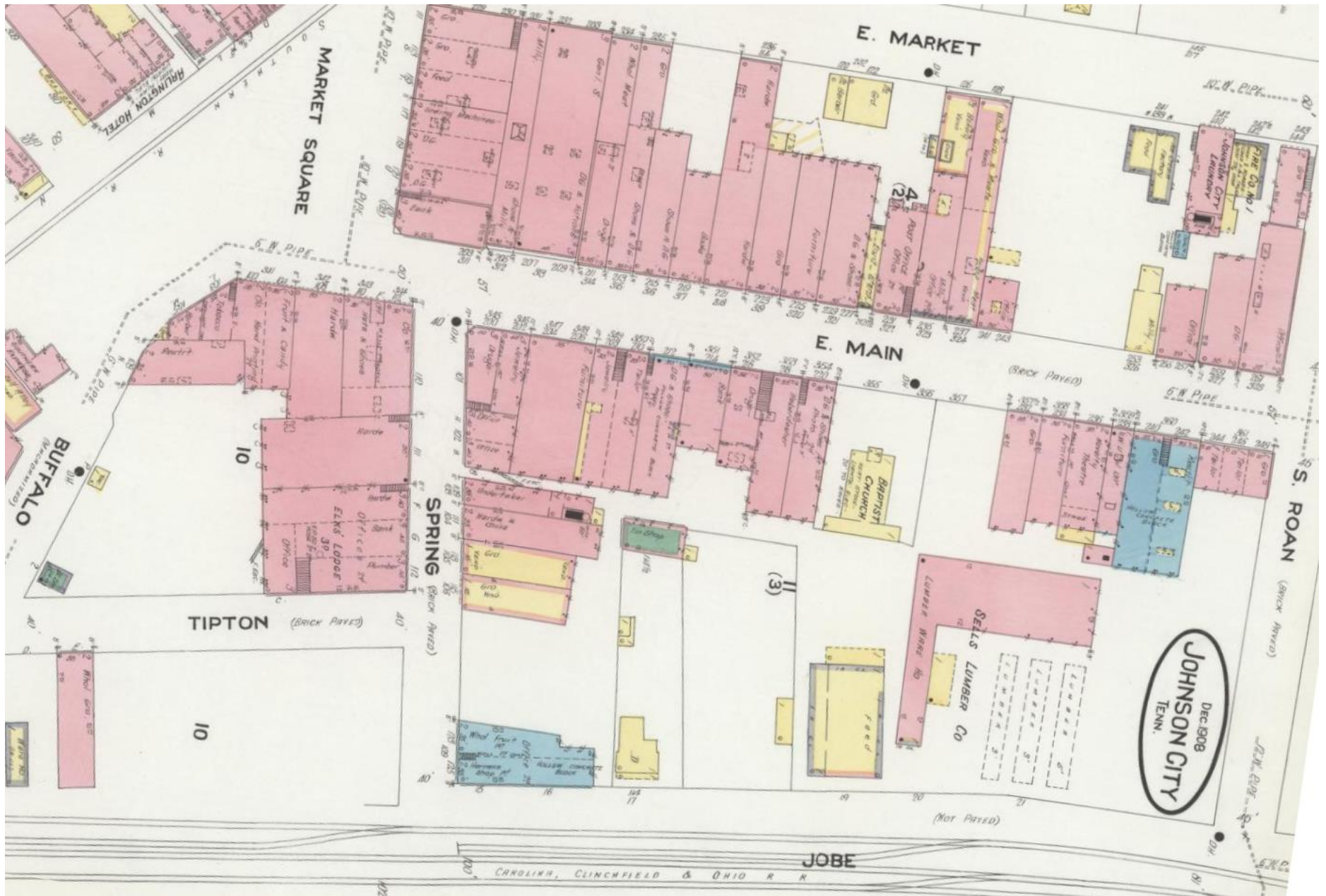


Map 33. A map of the area bounded by East Main and Jobe streets (north to south) and South Roan to Spring streets (east to west) in May 1897.<sup>197</sup>

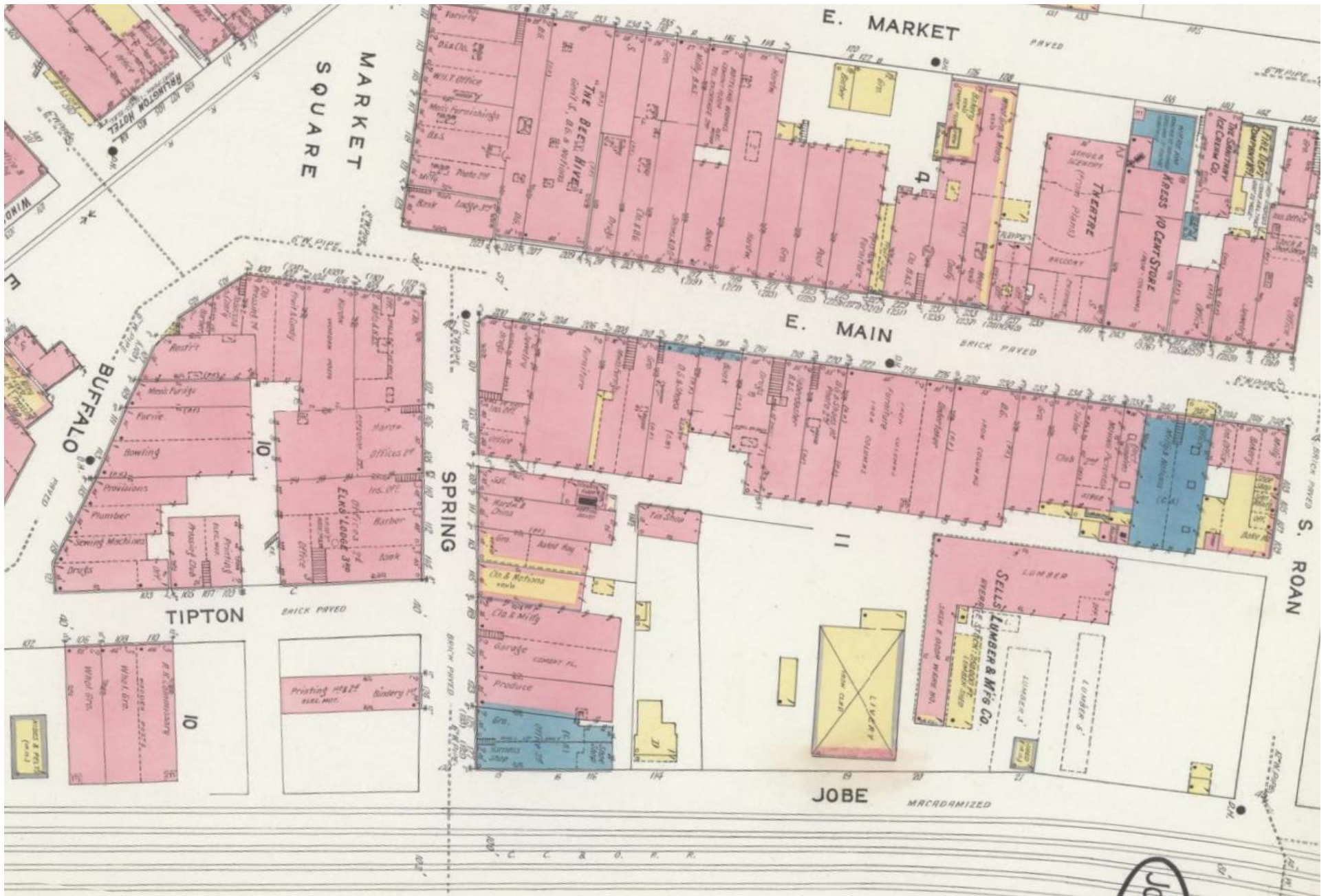


Map 34. A map of the area bounded by East Main and Jobe streets (north to south) and South Roan to Spring streets (east to west) in April 1903.<sup>198</sup>



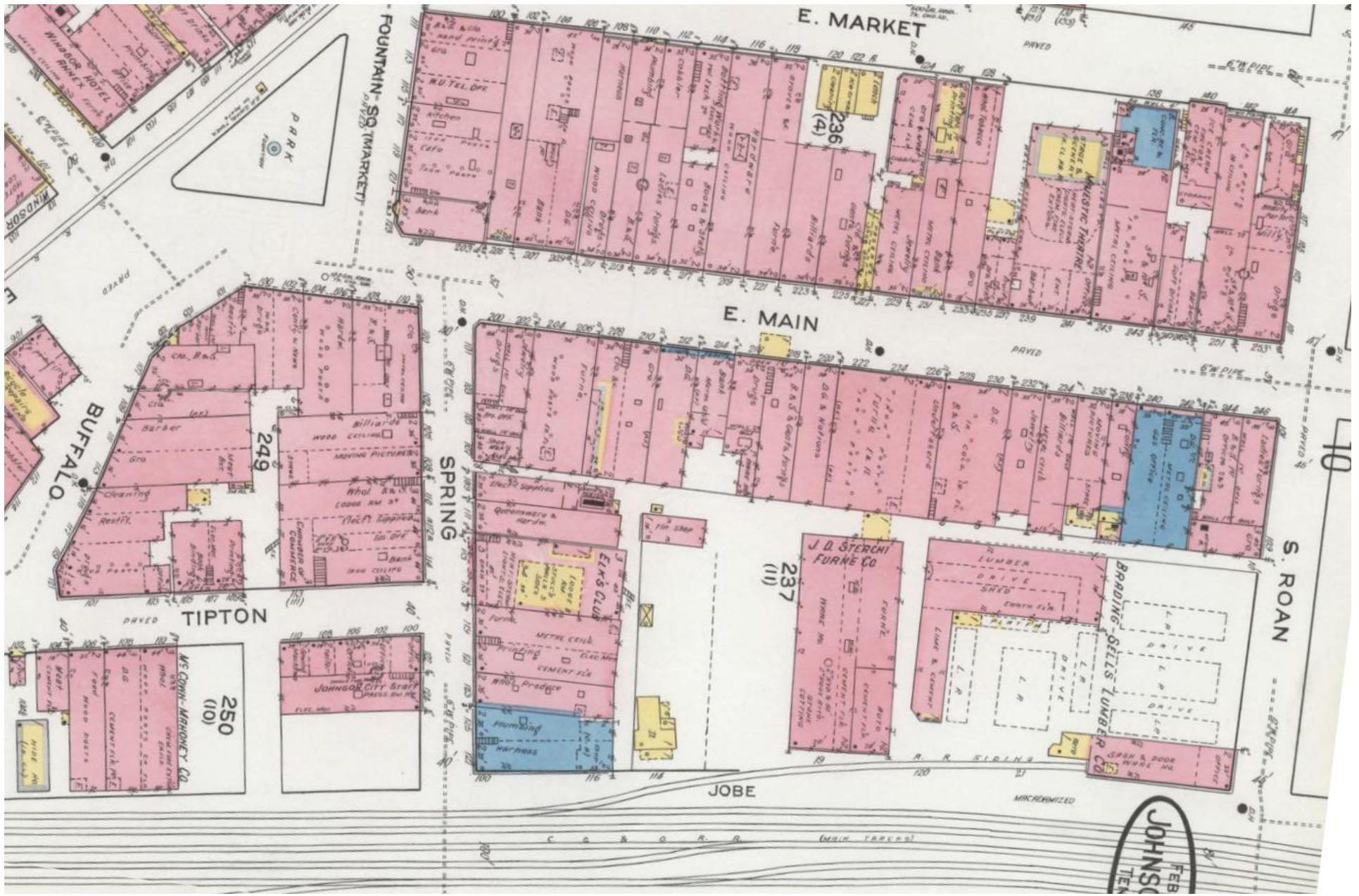


Map 35. A map of the area bounded by East Main and Jobe streets (north to south) and South Roan to Spring streets (east to west) in December 1908. Note that the Seaver building (in blue) and the Sells Lumber Company are present.<sup>199</sup>



Map 36. A map of the area bounded by East Main and Jobe streets (north to south) and South Roan to Spring streets (east to west) in July 1913.<sup>200</sup>

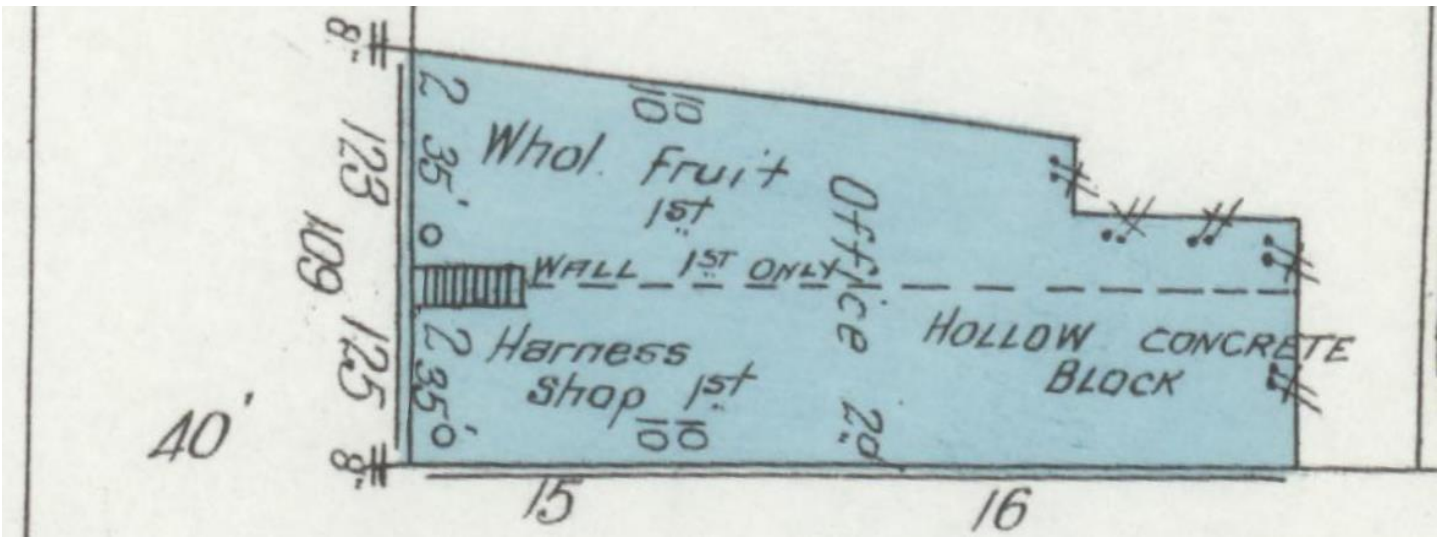




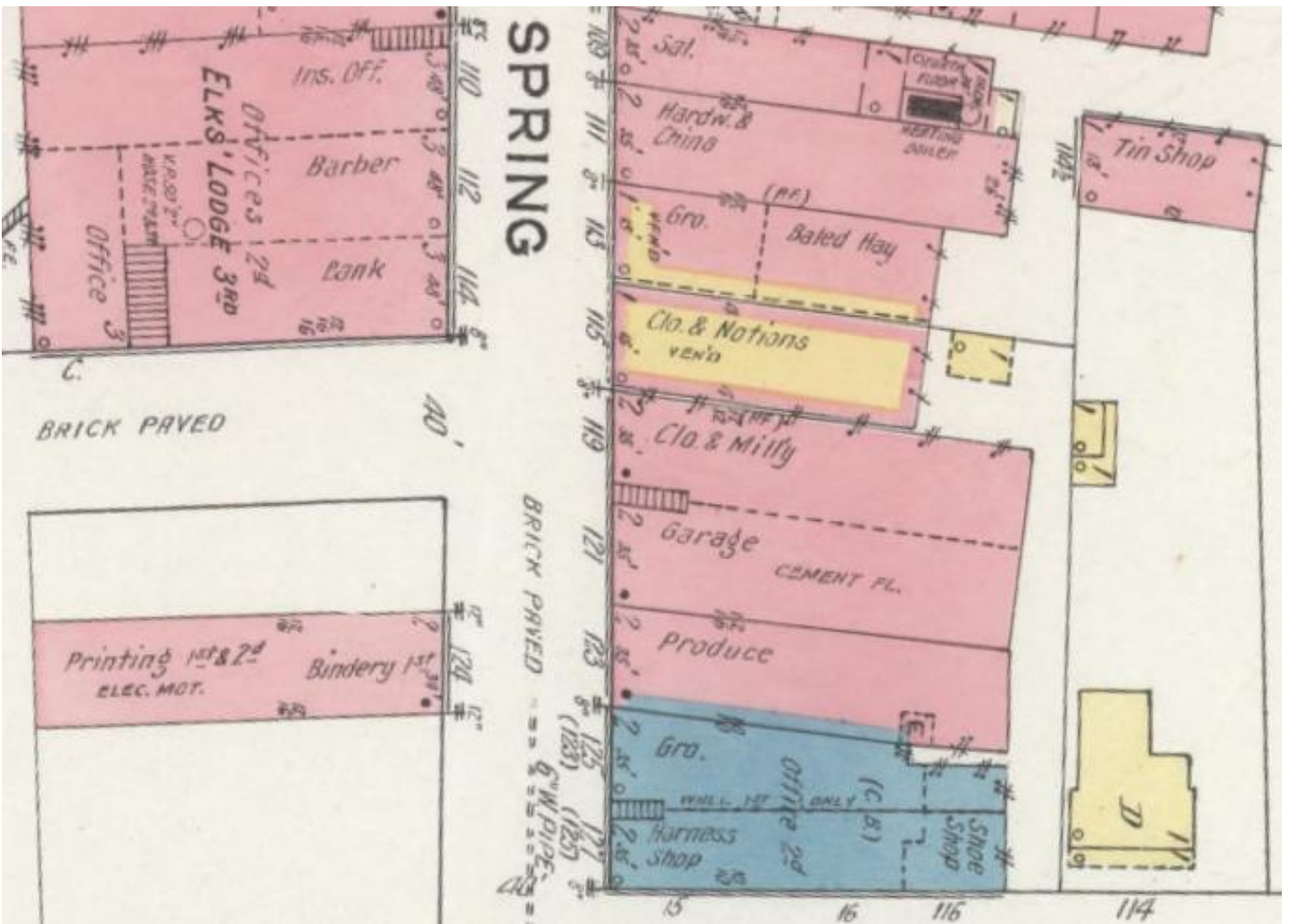
Map 37. A map of the area bounded by East Main and Jobe streets (north to south) and Buffalo and South Roan and Spring streets (east to west) in February 1920.<sup>201</sup>

5.1. Seaver Building, 1908 – Present  
(Maps and Figures)  
Not directly served by any of the railroads

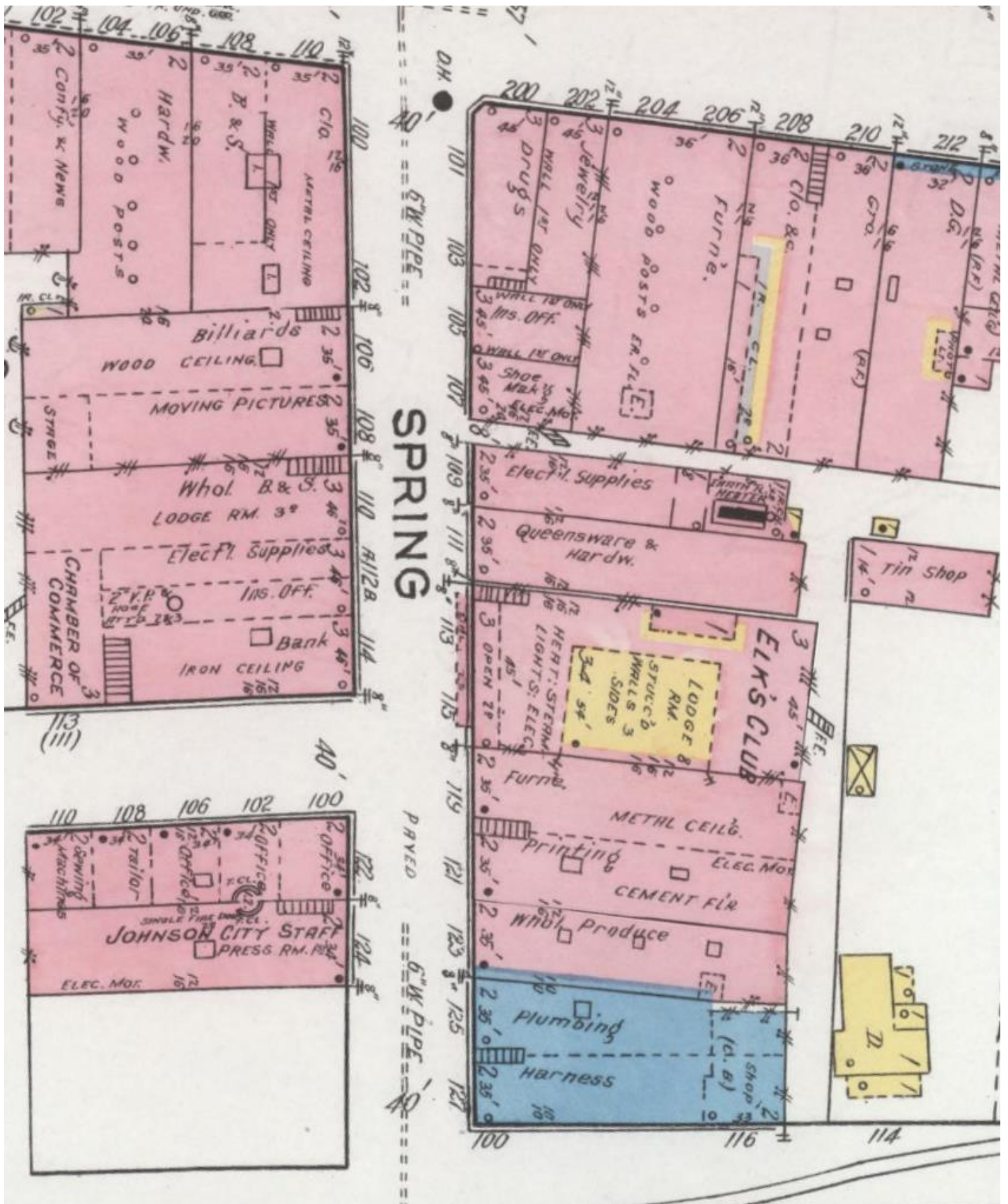




Map 35A. In December 1908, this building, built by C.W. Seaver, houses a harness shop on the first floor on the south side, and a whole fruit store on the north side. The second floor was used for offices.



Map 36A. Compared to Map 35, this map shows the growth in this area over almost five years. This map also indicates that a grocery store has replaced the “Whol. Fruit” store on the north side of the concrete block building of C.W. Seaver, and a shoe shop has been added in the rear of the harness shop.<sup>202</sup>



Map 37A. This map, form February 1920, shows the continued growth in this area, as well as the fact that a plumbing shop has replaced the grocery shop on the north side of the concrete block (Seaver) building.





Figure 80. "Spring Street: Shoe Service and Repair," in 1993.<sup>203</sup> This is the front (west) side of the Seaver building, constructed by 1908.



Figure 74A. A detail of the Seaver building, showing the front (west) side on Spring Street and the south side of the building, along Jobe Street, on 1 March 1947. Prior to moving into this building, C.W. Seaver had his harness shop in a building on the southeast corner of Spring and Jobe streets, see “A Draft Documentary History of Industries along the Railroads through Johnson City; Part 2”.



Figure 75B. A detail of the Seaver building.





Figure 81. "Corner of Spring Street and State of Franklin" in 1993. The tan building is the Seaver building, while the building in the background is the Sevier Hotel. Of note, the masonry work along the top of the Seaver building appears to have been changed since it was constructed, see Figure 75B.<sup>204</sup>





Figure 82. “Scene of a downtown Johnson City fire”, looking northwest across the tracks on Jobe Street, which shows the buildings of the Hannah Brothers Company, the Ferguson Transfer Company (occupied by the General Neon Sign Company at this point), the Seaver building, the Lyle Furniture Company, and the J.D. Sterchi Company warehouse, from left to right, as well as the Hamilton National Bank (?) on East Main Street, in the right background behind the J.D. Sterchi Company warehouse.<sup>205</sup> The Lyle Furniture Company was established by 1938. Given the signs on the Ferguson Transfer Company building, this photograph appears to date to after 1947.



Figure 82C. A detail of the Seaver building, which had been built of concrete blocks by 1908, when it housed a harness shop on the first floor on the south side, and a whole fruit store on the north side. The second floor was used for offices, see maps 35A, 36A, and 37A.

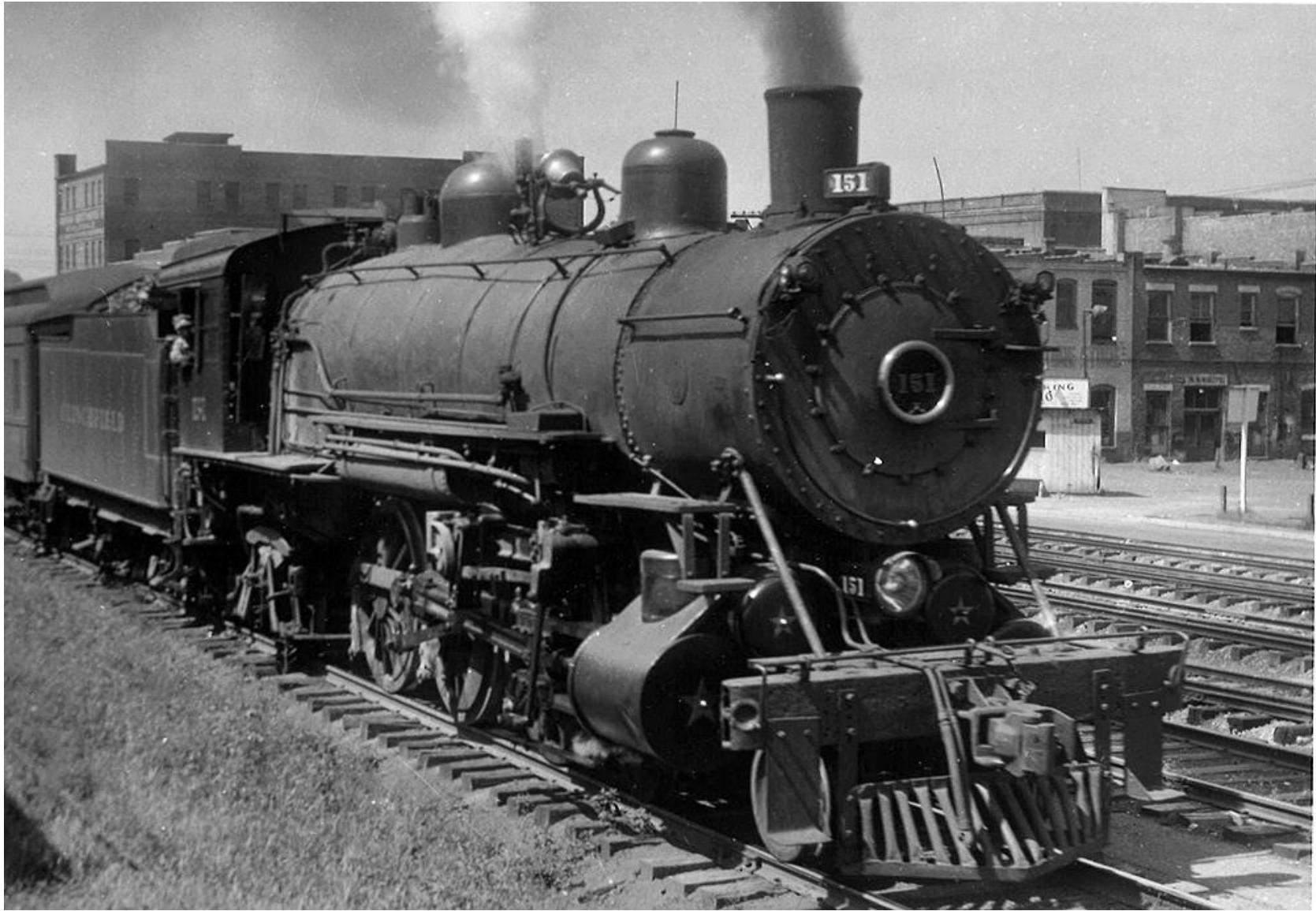


Figure 83. “4-6-2 Pacific steam locomotive No. 151 – Clinchfield locomotive No. 151 heads [passenger] train 37 at Johnson City, Tennessee, on August 31, 1941. The road had five Pacifics: Class P-1 Nos. 150 – 152 (Baldwin, 1910) and P-2 Nos. 153 – 154. Note the location of the headlight, tucked under the smokebox. Louis A. Marre collection”.<sup>206</sup> Note the Hannah Brothers building in the left background. The street coming in from the right is probably the alley between Spring Street and the Sterchi Furniture warehouse, note the buildings to the right of the Lyle Furniture Company in Figure 82.

