

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

Part 4:
Industries Along South Side of the E.T. & W.N.C. and Clinchfield Mainlines
Between Orleans and South Roan Streets, 1884 – Present

By William C. Schneck, Jr. (As of 7 July 2024)

1. Introduction

This is a draft documentary history of the industries along the south side of the E.T. & W.N.C. and Clinchfield mainlines between South Roan and Orleans streets. At present, I am planning to produce a total of seven 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. There are a couple of facilities addressed by this documentary history that seem to be particularly suitable for modeling: the Johnson City Coal, Ice & Cream Company and the Central Coal Company. Please note that Millers Brothers facility, on the southeast corner of South Roan and Cherry streets, was addressed in Part 2, and consequently, will not be directly addressed in this document. Also note that some of the street addresses used in this document are taken from the Sanborn insurance company maps, which don't necessarily correspond to modern addresses (compare maps 2 and 3).

Regrettably, I have failed to find much information on some of these industries. Perhaps more can be accomplished on this portion of the subject. I invite other members of the Historical Society to add any missing material to this document and discuss/correct any deficient interpretations of the information at hand (particularly the dating and interpretation of the photographs). For those who wish to research the documents and photographs further, I have provided links, when available, to expedite such attempts. In general, I have left the original spelling (sometimes autocorrect strikes, so I am unsure that all of it is original). I wish to thank Chris Ford for his assistance and encouragement to bring this document into a presentable state.

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Map 1. Businesses along the E.T. & W.N.C. and Clinchfield mainlines east of downtown Johnson, around 1915.¹



Map 2. A composite map of the area bounded by Division and South Roan streets (east to west) and East Market and East Walnut (north to south), in April 1903. Note, previous Sanborne maps did not cover the area north of Jobe street.² For photographs of some of the residences depicted on this map along the north side of Jobe Street, see figures 22, 23 and 25. The addresses of these residences appear to include 1408, 1409, 1411 and 1414 Jobe Street.



Map 3. A composite map of the area bounded by Division and South Roan streets (east to west) and East Market and East Walnut (north to south), in December 1908.³ Note that two address numbers are given for each residence along the north side of Jobe Street, one of which matches those given on Map 2.



Map 4. A composite map of the area bounded by Division and South Roan streets (east to west) and East Market and East Walnut (north to south), in July 1913.⁴ Note: the Brading – Marshall Lumber Company was addressed in a “A Draft Documentary History of Industries along the E.T. & W.N.C. and Clinchfield Railroads through Johnson City, Part 3.”



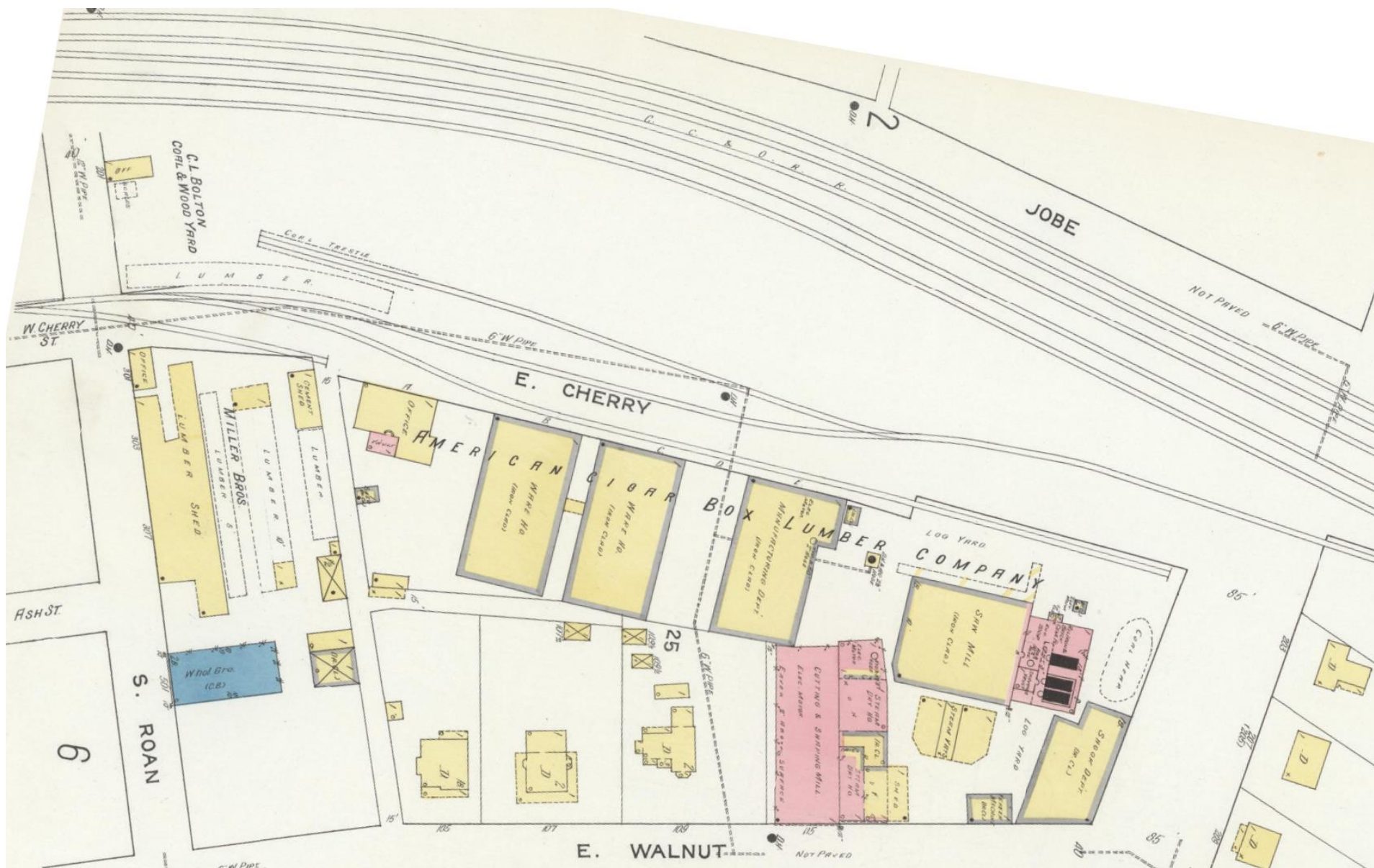
Map 5. A composite map of the area bounded by Division and South Roan streets (east to west) and East Market and East Walnut (north to south), in February 1920.⁵

2. Businesses Along the South Side of the E.T. & W.N.C. and Clinchfield Mainlines,
Between South Roan and Orleans Streets, 1884 – Present

2.1. Businesses Along the South Side of the E.T. & W.N.C. and Clinchfield Mainlines,
Between South Roan and Division Streets, 1884 to at least 1979



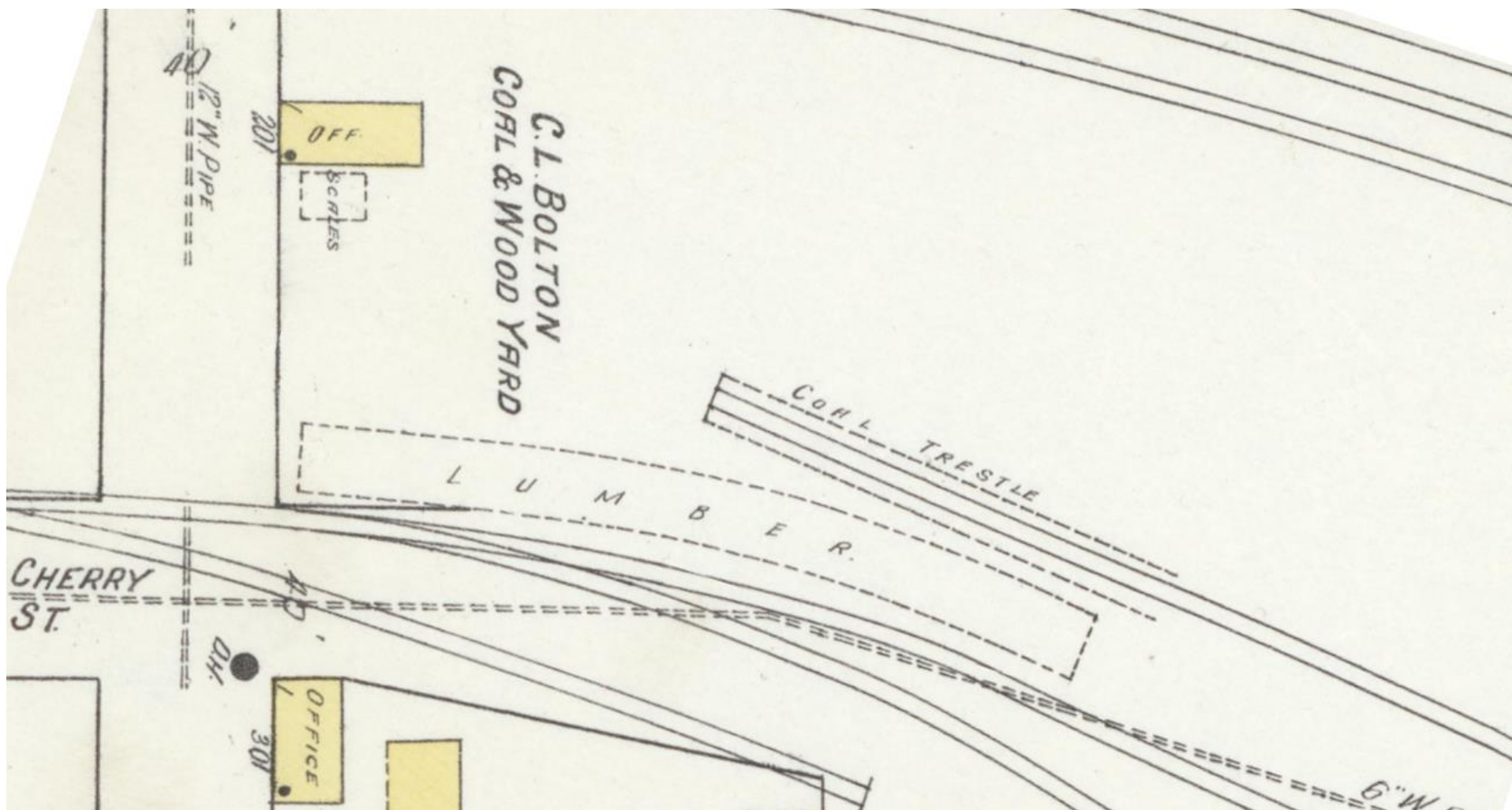
Map 7. A map of the area bounded by Division and South Roan streets (east to west) and Jobe and Walnut streets (north to south) in December 1908.⁷



Map 8. A map of the area bounded by Division and South Roan streets (east to west) and Jobe and Walnut streets (north to south) in July 1913.⁸

2.1.1. The Area Occupied by the Johnson City Coal, Ice & Cream Company and
Related Enterprises, by 1913 – Present

C.L. Bolton Coal & Wood Yard, at this location by 1913 – 1914
Clinchfield Ice & Coal Company (1914 – 1916)
Johnson City Coal, Ice & Cream Company (1916 – 1923)
Southern Refrigeration Company (?) (1922? to at least 1933)
L&S Electronics, 2024



Map 8A. A detail of the C.L. Bolton Coal & Wood Yard, on the northeast corner of Roan and Cherry Streets in July 1913. Note the office in the lower left of the image. This building belonged to the Miller Brothers Company. This company was addressed in “A Draft Documentary History of Industries along the Railroads through Johnson City, Part 2”.



Figure 3A. This detail appears to show the building that was the office of the C.L. Bolton company, on the northeast corner of South Roan and Cherry streets. This photograph was taken during the period in which the “Johnson City Coal, Ice and Cream Company” occupied this property and appears to date to between 1920 and 1923, see Figure 3.¹⁰ This building measured about 33’ x 14’.

2.1.1.1. C.L. Bolton Coal & Wood Yard, at this location by 1913 – 1914

When you want stove wood you can burn, have it sent from the C. L. Bolton Coal Co. Telephone 226.

When you want coal or wood, that's when we are ready to deliver it. Telephone 226. C. L. Bolton Coal Co.

Clinchfield and Black Mountain coal are the big sellers handled by the C. L. Bolton Coal Co. Honest weight and prompt service guaranteed. Telephone 226. 1530

When you buy wood to burn you want the best value you can get for your money. Honest loads of good wood is our pecialty. C. L. Bolton Coal Co. Telephone 226.

Figure 1. Johnson City Comet, 18 December 1913.

In New Quarters

We have moved our coal yard to greatly enlarged quarters on the corner of Jobe and Division streets and are better prepared to ever supply the fuel wants of our customers. We carry only the best obtainable coal and keep the price down. Phone us your order at once.

C. L. Bolton, Inc.

Phones: Old 226, New 348; C. L. Bolton, Pres-Mgr

Figure 2. Johnson City Comet, 18 February 1915.
This advertisement ran until at least 20 May 1915.

The “new” C.L. Bolton facility on the northeast corner of Jobe and Division streets is addressed in “A Draft Documentary History of Industries along the Railroads through Johnson City, Part 5”.¹¹

2.1.1.2. Clinchfield Ice & Coal Company (1914 – 1916)

29 October 1914. The Iron Age.

“The Clinchfield Ice & Coal Company, Johnson City, Tenn., has been incorporated with a capital stock of \$30,000 by W.W. Romine, J.W. Franklin and W.M. Brown.”¹²

12 November 1914. Johnson City Comet.

“New Ice Plant Under Construction – The Clinchfield Ice & Coal Company has begun work on its plant on the C.C. & O. railway, near Roan street. The building will be of brick and 100 x 50 feet, two stories high. Besides being equipped with the latest improved machinery for making ice it will have a large and modern cold storage or refrigerating plant that [will] take care of Johnson City’s needs for a number of years. The officers are W.W. Remine, president and general manager; H.C. Black, vice-president; J.W. Franklin, secretary treasurer.”

December 1914. Ice and Refrigeration.

“Johnson City. The Clinchfield Ice & Coal Co., recently incorporated with \$30,000 capital, are building a 30-ton ice making plant, machinery being furnished by the York Manufacturing Co., York, Pa.”¹³

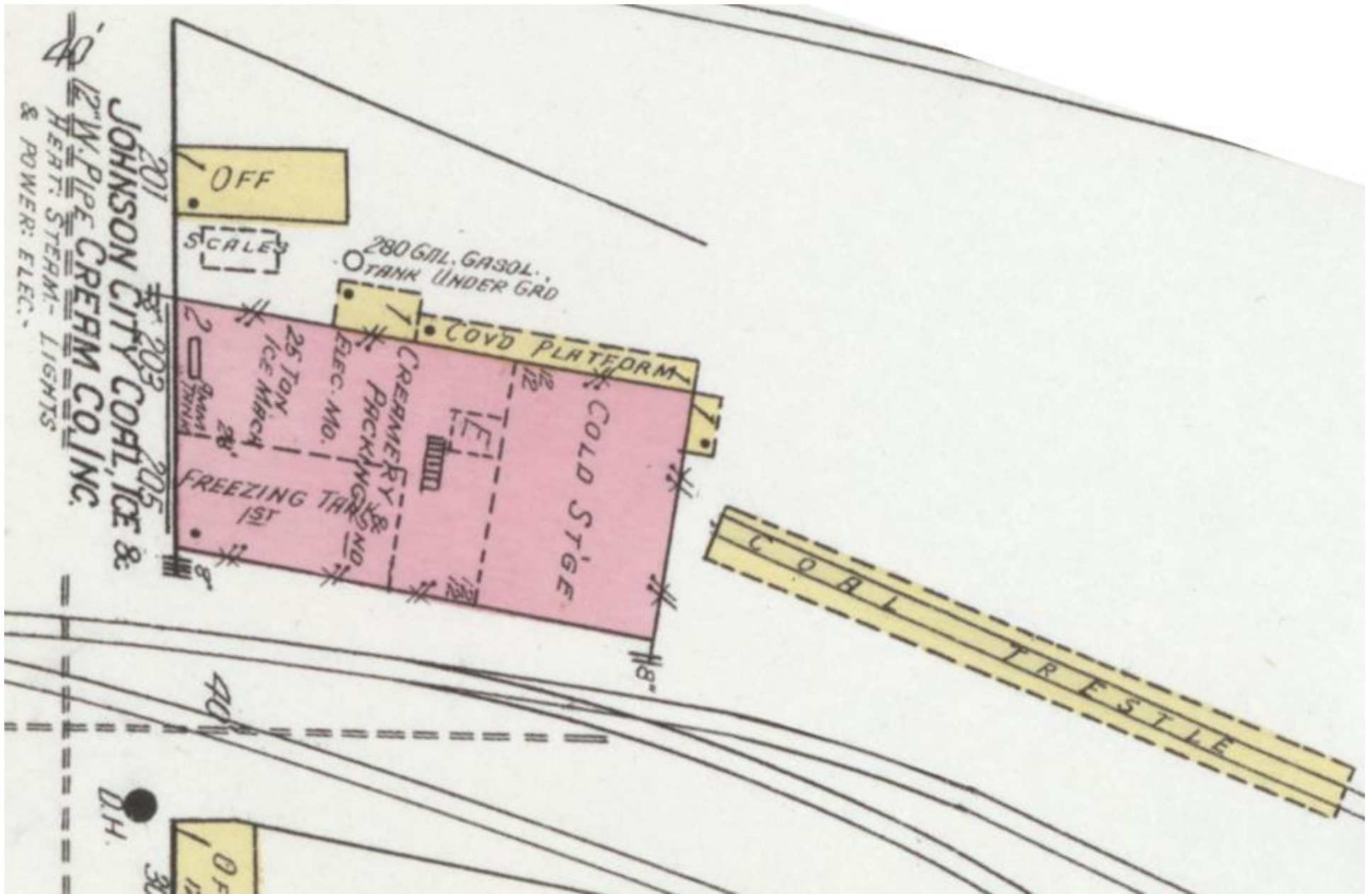
February 1915. The Retail Coalman.

“The Clinchfield Coal and Ice Co. at Johnson City is erecting a large cold storage and coal plant at a cost of \$60,000.”¹⁴

1 March 1915. The Brewers’ Journal.

“York Manufacturing Co., York, Pa. Since their last report the York Mfg. Co., York, Pa., have made the following installations... Clinchfield Ice & Coal Co., Johnson City, Tenn., one 40-ton vertical single-acting belt driven refrigerating machine, arranged for future attachment of Corliss Engine, and condensing side, including two ‘Shipley’ flooded double pipe ammonia condensers, also a 25-ton flooded freezing system, 1,300 feet of 1¼ in. brine piping for their various storage rooms, one 75-HP motor for driving the ice machine and various smaller motors for driving the auxiliaries throughout the plant...”¹⁵

2.1.1.3. Johnson City Coal, Ice & Cream Company (1916 – 1923)



Map 9A. Note that building occupied by the office ("OFF") of the Johnson City Coal, Ice & Cream Company appears to be the same one occupied by the C.L. Bolton Company as an office in 1913, see Map 8A. Note that the brick building is not rectangular.¹⁶



Figure 3. “Johnson City Coal, Ice and Cream Company”. The large brick structure was originally built for the “Clinchfield Ice & Coal” in 1914, on the northeast corner of South Roan and East Cherry streets.¹⁷ It was acquired by the “Johnson City Coal, Ice and Cream Company” in 1916 and was used by this company until about 1923. Note the Miller Brothers Lumber Yard office in the right background. Also note the coal trestle on the left and the dual gauge track in the foreground, as well as the railroad crossing guard. The transformer set in front of the coal trestle did not appear on the Sanborn Insurance Company map of 1920, perhaps indicating that this photograph dates to between 1920 and 1923. Perhaps also of interest, the brick building has had an extension added to its rear (south side).



Figure 3B. A detail of the “Johnson City Coal, Ice and Cream Company”.¹⁸

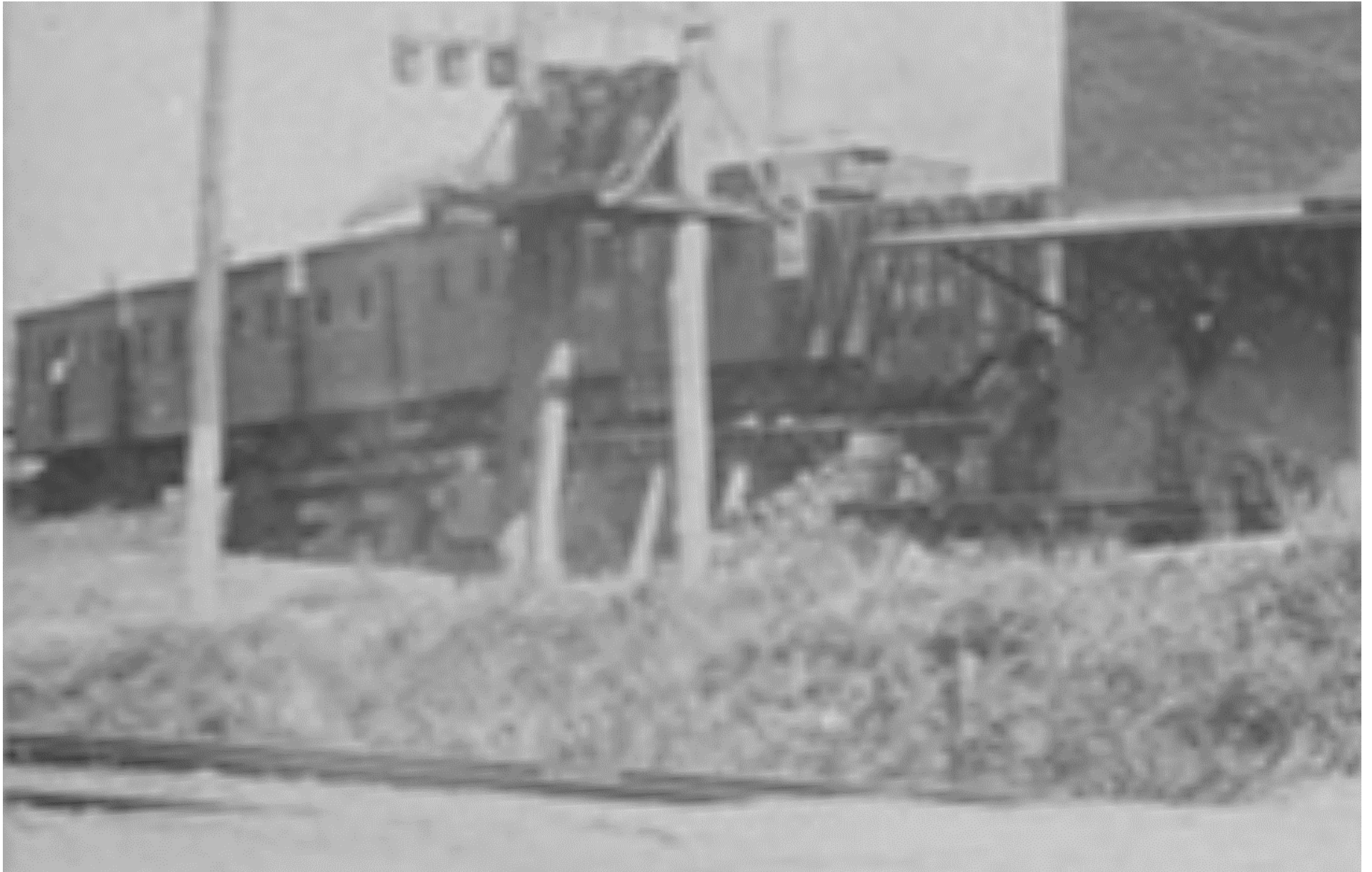


Figure 3C. A detail of the coal trestle of the “Johnson City Coal, Ice and Cream Company”.¹⁹ Note the odd cars on the coal trestle. Also note the transformer set in the center of this image, which did not appear on the Sanborn Insurance Company map of 1920, perhaps indicating that this photograph dates to 1920 – 1923. See also figures 4, 5 and 6.



Figure 4. Chris Ford wrote: “October 1995... Coal Trestle in Johnson City” This is how a coal platform is built. This trestle is just east of Roan Street on Cherry Street in Johnson City. It's not technically a street in this section although you can drive on it. The massive legs are 12 x 12s. The stringers are 6 x 16s...”²⁰



Figure 5. Chris Ford wrote: “This structure on Cherry Street is very similar construction to the historic ET&WNC coaling and transfer trestle in the Johnson City yard. The trestle in this photo was gone in 1999.” Note the building once occupied by the Johnson City Coal, Ice & Cream Company is in the top right of this image.²¹



Figure 6. The coal trestle once used by the Johnson City Coal, Ice & Cream Company, in October 1995. Photograph by Chris Ford.²²



Figure 7. A relatively recent photograph of the building once occupied by the Johnson City Coal, Ice & Cream Company, which appears to have been expanded to the left (east). This building is now occupied by L&S Electronics at 501 South Roan Street.²³



Figure 8. An aerial view of the area around the intersection of South Roan and Jobe streets, taken 19 April 1941. This image includes the building (now lightly-colored) that was previously occupied by the Johnson City Coal, Ice and Cream Company near the lower middle of the image. The warehouses formerly occupied by William E. Uptegrove and Brother appear on the right of the image. The building that had been occupied by the Miller Brothers and appears to be occupied by the Central Tobacco Warehouse is in the lower right. The building that had been occupied by the Sterchi Furniture warehouse is in the lower left, with the building built for the Brading – Sells Lumber Company above and to the right of it (on the northwest corner of South Roan and Jobe streets). The King Department Store is on the left of the image. The Brading – Marshall/Marshall Brothers building, with the curved clerestory roof is visible near the center of the image, and the M.E. Church and its spire, on East Main Street, are visible near the top left corner of the image.²⁴



Figure 8A. A detail of the brick building (now lightly-colored) that was previously occupied by the Johnson City Coal, Ice and Cream Company and its associated facilities, which has been changed in noticeable ways. Figure 3, from 1920 – 1923, shows that there were four windows on the 2nd story, this image appears to show seven (or eight, if you count the one on the addition on the south side of the building). Also, the lightly colored building in this image appears to extend much further to the east than that depicted on Map 9A.



Figure 9. Another aerial view of the area around the intersection of South Roan and Jobe streets, taken 1 March 1947. This image includes the building (now lightly-colored) that was previously occupied by the Johnson City Coal, Ice and Cream Company on the left. The building that had been occupied by the Miller Brothers and is occupied by the Central Tobacco Warehouse is in the lower right. The building that had been occupied by the Sterchi Furniture warehouse is in the lower left, with the building built for the Brading – Sells Lumber Company to the right of it (on the northwest corner of South Roan and Jobe streets). The King Department Store is near the center of the image. The Brading – Marshall/Marshall Brothers building, with the curved clerestory roof is visible on the right of the image, and the M.E. Church and its spire, on East Main Street, are visible near the top right corner of the image.²⁵



Figure 9A. A detail of the building (now lightly-colored) that was previously occupied by the Johnson City Coal, Ice and Cream Company, near the center of the photograph, with the Central Tobacco Warehouse in front of it and the Brading – Marshall/Marshall Brothers building, with the curved clerestory roof behind it.

2.1.1.3. Johnson City Coal, Ice & Cream Company (1916 – 1923)

29 January 1916. “Domestic Corporations. – Organized under Chapter 142, Acts 1875...”

The charter of the “Johnson City, Coal, Ice & Cream Co.” was registered with the State of Tennessee on 29 January 1916.²⁶

February 1916. Refrigerating World.

“Johnson City. – The Johnson City Coal, Ice & Cream Company has been incorporated with a capital stock of \$65,000 by H.C. Black, J.W. Franklin, E.E. Hunter and others.”²⁷

17 February 1916. Manufacturers Record.

“Ice and Cold-Storage Plants... Tenn., Johnson City. – Johnson City Coal, Ice & Cream Co. organized: W.B. Townsend, Townsend, Tenn., Prest.; J.W. Franklin, V.-P.; E.K. Perkins, Secy.; Henry C. Black, Treas.; H.W. Johnson, Mgr.; merges plants of Home Ice & Coal Co. and Clinchfield Ice & Coal Co.; will manufacture ice, make ice cream, and install creamery and cold-storage. (Lately noted incptd., capital \$65,000.)”²⁸

May 1916. The Ice Cream Trade Journal.

“The Johnson City Coal, Ice & Cream Co. has absorbed the Clinchfield Coal & Ice Co. of this place.”²⁹

30 May 1917. The Butchers’ Advocate.

“Many Refrigerating Plants Installed by York Manufacturing Company. The York Manufacturing Company, York, Pa., makers of refrigerating machines, have made the following installations since the time of their last report on April 20... Johnson City Coal, Ice & Cream company, Johnson City, Tenn., one 6-ton vertical, single-acting, belt-driven, enclosed type refrigerating machine and high-pressure side complete, including one ‘Shipley’ flooded double pipe ammonia condensers.”³⁰

22 June 1917. Marvyn Scudder Manual of Extinct Or Obsolete Companies.

“Clinchfield Ice & Coal Co. of Johnson City, Tennessee charter cancelled June 22, 1917.”³¹

August 1917. Refrigeration.

“Johnson City. – Johnson City Coal, Ice and Ice Cream Co., wants homogenizer, also cooling coils.”³²

19 March 1919. New York Produce Review and American Creamery.

“Tennessee Butter Production – More Than doubled in Past Two Years – 2,207,106 Lbs. in 1918. Memphis, Tenn. – The steady growth and expansion of dairying or buttermaking in Tennessee is shown by a statement of Dairy Commissioner Magruder this week... Johnson City Coal, Ice & Cream Co., Johnson City, 1916, 1,000 [pounds]; 1917, 15,000 [pounds]; 1918, 10,816 [pounds]...”³³

1920. Ice and Refrigeration Blue Book and Buyers’ Guide:...

“Johnson City Coal, Ice & Cream Co., H.W. Johnson, Mgr... 1 – 40 and 1 – 20 York; 40 tons ice; 16,500 cu. Ft.”³⁴

April 1921. Ice and Refrigeration.

“Johnson City. – The Johnson City Coal, Ice and Ice Cream Co. has installed additional refrigerating equipment furnished by the York Mfg. Co.”³⁵

19 February 1923. Marvyn Scudder Manual of Extinct Or Obsolete Companies.

“Johnson City Coal, Ice & Cream Co. Tennessee charter cancelled February 19, 1923.”³⁶

2.1.1.4. Southern Refrigeration Company (?) (1922? to at least 1933)

It appears that the Johnson City Coal, Ice & Cream Company may have been superseded by the “Southern Refrigerator Company” in 1922 or early 1923. Points of commonality: On 17 February 1916, Manufacturers Record identified H.W. Johnson as manager of the Johnson City Coal, Ice & Cream Company, while on 22 March 1923, the same publication identified H.W. Johnson as the local manager of the Southern Refrigerator Company. Also, the same equipment appears in the 1920 and 1928 editions of the Ice and Refrigeration Blue Book and Buyers’ Guide. Finally, the number of employees is consistent.

22 March 1923. Manufacturers Record.

“Ice and Cold-Storage Plants... W.Va., Welch – Southern Refrigerator Co., main office, Johnson City, Tenn., H.W. Johnson, local mgr., Welch; let contract to install 35 ton raw water ice making mchy...”³⁷

Note: Google maps indicates that this building still stands and is occupied by “L&S Electronics,” at 323 E. State of Franklin Road.

Table 1. “Directory of Industries Inspected, with No. Employes, December 1, 1916, to December 31st, 1917... Washington County – Johnson City”.³⁸

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Johnson City Coal & Cream Co.	Ice Cream Mfrs. etc.	18			

Table 2. “Directory of Industries Inspected, with No. Employes... Washington Co. – Johnson City”, for the Year Ending 31 December 1918.³⁹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Johnson City Coal and Ice Cream Co.	Ice Cream and ice Cream Mfrs.	15			

Table 3. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.⁴⁰

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Southern Refrigerator Co.	Ice and Ice Cream Mfg.	14	1		

Table 4. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1926.⁴¹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Southern Refrigerator Co.	Mfg. Ice Cream	16	2		

Table 5. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1928.⁴²

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Southern Refrigerator Co.	Mfg. Ice Cream	15	1		

1928. Ice and Refrigeration Blue Book and Buyers' Guide.

Table 6. Adapted from:

“List of Plants in United States and Canada Equipped with Refrigerating Machinery... Tennessee – Continued...”⁴³

Town	Name	Manager	Business	No. Machines; capacity Each in Tons...	Make of Machine	System	Drive	Ice Mkg. System	Tons Ice Making	Refrig. System	Cu. Ft. Cold Storage
Johnson City	Southern Refrigeration Co.	P.D. Woods	I.C. & Fuel	1 – 20	York	Cp.		R-C	10		
				1 – 19							
				1 – 16							
				1 – 40	York	Cp.	S&E	R-D	40	B	16,500
				1 – 20							

Note 1: I.C.=Ice Crem, Cp.=Compression, S&E=Steam & Electrical, R-C=Raw Can Ice, R-D=Raw & Distilled Ice, B=Brine Circulation.

Note 2: The first row, listing three machines, appears to pertain to the plant that was originally owned by the Home Ice & Coal Company. The second row, listing two machines, matches that installed at the site of the Clinchfield Ice & Coal Company. The Johnson City Coal, Ice & Cream Company acquired both the Home Ice & Coal Company and the Clinchfield Ice & Coal Company in 1916. It appears that the Southern Refrigeration Company acquired the Johnson City Coal, Ice & Cream Company in 1922 or early 1923.

Table 7. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.⁴⁴

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Southern Refrigerator Co.	Ice and Coal	11			

Table 8. “Location and List of Industries Inspected 1933... Washington County – Johnson City”, for the Year Ending 31 December 1933.⁴⁵

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Southern Refrigerator Co.	Mfg. Ice	8			

2.1.2. Central Coal Company, 1931 – 1979



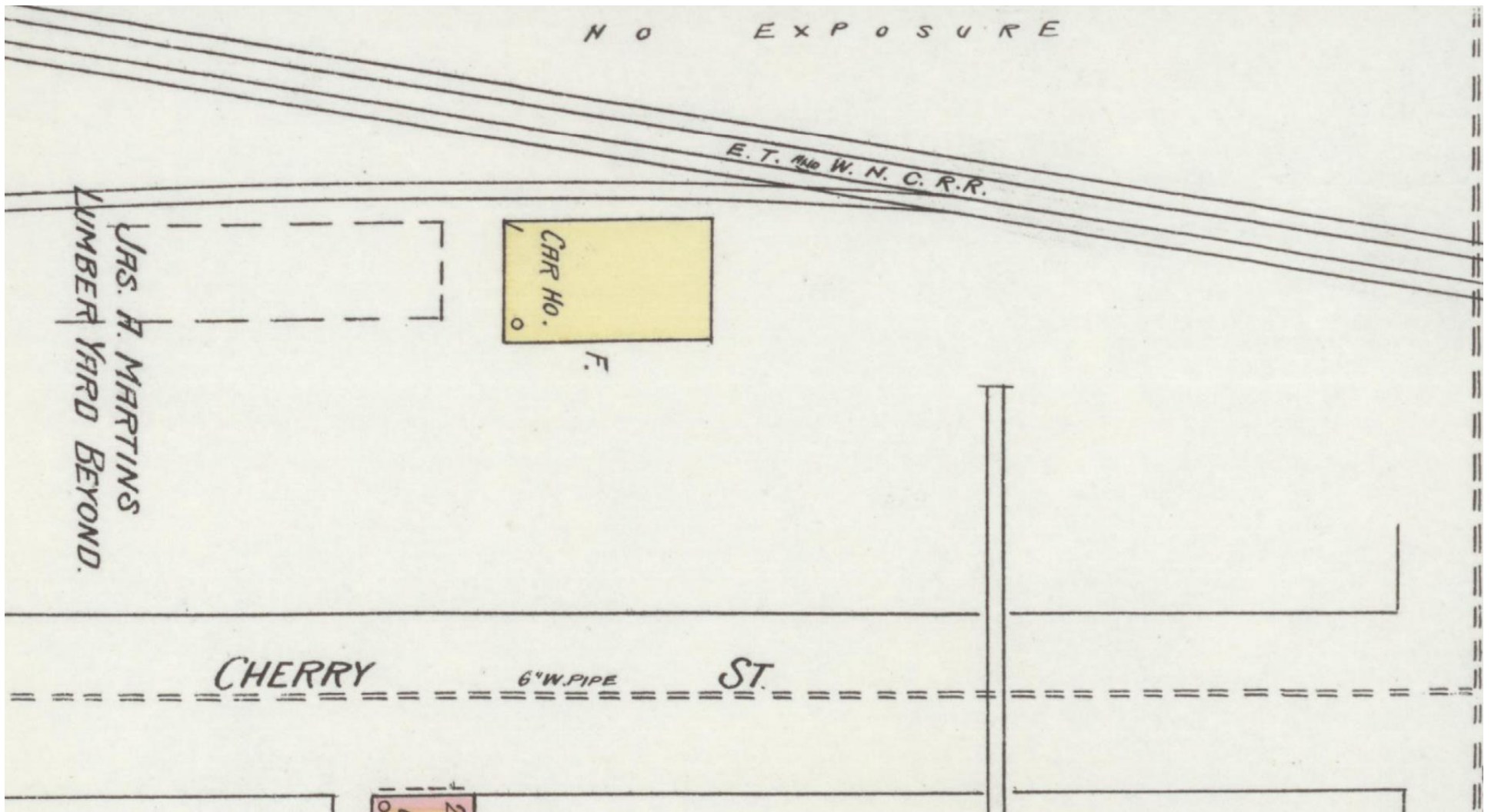
Figure 32A. A detail of the Central Coal Company, located adjacent to the plant formerly operated by the American Cigar Box Lumber Company.