5.1. Seaver Building, 1908 – Present

30 May 1907. Johnson City Comet.

“Notice Sealed bids, addressed to the Recorder, will be received by the Board of Mayor and Aldermen, of the Town of Johnson City, Tennessee, for paving Spring street from Main street to the Narrow Gauge railway track... with vitrified brick, Bitulithic, Hassam or Asphalt; also, all necessary sewers, concrete curbing, guttering and sidewalks, in connection therewith. All according to plans, profiles, specifications in the city engineer’s office, available after June 10<sup>th</sup>... This 30<sup>th</sup>, day of May, 1907, E.E. Ellsworth, Recorder.”

24 December 1908. Johnson City Comet.

“What the City did Last Year... the big concrete store on Spring street by C.W. Seaver...”

**Britten Grocery Company**  
**The New Modern Grocery and Market**

Will be opened on Monday, October 5th, in the store formerly occupied by Swingle Bros., on Spring street, with a full line of fancy groceries and market supplies.

Every item fresh new stock. Courteous treatment. Prompt delivery. We solicit your patronage. Phone orders appreciated.

**Britton Grocery Company**  
SEAVER BLOCK                      SPRING ST.

Figure 84. Johnson City Comet, 1 October 1914.



5.2. Businesses that Appear to be Near the Intersection of Spring and Jobe Streets,  
which could not be more precisely located, 1894 – 1911.

22 March 1894. Johnson City Comet.

“Buy your supply of Oats and Corn and Baled Hay from F.M. George & Co. Warehouse on Narrow Gauge railroad, Jobe street.”

22 March 1894. Johnson City Comet.

“Timothy and Millet. Go to F.M. George & Co., successors to Dickinson & Duke, for Millet and Timothy Seed. Fresh stock just arrived.”

24 November 1892. Johnson City Comet.

“Many New Houses are now Going up all over the City... On the South side of the city, the warehouse of G.W. Slater on Jobe is nearly completed...”

22 March 1894. Johnson City Comet.

“Buy your supply of Oats and Corn and Baled Hay from F.M. George & Co. Warehouse on Narrow Gauge railroad, Jobe street.”

13 September 1894. Johnson City Comet.

“Brightening Up. Through interviews with different merchants of our city we learn and are glad to state that business is brightening up and ‘hard times’ slowly but surely taking a back seat... There is very little or no building going on, however... F.M. George & Co. have started and will finish in a day or two a substantial porch or shelter in front of the west half of their large and commodious wholesale establishment. It will keep the sun from pouring in at the door during the present very warm days we are having and be quite a protection from the driving snows which frequently visit us during the winter...”

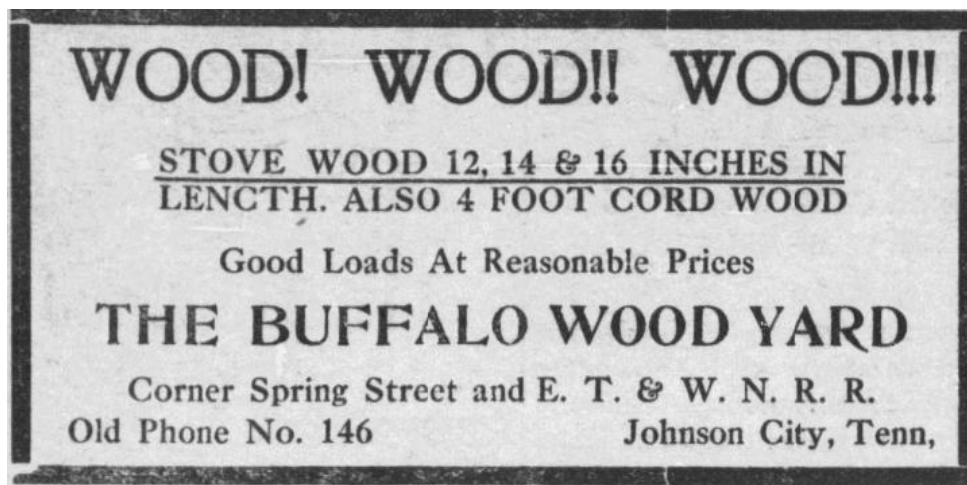


Figure 86. Johnson City Comet, 30 March 1911.  
This advertisement ran until at least 27 April 1911.

# CITY WOOD YARD

## STOVE WOOD!

The best and dryest always on hand and promptly delivered to any part of the city. Honest loads and satisfaction guaranteed to all. The price per load is \$1.25

## COAL COAL

We carry the best for the Price in the city

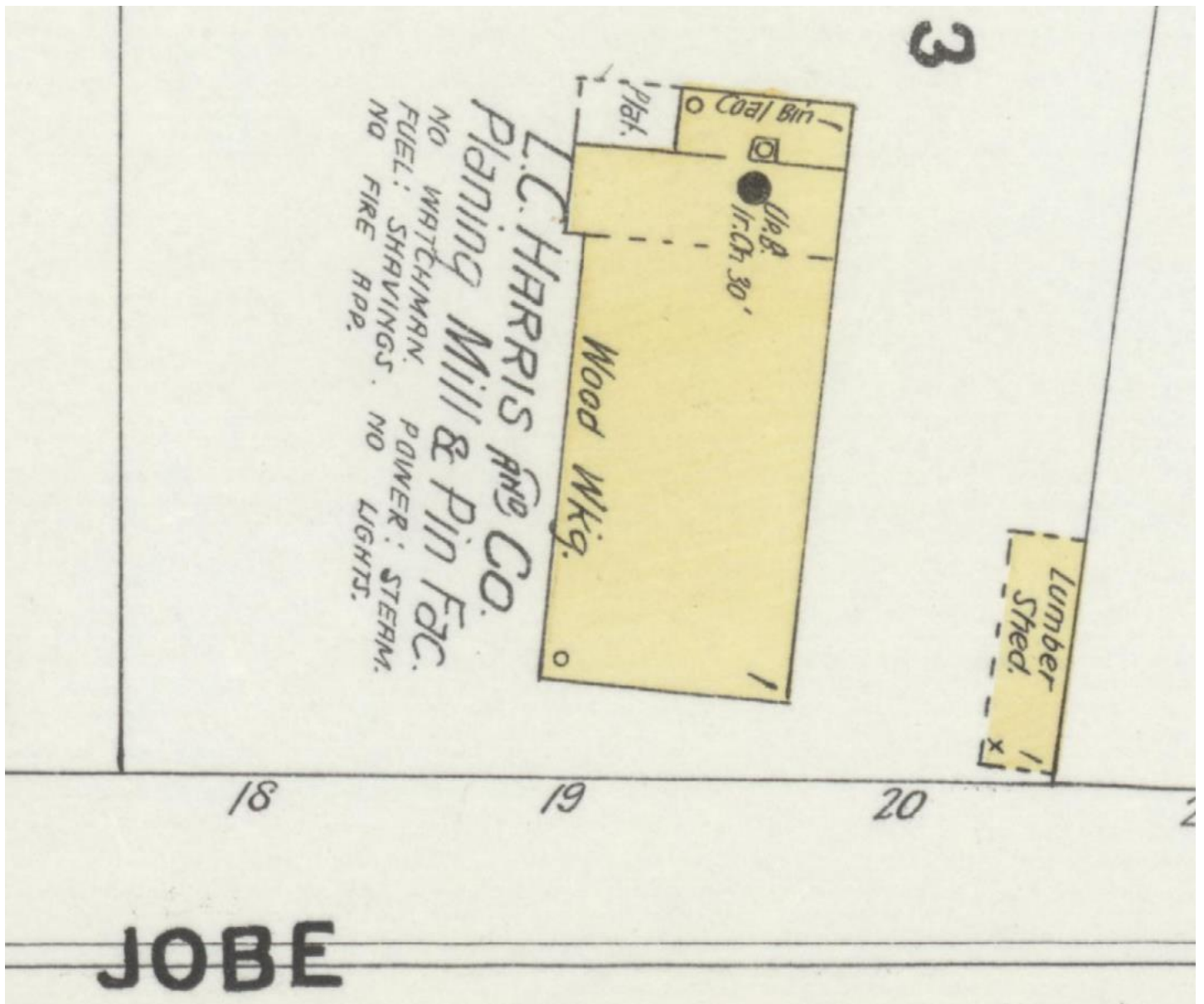
### E. H. CAMPBELL,

Spring Street

Or. Narrow Gauge

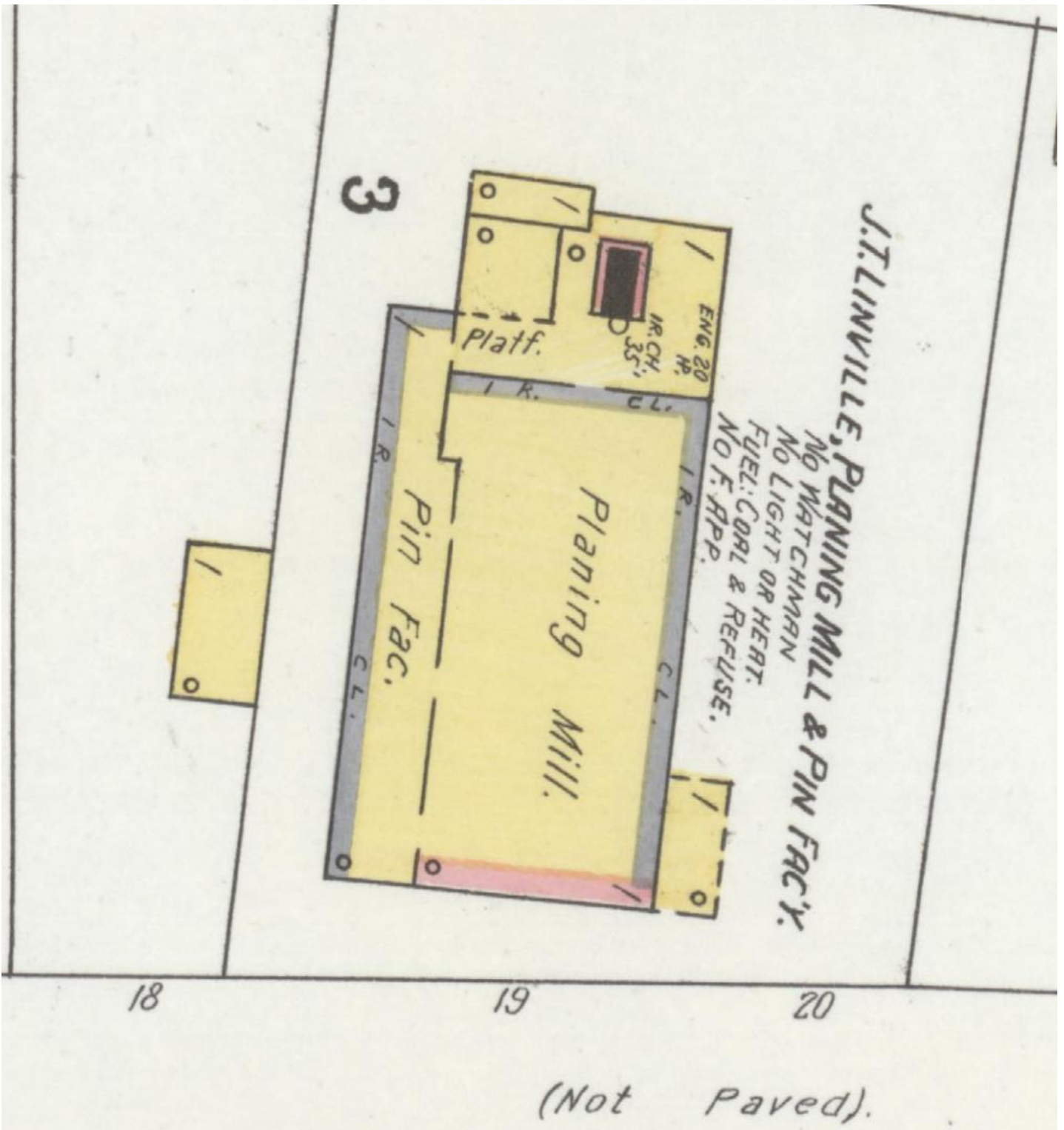
Figure 85. Johnson City Comet, 27 August 1908.  
This advertisement ran until at least 10 December 1908.

5.3. Gabe C. Harris's Mill Building, 1895 – 1909  
(Maps and Figures)  
Not directly served by any of the railroads



Map 33A. "Harris and Co. Planing Mill & Pin Fac." in May 1897. Note that it should read "G.C." rather than "L.C." Harris. Regrettably, the author has not found any photographs of this facility.





Map 34A. "J.T. Linville, Planing Mill & Pin Fac'y." in April 1903.

### 5.3. Gabe C. Harris's Mill Building, 1895 – 1909

#### 5.3.1. Gabe C. Harris's Mill, 1895 – 1903

Tenants:

R.G. Johnson, 1896

J.A. Mathes & Company, 1897

J.T. Linville and Company, 1898 – 1903

J.C Stone & Company, 1898 – 1899

Samuel Stone & Son, 1899

Sold to S.W. Sells & Company in 1903

31 October 1895. Johnson City Comet.

“G.C. Harris is extending his building on Jobe street and otherwise remodeling it preparatory to turning it into a corn mill. The machinery for same has been ordered.”

21 November 1895. Johnson City Comet.

“Corn and Chop Mill. G.C. Harris has established a corn and chop mill on Jobe street and proposes in a little while to put in a crusher ‘to grind corn and cob.’ That is an enterprise which has long been needed and which will find a large patronage. Let others emulate Mr. Harris’ public spiritedness, and ere long Johnson City will have occasion to congratulate herself that she proposes to and will keep pace with the balance of the moving world.”

16 January 1896. Johnson City Comet.

“Improvement. Gabe Harris is steadily improving his feed and chop mill. In order to meet is custom, he is now running the same night and day, and has carpenters at work putting in some wooden machinery in one wing of his establishment, whereby his customers may the more promptly be accommodated.”

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.”

14 May 1896. Johnson City Comet.

“Another Fire. About 1:30 o’clock Tuesday afternoon fire was discovered in the roof of the unoccupied two-story dwelling belonging to Prof. McLeod, on Jobe street... The origin of the

fire is not positively known, but the roof was supposed to have caught from sparks from the adjacent [Johnson] pin factory.”

10 December 1896. Johnson City Comet.

“The Factories are Running... R.G. Johnson began making chairs the first of this month and is now ready to go to market with his goods. He makes the close woven and rattan bottom chair of a good grade. All machinery was put in by Mr. Johnson himself who is a kind of mechanical genius. The factory is located in his mill on Jobe street and has a capacity of four dozen chairs a day...”

11 February 1897. Johnson City Comet.

“Tom Collins had his hand badly injured with a circular saw at the Gabe Harris mill last Saturday.”

6 May 1897. Johnson City Comet.

“J.A. Mathes & Co. have rented the Gabe Harris corn mill on Jobe street, and will operate the same at full capacity in connection with their extensive flour trade.”

6 May 1897. Johnson City Comet.

“The Harris mill on Jobe street was declared a nuisance, and the owners were notified to arrange the smokestack so that it would not burn up the property near by.”

21 July 1898. Johnson City Comet.

“T.J. [J.T.?] Linnville is again operating the wood working plant known as the Harris Planing Mill, on Jobe street.”

18 August 1898. Johnson City Comet.

“New Planing Mills. J.C. Stone & Co. have leased the old [G.C.] Harris mill, on Jobe street, and will add sufficient machinery to make it a first class planing mill for the manufacture of a general line of house building material. They calculate to be ready in two weeks to furnish almost anything in their line. Only experienced mechanics will be employed and satisfactory work is thus insured. J.C. Stone is a son of Sam Stone, the popular contractor, and the new company will have the advice and assistance of the elder Stone in their undertaking. As it is the only plant of the kind now in operation here there is a large field of usefulness before it and we predict that these gentlemen will merit and receive a large patronage.”

13 October 1898. Johnson City Comet.

“Gabe Harris wanted the firemen to take off their shoes when they got on the roof of his building to keep from punching holes in the tin.”

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.”

8 June 1899. Johnson City Comet.

“Dissolution Notice. The firm of J.C. Stone & Co. has this day been dissolved by mutual consent, C.H. Cooper and Geo. R. Cheves retiring. The business will be continued by Sam'l Stone & Son, who will assume all liabilities and collect all outstanding obligations. This June 1<sup>st</sup>, 1899. J.C. Stone, C.H. Cooper, Geo. R. Cheves.”

15 June 1899. Johnson City Comet.

“In chatting with The Comet yesterday, Mr. Stone said that they had just closed a contract with Wm. E. Uptegrove & Bro., to get out an immense order of dimension stock for cigar boxes. The contract is for one year, and several car loads will be cut per month. This work will require some new and special machinery, and it has to be ordered. In the meantime a new addition is being built to the [G.C. Harris] plant, a room 20 x 80 feet, to accommodate this new department. Thus our small industries move when the proper hand is at the helm.”

15 June 1899. Johnson City Comet.

“Enlarging the Plant. It is a well known fact that when Sam Stone takes hold of an enterprise it must ‘go forward.’ Since Mr. Stone and his son have purchased the planing mill recently operated by J.C. Stone & Co., things have begun to hum in that quarter. The plant is doing more business than at any time in its history. Besides taking care of the home demand they are now getting up all the material for a handsome residence being built by Silas Cooper at Jonesboro. In chatting with The Comet yesterday, Mr. Stone said that they had just closed a contract with Wm. E. Uptegrove & Bro., to get out an immense order of dimension stock for cigar boxes. The contract is for one year, and several car loads will be cut per month. This work will require some new and special machinery, and it has been ordered. In the meantime a new addition is being built to the plant, a room 20 x 80 feet, to accommodate this new department. Thus our small industries move when the proper hand is at the helm.”



# TO BUILD OR REPAIR IS THE QUESTION.



However you decide you will want MATERIAL, and of course will want the best and want it properly worked. We are in business to supply those wants, and will do it on short notice and in a most satisfactory manner. With dry stock, ample machinery, competent workman and a man with a conscience to price the work, we can please and want your order for anything made of wood. Competent mechanics sent any where to make estimates.

**SAM STONE & SON,**  
Johnson City, Tenn.

'Phone No. 21.

Jobe Street.

Figure 87. Johnson City Comet, 22 June 1899.

29 June 1899. Johnson City Comet.

“Contract Awarded. – Johnson City Firm Gets a Nice Contract in Pulaski, Virginia. Sam Stone & Son, of this city, have been awarded the contract for re-building the Miller & warden stone block, at Pulaski, Virginia. A telegram announcing this fact was received by the Messrs. Stone yesterday. This is the third time this building has been built, it having been destroyed twice by fire. It was originally constructed by Sam Stone several years ago, and when first burned was rebuilt by Mr. Stone. It was again destroyed by fire and again Mr. Stone has been the successful bidder. The walls are of sand-stone and have not been very much damaged by either of the fires.

Mr. Stone stated to The Comet yesterday that he would go to work at once getting out the material necessary for the structure at their shop in Johnson City. All the material used in the building will be shipped from Johnson City and Johnson City mechanics will superintend the construction.

This is a big contract and Johnson City should be proud of the fact that it has a firm in its midst that can compete with the largest and best equipped contractors of the country.”

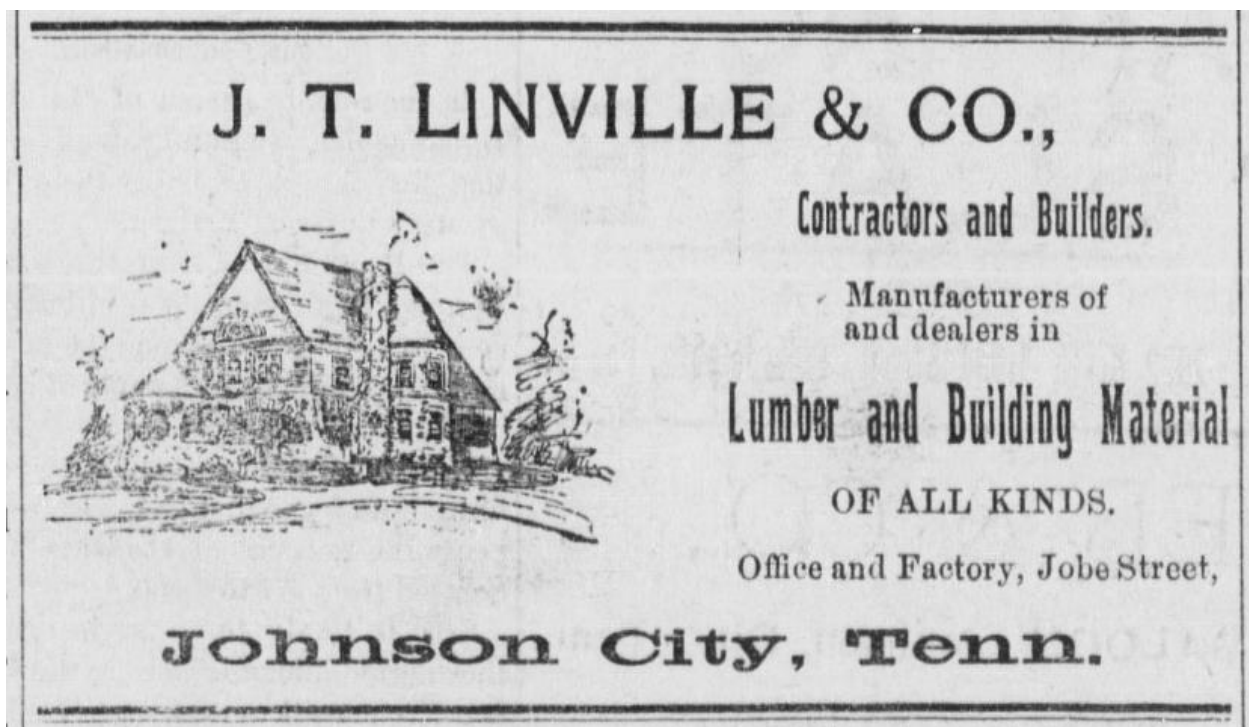
7 September 1899. Johnson City Comet.

“Machinery Sold. Samuel Stone & Son have sold all the planing mill machinery in their plant to J.A. Stone & Co., of Bristol, and they will move it in a few weeks, as soon as a building can be erected. The purchasers are also contemplating buying the old [Frank] Evans factory and moving it to Bristol.

Messrs. Stone will continue to operate the factory now leased by them, but will run exclusively upon cigar box material, cutting dimension stock for Wm. E. Uptegrove & Bro.”

9 November 1899. Johnson City Comet.

“Contract Awarded. The Virginia Coal & Iron Company have decided to build several cottages for their workmen, and have closed a contract for their construction with J.T. Linville and R.C. Cox. They began work upon three of the buildings yesterday. The houses are to be seven-room cottages with modern improvements and will be cozy and comfortable. The contractors are thorough and reliable mechanics and have been awarded this contract over Bristol bidders.”



The advertisement is enclosed in a double-line border. At the top, the text reads "J. T. LINVILLE & CO., Contractors and Builders." Below this, on the left, is a detailed illustration of a two-story house with a gabled roof and a chimney. To the right of the illustration, the text continues: "Manufacturers of and dealers in Lumber and Building Material OF ALL KINDS. Office and Factory, Jobe Street, Johnson City, Tenn."

Figure 88. Johnson City Comet, 3 May 1900.  
This advertisement ran until at least 15 January 1903.

31 May 1900. Johnson City Comet.

“Contract Let for Depot. The O.R. & C. railroad company has let the contract for building the freight and passenger station at Hunt Dale, N.C., the terminus of the extension now being constructed. J.T. Linville & Co., of this city, secured the contract and will have it ready for occupancy by June 23d, next. The road is expected to be completed by that time. Mr. Linville is one of our most enterprising and reliable contractors and may be relied upon to complete this building in the specified time.”

14 February 1901. Johnson City Comet.

“J.T. Linville, the contractor and builder, has begun the erection of a cottage upon the corner of Walnut and Grove streets in the East Tennessee Land Company’s addition.”

18 April 1901. Johnson City Comet.

“J.T. Linville has about completed the cottage for Dr. W.J. Miller, on Watauga avenue.”

9 May 1901. Johnson City Comet.

“New Buildings. Taylor Dyer is building a new house on Pine street. It is a modern cottage and was designed and is being built by J.T. Linville.

John Key has contracted with J.T. Linville for the construction of a cottage on Walnut street west of Buffalo street.”

27 May 1901. Johnson City Comet.

“New Business Block. J.T. Linville has prepared plans for the new brick block of business houses to be erected on public square by H.H. Crouch. There are to be three store rooms just filling the open space between the bank and the Hart block. There will be a stairway opening on the street to make the second floor available for office purposes. The block is to be of brick with plate glass front and modern throughout. It will be built by J.T. Linville & Co.”

13 June 1901. Johnson City Comet.

“Building Notes. J.T. Linville has commenced work on the three store houses on Public Square for H.H. Crouch. The foundations are in ready for the first joists.”