Figure 10. “Central Coal, Oil and Equipment Company”. “This office building was built from blocks of coal for \$1,000 in 1931. The building, 20 x 30 feet, had three rooms and a bath. Several inches of concrete between the coal and the plaster made the building fireproof. Needless to say, the proprietor, Mr. Jim Morris, Jr. (standing in the doorway), sold coal. His competitors often chided him, saying that his coal wouldn’t burn because he made an office from it. The building was razed in 1979 for a public parking lot. Photo courtesy of Jim Morris, Jr.”⁴⁶ This photograph looks west, note the railroad tracks visible through the bushes on the left and the roofs of the American Cigar Box Lumber Company on the right.

2.1.3. The Area Occupied by the James A. Martin Lumber Yard and Related Enterprises,
1885 – 1901

James & Abbot, 1885 – 1891?
Martin & Sanders Lumber, 1891 – 1892
James A. Martin Lumber Yard, at this location 1892 – 1901



Map 11A. A detail of the “Jas. A. Martin Lumber Yard...”, on the left of this map, and a “Car Ho.” of the E.T. & W.N.C., in May 1897. This Car House appears to measure about 30’ x 52’. Interestingly, this map does not depict tracks accessing the Car House.

2.1.3. The Area Occupied by the James A. Martin Lumber Yard and Related Enterprises,
1885 – 1901

James & Abbot Company, 1885 – 1891?
Martin & Sanders Lumber, 1891 – 1892
James A. Martin Lumber, at this location 1892 – 1901

2.1.3.1. James & Abbot Company, 1885 – 1891?

11 April 1885. Johnson City Comet.

“Lumber! Lumber! Mr. J.A. Martin of Johnson City with James and Abbot, Boston, Mass. If you have any lumber for sale, either poplar, walnut or cherry you will find it to your interest to correspond with him.”

2 May 1885. Johnson City Comet.

“Lumber Wanted. Jas. A. Martin, at City Hotel, wants to buy green or dry poplar and walnut lumber, in wagon or car load lots.”

6 June 1885. Johnson City Comet.

“Logs and Lumber. J.A. Martin, Johnson City, Tenn. Buys all kinds [of] lumber and pays from \$25,00 to \$65,00 per thousand feet for walnut logs, in car load lots, and \$25,00 per thousand feet for good cherry logs.”

20 August 1885. Johnson City Comet.

“\$25 Reward. I will pay the above reward for evidence sufficient to convict the person or persons who have been stealing lumber from my lumber yard for the past few weeks. J.A. Martin.”

20 August 1885. Johnson City Comet.

“J.A. Martin, the enterprising and efficient agent for James & Abbot, lumber dealers of Boston, Mass., left yesterday for Boston, where he goes to combine business with pleasure for a few weeks. When viewing the ‘Elephant’ and other animals be careful of the ‘Tiger,’ Jim.”

26 November 1885. Johnson City Comet.

“Warning. – The party who has been stealing lumber from the yard of James & Abbot, near the Narrow Gauge depot, is spotted. This ought to be sufficient warning.”

14 January 1886. Johnson City Comet.

“James A. Martin, our lumber buyer, having secured a policy in the Home Accident Co., began to look about for some way to wound himself in order to draw his weekly indemnity. He finally succeeded, while jumping from a pile of lumber, in injuring his right hand to such an extent

that he was compelled to wear a glove several days. He sent in a certificate from a physician to the effect that he was so disabled he could not sign checks (his principal business) but as yet has not received any return in cash. If he does not hear soon his hand will get better immediately.”

LUMBER! **LUMBER!**

JAMES & ABBOT,

WHOLESALE DEALERS,

BOSTON, - - - MASS.

Buy all kinds of lumber in wagon loads or car lots. Sell direct to wholesale dealers and save one to two profits. Yards, at Johnson City, and Bristol, Tenn.

J. A. MARTIN, AGENT.

Figure 11. Johnson City Comet, 30 June 1887. This advertisement ran until at least 12 July 1888.

7 July 1887. Johnson City Comet.

“A Big Showing. J.A. Martin, agent for James & Abbot, whole sale lumbermen dealers of Boston, Mass., shipped during the month of June 320,000 feet of poplar, oak and ash lumber and bought 244,000 feet. The total amount bought and shipped was 564,000 feet and cost \$12,408,00, always sell your lumber to wholesale dealers and get its worth.”

10 November 1887. Johnson City Comet.

“Jas. A. Martin bought and shipped 21 carloads of lumber to Johnson City last week over the Narrow Gauge road. He has now on his yard in Johnson City 1,200,000 feet of lumber and has had to stop shipping here on account of limited room.”

26 July 1888. Johnson City Comet.

“James A. Martin and James Hickey of Johnson City, Tenn., shipped twenty-one cars of lumber from here and Cranberry last week. Elk Park Chronicle.”

27 September 1888. Johnson City Comet.

“Lumber is Booming. J.A. Martin wants 5,000,000 feet of good poplar and will pay \$16 to \$20 per thousand feet delivered here. Also wants 1,000,000 feet of walnut. Will pay highest market prices for all kind of lumber. You save all middle men’s profits.”

11 October 1888. Johnson City Comet.

“J.A. Martin shipped 375,000 feet of lumber last month and is shipping, on average, 300,000 feet every month. He is the largest lumber buyer in East Tennessee, and pays the highest market price.”

LUMBER! : TIMBER! : LUMBER!

—†—

J. A. MARTIN, AGENT,

WHOLESALE AND RETAIL DEALER IN ALL KINDS OF

LUMBER AND TIMBER

—†—

HIGHEST MARKET PRICE PAID FOR ALL KINDS OF

SHIPPING - LUMBER!

—†—

FRAMING AND HOUSE-BUILDING MATERIAL

CUT TO ORDER AND FURNISHED PROMPTLY.

Figure 12. Johnson City Comet, 3 January 1889.
This advertisement ran until at least 10 October 1889.

31 January 1889. Johnson City Comet.

“A Big Pile of Lumber. J.A. Martin bought 400 car loads of walnut, poplar, pine, oak, ash and cherry lumber, worth \$175,000 and making 3,750,000 ft., weighing 12,000,000 pounds, during the year 1888, and expects to buy and ship twice that amount during 1889.”

29 August 1889. Johnson City Comet.

“Notice to the Public. We do a strictly wholesale lumber business and no lumber will be retailed from our yard in Johnson City. Jas. Martin, Agt.” This item ran until at least 19 September 1889.

2.1.3.2. Martin & Sanders Lumber, 1891 – 1892



Figure 13. Johnson City Comet, 7 May 1891. This advertisement ran until at least 2 July 1891.

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 Bank Building and Loan Association.”

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.”

2.1.3.3. James A. Martin Lumber, at this location 1892 – 1901

23 April 1896. Johnson City Comet.

“James A. Martin, the lumber dealer, and a resident of Watauga avenue, has been offering all sorts of prices for lumber for several days. His excitement was caused not so much by the arrival of his third child, as by the fact that it was his first son. Jim’s knowledge of ‘affairs’ has no doubt suggested ere this that with two queens and a king he only needs one (card) to ‘fill’ a very desirable hand.”

29 April 1897. Johnson City Comet.

“Ben Martin has his foot seriously mashed last Thursday while measuring lumber on his brother’s yard. The laborers who were handling it dropped a piece of timber, weighing several hundred pounds, on his right foot, breaking several of the bones. He is able now to hop out on crutches.”

25 August 1898. Johnson City Comet.

“Logs Wanted for Export. I want to buy 50 car loads of Export Poplar Logs, to be delivered on my yard at Johnson City, and will pay \$10.00 to \$12.00 per thousand feet for same in round logs, with bark on. Will buy single logs, or more in a lot. Logs to be 28 inches and up at little end, 10 to 16 feet long. Will buy two or more car load lots at other railroad stations. Jas. A. Martin.”

30 March 1899. Johnson City Comet.

“More Machinery. James A. [Alexander] Martin, the lumber man, is an expansionist – at least in a business way. Lately his export trade has been largely increased, and he now has an order for fifty car loads of dimension stock. To fill this order and to more rapidly meet future demands, Mr. Martin has ordered and will place in immediate operation tow of the largest and latest improved planers. These machines have moulder and matcher attachments, and will equal in capacity any like machines in the south.

Mr. H.P. Wyman is associated with Mr. Martin in this enterprise. They will not only furnish export material, but will also be prepared to meet local demands...”

3 May 1900. Johnson City Comet.

“Bob Martin left Tuesday for the mountains of North Carolina above Erwin on the O.R. & C. He will have charge of J.A. Martin’s lumber yard at that point. Bob will be missed in society circles, but will make occasional visits to the city.”

30 August 1900. Johnson City Comet.

“Teams Wanted. 100 good teams to report to E. Rotha Love’s Station, Unicoi county, and make good wages hauling dry poplar and pine lumber, Jas. A. Martin.”

11 October 1900. Johnson City Comet.

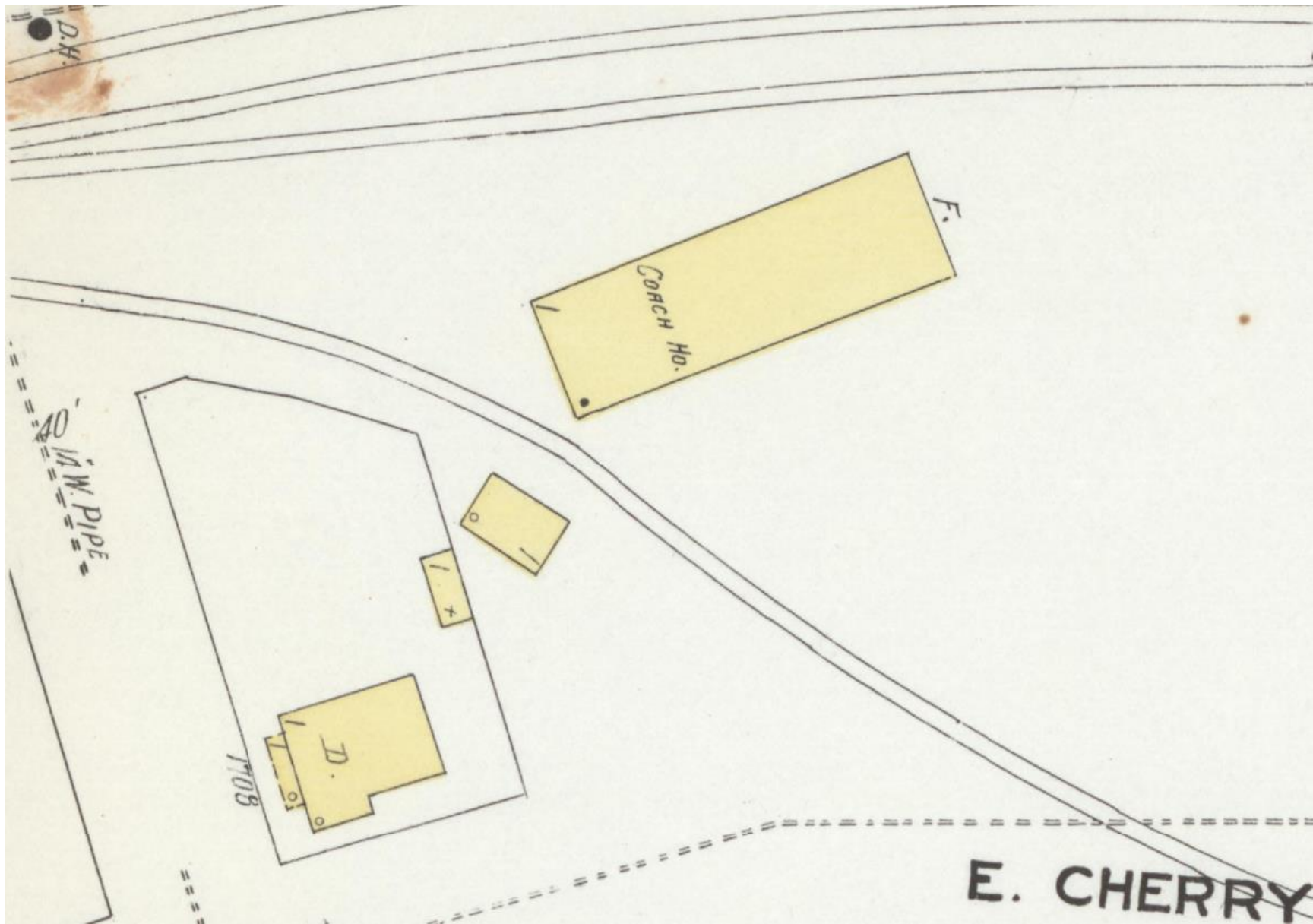
“Teams Wanted. Jas. A. Martin will pay \$2.50 per day for big strong 2 horse or mule teams, with good wagons and drivers to haul dry lumber in Unicoi county. See Jas. A. Martin.”

11 April 1901. Johnson City Comet.

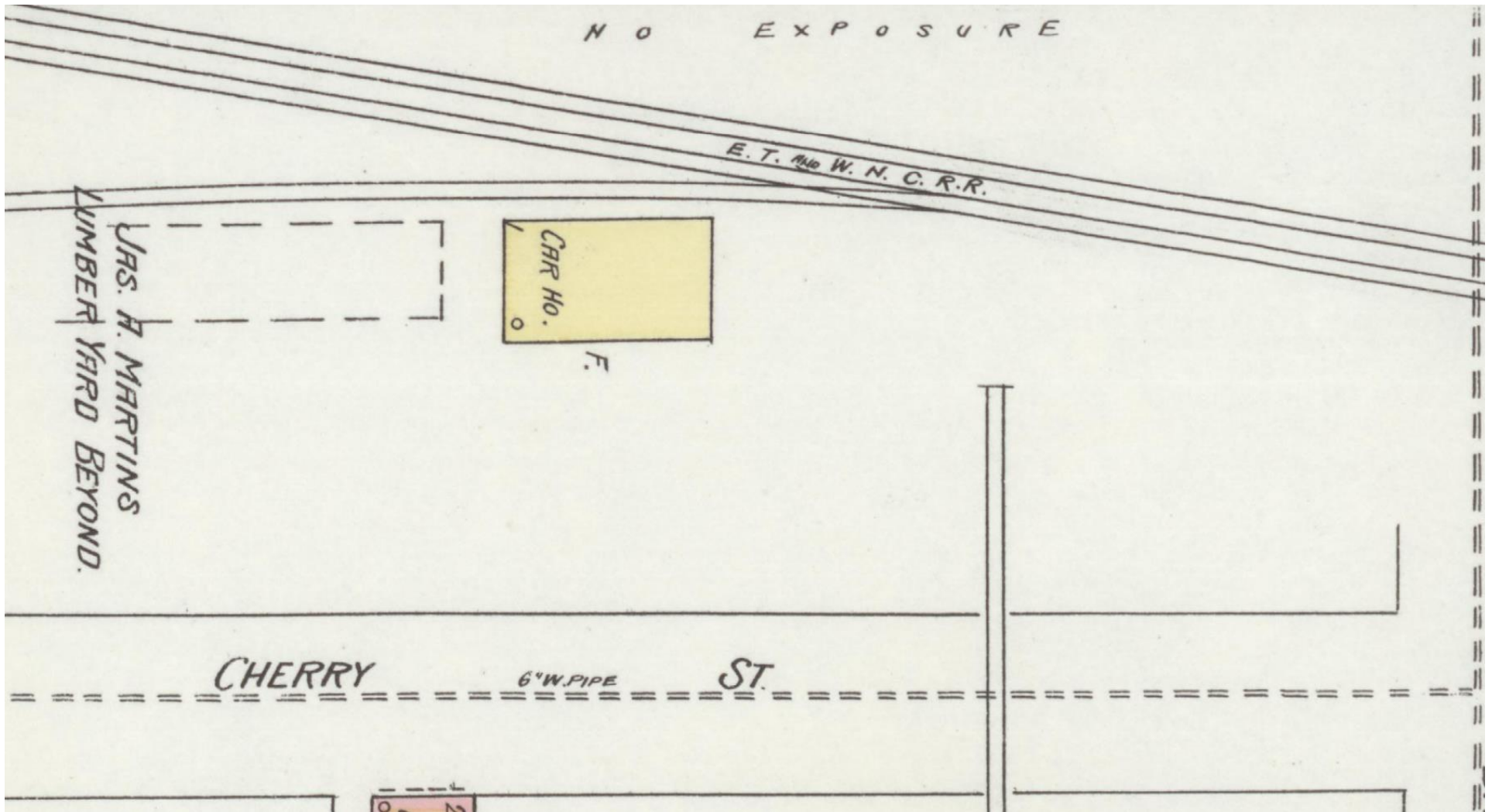
“Jas. A. Martin is moving his lumber yard from near the Uptegrove plant to the lot just south of the Biddle & Ellsworth mill.”

Note: the Biddle & Ellsworth Flour Mill was located southwest of the junction of the Southern Railway and the South & Western railroad in Carnegie. The new J.A. Martin lumber yard and the Biddle & Ellsworth Flour Mill will be addressed in a later document.

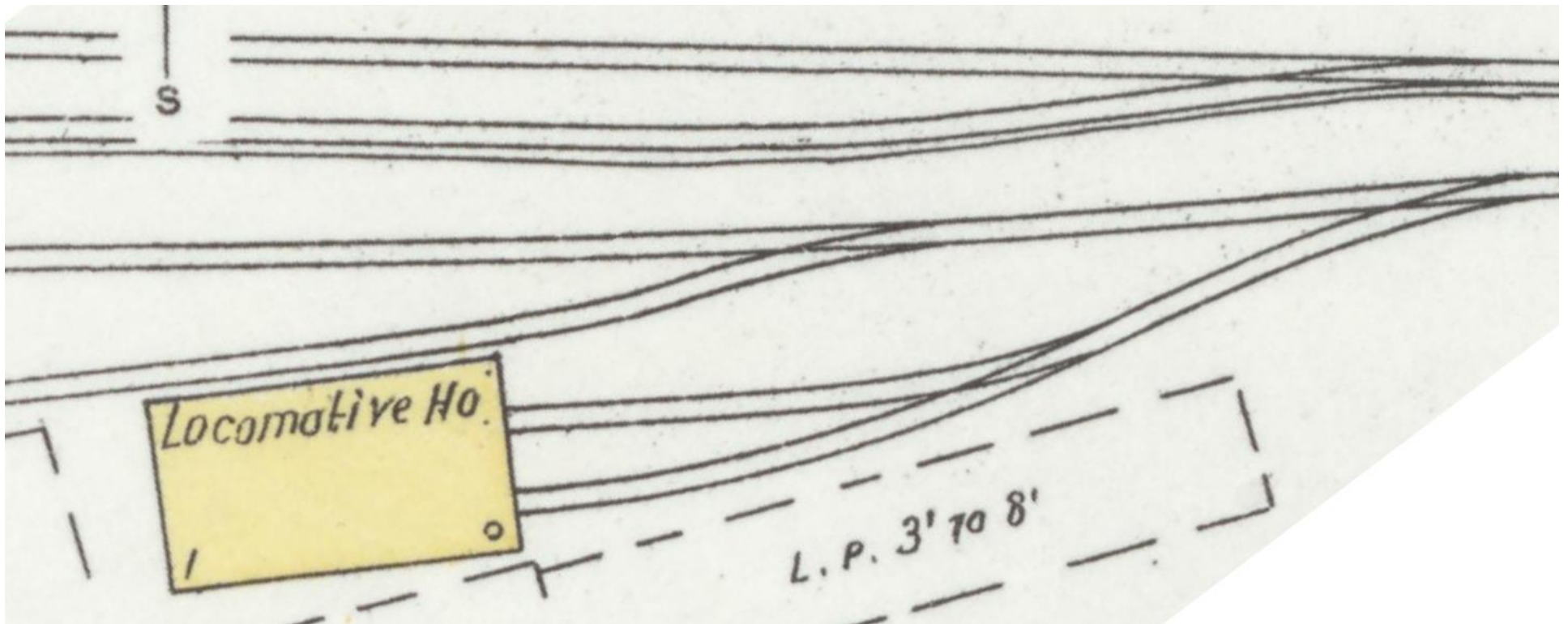
2.1.4. E.T. & W.N.C. Railroad Facilities South of the E.T. & W.N.C. Mainline,
Between South Roan and Division Streets, by 1897 – 1908?



Map 7A. A detail of the E.T. & W.N.C. "Coach Ho." near the southeast corner of South Roan and Jobe streets, in December 1908. This Coach House appears to measure about 95' x 31'. Note, the road on the left of this image is South Roan Street. Also note the apparent lack of track leading into the coach house.



Map 11A (reproduced here for convenience). A detail of the “Jas. A. Martin Lumber Yard...”, on the left of this map, and a “Car Ho.” of the E.T. & W.N.C., in May 1897. This Car House appears to measure about 52’ x 30’. Interestingly, this map does not depict tracks accessing the Car House.



Map 6A. A detail of the E.T. & W.N.C. two-stall “Locomotive Ho.,” which appears to measure about 50’ x 28’, just north of the “Wm. E. Uptegrove & Bro. Veneer Mill & Lumber Yard”, in April 1903. Perhaps the buildings depicted in maps 6A and 11A are the same building. Note that this building had been removed by 1908, see Map 7.



Figure 20A. A detail of the E.T. & W.N.C. “Locomotive Ho.” near the William E. Uptegrove & Brother Veneer Mill,” around 1904. Historian Johnny Graybeal wrote of this photograph: “The building behind the flat cars may be the 1891 – 1908 engine house, which was on the south side of the tracks.”⁴⁷ Note that the low-sided gondola appears to be numbered 24.

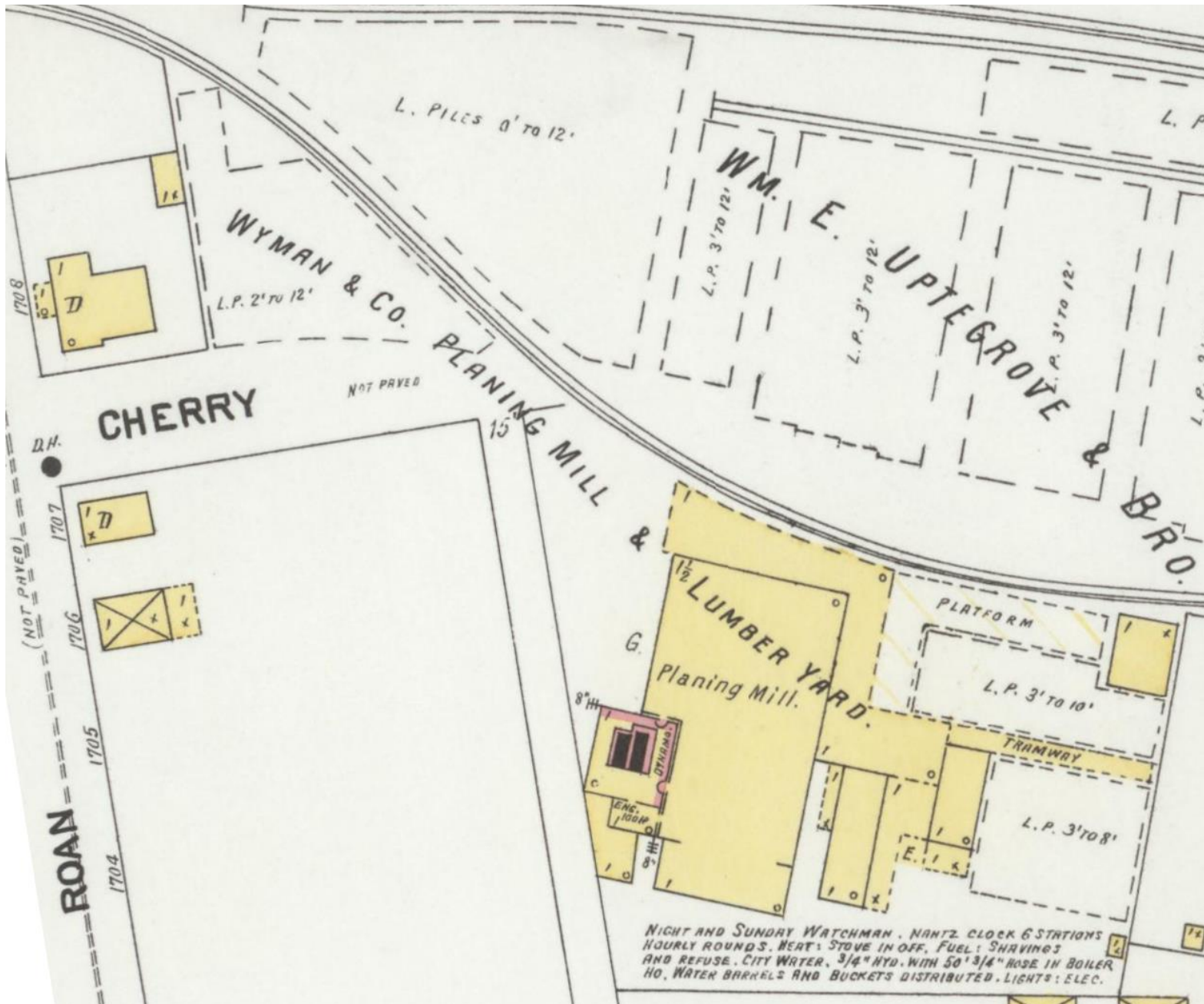


Figure 25A. A detail of the E.T. & W.N.C. “Locomotive Ho.” near the William E. Uptegrove & Brother Vener Mill,” apparently after the fire of 12 July 1906. Note what appear to be three or four windows on the south side of the locomotive house. The addresses of the two residences behind the “Locomotive Ho.” along the north side of E.T. & W.N.C. mainline appear to be at 1409/119 and 1411/123 Jobe Street, see map 2 and 3.

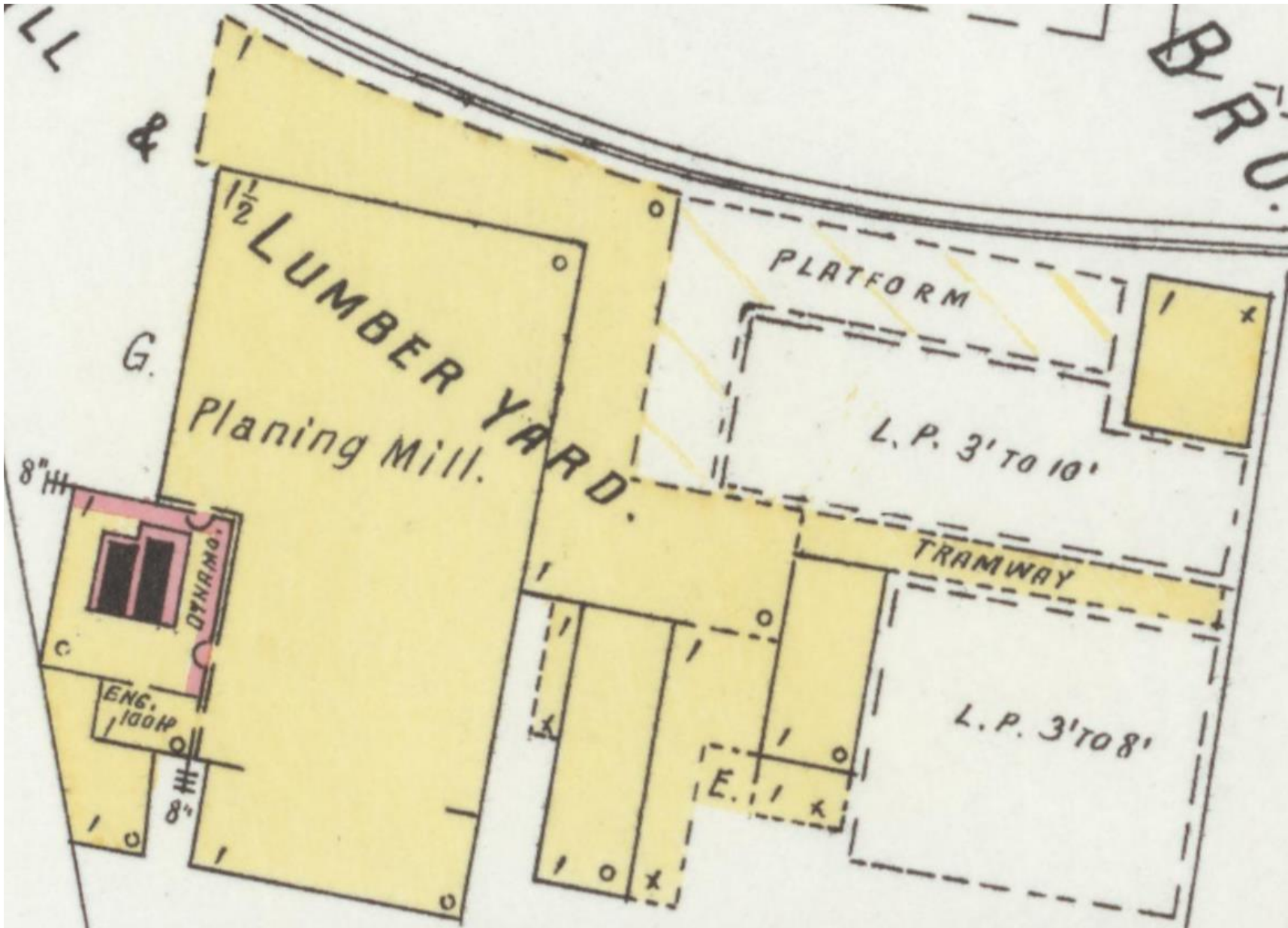
2.1.5. The Area Occupied by Wyman and Company and Related Enterprises, 1898 – 1905

G.C. Harris & Company, 1898
Harris & Buck, 1898
McElwee Backing Company, 1898 – 1899
Wyman and Company, 1899 – 1905

By 1908 the American Cigar Box Lumber Company plant had been expanded into the area formerly occupied by Wyman and Company.



Map 2A. A detail of the “Wyman & Co. Planing Mill & Lumber Yard,” April 1903.⁴⁸



Map 2B. Another detail of the “Wyman & Co. Planing Mill & Lumber Yard,” April 1903.

2.1.5. The Area Occupied by Wyman and Company and Related Enterprises, 1898 – 1905

G.C. Harris & Company, 1898
Harris & Buck, 1898
McElwee Backing Company, 1898 – 1899
Wyman and Company, 1899 – 1905

2.1.5.1. G.C. Harris & Company, 1898 Harris & Buck, 1898

27 January 1898. Johnson City Comet.

“Another Factory. G.C. Harris & Co. have a heavy force of hands grading for their large Woodworking plant which they are erecting near Uptegrove & Co.’s factory. They will manufacture chair, furniture and wagon stock, also hoe, fork and rake handles. A large per cent of their output will be exported to Europe. This concern will employ twenty-five to thirty-five hands to begin with, and expects to increase their force as the business demands.”

10 February 1898. Johnson City Comet.

“Pushing Forward. G.C. Harris & Co. have increased their force in erecting their large wood working plant, which they expect to have in operation in a few weeks. Mr. Harris is one of our most enterprising men, and when he undertakes an enterprise of any sort it is bound to go through, as push and enterprise is his motto.

This factory when completed will give employment to from 25 to 40 hands and also distribute thousands of dollars through the country for lumber and timber of all kinds.”

17 February 1898. Johnson City Comet.

“Johnson City – The Future Manufacturing Center of East Tennessee... G.C. Harris & Co., are erecting a large building for the purpose of manufacturing pick, hammer and rake handles, and in addition will make all kinds of dimension stuff, exporting a large per cent of their output...”

10 March 1898. Johnson City Comet.

“Woodworking Plant in Operation. The wood working plant of G.C. Harris & Co. was put in operation Monday morning. They propose doing an extensive business in the manufacturing of fork, rake and pick handles, and in addition will make all kinds of dimension stuff, etc. A large per cent. Of their output will be exported to England, where they now have a great many orders for the articles they manufacture.”

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 to be 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 facilities is almost a necessity, and it is quite likely that it will be put in very soon.”

21 April 1898. Johnson City Comet.

“Side Track to be Put in. We have it from good authority that the Southern Railway company will put in the side track to the [Uptegrove] Veneer and G.C. Harris & Co.’s factory within the next thirty days. The side track will run up Cherry street instead of coming from the Three C’s road, which will make the property along that street more valuable for manufacturing purposes.”

5 May 1898. Johnson City Comet.

“The side track which is to be built by the Southern and E.T. & W.N.C. railroad company jointly to the Uptegrove and G.C. Harris & Co.’s factory, is being graded, and in a short time will be completed, which will add greatly to the convenience of the above factories.”

12 May 1898. Johnson City Comet.

“The E.T. & W.N.C. Railroad Co., has put a force of hands at work on the siding to be built from Roan street crossing to the Veneer factory. The Harris & Buck handle factory will also be accommodated by this siding.”

7 July 1898. Johnson City Comet.

“The sidetrack from the Narrow Gauge road at Roan street to Uptegrove & Bro’s plant has been completed. It has a third rail and accommodates standard gauge cars. It was badly needed and will enable Uptegrove & Bro, and G.C. Harris & Co. to load and unload at the factory and save a long haul with teams.”

2.1.5.2. McElwee Backing Company, 1898 – 1899

18 August 1898. Johnson City Comet.

“Factory Sold. G.C. Harris & Co. Sell Their Plant to Michigan Capitalists. The handle factory of G.C. Harris & Co., has been sold to the McElwee Backing Co., of Grand Rapids Michigan. The sale was made last week and the new proprietors have taken charge and are now operating it. The price paid was in the neighborhood of \$5,000. The plant is large and well equipped and being well located can be operated at a nice profit. The new proprietors will make veneer backing for picture frames and other dimension lumber. They came here with an established trade and were only looking for a location where lumber was plentiful. They naturally found what they wanted at Johnson City and here they are.”

22 September 1898. Johnson City Comet.

“New Machinery. The McElwee Backing Co. have found it necessary to enlarge their plant by the addition of new and more modern machinery. Some of the machines have arrived and others will be in next week. When all the machines are placed they will have the most modern and best equipped plant of the kind in the South and will turn out an immense amount of finished material.”

8 December 1898. Johnson City Comet.

“Made an Assignment. The McElwee Backing Co. made an assignment Monday, naming James A. Martin as assignee. The concern recently bought the Harris & Buck handle factory and began making picture frame backs and other dimensions tock, but had little or no capital and soon got so badly in debt that an assignment was rendered necessary to protect all creditors. The business will be wound up at once.”

13 April 1899. Johnson City Comet.

“The McElwee Backing Plant has been sold to E.M. Wyman. Jas. A. Martin, trustee, made the transfer this week.”

2.1.5.3. Wyman and Company, 1899 – 1905

1 June 1899. Johnson City Comet.

“Fingers Cut Off. G.W. Slater met with a very painful accident Saturday morning. Mr. Slater was foreman of some department of the Wyman factory, and in his absence one of his subordinates put in motion the machinery without his knowledge. When he returned he began oiling an idler at which juncture the fingers of his left hand were instantly torn off just above the second joint. He was carried to the office of Drs. Miller and had his hand dressed, and though the injury sustained is very painful, he is getting along as well as could be expected.”

4 August 1900. American Lumberman.

“At Johnson City, twenty-five miles southeast of Bristol, is... the planing mill and remanufacturing plant of Wyman & Co...”⁴⁹

22 January 1903. Johnson City Comet.

“Factory Blaze. Wednesday night the fire department was called to Wyman’s factory to attend to a small blaze. The engine room was totally destroyed. The loss is estimated at \$450 and is fully covered by insurance. The fire ladies deserve to be complimented very highly upon their work at this fire.”

28 September 1905. Johnson City Comet.

“Wyman’s Factory Burned. Tuesday afternoon fire destroyed the planing mill of W.P. Wyman on Maple street. The blaze was discovered in the shaving s about the boiler room shortly

after noon and it spread so rapidly that the fire department could not save the building. Loss is about \$10,000 or \$12,000 with \$7,000 insurance. The plant may not be rebuilt.”

12 October 1905. Manufacturers Record.

“The lumber mill of H.L. Wyman was destroyed by fire at Johnson City, Tenn., last week, together with a small amount of sawed stock, with a loss of \$16,000. Mr. Wyman only had \$4,000 insurance on the property at the time of the fire. Heroic work on the part of the workmen and fire ladies saved the large box manufacturing plant of William E. Uptegrove & Co. of New York, which is situated nearby... H.P. Wyman will rebuild planing mill reported burned last week. Location has not been decided on.”⁵⁰

8 March 1906. Johnson City Comet.

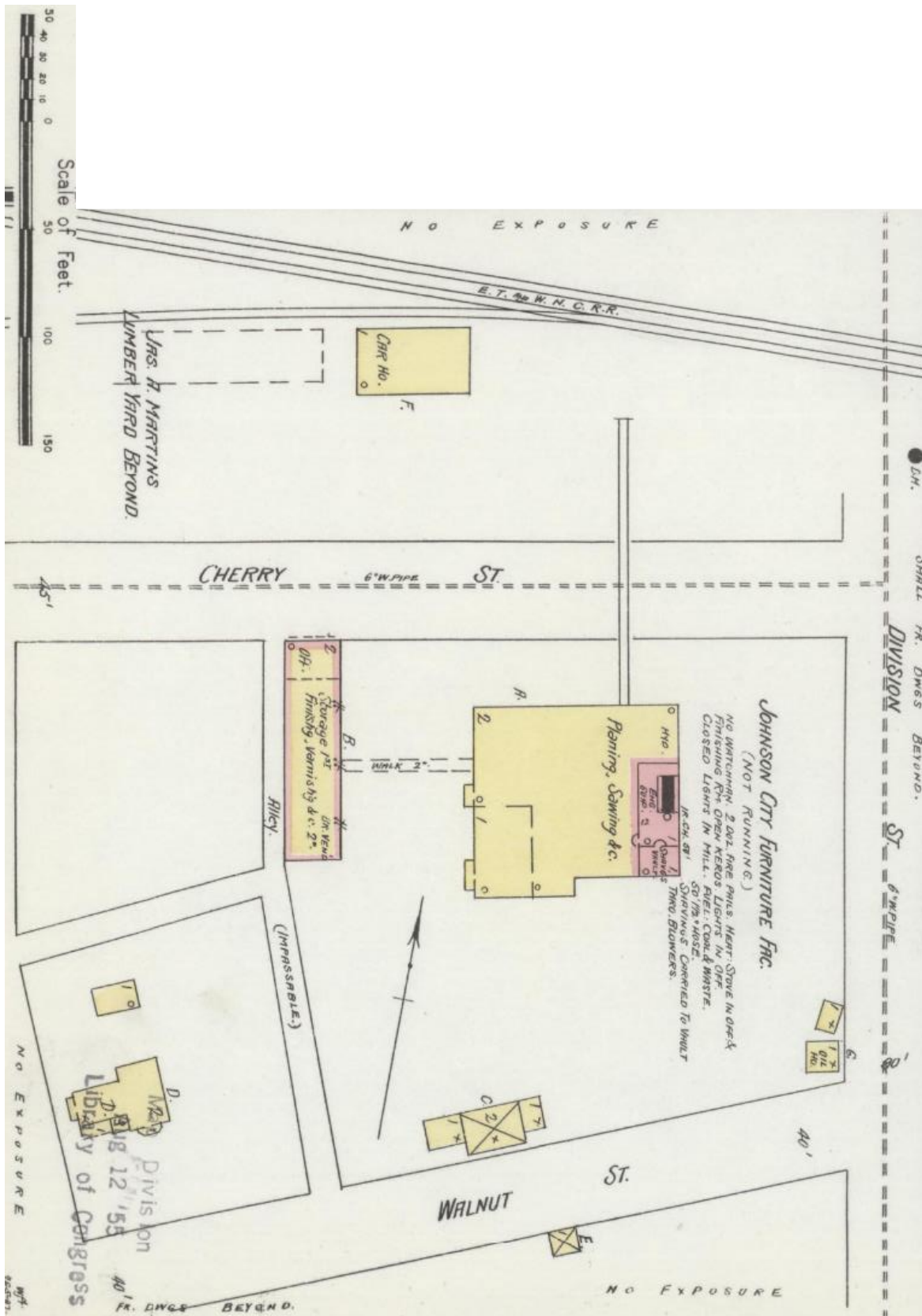
“Will Lose a Manufacturer. H.P. Wyman, of this city, has become associated with the Bristol Door & Lumber Company, in the reorganization of that company. He has purchased a block of the stock and has been elected secretary and treasurer. Johnson City will regret to lose Mr. Wyman, it having been hoped by his many friends here that he would re-enter business in this city.”

By 1908 the American Cigar Box Lumber Company plant had been expanded into the area formerly occupied by Wyman and Company.

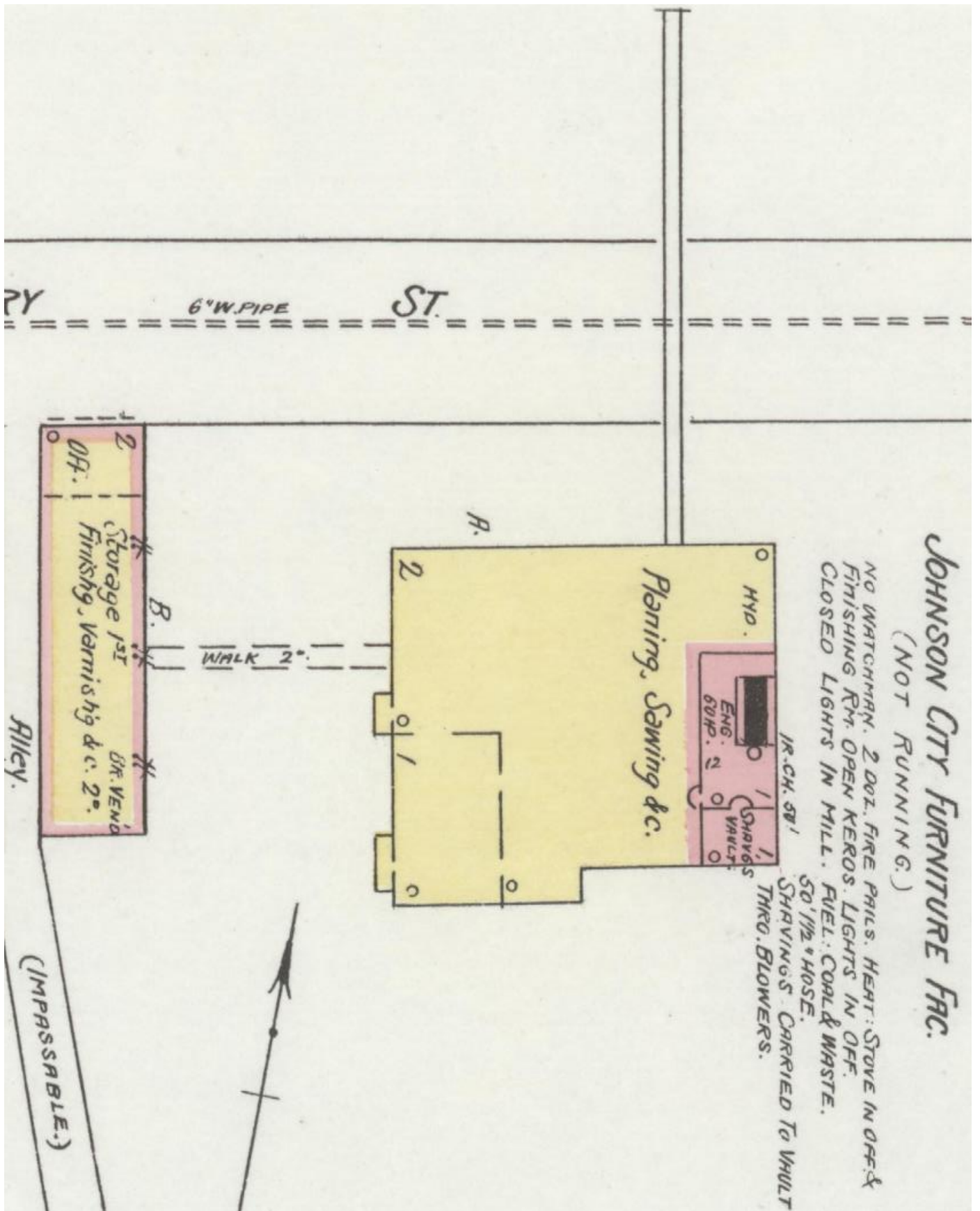
2.1.6. The Area Occupied by the American Cigar Box Lumber Company and
Related Enterprises, 1884 to at least 1941

Grant & Son Furniture Factory (1884 – 1886)
Grant, Stevens & Company (1885)
Johnson City Furniture Company (1886 – 1896)
Gates Desk and Seating Company (1895 – 1897)
William E. Uptegrove & Brother, at this location 1897 – 1903
American Cigar Box Lumber Company, at this location 1903 – 1933

It appears that the plant abandoned by the American Cigar Box Lumber Company in 1933 continued to stand until at least 19 April 1941. In any case, any remaining buildings of the abandoned American Cigar Box Lumber Company plant would have had to be removed prior to the construction of Highway 181, see Map 1 and Figure 59.



Map 11. The “Johnson City Furniture Fac. (Not Running.)” in May 1897. Note the “Car Ho.,” probably of the E.T. & W.N.C. Railroad, at the top of this map. The Johnson City Furniture Company property was acquired by William E. Uptegrove and Brother by November 1897 and converted into a cigar box lumber factory, see Map 6.⁵²



Map 11A. A detail of the "Johnson City Furniture Fac. (Not Running.)". Regrettably, the author has not found any images of this facility.

2.1.6. The Area Occupied by the American Cigar Box Lumber Company and Related Enterprises, 1884 to at least 1941

Grant & Son Furniture Factory (1884 – 1886)
Grant, Stevens & Company (1885)
Johnson City Furniture Company (1886 – 1896)
Gates Desk and Seating Company (1895 – 1897)
William E. Uptegrove & Brother, at this location 1897 – 1903
American Cigar Box Lumber Company, at this location 1903 – 1933

2.1.6.1. Grant & Son Furniture Factory (1884 – 1886)

“J. L. Grant, a prominent citizen and furniture manufacturer at Johnson City, of the firm of Johnson City Furniture Company, was born in 1847 in Massachusetts. He received a good common-school education, and when of age began life for himself. He first learned the stereotypists’ trade in New York City, which he followed three years. He then engaged in farming for four years in New Jersey, and then engaged in the lumber business thirteen years in Pennsylvania. He then came to Johnson City and engaged in the manufacture of sash and blinds with his son, the firm name being Grant & Son. In May, 1886, the Johnson City Furniture Company was organized. The company has enjoyed unparalleled success, not being able to keep up with the orders, even. The aim of the company is to make it the largest furniture manufactory in the country. They employ at present [1887] forty hands, and are enlarging the capacity as rapidly as possible. Mr. Grant began life for himself, a poor man, and, by his untiring energy and splendid practical business ability, has become quite comfortably fixed... He commanded Company C, Third Massachusetts Volunteer Infantry, during the late war, and served nine months. He was a ‘bedfellow’ of Gen. Grant at West Point, where he was attending school...”

6 December 1883. Jonesborough Herald and Tribune.

“Johnson City. Enterprise, Dec. 1... We are reliably informed that the ground has been selected and laid off for the erection at an early date of a large building in the east end of town, in which to manufacture of sash, doors, blinds, frames, brackets, and all kinds of building materials, such as tongue and grooving and planing, flooring, weather-boarding, &c.”

15 March 1884. Johnson City Comet.

“The sash, blind & door factory now being erected, by Messrs. Grant & Son is another star in Johnson City’s crown.”

5 July 1884. Johnson City Comet.

“Grant’s new sash and blind factory got mad and cut all sorts of dido’s last Tuesday. It took a bite out of Ed. Straine’s Elbow, and nipped off the ends of his fingers, gnawed Will Morgans

fingers pretty badly and gave everybody to understand that it had teeth. We are glad our friends were not badly hurt.”

27 September 1884. Johnson City Comet.

“Grant & Son’s Sash & Blind Factory is kept constantly running to fill orders that come in daily. The capacity of the factory will be doubled this winter... Mr. R. [Regius] Stephens, of N.C., will be in the city in a few days to become a partner in the sash and blind factory. He will bring with him machinery for saw mill, shingle mill and another planer.”

4 October 1884. Johnson City Comet.

“Sash and Blind Factory. The factory can hardly fill the orders that are made upon it every day. The building is to be enlarged in a short time, and the capacity will be doubled.”

15 November 1884. Johnson City Comet.

“A steam saw mill in connection with the Sash and Blind factory will be in operation in a few days.”

3 January 1885. Johnson City Comet.

“A Serious Accident. On Monday last, while Mr. King, who recently moved to Johnson City from Va., was talking to Mr. J.L. Grant, in the sash and blind factory, he put his hand on a running circular saw, which made a dreadful wound, severing some of the fingers and terribly lacerating the whole hand. It seems that Mr. King did not see the running saw, which was more than half concealed.”

2.1.6.2. Grant, Stevens & Company (1885)

10 January 1885. Johnson City Comet.

“Those wishing to build should go and consult with Grant, Stevens & Co., who from their large experience and superior facilities are prepared to put up any building in first-class style, and at moderate cost. See advertisement in this issue of our paper.”

6 June 1885. Johnson City Comet.

“Furniture. – Messrs. Grant, Stephens & Co. have commenced the manufacture of furniture, at their sash and blind factory. They propose to manufacture furniture on a large scale, and for the wholesale trade exclusively. The firm has the capital, grit and energy to make the business a success.”

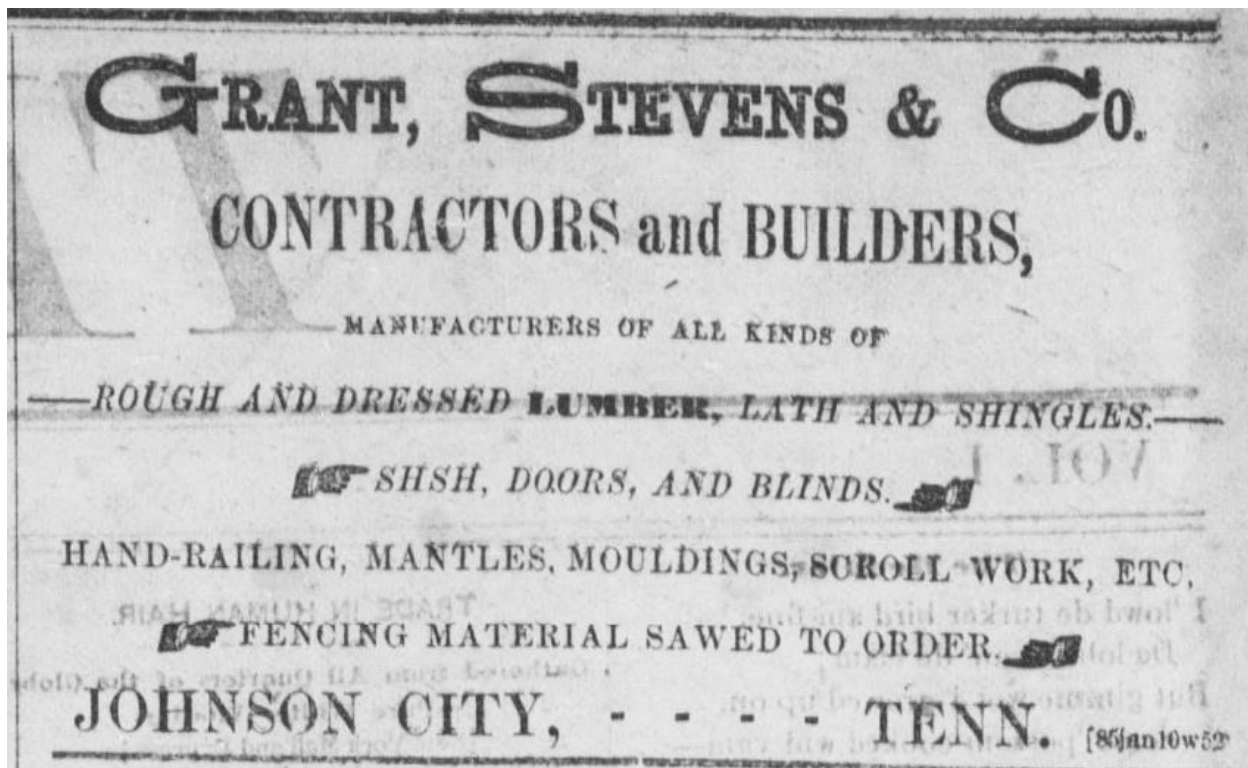


Figure 14. Johnson City Comet, 10 January 1885.

23 July 1885. Johnson City Comet.

“Grant Stevens, & Co. have begun the manufacture of furniture at their factory in this place.”

13 August 1885. Johnson City Comet.

“The firm of Grant Stevens & Co., have dissolved. Messrs. Stevens and Bull retiring. The business will be carried on under the firm name of Grant & Son.”

1 October 1885. Johnson City Comet.

“Mr. Regius Stevens called in to see us Tuesday. His hand recently injured in the sash and blind factory, is getting well.”

15 October 1885. Johnson City Comet.

“Rev. E. Grant met with a painful but not dangerous accident, at the sash and blind factory of Grant & Son, a few days ago, by having his leg caught by the saw-mill carriage and badly bruised and mashed. Fortunately no bones were broken. He is confined to his room yet, but we hope he will be able to get out in a few days.”

GRANT & SON,
 MANUFACTURERS OF ALL KINDS OF
 —ROUGH AND DRESSED LUMBER, LATH AND SHINGLES,—
SASH, DOORS, AND BLINDS.
 HAND-RAILING, MANTLES, MOULDINGS, SCROLL WORK, ETC,
 —ALSO—
FURNITURE.
 FENCING MATERIAL AND OTHER LUMBER SAWED TO ORDER.
 JOHNSON CITY, - - - - TENN.

Figure 15. Johnson City Comet, 13 August 1885.

7 January 1886. Johnson City Comet.

“For Sale. 1 Perkins Shingle Machine. 1 Planer and Matcher. 1 Pony Planer.

The above machinery is in good running order, and can be seen at work in our factory any day. The shingle machine can’t be beat and will cut 10 to 15,000 a day. The planers are offered for sale to make room for heavier machines. Will sell cheap for cash, or will trade for lumber.

Grant & Son, Johnson City, Tenn.”

11 March 1886. Johnson City Comet.

“Stock Company. – The Sash and Blind factory, started at this place by Grant & Son, is now owned by a joint stock company, and will be operated as such hereafter. Among the stockholders are Grant & Son, J.C. Taylor, Elk Park, Col. T.E. Matson, Cranberry, C. Powell, Knoxville, E.C. Reeves, C.K. Lide and others of this place. The company has ample means and will do an extensive business in the manufacture of sash, doors, blinds, furniture, &c. &c. They will make a finer grade of furniture than that heretofore manufactured here. Traveling salesmen will be placed on the road, and we hope to see the company build up a fine trade.”

2.1.6.3. Johnson City Furniture Company (1886 – 1896)

15 April 1886. The Wood-Worker.

“Grant & Son, proprietors of the sash and blind factory at Johnson City, Tenn., have with others organized the Johnson City Furniture Co., capital stock \$20,000.”⁵³

13 May 1886. Johnson City Comet.

“The Johnson City Furniture Company are doing a large wholesale business. Among other orders this week was one from A.S. McNeil, of Bristol, for six hundred dollars worth of ash furniture, and one for 15,000n feet of dressed lumber for the Knoxville Car Wheel Co. to be used in erecting new houses at the company’s furnace in Carter Co. The Johnson City Furniture Company makes a specialty of hard wood, low priced furniture and are offering special inducements to the trade both in price and the quality of work turned out.”



Figure 16. Johnson City Comet, 2 September 1886.

2 September 1886. Johnson City Comet.

“An Earthquake. – East Tennessee Receives a Shaking Up. Tuesday night about 9 o’clock the shock of an earthquake was distinctly felt at this place, and perhaps all over East Tennessee... Frank Evans was in the furniture factory alone, and was considerably shaken up, but thought it was done by some one trying to play a practical joke on him...”⁵⁴

2 September 1886. Johnson City Comet.

“Mr. Frank Evans left yesterday to represent the Johnson City Furniture Company in the Southern market...”

The Johnson City Furniture Company are now selling their fine lines of Cherry & Ash Furniture at Wholesale and Retail, at prices that cannot be beat.”

7 October 1886. Johnson City Comet.

“The Johnson City Furniture Company have received a large order from Knoxville for the paneling for the inside of a dwelling. The paneling will be of curly poplar, ash and cherry. They are also shipping a hard wood fitting for a portion of a house in West Virginia. This company is in a prosperous condition and is doing a thriving business. Their store room is filled from floor to ceiling with finished work, both in cherry and ash and they are shipping large orders every day, their sales amount to more than one thousand dollars per month. This speaks well for Johnson City and deserves the encouragement of all our citizens.”

4 November 1886. Johnson City Comet.

“Mr. S.H. Poudier left this morning for Jellico. He will travel the South in the interest of the Johnson City Furniture Co. This company are now manufacturing goods at a rapid rate and are building up a large wholesale trade. By reason of their situation they can afford to sell furniture cheaper than any factory in the South and there is no reason why Mr. Poudier should not meet with great encouragement.”

18 November 1886. Johnson City Comet.

“Mr. Frank Evans, one of the proprietors of the Johnson City Furniture Company, the most extensive furniture manufactory, perhaps in East Tennessee, was in the city Monday and made our office a call. Mr. Evans is a cultured English gentleman as well as a far-sighted, trained business man. His investment at Johnson City is proving a most successful venture and the company is doing a fine business. Mr. Evans secured an order from Carriger, Roberts & Co. while in town for a handsome druggists’ prescription case and counters, to be placed in their new store room. The order will amount to a nice sum. – Morristown Gazette.”

25 November 1886. Johnson City Comet.

“The Johnson City Furniture Company cannot supply the demand for their goods. They are three weeks behind now on orders. There is a great demand for building material, flooring and ceiling especially. Owing to the difficulty in securing seasoned lumber they have not been able to fill orders as promptly as they otherwise would have done.”

9 December 1886. Johnson City Comet.

“Considerable damage was done to the property of the city by the heavy snow fall Monday... the store room of the Johnson City Furniture Company and Sutton & Co.’s produce house were also considerably damaged...”

3 February 1887. Johnson City Comet.

“The Johnson City sash and blind factory will be re-opened at an early day and under management that will assure the employment of a considerable number of people. Mr. James Thornton, (now of Knoxville) is contemplating the purchase of this factory, and, whether he does or not, the business will be resumed within a short time. The fact is that Johnson City stands ready

to give substantial encouragement to a competent manufacturer, contractor and builder, and we believe that Mr. Thornton will prove the right man in the right place...

Johnson City Furniture Co. Three years ago Mr. J.L. Grant came to Johnson City. In the interest of his father and himself he visited various sections of the country, with the view of selecting a suitable section for a wood working interest. He was pleased with the reception he met here at the hands of some of our business men; he was satisfied that from its relative proximity to coal lands on the one hand and to iron ore on the other, that this must eventually grow to be a city of importance. He also ascertained that in this immediate vicinity could be secured an abundance of timber suited to the manufacturing purposes he had in view, so the firm Grant & Son, located here. The site of their factory was then beyond the recognized limits of town; that year 60 residences were built in the new addition, and herein was an illustration of what a factory can and does accomplish for a community.

Grant & Son erected their work and began operation. Since then the working facilities have been increased from time to time as necessity demanded, and on the 1st of May last the private concern of Grant & Son was merged into the Johnson City Furniture Co., with a paid capital of \$20,000. Of this Company, Col. Thos. E. Matson was elected President (he had a been warm friend of the enterprise from the start); Mr. Frank Evans became Secretary and Treasurer and Mr. J.L. Grant Superintendent of the Works. Now, after nearly one year's organization as a joint stock company, it is proposed to increase the capital and working facilities, a fact that illustrates very well how successfully the enterprise has been conducted.

The Company in question has several specialties. It manufactures furniture, chiefly medium priced sets, using cherry, ash, walnut, &c., and for these it has a market extending from Roanoke, Va., (the farthest point North where trade has yet been sought) down to Mobile. It sells to one of the largest houses in the furniture manufacturing city of Knoxville; and, fearing competition from no quarter, it enters the list as a candidate for the laurels and profits of a successful trade throughout Tennessee and her sister States.

But bed room furniture is not the only specialty of the Johnson City Furniture Co. It competes with Cincinnati and other cities in equipping banks and other offices, and in the Bank of Johnson City, the First National Bank of Morristown and in other equally elegantly furnished offices may be found specimens of the workmanship that may well be referred to. Especial attention is paid to contracts of this character, and the officers of the Company will at any time be glad to furnish drawings, specifications and estimates.

Still another specialty is the manufacture of sash, doors and blinds and the re-dressing of lumber, while builders supplies generally are carried in stock, but this trade is largely local in its character.

The works are substantially built and the machinery is powered by a 60 horse-power engine, while the number of employes usually is about 30. Its pay roll we have embodied in statements elsewhere in this article. The gentlemen comprising the Company have ample reason to congratulate themselves upon the prosperity attending the enterprise. They are in earnest in their effort to make the factory a commanding interest here, and they are reaping the fruits of well doing..."

15 February 1887. The Wood-Worker.

"The Johnson City Furniture Co., Johnson City, Tenn., will increase their capital stock and enlarge their factory."⁵⁵

31 March 1887. Johnson City Comet.

“Mr. Geo. P. Buss, of Grand Rapids, Mich., was in the city last week. Mr. Buss has associated himself with the Johnson City Furniture Company and proposes to make it the largest furniture factory in the South, some new machinery has already arrived and more is on the road. A new building 100 x 200 feet, three stories high, will be commenced at once. Mr. Buss informs us he will have more than a hundred skilled workmen at work inside of a year, and will manufacture more furniture here than is manufactured in any factory in Chattanooga. Mr. Buss has recognized the advantages offered in Johnson City and, being prepared financially, will push them for all they are worth. This company is already shipping goods as far South as Birmingham. And ere long, by virtue of their location, will be able to ship furniture North and compete with Northern prices.”

19 April 1888. Johnson City Comet.

“The Johnson City Furniture Company received two new machines last week. One was a double-surfacers and the other a four-sided moulder. This company is constantly added new and improved machinery and is one of the largest and best equipped furniture factories in East Tennessee.”



Figure 17. Johnson City Comet, 21 April 1887.

21 April 1887. Johnson City Comet.

“The Johnson City Furniture company has an advertisement in this issue. They manufacture medium priced hardwood furniture for the trade only but they fill orders for all kinds of building material on short notice and do a general planing mill business. We do not hesitate to say this is the largest industry of its kind between Lynchburg and Chattanooga, and when all the new machinery arrives that has been purchased, cannot be equalled in Chattanooga. Several additions have already been made to the buildings and the foundations are being dug got another large factory, 200 x 300 feet, three stories high. On account of location, this company is enabled to manufacture goods so cheap they can compete with Michigan prices.”

2 June 1887. Johnson City Comet.

“The Johnson City Furniture Company is constantly adding new machinery. A large sand papering machine was received and placed in position this week.”

9 June 1887. Johnson City Comet.

“The Johnson City Furniture Company have received a new furniture wagon this week. It is a neat piece of workmanship, handsomely painted and lettered, and was made by Messrs. Sheridan & Qunicy, of Knoxville.”

23 June 1887. Johnson City Comet.

“Notice! Owing to the increase of our Furniture business we will decline all orders out of that line, after this date. Respectfully, Johnson City Furniture Co. June 21, 1887.”

3 November 1887. Johnson City Comet.

“Reorganized. – The Johnson City Furniture Company Under New Management. – The Capitol Stock Increased to Thirty-Thousand. At a meeting of the stockholders last Monday, the Johnson City Furniture Company reorganized, as it were, by increasing their capital stock to thirty thousand dollars, and electing new directors and officers for the ensuing year. The Company is now stronger financially, than it has ever been and the business hereafter, in all its branches, will be pushed to the utmost.

Competent men have been engaged to take charge of each department and, believing that promptness is necessary to success in business, the company will fill all orders with dispatch.

The pay day has been changed from Saturday to Tuesday and the workmen will hereafter receive their wages all in cash.

The directors for the ensuing year are as follows: Col. T.E. Matson, Geo. F. Buss, Grand Rapids, Mich., J.E. Crandall, E.S. Wolfe, J.L. Grant, J.P. Hoppel and A.S. McNeil, Bristol, Tenn.

The company is officered as follows: Geo. F. Buss, President; J.L. Grant, Vice President; J.P. Hoppel, Secretary; J.E. Crandall, Treasurer.

A gentleman of large experience in the furniture business has been engaged and will arrive shortly to take charge.

This factory has been shipping two or three car loads of furniture a week for some months, and ships as far South as Birmingham, Ala., and sells all through Virginia. They have a capacity

of a car load per day, and as furniture can be manufactured here cheaper than anywhere in the South there is no reason why this company should not be taxed to its utmost capacity at an early day. During the past year they have enlarged their factory building and store room until it is now twice the size it was formerly. They have also added eight or ten of the newest and latest improved wood working machines and now have the best equipped furniture factory and planing mills in East Tennessee.

They will lay in a large quantity of lumber this fall and next spring will run a full force of hands on building material alone. They will not only be able to supply Johnson City but all the surrounding towns.”

15 December 1887. Johnson City Comet.

“Mr. Day, a workman at the Johnson City Furniture Factory had the misfortune to have his left thumb sawed off last Friday.”

26 January 1888. Johnson City Comet.

“J.E. Crandall... is the treasurer of the Johnson City Furniture Company, which will employ in the coming season 100 men...”

23 February 1888. Johnson City Comet.

“The Johnson City Furniture Company received new machinery last week. They are constantly adding to the already well equipped factory.”

1 March 1888. Johnson City Comet.

“The Johnson City Furniture Company have begun manufacturing two new style bedroom suits. One is made in only dark and light cherry and is the finest suit ever made. The bedstead is 6 feet and 6 inches high, the dresser has 54 x 30 bevel glass, and the washstand has toilet glass. The other style is made in walnut, ash and maple. The bedstead is 5 feet and 2 inches high, the dresser and washstand correspond.”

19 April 1888. Johnson City Comet.

“In wood-working establishments, there are the Johnson City Furniture Company, employing fifty men and turning out an immense amount of the very best work...”

26 April 1888. Johnson City Comet.

“The Johnson City Furniture Company shipped three car loads of furniture yesterday. This concern is growing every day and its territory now comprises the whole South and far North and East. New machinery is being added constantly as the demand increases and they are now manufacturing a larger variety of bed room suits than ever. Their latest style suit is especially handsome. It is natural cherry and is nicely carved. Gen. Wilder is having one made for himself

on the same style but it will be marble top. They do not finish any suits in marble unless specially ordered.”

2 May 1889. Johnson City Comet.

“A stockholders’ meeting of the Johnson City Furniture Company was held Monday at the office of the Company in this city. The company decided to again go into the building material business and Mr. Grant will have charge of that department. They are well equipped and will make a specialty of fine work. The furniture department will be in charge of Mr. S.J. Richardson, of Montague, Mass. Mr. Richardson took charge on the first of May. He is an experienced furniture man having been in the business fifteen years. He will move his family to Johnson City soon.”



BUILDING MATERIAL.

We are now prepared to furnish Dressed Lumber, Moulding, Flooring, Brackets, Scroll and Turned work, Mantels, Casings, Hand Rail, Balusters, Etc. Etc., in

POPLAR, ASH, OAK, CHERRY, AND WALNUT.

Contractors work will receive special attention.

HARD-WOOD FINISH A SPECIALTY.

We will not be beaten on quality or price.

JOHNSON CITY FURNITURE CO.

Figure 18. Johnson City Comet, 23 May 1889.

2 May 1889. Johnson City Comet.

“The Johnson City Furniture Factory shipped two car loads of furniture during the first three days of last week.”

16 January 1890. Johnson City Comet.

“At a meeting of the stockholders of the Johnson City Furniture Company held January 14, 1890, the following directors were elected for the ensuing year: T.E. Matson, J.E. Crandall, J.L. Grant, L.A. Calvin, E.C. Reeves, S.W. Graves, E.S. Wolfe, J.P. Hopple.

The company made a good showing for the past year and were able to declare a 5 per cent. Dividend.

After the election of directors they immediately proceeded to elect officers for the ensuing year. The following were elected: T.E. Matson, President; J.L. Grant, vice-President; L.A. Calvin, Secretary; J.E. Crandall, Treasurer.”

16 January 1890. Johnson City Comet.

“Notice to Stockholders. Office Johnson City Furniture Co. A dividend of five per cent. declared on Capital Stock of this Co., payable on February 1st 1890, to stockholders of records that date. Call on J.E. Crandall Treasurer, at First National Bank. L.A. Calvin, Secretary.”

6 March 1890. Johnson City Comet.

“She’s Booming. – That’s What’s the Matter with Johnson City. It is a Healthy, Substantial Boom and No Mushroom Business About it. – The Knoxville Sentinel representative finds something to say about Johnson City. – Johnson City, Tenn., February 26...”

There are two lumber yards and a furniture factory [presumably the Johnson City Furniture Factory], each employing 50 hands and brick is furnished by three companies, each operating extensive works...”

12 June 1890. Johnson City Comet.

“New Machinery. The Johnson City Furniture Factory have placed an order for a band re-sawing machine and it is being made. It will cost about \$500.00 and Manager Grant calculates it will more than pay for itself every three months. This factory is one of the largest and most aggressive in East Tennessee and it is constantly adding improved machinery. The principal advantage of a band re-saw is that it only cuts three thirty-seconds of an inch of the plank and is much faster than any other saw. The company’s business is increase rapidly, and it is now shipping three to five cars of furniture a week.”

20 November 1890. Johnson City Comet.

“The Johnson City Furniture Factory is thirty days behind orders. The factory is shipping goods to Knoxville, and to all parts of the south. It is one of the industries of which the people here are proud. The furniture for the new hotel at Harriman, including fifty-nine bed room suits was made at this factory. – City Cor. Journal.”

15 January 1891. Johnson City Comet.

“The Johnson City Furniture company commenced this week by shipping a car load of furniture to Knoxville dealers. This is a common occurrence, however, as the company ships regularly from here three to five cars a week of medium priced hard wood furniture.”

22 January 1891. Johnson City Comet.

“Annual Dividend. A dividend of 5% will be paid on the capital stock of the Johnson City Furniture Company for the year 1890. Payable at the office of the company Feb. 1, 1891. S.A. Bowman, Secretary. Jan. 13, '91.”

Fine Mantels, Stair-Work
—AND—
Inside Finish in the Various Hard-Woods
—AND—
BEST WORKMANSHIP.
With our New Band Re-Saw, we can cut two pieces of
 $\frac{5}{8}$ Weatherboarding out of an inch board.
JOHNSON CITY FURNITURE CO.

Figure 19. Johnson City Comet, 4 February 1891.

19 January 1893. Johnson City Comet.

“Officers Elected. At a meeting of the Johnson City Furniture Company Saturday, the following officers were elected for the ensuing year. E.C. Reeves, president; J.L. Grant, vice president; S.A. Bowman, Secretary and Treasurer.”

27 July 1893. Johnson City Comet.

“We all know the difficulty in locating a fire at night and have often found it an impossibility, C.K. Lide is happily free from any such trouble, as soon as he looked out last night he located the blaze and called to his nephew to get up, the Furniture Factory was on fire.”

2 November 1893. Johnson City Comet.

“The finishing house of the Johnson City Furniture Co., which was destroyed by fire a few weeks ago, is being rebuilt. This fire caused the company considerable loss, nevertheless they seem to be going on with their work and will have their new house ready for use in the short time.”

16 May 1895. Johnson City Comet.

“Sheriff’s Sale. – In the Law Court at Johnson City, Washington County, Tenn. – Johnson City Furniture Co. for use of First National Bank vs. John Mongle, principal, and John Tipton and J.M. Simerly stayors. – By virtue of a vendex exponas issued by S.H.L. Cooper, clerk of the law court for the 8th, 9th 10th and 11th districts of Washington county, Tennessee, on the 10th day of May, 1895, I will on Friday, the 14th day of June, 1895 at the opera house door in Johnson City, Tennessee, within legal hours offer for sale to the highest bidder, for interest of John Mongle in and to one house situated in the said town, Ninth civil district of Washington county, State aforesaid, and described as follows: Beginning at the intersection of the E.T. & W.N.C. Railroad and Division street, thence with the said Division street north ten degrees, west 175175 feet to a stake; thence south seventy-nine degrees, west 83½ feet to a stake; thence south eighty degrees, east 165½ feet to a stake at Railroad street (or Jobe street); thence with said street eighty-six degrees, east eighty-six feet to the beginning. Said property will be sold at above time and place to satisfy a judgment that the Johnson City Furniture Co. for use of the First National Bank obtained against John Mongle et al. before I.M. Martin, justice of the peace, on the 27th day of July, 1894, for the sum of \$85.00 and cost, unless said debt, interest and all costs are sooner paid. This May 15th, 1895. J.S. Pritchett, Sheriff. By G.F. Campbell, D. Sheriff.”