24 October 1901. Johnson City Comet.

“Linville Gets It. The contract for building the office building at the Soldiers Home has been awarded to J.T. Linville. The contract was first awarded to a Greenville firm but they failed to comply with the terms and the next lowest bidder was accepted. Mr. Linville is putting material upon the ground now and will begin construction at once.”

2 January 1902. Johnson City Comet.

“J.T. Linville has purchased of G.C. Harris the lot on Watauga avenue next to the Blair residence and will erect a handsome residence thereon at once.”

20 March 1902. Johnson City Comet.

“With the Builders... J.T. Linville & Co. have the contract for a cottage for Dr. W.J. Miller and are building the A.H. Bullock residence on Maple street...”

J.T. Linville & Co. are building a residence for W.O. Dyer on Pine St.”

1 May 1902. Johnson City Comet.

“J.T. Linville & Co. are hard at work on the new jail at Jonesboro. The brick work will be completed in a few weeks and the cell work is ready to be put in.” J.T. Linville & Company continued in business until at least 1907.<sup>207</sup>



5.3.2. S.W. Sells & Company, 1902  
Johnson City Coal and Lumber Company, 1902 – 1907  
Sells Lumber & Manufacturing Company, at this location, 1907  
Suffered a serious fire in 1907

22 May 1902. Johnson City Comet.

“Johnson City Coal and Lumber Co. The Johnson City Coal and Lumber Co. is one of the latest enterprises in the city. A yard has been secure on the corner of Roane and Jobe streets, suitable buildings have been erected and a general line of builders supplies, including sash, doors, mantels, turned work, balustrades, etc., will be constantly kept in stock. It is the intention of the management to carry such a complete assortment of lumber and building material that all orders can be filled without delay. A house pattern can be furnished complete, including inside finish, any day. The prices of material have been carefully adjusted and you will find them lower than any heretofore existing in Johnson City. Sam R. Sells is the general manager and he is an experienced lumberman, having been connected with the McCrary Lumber Co., of Bristol, as secretary for years. Mr. Sells will be glad to have you come around and let him figure on your wants. He is confident he can meet your demands, both as to stock and price.”

30 April 1903. Johnson City Comet.

“Bought Planing Mill. Sam W. Sells and Mrs. M.L. Walsh have bought from G.C. Harris the building and machinery known as the Linville planing mill. They took charge of the mill Monday and will operate it in connection with their lumber yard. They will do all custom work offered and do a general planing mill business. They carry in stock a complete line of flooring, siding, ceiling, framing, shingles, laths, etc., and will fill orders promptly and accurately. The business will be conducted under the firm name of S.W. Sells & Co. They have ample capital to carry a large stock and will be able to supply the trade at the lowest possible price, and will give customers the advantage of advantageous purchases.”

7 May 1903. Manufacturers Record.

“Johnson City – Planing Mill. – S.W. Sells and associates have purchased planning mill of G.C. Harris, and will operate under name of S.W. Sells & Co.”<sup>208</sup>

28 May 1903. Johnson City Comet.

“Doing a Nice Business. Elsewhere in this issue will be found the advertisement of the Johnson City Coal and Lumber Co. This company recently purchased the Linville planing mill and is operating it in connection with its lumber yard in this city and its saw mills in Mitchell county, N.C. The business is managed by S.R. Sells and orders for all kinds of rough or dressed building material are promptly filled. Competent workmen are employed in the mill and orders for mill work are accurately worked. Experience and ample capital make it possible for this company to buy very cheaply and it sells accordingly. If you contemplate building it will pay you to see this company and get figures.”



S. R. SELLS

M. L. WALSH

# JOHNSON CITY

## Coal and Lumber Company

WHOLESALE AND RETAIL  
DEALERS IN

Rough and Dressed Lumber, Flooring, Ceiling,  
Siding, Moulding, Laths, Sash,  
Doors, Builders' Hardware.

Planing Mills, Jobe Street

Office, Cor. Roane and Jobe Sts.

Johnson City, Tenn.

SAW MILLS—MITCHELL COUNTY, N. C.

'Phone 90

P. O. Box 22

Figure 89. Johnson City Comet, 28 May 1903.

1 June 1903. The Tradesman.

“S.W. Sells and Mrs. M.L. Walsh have purchased the Linville Planing Mill at Johnson City, Tenn., and will operate same in connection with their lumber yard. The business will be conducted under the firm name of S.W. Sells & Co.”<sup>209</sup>

16 July 1903. Johnson City Comet.

“Johnson City Coal and Lumber Company. Prominent among the thriving and flourishing industries in our city who are enjoying a good trade is the above company which was established one year ago. S.R. Sells and L.W. Walsh are the owners of the plant and report business most encouraging from the present outlook. They are wholesale and retail dealers in rough and dressed lumber. They also manufacture and carry in stock at all times flooring, ceiling, siding, molding, laths, sash, doors and building material. The plant conducted by this progressive and enterprising firm deserves credit for the increase of their last year’s business, as a gain of 50 per cent. Is the result since the first of January. Mr. Sells is held in high esteem by our citizens for his business qualifications. This concern, including the mountain land and saw mill at Cranberry, N.C., employes 24 men as a total, and has a large pay roll each week. The daily capacity is 25,000 feet of lumber. Mr. Sells is manager and looks after all the details about the plant.”

3 September 1903. Johnson City Comet.

“Dr. J.A. Denton tried to operate the buzz planer at the factory of the Johnson City Coal and Lumber Co. last week, and is now learning to use only three and a half fingers and a thumb on his left hand.”

3 December 1903. Johnson City Comet.

“Change of Firm. Sam. R. Sells, the active head of the Johnson City Coal and Lumber Company, has purchased the interest of Mrs. M.L. Walsh and is now the sole owner of the plant in this city. The capacity of the factory has recently been increased by the addition of new and improved machinery, in fact it is now one of the best equipped plants in East Tennessee and custom work is promptly and properly done. In addition he carries a full line of building material and can furnish a house pattern complete at a moment’s notice. Mr. Sells is an experienced lumberman and is giving the business his personal attention. By buying in sufficient quantity to get the best price he is able to give his customers the benefit of this feature and does so. You will not only find what you need in the building line at reasonable prices, but you will also find a pleasant gentleman to deal with and will be accorded all the accommodation warranted by good business judgment. The office is on the corner of Roan and Jobe streets.”



# The Best is Good Enough \* \*

For the man who builds a home or a house to rent, and what you order is what you get from us. You don't have to take what is in stock whether you like it or not, when you buy here

## We Make to Order Anything You Want

and make it now. We furnish anything to build the house and the price and material are both satisfactory.

***Johnson City Coal & Lumber Co.***

Office and Factory Jobe St.      'Phone 90



Figure 90. Johnson City Comet, 24 December 1903.



24 December 1903. Johnson City Comet.

“Notice. To the patrons of the Johnson City Coal and Lumber Company, and the public generally: – I have sold my entire interest in the business of the said Johnson City Coal and Lumber Company to S.R. Sells, who will pay all debts and liabilities of the concern, and all debts due the concern must be paid to him.

I will not be held responsible for any liabilities or contracts may by the Johnson City Coal and Lumber Company. This 2<sup>nd</sup> day of December, 1903. M.L. Walsh.”

23 February 1905. Johnson City Comet.

“Will Hyder, foreman at the Johnson City Coal and Lumber company’s plant met with a painful accident last Saturday. While operating a planer his glove became entangled in the gearing and his hand was drawn into the machine and three fingers badly lacerated.”

25 May 1905. Johnson City Comet.

“Building Large Factory. S.R. Sells is building a new planing mill on land he recently purchased from D.N. McLeod. The new plant will be 50 x 150 and will be substantially built of brick. It is located in the rear of and to the left of the building now occupied. As soon as possible Mr. Sells will move his machinery to the new building and will greatly enlarge his capacity for doing all kinds of work in his line. Sam is a born hustler and goes after what is not delivered if it is worth having.”

14 September 1905. Johnson City Comet.

“Unaka Handle Factory. The Unaka Handle Company, is the newest thing in the manufacturing line for this city. It will make all kinds of handles of hickory. The building on Jobe street recently occupied by S.R. Sells has been leased and the machinery is being placed. The plant will be in operation in a short time.”

12 July 1906. Johnson City Comet.

“The Unaka Handle company will pay you \$6.00 per cord for all the first-class hickory you will bring them, suitable for making handles. Must be 38 inches, or lengths to cut 38 inches.” This advertisement ran until at least 11 April 1907.

# BUILD Your HOUSE

---

Before cold weather, when no man can work. If you have not time to look after the details we will do that for you and turn you over the key when it is completed.

## Orders Filled Promptly

We make or carry in stock everything you need to build with and can save you money. Try our

## CEMENT PLASTER

If you want something that won't come off.

**Johnson City Coal and Lumber Co.**

Office and Factory Jobe St.

'Phone 90

Figure 91. Johnson City Comet, 19 October 1905.

7 December 1905. Johnson City Comet.

“New Machinery Installed. The Johnson City Coal and Lumber Company is constantly adding new machinery to its already well equipped plant. It has recently installed an extra heavy flooring machine, a sander, a moulder and other machines that will enable it to meet any demands that may be made upon it for finished material. Mr. Sells, the manager, is determined to keep up with the procession and doesn't seem to mind working in the lead.”

10 January 1907. Johnson City Comet.

“Plant Incorporated. The Sells Lumber & Manufacturing Company has been incorporated by the following parties: S.R. Sells, C.T. Haywood, J.P. Rhea, S.T. Millard and Thad A. Cox. The capital stock is \$50,000. The new company will take over the plant of the Johnson City Coal & Lumber Co. and greatly enlarge it and increase the capacity in all branches. An additional site has been purchased near the Exum Furniture factory, and a modern plant will be erected there for the manufacture of their products. The present plant down town will be used as a warehouse and distributing depot. The concern enters the new year with bright prospects, and under the management of S.R. Sells the business is bound to grow.”

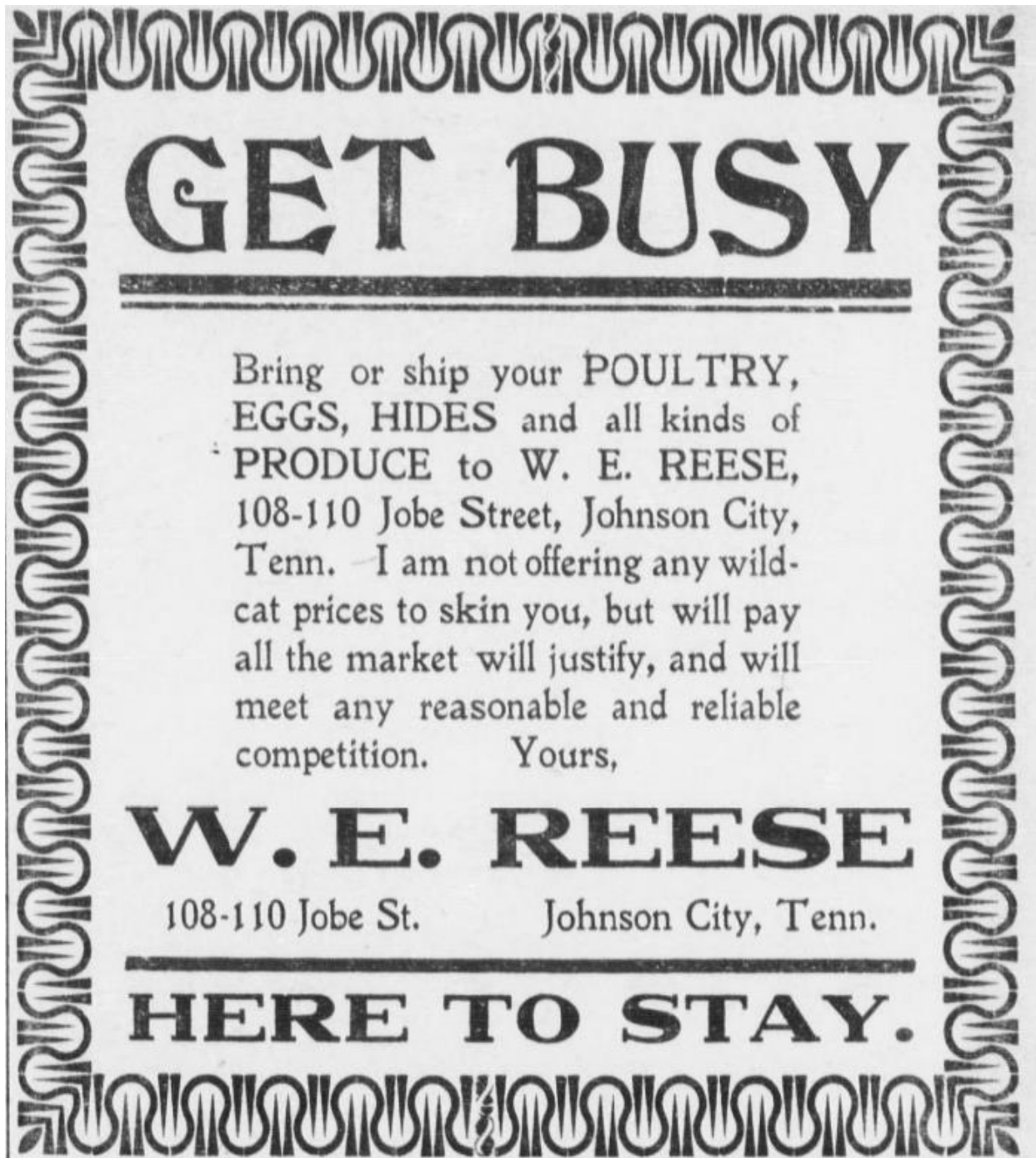
28 February 1907. Johnson City Comet.

“Warehouse Burned. About three o'clock last Friday morning the building formerly occupied by the Johnson City Coal and Lumber Co. on Roan and Jobe street was gutted by fire. A large part of the machinery had been removed to the new plant the company is building at the intersection of the S. & W. and E.T. & W.N.C. roads. The building was being used as a downtown warehouse and fortunately the material had not been stored in the building. The loss is estimated at \$3,500, with \$2,500 insurance.”

5.3.3. W.E. Reese Grocery Store, 1908 – ?

16 July 1908. Johnson City Comet.

“Mrs. M.L. Walsh, of Elk Park, N.C., has sold to W.E. Reese the G.C. Harris building on Jobe street and E.T. & W.N.C. Ry. Mr. Reese will open for business about August 1, and will handle all kinds of produce, and will buy and ship several cars of potatoes this season.”



**GET BUSY**

---

Bring or ship your POULTRY,  
EGGS, HIDES and all kinds of  
PRODUCE to W. E. REESE,  
108-110 Jobe Street, Johnson City,  
Tenn. —I am not offering any wild-  
cat prices to skin you, but will pay  
all the market will justify, and will  
meet any reasonable and reliable  
competition. Yours,

**W. E. REESE**

108-110 Jobe St.      Johnson City, Tenn.

---

**HERE TO STAY.**

Figure 92. Johnson City Comet, 20 August 1908.



S. R. SELLS, President      JOHN P. RHEA, Vice President      CHAS. T. HAYWARD, Sec. & Treas

# Sells Lumber & M'f'g. Co.

Incorporated

Manufacturers, Wholesale and Retail Dealers

✿ HARDWOOD FINISH A SPECIALTY ✿

---

We are fully equipped to execute all orders for plain and  
ornamental mill work, employing skillful  
workmen and modern machinery

Estimates furnished      Orders Respectfully Solicited

---

MILL—EAST CARNEGIE

Office and Warehouse      -      -      -      -      Jobe Street

JOHNSON CITY, TENNESSEE

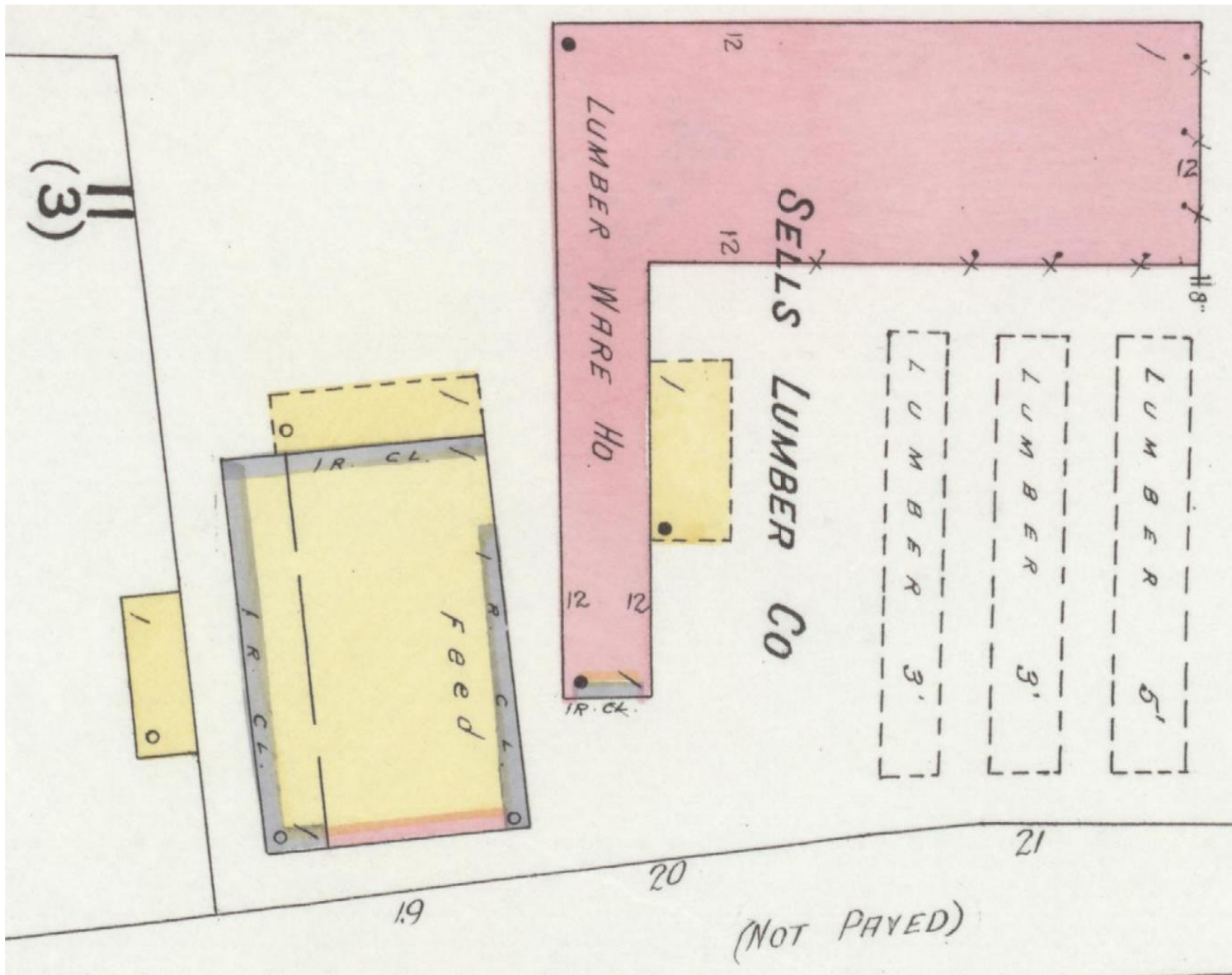
Figure 93. Johnson City Comet, 14 January 1909.  
This advertisement ran until at least 27 May 1909.

20 May 1909. Johnson City Comet.

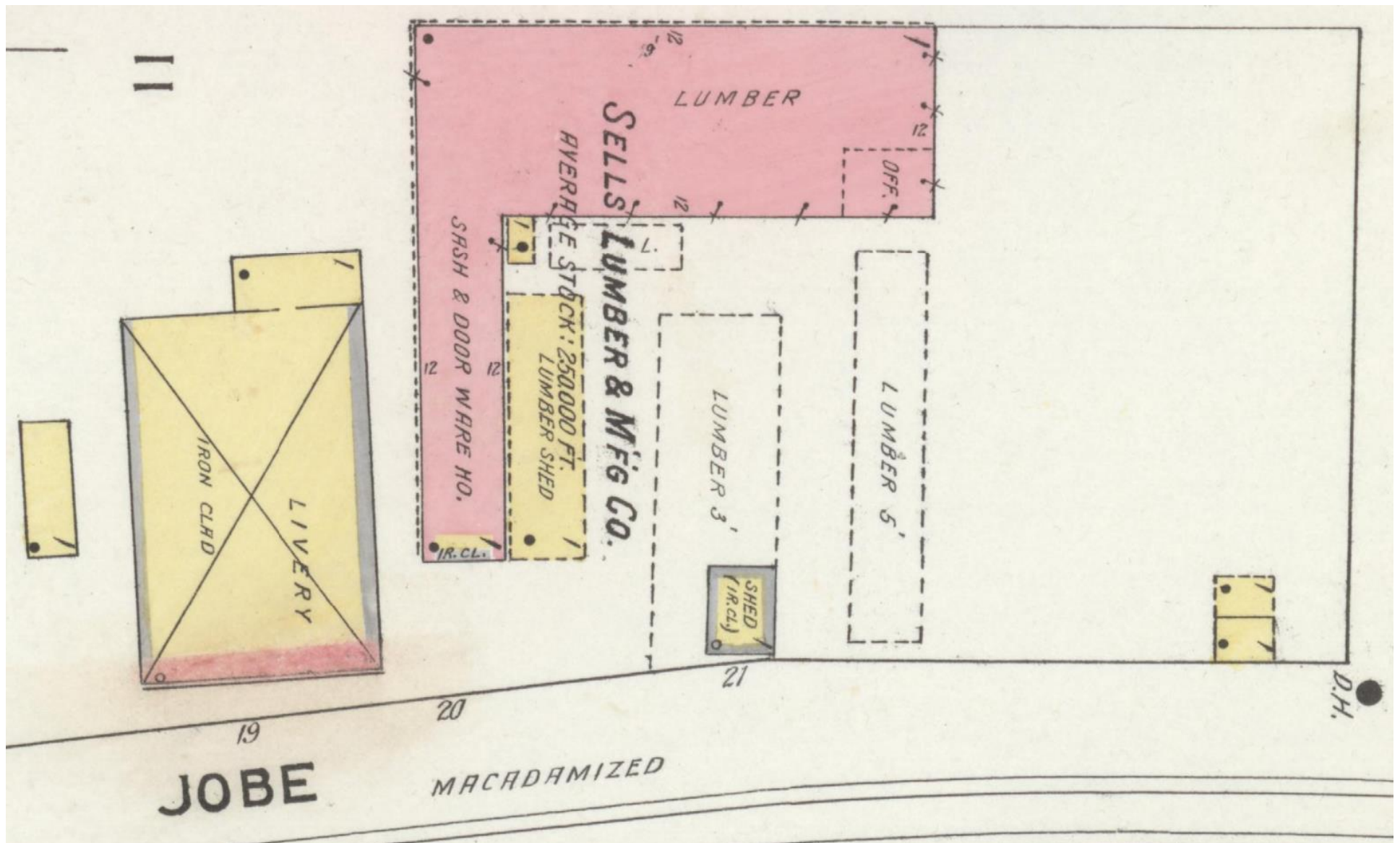
“Delinquent Tax-Payers Take Notice... Walsh, Mrs M L, plot 45 in block 11, old handle factory on Jobe street, value at 500, total taxes, cost and penalties, 8.08.”

Information on the Sells Lumber & Manufacturing factory, west of the intersection of Tennessee and Orleans streets on the east side of Johnson City, will be provided in a later document.

5.4. J.D. Sterchi Furniture Company Warehouse, by 1920 – at least 1947  
(Maps and Figures)  
Not directly served by any of the railroads

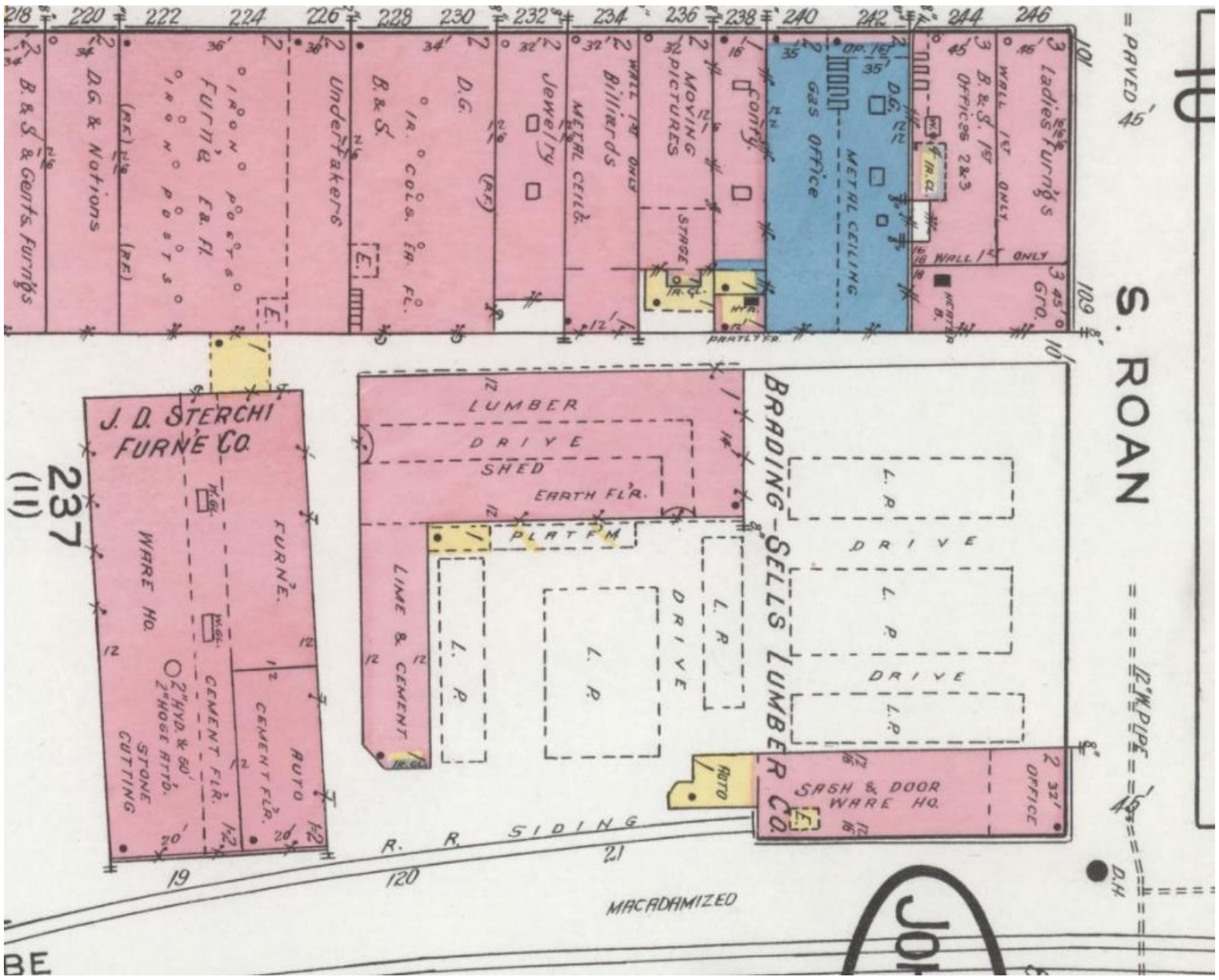


Map 35B. "Sells Lumber Co" warehouse, December 1908. The author has not located any information on the building labeled "Feed" on this map.