2.1.6.4. Gates Desk and Seating Company (1895 – 1897)

27 June 1895. Johnson City Comet.

“New Furniture Factory. – South Carolina Capitalists to Revive an Old Plant. It is now an assured fact that we are to have a new furniture factory, F.J. Gates, of Gates & Gates, Greeneville, S.C., is in the city perfecting arrangements to start a furniture factory in this city. They will use for one year the plant of the old Johnson City Furniture Company, and at the end of that time will either buy the plant or build a new one... They will manufacture roll top office desks exclusively and Mr. Gates is satisfied that this is an admirable point to manufacture furniture of hard woods at paying figures. He says that they have been buying a large part of the materials used at their Greeneville, S.C., factory from this territory and paying freight to that point, amounting to \$7 or \$8 per 1,000 feet, and he figures that if that item alone is saved it will pay to move to Johnson City, the center of the finest wood section of the South.”

4 July 1895. Johnson City Comet.

“The old Johnson City Furniture Factory has been leased for a term of years by the Gates Desk and Seating Co., of Greeneville, S.C., for the purpose of manufacturing desks and seats exclusively.”

21 May 1896. Johnson City Comet.

“Back Taxes Sales. – by the authority vested in me as Back Tax Attorney of Washington County, State of Tennessee... I will offer for sale, at public outcry, at the door of the Court House, in Johnson City, Tennessee, on Monday, June 22d, 1896... A certain tract of land with improvements thereon situated in Johnson City, Tennessee, in the Johnson City Real Estate Company’s addition and on Cherry and Walnut streets, known as the ‘Johnson City Furniture Company,’ and now occupied by the ‘Gates Desk and Seating Company,’ assessed to the Watauga Furniture and Mantel Company and owned by the Johnson City Furniture Company.”

28 January 1897. Johnson City Comet.

“Furniture Factory Closed. S.J. Gates, who has been the lessee of the furniture factory for two years, left yesterday for his old home in Greeneville, S.C.

Mr. Gates was at the head of the firm known as the Gates Desk and Seating Company, which was engaged in the manufacture of roller top desks of the highest and best grade. It is to be regretted that the company could not find it profitable to remain here. Mrs. Gates preceded him several weeks ago.”

25 November 1897. Johnson City Comet.

“Sold at Last. – The Old Furniture Factory Goes into New Hands – And Will be Converted into a Cigar Box Factory. – The biggest deal that has occurred in Johnson City, so far as future benefits are concerned, was made last Saturday when the Clerk and Master sold the old furniture factory [apparently that of the Johnson City Furniture Company] at auction. The plant was bid in by R.F. Wells, of Jonesboro, as agent for J.M. Buck and G.C. Harris at the upset price of \$2,000. These gentlemen had already made a sale of the entire plant to W.E. Uptegrove & Bro., of New York, and immediately delivered the goods as soon as the decree went down confirming the sale.

The New Yorkers who now own the factory, are extensive dealers in hardwood veneers and cigar boxes. They hold exclusive patents for manufacturing a Spanish cedar cigar box from poplar timber and are supplying about 5,000 customers at this time. They will put this plant in operation at once on these boxes for southern and western trade, and expect to employ about 75 people in this branch alone. They will also put in veneering machinery and cut veneers on equally as large a scale. The new machinery necessary will arrive here in ten days or two weeks and it is the intention of the people to have the plant ready to begin work by the first of the year.

The firm is worth about \$500,000, and is putting in a factory in the south simply as a matter of business and preferred to buy property in this city rather than accept sites offered at other points. This is conclusive evidence of their good business sense.

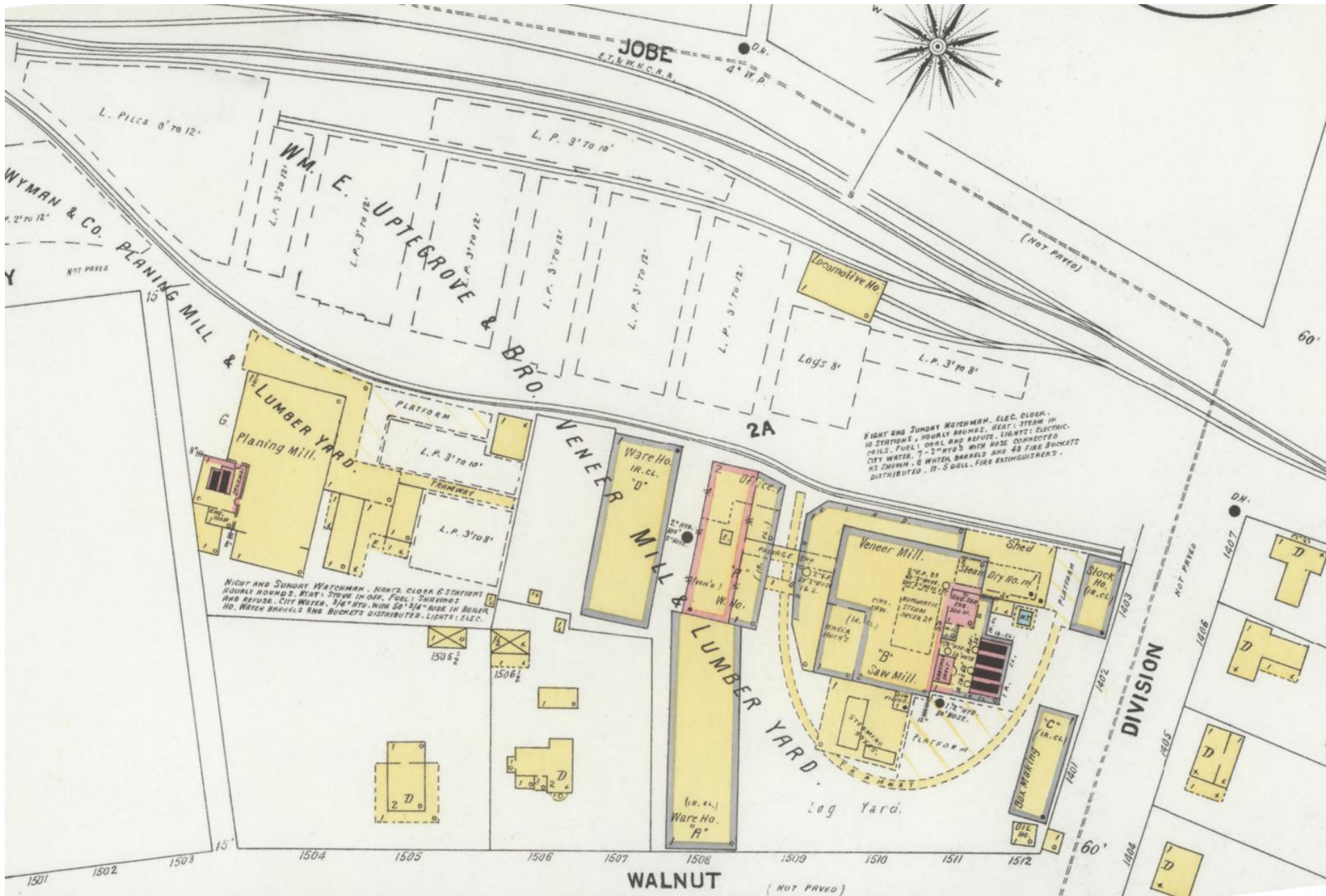
Mr. [Jerome B.] Thomas, a member of the firm, and Mr. [Edwin F.] Smith, the manager of the plant, have rented property and will move their families here at once. It’s a long lane that has no turn and you can take The Comet’s word for it that Johnson City has reached the turn in the lane and will now go up awhile.”

2.1.6.5. William E. Uptegrove & Brother, at this location 1897 – 1903

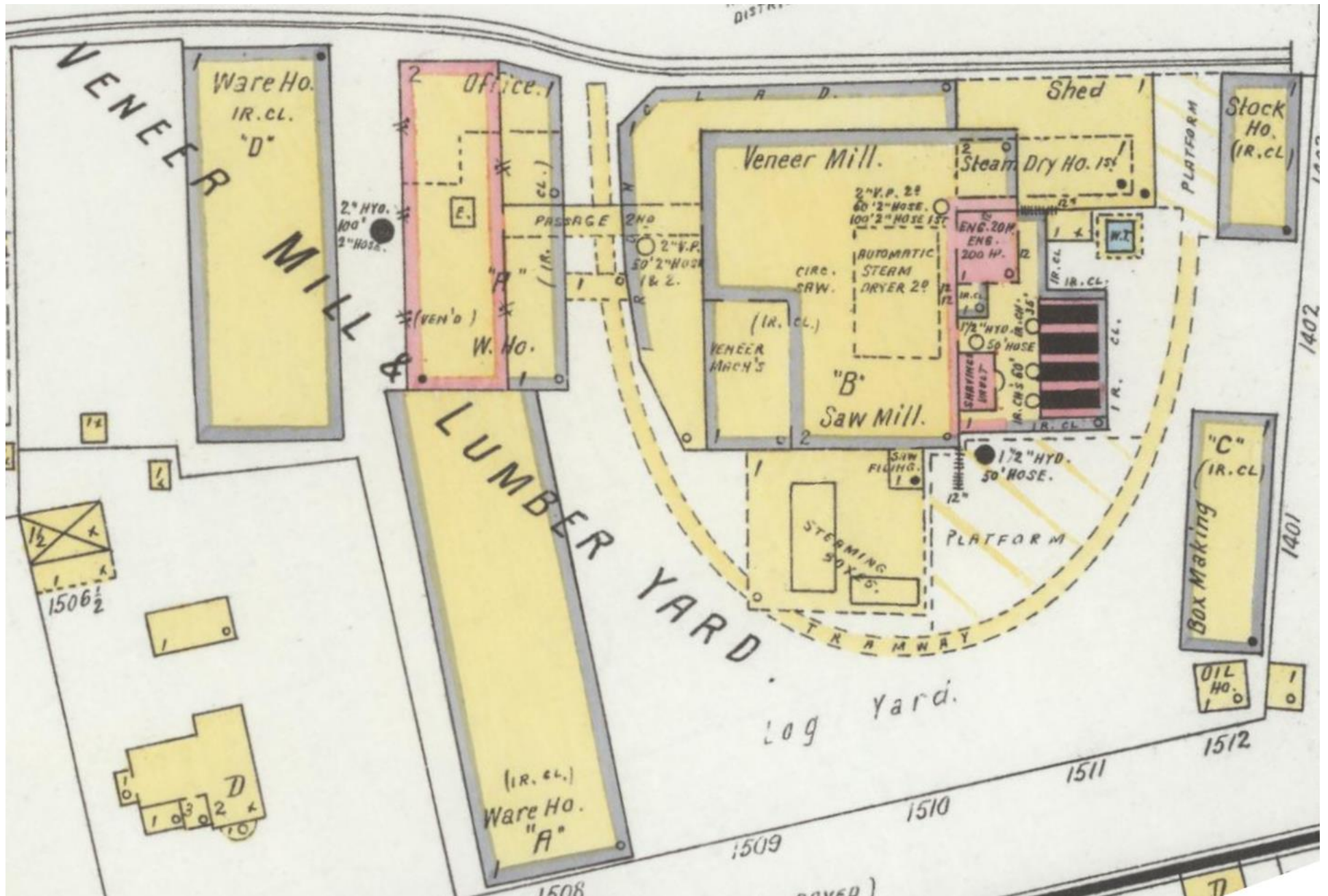
2.1.6.6. American Cigar Box Lumber Company, at this location 1903 – 1906

Note: A fire on 12 July 1906 destroyed most of the plant of the American Cigar Box Lumber Company. As a result, the company built a new plant. In the interest of clarity, the pre- and post 1906 plants have been separated in this document, even though the pre-1906 plant had belonged to the American Cigar Box Lumber Company, a William E. Uptegrove and Borthers subsidiary, since 1903.

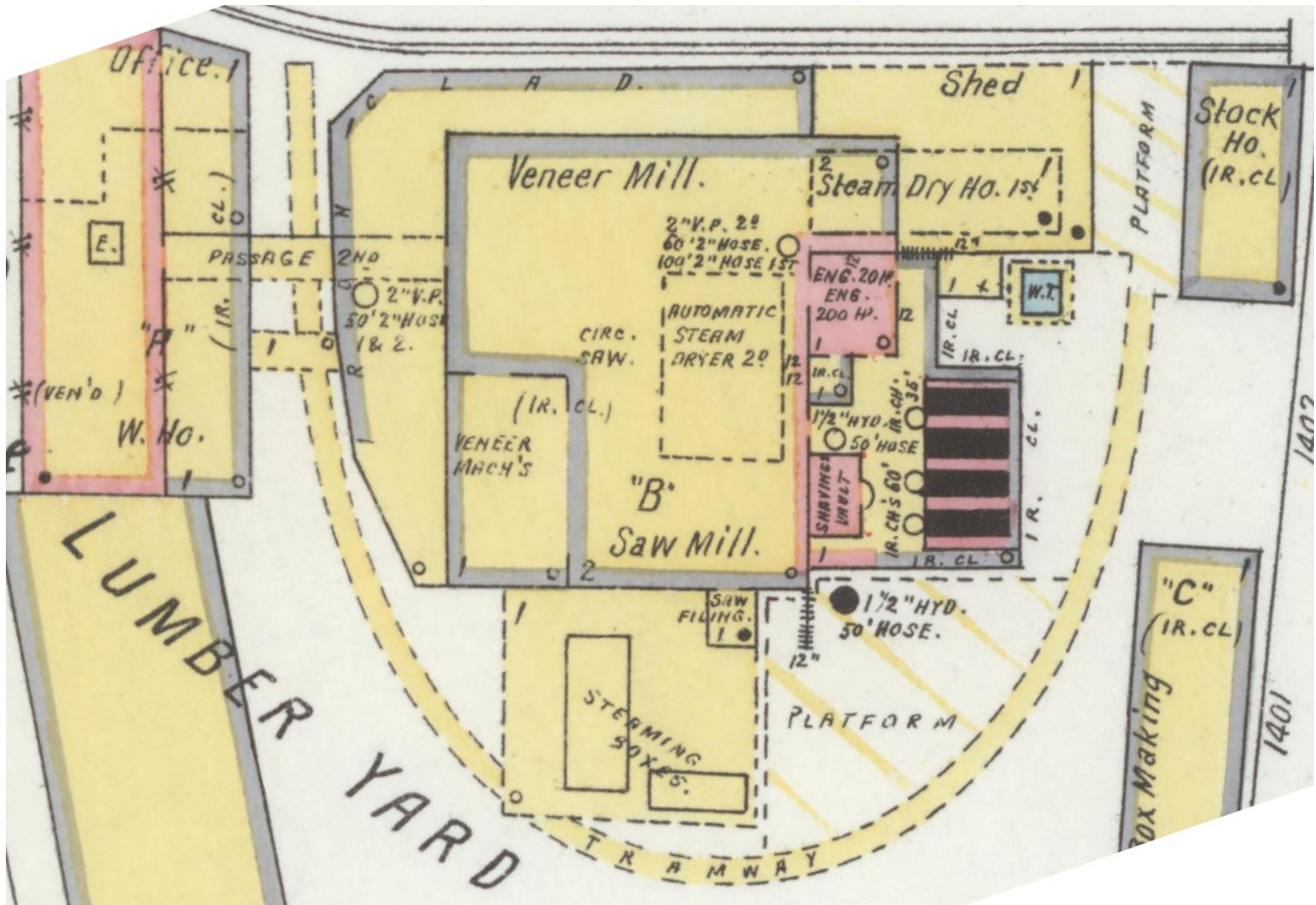
For more information on this enterprise see “A Draft Documentary History of William E. Uptegrove & Brother and Their Operations in East Tennessee, 1897 – 1933, Including White Rock Mountain, 1900 – 1904?, and Johnson City, 1897 – 1933, as well as the Johnson City, Bakersville & Southern Railway, 1899 – 1909”⁵⁶



Map 6B. A detail of the "Wm. E. Uptegrove & Bro. Veneer Mill & Lumber Yard," April 1903.⁵⁷



Map 6C. Another detail of the "Wm. E. Uptegrove & Bro. Veneer mill & Lumber Yard," April 1903.



Map 6D. Another detail of the "Wm. E. Uptegrove & Bro. Veneer mill & Lumber Yard," April 1903.



Figure 20. This photograph shows “ET&WNC Engine 2 laying flat on its side near the ‘Uptegrove Plant’ in Johnson City. This plant has been identified as the American Cigar Box Manufacturing facility... the building in the far right of the photo being the original [two-stall] ET&WNC engine house... Original photos attributed to the collections of photographer Burr Harrison.”⁵⁸ Historian Mallory Hope Ferrell captioned this photograph: “Mogul No. 2 derailed in the Johnson City yards in [1902 or] 1904. Engineer Scot Dean and fireman Bellmot Watson were not injured in the turn-over. – Ed. Bond Collection.”⁵⁹ Note the link-and-pin coupler.



Figure 20B. A detailed view of the American Cigar Box Lumber Company's mill (left) and office/warehouse (right). The second floors of these two buildings were joined by a hallway (which is visible in this photograph). See Map 6C.

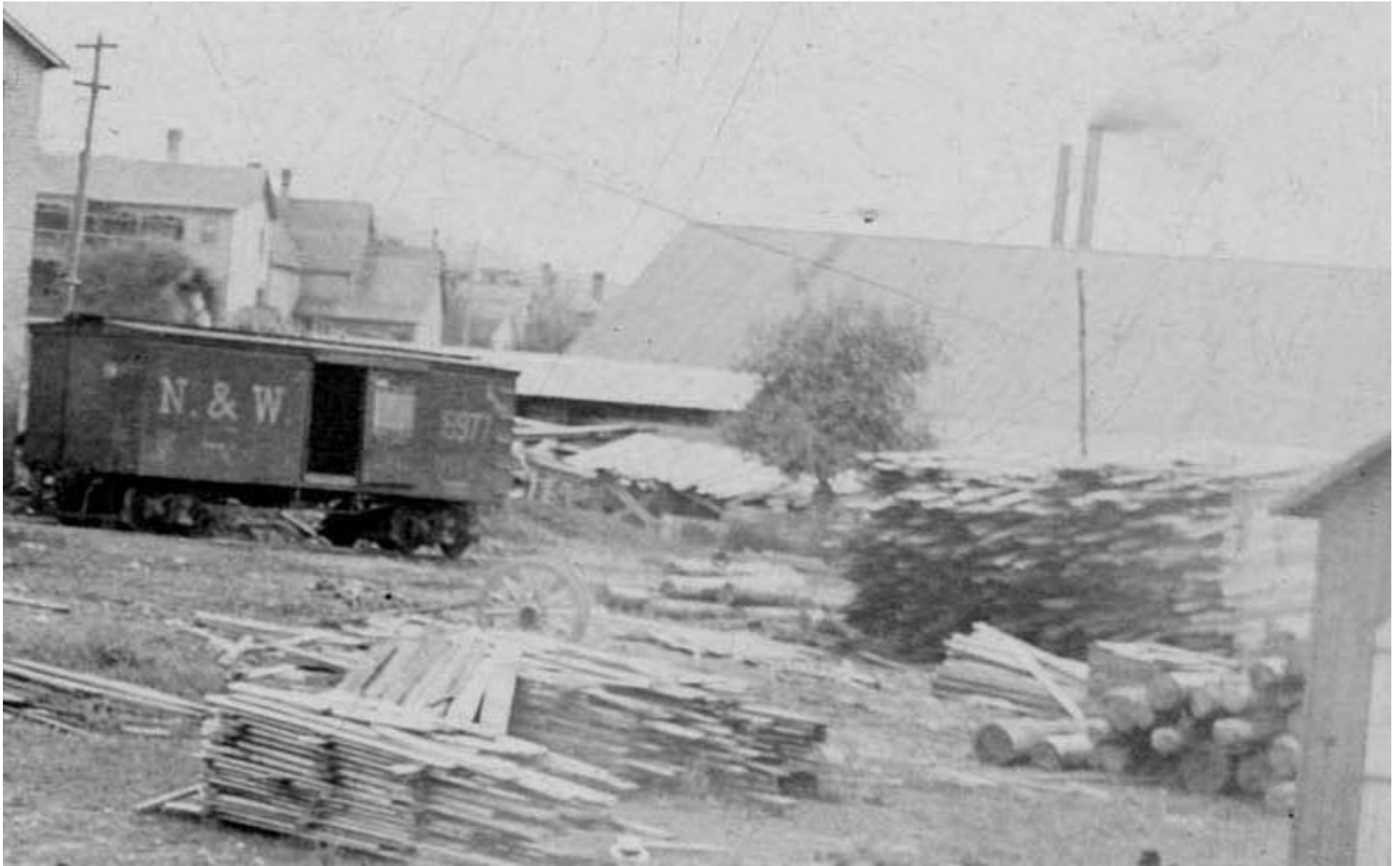


Figure 20C. This detail shows another warehouse of American Cigar Box Lumber Company (immediately behind the N.&W. boxcar #6977?), with the Wyman & Company Planing Mill behind it. The Wyman buildings were destroyed by a fire on 26 September 1905. The structure on the right of this photograph seems to be a dry shed (probably belonging to the American Cigar Box Lumber Company). However, this structure was not depicted on the Sanborn Insurance Company map for 1903, see Map 6.



Figure 21. Another view of the wreck of Engine No.2 and the American Cigar Box Lumber Company mill.⁶⁰ Note the hand car in the left background.

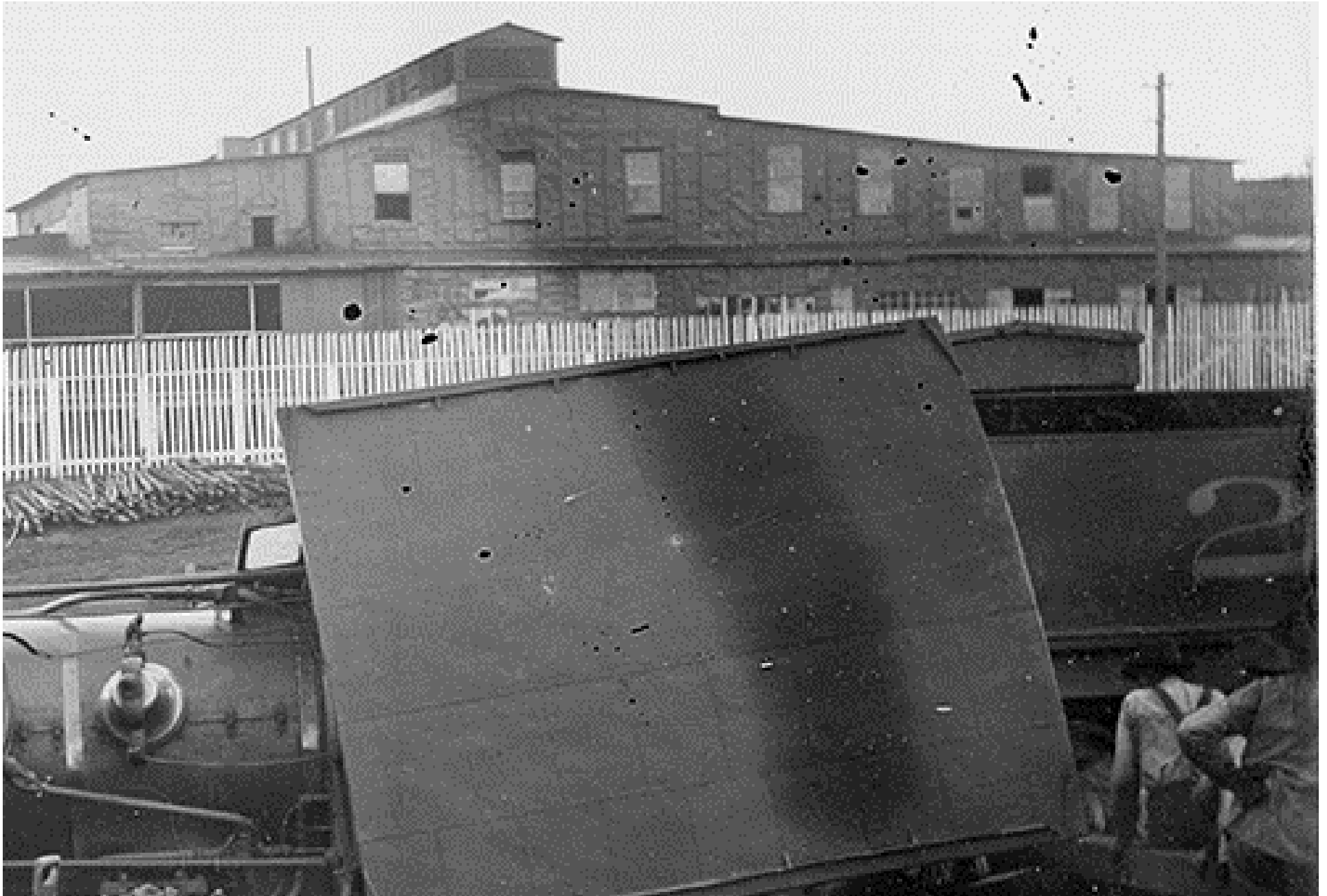


Figure 21A. A detail of the mill of the American Cigar Box Lumber Company.

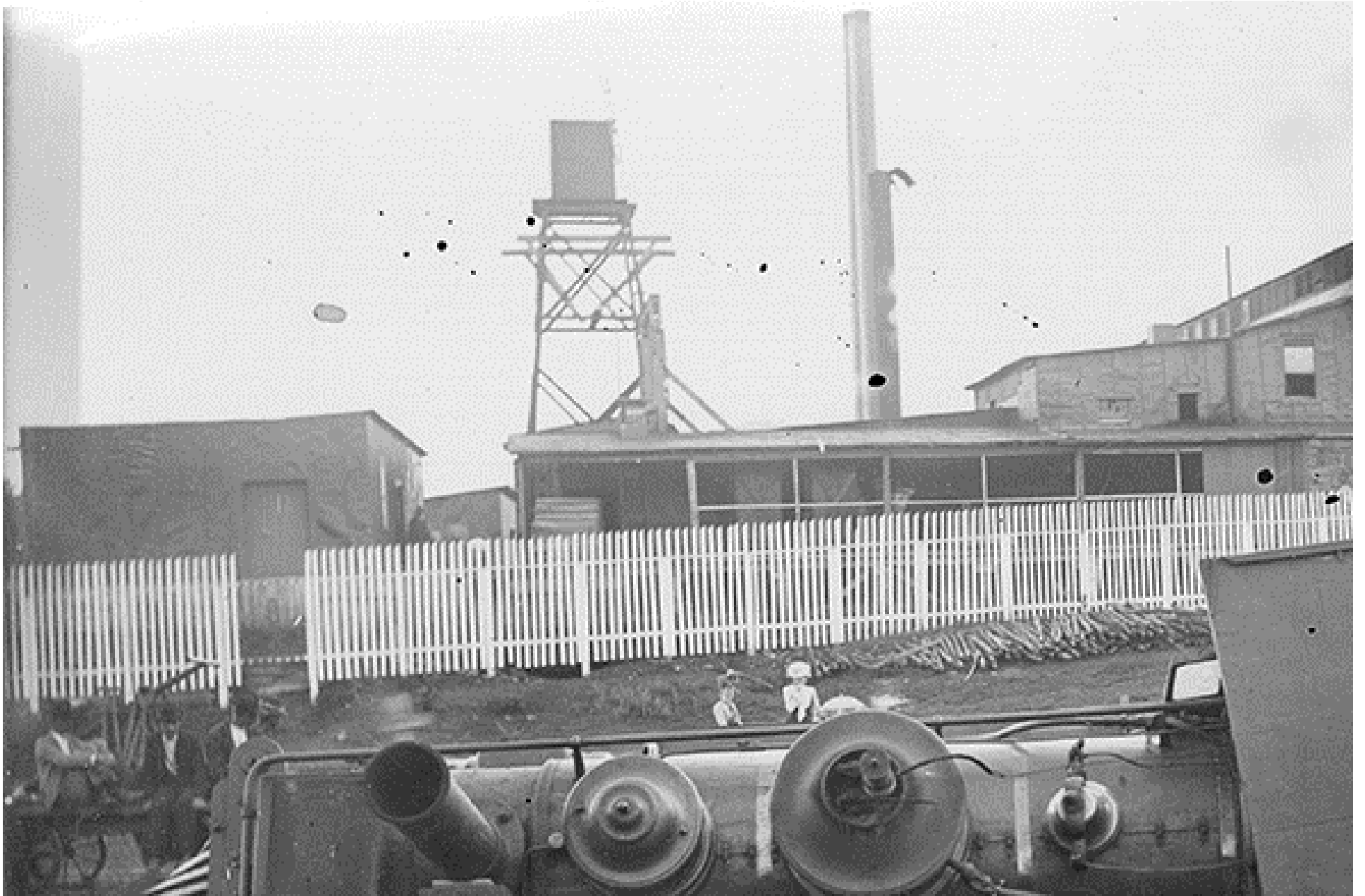


Figure 21B. A detail of the mill of the American Cigar Box Lumber Company showing the stock house (left), and a shed (center), with the water tower and three smokestacks behind it. Note that the headlight has been removed from the locomotive in this photograph.



Figure 22. This photograph, of the same accident as depicted in figures 20, 21 and 23, “shows Engine 2 (with its fragile headlight removed) in the process of being hoisted to an upright position.... Original photos attributed to the collections of photographer Burr Harrison.” Historian Johnny Graybeal captioned this photograph: “This photo shows where No. 2 derailed in Johnson City around 1902, It offers an excellent opportunity to see underneath the engine. Parts of the Stephenson valve gear are visible, as well as the brake rigging and the inner strength of the cowcatcher. The wooden cab is warped but not broken. Photo courtesy Ed Bond Collection.”⁶¹ Note the homes in the background, which appear to correspond with 1408/117, 1409/119 and 1411/123 Jobe Street, from left to right, see maps 2 and 3. Also note the link-and-pin coupler.



Figure 23. Another photograph of the same accident.⁶² Note that the tender has a large "2" on the side and appears to be lettered "E.T. & W.N.C.R.R." along its top. Apparently, the structure behind the house and above the cab was the Hotel Carlisle. Also note the home on the right, which appears to correspond with 1414/129 Jobe Street on maps 2 and 3. Johnny Graybeal dates this accident to 1902.



Figure 24. “American Cigar Box Lumber Co., Johnson City, Tenn.”, *The Packages*, August 1904.⁶³ It appears that this photograph looks over the American Cigar Box Lumber Company (with its water tower, three smokestacks, the clerestory-roofed sawmill, etc., near the center of this photograph) and along Division Street, north across the E.T. & W.N.C. Railroad mainline, toward the Hotel Carlisle and Bark Shed Number 3 of the Tannery. See figures 20B and 21, as well as Map 2. Note, the logs in the foreground appear to be south of Walnut Street.



Figure 24A. A detail, note the tram track in the lower left of this image.



Figure 25. This photograph appears to show the remains of the American Cigar Box Lumber Company after the fire of 12 July 1906. Note the two-stall E.T.&W.N.C. R.R. engine house, the E.T. &W.N.C. R.R. mainline, and the First Christian Church, on East Main, between S. Roan and Division streets. Also of interest is what appears to be the remains of the boiler and engine room.⁶⁴ The building on the right appears to be that of the “Shook Dep’t.” or, possibly, the one labeled “Bow Making.” The light-colored building behind the fence near the center of the photograph is not depicted on the available Sanborn maps, and has not been identified. The residences along the north side of the E.T. & W.N.C. mainline appear to be, from left to right, those at addresses 1408/117, 1409/119, 1411/123 and, perhaps, 1413/127 Jobe Street. See also maps 2 and 3, as well as figures 20, 21, and 24.



Figure 25B. A detail of what appears to be the "Cutting & Shaping Mill," with the "Steam Dry Ho." being most visible, see Map 7C and Figure 36A.



Figure 25C. Another detail, which shows the destroyed “Veneer Mill” and “Saw Mill,” with the destroyed boiler/engine room on the right.

2.1.6.5. William E. Uptegrove & Brother, at this location 1897 – 1903

1897. “Autobiography of William E. Uptegrove”

William E. Uptegrove wrote: “In 1897 we concluded to also utilize the shaving machines in producing Poplar Cigar Box Lumber in the South. After a number of trips to different localities in Virginia and Tennessee we settled upon Johnson City, Tennessee, as a location and bought what had formerly been a furniture factory [the Johnson City Furniture Factory]. We remodeled the plant and installed our machinery...”⁶⁵ See maps 6B and 11. For a more complete history of Uptegrove, see: “A Draft Documentary History of William E. Uptegrove & Brother and Their Operations in East Tennessee, 1897 – 1933, Including White Rock Mountain, 1900 – 1904?, and Johnson City, 1897 – 1933, as well as the Johnson City, Bakersville & Southern Railway, 1899 – 1909”.⁶⁶

25 November 1897. Johnson City Comet.

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The New Yorkers who now own the factory, are extensive dealers in hardwood veneers and cigar boxes. They hold exclusive patents for manufacturing a Spanish cedar cigar box from poplar timber and are supplying about 5,000 customers at this time. They will put this plant in operation at once on these boxes for southern and western trade, and expect to employ about 75 people in this branch alone. They will also put in veneering machinery and cut veneers on equally as large a scale. The new machinery necessary will arrive here in ten days or two weeks and it is the intention of the people to have the plant ready to begin work by the first of the year.

The firm is worth about \$500,000, and is putting in a factory in the south simply as a matter of business and preferred to buy property in this city rather than accept sites offered at other points. This is conclusive evidence of their good business sense.

Mr. [Jerome B.] Thomas, a member of the firm, and Mr. [Edwin F.] Smith, the manager of the plant, have rented property and will move their families here at once. It’s a long lane that has no turn and you can take The Comet’s word for it that Johnson City has reached the turn in the lane and will now go up awhile.”

9 December 1897. Johnson City Comet.

“Commenced Work. Messrs. Uptegrove & Bro. put a gang of men to work Monday cleaning up the old furniture factory. The machinery will be moved and room made for the new machinery that is expected in a few weeks. Machinists are at work on the engine and a new boiler will be put in. The factory building will be repaired, the office remodelled and finished and a great deal of other work done. They do not expect to be ready for business before February. The Southern will build a side track to their door and will commence work this week.”

6 January 1898. Johnson City Comet.

“On account of some misunderstanding between Uptegrove & Bro. and the E.T. & W.N.C. Railway Co. relative to a sidetrack, work at the new factory has been suspended, pending a settlement of the difficulty. We have not been able to learn the exact trouble, but hope it will be arranged at once and let the good work go on.”

13 January 1898. Johnson City Comet.

“Board of Trade. At a meeting of the Board of Trade last Thursday evening in the Opera House several new members were admitted and the following officers and directors were elected for 1898: J.E. Brading, president; A.B. Biddle, vice president; W.J. Sproles, secretary; M.I. Gump, treasurer. The board of directors is composed of the following well known citizens: J.B. Thomas, S.C. Williams, J.M. Buck, T.L. Earnest, W.G. Mathes, J.P. Smith, P.M. Ward.

A committee was appointed to confer with Col. C.H. Nimson [Superintendent of the E.T. & W.N.C. Railroad] relative to the side track facilities for Uptegrove & Bro. The Comet is pleased to announce that as a result of this conference work was resumed upon the plant Monday and will be pushed as formerly.

The next meeting of the board will be held at the Opera House next Thursday evening, pending the selection of a permanent locations.”

27 January 1898. Johnson City Comet.

“Another Factory. G.C. Harris & Co., have a heavy force of hands grading their large Woodworking plant which they are erecting near Uptegrove & Co.’s factory. They will manufacture chair, furniture and wagon stock, also hoe, fork and rake handles. A large per cent of their output will be exported to Europe. This concern will employ twenty-five to thirty-five hands to begin with, and expects to increase their force as the business demands.”

27 January 1898. Johnson City Comet.

“The New Side Track. The board of Aldermen at a meeting Tuesday evening passed an ordinance granting the Southern Railway right-of-way over Cherry street for a siding from the stock yards to the Veneer factory. The Board of Trade was instrumental in having this done and it will prove of incalculable value to that portion of the city as it makes available for manufacturing purposes considerable property that was not suitable for residences and because of lack of railroad facilities was practically worthless. An effort is now being made to make more of this class of property valuable by having the Three C’s build a spur-track from a point near the ice factory to a connection with the Southern at the Veneer factory.”

10 February 1898. Johnson City Comet.

“E.F. Smith, superintendent of the Uptegrove Veneering Factory, who had his arm broken and sustained other painful injuries in placing some machinery in their factory last week, is very much improved, and we hope he will be able to be at his post soon.”

17 February 1898. Johnson City Comet.

“Johnson City – The Future Manufacturing Center of East Tennessee. In the last issue of The Comet we made the statement that Johnson City was more desirably located for a manufacturing center than any town in the state, being situated as it is in the very heart of one of the finest coal, mineral, and timbered countries in the south, and having many advantages over other towns in this country. We stated further that the merchants and farmers of the surrounding country were in better condition than they had been for years, and still further that more factories were being operated and in course of erection than any town of its size in the state. While the majority of the citizens are wide awake and aggressive, but like all other towns, we have a few ‘moss backs’ yet living, who do all in their power to talk the town down, and do everything possible to crush the very life out of it. Now it was some of this class who remarked that we were just a little wrong in making the statement ‘that Johnson City had more factories in operation and being constructed than any town of its size in the state.’ We were not wrong... Below we give the factories in operation and being constructed at the present time...