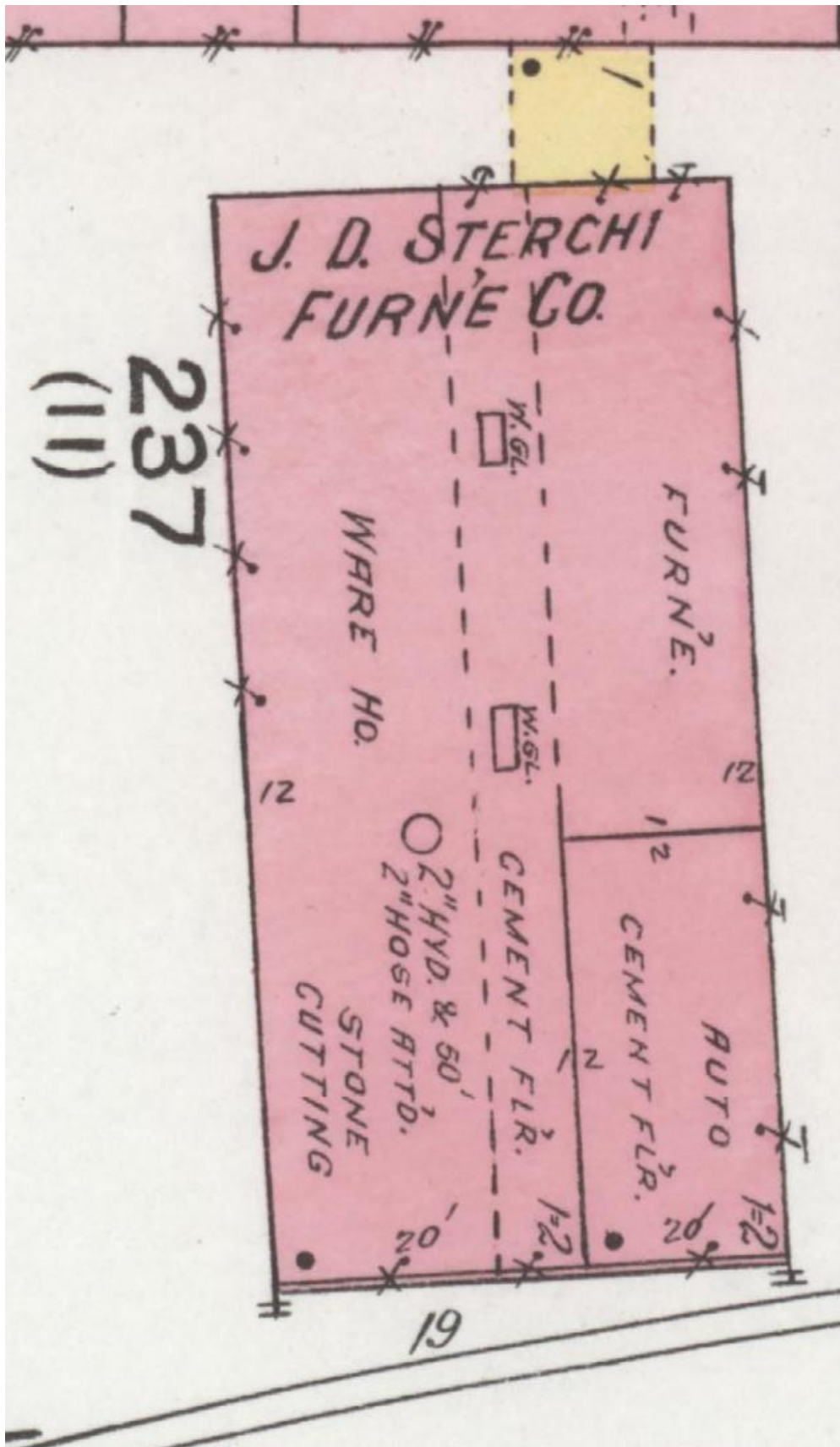


Map 36B. "Sells Lumber & M'fg Co." in July 1913. The author has not located any information on the building labeled "Livery" on this map, nor any photographs of this Sells Lumber & Manufacturing Company warehouse.





Map 37B. A detail of the “J.D. Sterchi Furne Co.” and “Brading – Sells Lumber Co.” facility, north of Jobe Streets in February 1920. The building labeled “Sash & Door Ware Ho.”, in the lower right of this image, is shown Figure 96, as well as figures 74D, 94, 97 and 98.



Map 37C. A detail of the J.D. Sterchi Furniture Company warehouse on Jobe Street, note the passage at the north end of the building, which connects with the Sterchi Furniture Store on East Main Street in February 1920.



Figure 74B. A detail of the Seaver building and the Sterchi Furniture Company warehouse, from left to right along Jobe Street. Also note the building formerly occupied by the Sells – Brading Lumber Company and the King Department Store building on the right. The author has not been able to identify the building to the right (east) of the Sterchi Furniture Company warehouse. This photograph was taken on 1 March 1947.



Figure 74C. A detail of the J.D. Sterchi Furniture Company warehouse on 1 March 1947.





Figure 94. An aerial photograph of the Sterchi Furniture warehouse (upper left) and the building formerly owned by the Brading – Sells Lumber Company (lower center), looking northwest along Jobe Street, on 19 April 1941. Note the passage connecting the Sterchi Furniture warehouse to its store on East Main Street. A portion of East Main Street is visible in the top right corner of this photograph. Also note the King Department Store, located on South Roan Street, on the right side of this photograph.<sup>210</sup>

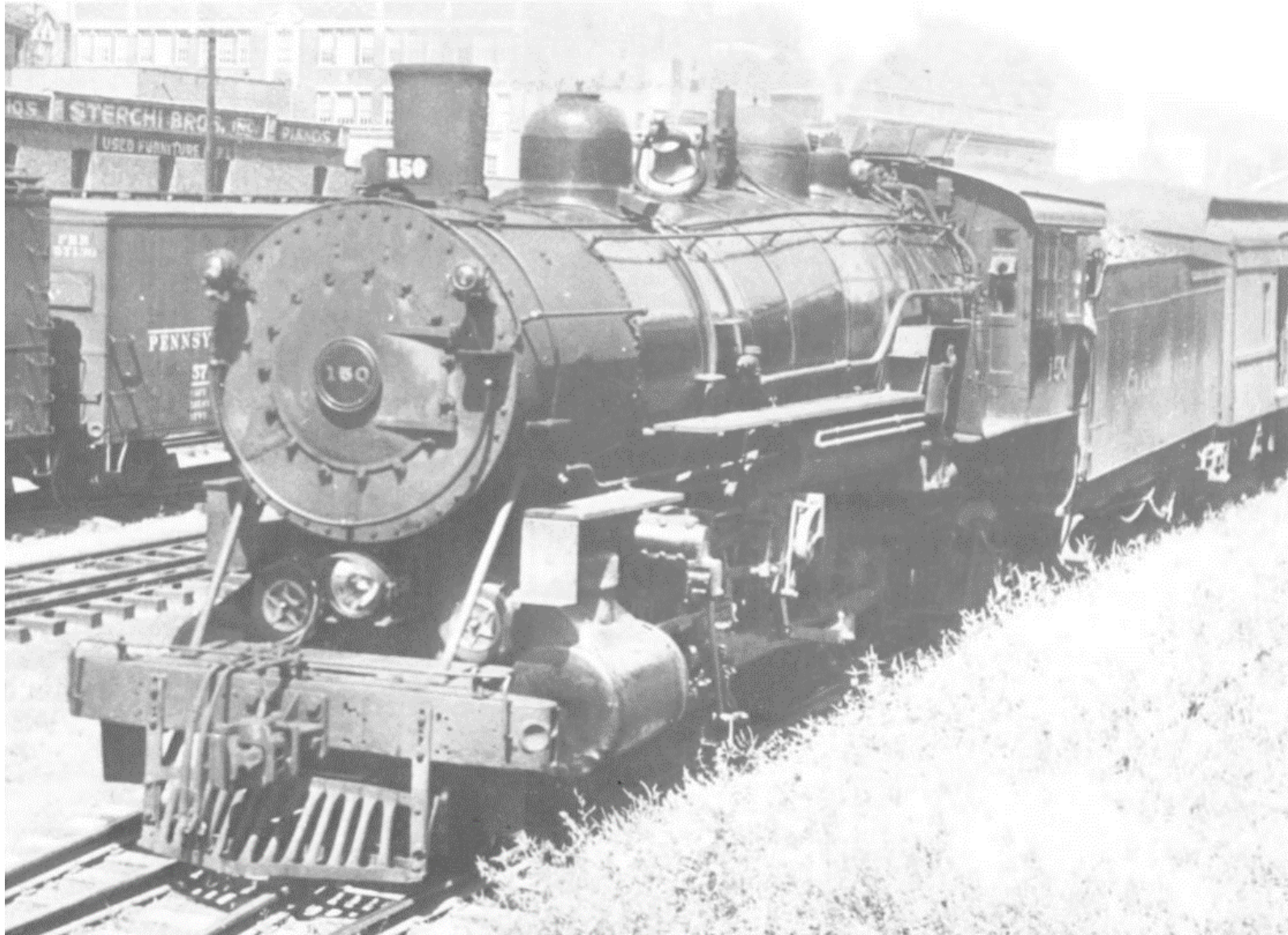


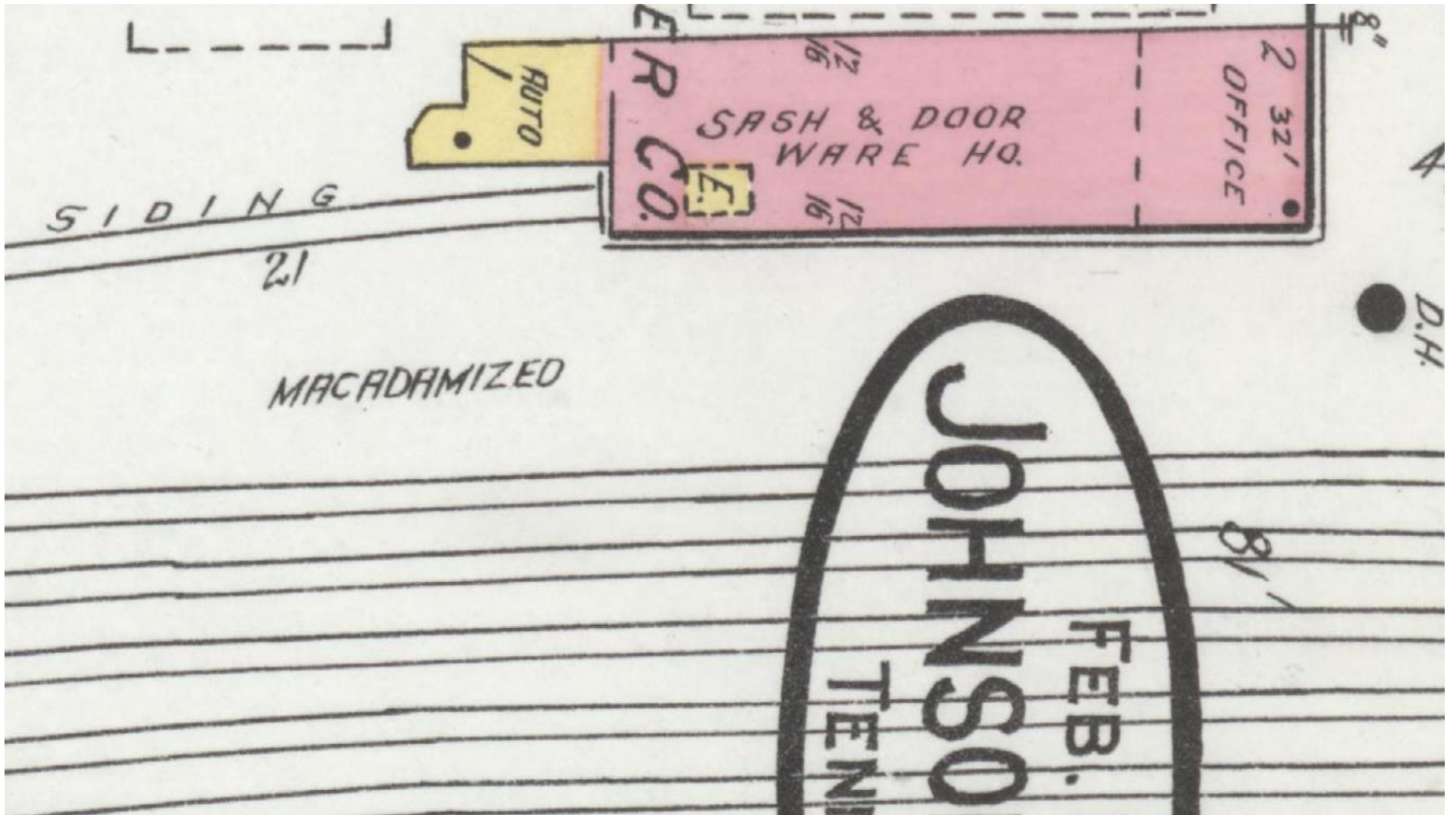
Figure 95. “August 31, 1941. Northbound [passenger] train 37 [wrong number? Should be even numbered for a northbound passenger train?] with class P-1 150 is approaching Johnson City, TN station. Interchange between the standard gauge Clinchfield and the 3 feet gauge East Tennessee and Western North Carolina Railroad is performed here. Notice the 3-rail tracks on the left.” “Phil Laws Collection”.<sup>211</sup> Also note the Sterchi Brothers Furniture warehouse in the left background, which was located on the north side of the railroad tracks, between Roan and Spring streets, on the west side of the Brading – Sells Lumber Company building.<sup>212</sup> Note the tall building in background, which appears to be the H.P. King Department Store.<sup>213</sup>



Figure 82D. A detail of the J.D. Sterchi Furniture Company warehouse, note that this south face of the building appears to be different from that shown in Figure 74C, also, the signs have changed in comparison to those shown in Figure 95.

5.5. Brading – Sells Lumber Company Building, 1916 – not later than 1941  
Bridal Boutique and Two-Wheel Transit, 2003  
(Maps and Figures)  
Served, apparently, by both the E.T. & W.N.C. and the Clinchfield in 1920





Map 37C. A detail of the Brading – Sells Lumber Company building on the northwest corner of South Roan and Jobe Streets, built in 1916, in February 1920.



Figure 96. “Brading – Sells Lumber Company, corner South Roan and Jobe Streets”, built in 1916.<sup>214</sup> The front of this building faces South Roan Street, while the left side is along Jobe Street. The crossing gate, in the left of the photograph, is used to block traffic from an unnamed alley. This building measured about 32’ x 100’ and had a railroad siding to its back door. Note that the lower left of this photograph appears to be damaged.



Figure 74D. A view looking northeast across Jobe Street at the former “Brading – Sells Lumber Company” building on South Roan Street on 1 March 1947. This photograph provides a view of the rear of the building. It appears that the building has different occupants, but regrettably, the sign on the building in this photograph is illegible. Note the boxcars in the foreground.



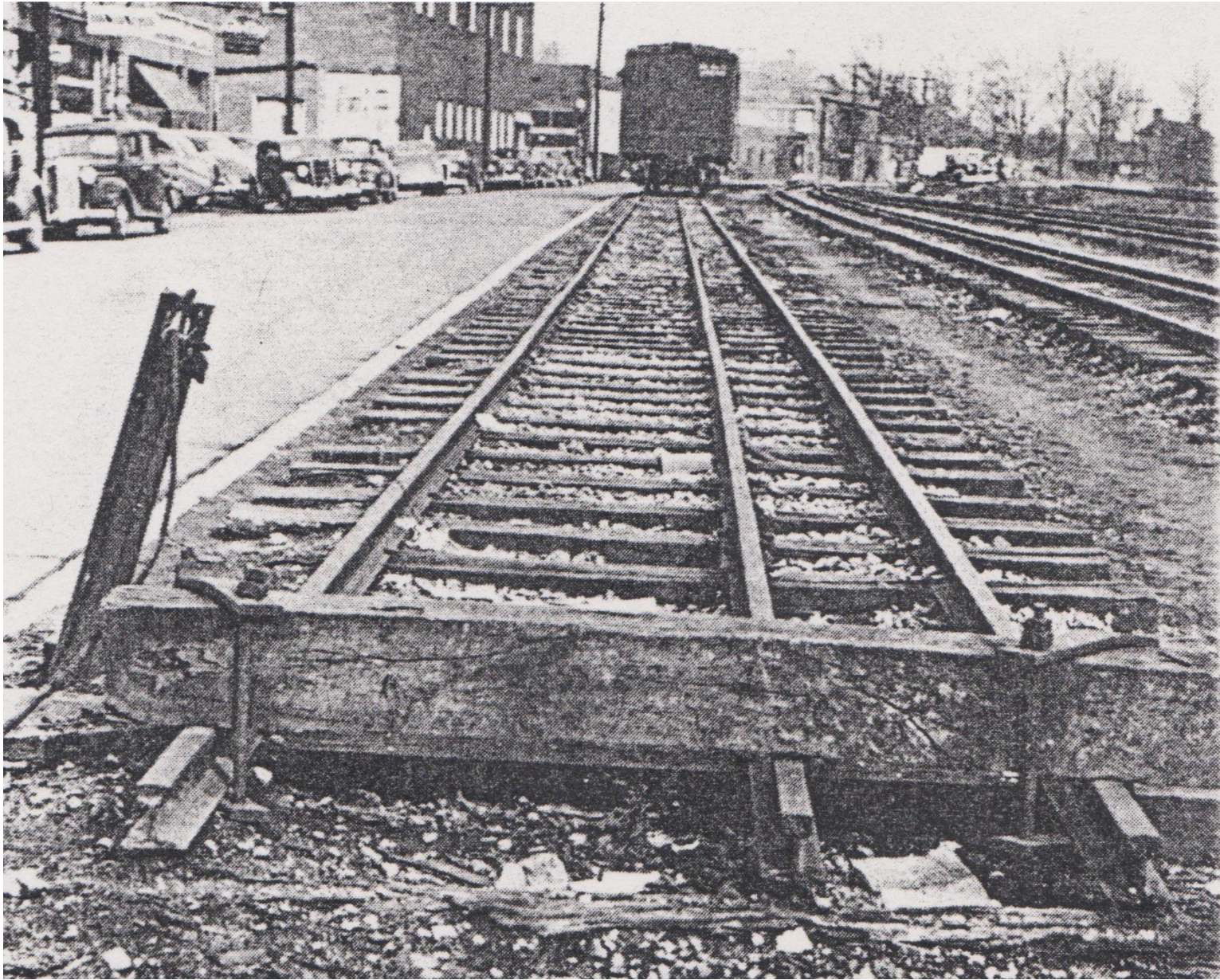


Figure 97. “Three-rail track of the ET&WNC at Johnson City in December 1941. (G.P. Vance, Jr.)” Note the building occupied by the Sells – Brading Lumber Company for a time at the northwest corner of South Roan and Jobe streets, to the left of the standard-gauge boxcar. Also note that the railroad siding that ran to the back of this building in 1920, appears to have been removed.<sup>215</sup>



Table 17. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.<sup>216</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Brading, Sells Lumber Co.	Lumber and Mill Work	15			

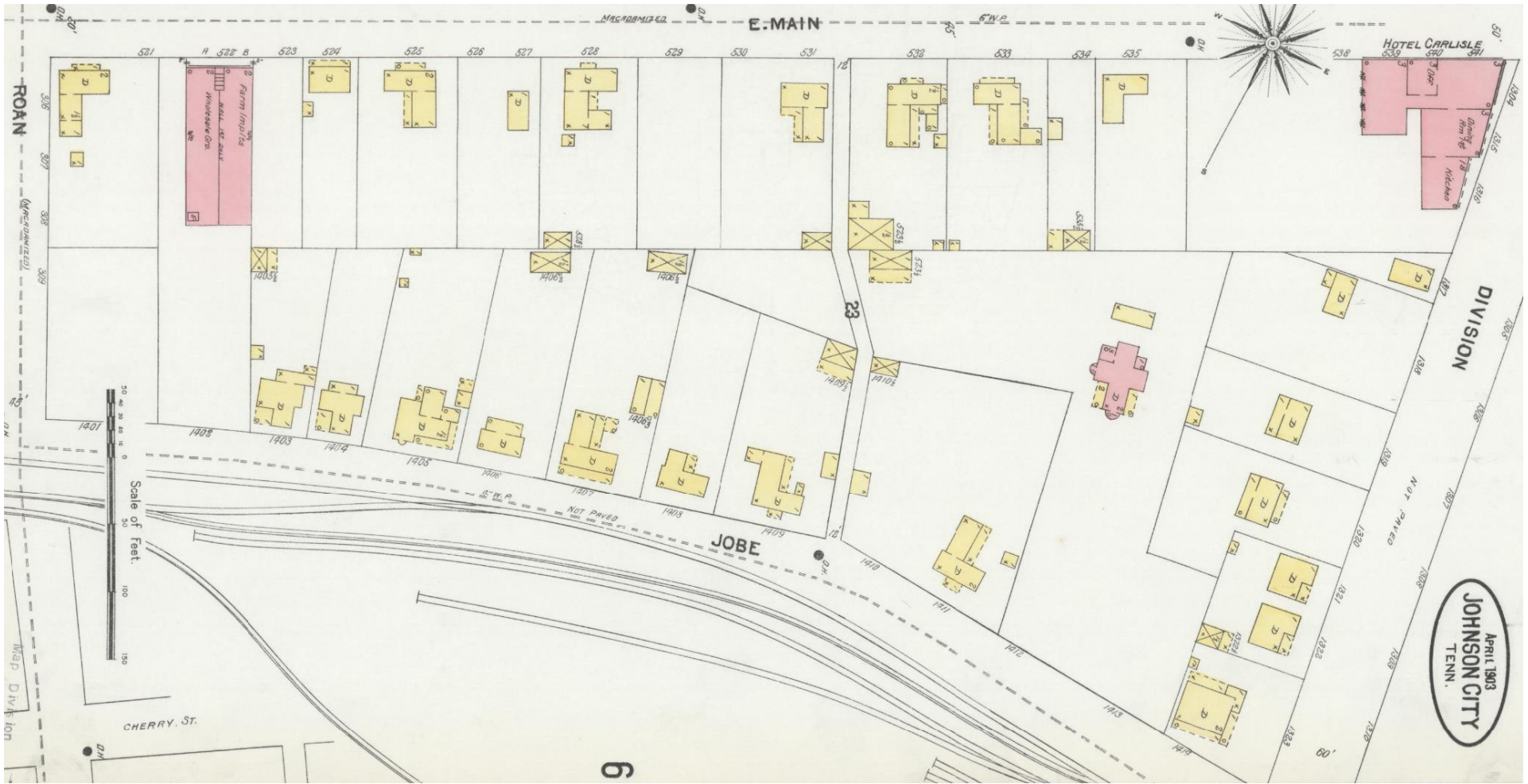
Table 18. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1925.<sup>217</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Brading Sells Lumber Co.	Mfg. Lumber	24			

23 July 1908. Johnson City Comet.

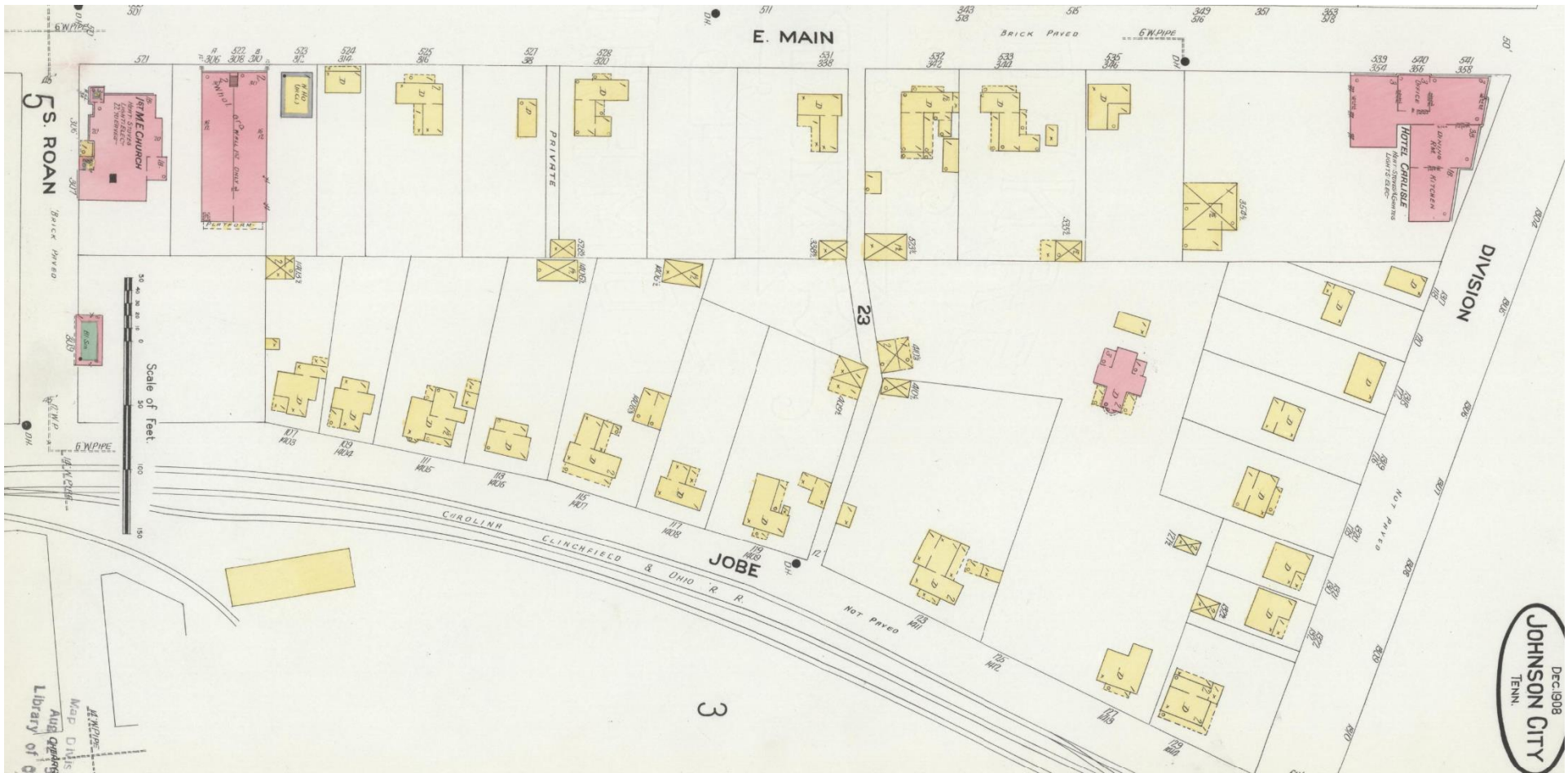
“Paving the Streets. – Kelly Bros. Begin Work on Roan Street and Will Proceed Rapidly. Tuesday morning Kelly Bros. put a force of men at work on Roan street near the Narrow Gauge road doing the preliminary work necessary to paving the street. As soon as the machinery arrives the work will go forward rapidly and if there is no unlooked for delay the contract will be completed within three months and Johnson City’s business section will present a decidedly improved appearance to the stranger within our gates.”