Factories under construction and will be completed within 30 or 60 days:

The Uptegrove Veneering factory, which will be a very large concern, and will employ from 50 to 75 mechanics and laborers...

The above is a fine showing for our town, but is only the beginning of what we will have within the next few years, as capitalists from the east are coming south more and more each year, and with our natural resources, and proper encouragement, there is no reason why Johnson City will not become a large manufacturing town.”

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.”

24 March 1898. Johnson City Comet.

“Week of Accidents... Charlies Crumley, a small boy who works at the Uptegrove Veneer Factory, fell from the top of the steps Monday morning, breaking his arm just above the wrist.”

31 March 1898. Johnson City Comet.

“Veneer Factory. The Uptegrove Veneer Factory is getting started in good shape. They have now employed about sixty men and boys, and are constantly adding to their force. This is a big concern for Johnson City for which we should be proud.”

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.”

5 May 1898. Johnson City Comet.

“The side track which is to be built by the Southern and E.T. & W.N.C. railroad company jointly to the Uptegrove and G.C. Harris & Co.’s factory is being graded, and in a short time will be completed, which will add greatly to the convenience of the above factories.

12 May 1898. Johnson City Comet.

“Industrial Notes... The E.T. & W.N.C. Railroad Co., has put a force of hands at work on the siding to be built from Roan street crossing to the Veneer factory. The Harris & Buck handle factory will also be accommodated by this siding..

Uptegrove & Bro. are now getting in enough lumber to do considerable business. They are rapidly getting under full headway. They are putting on additional men almost daily and are now working a night force in order to relieve some of the machines during the day.”

19 May 1898. Johnson City Comet.

“Wm. E. Uptegrove, of New York, is in the city on business connected with his large manufacturing interests here. His Veneering and dimension stock plant here is the largest in the south and is constantly being extended.”

26 May 1898. Johnson City Comet.

“Nearing Completion. The new side track leading from the narrow gauge depot to the Uptegrove Veneering factory, is nearing completion. This immediate sidetrack will be a great saving to all the factories near it.”

16 March 1899. Johnson City Comet.

“Extensive Improvements. – Uptegrove & Bro. Will Build a Large Store Room. When Wm. E. Uptegrove & Bro., of New York purchased the old [Johnson City] furniture factory and began to convert it into a veneering plant Johnson City people little dreamed what was in store for them. In the last year they have seen this plant grow, as if by magic, to meet the increased demands of the owners. Hundreds of workmen are constantly employed and millions of feet of logs and lumber purchased. The plant here is only a branch of their New York concern, but it is an important one and is being constantly extended. It has now become necessary to build an additional store or stock room 40 x 100 feet, two stories high. This building is now under way and is being built just in the rear of the present store room. A side track will be built along the entire side of the new and old store rooms so that cars can be loaded at the doors.”

9 February 1899. Johnson City Comet.

“Accidents Will Happen. While at work on a boiler at Wm. E. Uptegrove & Bro.’s factory last Friday, Andy Leonard fell to the ground and broke his left fore-arm. He is laid up at home for a few days, but is doing as well as could be expected.”

13 July 1899. Johnson City Comet.

“New Machinery. Wm. E. Uptegrove & Bro. are constantly increasing their plant in this city. It has only been a few months since they put in a 100 horse power boiler and they are now arranging to put in another of 150 horse power capacity. They are also having a large slicer built at the Johnson City Foundry & Machine Works. C.E. Osborne is now busy putting in the concrete foundations for this new machinery.”

26 August 1899. American Lumberman.

“For Sale – Poplar Shorts. We have 150 M 4-4 poplar cull and common 48, 51, 52 and 54 inch long 4 to 18 inch wide, three to six months on sticks. Write us if you can use them. Wm. E. Uptegrove & Bro., Johnson City, Tenn.”⁶⁷

14 September 1899. Johnson City Comet.

“The veneering plant operated in this city by the above company [Wm. E. Uptegrove & Brother] has developed into one of largest concerns in the South. They are now fixing to double their capacity. A new slicer has just been put in and a pair of boilers ordered that will about double the boiler capacity. This plant runs right along full time, takes all the timber offered from a single log to the largest body of timber owned by any individual and does not know what it is to consider expense, except as a means to an end. Another such enterprise and Johnson City’s future would be assured.”

30 September 1899. American Lumberman.

“Johnson City, Tenn., Sept. 21... William E. Uptegrove & Bro., of New York, are preparing to double the capacity of their veneering plant in this city, thus making it a very large concern. The company has purchased much timber in Unicoi county and will build a railroad from Unicoi City to Limestone Cove, a distance of ten miles. The line is now being surveyed and the work of construction will be pushed in order to have it in operation as soon as possible.”⁶⁸

7 October 1899. American Lumberman.

“For Sale – Boilers. Two boilers in battery complete, 40-foot smoke stack nearly new, water column, safety valve, etc. Boilers are 15 feet long 54 inches diameter, 4 inch flues, half arch front, grates, bars, etc., all complete. Will sell the battery complete as it now stands. One boiler with new stack, half arch front, safety valve, water column, etc., all complete, boiler is 10 feet long, 48 inches diameter, with 3 inch flues. All of the above are in good order and under boiler inspection and insurance, reason for selling, we are putting in large new boilers.

Wm. E. Uptegrove & Bro., Johnson City, Tenn.”⁶⁹

2 November 1899. Johnson City Comet.

“Enlarging the Plant. Wm. E. Uptegrove & Bro. have decided to cut their cigar box stock at their plant instead of having it done by contract elsewhere. In order to do this it has been necessary to build an addition to their plant, and they have erected a building on Division street 30 x 80 feet, two stories high. Improved machinery has been purchased and they are now cutting dimension stock at the rate of a car load of cigar boxes a month. The stock is crated and shipped direct to the box manufacturers to be put together.”

29 March 1900. Johnson City Comet.

“Mr. Henry Collins... now occupies the responsible position of chief engineer at the veneering factory of Uptegrove & Bro...”

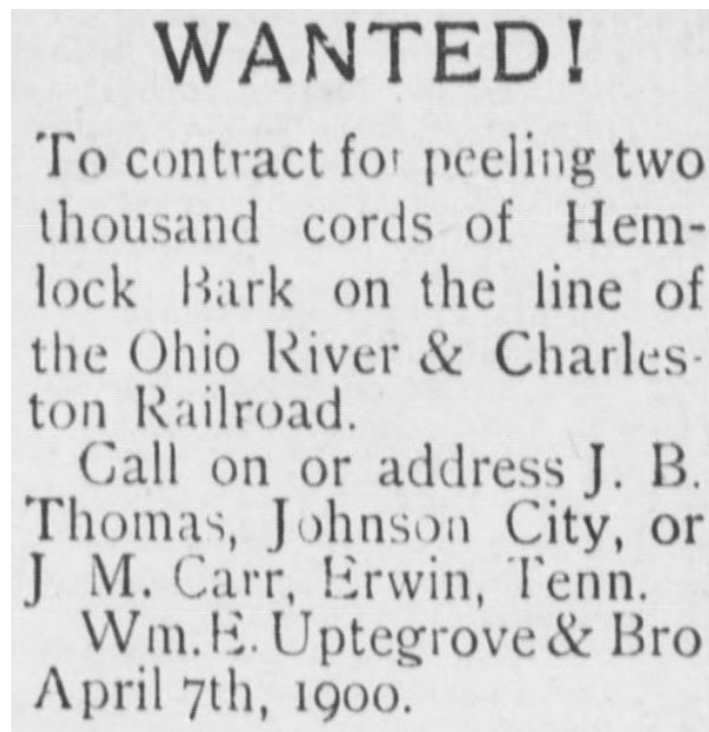


Figure 26. Johnson City Comet, 12 April 1900.⁷⁰

9 August 1900. Johnson City Comet.

“Will Build Office. Wm. E. Uptegrove & Bro. have found it necessary to have more commodious quarters for their office, and have decided to erect an office building near their large veneer mills. C.G. Mitchell, the architect, is now at work on the drawings. It will be brick and modern in style and equipments.”

18 April 1901. Johnson City Comet.

“Noah Collins is carrying a crippled hand. He got it caught in a belt at Uptegrove & Bro.’s mills.”

17 October 1901. Johnson City Comet.

“New Wareroom. Wm. E. Uptegrove & Bro. are building a large wareroom on the south side of their veneer mills. The building is 50 x 125 and will be used as a storeroom for finished and dimensioned stock.”

5 December 1901. Johnson City Comet.

“Big Blaze in New York. It is not often that a fire in New York creates more than a passing interest in Johnson City, but the blaze there last Thursday that destroyed the veneer plant and lumber yards of Wm. E. Uptegrove & Bro. created considerable excitement here. These gentlemen have a branch establishment in this city, and it is one of the biggest plants of the kind in the south, several hundred thousand dollars being invested in this section in this plant and timber lands and private railroads traversing their mountain property. The loss on the New York plant was \$350,000, fully covered by insurance.

The fire occurred on Tuesday [actually Thursday] and on the following Saturday Mr. Uptegrove wired the Johnson City Foundry and Machine company to build at once three of the large veneer slicers like the ones they had burned. Several of these machines have been made here for the plants in this city and New York. This is a nice order for the foundry and will amount to more than \$4,000. A special force was put to work at once on the job and it will be hurried to completion.”

11 December 1901. The Locomotive.

“On December 14th [actually the 11th] a boiler exploded in Uptegrove’s factory, at Johnson City, Tenn. Noah Collins, a machinist, was scalded so badly that he died within a short time.”⁷¹

12 December 1901. Johnson City Comet.

“Noah Collins Scalded. Noah Collins, a fireman at Wm. F. Uptegrove & Bro’s veneer mills, was terribly scalded Wednesday afternoon [11 December 1901] by the bursting of a blow-off pipe on one of the boilers. The accident occurred shortly after noon and Collins was immediately taken home and medical aid summoned. The face and upper part of the body is horribly burned and it is not believed that he can possibly recover. Later. – Collins died at 4 o’clock Thursday afternoon. He was only conscious a short time during Thursday.”

26 December 1901. Johnson City Comet.

“Our Veneering Plant. J.B. Thomas, general manager of the Wm. E. Uptegrove & Bro. cigar lumber plant at Johnson City, was a guest at the Imperial last night, on route home from a business trip to Cincinnati, says the Sentinel.

The Johnson City plant is the only one of the kind in this section of the country and is popularly called a ‘veneering factory.’

The cigar box lumber is made of poplar lumber, with a veneer of Spanish cedar glued on it. The cedar is obtained from Cuba and the poplar in this section. The cedar is cut 110 thicknesses to the inch. This cutting is done at the New York plant and shipped to Johnson City. The plant at Johnson City also makes an imitation cedar by means of a stain.

This plant does not make the boxes. It simply prepares the lumber, cutting about 60,000 feet per day. It requires about 150 hands at the factory and a like number in the lumbering operations.

In speaking of the business, Mr. [Jerome B.] Thomas said: 'We make box material out of pure Spanish cedar at our New York plant. It is located on East Tenth street, and, by the way, we had a fire in it Thanksgiving day that damaged the factory about \$350,000, which is fully insured. The lumber prepared here is for the high grades of cigars and makes an ordinary box cost something like 8 cents, while the imitation box, from the lumber at Johnson City, will cost only two and one-half cents. The veneer box will cost about three cents a box. Did you know that the labels on these cheap boxes cost more than the boxes? It is a fact. The embossed work makes them cost more than the wood in them. Poplar is the only wood that can be used to make cigar boxes, because it is the only cheap wood that don't have a smell to ruin the flavor of the cigars.

'We put up the lumber in bundles about 100 feet each and sell these bundles to cigar box makers, as you understand we do not make the boxes ourselves. We sell more to factories in Pennsylvania than anywhere else, although we have a good trade in New York, Ohio, Iowa, Michigan, Wisconsin, Colorado and Louisiana.'

'A peculiar thing about the cigar box is that it is never used twice for cigars. This is not attributed entirely to the fact that the stamp on the box must be effaced when it is empty, but to a whim of the cigar maker, who would never think of putting his cigars in a box used by anyone else.'

'The lumber prepared at Johnson City would perhaps amount to 480 boxes a day, and we do over \$300,000 business in a year.'

'We have two what is called 'roller dryers' that cost \$20,000 apiece. The board is steamed and cut and run through the dryer, which smooths and dries it perfectly dry in twenty-five minutes.'

It is learned from Mr. Thomas that there is another prospering veneering works at Johnson City. This is the oak veneer plant of E.F. Smith [also Superintendent of the Uptegrove Cigar Box factory]. It cuts two cars a day of the finest oak veneering in the United States. The Singer Sewing Machine company takes the entire output of the plant.

Mr. Thomas has been at Johnson City for four years and is delighted with this country. The company has thousands of acres of timber land on the railroads running from Johnson City into the mountains. It also has a reserve of 35,000 acres in Cocke county, which will be reached by the Tennessee & North Carolina railway, which is now being constructed."

January 1902. The Wood-Worker.

"Trade Notes. Among other large dry-kiln orders recently filled by the American Blower Co., Detroit, Mich., are veneer dryers for W.E. Uptegrove & Bro., New York... This company has made a special study of handling veneers, and has a large number of plants in successful operation throughout the country."⁷²

1 May 1902. Johnson City Comet.

"We are prepared to supply white pine sheathing boards to builders and others. Prices quoted upon application. Wm. E. Uptegrove & Bro."

26 February 1903. Johnson City Comet.

“An additional engine has just been added to the power department at Wm. E. Uptegrove & Bro.’s plant in this city.” As a result, this plant was equipped with two [Corliss type?] engines of 20 h.p. and 200 h.p., see Map 6D.

April 1903. Packages.

“American Blower Co... is also furnishing dry kiln apparatus for... Wm. E. Uptegrove & Bro., Johnson City, Tenn...”⁷³

2.1.6.6. American Cigar Box Lumber Company, at this location 1903 – 1906

2 May 1903. Business Corporations Organized under General Laws and by Special Statutes, State of Maine...

“Corporations Organized under General Law, With Date of Filing Certificate in the Secretary of State’s Office... American Cigar Box Lumber Company, May 2, 1903.”⁷⁴

23 May 1903. American Lumberman.

“Mahogany, Spanish Cedar and American Hardwoods. The Unique Lumber Proposition of America – The Great Foreign Lumber and Veneer, Spanish Cedar and Imitation Cedar Cigar Box Lumber and Domestic Hardwood Lumber Manufacturing Business of W.E. Uptegrove & Bro., of New York City – A Comprehensive Undertaking with Infinite Detail – Something of the Organization – Illustrations of Features of Specimen Plants...”

A third and large feature of the business of William E Uptegrove & Bro. is the manufacture, purchase and sale at wholesale of high class American hardwoods. Incidentally to this feature of its business, the concern owns upward of 40,000 acres of virgin poplar and hardwood timber lands in east Tennessee and Western North Carolina and operates at the present time five saw mill plants. It is also a large purchaser in the open market of high grade hardwoods produced in other sections of the country...

At Johnson City, Tenn., on the Southern railroad twenty-five miles south of Bristol, Tenn., the firm has practically a duplicate of its Brooklyn plant, devoted to the production of imitation cigar box lumber. This imitation product is made from poplar, veneered with Spanish cedar of the thickness of from 100 to 120 to the inch in part, and partially is made from poplar stained and printed in imitation of Spanish cedar. In both plants the same care is exercised that the product shall be perfect for the cigar box maker.

The lumber comes to the box maker in the form of bundles of from 3½ to 4½ feet in length, cut to even and desired widths, is dressed and polished, and each bundle contains, according to thickness and size of stock, either 50, 83 1/3, or 100 feet of lumber. The lumber is furnished the box maker in three grades, known as a firsts, medium and seconds...”⁷⁵

March 1904. The Barrel and Box.

“Mr. [Thomas A.] Fredericks, of W.E. Uptegrove & Bro., said that business had been slow this past month. Logs were coming in freely but not of the best quality, but with the difficulty of

getting the prime ones that are desired, these have to stand up for them, which they do fairly well. Prices keep on going higher.

The Johnson City mill, of the Uptegrove Co., is running along full and over-time occasionally.”⁷⁶

August 1904. The Packages.

“New Tennessee Lumber Plant. – A fine illustration of the new plant of the American Cigar Box Lumber Co., of Johnson City, Tenn., including over 3,000,000,000 feet of hardwood logs is shown on this page [see Figure 24]. This cut is furnished by the courtesy of M.V. Richards, land and industrial agent of the Southern railway company, and gives a fine idea of the location and timber resources of the new plant...

Capt. J.B. Thomas, of Kentucky, at one time commissioner for an organization of the poplar manufacturers of the country, is now manager of the American Cigar Box Co.’s plant at Johnson City, Tenn.”⁷⁷

December 1904. Barrel and Box.

“Mr. Sturgis reported very good business at Uptegrove & Bros. ‘The demand for logs is brisk, and is increasing with the needs of the holiday trade,’ he said. ‘Although the supply is not over large yet it is sufficient for the calls upon it, and although the prices are steady, with a higher tendency, if anything, yet the movement is regular and not at all spasmodic. Very prime logs are a little scarce. Out of town trade shows up well from all points, and city orders come in freely, and both are mills are humping themselves to keep up with the demands. All together the situation is much improved.”⁷⁸

March 1905. Packages.

“Wm. E. Uptegrove & Bro., New York City, are advertising elsewhere in this issue drying apparatus, consisting of a roller dryer, with capacity of 20,000 ft. 3/16 lumber, in 10 hours. They are putting in a bigger dryer and will sell this one for \$2,500. It can be seen at their plant in Johnson City, Tenn., and also in New York. They also have for sale a number of iron dry kiln cars at a low price, as well as racks, air compressor, press and hot blast apparatus for use with this drying system.”⁷⁹

Veneer Drying

We have for sale a roller dryer, capacity 20,000 ft., 3-16 in 10 hours; we are displacing this by one of larger capacity to meet our needs. Can be seen at our plant in Johnson City, also in New York; price complete \$2500.

Also 50 iron dry kiln cars:

4 ft. 8 in. long,

3 " 4 " wide,

4 " 10 " high.

Cost \$35 each, will sell at \$20.

We have racks and an air compressor and press for use with this car system; also a hot blast apparatus—the whole making a complete dry kiln plant.

Wm. E. Uptegrove & Bro.

463 E. 10th Street, NEW YORK.

Figure 27. Packages, March 1905.⁸⁰

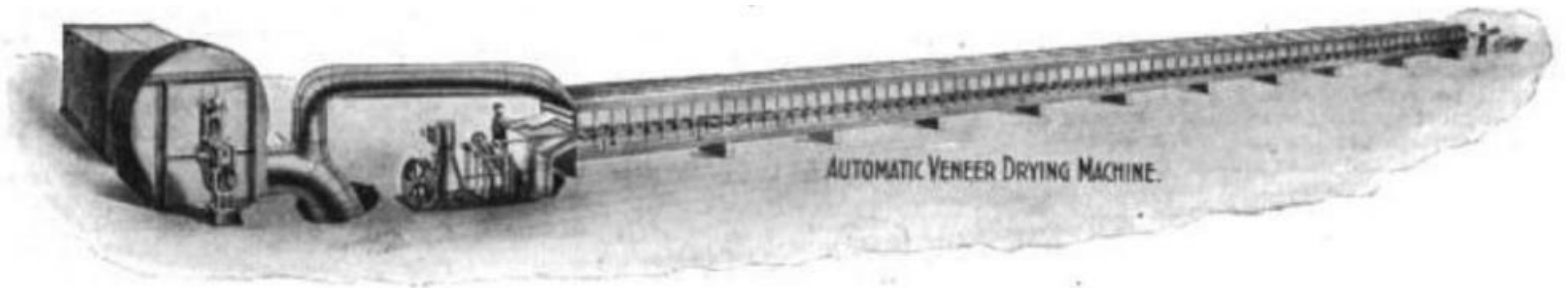


Figure 28. Packages, April 1905.⁸¹



Figure 28A.

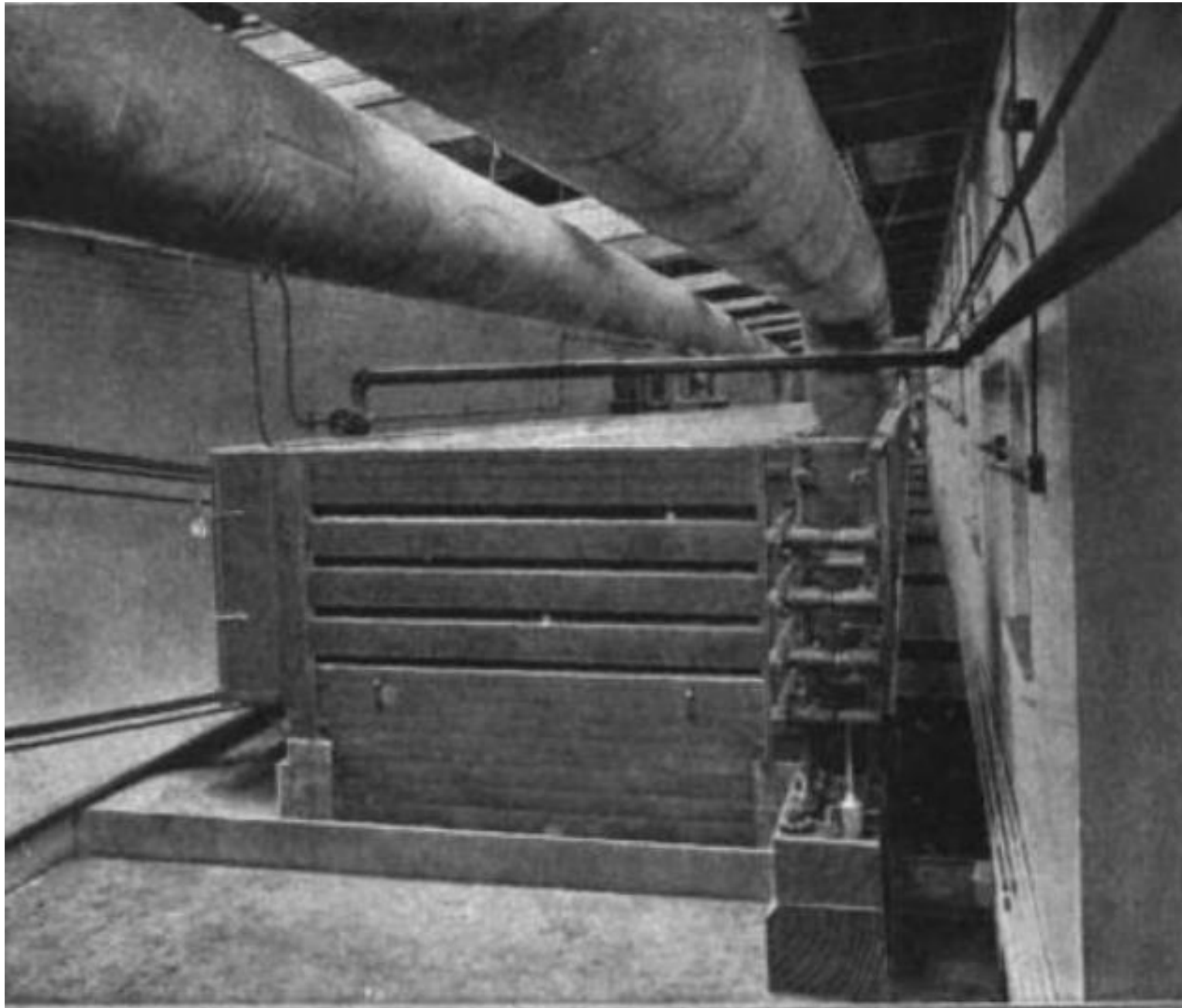


Figure 29. "Coe Veneer Dryer – feed end, showing feed chain tightener."⁸²

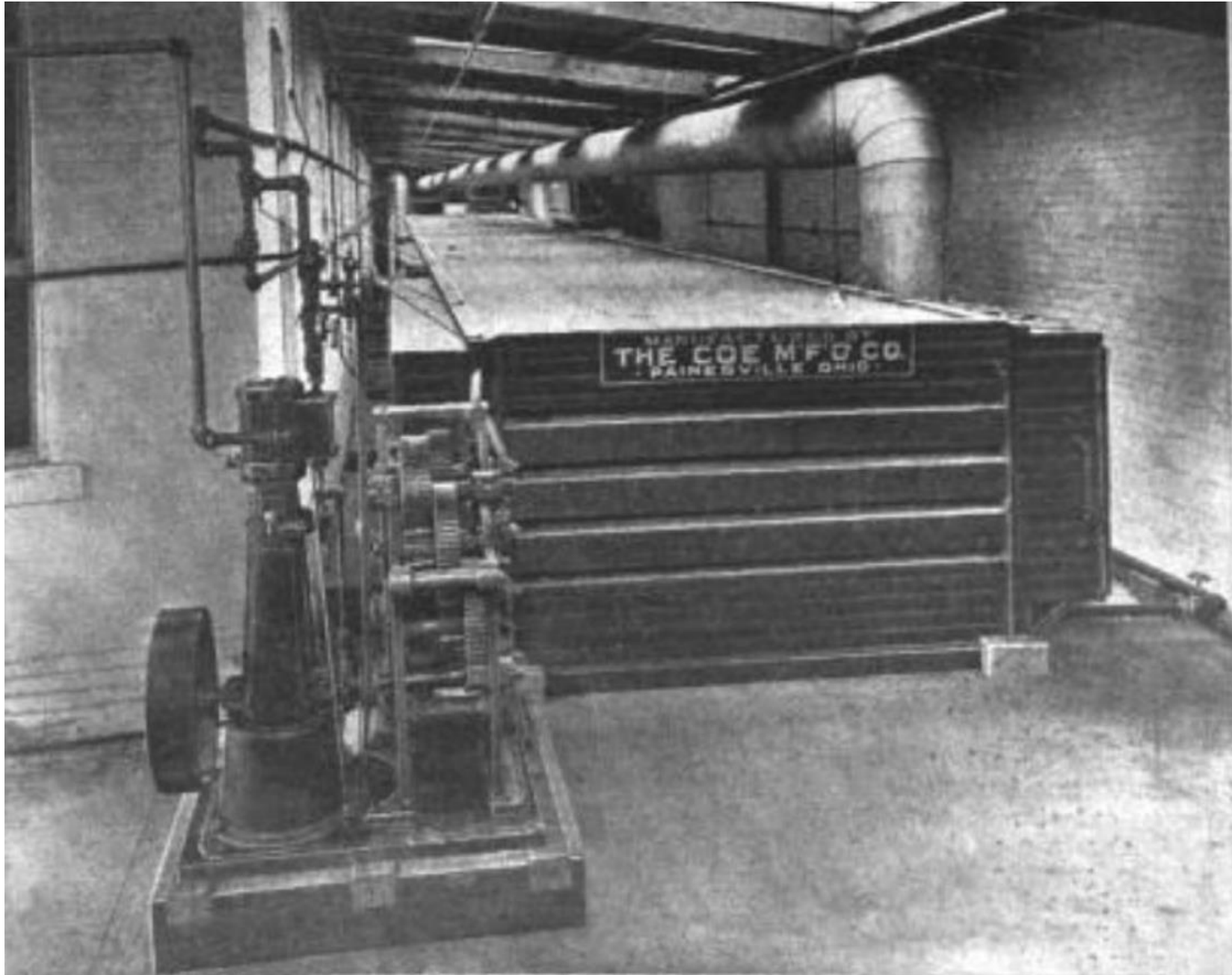


Figure 30. "Coe Veneer Dryer – delivery end, showing feed works and engine."⁸³

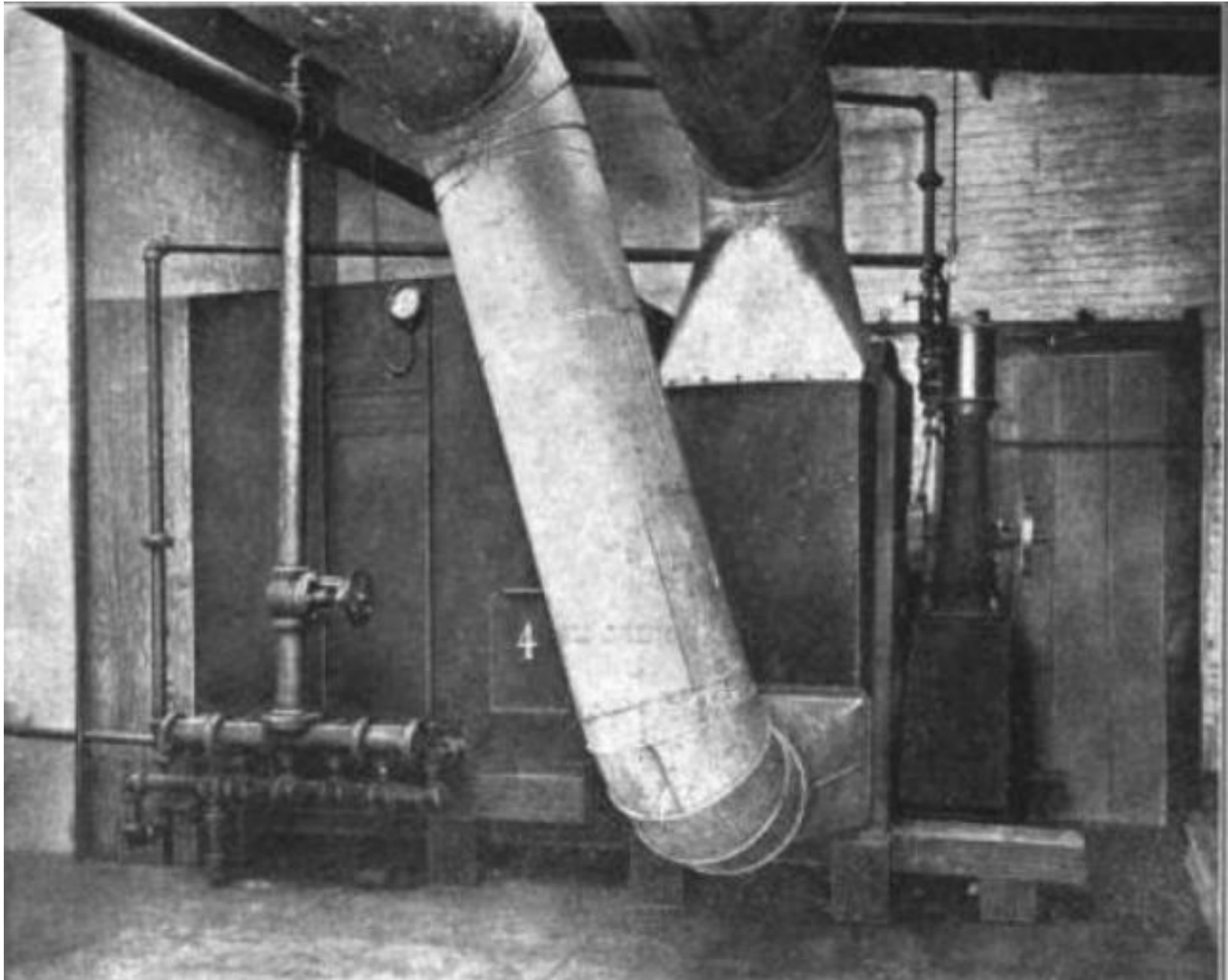


Figure 31. "Coe Veneer Dryer – Blower Apparatus."⁸⁴

April 1905. Packages.

“I received a call the other day from W. Sturges, of the Wm. E. Uptegrove Co., who came from their mills at Johnson City, Tenn. He reported trade just fair.”⁸⁵

April 1906. Packages.

“The Uptegrove veneer factory, near Johnson City, in east Tennessee, which has been short of logs, has gotten a good supply and is running on full time with an increased number of hands. This is one of the largest woodworking plants in the Johnson City district, employing about 150 hands.”⁸⁶

12 July 1906. Johnson City Comet.

“Johnson City’s Greatest Loss – American Cigar Box Lumber Company’s Plant, One of the Largest in the South, Goes Up in Smoke. – Plant will be Rebuilt. – Thursday afternoon about five o’clock Johnson City witnessed the greatest fire loss in its history. The plant of the American Cigar Box Lumber Company was totally destroyed, entailing a material loss of over \$150,000 and throwing out of employment more than 150 persons. It was the largest factory in the city and fully 1,000 people were dependent upon its payroll for support. Willing workers saved office furniture, books, papers, etc., but the plant and machinery are practically a total loss. The stock rooms contained fully \$75,000 worth of finished product, ready to be shipped, and that is now in ashes. The insurance will probably not reach \$100,000.

Mr. Wm. E. Uptegrove, of Brooklyn, N.Y., is virtually the owner of the plant and he wired his local manager, J.B. Thomas, Friday that he would rebuild at once. This will be good news to the entire community.

How it Originated.

An employee was engaged in rewiring the plant in order to comply with the insurance regulations, and was at work upon the last lamp in the basement when his blow-pipe went out. In re-lighting it some planing, which had spilled, was ignited and set fire to a grease box in the basement beneath one of the large slicers. Flames flashed up like powder and were instantly carried to the second floor by the greasy dust on the belting. Almost before the alarm could be given the flames were beyond control. The fire extinguishers were ineffective and the fire department was powerless, because of lack of pressure first, to even check the blazing demon. The fire burned rapidly, and at times presented a spectacle that was awe-inspiring in its fierceness. Dense volumes of black smoke obscured the sinking sun and made it impossible to even see the building. Nothing was visible except the lurid tongues of the fiery demon in the inky clouds as they licked up the dollars in the path. There was a sullen roar behind it all that only added horror to the scene, and when a steam pipe was broken by a piece of falling timber the steam added fury to the flames and they leaped and whirled and hissed in their mad desire to consume something.

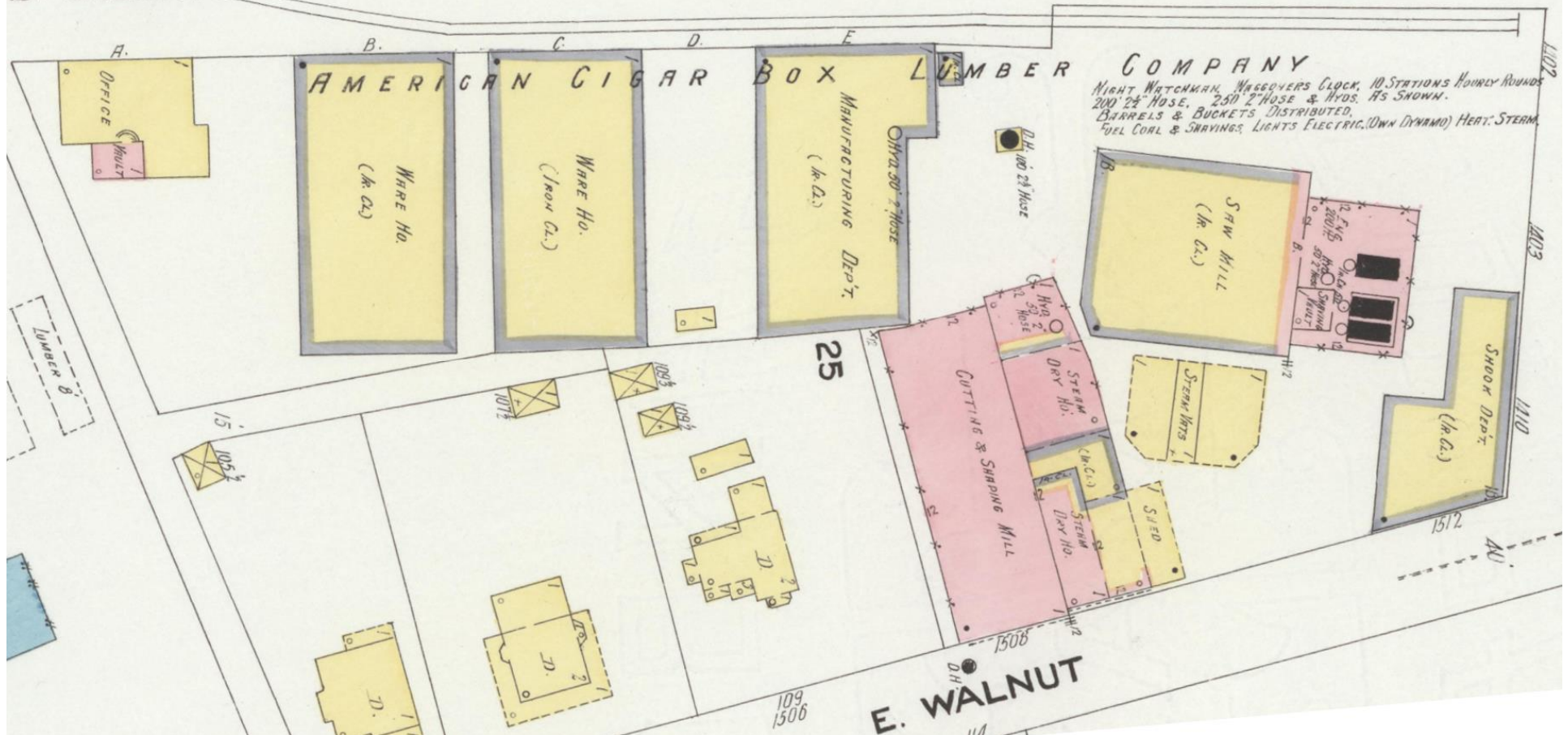
It was an awful fire and burned until late in the night. The department worked nobly and saved the nearby residences by almost snatching them from the flames.”⁸⁷

15 July 1906. The St. Louis Lumberman.

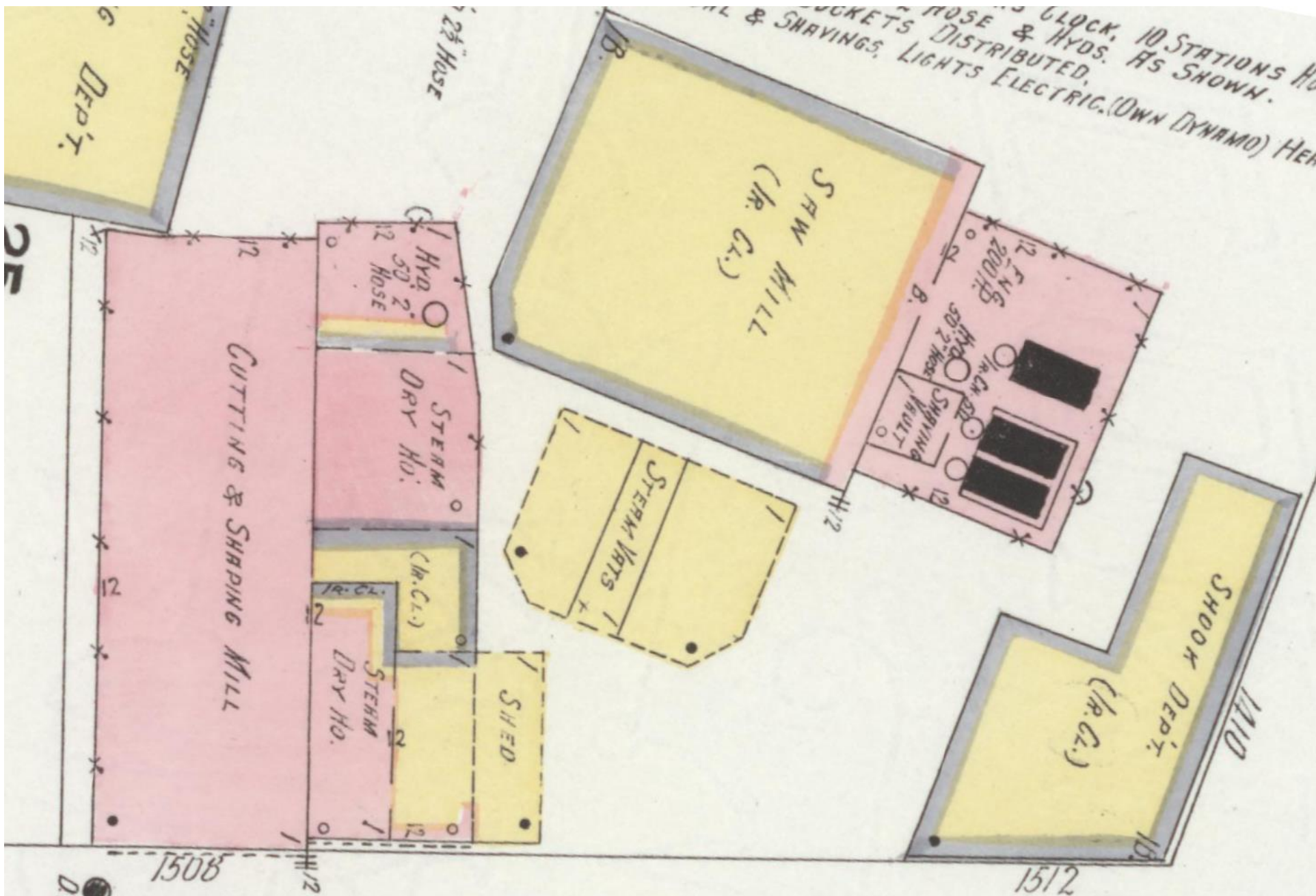
“The plant of the American Cigar Box company, at Johnson City, Tenn., was burned on July 12th. The loss is estimated at \$100,000; insurance, \$75,000.”⁸⁸

2.1.6.7. American Cigar Box Lumber Company, at this location 1903 – 1933

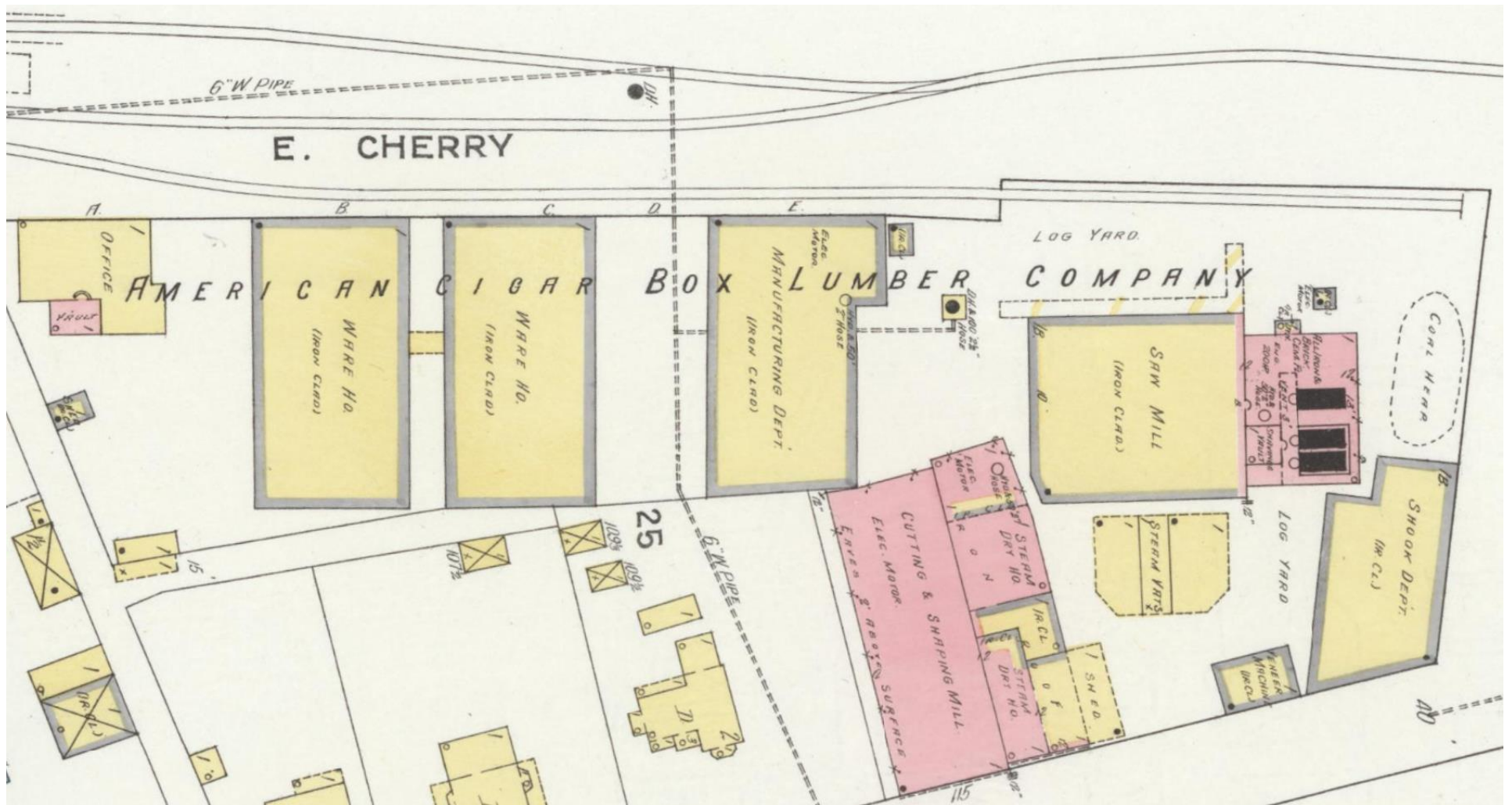
E. CHERRY



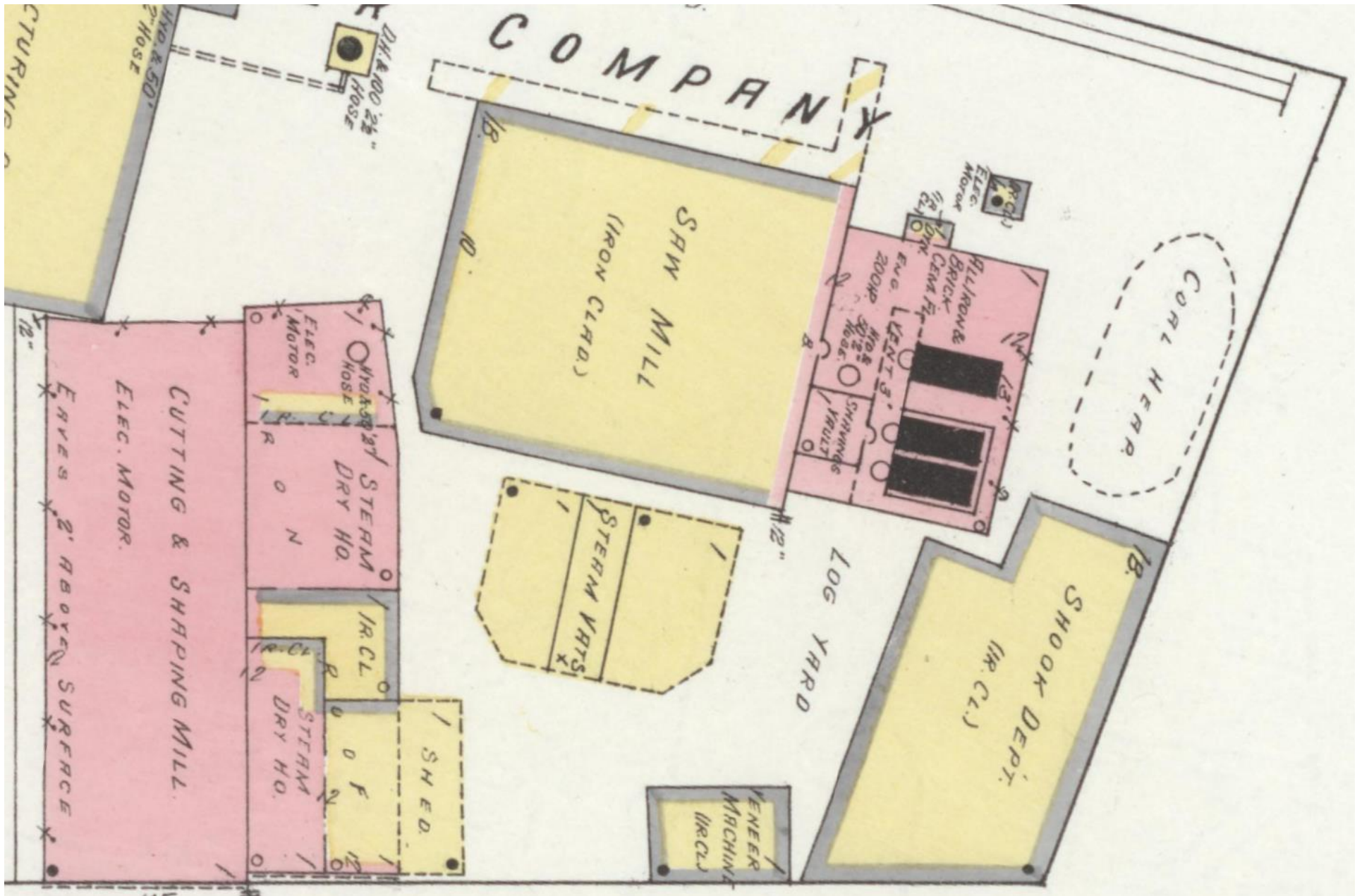
Map 7B. A detail, from December 1908, of the American Cigar Box Lumber Company, a subsidiary of William E. Uptegrove & Brother, after the fire of July 1906. Previous to the fire, this property was occupied by the William E. Uptegrove & Brother Veneer Mill and Lumber Yard. Note that the American Cigar Box Lumber Company has expanded west into the area formerly occupied by Wyman and Company.⁸⁹



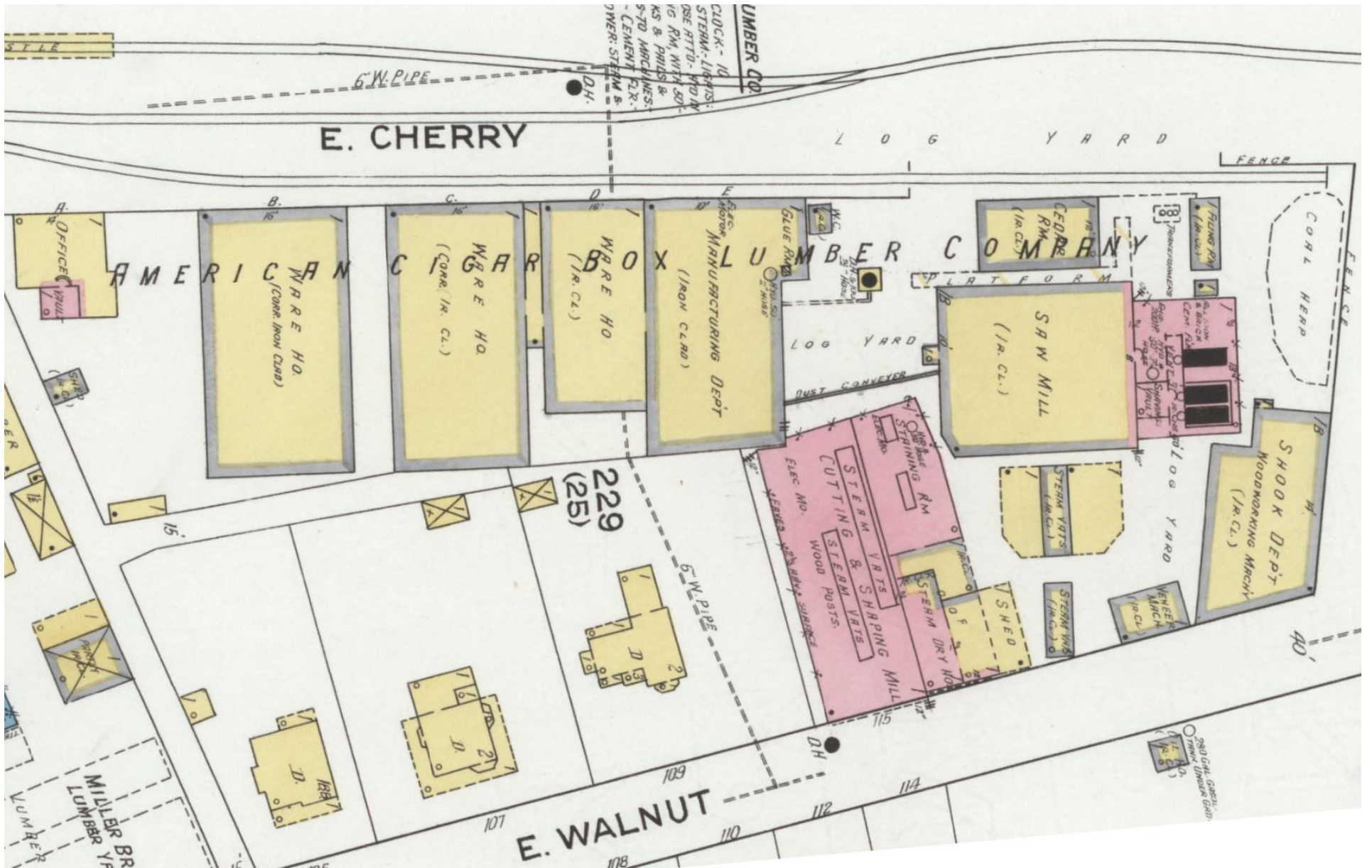
Map 7C. Another detail of the “American Cigar Box Lumber Company,” December 1908.



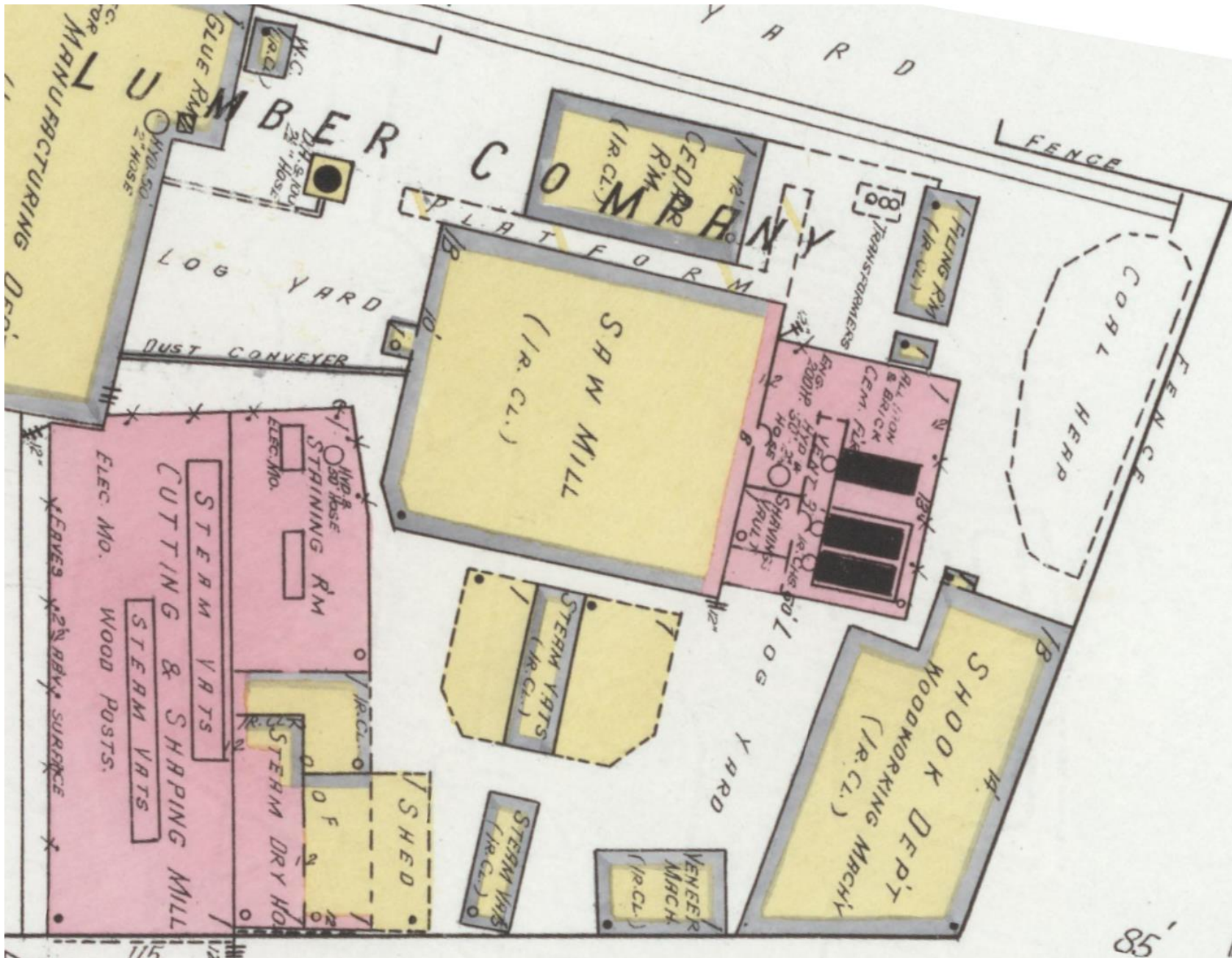
Map 8B. A detail of the “American Cigar Box Lumber Company,” July 1913.⁹⁰



Map 8C. Another detail of the "American Cigar Box Lumber Company," July 1913.



Map 9B. A detail of the “American Cigar Box Lumber Company,” February 1920.⁹¹



Map 9C. Another detail of the “American Cigar Box Lumber Company,” February 1920.



Figure 32. “Side view of tank cars at Johnson City, Tenn. July 1940.” “Tank Car #604”, E.T. & W.N.C. Note the American Cigar Box Lumber plant in the left background, and the Central Coal Company in the right background.⁹² The Central Coal Company building appears to either occupy part of the former Miller Brothers Lumber Yard, or perhaps the office of the American Cigar Box Lumber Company, another possibility is that it is located in part of the area previously occupied by the Johnson City Coal, Ice & Cream Company, see Map 9 and Figure 10. Also of note, this photograph, and the one below (Figure 33), appear to have been made on the same day, with the same camera.



Figure 33. American Cigar Box Lumber plant in the background. Note the wooden enclosure and the L&N hopper car (#184268) behind it, on East Cherry Street in the right background. The wooden enclosure probably serves as a coal bin for the Central Coal Company. It appears that this photograph was taken in July 1940. The flat car is #245 and the tank Cars are #602 (left) and #605 (right).”⁹³ From left to right, the buildings depicted in this image appear to be the corrugated iron “Ware Ho.”s “C” and “B” depicted on Map 9B, see also Figure 34B. Based on Map 9B, it appears that these buildings had been modified after 1920.



Figure 33A. Detail of the American Cigar Box Lumber Company plant, which had apparently been abandoned in 1933.



Figure 34. The “American Cigar Box Co.” appears to be in operation in this photograph. The buildings on the right side appear to match those depicted in Figure 33 (taken in July 1940), which indicates that these buildings reflect the modifications made to this plant in 1927. In 1933, the American Cigar Box Lumber Company abandoned this plant and moved to Oregon. Consequently, this photograph appears to date to 1927 – 1933. The rail car on the right appears to be C.C. & O. #1575 (a boxcar?).⁹⁴



Figure 34A. A detail of what appears to be the “Cedar Rm.,” with the cyclone and three smokestacks behind it, which were part of the boiler and engine room. The structure partially visible on the right appears to be building “E” of the “Manufacturing Dep’t.,” see Map 9B.



Figure 34B. Another detail, this appears to depict buildings “E,” “D,” “C,” and “B” (from left to right), all of which were “iron clad.” Note that “D” and “E” appear to actually comprise a single building, and that “B,” “C” and “D” were used as warehouses. Also note the horse and wagon between buildings “B” and “C”.

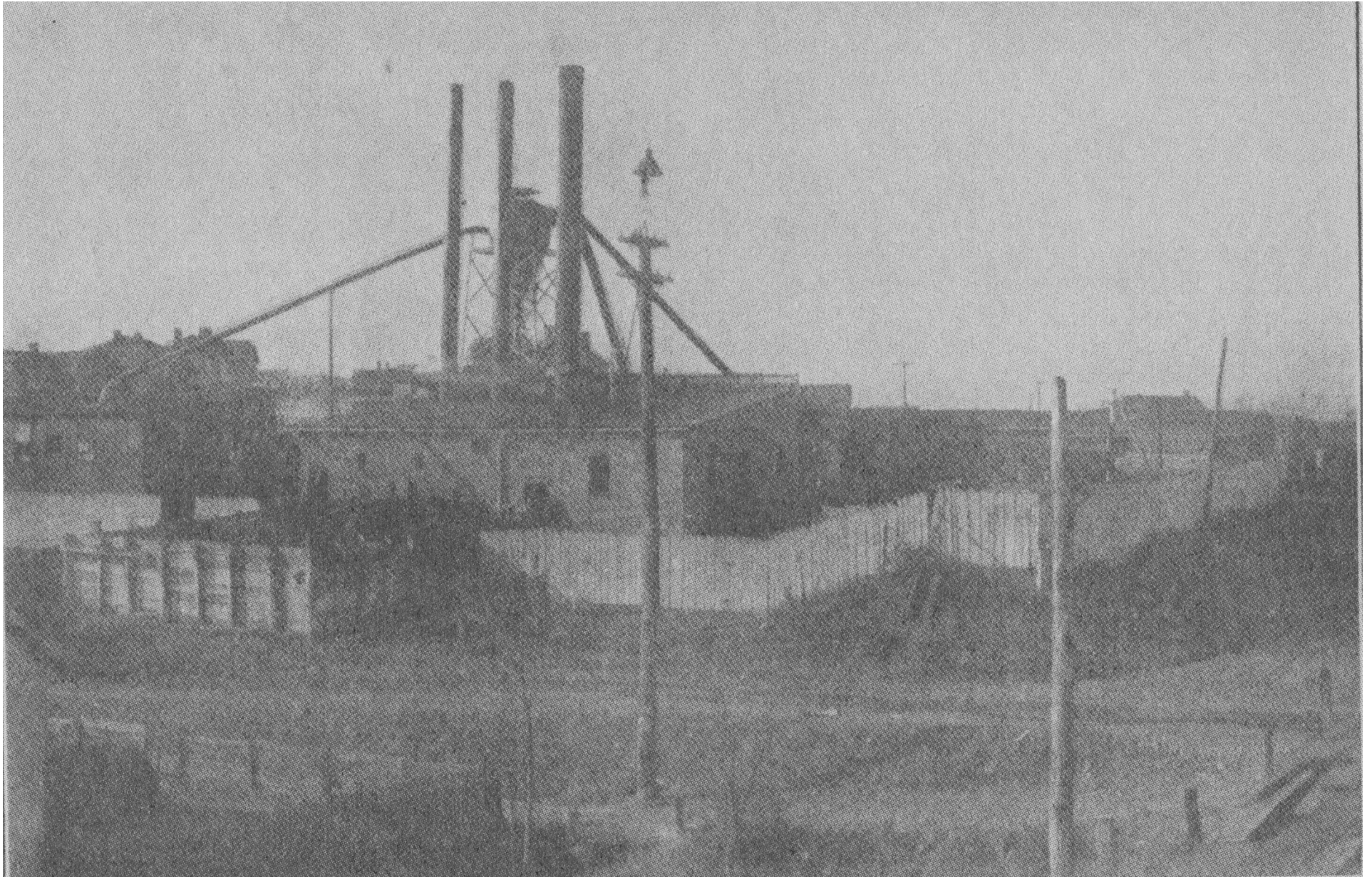


Figure 35. "Plant of the American Cigar Box Lumber Company", by 1909.⁹⁵ This appears to be a view of the plant after the 1906 fire and the resulting reconstruction. This view seems to be looking west, across Division Street at the boiler room (center, with the three smokestacks), a coal bin, and the "Shook Department" (left).

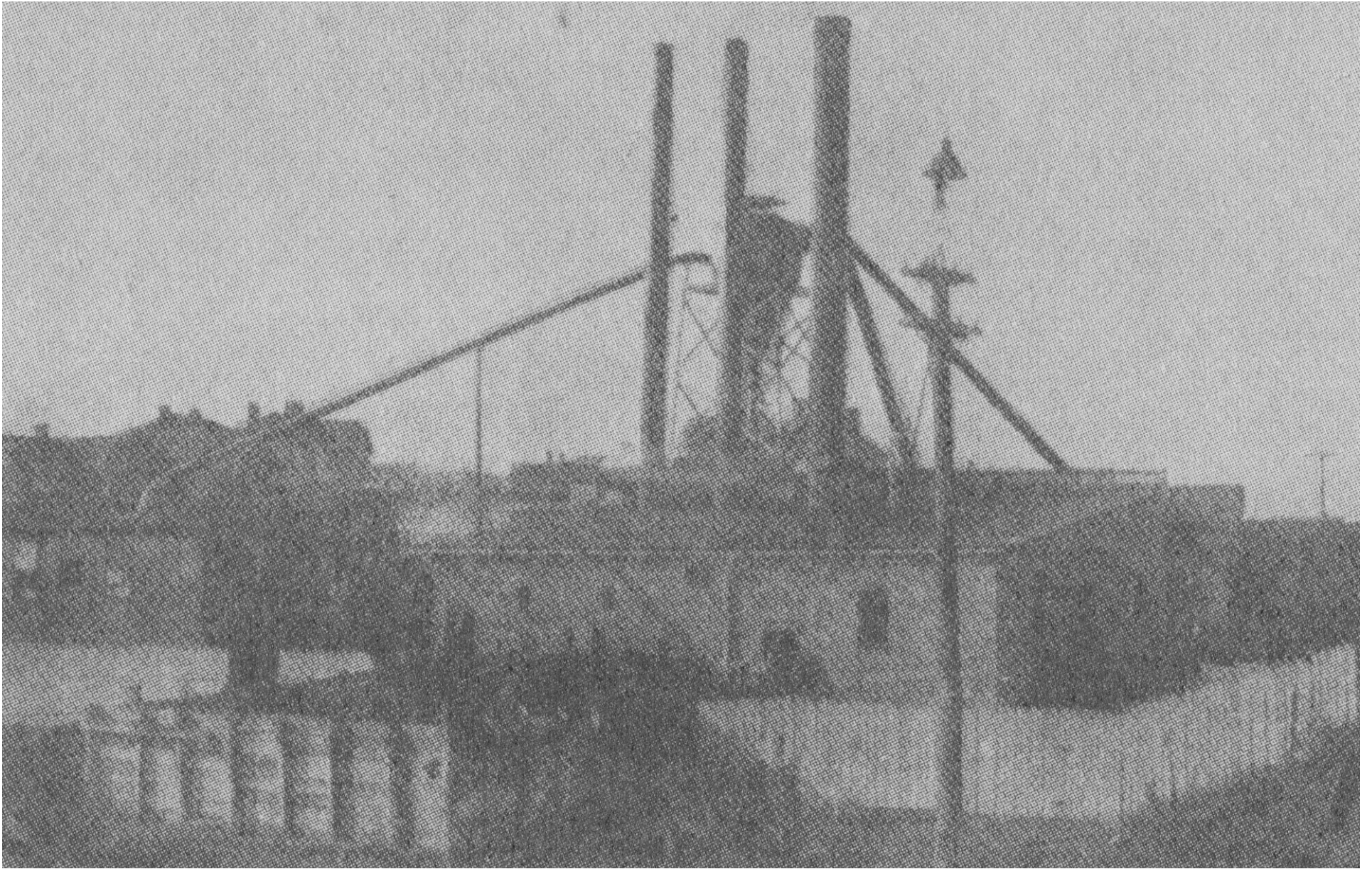


Figure 35A. A detail.



Figure 36. This photograph appears to be looking north across the American Cigar Box Lumber Company. Of note, along the skyline are the Sevier Hotel (built in 1924, left), the First Christian Church (center), and the Franklin Apartments (formerly the Hotel Carlisle and Hotel Franklin, right), as well as the E.T. & W.N.C. Railroad mainline visible at the far right as it crosses Division Street. The men by the fence, to the left of the center of this photograph would be along Walnut Street. The buildings of the American Cigar Box Lumber Company, from left to right, would be the Cutting and Shaping Mill, Veneer Machinery Building (in front of the boiler room with the two smokestacks), and the Shook Department. Although this photograph has been dated to 1926, a date of 1927 to 1933 seems more likely, see Figure 34.⁹⁶



Figure 36A. A detail of the Cutting and Shaping Mill, see Map 9C and Figure 25B. Note that the more lightly covered portion of the building on the left of this image appears to have been added after 1920.



Figure 36B. Another detail, this one is of the Veneer Machinery Building (in front of the boiler room with the two smokestacks), and the Shook Department. Note what appears to be the west end of the Division Street underpass, built in 1922, on the right of this image.

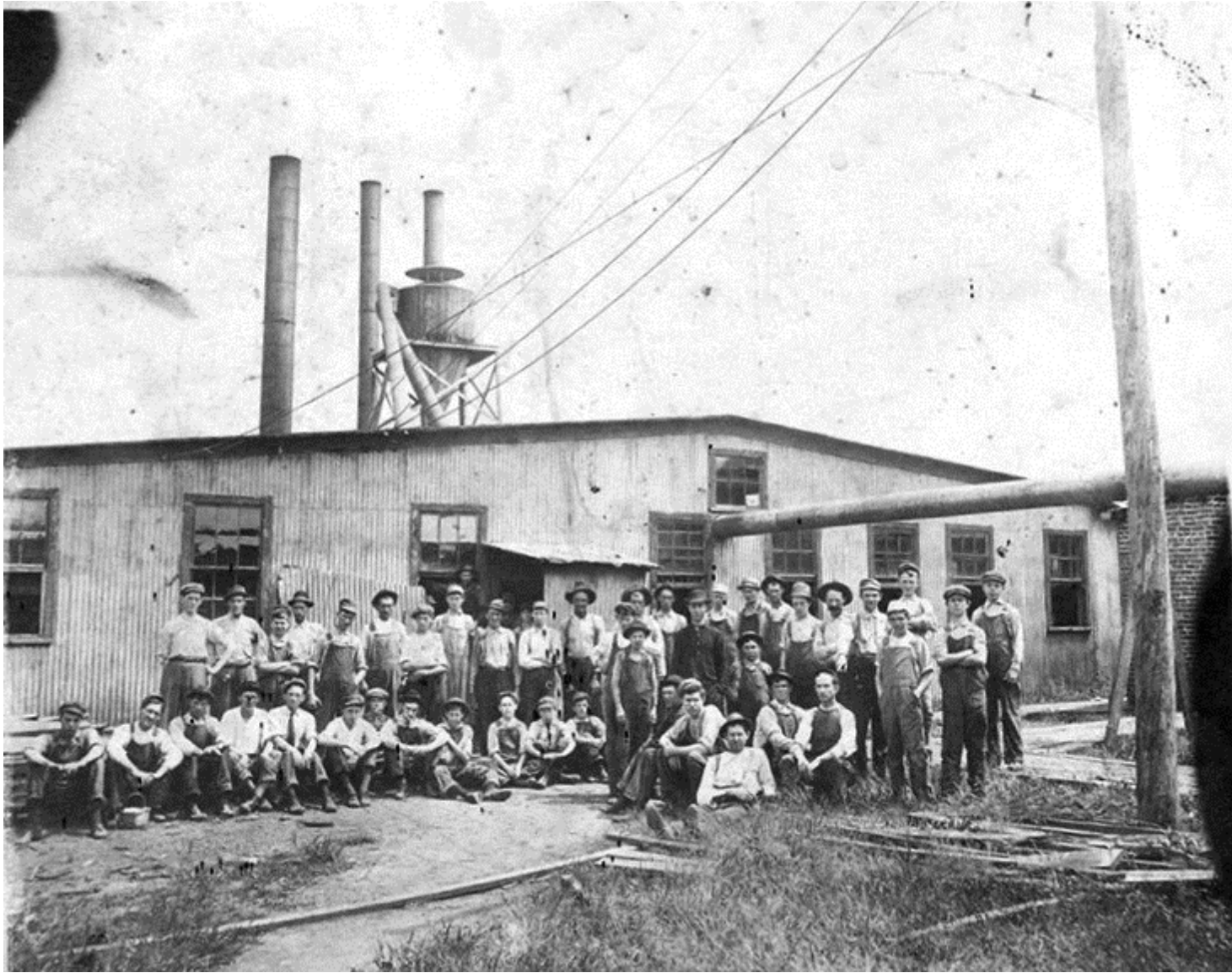


Figure 37. “American Cigar Box Lumber Company (Cherry Street) Workers Posing Outdoors”. It appears that this photograph was taken after the 1906 fire and rebuild. It also appears to be a photograph of the sawmill, looking east, with the brick “cutting and shaping mill” just visible on the right of the photo.⁹⁷ The overhead pipe is probably the “dust conveyor,” shown on Map 9C (1920), but not on Map 8C (1913). Additionally, the number of smokestacks had been reduced to two in 1927 or later. These details would date this photograph to the period 1913 to 1933.