6. The Buildings Along Jobe Street, Between South Roan and Division Streets  
(Maps and Figures)

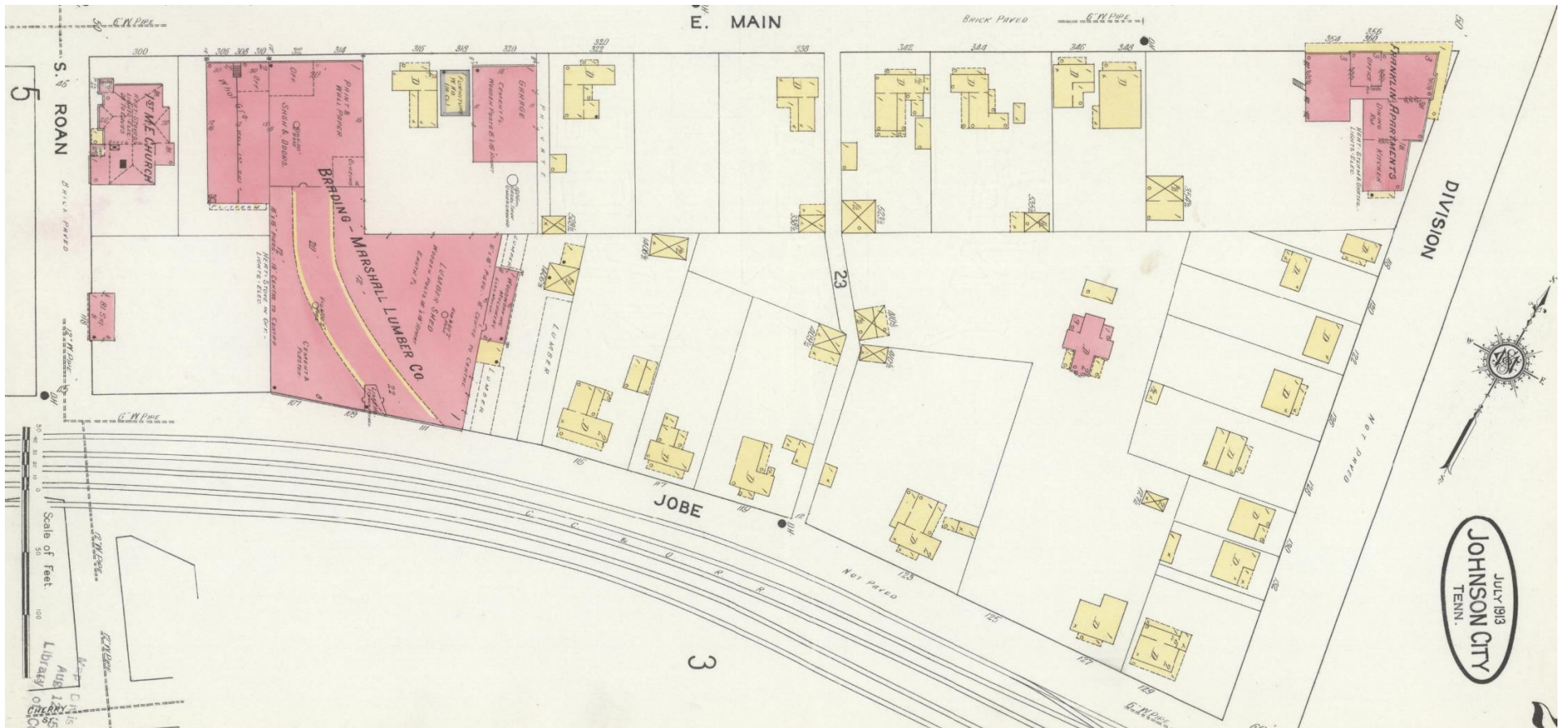


Map 38. The area bounded by East Main and Jobe Streets (north to south) and Division and South Roan streets (east to west), in April 1903.<sup>218</sup>



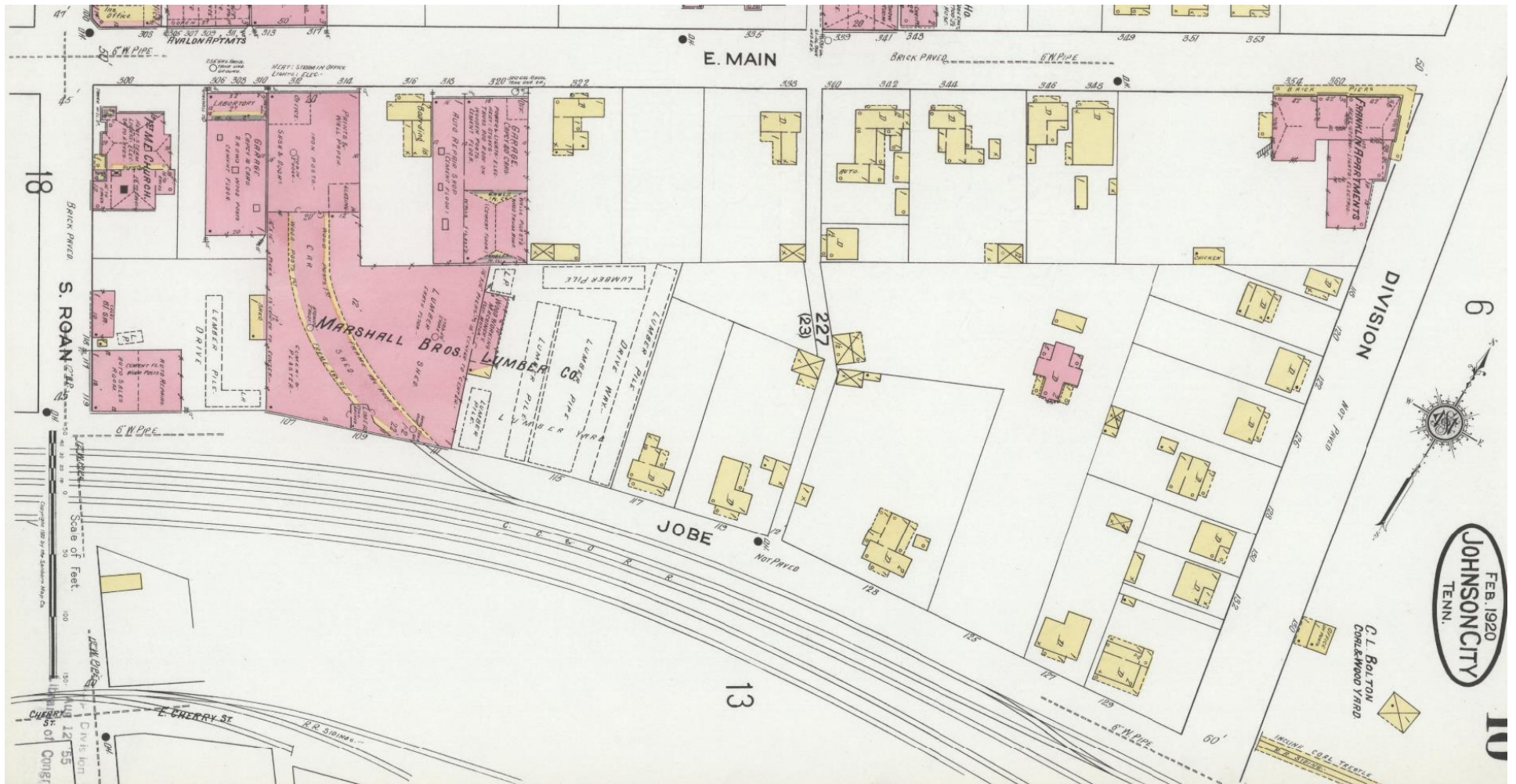


Map 39. The area bounded by East Main and Jobe Streets (north to south) and Division and South Roan streets (east to west), in December 1908.<sup>219</sup>



Map 40. The area bounded by East Main and Jobe Streets (north to south) and Division and South Roan streets (east to west), in July 1913.<sup>220</sup> Note the Brading – Marshall Lumber Company building on the left side of this map. It appears that the track has not yet been laid into the building.

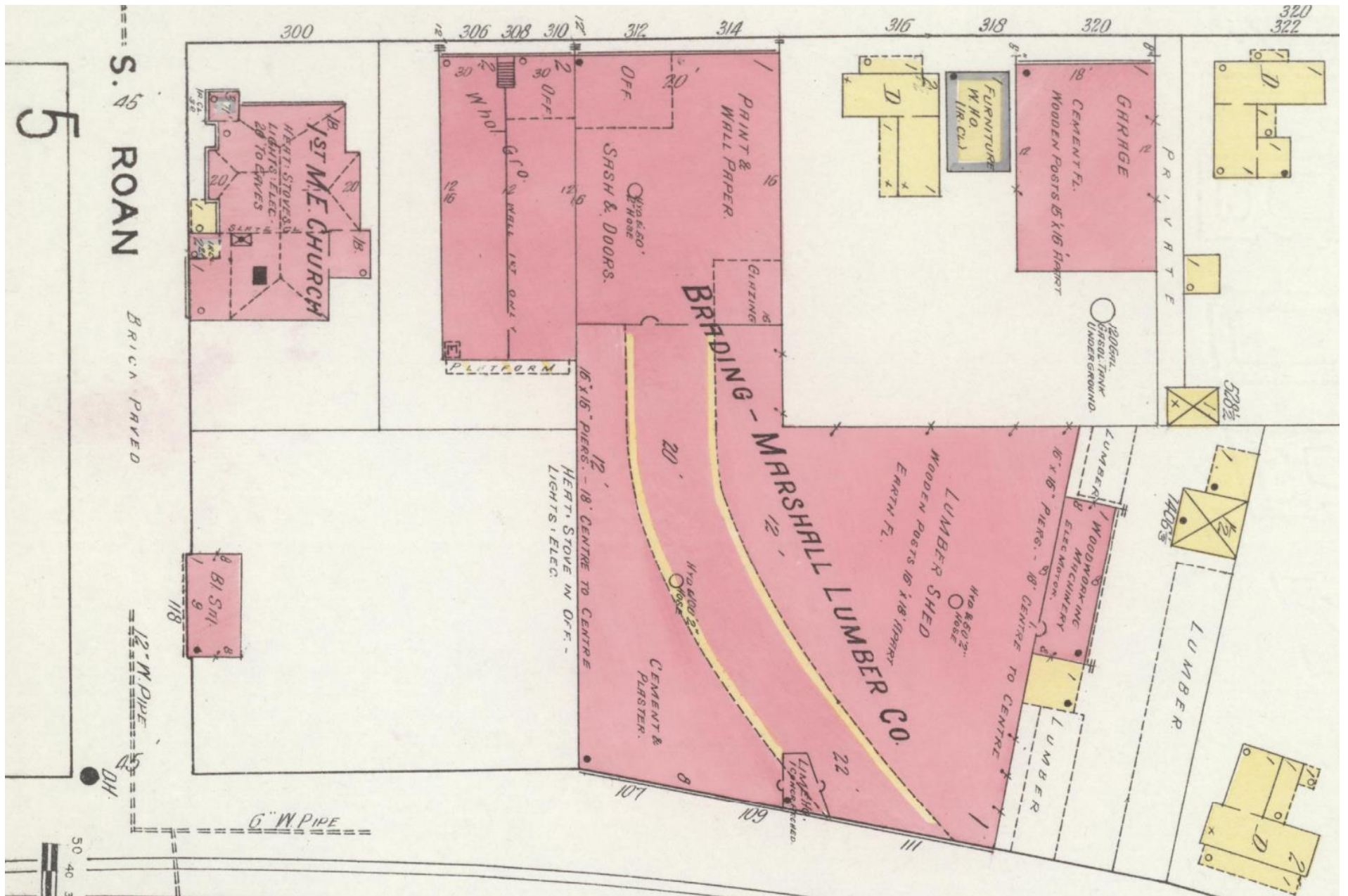




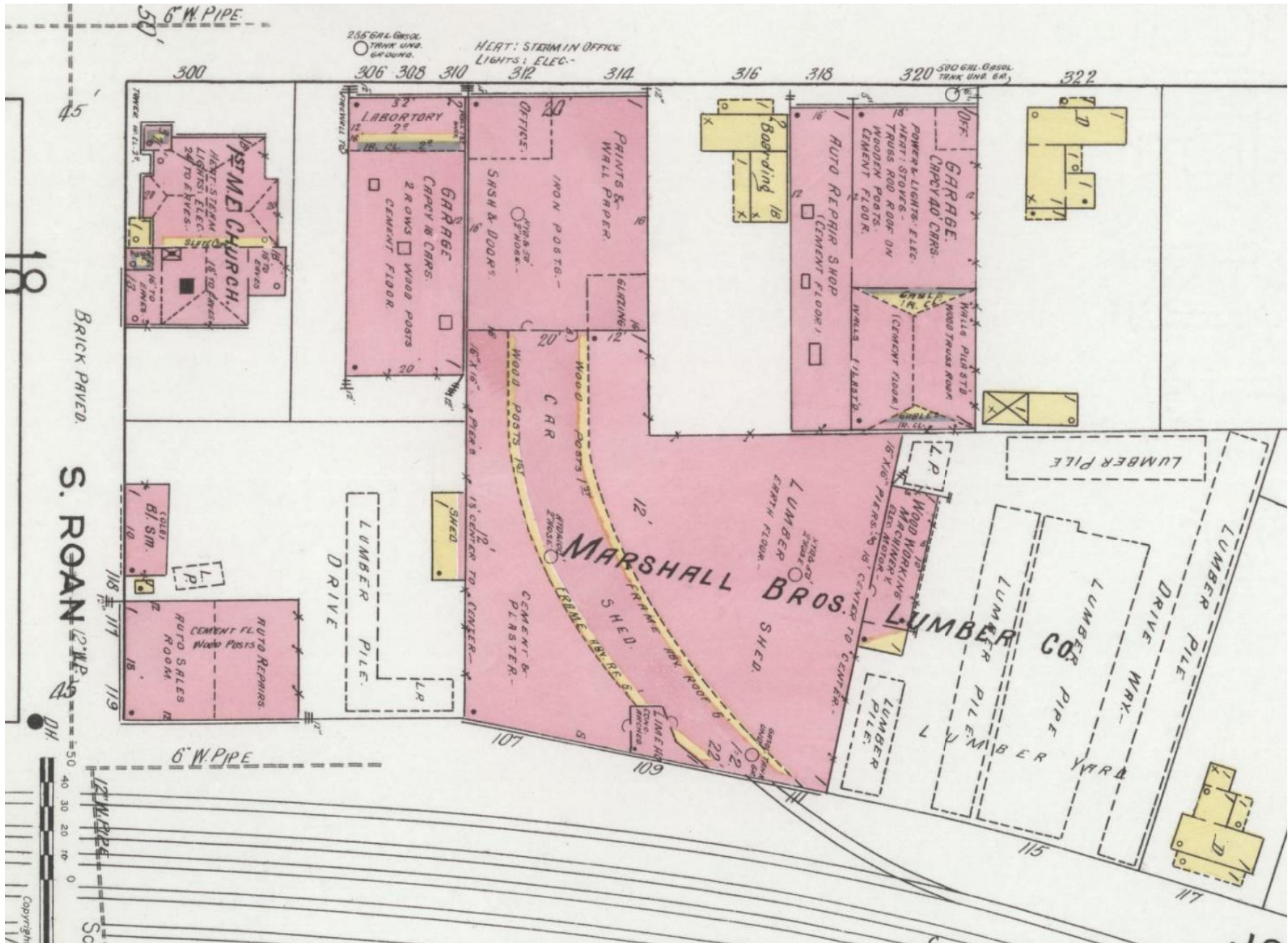
Map 41. The area bounded by East Main and Jobe Streets (north to south) and Division and South Roan streets (east to west), in February 1920.<sup>221</sup> Note that the track has been laid into the Marshall Brothers Lumber Company building (previously owned by the Brading – Marshall Lumber Company). Also note the E.T. & W.N.C. “Incline Coal Trestle” and the “C.L. Bolton Coal & Wood Yard”, both in the lower right corner of this map, which will be addressed in a later document..

6.1. Brading & Marshall Lumber Company Building, at this location 1909 – 1916  
Marshall Brothers, 1916 – 1940?  
(Maps and Figures)  
Served by both the E.T. & W.N.C. and the Clinchfield; and reportedly, the Southern





Map 40A. A detail of the “Brading – Marshall Lumber Co.” in July 1913. Interestingly, it appears that the railroad spur had not been laid into the Brading – Marshall Lumber Company building by this time.



Map 41A. A detail of the “Marshall Bros. Lumber Co.” in February 1920.





Figure 98. An aerial photograph of the buildings around the intersection of South Roan and Jobe streets looking north, taken on 1 March 1947. Note the King's Department Store building and just below and to the left, the building formerly occupied by the Bradings – Sells Lumber Company. To the right of the King's Department Store is the building of the Brading – Marshall/Marshall Brothers with the curved roof element and the large door for the entry of rail cars into the building. Note the “Central Tobacco Warehouse (formerly Miller Brothers) in the lower right corner of this photograph.<sup>222</sup>



Figure 98A. A detail of the Brading – Marshall/Marshall Brothers building, on 1 March 1947. Note the lumber yard to the east (right).





Figure 99. An aerial photograph of the buildings around the intersection of South Roan and Jobe streets looking east, taken on 19 April 1941. Note the King's Department Store building and just to the right of the King's Department Store is the building of the Brading – Marshall/Marshall Brothers with the curved roof element (painted a light color).<sup>223</sup>



Figure 100. An aerial photograph of the buildings east of South Roan Street, between East Market and Jobe streets, looking east, taken on 19 April 1941. Note the King's Department Store building and just above the King's Department Store is the building of the Brading – Marshall/Marshall Brothers with the curved roof element (painted a light color).<sup>224</sup>



Figure 101. An aerial photograph of the buildings around the intersection of South Roan and Jobe streets looking west, taken on 19 April 1941. Note the King's Department Store building and just below the King's Department Store is a portion of the building of the Brading – Marshall/Marshall Brothers with the curved roof element (painted a light color).<sup>225</sup>

6.1. Brading & Marshall Lumber Company Building, at this location 1909 – 1916  
(Brading & Marshall Lumber Company previously operated at the  
southeast corner of Buffalo and West Cherry streets)  
Marshall Brothers, 1916 – 1940?

1 January 1909. The Lumber Trade Journal.

“New Corporations and Changes... Brading – Marshall Lumber Company, Johnson City, Tenn., \$50,000 capital, by J.E. Brading, C.L. Marshall, S.L. Browder and others.”<sup>226</sup>

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.”<sup>227</sup>

15 January 1909. The Lumber World.

“The Brading & Marshall Company of Johnson City, Tenn., which has just been reorganized, is preparing for the erection of a gigantic lumber storage plant and other buildings, at Johnson City.”<sup>228</sup>

4 March 1909. Manufacturers Record.

“Johnson City Building – Activity Consequent Upon Construction of a railroad. (Special Cor. Manufacturers’ Record.) Johnson City, Tenn., February 25. Perhaps no other town in the whole country of the same size (population 10,000) is doing more in the building line than is Johnson City... Planned and under construction today are the following... Brading – Marshall lumber shed and warehouse, \$20,000...”<sup>229</sup>

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.”<sup>230</sup>

30 September 1909. Johnson City Comet.

“Brading Marshall Company – The greatness of this state is unquestionable and it is to firms of the magnitude of the above that we owe this position. Lumber has come to be one of the standard and most required commodities in the world, and these gentlemen have filled a large place in the general business done here in their lines. The officers of the company are Messrs. J.E. Brading, president; C.L. Marshall, vice president, and S.L. Browder, secretary and treasurer. This institution was established in 1904, incorporated January 1<sup>st</sup>, 1909, for \$30,000. They own their own building, one of the largest and most complete for their business, and are located on Main street, Nos. 112, 114, 116. This company handles all kinds of building material that goes in the construction of a house from a foundation to roof. All kinds of dressed and rough lumber, windows and doors, lime, cement, paint, sewer pipe, tile, grates, etc. Members of the firm are deeply interested in the welfare of our growing city, and they can be relied upon to use the best judgment at all times for the advancement of such interest as they are identified with.



WE HAVE SOLD A NUMBER OF OUR FINEST MANTELS

but always have some left for discriminating buyers, who want something artistict and distinctive in design. We keep complete equipments consisting of tile, grates, fire brick and clay and invite inspection.

**Brading & Marshall Lumber Co.**

112, 114 and 116 East Main Street                      or the Big Shed Jobe Street

Figure 102. Johnson City Comet, 17 June 1909.

**A Few of Our Specialties**

Carter's White Lead  
Ruberoid Roofing  
New Era Paint  
Knoxville Marble Lime

These with a full line of BUILDING MATERIAL enable us to keep any job going. Try us with an order.

**Brading & Marshall Lumber Co.**

112, 114 and 116 East Main Street                      or the Big Shed Jobe Street

Figure 103. Johnson City Comet, 22 July 1909.

If You Haven't  
Got an **Ironing Board**  
In the house, better get one.  
We sell "em"; also all kinds of BUILDING MATERIAL.  
**Brading & Marshall Lumber Co.**  
112, 114 and 116 East Main Street      or the Big Shed Jobe Street

Figure 104. Johnson City Comet, 26 August 1909.

**Don't Buy From Catalogues**  
Come and see for yourself and compare prices. We have many different patterns of Oak Mantels ranging in price from \$3.00 to \$60.00, all on exhibition at our salesooms  
112, 114 and 116 East Main Street      or the Big Shed Jobe Street  
**Brading-Marshall Lumber Co.**

Figure 105. Johnson City Comet, 25 November 1909.



Figure 106. Johnson City Comet, 30 December 1909.

Additional advertisements subsequently appeared, but have not been included in this document.

15 January 1910. The Lumber Trade Journal.

“At Johnson City, Tenn., Brading & Marshall, retail people, report an active situation. The building of the West [should read “East”] Tennessee Normal School buildings it is believed will give an impetus to business. This firm occupies a building of its own with trackage to the door and through the building as well. The sheds and office cover 35,000 square feet of floor space.”<sup>231</sup>

10 September 1910. American Lumberman.

“The Brading – Marshall Lumber Company, Johnson City, reports that local business is quiet but that out of town business is good. The market on pine is a little off. Sash and door prices have stiffened.”<sup>232</sup>

22 September 1910. Rock Products.

“At Johnson City, Tenn., the Brading – Marshall Lumber Co. is handling plaster, cement, sand and other building supplies as well as operating the Johnson City Brick Co. The firm reports local situation quiet.”<sup>233</sup>

September 1910. The Clay – Worker.

“Brading – Marshall Lumber Company, at Johnson City, Tenn., are handling brick in connection with their trade, but report the situation very quiet in upper East Tennessee, as construction work is lax. Their brick department is called the Johnson City Brick Company.”<sup>234</sup>

29 December 1910. Johnson City Comet.

“Gave Employes Christmas Turkey – The Brading – Marshall Lumber company did the handsome thing by their employes yesterday. Each and every one was given a fine specimen of the national bird of paradise for their Christmas dinner, and were made happy accordingly.”

**If your husband had to do the work  
your home would have a TUEC**



**I**F your husband had to do the work he would look for some quick, efficient, economical, sanitary mechanical means of doing it. Instead of wasting his time and energy with brooms and dusters, eternally doing the same thing over and over yet never getting it done right, he would do as thousands of other business and professional men have done and buy a

## **TUEC STATIONARY CLEANER**

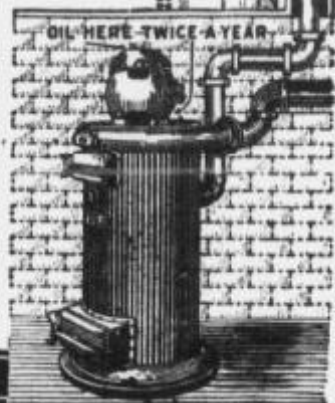
He would find that it is as Henry Ford says: "Essential to absolute cleanliness, simple, durable and economical in operation." He would find that it is, as a celebrated physician declares, "The best disease-preventive I ever saw—as essential to the family health as a bath tub or a kitchen sink."

The TUEC carries all the dirt through pipes into a sealed tank in the basement and exhausts the germ-laden air *outside* the house instead of back into the rooms. It does the largest amount of work in a given time, does it better and at the minimum of labor and of cost.

Every part of the TUEC is manufactured in the largest plant in the world devoted exclusively to the stationary cleaner business. Every part is fully guaranteed by the makers. No repairs are necessary and the first cost is the last.

The TUEC is not expensive. On the contrary, it is the most moderate-priced of all the really efficient systems of stationary air cleaners. Installation can be made at any time. Estimates furnished—no obligation. *Call us up or drop us a line.*

The TUEC is made in 15 sizes. The TUEC Book tells where thousands of them have been installed in homes, hotels, apartments, theatres, hospitals, schools, office buildings and public institutions. Also gives letters from enthusiastic owners. Let us send you a copy **FREE**.



**TUEC TUEC TUEC TUEC TUEC TUEC TUEC**

# **Brading-Marshall Lumber Co.**

Figure 107. Johnson City Comet, 25 June 1914.



10 February 1916. Manufacturers Record.

“High Tide of Prosperity Reported by Lumber Manufacturers – Activity in Building Operations Causing Heavy Demands at Increased Prices Among Southern Mills. (Special Correspondence Manufacturers Record.) Knoxville, Tenn., February 5... I missed seeing the Brading – Marshall lumber people at Johnson City while there, but I was given to understand that they were doing a good business. This concern manufactures building supplies. The building business generally is good in Johnson City as the result of the building boom down at Kingsport, Tennessee’s new ‘Magic City.’...”<sup>235</sup>

25 April 1916. Hardwood Record.

“An important announcement was made this week when it was made known that J.E. Brading has retired from the Brading – Marshall Lumber Company of Johnson City, Tenn., and purchased a large interest in the Sells Lumber and Manufacturing Company. In the new company he is associated with Congressman Sam R. Sells. The company will become known as the Brading – Sells Lumber Company.”<sup>236</sup>

Marshall Brothers Lumber Company, 1916 – 1940?