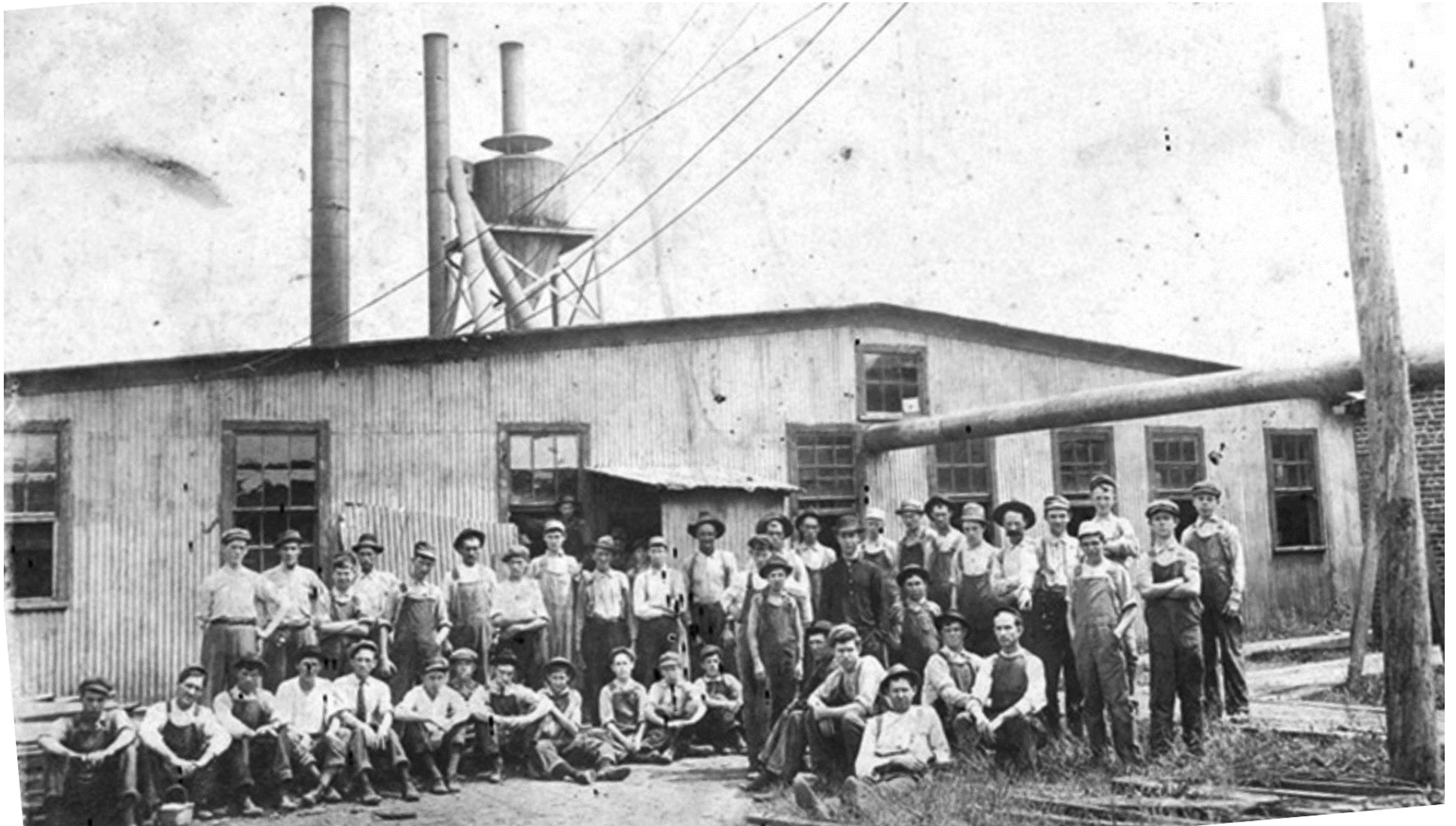


Figure 37A. A detail.

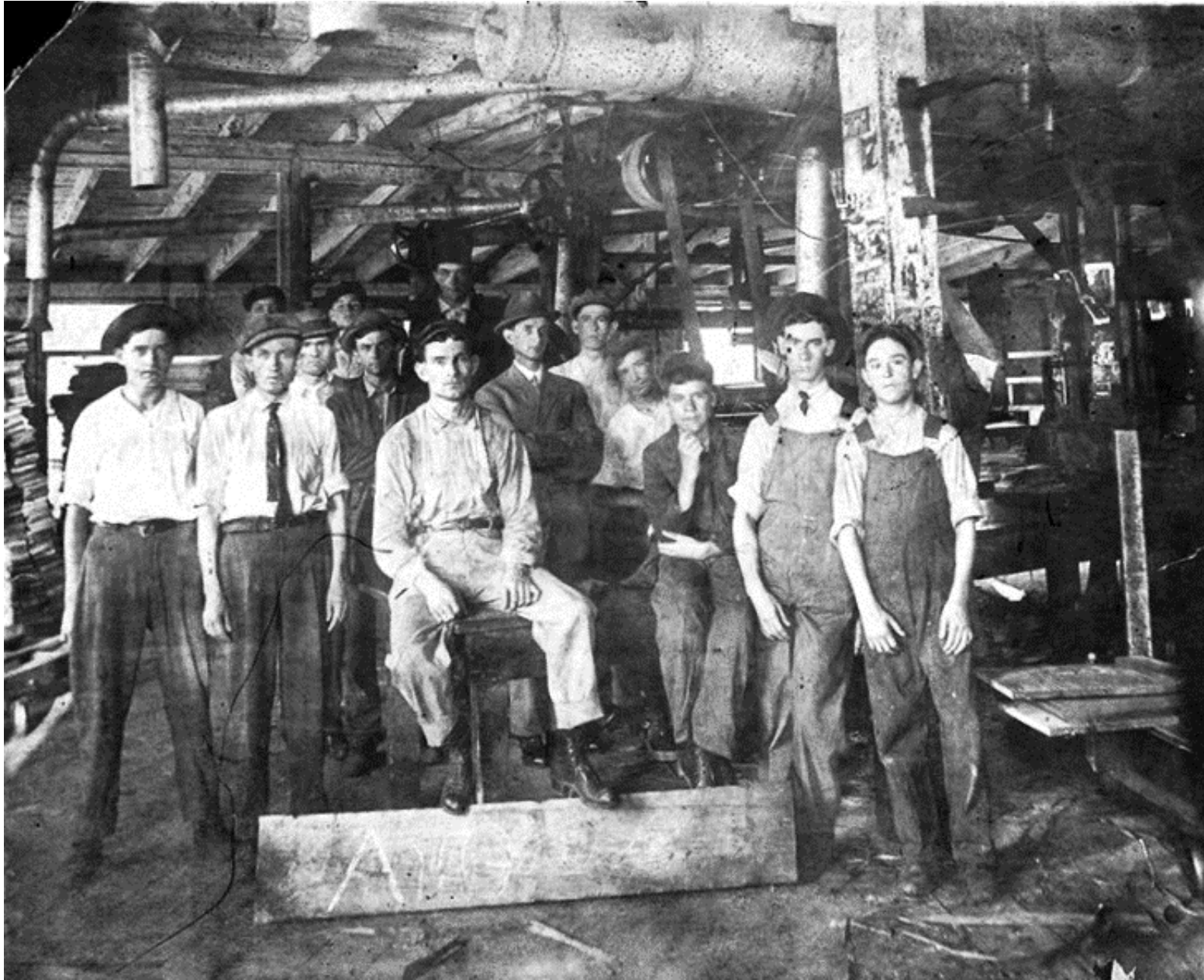


Figure 38. This photograph seems to have some of the same men in it as Figure 37 and would thus be a view of the interior of the American Cigar Box Lumber Company plant. Of note, one of the overhead belt-drives is visible at the top of the photograph.⁹⁸

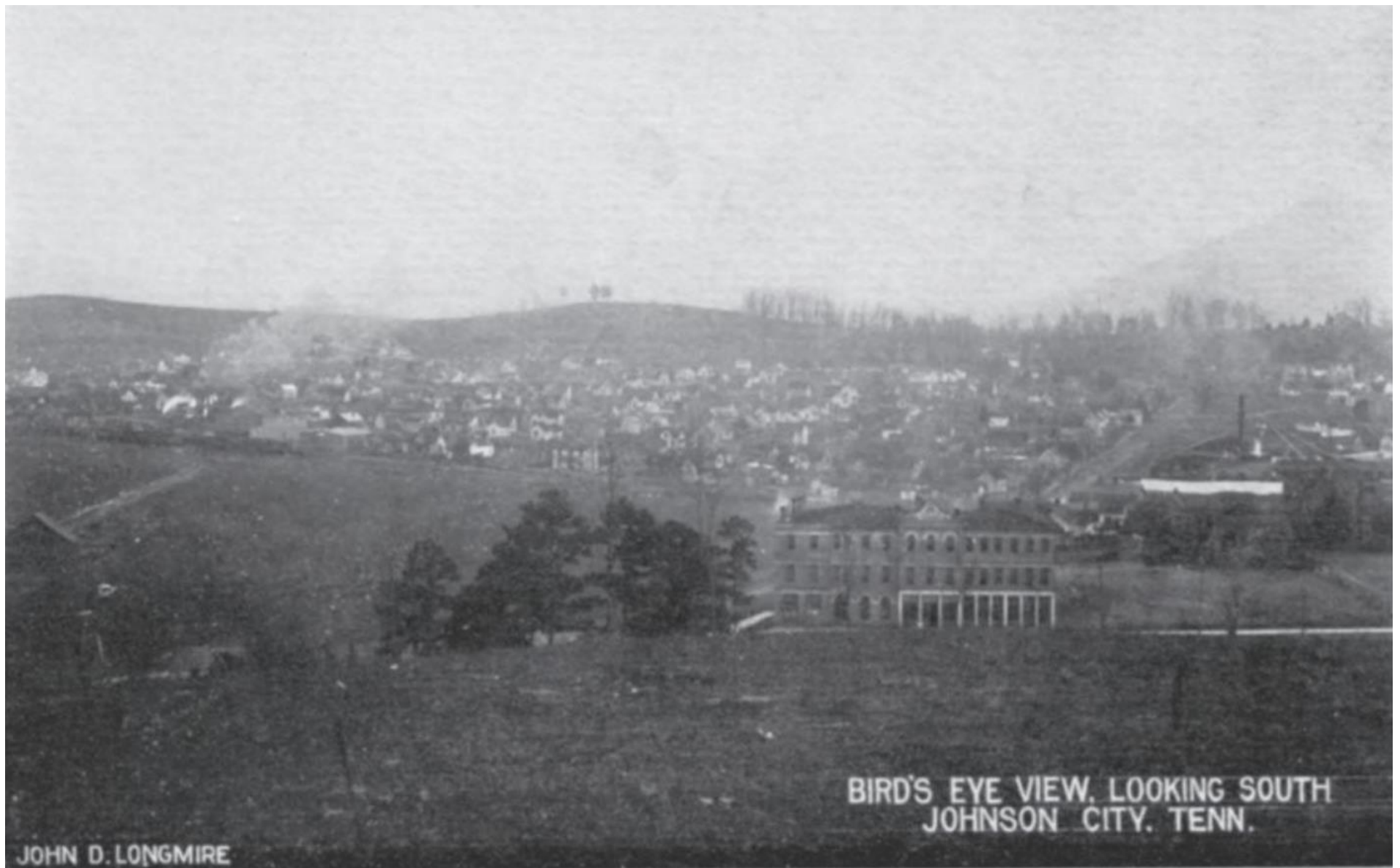


Figure 39. “The postcard... produced by John D. Longmire, dates to the early 1900s... This view looks south from Tannery Knob along Division street with the Carlisle Hotel sitting in the foreground, and the smokestack (right) likely belongs to the American Cigar Box Lumber Company, at the intersection of Division and Walnut Streets. Heavy smoke visible at the far left of the image belongs to the Harris Manufacturing Company...”⁹⁹



Figure 39A. A detail.



Figure 8B. A detail, with what appear to be some of the buildings previously occupied by the American Cigar Box Lumber Company in the top left corner of this image, taken 19 April 1941.

2.1.6.7. American Cigar Box Lumber Company, at this location 1906 – 1933

15 July 1906. The St. Louis Lumberman.

“The plant of the American Cigar Box company, at Johnson City, Tenn., was burned on July 12th. The loss is estimated at \$100,000; insurance, \$75,000.”¹⁰⁰

19 July 1906. Johnson City Comet.

“Will Rebuild Factory. – American Cigar Box Lumber Company at Work on Plans. The Comet is pleased to convey the news that the American Cigar Box Lumber Co.’s plant will be rebuilt. From the ashes of the smouldering ruins will arise a much larger and better equipped plant than the one destroyed. Orders for machinery have been placed and the work of construction of the buildings will start at once and be pushed rapidly to completion as fast as energy and money can do the work.”

26 July 1906. Johnson City Comet.

“At Work on Foundations. M.H. Campbell has the contract for the brick work on the new plant of the American Cigar Box Lumber company, and started a large force of men at work Thursday morning.”

1 August 1906. The St. Louis Lumberman.

“The plant of the American Cigar Box Company, at Johnson City, Tenn., which was destroyed by fire about two weeks ago and a loss of \$110,000 thereby entailed, will be rebuilt at once. William T. Uptegrove, of William T. Uptegrove & Brother, of New York, was in Bristol this week and announces that his company will rebuild the big plant without delay and on a much better scale than the old one. The business employes about one hundred and fifty laborers.”¹⁰¹

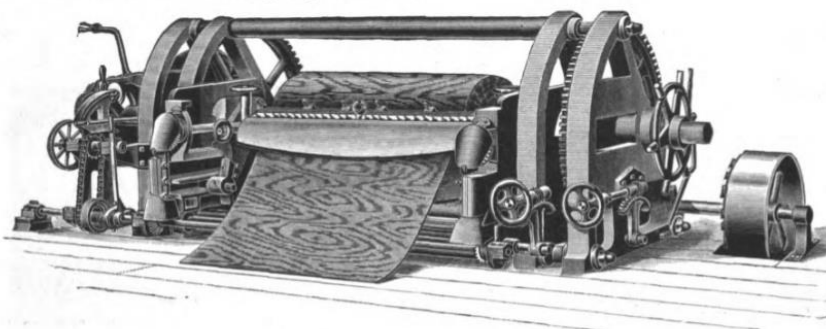
August 1906. The Packages.

“The plant of the American Cigar Box Co., Johnson City, Tenn., burned a few days ago, will be replaced as once. The fire entailed a loss of about \$100,000, offset by \$75,000 insurance. The plant was owned by Wm. T. Uptegrove & Bro., of New York. One hundred and twenty-five men were thrown out of employment. Wm. E. Uptegrove came down from Brooklyn, after the fire, and has arranged speedy rebuilding. The new plant will be somewhat differently arranged...

The big plant of the American Cigar box Lumber Co., at Johnson City, Tenn., burned last month, with an estimated loss of \$150,000, covered by insurance of approximately \$100,000. The cause of the fire is said to have been due to an employee’s carelessness in dropping a lighted match on some gasoline which had been spilled on the floor. It is reported that the plant, which gave employment to upwards of 150 hands, is to be rebuilt.”¹⁰²

THE KING OF ROTARIES.

For producing thin lumber and veneers from all native timbers.
Any length of knife used up to 10 ft.
Any diameter of swing up to 6 ft.



A FEW FACTS.

This Cutter has been on the market for thirty years.
Has entirely passed through the experimental stages.
Is built in over sixty different sizes and specifications.
It will accurately cover any proposition that is practical.
We can tell you if your proposition is practical or not.
We have a large and most modern equipped plant in which



to manufacture them and a corps of experts to handle the different branches of manufacture.

We received the highest award—a Gold Medal—at the Pan-American Exposition at Buffalo.

We invite correspondence regarding their merit and efficiency.

Write us, the largest builders of Veneer Cutting Machinery in the world.

Established
1852.

THE COE MFG. CO., PAINESVILLE, OHIO, U. S. A.

Figure 40. The St. Louis Lumberman.¹⁰³

29 September 1906. Electrical World.

“Allis-Chalmers Electrical Orders. – The Allis-Chalmers Co., of Milwaukee, Wis., report the following recent orders in their electrical department... American Cigar Box Lumber Company, Johnson City, Tenn., 10-kw generator, 25-kw generator, two 10-hp motors, 7 ½ hp motor, 3-hp motor and switchboard.”¹⁰⁴ Apparently, this order was a result of the fire that destroyed the plant of the American Cigar Box Lumber Company, which occurred in July 1906.

December 1906. “The American Cigar Box Lumber Company... has been in continuous full operation... with the exception of a six months period in 1906, when the original plant was destroyed by fire. The fire occurred early in July, 1906, and the new plant was in operation in December of the same year... W.L. [Wilbur Lyman] Clark, prominent Rotarian, has been the manager of the plant during its entire successful life.”¹⁰⁵

25 July 1907. Johnson City Comet. Also in 1, 8 August, 26 September, 3 October

“Wanted – Men and boys, 14 years of age and over to work in factory. Call on American Cigar Box Lumber Co.”



Figure 41. Johnson City Comet, 3 October 1907.¹⁰⁶

1907. "Autobiography of William E. Uptegrove"

Gifford Mills Uptegrove wrote: "I entered Princeton in the class of 1906... After graduation I entered my father's business... it was in the Greenpoint office that I started my business career in the summer of 1906. But it was not to last long. In the Fall of 1907 came 'the Panic'. Money tightened overnight, and Banks suspended their usual 'accommodations'. This caught my father, who was financing a business in Tennessee for the purpose of protecting the American Cigar Box Lumber Company from the inventor of the slicing machines [apparently a reference to Edwin F. Smith, who had been Superintendent of the Uptegrove Cigar Box factory]. Although this man had sold the patents to my father he nevertheless built and sold some similar machines to competitors. Instead of resorting to law, my father yielded to blackmail and enabled that man to start up another business. From an original outlay of \$5,000, it grew to \$400,000 by the time of the Panic, and this necessitated asking for a Receivership for Wm. E. Uptegrove & Bro. [William E. Uptegrove also had significant financial involvement in the Standard Oak Veneer Company, the Allen Panel Company, the Interior Hardwood Company, and Johnson City, Bakersville & Southern Railway at this time.] Thus, at an age of 55, my father lost everything tangible except our home in Brooklyn and country place in New Canaan, Conn. But the intangibles he did not lose. He retained the goodwill of his customers, the respect of his competitors, and the confidence of his former suppliers. In effect they said 'let us know when you are ready to start again'. He had never closed a business because of indebtedness to him, but on the contrary he had helped the owners to get back on their feet and out of debt. He had also furnished the capital necessary for three young furniture salesmen to start in business for themselves. They prospered and by this time had become the leading furniture manufacturers in Grand Rapids, which then was the center of the industry. They now came forward without being asked and said 'Count on us, W.E. for anything you need'. They financed the equipment of a new Mill, and purchased for him at auction the stock of the American Cigar Box Lumber Company when it was offered for sale by the Receivers of Wm. E. Uptegrove & Bro. [The author did not locate any documents indicating that the American Cigar Box Lumber Company was ever sold at auction.] All moneys supplied by these men were treated as loans which were later repaid in full. Thus at age 55 he began a new career from scratch.

The American Cigar Box Lumber Co., which manufactured cigar box lumber from Yellow Poplar at Johnson City, Tenn. was unaffected by the Receivership, although the mahogany stock was owned by the Corporation, Wm. E. Uptegrove & Bro. To obtain the necessary Poplar extensive purchases of timberlands had been made, on which Poplar was only one of many varieties of hardwood timber. These other hardwoods were manufactured into lumber and marketed by Wm. W. Uptegrove & Bro. in a separate department headed by my brother Edgar until his death in 1906. Thereupon his Assistant succeeded him as Manager. When the Receivership occurred in the Fall of 1907, the Receivers (my father, Charles A. Decker and John M. Dingee) agreed to a proposal made by my father that the liquidation of those hardwoods be turned over on a commission basis to a partnership composed of the Manager of the department and myself. So a partnership was formed by the name of Uptegrove & Polhemus. I was to furnish the capital, and he the experience. I obtained the capital by loans from the father of one of my college roommates and from the same men who later financed my father's new start. So from November 1907 to January 1910 I was a hardwood lumber wholesaler..."¹⁰⁷

30 November 1907. American Lumberman.

“The plant of William T. Uptegrove & Co., at Johnson City, and that of the American Cigar Box Company, a subsidiary corporation, are still in operation, notwithstanding the company’s financial embarrassment in New York.”¹⁰⁸

6 March 1909. United States Tobacco Journal.

“New Corporations... Uptegrove Cigar Box Lumber Co., Brooklyn, N.Y. To handle lumber. Capital stock \$35,000. Directors: W.E. Uptegrove, of New Canaan, Conn.; Gustave Stickley, of Syracuse; R.J. Irwin and John Widdicomb, of Grand Rapids, Mich., and W.P. Sturges, of New York City.”¹⁰⁹

15 March 1909. The Lumber World.

“Notices have been issued for the creditors of William E. Uptegrove & Bro., Brooklyn, the big hardwood house which was recently petitioned in bankruptcy, to file their claims with the trustees on or before March 2, on which date a meeting of the creditors will be held...

New Uptegrove Concern Launched. William E. Uptegrove, formerly head of the big Brooklyn hardwood house of William E. Uptegrove & Bro., has incorporated the Uptegrove Cigar Box Lumber Company with a capital of \$25,000 to conduct a general hardwood lumber business in conjunction with the manufacture of cigar boxes. Associated with him in the new company are C.A. Decker the prominent foreign hardwood man of this city, and J.F. Brosman.”¹¹⁰

1909. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “The new business was incorporated as the Uptegrove Cigar Box Lumber Company. When the Mill [apparently the one in Brooklyn] was completed and ready to operate all the old customers promptly flocked back for the Cedar needs. In the meantime, the American Cigar Box Lumber Company had continued to operate uninterruptedly, to produce and sell Poplar Cigar Box Lumber...”¹¹¹

May 1909. Barrel and Box.

“Prepared for Business. The Uptegrove Cigar Box Lumber Company, Brooklyn, N.Y., make the following announcement: ‘We are pleased to announce to our friends that, having completely equipped a new cedar mill with the newest and most improved machinery and appliances and operated throughout by thoroughly experienced workers, we are now prepared to supply you with strictly sawed and planed Spanish cedar cigar box lumber, which we shall manufacture exclusively.

It will be our purpose to furnish you with such stock as you will require and at the most reasonable price.

We also represent the American Cigar Box Lumber Company, of Johnson City, Tenn., for the sale of their Tennessee poplar imitation and veneered lumber and shooks, and earnestly solicit your patronage.”¹¹²

6 July 1909. Traffic World and Traffic Bulletin.

“11617 American Cigar Box Lumber Co. vs. East Tenn. & West N.C. R.R. Co. et al, Ordered Feb. 1, 1912, authorizing refund of \$43.88, account overcharge on carload of lumber, from Johnson City. Tenn., to Dallastown, Pa., July 6, 1909.”¹¹³

14 April 1910. Johnson City Comet.

“Fortune Meets with Misfortune. W.M. Fortune, an engineer at the American Cigar Box Co’s plant, fell while descending from a scaffold Saturday afternoon and sustained a sprained ankle. He was working in the ‘cyclone’ when the accident occurred.”¹¹⁴

15 October 1910. American Lumberman.

“Johnson City, Tenn., Oct. 10... W.L. [Wilbur Lyman] Clark, of The American Cigar Box Company, reports an improvement in trade.”¹¹⁵

11 May 1916. Johnson City Comet.

“Loses Arm While Working in Factory – While at work in the plant of the American Cigar Box Co. here, Lawrence Burchfield, a fireman, yesterday afternoon suffered the loss of his left arm, which was caught by the belting near an engine. The limb was so badly torn that amputation at the shoulder was considered necessary.”

6 September 1918. Johnson City Daily Staff.

“The Johnson City Daily Staff reported news about what ladies were wearing in Johnson City. ‘Though they have been wearing ‘em for some time while on duty at the various manufacturing plants, not until yesterday were girls seen on the streets here wearing overalls. A covy (sic) of pantaletted patriots parading the streets shortened the breath of a fat and otherwise man yesterday afternoon when they strolled down the main lane of the town.

At the Harris Manufacturing plant the ladies have been donning overalls in which to work for over a year, but it was not until Monday of this week that the American Cigar Box Lumber Company fell for the innovation, and as that plant is located nearer the business section than some of the others, the war girls have lately attracted the attention by coming on the street in the male attire they have assumed during war times.

Notwithstanding the citizenship has become familiar through the movie mediums and the Sunday supplements and magazine pages with the march of progress, they turn to rubber when the pictures they have seen materialize before their eyes and walk unconcernedly along the sidewalks in front of them. It will take a few days for the male of the species to get an eyeful, and adjust their cosmos but by and by they will revert to the habit of glancing casually toward the top of the taller buildings when milady boards a street car, just as of yore. C’est la guerre.”¹¹⁶

February 1919. Packages.

“Johnson City, Tenn. Is an active box and lumber point. The American Cigar Box Co., Sells Lumber CO. and several others are operating there with large forces of people.”¹¹⁷



Figure 42. “June 1997” Chris Ford wrote of this photograph: “This is the Division street underpass looking north. This was built sometime between 1921 and 1923. Oh...1922. Before then, this would have been a grade crossing across about 8 standard gauge, narrow gauge and dual gauge tracks belonging to the CC&O and the ET&WNC, and those tracks would have been pretty busy most of the time. I imagine this underpass helped out the traffic flow once there were lots of cars running around Johnson City. It still amazes me to think of what was built in the early part of the century with none of the heavy machinery that we have today.”¹¹⁸

1922. “The 1922 construction of the Division Street underpass was supposed to alleviate traffic problems in Johnson City, but it was not enough to handle the increased traffic in the years to come.”¹¹⁹ This would have been adjacent to the American Cigar Box Lumber Company plant.

1 November 1923. Manufacturers Record.

“Tenn., Johnson City – American Cigar Box Lumber Co., plans remodeling plant, increasing manufacturing efficiency; Lockwood, Greene & Co., Engrs., 24 Federal St., Boston, Mass.”¹²⁰

8 November 1923. The Iron Age.

“The American Cigar Box Lumber Co., Johnson City, Tenn., has engaged Lockwood, Greene & Co., 24 Federal Street, Boston, and Charlotte, N.C., engineers, to prepare plans for extensions and improvements, including remodeling of the present structures and the installation of additional machinery for considerable increase in output.”¹²¹

10 November 1923. American Lumberman

“Johnson City – American Cigar Box Lumber Co. will remodel plant and install new equipment, greatly increasing capacity.”

3 August 1924. The Lumber Manufacturer & Dealer.

“Brooklyn – Uptegrove Cigar Box Lumber Co. increased capital stock to \$500,000.”¹²²

22 April 1926. Manufacturers Record.

“Tenn., Johnson City – American Cigar Box Co. will expend \$25,000 on improvements and extensions; install additional equipment...”

Fire damage... Portion of American Cigar Box Lumber Co.’s plant.”¹²³

30 September 1926. Tobacco.

“American Cigar Box Lumber Company. Cigar box lumber is just as necessary to the trade as any other item of constant use. It is required, though, that the lumber be of such quality that it typifies the character of the cigars. To pack good cigars in cheap boxes is just as paradoxical as putting poor cigars in boite nature packing.

Responsibility of quality is vested in mills where reputation means more to the plant than mere quantity handled. So it is that the American Cigar Box Lumber Company is the foremost handler of genuine Spanish cedar veneer, which is extensively used with yellow poplar for the manufacture of cigar boxes having lightness, strength, and the finest finished appearance.

All cigar box makers can supply their manufacturing customers with this sort of boxes. Mills of the company are located at Johnson City, Tennessee. The offices are located at 32 Court street, boro of Brooklyn, N.Y.”¹²⁴

20 January 1927. The Iron Age.

“The Crane Market... Among recent purchases are... American Cigar Box Lumber Co., Johnson City, Tenn., a 15-ton gasoline driven, standard gage, locomotive crane from the American Hoist & Derrick Co.”¹²⁵

CIGARS NEED WOODEN BOXES

CEDAR VENEERED BOXES

MADE OF

YELLOW POPLAR

COVERED WITH

GENUINE SPANISH CEDAR VENEER

COMBINE

Lightness—Strength—Finest Appearance

The Ideal Package

USE CEDAR **VENEERED** BOXES

Your Box-Maker Can Supply Them

AMERICAN CIGAR BOX LUMBER CO.

Mills: JOHNSON CITY, TENN.

Main Office: 130 CLINTON ST., BROOKLYN, N. Y.

Figure 43. Tobacco, 26 May 1927.¹²⁶

1 September 1927. Tobacco.

“Addition for Johnson City Cigar Box Lumber Co. Johnson City, Tenn., Aug. 27. — An interesting bit of industrial history has become available this week in connection with the announcement of the erection of an additional warehouse at the local plant of the American Cigar Box Lumber Company. The new building is a [?] of the standard saw-tooth type, thirty five feet wide by one hundred and fifty feet long and ranging from one story in height in the ‘dip’ to two stories at the ‘peak.’

The American Cigar Box Lumber Company is one of the oldest industries here, and has been in continuous full operation for the past thirty years, with the exception of a six months period in 1906, when the original plant was destroyed by fire. The fire occurred early in July, 1906, and the new plant was in operation in December of the same year. With that exception the plant has never been shut down for thirty years.

About two hundred and twenty men and women are employed, and the factory brings into this territory more than \$50,000 per month in wages, salaries and payments for raw material (saw logs). None of its product is sold locally, so that it is one-hundred percent asset, bringing in everything and taking away nothing.

W.L. [Wilbur Lyman] Clark, prominent Rotarian, has been the manager of the plant during its entire successful life.”¹²⁷

1 September 1927. Manufacturers Record.

“Tenn., Johnson City – American Cigar Box Co., W.L. Clark, Mgr., reported, erect additional warehouse at plant, 35 x 150 ft., Sawtooth type, 1 and 2 story.”¹²⁸

24 April 1929. Morristown Gazette and Mail.

“The Morristown Gazette and Mail reported a labor strike was taking place in Johnson City. With a dateline of Johnson City, readers learned, ‘Approximately 200 employes (sic) of the American Cigar Box Company of Johnson City struck Tuesday morning, charging that W.B. Spencer, superintendent of the plant, had discharged approximately 25 union men without cause. The mill was closed indefinitely following the strike.’”¹²⁹ See Table 20.

1 May 1929. The Selma, Alabama, Times – Journal.

“In a follow-up to a recent item in this column, The Selma Times-Journal, with a Johnson City dateline, reported about the strike at the American Cigar Box Lumber Company. ‘Company E. 117th Infantry, Tennessee National Guard, was due to arrive here shortly after noon for strike duty at the plant of the American Cigar Box Lumber Company, the troops having left their armory at Athens, Tenn., early this morning.’ The article continued to state, ‘The plant has been slowed for almost a week following a strike. It had been planned to resume operations Monday but the plan was not carried out. There was no official announcement as to the reason for calling out the guardsmen.’”¹³⁰

1929. The Commercial and Financial Chronicle.

“The American Cigar Box Co. at Johnson City says that approximately 145 men were working out of a total force of 225.”¹³¹

24 October 1931. The Traffic World.

“Poplar Logs. No. 24353, American Cigar Box Lumber Co. vs. N.&W. et. Al. By Examiner L.H. Dishman. Recommends that commission find rates on poplar logs, from points on the Norfolk & Western were in violation of section 4 of the act and that the rates assailed from all the points of origin involved in Virginia and Kentucky, and Burnsville, N.C., to Johnson City, Tenn., were, are and for the future will be unreasonable to the extent that they exceeded, exceed or may exceed 65 per cent of the contemporaneous rates on lumber. Reparation proposed.”¹³²

1926 – 1935. “Autobiography of William E. Uptegrove”

Gifford Mills Uptegrove wrote: “At about this time (circa 1926) DuPont put cellophane on the market and Cigar manufacturers adopted it for wrapping individual cigars. This marked the beginning of the decline in the volume of cigar box lumber, for cellophane had made possible the use of cardboard as cigar box material. Then came the idea of completely wrapping the box with lithographed paper imitating cedar grain. This admitted more cardboard, because it concealed the fact that under it was cheap cardboard instead of good lumber. This was of course hard

competition, because lumber could not compete with it in price, and the cigar manufacturers were determined to reduce their costs of containers. A few of our competitors dropped out of business, but our volume kept up very well until 1932. In fact, 1931 was the biggest year we ever had. Then the effects of the market crash of 1929 hit the cigar industry, and consequently ourselves. There were fewer cigars, and more cardboard in boxes.

The great depression had now hit us. Cigar manufacturers were insistent on lower box prices from the 'boxmakers' (i.e. our customers) and they in turn were pleading for lower lumber prices. Poplar logs had become very high-priced, and the idea occurred to my father that possibly we could locate a mill in the West and use the trim-ends which were waste in those great mills for the manufacture of cigar box lumber. My father and the Superintendent of the Johnson City Mill made an exploratory trip to the West Coast, and later employed one Harold S. Turlay to make a full investigation. He shipped a few spruce logs to Johnson City for a try-out on our slicing machines to demonstrate its suitability for cigar box lumber. The size of those logs up to 7 or 8 feet in diameter, was a revelation to the good citizens of Johnson City, and they flocked to our Railroad siding to see them. We manufactured them into lumber and secretly sent sample lots to selected customers for them to try out. We, of course, did not wish it to become generally known that we had any thought of changing from Poplar. The reports, though not enthusiastic, were good, and the fact that this Spruce lumber could be produced at lower cost than Poplar lumber, caused our customer-friends to encourage us to make the change.

Accordingly in the Spring of 1933 the Superintendent, Mr. Spencer, from Johnson City and I made a trip to the Coast, and with Mr. Turlay visited several Plants which had been closed by the depression and were available on exceedingly favorable terms. We settled upon Astoria, Oregon, where we found a building well suited to our needs and with both rail and water transportation at our door.

Mr. Spencer laid out a floor plan for the location of our machines and returned East to begin dismantling the Plant. In the meantime, Mr. Turlay would carry out the required construction and have everything in readiness when the machinery arrived. After Mr. Spencer's departure Mr. Turlay and I spent a couple of weeks investigating timber, discussing costs and an infinite variety of details involved in such a (for us) momentous move. We (the Uptegroves) were risking our capital on a venture that involved (1) the introduction of an entirely new wood for cigar boxes (2) moving into a territory in which cigar box lumber was a totally new product, and for which there was not a single trained worker (3) doing this in the very depth of the greatest depression of all time.

Before the decision to move the Plant was actually made we discussed the project with the next largest stockholder of the American Cigar Box Lumber Company, although it was not necessary since my father and I owned 73% of the stock, and could have done as we saw fit. We found that this stockholder did not care to participate in the venture, preferring that the Company be liquidated and his stock paid off. This suited us perfectly, as we preferred to 'go it alone'. We therefore bought the Company's machinery and proceeded with its liquidation.

The new Company was incorporated as the Uptegrove Lumber Company, of which my father and I were the sole owners. Here I should say that my father was not interested for himself in suggesting and participating in the creation of a new corporation, relocating the mill and introducing a new wood for cigar boxes; in other words, starting a new business. He was then (1933) 81 years of age and had withdrawn completely from all active management. He had by now moved to Maplewood, and motored in to the Brooklyn office only a couple of times a week. His sole idea was to leave a business for me, and the prospects appeared better with a lower cost lumber

in the West than with the high cost Poplar in Tennessee and neighboring States. So with the decision to move West he became an interested observer while the direction of the new Company and the liquidation of the old one devolved upon me.

In 1934 we moved the office to Newark, N.J. For a while he visited it more often there, but he was beginning to fail. Early in the next year he became confined to his bed, and finally passed away June 26, 1935 at age 83.”¹³³

It appears that the buildings previously occupied by the American Cigar Box Lumber Company were abandoned in 1933 but remained standing until at least 19 April 1941. In any case, any remaining buildings of the abandoned American Cigar Box Lumber Company plant would have had to be removed prior to the construction of Highway 181, see Map 1 and Figure 59.