**KEEP THE FLIES OUT AND AVOID SICKNESS!**  
We Can Help You

---

**Our Line of Screen Doors, Windows and Hardware is complete.**

---

See us before buying  
We Sell Everything Used in Building.

---

**Marshall Bros. Lumber Co.**  
Successors to  
**Brading-Marshall Lumber Co.**  
Johnson City ..... Tenn.

Figure 108. Johnson City Comet, 20 April 1916.

25 April 1916. Hardwood Record.

“An important announcement was made this week when it was made known that J.E. Brading has retired from the Brading – Marshall Lumber Company of Johnson City, Tenn., and purchased a large interest in the Sells Lumber and Manufacturing Company. In the new company he is associated with Congressman Sam R. Sells. The company will become known as the Brading – Sells Lumber Company.”<sup>237</sup>

10 May 1916. Lumber World Review.

“Johnson City, Tenn. – The Brading – Marshall Lumber Co. is now known as the Marshall Lumber Co... The Sells Lumber & Manufacturing Co. is now known as the Brading – Sells Lumber Co.”<sup>238</sup>

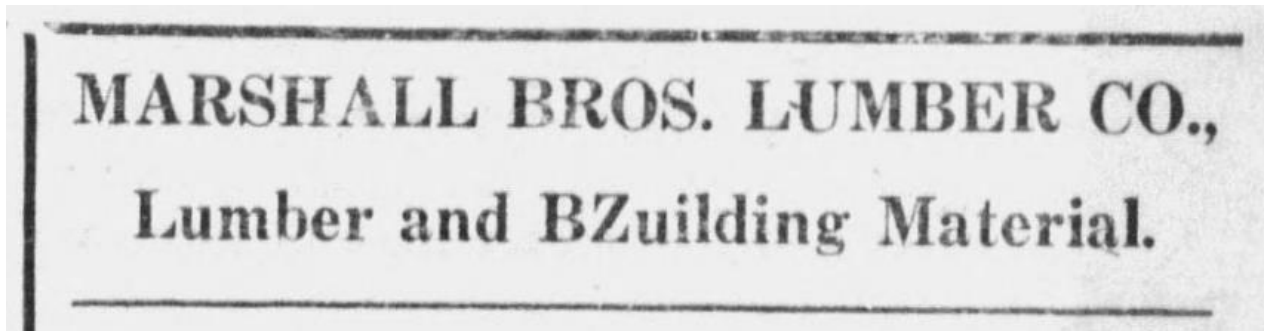


Figure 109. Johnson City Comet, 7 December 1916.

19 January 1923. Lumber.

“Johnson City – Marshall Bros. Lumber Co. increased capital from \$50,000 to \$150,000.”<sup>239</sup>

Table 19. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.<sup>240</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Marshall Lumber Co.	Lumber and Building Material	21	2		

Table 20. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1925.<sup>241</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Marshall Lumber Co.	Lumber	27	2		

Table 21. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1928.<sup>242</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Marshall Lumber Co.	Lumber	30	2		

Table 22. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.<sup>243</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Marshall Lumber Co.	Lumber	26	2		

Appendix A.  
Map Legends

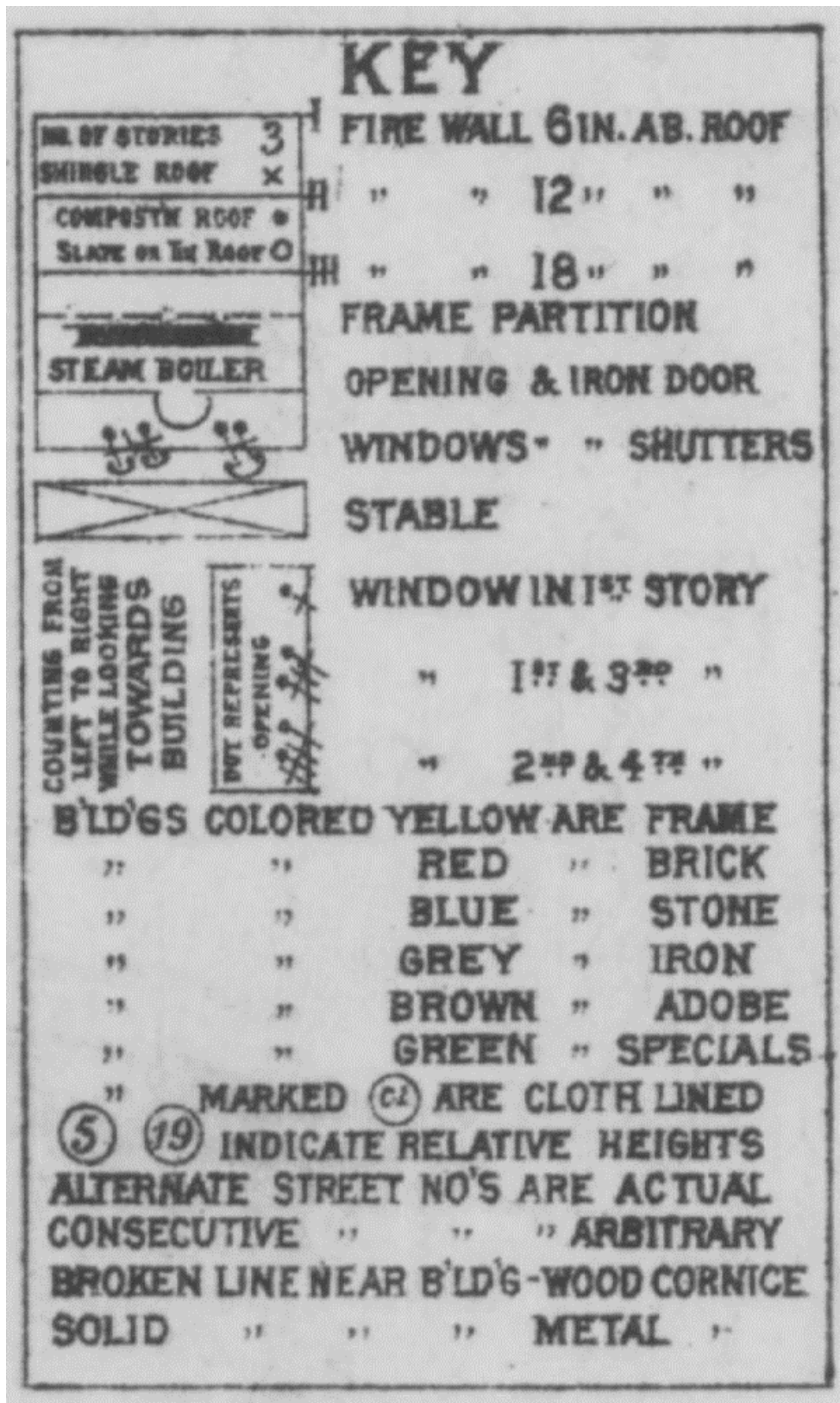


Figure 110. Map Legend for January 1891.<sup>244</sup>





Figure 111. Map Legend for May 1897.<sup>245</sup>

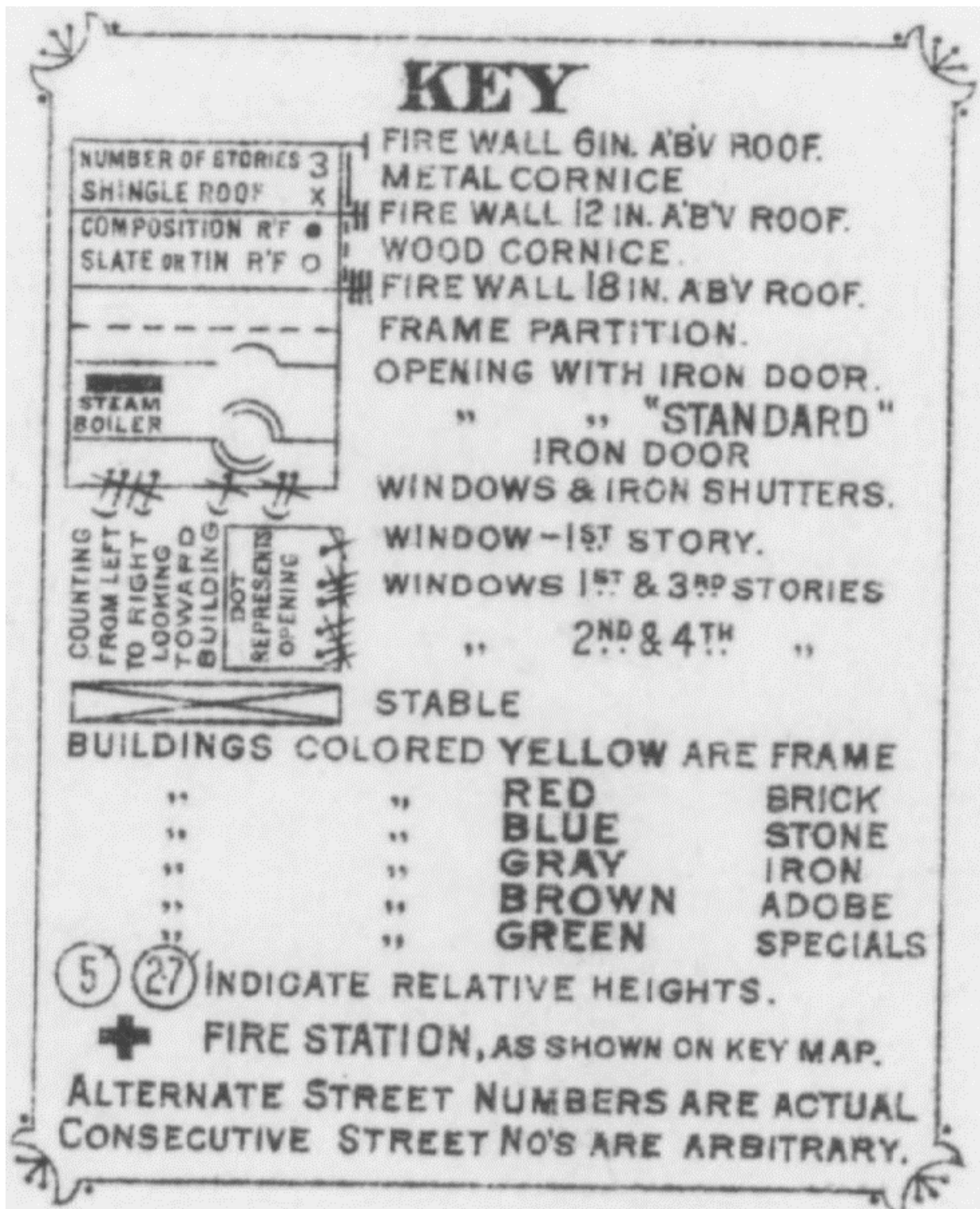


Figure 112. Map Legend for April 1903.<sup>246</sup>

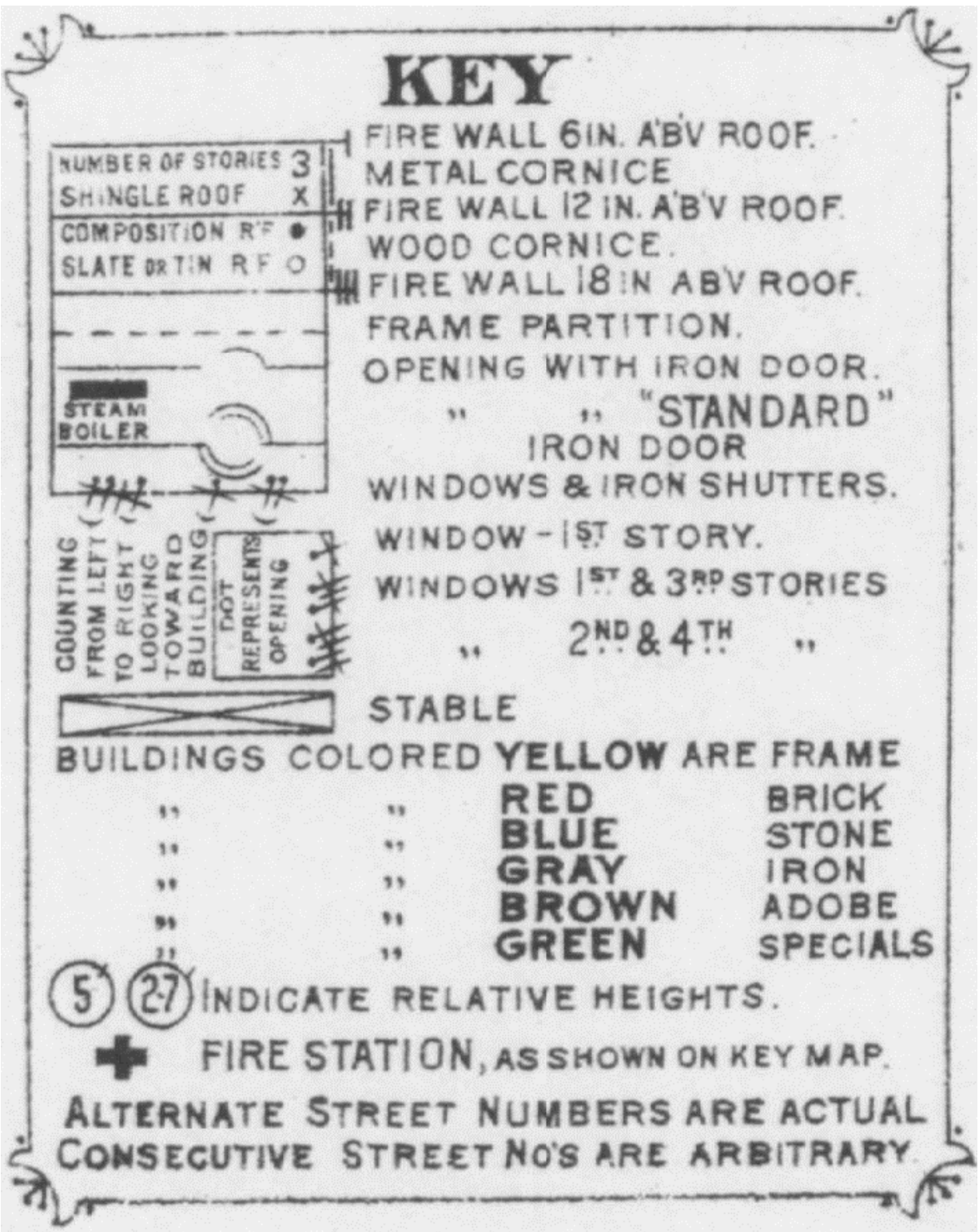


Figure 113. Map Legend for December 1908.<sup>247</sup>

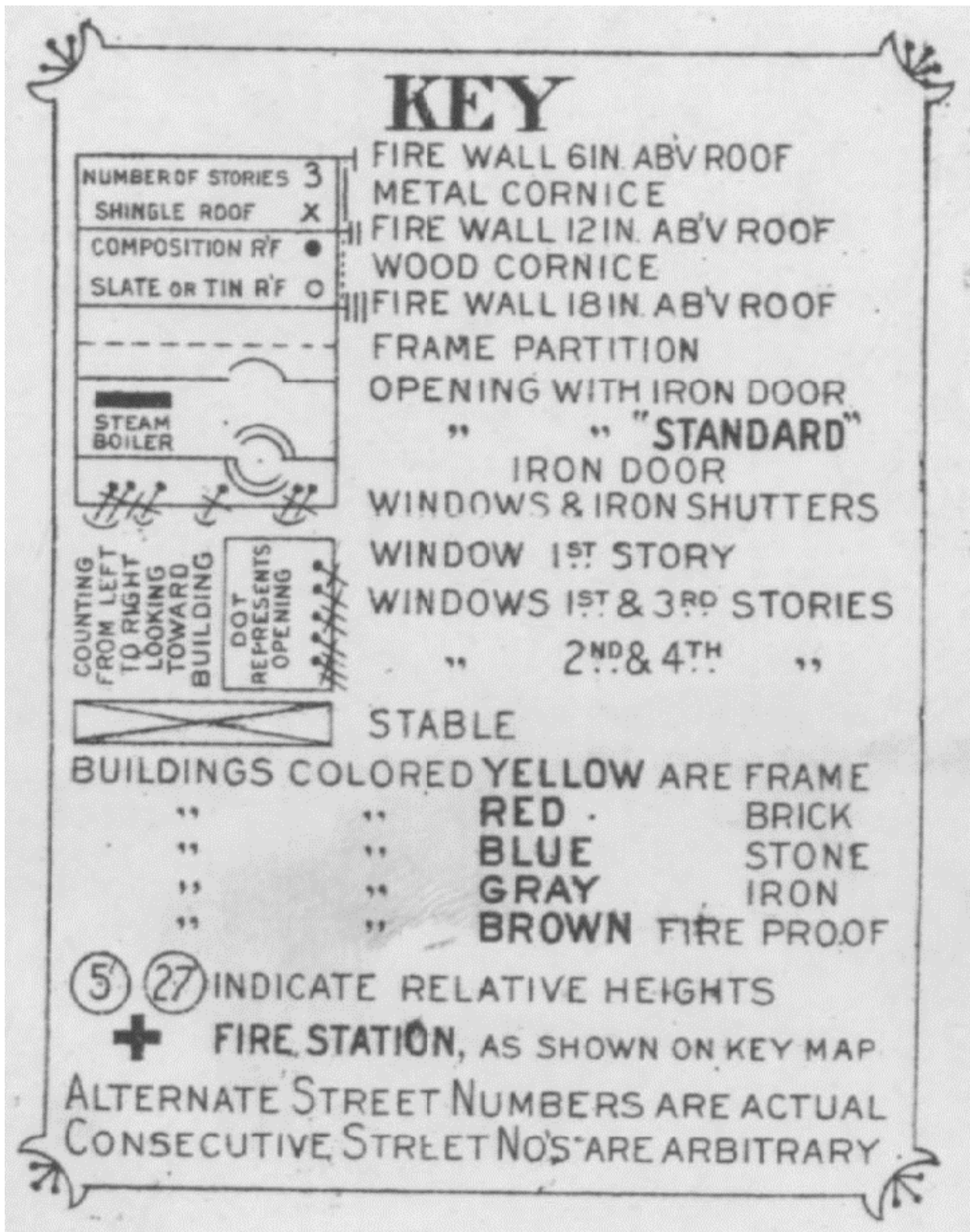


Figure 114. Map Legend for July 1913.<sup>248</sup>



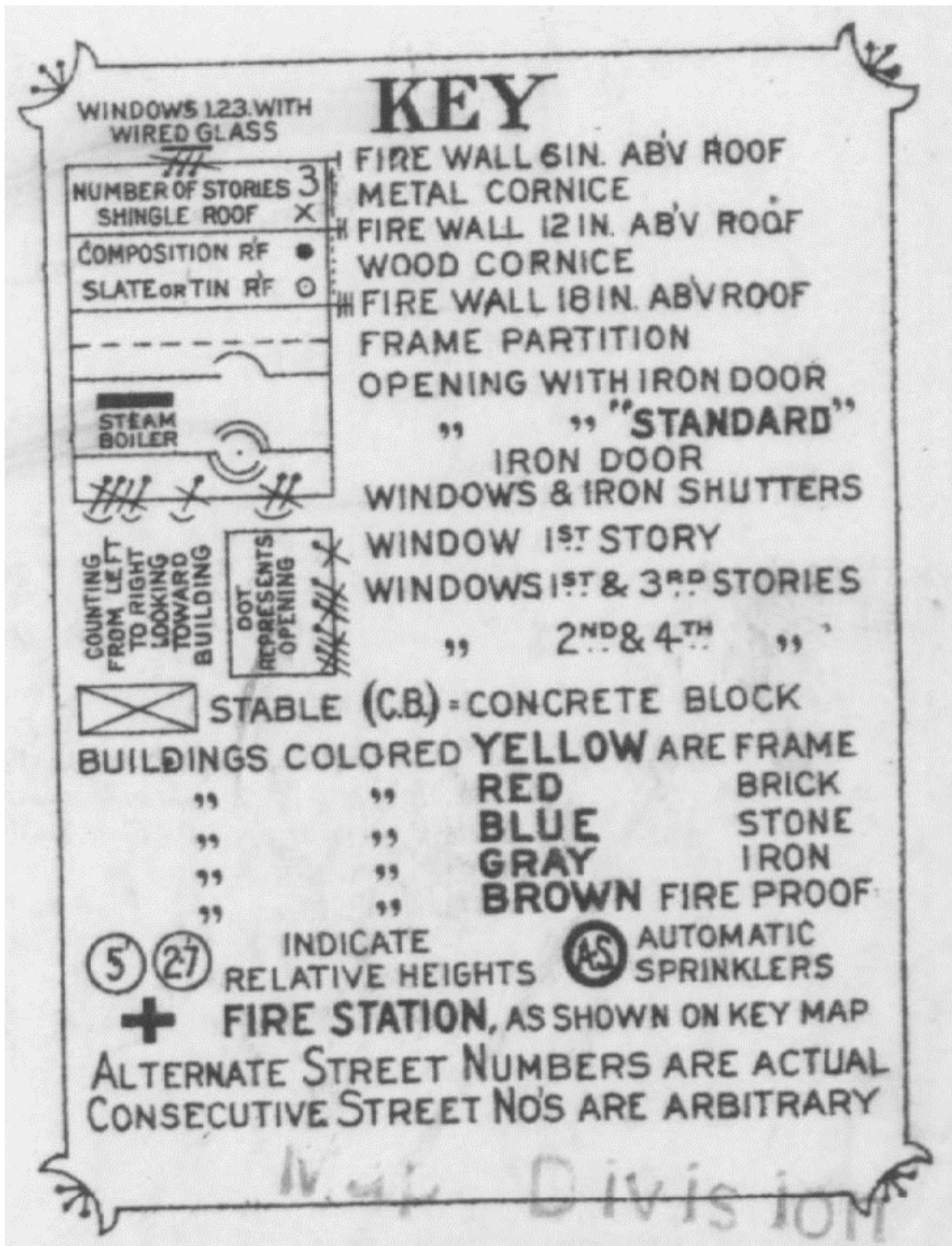


Figure 115. Map Legend for February 1920.<sup>249</sup>

Appendix B.

Extract from: “An Act to Incorporate the Tennessee Pacific Rail Road Company, and for other purposes”, passed 24 May 1866.

24 May 1866. Acts of the State of Tennessee, Passed at the Second Session of the Thirty-Fourth General Assembly, For the Years 1865 – 1866.

“Chapter LXXXVIII. An Act to Incorporate the Tennessee Pacific Rail Road Company, and for other purposes...

SEC. 23. Be it further enacted, That R.W. Smalling, S.A. Cunningham, Harrison Hardries, Peter Slaugh, James R. Scott, Henry Johnson, R. Love, M.D.L. Boren, John Hughes, S.W. Williams, P.P. Williams, N.T. Williams, John W. Cameron, Nat. T. Crouse, John S. Snodgrass, J.T. Fuller, James D. Smith, C.C. Wilcox, A.J. Tipton, William B. Carter, Col. John K. Miller, James G. Smith, J.H. Hyder, H.G. Smith, B.M.G. Obien, C.P. Tonckrey, R.C. White, Samuel P. Scott, John M. Smith, L.W. Hampton, John W. Hyder, William D. Jenkins, H.H. Ray, F.M. Hampton, James M. Cameron, A. Jobe, T.H.H. Lusk, A.T. Buck, E.J. Smith, Dugger Pearce, Ezekiel Smith, William Lewis, Joshua Perkins, Joseph Wagner, S.W. Howard, N.G. Robinson, S.E. Worthington, George J. Walker, Joseph Shown, Thomas Smith, Joseph Wagner, R.R. Butler, Abram Murphey, Mathias Wagner, R.A. Donnelly, Andrew Wilson, W.S. Allen, J.T. Shown, A.L. McQueen and R.L. Robinson, and their associates, be, and they are hereby, constituted a body corporate and politic, by the name and style of the ‘East Tennessee and Western North Carolina Railroad Company,’ for the purpose of constructing a Railroad from the East Tennessee and Virginia Railroad, commencing at either Carter or Johnson Depots on said road, running by the way of Elizabethtown, Doe River Cave, and Crab Orchard, to the North Carolina line, near Cranberry Iron Works; and said Company, when formed, shall, by their corporate name, have power to sue and be sued, plead and be impleaded, in all the Courts in this State, or the United States; have and enjoy all the rights and privileges secured to the East Tennessee and Virginia Railroad Company, by an act passed January 27, 1848, and be subject to all the restrictions and liabilities contained in the act chartering the East Tennessee and Virginia Railroad; and shall be built and constructed to the requirements of the aforesaid charter.

SEC. 24. Be it further enacted, That the capital stock of said Company shall be thirty thousand dollars, with the Capital Stock. privilege of increasing it to a sum sufficient to complete said road, said capital stock to be divided into shares of twenty-five dollars each; and books for subscription of stock in said road shall be opened on the first Monday in October, 1866, and kept open for three months, every day, (Sunday excepted,) from ten o’clock, A.M., until four o’clock, P.M., at the following places, and by the following persons, to-wit: at Elizabethtown, by William B. Carter, D.P. Wilcox, A.J. Tipton, James M. Cameron, James G. Smith, J.G. Fellows, J.W. Hyder; at Carter Depot, by Harrison Hendries, R.W. Smalling, S.A. Cunningham; Johnson’s Depot, Henry Johnson, John W. Cameron, M.D.L. Boren; at Doe River Cave, by L.W. Hampton, John W. Hyder; at the Crab Orchard, William D. Jenkins, H.H. Ray and A.T. Buck; at Taylorsville, R.R. Butler, Joseph H. Wagner, Frederick Stimp, Abram Murphy, R.A. Donnelly, Thomas Smith, W.S. Allen, and George J. Walker, and they, or a majority of them, be, and they are hereby constituted a Board of Commissioners to superintend and manage all the affairs of said Company, until it shall be fully organized by the election of a Board of Directors, as prescribed by the charter of the East Tennessee and Virginia Railroad Company.

SEC. 25. The said Commissioners, or a majority of them, at each of the places aforementioned, shall receive subscription for stock in the said Rail Road Company, during time said books are directed to be kept open; and on each share so subscribed, shall demand and receive the sum of one dollar without which the subscription shall be void.

SEC. 26. As soon as the time of receiving subscription as aforesaid, shall have expired, the Commissioners shall respectively deposit all the money so received by them in some incorporated bank in East Tennessee, to the credit of said Company, and subject to the order of the President of the Board of Commissioners hereinafter appointed; and shall also forward a correct list of the subscribers to the said stock, with the number of shares each subscriber has taken, to a Board of Commissioners, to be composed of the following persons: John W. Hyder, R.C. White, L.W. Hampton, S.E. Worthington, Joshua Perkins, George I. Walker, E.J. Smith, Fredrick A. Skink, John W. Smith, R.R. Butler, S.W. Howard, Duggar Pearce, A. Murphy, A.J. Tipton, Peter Staggh, R.W. Smalling, H.C. Smith, John K. Miller, A.T. Buck, Henry Johnson, C.C. Wilcox, C.P. Tonckrey, James G. Smith, William B. Carter, Doct. A. Jobe, R. Love, M.D.L. Bowen, Col. John Hughs, S.W. Williams, T.H.H. Lusk, and J.S. Snodgrass, a majority of them who may establish rules to govern their proceedings, choose their own President, and appoint such other officers and agents as they may think proper; and who, or a majority of whom, shall meet at Elizabethtown, on or before the first Monday in May, 1867, and ascertain the whole number of shares taken in said Company, and publish the same in some newspaper printed in East Tennessee, on or before the first Monday of June, 1867; and if the number of shares subscribed shall amount to one hundred and twenty thousand, on each of which there shall have been paid the sum of one dollar, the East Tennessee and Western North Carolina Rail Road Company shall be considered as formed; and thenceforth and from the day of closing the books of subscription as aforesaid, the said subscribers to the stock shall form a body politic and corporate, in deed and in law, by the name and for the purpose aforesaid, in all things to be represented by the Board of Commissioners aforesaid, until the election of a Board of Directors as hereinafter prescribed.

SEC. 27. If, on closing the books aforesaid, the number of shares aforesaid shall not have been subscribed, then the said Board of Commissioners, by themselves or their agents, may receive subscription until the number of one hundred and twenty shares be taken; and whenever that number shall be subscribed, the Company shall be regarded as formed; to have a corporate existence as aforesaid, and of which notice shall be given as hereinbefore directed; may proceed to survey the route for the road; and to make an estimate of its cost of construction. Nevertheless, no conclusive and binding location of the road shall be made by the Commissioners; but the same be left to the determination of the first Board of Directors chosen by the stockholders; Provided, that said Board of Directors shall be required to locate said road by the places hereinbefore mentioned and specified.

SEC. 28. So soon as the number of shares before mentioned, shall have been subscribed, it shall be the duty of the Commissioners appointed, to declare the same, and to appoint a time for the stockholders to meet in Elizabethtown, and give notice thereof in some newspaper; at which time and place the said stockholders, either in person or by proxy, shall proceed to elect the Directors of the Company, and enact all such regulations, rules, and by-laws as may be necessary for the government of the corporation, and the transaction of its business. The persons elected Directors at this meeting, shall serve for such period, not exceeding one year, as the stockholders may direct; and at this meeting, the stockholders shall fix on the day and place or places, where the subsequent elections of Directors shall be held; and such elections shall thenceforth be annually made; but if the day of annual election pass without any election of Directors the corporation shall

not thereby be dissolved; but it shall be lawful on any other day to hold and make such elections in such manner as may be prescribed by a by-law of the corporation.

SEC. 29. The Board of Directors may fill up vacancies, which may occur in it during the period for which their Board shall have been elected; and in the absence of the President, may fill his place by electing a President pro tempore.

SEC. 30. All contracts and agreements, authenticated by the President of the Board, shall be binding on the Company without seal; or such other mode of authentication may be used as the Company by their laws may adopt.

SEC. 31. Be it further enacted, That said Company shall have power, if desired by the stockholders, to extend a branch of said road to Taylorsville, Johnson County, Tennessee.

SEC. 32. Be it further enacted, That after the route of such railroad and branch railroad, shall have been accurately surveyed and adopted, and a plat thereof deposited in the office of the Secretary of State, and upon its being satisfactorily shown to the Governor of the State, that there has been a sufficient amount of bona fide and good and solvent subscriptions of capital stock, to an amount sufficient to grade, bridge, and prepare for the iron rails, the whole extent of the main trunk line, proposed to be constructed by the foregoing Company, and have graded the entire route in Tennessee, of the road for the iron, the Governor is authorized to issue to the Company Coupon Bonds of the State, to an amount not exceeding ten thousand dollars a mile. Such bonds shall not have more than forty nor less than thirty years to mature; shall be payable at some point in the United States, to be designated by the President of the Company, and bear interest at the rate of six per cent. payable semi-annually.

SEC. 33. No Bonds are to be issued except upon the affidavit of the President of the Company, and a resolution of the Board of Directors, that they are not to be used for any other purpose, nor in any other way, than that prescribed by the law of this State granting State aid to Internal Improvements.

SEC. 34. Be it further enacted, The said East Tennessee and Western North Carolina Rail Road Company shall have two years from the passage of this act to commence work on said road, and shall complete said road within five years from and after the passage of this act...

SEC. 62. Be it further enacted, that this act shall take effect from and after its passage.

William Heiskell, Speaker of the House of Representatives.

Joshua B. Frierson, Speaker of the Senate.

Passed May 24, 1866<sup>250</sup>



## Endnotes.

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- <sup>1</sup> The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 60 – 61.
- <sup>2</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, images 2, 3 and 4, Library of Congress Geography and Map Division, Washington, D.C., available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend, see Appendix A.
- <sup>3</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 2, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend, see Appendix A.
- <sup>4</sup> The Railroads of Johnson City, by Johnny Graybeal, 2007, page 180, which includes: “This map shows the proposed ETV&G/ET&WNV union depot located near Buffalo Street in early April 1891, shortly before construction began. The ET&WNC engine house would have to be moved to make room for passenger walkways. Washington County Register of Deeds Office.”
- <sup>5</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 4, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend, see Appendix A. For map scale, please refer to the link above.
- <sup>6</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 10.
- <sup>7</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, images 2, 3 and 4, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend, see Appendix A. For map scale, please refer to the link above.
- <sup>8</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, images 2, 3 and 4, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend, see Appendix A.
- <sup>9</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 2, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend, see Appendix A.
- <sup>10</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 4, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend, see Appendix A. For map scale, please refer to the link above.
- <sup>11</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, images 3, 4 and 5, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A.
- <sup>12</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 3, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A.
- <sup>13</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 5, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A. For map scale, please refer to the link above.

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<sup>14</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, images 5, 6 and 8, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend, see Appendix A.

<sup>15</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 5, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>16</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 8, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend, see Appendix A.

<sup>17</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, images 5, 6 and 8, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A.

<sup>18</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 5, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A.

<sup>19</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 8, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>20</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 18, 19 and 23, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A.

<sup>21</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 18, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A.

<sup>22</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 23, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>23</sup> “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.

<sup>24</sup> “East Tennessee and Western North Carolina Railroad Station,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19116>. Similar at: “Early 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/16608>. Also at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos1/etwnc1.jpg>, which captioned this photograph: “ET&WNC – Southern Railway Depot 1891”.

<sup>25</sup> Along the ET&WNC, Volume II: The Depots, by Johnny Graybeal, 2002, page 26.

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<sup>26</sup> “Henry Johnson, ‘White Elephant Building,’ Johnson City Articles, and Southern Depot Postcard,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19065>. On 23 July 1908, the Johnson City Comet included: “Three Shots fired. – Tom Crow Shoots at Barney Christie as He Flees but his Aim is Bad – Tuesday afternoon about five o’clock pedestrians near the Southern Express office were startled by three shots in rapid succession and every fellow run to cover. Tom Crow, proprietor of the Star Bottling Works, was shooting at the fleeing form of Barney Christie, but neither shot took effect...” On 17 September 1908, the Johnson City Comet included: “Business Failures for the Week... The Star Bottling Works was placed in the hands of a trustee Wednesday. The stock and fixtures will invoice about \$3,000 and the liabilities are slightly above this figure. T.A. Cox was made trustee.” And on 14 January 1909, the Johnson City Comet included: “The Johnson City Bottling Works [then on West Market Street] has purchased the Star Bottling Works of the receivers and has leased same to Pepsi-Cola Bottling Works, and will be managed by C.S. Crockett. It will remain where it is at present located.” By 1913, the building that had been occupied by the Star Bottling Works had become a bowling alley. See also “Star Bottling Works 1908,” available online at: <http://www.tazewell-orange.com/starbott.html>.

<sup>27</sup> “East Tennessee & Western North Carolina Depot,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6693>. Johnson City, by L. Thomas Roberts, 2018, page 15, captioned this photograph: “ET&WNC Depot. The East Tennessee & Western North Carolina Railroad (ET&WNC) was officially organized in February 1868, but funding delayed opening to the public until August 22, 1881, with one train per day running between Johnson City and Hampton. The following year, on July 3, the route was opened to Cranberry, North Carolina, completing the project and the ET&WNC goal to ship iron ore and lumber out of the mountains. Today, the depot is home to the White Duck Taco Company and Yee-Haw Brewing. (Frank Tannewitz Jr. collection.)”

<sup>28</sup> “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/16625>. This Photograph has a handwritten caption in the margin which reads: “#32”. Bus #32 was purchased in May 1933, see “If You can’t Beat’em, Join Them – The Story of the ET&WNC Motor Transportation Company,” by Johnny Graybeal, in Every Time with No Complaint, 2018 – 2019 (Volume 11, No. 12), page 86.

<sup>29</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 18. “A Short History of the ET&WNC Transportation Company,” by John R. Waite, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., October – November – December 1994 (Volume 7, Number 2), page 3, captioned this photograph: “An ET&WNC Motor Transportation Company bus takes on passengers at the Johnson City depot in the mid-1930s. Photo from the Jim Hobbs Collection, courtesy of Cliff Ward.” “If You can’t Beat’em, Join Them – The Story of the ET&WNC Motor Transportation Company,” by Johnny Graybeal, in Every Time with No Complaint, 2018 – 2019 (Volume 11, No. 12), page 35, captioned this photograph: “Burr Harrison studios were often paid to take photos of railroad and Motor Co. equipment. This image, showing an early bus at the Johnson City station, hung in Mr. Hobbs’ office for many years. James Hobbs Collection.”

<sup>30</sup> “Railroad depot,” 1914, Looking Back at Tennessee Photograph Collection, 1890 – 1981, ID# 7052, Tennessee State Library and Archives, Tennessee Virtual Archive, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll50/id/4030>, on which the three cars were annotated (from left to right): “Jas C. Hardin, Studebaker”, “Allen Harris, Sr., Buick” and “Buick – L.W. McCown”; with an address label that read: “Mrs. L.W. McCown, 512 E Unaka Avenue, Johnson City, Tenn 37601”. This photograph is also at: “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/16606>, and “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos3/etwnc.jpg>, without annotation.

<sup>31</sup> “Early 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/16607>. Also at “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour17/depot1.jpg>.

<sup>32</sup> Along the ET&WNC, Volume II: The Depots, by Johnny Graybeal, 2002, page 26.

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<sup>33</sup> “Clinchfield Engine with ET&WNC Depot in the Background, Johnson City, TN,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17891>.

<sup>34</sup> The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222.

<sup>35</sup> “Engine with two Linville River Railway Coaches at Johnson City; note front of bus at right of photo in front of station,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17739>.

<sup>36</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 18.

<sup>37</sup> “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour4/1415jcddepot.jpg>.

<sup>38</sup> “Engine #11 at Johnson City Depot, morning mail train,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17282>.

<sup>39</sup> “Roller (side view), digger in background at Johnson City, making street repairs after 3<sup>rd</sup> rail removed,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17448>.

<sup>40</sup> The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222.

<sup>41</sup> “Roller (¾ rear view) at Johnson City – making street repairs to Buffalo Street after 3<sup>rd</sup> rail removal,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17447>.

<sup>42</sup> The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222.

<sup>43</sup> “Roller (front view) at Johnson City making repairs to Buffalo Street after 3<sup>rd</sup> rail removal,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17445>.

<sup>44</sup> “Engine #8, Combine #15, Linville River Railway Coach #4, Morning Mail Train 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/17049>. Note, the Ferguson Transfer Company was neither the builder nor the first occupant of this building, however, they are the earliest name associated with this building that the author has found, and will consequently be used throughout this document.

<sup>45</sup> “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos6/freeservice1.jpg>. Perhaps also of interest, “Free Service Tire Co.” advertisement, Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12179>, and “General Office – Free Service Tire, Johnson City, Tenn. 1924,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12178>, presumably, this last photograph was taken in the building at Buffalo and Tipton streets, not the former E.T. & W.N.C. depot, which was not occupied by the Fire Service Tire Company until the 1950s or 1960s.

<sup>46</sup> “An Aerial View of Johnson City, Tennessee,” 1 March 1947, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15598, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/14>.



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<sup>47</sup> “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>.

<sup>48</sup> The Railroads of Johnson City, by Johnny Graybeal, 2007, page 168. See also “Southern or Clinchfield Engine #12 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/16619>.

<sup>49</sup> Along the ET&WNC, Volume II: The Depots, by Johnny Graybeal, 2002, page 26.

<sup>50</sup> “Downtown Johnson City (Aerial View),” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/19003>.

<sup>51</sup> History of Tennessee..., 1887, pages 902 – 903, available online at: <https://books.google.com/books?id=tCEH94v1HToC>.

<sup>52</sup> Acts of the State of Tennessee, Passed at the Second Session of the Thirty-Fourth General Assembly, For the Years 1865 – 1866, pages 260 – 263, available online at: <https://books.google.com/books?id=M604AAAAIAAJ>. Note: “An Act to incorporate the East Tennessee, and Virginia Railroad Company,” passed 27 January 1848, is in Acts of the State of Tennessee, Passed at the First Session of the Twenty-Seventh General Assembly, For the Years 1847 – 8, pages 195 – 206, available online at: <https://hdl.handle.net/2027/uc1.a0001821891>. This legislation does not appear to contain anything of technical interest to the history of the E.T. & W.N.C. R.R.

<sup>53</sup> 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/>. This item also appeared in the 31 May and 7 June 1867 editions of the Union Flag.

<sup>54</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 72 – 73.

<sup>55</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 72 – 73.

<sup>56</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 75.

<sup>57</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 15.

<sup>58</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 75.

<sup>59</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 75 – 76.

<sup>60</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 77.

<sup>61</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 77.

<sup>62</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 77.

<sup>63</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 177.

<sup>64</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 15.

<sup>65</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 79 – 80. Ghost Railroads of Tennessee, by Elmer G. Sulzer, 1975, page 87, includes: “Eventually, the first five miles out of Johnson City were laid with iron rails. The next nine miles, including the tunnel at Hampton were laid with strap iron on top of wooden stringers...” However, the author has not found any contemporary sources that support the claim that “The next nine miles, including the tunnel at Hampton were laid with strap iron on top of wooden stringers.”

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- <sup>66</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 77 – 78.
- <sup>67</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 7.
- <sup>68</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 78.
- <sup>69</sup> Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, pages 4 – 5.
- <sup>70</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 7.
- <sup>71</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, pages 7 – 8.
- <sup>72</sup> Ghost Railroads of Tennessee, by Elmer G. Sulzer, 1975, page 87.
- <sup>73</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 94 – 96.
- <sup>74</sup> Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 5.
- <sup>75</sup> Introduction to the Resources of Tennessee, by J.B. Killibrew, 1874, pages 614 – 618, available online at: <https://books.google.com/books?id=F6VUAAAAYAAJ>.
- <sup>76</sup> Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 5.
- <sup>77</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 78.
- <sup>78</sup> East Tennessee: Historical and Biographical, 1893, pages 448 – 449, available online at: <https://books.google.com/books?id=i-4xAQAAMAAJ>.
- <sup>79</sup> “Notice. – A special meeting of the Stockholders of the East Tennessee and Western North Carolina R.R. Co., will be held at Johnson City, Tenn., at 12m. June 16<sup>th</sup>, 1880. to take action on the question of creating a Mortgage on the Rail Road, and its franchises for the purpose of its completion, and for such other business as may be brought before them. A. Pardee Jr. President. Johnson City, Tenn., May 15<sup>th</sup>, 1880.”
- <sup>80</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 92 – 93.
- <sup>81</sup> “To Contractors. Sealed Proposals for the Grading and Masonry of the East Tennessee and Western North Carolina Railroad (Narrow Gauge), from Hampton, Tenn., to North Carolina State line, will be received at the Engineer’s Office, Elizabethton, Tenn., until Wednesday noon, August 18, 1880. Specifications and blank forms for proposals can be obtained of J.S. Wise, Sect’y. 407 Walnut street, Philadelphia, Pa., and at the Engineer’s office, Elizabethton, Tenn. The right to reject any and all bids is reserved, Thos. E. Matson Chief Engineer. Elizabethton, Tenn., July 24, 1880.”
- <sup>82</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 94.
- <sup>83</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 93 – 94.
- <sup>84</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 94 – 96.
- <sup>85</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, pages 8 – 9.
- <sup>86</sup> July 1881. Monthly Bulletin, North Carolina Department of Agriculture, July 1881 (No. 7), page 2, available online at: <https://books.google.com/books?id=NHtrDDbVowcC>.

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- <sup>87</sup> Along the ET&WNC, Volume 6: Passenger Cars, by Johnny Graybeal, 2005, page 157.
- <sup>88</sup> Along the ET&WNC, Volume 6: Passenger Cars, by Johnny Graybeal, 2005, page 211.
- <sup>89</sup> “Engine #1 Possibly 1<sup>st</sup> Passenger Train. Stopped at Pardee Point. Dr. Abram Jobe in front,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16996>. Also at “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour2/pardeept.jpg>, “This is supposedly the first passenger train to Cranberry stopped at Pardee Point in the Doe River Gorge. The man with the doctor’s bag is Dr. Abraham Jobe, who said in his diaries that he moved to North Carolina ‘on the first train through’. His diaries are available at the Archives of Appalachia at ETSU. That is engine Number 1 when it still burned wood. I think this is in 1882. Notice that the engine has a yard jockey mounted on the front for a decoration...” Railroads of Johnson City., by Johnny Graybeal, 2007, pages 92 – 93.
- <sup>90</sup> Railroads of Johnson City., by Johnny Graybeal, 2007, pages 92 – 93.
- <sup>91</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 143.
- <sup>92</sup> “Iron Ores of North Carolina, A Preliminary Report,” by Henry Benjamin Charles Nitze (Assistant Geologist in Charge), Bulletin 1, North Carolina Geological Survey, 1893, pages 168 – 182, available online at: <http://books.google.com/books?id=JFARAQAAMAAJ>.
- <sup>93</sup> Travelers’ Official Railway Guide for the United States and Canada, April 1882 (14<sup>th</sup> Year, No. XI), page 312, available online at: <https://books.google.com/books?id=XC1RAQAAMAAJ>. Also in Travelers’ Official Railway Guide for the United States and Canada, October 1881 (14<sup>th</sup> Year, No. V), page 308, available online at: <https://hdl.handle.net/2027/chi.096493021>. The author did not find any entries for the E.T. & W.N.C. prior to this edition; for example, see: <https://hdl.handle.net/2027/chi.16832554>.
- <sup>94</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 9.
- <sup>95</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 16.
- <sup>96</sup> Along the ET&WNC, Volume 6: Passenger Cars, by Johnny Graybeal, 2005, page 212.
- <sup>97</sup> Report of the Postmaster – General of the United States, Being Part of the Message and Documents Communicated to the Two Houses of Congress at the Beginning of the Second Session of the Forty – Seventh Congress, 1882, page 207, available online at: <https://books.google.com/books?id=UanL9MIPAowC>.
- <sup>98</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 96 – 102.
- <sup>99</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 9.
- <sup>100</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 32.
- <sup>101</sup> “Dr. Jobe Saves His ‘Hides’: Part XXX”, by Chad Bailey, 23 August 2018, available online at: <https://jgstn.org/dr-jobe-saves-his-hides-part-xxx/>. See the comments by Thomas Matson, Chief Engineer, on 17 May 1882; the trains of the E.T. & W.N.C. could not have reached Elk Park in June of 1881.
- <sup>102</sup> Travelers’ Official Guide of the Railway and Steam Navigation Lines in the United States and Canada, July 1882, page 333, available online at: <https://books.google.com/books?id=NKhCAQAIAAJ>.
- <sup>103</sup> Ghost Railroads of Tennessee, by Elmer G. Sulzer, 1975, page 84. Also in Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 10.
- <sup>104</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 102.

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- <sup>105</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 177.
- <sup>106</sup> Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives, by Johnny Graybeal, 2001, page 16.
- <sup>107</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 102.
- <sup>108</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, pages 9 – 10.
- <sup>109</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 32.
- <sup>110</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 32.
- <sup>111</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 177 – 179.
- <sup>112</sup> The Southwestern Reporter, Volume 59 (December 10, 1900 – January 14, 1901), 1901, pages 141 – 142, available online at: <https://books.google.com/books?id=Z5KMXqWK9d0C>.
- <sup>113</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 32.
- <sup>114</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 32.
- <sup>115</sup> History of Tennessee..., 1887, pages 902 – 903, available online at: <https://books.google.com/books?id=tCEH94v1HToC>.
- <sup>116</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 33.
- <sup>117</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 185.
- <sup>118</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 33.
- <sup>119</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, page 183.
- <sup>120</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 10.
- <sup>121</sup> Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 33.
- <sup>122</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 17.
- <sup>123</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, pages 17 – 18.
- <sup>124</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 18.
- <sup>125</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 18.
- <sup>126</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 18.
- <sup>127</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 18.
- <sup>128</sup> Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, pages 18 – 19.
- <sup>129</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 2, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend, see Appendix A.



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- <sup>130</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 2, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend, see Appendix A.
- <sup>131</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 3, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A.
- <sup>132</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 5, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend, see Appendix A.
- <sup>133</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 5, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A.
- <sup>134</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 18, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A.
- <sup>135</sup> “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>.
- <sup>136</sup> “An Aerial View of Johnson City, Tennessee,” 1 March 1947, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15598, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/14>.
- <sup>137</sup> “Johnson City – Street Scene,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12231>.
- <sup>138</sup> “Buffalo Street” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos5/buffalo2.jpg>.
- <sup>139</sup> “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/depot\\_hardware.jpg](http://www.stateoffranklin.net/johnsons/clinchfield/depot_hardware.jpg).
- <sup>140</sup> “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour1/cyruthjen1.jpg>, which included: “Here is Mr. Crumley, his daughter, Ruth Tupper, and Ruth’s daughter Jenny Lou Miller at the Johnson City Depot in 1939. The passenger train originated in Boone every morning and got to Johnson City around lunchtime, in time to meet the Southern and Clinchfield passenger trains. The narrow gauge ET&WNC departed back to Boone after lunch. This picture was made at lunchtime Ruth said. She brought her dad clean clothes and a home cooked lunch that day. In the video clip above, Ruth kisses her Dad twice in the ‘Tennessee Tweetsie’ newsreel movie. Mr. Crumley was afraid his wife would get mad at him if some movie girl kissed him, so Ruth got the job. You can see ‘Tennessee Tweetsie’ at the ETSU Archives of Appalachia.”
- <sup>141</sup> “East Tennessee and Western North Carolina Transportation Co. Truck,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11760>.
- <sup>142</sup> “If You can’t Beat’em, Join Them – The Story of the ET&WNC Motor Transportation Company,” by Johnny Graybeal, in *Every Time with No Complaint*, 2018 – 2019 (Volume 11, No. 12), pages 66 and 68. The information on the addition of the gas pump in from: *Along the ET&WNC, Volume II: The Depots*, by Johnny Graybeal, 2002, page 18.

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- <sup>143</sup> “Buffalo Street” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos5/buffalo.jpg>.
- <sup>144</sup> “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>.
- <sup>145</sup> “View of Tracks From ET&WNC Depot Platform,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12229>.
- <sup>146</sup> “Linville River Railway Passenger Train, Downtown Johnson City,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/20420>. Another version of the same photograph: “Engine #8, Combine #15, Linville River Railway Coach #4, Morning Mail Train 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/17049>, includes the McCown – Mahoney building, the Hannah – Dosser/Hannah Brothers building and the Ferguson Transfer building, the latter of which was constructed in 1925.
- <sup>147</sup> “Roller (front view) at Johnson City making repairs to Buffalo Street after 3<sup>rd</sup> rail removal,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17446>.
- <sup>148</sup> The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222.
- <sup>149</sup> “Lot – Art,” “Lot 2556,” available online at: [https://www.lot-art.com/auction-lots/ROYAL-CROWN-COLA-SIGN/2556-royal\\_crown-12.5.21-morphy](https://www.lot-art.com/auction-lots/ROYAL-CROWN-COLA-SIGN/2556-royal_crown-12.5.21-morphy).
- <sup>150</sup> “Signs 4 Fun SRC53 Coke Bottle Round Sign, Orange,” Amazon, available online at: <https://www.amazon.com/Signs-Fun-SRC53-Bottle-Orange/dp/B000KSQCZ4>.
- <sup>151</sup> “Combine #15 (Unique Triple Combine) Coca Cola Sign on Building in Background,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17603>.
- <sup>152</sup> “Engine #12,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17327>.
- <sup>153</sup> Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 84.
- <sup>154</sup> “Engine #12 at Johnson City with view of Coca-Cola sign,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17347>.
- <sup>155</sup> Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 87.
- <sup>156</sup> “An Excursion of the ET&WNC,” by P.D. Patterson, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., April – May – June 1997 (Volume 9, Number 4), page 5.
- <sup>157</sup> “Railroad Tracks,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16653>.
- <sup>158</sup> “Railroad Tracks,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16654>. Caption from: “Worth a Thousand Words,” by Johnny Graybeal, in Every Time with No Complaint, Winter 2016 (Volume 8, No. 1). page 4, this edition was titled “Vince Ryan’s Photography – Worth a Thousand Words”.

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<sup>159</sup> On the new “Lee Hotel,” see: “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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). “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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). “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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920).

<sup>160</sup> “Tipton Street, looking east from Buffalo to Spring Street, c. 1928, McCown-Mahoney Co. Wholesale Dry Goods and Notions,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/145>. Also available at: “McCoy-Mahoney Dry Goods,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11693>, and at: “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos3/tipton24.jpg>, “Tipton Street – 1924”.

<sup>161</sup> “Tipton Street, looking east from Buffalo to Spring Street, c. 1928, McCown-Mahoney Co. Wholesale Dry Goods and Notions,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/145>. Also available at: “McCoy-Mahoney Dry Goods,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11693>, and at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos3/tipton24.jpg>, “Tipton Street – 1924”. However, Davison’s Silk Trade: A Directory of the Silk Manufacturers of the United States and Canada, Issue 25, 1920, page 750, which includes: “Johnson City, Tenn. McCown – Mahoney Co., 108 Tipton... L.W. McCown (Rib.)”. However, “Johnson City Commercial Historic District,” National Register of Historic Places, 2003, available online at: <https://npgallery.nps.gov/NRHP/GetAsset/fb2a7a9c-ebb5-4472-ae77-c12d58f6ab1d>, includes: “76. 108 – 110 Tipton (599 and 603). Two-part commercial. 1925. Brick, 3 stories, asphalt parapet roof, rectangular plan, 1<sup>st</sup> story fixed display windows, 2<sup>nd</sup> – 3<sup>rd</sup> story modern multi-paned 3-part windows, stone lintels above 2<sup>nd</sup> and 3<sup>rd</sup> story windows, brick corbelling and dental molding above 2<sup>nd</sup> story windows, brick corbelling to parapet with recessed rectangular panels. (c)”.

<sup>162</sup> “ET&WNC Photos,” by Chris Ford, available online at: <http://www.cfondart.com/photoalbum/photopages/fullsizepages/1998junefullsize/7fullsize.html>.

<sup>163</sup> Available online at: <https://www.whereverimayroamblog.com/fun-things-to-do-in-johnson-city-tn/>.

<sup>164</sup> Photograph from “Tipton Street: Hannah White (Formerly Dossier) Wholesale Dry Goods, Notions and Furnishings,” Archives of Appalachia, East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, available online at: <https://archivesofappalachia.omeka.net/items/show/18133>. Text from: <https://www.flickr.com/photos/bamaboy1941/33608027961>, which has a similar photograph “Taken on March 3, 2017. “Johnson City Commercial Historic District,” National Register of Historic Places, 2003, available online at: <https://npgallery.nps.gov/NRHP/GetAsset/fb2a7a9c-ebb5-4472-ae77-c12d58f6ab1d>, includes: “77. 112 Tipton Street (593), historically Hannah – Dossier Dry Goods. Stacked Vertical Block. 1923. Brick, 4 stories, asphalt parapet roof, rectangular plan, 1<sup>st</sup> story windows fixed display with transom windows, 2<sup>nd</sup> – 4<sup>th</sup> story multi-paned industrial, stone accents, brick corbelling to cornice elevator. (c).”

<sup>165</sup> “Tipton Street: Hannah White (Formerly Dossier) Wholesale Dry Goods, Notions and Furnishings,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/18134>. A similar photograph is available online at: <https://www.coldwellbanker.com/tn/johnson-city/116-tipton-st-apt-306/lid-P00800000GS99r2KMNttr61GKGw9INfHHXR3e8Nu>.

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<sup>166</sup> “An Aerial View of Johnson City, Tennessee,” 1 March 1947, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15598, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/14>.

<sup>167</sup> “Summers Hardware & Supply Co’s Photos,” available online at: <https://www.facebook.com/SummersIndustrial/photos>.

<sup>168</sup> “ET&WNC Photos,” by Chris Ford, available online at: <http://www.cfordart.com/photoalbum/photopages/fullsizepages/1989junefullsize/48fullsize.html>.

<sup>169</sup> The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, page 255.

<sup>170</sup> “State of Franklin: Hannah White (Formerly Dosser) Wholesale Dry Goods, Notions and Furnishings, Back Side of Building, Front Faces Tipton 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/18137>.

<sup>171</sup> “Vintage Signs – Drink Double Cola Soda Sign”, at “I Crave Cars,” available online at: <https://www.icravecars.com/products/vintage-signs-drink-double-cola>.

<sup>172</sup> “State of Franklin: Hannah White (Formerly Dosser) Wholesale Dry Goods, Notions and Furnishings, Back Side of Building, Front Faces Tipton 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/18138>, note: this photograph is mislabeled. This is a view of the south side of the building once occupied by the “Taylor Feed Company.” The Hannah White building (formerly Hannah – Dosser and Hannah Brothers) is further to the right of this building.

<sup>173</sup> 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>.

<sup>174</sup> “Johnson City Commercial Historic District,” National Register of Historic Places, 2003, available online at: <https://npgallery.nps.gov/NRHP/GetAsset/fb2a7a9c-ebb5-4472-ae77-c12d58f6ab1d>, includes: “74. 128-30 Spring Street (587), historically JC Radio and TV Service. Two-part commercial. 1925. Brick, 2 stories, asphalt parapet roof, rectangular plan, 1<sup>st</sup> story fixed display windows, 2<sup>nd</sup> story 5-part hoppers paired with one fixed window, brick corbelling to storefront cornice and rooftop cornice (c)”. “Columnist Recalls Part-Time Employment at Frick’s Music Mart,” Bob Cox’s Yesteryear, 29 June 2009, available online at: <https://bcyesteryear.com/columnist-recalls-part-time-employment-at-fricks-music-mart/>, included: “After working at the [Music Mart] store during the 1961 Christmas holiday season, I was offered and accepted a part-time job with the couple in May 1962. My hours were Monday through Friday after school and all day Saturdays averaging about 23 hours per week, which provided this college student with some much-needed money... My duties included the usual janitorial services plus dressing the front store window, preparing mail orders, taking them to the post office, making bank deposits at Peoples Bank, assisting customers during peak hours, occasionally traveling with Gene in the store’s Volkswagen van, taking the Frick’s old green and white Pontiac to Direct Oil Service Station at 502 S. Roan Street for servicing and hauling returned defective record players for repair to Johnson City Radio & TV Service, owned by Ray McCrary and Joe Phillips on Spring Street...” “Nearly \$9M to help reinvest in historic buildings in 16 cities,” “Tennessee Town & City,” available online at: <https://ttc.tml1.org/2023/02/17/nearly-9m-help-reinvest-historic-buildings-16-cities>, included: “Two Johnson City projects were awarded funds. The JC Radio and TV Service building in Johnson City will be renovated with a \$280,521 grant. Johnson City Opportunity Properties will be renovating the two-story, two-part brick commercial structure from 1925 located at 128-30 Spring Street. A grant of \$108,015 was also awarded to renovate the J.W. Hunter Building, a former general store dating to 1886.”

<sup>175</sup> “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>.



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<sup>176</sup> Johnson City, by Sonya A. Haskins, 2005, page 49.

<sup>177</sup> “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour5/mccown7.jpg>. Johnson City Comet, 19 July 1906, included: “New Engine for Narrow Gauge. The E.T. & W.N.C. road is sporting a new engine. It is numbered 7, and is the largest one owned by the company and is built to do duty on the yard and particularly over the 3-rail portion of the road.”

<sup>178</sup> Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives, by Johnny Graybeal, 2001, page 63, which continued: “That swivel coupler really earned its keep on No. 7. Having a powerful narrow gauge for this work allowed the railroad to park the ‘lemon’ No. 828 that year. Photo taken by Joseph Lavelle, courtesy Curtis Brookshire Collection.” Another similar photograph appeared on the cover of The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., January, February, March 1994 (Volume 6, Number 3), with the caption: “Engine #7 switches a standard gauge boxcar in the Johnson City yard on July 20, 1931. Photograph by William Monypeny, from the Allen Curits Collection.”

<sup>179</sup> “State of Franklin: Hannah White (Formerly Dosser) Wholesale Dry Goods, Notions and Furnishings, Back Side of Building, Front Faces Tipton 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/18139>, note: this photograph is mislabeled. This is a view of the south side of the McCown – Mahoney building. The Hannah White building (formerly Hannah – Dosser and Hannah Brothers) is to the right of this building.

<sup>180</sup> “Unidentified group of men, undated,” James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/964>.

<sup>181</sup> “State of Franklin: Hannah White (Formerly Dosser) Wholesale Dry Goods, Notions and Furnishings, Back Side of Building, Front Faces Tipton 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/18135>.

<sup>182</sup> “State of Franklin: Hannah White (Formerly Dosser) Wholesale Dry Goods, Notions and Furnishings, Back Side of Building, Front Faces Tipton 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/18136>.

<sup>183</sup> “Engine #12 excursion 4<sup>th</sup> of July,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17329>. Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 125.

<sup>184</sup> “Clinchfield 52,” in “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour9a/cco52a.jpg>, which continues: “That’s my Uncle Willie Lewis with his elbow on his knee. He was the regular engineer on the 52 for many years. He had started out on the narrow gauge Tweetsie but came to the CC&O about 1920 and retired there. He lived in [one] of the houses on Maple Street that Pappy built and I sure spent a lot of time with him when I was a little boy. I would have probably been normal had it not been for Uncle Willie. He loved that 52 more than anything except maybe Aunt Evy, and I’m not so sure about that. He kept this picture hanging on the wall of his living room until he died. His brother was Big John Lewis and when Uncle John had more than he could get over “Buffalo” with Engine 7 on the narrow gauge, if his brother was on that end of the yard he would put the Clinchfield 52 on the rear of the ET train (remember, they had the narrow gauge cars on the front of the 7 and the standard gauge cars on the rear) and Uncle Willie and the 52 would shove Big John and the 7 over the top of Buffalo, then cut off and let the ET&WNC go on to Elizabethton. Buffalo is the top of the hill leaving Johnson City. It is uphill out of the yard toward Milligan for less than a mile. It turns downhill about Maupin Row and is downhill all the way to Watauga Point. Coming uphill from about where Happy Valley cemetery is from Carter County or coming out of Johnson City to the top of the hill is ‘getting over Buffalo’. Lots of times they had to break the train in two coming out of Johnson City

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and put it back together up at the top of the hill (double the hill) to get all the cars to Elizabethton. It was really something to sit around with them when I was a little boy and listen to all of that talk!” The best version of this photograph, found by the author and which was the one included in this document, is available online at: <https://i.pinimg.com/originals/95/44/b8/9544b87531f3730d9bae923bf75ce2c3.jpg>.

<sup>185</sup> “Engine #14 with train pulling out of 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/17358>. Also at “The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection,” “Johnson’s Depot,” available at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour5/leavingjc.jpg>. “Here is the Boone passenger train crossing Spring Street in Johnson City. This location is now the middle of State of Franklin Road. Mr. Crumley was a mite mixed up on that 1916 date. They didn’t get the Engine 14 until 1919, I think. This picture was probably around the mid to late 1930’s. It is the same block of buildings as the photo immediately above [Figure 72]. I have found a few of Mr. Crumley’s photos that are mislabeled – and have adjusted them accordingly but for the most part Cy had tremendous recall of events, people, and places.” Also available online at: <https://www.hmdb.org/Photos6/616/Photo616574o.jpg?1017202160900PM>, which has a The caption of which appears to read: “Tweetsie Leaving Johnson City... 1946”, the year the third rail was removed between Johnson City and Elizabethton. *Along the ET&WNC, Volume II: The Ten Wheelers*, by Johnny Graybeal, 2001, page 97.

<sup>186</sup> “An Aerial View of Johnson City, Tennessee,” 1 March 1947, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15598, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/14>.

<sup>187</sup> “Spring Street,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12230>.

<sup>188</sup> *Johnson City*, by L. Thomas Roberts, 2018, page 72, includes: “This six-story structure, erected in 1921 at 200 – 202 East Main Street, was the home of the Unaka & City National Bank created when the Unaka National and City National Banks merged on September 11, 1920. At the time of the merger, the Unaka Bank was worth \$38,500. Twelve years later, the conglomerate was then taken over by Hamilton National Bank on September 30, 1932. The Hamilton Bank was renamed Suntrust Bank and moved to 207 Mockingbird Lane on October 6, 1995.” See also “Spring Street,” Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/6887>, which looks north on Spring Street and across Main Street, toward the Unaka Bank on Main Street. Postmarked 8 (?) January 1910. *Johnson City*, by L. Thomas Roberts, 2018, page 55, captioned this photograph: “This early-1900s image, taken just north of the intersection of Spring and Tipton streets, looks northwest toward Main Street and the Unaka National Bank (Freiberg’s Restaurant today). The building on the corner (right) housed the City Drug Company, and would be razed for the erection of the Unaka and City (later Hamilton) National Bank Building.”

<sup>189</sup> “Spring Street: J.C. Radio & T.V. Service and M.I.T. Shoe Repair,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/18124>.

<sup>190</sup> “Spring Street: J. C. Radio & T. V. Service,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/18123>.

<sup>191</sup> “Spring Street,” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos4/spring.jpg>.

<sup>192</sup> “Elks Home, Johnson City,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12002>.

<sup>193</sup> *Flour & Feed*, November 1918 (Volume 19, No. 6), page 47, available online at: <https://books.google.com/books?id=ndNFAQAAMAAJ>.

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<sup>194</sup> “McCown-Mahoney Co. & American Meat Stall, Tipton Street, Johnson City, Tennessee,” History Pin, Mary Hardin McCown Collection, Box 20:5, Archives of Appalachia, available online at: <https://www.historypin.org/en/explore/pin/139035/>, which included: “Looking to move from a ‘one-time ‘acorn’ indust[ry]’ to a ‘giant oak’... the result of added capital facilities coupled with efficient progressive management,’ the McCown-Mahoney Company issued an advertisement to become a stockholder in their company in 1938, after twenty-two years of business in Johnson City. To sell the shares, McCown-Mahoney highlighted their success and purpose with the following information: ‘Purpose of Business’ ‘It is a corporation organized under the laws of the State of Tennessee, for the purpose of the sale and distribution at wholesale of dry goods, notions, furnishings and ready-to-wear. There are in this State a total of twenty-three such firms, operating in eight of the larger cities and towns.’ ‘History’ ‘Founded in 1916 by L.W. McCown, the late O.E. Mahoney, R.R. Mahoney and associates. Continuing to operate under the same management as from the beginning, completing twenty-two years of service on April 1, 1938. Originally located in rented quarters on Tipton Street, now occupying warehouses built for the business on property controlled by its principal stockholders, on Market Street, first occupied about two years ago.’ ‘Results Of Operation’ ‘The sales for the entire period of service exceed \$3,000,000.00, on which a gross profit was realized of over \$7,000.00. Expenses amounted to nearly \$650,000.00, the principal portion which was expended in Johnson City, and found its way into the normal channels of local trade. Cash Dividends were paid on the Common Stock averaging 5½% per annum over the entire period of service, based on the original stock investment. Also, stock dividends were paid which average more than 6¼% on the same basis, for the entire period of service, but these now have only nominal value as the result of readjustments during the 1929 – 1933 period.’ ‘Opportunity for Retail Promotion’ ‘A great asset to the wholesale business of the corporation would be a large local outlet for staple merchandise, such as has been developed by many national chains in recent years, in this local community. The success of the present stock offer would permit the corporation to encourage the development and growth of such an independent outlet, to the very great advantage of future profitable operation.’ ‘Corporate Structure’ ‘The charter authorizes 1000 shares of Common Stock, and 1000 shares of Preferred Stock. All of the Common Stock has been issued and over 90 per cent of it is held by the active officers of the corporation or held in the treasury for the benefit of the corporation. Its present value consists only in its voting power and its right to share in the earnings of the business. Of the Preferred Stock there are issued an outstanding 150 shares. Par value \$100.00 per share. The assets of the business belong to the holders of the Preferred Stock.’ ‘Personnel’ ‘L.W. McCown, President; R.R. Mahoney, Vice-President; E.A. Buchanan, Secretary; T.V. McCown, Director; C.E. Weems, House Salesman.’”

<sup>195</sup> “Today In Johnson City History: Dec. 13,” By Rebecca Henderson and Johnson City Press, 13 December 2022, available online at: [https://www.johnsoncitypress.com/living/today-in-johnson-city-history-dec-13/article\\_a7aa871e-7a3a-11ed-95eb-4b1c55fa138d.html](https://www.johnsoncitypress.com/living/today-in-johnson-city-history-dec-13/article_a7aa871e-7a3a-11ed-95eb-4b1c55fa138d.html), included: “Dec. 13, 1972: The Johnson City Press-Chronicle reported that the ‘Hannah – White Wholesale Distributor, one of Johnson City’s oldest firms, has gone out of business. Assets of the firm, 112 Tipton Street, have been purchased by the Knoxville Division of William R. Moore, Inc., Memphis. Announcement was made today by Donald Drinkard, board chairman of William R. Moore, Inc., and Howard W. White, President of Hannah-White Company. The sale was effective yesterday. No purchase price was listed. Hannah-White was founded here in 1911. White has joined the more organization as a consultant and will service retail customers in the Tri-Cities area through Moore’s Knoxville Division. White expressed his pleasure over the new association. Drinkard commented, ‘We are delighted to join forces with a company that has been servicing retail accounts in that area since 1911.’ Hannah-White was founded by the late Charles G Hannah and operated under the name C.G. Hannah until 1923. At that time, A.T. Dossier and A.T. Dossier, Jr., joined the organization and the name was changed to Hannah – Dossier Company. In 1932, the Dossiers sold their interest to the Hannahs and the name was changed to Hannah Brothers, Inc. In 1953, the company was sold to the recent owners and the name was changed to Hannah – White Company. The firm, which serves parts of Tennessee, Virginia, Kentucky, North Carolina and West Virginia, had about 15 employees. White said that all personnel have been taken care of. The building is now for sale, he said.”

<sup>196</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 2, Library of Congress Geography and Map Division Washington, D.C. available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>197</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 2, Library of Congress Geography and Map Division Washington, D.C. available online at:

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[http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>198</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 3, Library of Congress Geography and Map Division Washington, D.C. available online at:

[http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>199</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 5, Library of Congress Geography and Map Division Washington, D.C. available online at:

[http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>200</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 5, Library of Congress Geography and Map Division Washington, D.C. available online at:

[http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>201</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 18, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>202</sup> “Johnson City Commercial Historic District,” National Register of Historic Places, 2003, available online at: <https://npgallery.nps.gov/NRHP/GetAsset/fb2a7a9c-ebb5-4472-ae77-c12d58f6ab1d>, includes: “73. 125-127 Spring Street (563). Two-part commercial. 1908. Concrete block, 2 stories, asphalt flat roof, rectangular plan, 1<sup>st</sup> story fixed display windows, 2<sup>nd</sup> story 1:1 windows, transom windows covered by wood, rusticated stone. (c)”.

<sup>203</sup> “Spring Street: Shoe Service and Repair,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/18120>.

<sup>204</sup> “Corner of Spring Street and State of Franklin,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/18151>.

<sup>205</sup> “Scene of a downtown Johnson City fire”, available online at:

<https://www.flickr.com/photos/archivesofappalachia/4459916371/in/photostream/>, which shows the Sterchi Brothers Furniture warehouse on the right. Also note that there appears to be no dual gauge trackage, which would indicate that this photograph taken after 1946. Johnson City, by L. Thomas Roberts, 2018, page 72, includes: “This six-story structure, erected in 1921 at 200 – 202 East Main Street, was the home of the Unaka & City National Bank created when the Unaka National and City National Banks merged on September 11, 1920. At the time of the merger, the Unaka Bank was worth \$38,500. Twelve years later, the conglomerate was then taken over by Hamilton National Bank on September 30, 1932. The Hamilton Bank was renamed Suntrust Bank and moved to 207 Mockingbird Lane on October 6, 1995.”

<sup>206</sup> “Remembering Clinchfield Railroad locomotives,” Classic Trains, 23 March 2020, available online at:

<https://www.trains.com/ctr/railroads/fallen-flags/remembering-clinchfield-railroad-locomotives/>.

<sup>207</sup> On 29 June 1905, Johnson City Comet included: “Contractors Busy. J.T. Linville has the contract for the erection of the two store houses to be built on Spring street for Mrs. Bird Weiler and Mrs. Ina Massengill and is excavating for the foundation and putting material on the ground for the block.” And on 4 April 1907, the Johnson City Comet included: “John Keys has decided to build a new residence and has let the contract to J.T. Linville for a \$3,000 cottage.” This 1907 article provides the last mention of this business that was found by the author.

<sup>208</sup> Manufacturers Record, 7 May 1903 (Volume XLIII, No. 16), page 328, available online at:

<https://books.google.com/books?id=T3E9AQAAMAAJ>.



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<sup>209</sup> The Tradesman, 1 June 1903 (Volume XLIX, No. 7), page 78a, available online at: <https://books.google.com/books?id=thN69D21DXAC>.

<sup>210</sup> “An Aerial View of Johnson City, Tennessee,” 19 April 1941, Tennessee Virtual Archive, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, ID# 15549, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5108/rec/3>.

<sup>211</sup> When Steam Ran the Clinchfield, by James A. Goforth, 1991, page 49.

<sup>212</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 18, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A. For map scale, please refer to the link above. See also “Scene of a downtown Johnson City fire”, available online at: <https://www.flickr.com/photos/archivesofappalachia/4459916371/in/photostream/>.

<sup>213</sup> “King’s Centre (Johnson City, Tennessee),” available online at: <https://wikimapia.org/11292800/King-s-Centre>, which includes: “This present building was constructed between late-September 1927 and mid-September 1928 by Sam R. Sells, Sr. (b. August 2, 1871 in Bristol, Tennessee – d. November 2, 1935 in Johnson City) as the Sells Building (not to be confused with the one at 242 East Main Street). It is a four-story, two-part commercial brick building with vernacular Neoclassical influence architecture and it includes such features as asphalt flat roof, rectangular plan, 1<sup>st</sup> story fixed display windows, 2<sup>nd</sup> - 4<sup>th</sup> story 1:1 modern windows, brick pilasters, triple sash bordering on upper floor windows, classical pedimented window surround on 4th story center window, decorative brickwork along roofline, roof-top finials, and a basement. This building is nicknamed the ‘Great Five Floor Department Store.’ The cost of constructing this four-story building was about \$425,000 (roughly \$6.14 million in today’s money). This building was a former department store H.P. King Co./King’s/King’s Inc. from September 25, 1928 (originally located at 315-317 East Main Street) until early-March 1984. It became the H.P. King Building after the store closed its doors and later renamed to King’s Centre in around mid 2001.” See also “King’s Department Store Construction,” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos4/kings1.jpg>.

<sup>214</sup> Image available online at: <https://www.flickr.com/photos/archivesofappalachia/4455266580/>. Also available at: “Brading-Sells Lumber Company, corner South Roan and Jobe Streets,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/211>. “Johnson City Commercial Historic District,” National Register of Historic Places, 2003, available online at: <https://npgallery.nps.gov/NRHP/GetAsset/fb2a7a9c-ebb5-4472-ae77-c12d58f6ab1d>, includes: “414 South Roan Street (444), historically Brading Sells Lumber Company, currently Bridal Boutique and Two-Wheel Transit. Two-part Commercial. 1916. Brick, 2 stories, asphalt flat roof, rectangular plan, multiple storefronts, 1<sup>st</sup> story fixed display windows, 2<sup>nd</sup> story 6:6 modern windows, transom windows above metal awning with minor floral decorations, brick pilasters with corbelled base, brick corbelling to cornice, dental molding. (c)”.

<sup>215</sup> Ghost Railroads of Tennessee, by Elmer G. Sulzer, 1975, page 99.

<sup>216</sup> Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1<sup>st</sup>, 1922 to December 31<sup>st</sup>, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/umn.31951d03021441k>.

<sup>217</sup> 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.

<sup>218</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 2, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A.

<sup>219</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 2, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend, see Appendix A.

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- <sup>220</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 2, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A.
- <sup>221</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 10, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A.
- <sup>222</sup> “An Aerial View of Johnson City, Tennessee,” 1 March 1947, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, Box 15, File 135, ID# 15598, Tennessee State Library and Archives, Tennessee Virtual Archive, <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039>.
- <sup>223</sup> “An Aerial View of Johnson City, Tennessee,” 19 April 1941, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, Box 15, File 88, ID# 15551, Tennessee State Library and Archives, Tennessee Virtual Archive, <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2>.
- <sup>224</sup> “An Aerial View of Johnson City, Tennessee,” 19 April 1941, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, Box 15, File 87, ID# 15550, Tennessee State Library and Archives, Tennessee Virtual Archive, <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5200/rec/4>.
- <sup>225</sup> “An Aerial View of Johnson City, Tennessee,” 19 April 1941, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, Box 15, File 88, ID# 15549, Tennessee State Library and Archives, Tennessee Virtual Archive, <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5108/rec/3>.
- <sup>226</sup> The Lumber Trade Journal, 1 January 1909 (Volume 55, No. 1), page 27, available online at: <https://books.google.com/books?id=kLo4QAAMAAJ>.
- <sup>227</sup> Hardwood Record, 10 January 1909 (Volume XXVII, No. 6), page 41, available online at: <https://books.google.com/books?id=CgM3AQAAAMAAJ>.
- <sup>228</sup> The Lumber World, 15 January 1909 (Volume 8, No. 2), page 26, available online at: [https://books.google.com/books?id=w\\_QwAQAAAMAAJ](https://books.google.com/books?id=w_QwAQAAAMAAJ).
- <sup>229</sup> Manufacturers Record, 4 March 1909 (Volume LV, No. 8), page 63, available online at: <https://books.google.com/books?id=Vmg9AQAAAMAAJ>.
- <sup>230</sup> The St. Louis Lumberman, 15 April 1909 (Volume XLIII, No. 8), page 90, available online at: <https://books.google.com/books?id=SikyAQAAAMAAJ>.
- <sup>231</sup> The Lumber Trade Journal, 15 January 1910 (Volume 57, No. 2), page 28, available online at: <https://hdl.handle.net/2027/pst.000055552363>.
- <sup>232</sup> American Lumberman, 10 September 1910 (Whole Number 1842), page 79, available online at: <https://books.google.com/books?id=0V09DrPRRsAC>.
- <sup>233</sup> Rock Products, 22 September 1910 (Volume X, No. 3), page 23, available online at: <https://books.google.com/books?id=8R9KAQAAMAAJ>.
- <sup>234</sup> The Clay – Worker, September 1910 (Volume LIV, No. 3), page 284, available online at: <https://books.google.com/books?id=cUM-AQAAMAAJ>.
- <sup>235</sup> Manufacturers Record, 10 February 1916 (Volume LXIX, No. 6), page 51, available online at: <https://books.google.com/books?id=mp0XPabV3boC>.
- <sup>236</sup> Hardwood Record, 25 April 1916 (“Twenty-First Year”), page 31, available online at: <https://books.google.com/books?id=xQU3AQAAAMAAJ>.
- <sup>237</sup> Hardwood Record, 25 April 1916 (“Twenty-First Year”), page 31, available online at:

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<https://books.google.com/books?id=xQU3AQAAMAAJ>.

<sup>238</sup> Lumber World Review, 10 May 1916 (Volume XXX, Number 9), page 48, available online at: <https://books.google.com/books?id=8-EoAQAAMAAJ>.

<sup>239</sup> Lumber, 19 January 1923 (Volume LXXI, No. 970), page 51, available online at: <https://books.google.com/books?id=IUkcAQAAMAAJ>.

<sup>240</sup> Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1<sup>st</sup>, 1922 to December 31<sup>st</sup>, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.

<sup>241</sup> 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.

<sup>242</sup> Sixth Annual Report, Department of Labor, State of Tennessee, 1 April 1929, pages 123 – 124, available online at: <https://hdl.handle.net/2027/uc1.b2991542>. The author did not find a copy of the 1927 edition of this report online.

<sup>243</sup> Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.

<sup>244</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, January 1891, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>245</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, May 1897, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>246</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, April 1903, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>247</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>248</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>249</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, February 1920, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>250</sup> Acts of the State of Tennessee, Passed at the Second Session of the Thirty-Fourth General Assembly, For the Years 1865 – 1866, pages 260 – 263, available online at: <https://books.google.com/books?id=M604AAAIAAJ>. Note: “An Act to incorporate the East Tennessee, and Virginia Railroad Company,” passed 27 January 1848, is in Acts of the State of Tennessee, Passed at the First Session of the Twenty-Seventh General Assembly, For the Years 1847 – 8, pages 195 – 206, available online at: <https://hdl.handle.net/2027/uc1.a0001821891>. This legislation does not appear to contain anything of technical interest to the history of the E.T. & W.N.C. R.R.