Table 9. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year 1913.¹³⁴

Firm Name	Nature of Business	No. Employees at Time of Inspection		Hours Labor Week		Gen'l. Cond.	No. Insp.
		Male	Female	Male	Female		
American Cigar Box Co.	Mfrs. Cigar Box Material	135		60		Good	1

Table 10. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1914.¹³⁵

Firm Name	Character of Business	No. of Employes at time of inspec.				No. Hrs. Lab. Males Over 16		No. Hrs. Lab. Females & Min. Under 16		Gen'l. Con.
		Over 16		Under 16		Day	Week	Day	Week	
		M.	F.	M.	F.					
American Cigar Box Lbr. Co.	Mfrs. Cigar Box Material	161		24		10	60	10	58	Good

Table 11. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1915.¹³⁶

Firm Name.	Character of Business.	No. Employes at time of inspection.				No. Hours Labor Males Over 16		No. Hours Female & Min. Under 16		General Condition.
		Over 16.		Under 16.		Da.	Wk.	Da.	Wk.	
		M.	F.	M.	F.					
Am. Cigar Box Co.	Mfrs. Box stock	124		11		10	60	10	58	Good

Table 12. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1916.¹³⁷

Firm Name	Character of Business	No. Employes at time of inspection				No. Hours Labor Males Over 16		No. Hours Female and Min. Under 16		General Condition
		Over 16		Under 16		Da.	Wk.	Da.	Wk.	
		M.	F.	M.	F.					
Amer. Cigar Box Co.	Cigar Box Matl. Mfrs.	150		24		10	60	10	57	Good

Table 13. “Directory of Industries Inspected, with No. Employes, December 1, 1916, to December 31st, 1917... Washington County – Johnson City”.¹³⁸

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Co.	Cigar Box Material Mfr.	189		6	

Table 14. “Directory of Industries Inspected, with No. Employes... Washington Co. – Johnson City”, for the Year Ending 31 December 1918.¹³⁹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box and Lumber Co.	Cigar Box Material	112	28	8	

Table 15. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1919.¹⁴⁰

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Mfg. Co.	Mfrs. Cigar Boxes	159	38		

Table 16. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1920.¹⁴¹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Lumber Co.	Mfg. Cigar Box Lumber	148	28		

Table 17. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.¹⁴²

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Lumber Co.	Mfg. Cigar Box Lumber	126	18		

Table 18. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1925.¹⁴³

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box & Lumber Co.	Cigar Boxes	192	24		

Table 19. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1928.¹⁴⁴

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Co.	Mfg. Cigar Boxes	130	23		

Table 20. “Labor Disputes Handled by the United States Department of Labor Through its Conciliation Service, April 1929...”¹⁴⁵

Company or Industry and location	Nature of controversy	Craftsmen concerned	Cause of dispute	Present status and terms of settlement	Duration		Workers involved	
					Beginning	Ending	Directly	Indirectly
American Cigar Box Lumber Co., Johnson City, Tenn.	Controversy	Cigar-box makers	Alleged discharges for union affiliation	Pending	Apr. 24		40	235

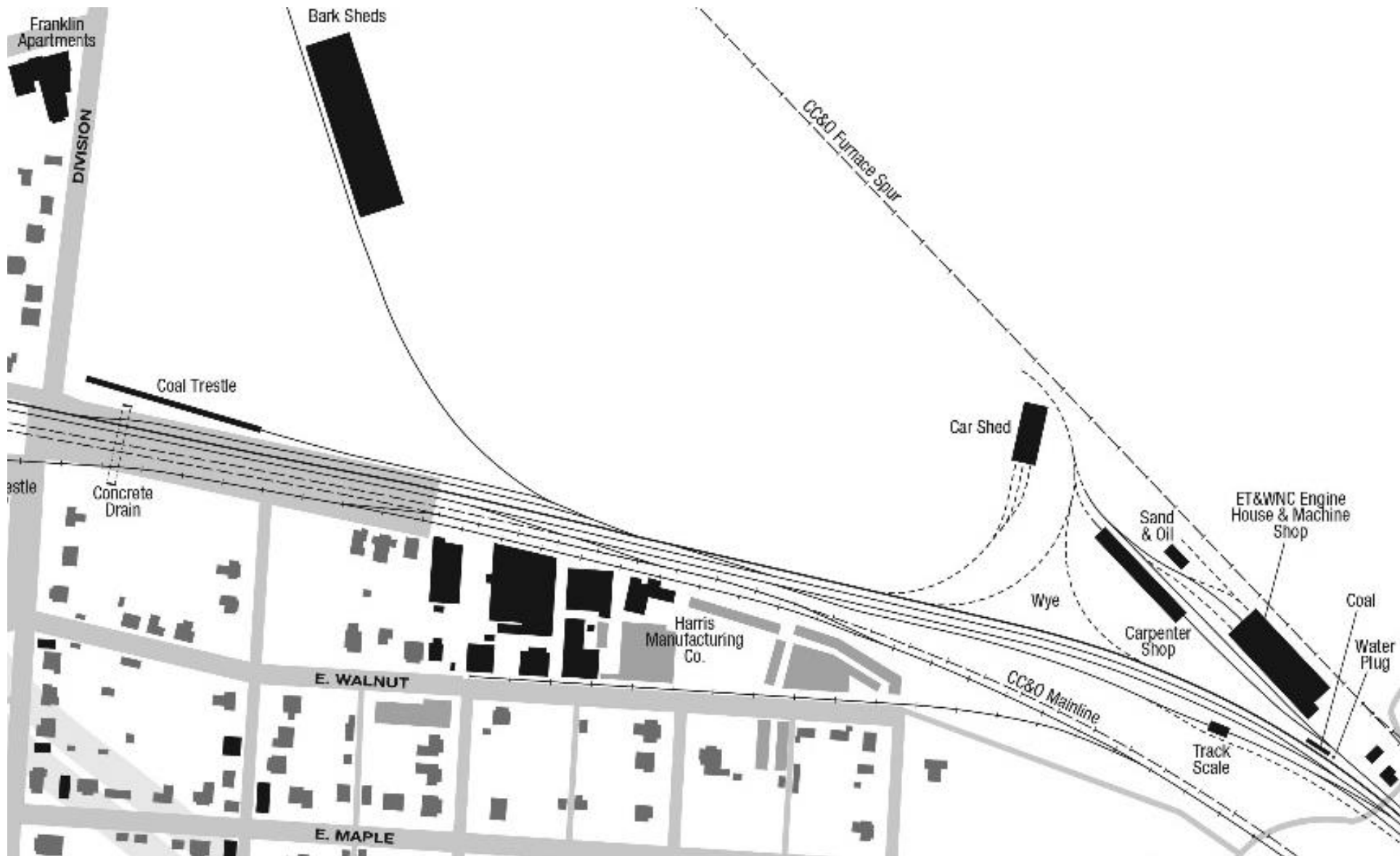
Table 21. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.¹⁴⁶

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
American Cigar Box Lumber Co.	Mfg. Cigar Box Material	223	9		

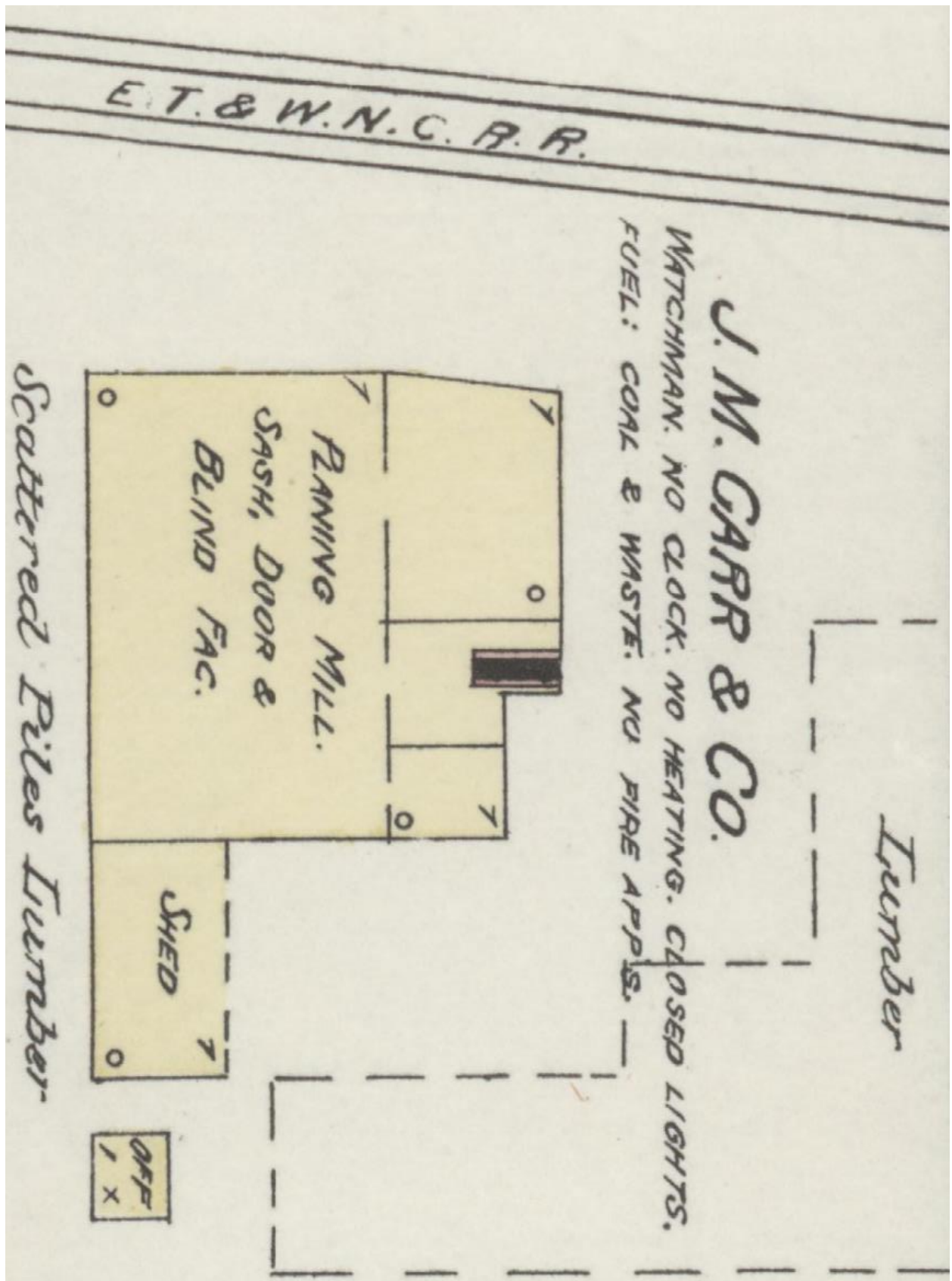
2.2. Businesses Along the South Side of the E.T. & W.N.C. and Clinchfield Mainlines,
Between Division and Afton Streets, 1887 – Present

2.2.1. The Area Occupied by the Harris Manufacturing Company and Related Enterprises,
1887 – Present

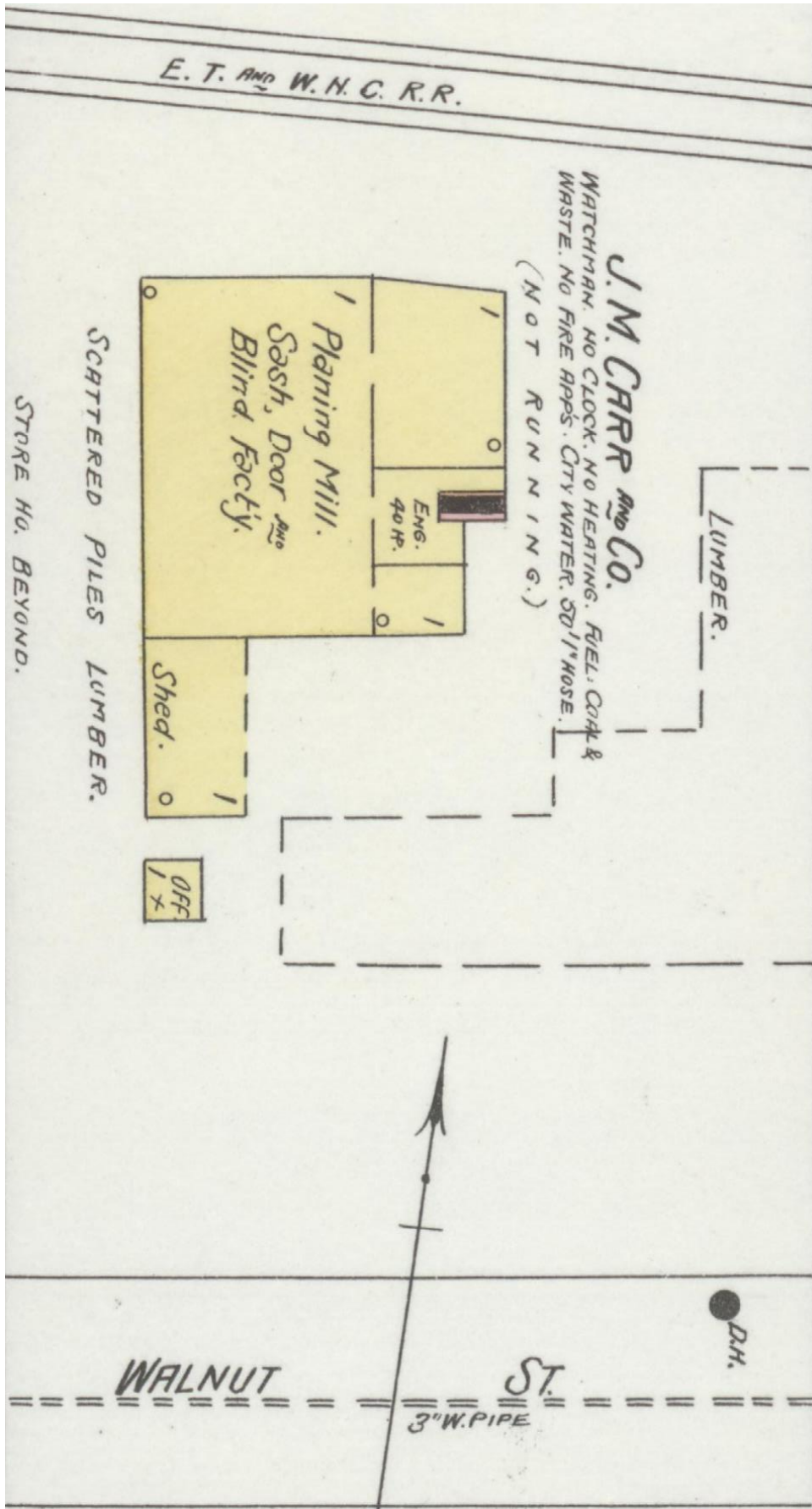
Frank Evans Furniture Factory, 1887 – 1890
J.M. Carr & Company/J.M. Carr & Sons, 1890 – 1897
Harris Manufacturing Company, 1898 – 1983
Harris – Tarkett, 1983 – 2012
Historic Flooring, 2012 – 2023
Apparently Abandoned, 2023 – 2024



Map 1A. A detail of the area around the Harris Manufacturing Company, c. 1915. The land occupied by the Harris Manufacturing Company was previously occupied by Frank Evans Furniture Factory (1887 – 1890) and the J.M. Carr & Company/J.M. Carr & Sons (1890 – 1897).



Map 12. "J.M. Carr & Co.," on the south side of the E.T. & W.N.C. mainline between Grove and Henry streets, in January 1891. Previously (1887 – 1890), this property was known as the Frank Evans Furniture Factory. In 1898, it was acquired by the Harris Manufacturing Company.¹⁴⁷



Map 13. "J.M. Carr and Co... (Not Running.)", May 1897.¹⁴⁸

Frank Evans Furniture Factory, 1887 – 1890
J.M. Carr & Company/J.M. Carr & Sons, 1890 – 1897
Harris Manufacturing Company, 1898 – Present

2.2.1.1. Frank Evans Furniture Factory, 1887 – 1890

December 1887. The Wood-Worker.

“Frank Evans has a new planing mill at Johnson City, Tenn.”¹⁴⁸

12 January 1888. Johnson City Comet.

“The Frame Erected. The frame of Frank Evans; furniture factory is being erected. The building will be 40 x 60 feet and three stories high. Machinery has been ordered and Mr. Evans hopes to have the factory running by the first of March.”

26 January 1888. Johnson City Comet.

“Frank Evans’ furniture factory is ready for the roof. It will be covered with tin and Henderson & Pierce have the contract.”

9 February 1888. Johnson City Comet.

“Frank Evans received a planer this morning. His other machinery will arrive in a few days.”

9 February 1888. Johnson City Comet.

“Frank Evans has ordered the machinery for his furniture factory from the Buss Machine Works, Grand Rapids, Mich. His factory is nearly completed and will be ready for work in April.”

1 March 1888. Johnson City Comet.

“The boiler for Frank Evans’ furniture factory has been placed in position. The other machinery should have been here but has been delayed on the road somewhere.”

15 March 1888. Johnson City Comet.

“Frank Evans is receiving new machinery every few days for his furniture factory. He has quite a number of orders for furniture on hand now and they continue to arrive. His factory will be in full working order in a few days.”

5 April 1888. Johnson City Comet.

“We understand that Frank Evans will be ready to do planing, matching, etc., by the 15th of this month. His new factory is one of the largest in the city, and he will have the latest wood-working machinery. He also has the largest and handiest dry-kiln in the place and can furnish seasoned lumber on short notice.”

19 April 1888. Johnson City Comet.

“Wood-Working Establishments. There are the Johnson City Furniture Company, employing fifty men and turning out an immense amount of the very best work; the Frank Evans Furniture Factory, a large concern now nearing completion, and the planing mill of Stratton & Stratton, which has been running but a short time, but is now full of orders...”

19 April 1888. Johnson City Comet.

“The Johnson City Furniture Company received two new machines last week. One was a double-surfacers and the other a four-sided moulder. This company is constantly added new and improved machinery and is one of the largest and best equipped furniture factories in East Tennessee.

26 April 1888. Johnson City Comet.

“We take pleasure in calling attention to the advertisement of Frank Evans that appears in this issue. Mr. Evans has all the latest improved wood-working machinery in his factory and is prepared to do all kinds of planing, surfacing, matching, drying, &c., on short notice and at moderate prices. Call and see him or write him for terms.”

NOTICE!

I am now ready to do Drying, Matching, Surfacing, Upping, Re-sawing and sizing up Lumber at moderate prices for cash. By turning out my work in good style, and being prompt in the execution of all contracts, I hope to secure a full share of the business of this city.

Soliciting the favor of your Orders,
Respectfully,

FRANK EVANS.

Figure 44. Johnson City Comet, 26 April 1888.

31 May 1888. Johnson City Comet.

“Frank Evans made a business trip to Knoxville Monday. He has his furniture factory in full operation and is securing and filling orders for kitchen safes very rapidly.”

N-O-T-I-C-E !

— I AM NOW READY TO DO —

DRYING, MATCHING,
SURFACING, RIPPING,
Resawing and Sizing-Up Lumber

— A T —

MODERATE PRICES FOR CASH !

BY TURNING OUT MY WORK IN GOOD STYLE, AND

Being Prompt in the Execution of All Contracts,

I HOPE TO SECURE A FULL SHARE OF THE BUSINESS.

Soliciting the favor of your orders, respectfully,

FRANK EVANS.

Figure 45. Johnson City Comet, 15 November 1888.

22 November 1888. Johnson City Comet.

“Frank Evans has ordered a new and improved moulding machine and will shortly be able to work all kinds of moulding up to 6 inches wide promptly and cheaply. Mr. Evans is an enterprising young man and never lets his business push him. He makes a point to fill orders promptly, giving satisfaction, therefore he is always busy.”

23 May 1889. Johnson City Comet.

“Bob Bailey, an employee at the furniture factory, got the little finger and a portion of the fourth finger of his left hand cut off yesterday by a saw.”

2 January 1890. Johnson City Comet.

“J.M. Carr has leased Frank Evans’ planing mill and will put it in operation at once.”

2.2.1.2. J.M. Carr & Company/J.M. Carr & Sons, 1890 – 1897

2 January 1890. Johnson City Comet.

“J.M. Carr has leased Frank Evans’ planing mill and will put it in operation at once.”

9 January 1890. Johnson City Comet.

“J.M. Carr started his planing mill Tuesday. He has leased the Evan’s plant and is preparing himself to do all kinds of planing-mill work.”

16 January 1890. Johnson City Comet.

“James Sirey has taken charge of J.M. Carr’s planing mill. Mr. Sirey is an experienced workman and Mr. Carr has done well to secure his services. He was lately been employed by Stratton & Stratton and had charge of Frank Evans’ mill until it shut down.”



Figure 46. Johnson City Comet, 13 February 1890.

13 February 1890. Johnson City Comet.

“In another column will be found the advertisement of J.M. Carr & Sons. They are operating the Frank Evans planing mill and are prepared to furnish flooring, siding, ceiling and all builders’ supplies on short notice. Employing good mechanics, they are in a position to give satisfaction, which they guarantee. We take pleasure in recommending them to the public.”

6 March 1890. Johnson City Comet.

“She’s Booming. – That’s What’s the Matter with Johnson City. It is a Healthy, Substantial Boom and No Mushroom Business About it. – The Knoxville Sentinel representative finds something to say about Johnson City. – Johnson City, Tenn., February 26...”

A planing mill [presumably J.M. Carr & Company] is also in operation, employing about 90 men...”

3 July 1890. Johnson City Comet.

“Johnson City Leads the South in Manufacturing Enterprises Projected in the Last Three Months... J.M. Carr & Co. Enlarge Plant.”

25 June 1891. Johnson City Comet.

“Industrial Enterprises in Operation and in Course of Construction... J.M. Carr & Co. – Planing Mill...”

June 1894. The Wood-Worker.

“J.M. Carr & Co., of Johnson City, Tenn., have added to their planing mill a full outfit of machinery for the manufacture of barrel headings.”¹⁴⁹

26 July 1894. Johnson City Comet.

“Last Sunday... noon, the clouds seemed to gather above Johnson City only, coming from North, South, East and West. Quick as thought the stopper fell out, and in twenty or thirty minutes a perfect deluge resulted. In twenty or thirty minutes more all the streets of the city were converted into young rivers, which flowed continuously for two and a half or three hours... Carr & Co.’s stock was taken to the doctor’s farm...”

4 October 1894. Johnson City Comet.

“Carr’s Factory. Strolling up the narrow gauge a day or so ago, the writer dropped into Carr’s factory, where we found ten or twelve hands in a lively stir. The machinery was running and the hands were busy attending to the same. On the occasion in question they were manufacturing barrel heads, running the rip saw and the turning lathe. Everything presented a brisk appearance.

Happening in the engine house, there we encountered Alec. Ray with the steaming smile on his face. Alec. is ‘Captain of the waiters’ in the engine room, and works the throttle of a 50 horse power engine with a 60-horse power boiler. Alec. Tells us that he has been with this company nearly five years in the capacity of engineer, and during that time the repairing of the engine never

cost the company above three dollars, outside his own attention to it. That is saying a great deal and reflects credit on the engineer. We swapped a few yarns with Alec. And left the factory, as we found it, full of life and business.”

4 July 1895. Johnson City Comet.

“Retrospective and Prospective. Too many of our people, with voices pitched unpleasantly high, never fail when an opportunity presents itself to give Johnson City a black eye, which makes her future look decidedly uninviting to strangers visiting the city with a view of locating... It is true, along with other enterprising towns and cities, Johnson City has suffered wonderfully from the effects of the great depression in business which has swept over the country for the past four years...Carr & Company have been manufacturing barrel heads for some time and have no trouble in disposing of all they can make.”

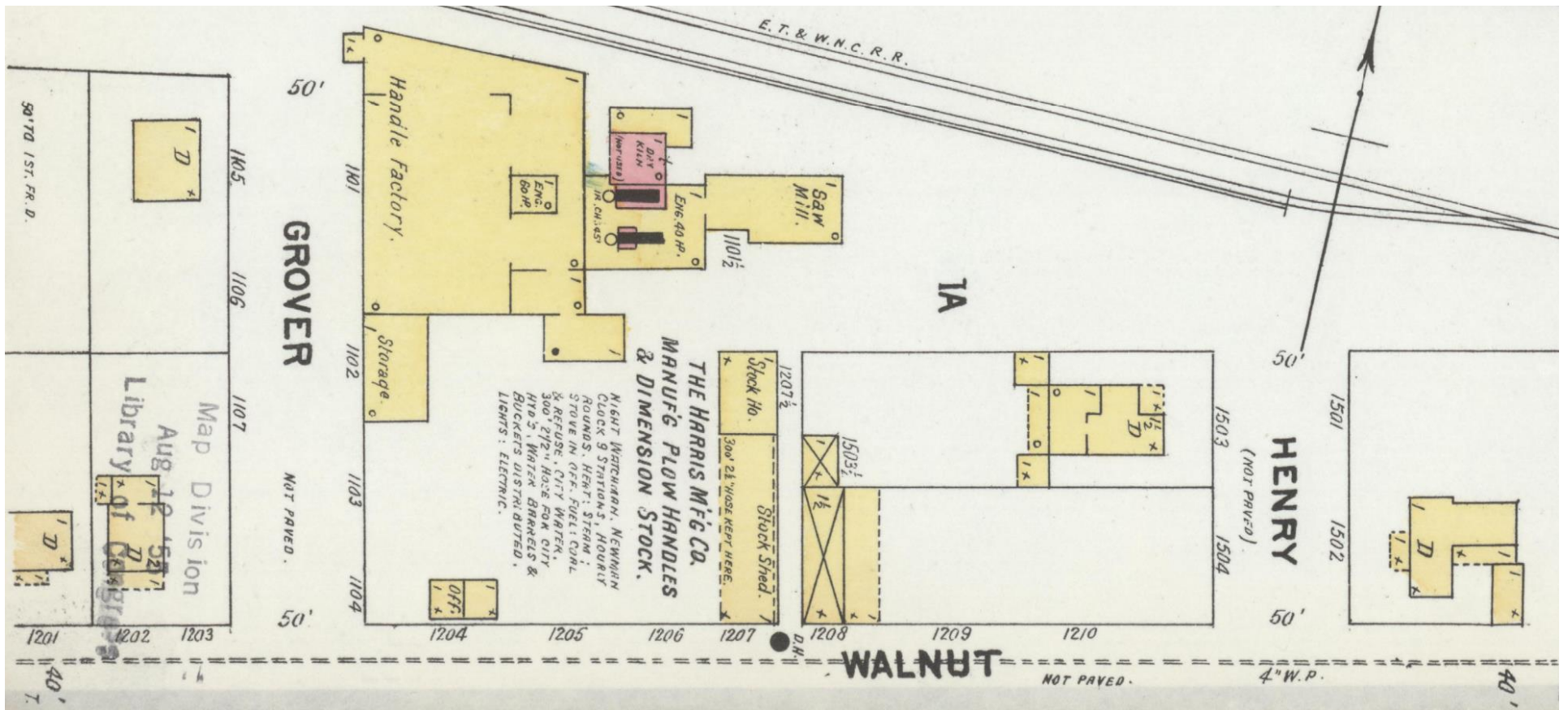
12 August 1897. Johnson City Comet.

“Dissolution Notice. The firm of J.M. Carr & Co., has this day dissolved, J.M. Carr retiring. By the terms of the dissolution agreement S. Sjoberg is to assume all the liabilities of the old firm, and J.M. Carr is to collect all the out-standing accounts, notes, judgments, etc., due the firm. S. Sjoberg, J.M. Carr. June 25, 1897.”

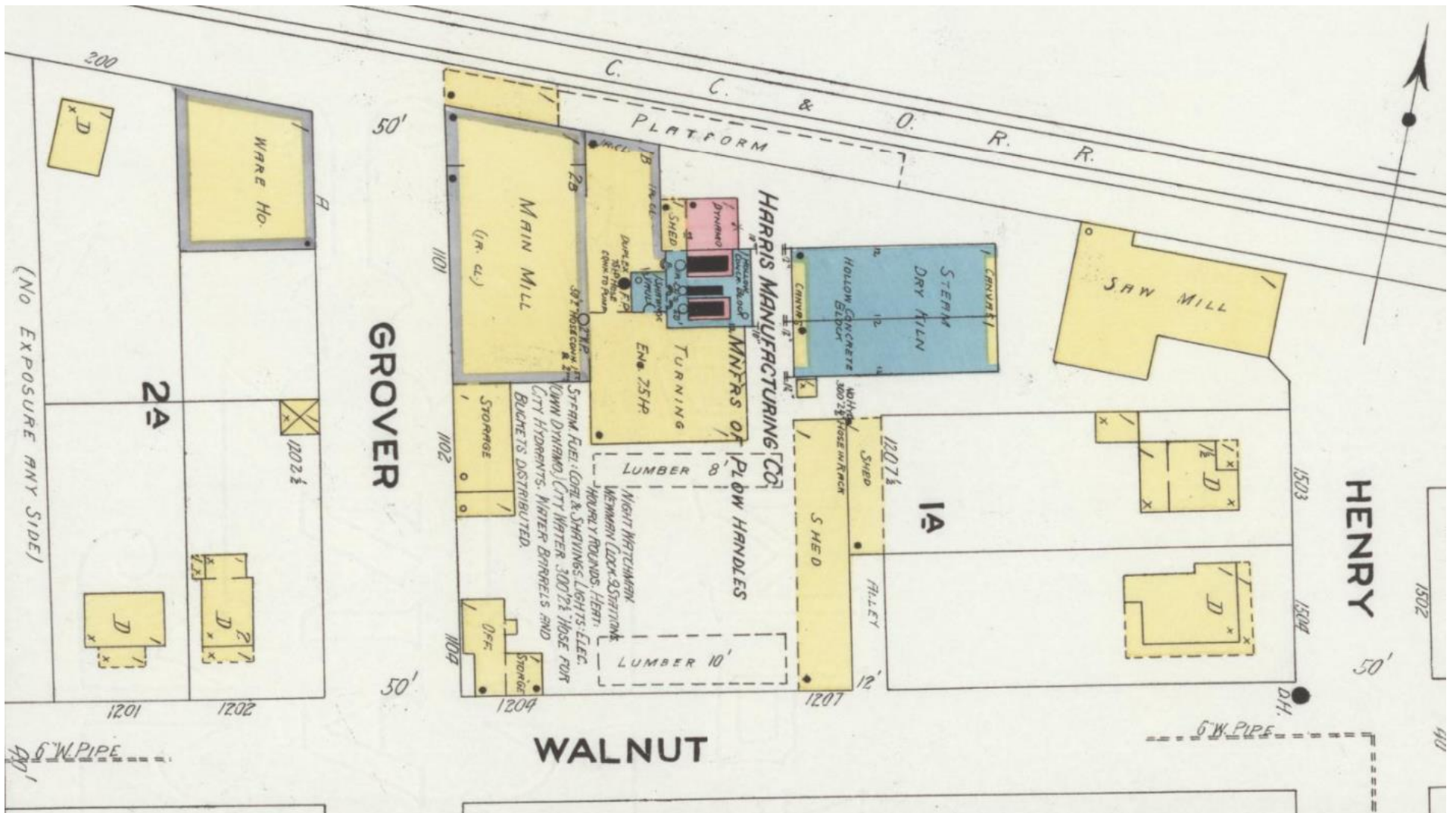
27 July 1899. Johnson City Comet.

“Purchase New Site. A few months ago W.P. Harris started a wood-working plant in the old creamery building. He began making picker sticks and other hardwood specialties. The business grew as if by magic and more machinery was constantly added to make new specialties until the plant was crowded and new quarters had to be secured. To meet this demand Mr. Harris purchased the old Carr factory on the E.T. & W.N.C. railroad and will make all necessary repairs to the building and move his plant there by September 1st...”

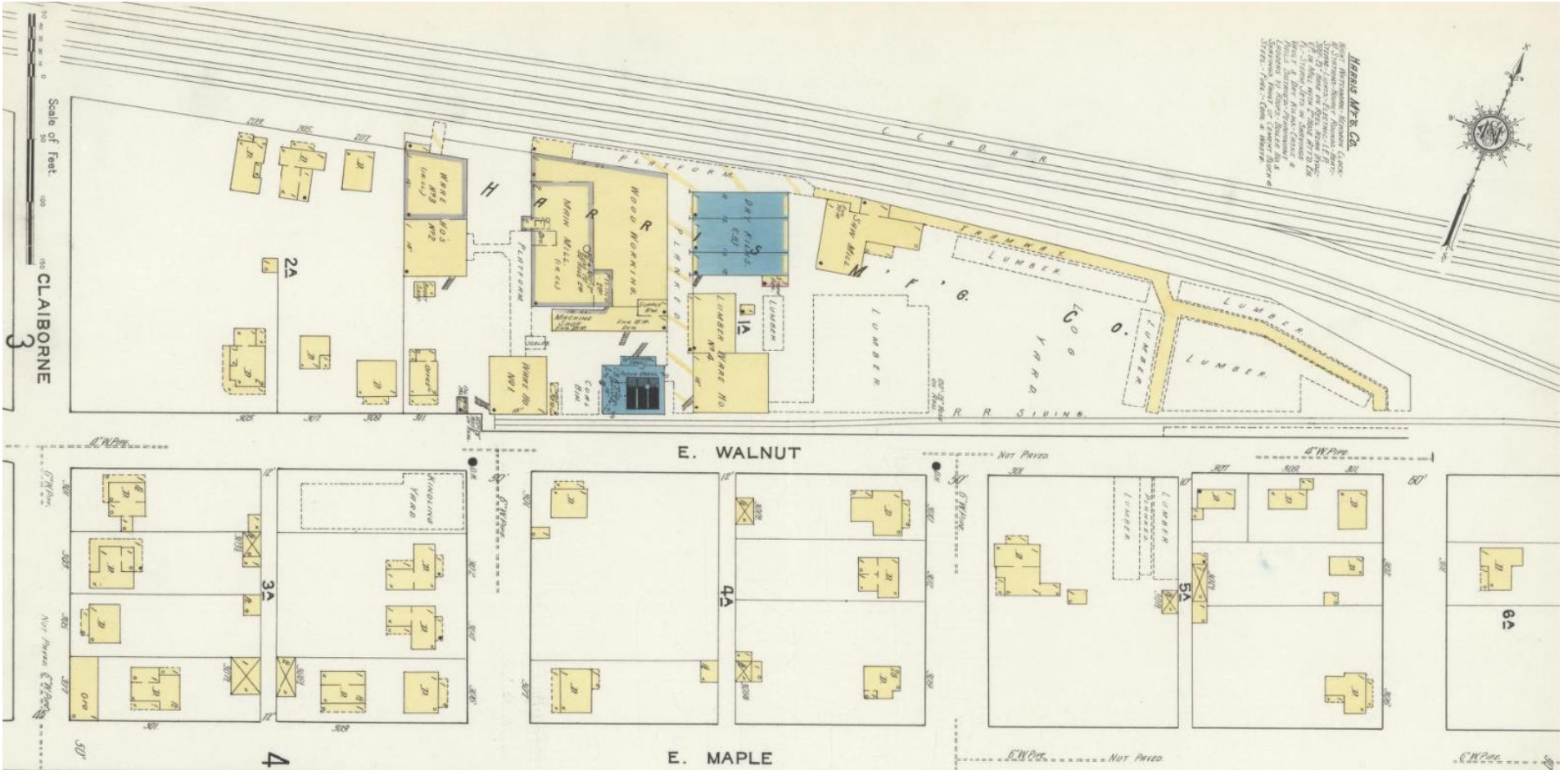
2.2.1.3. Harris Manufacturing Company, 1898 – Present
Harris – Tarkett, 1983 – 2012
Historic Flooring, 2012 – 2023
Apparently Abandoned, 2023 – 2024



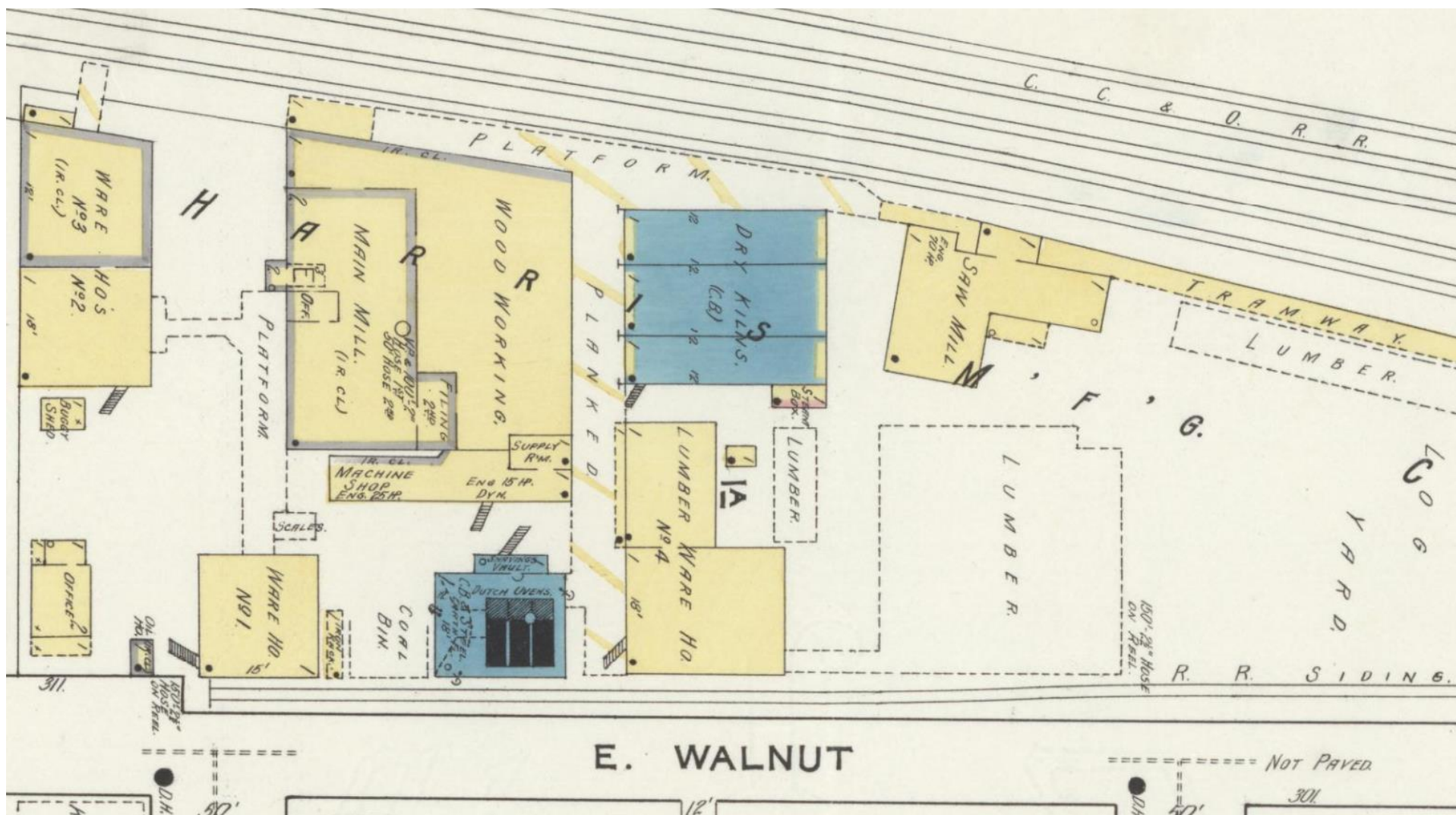
Map 14. Harris Manufacturing Company, April 1903.¹⁵⁰



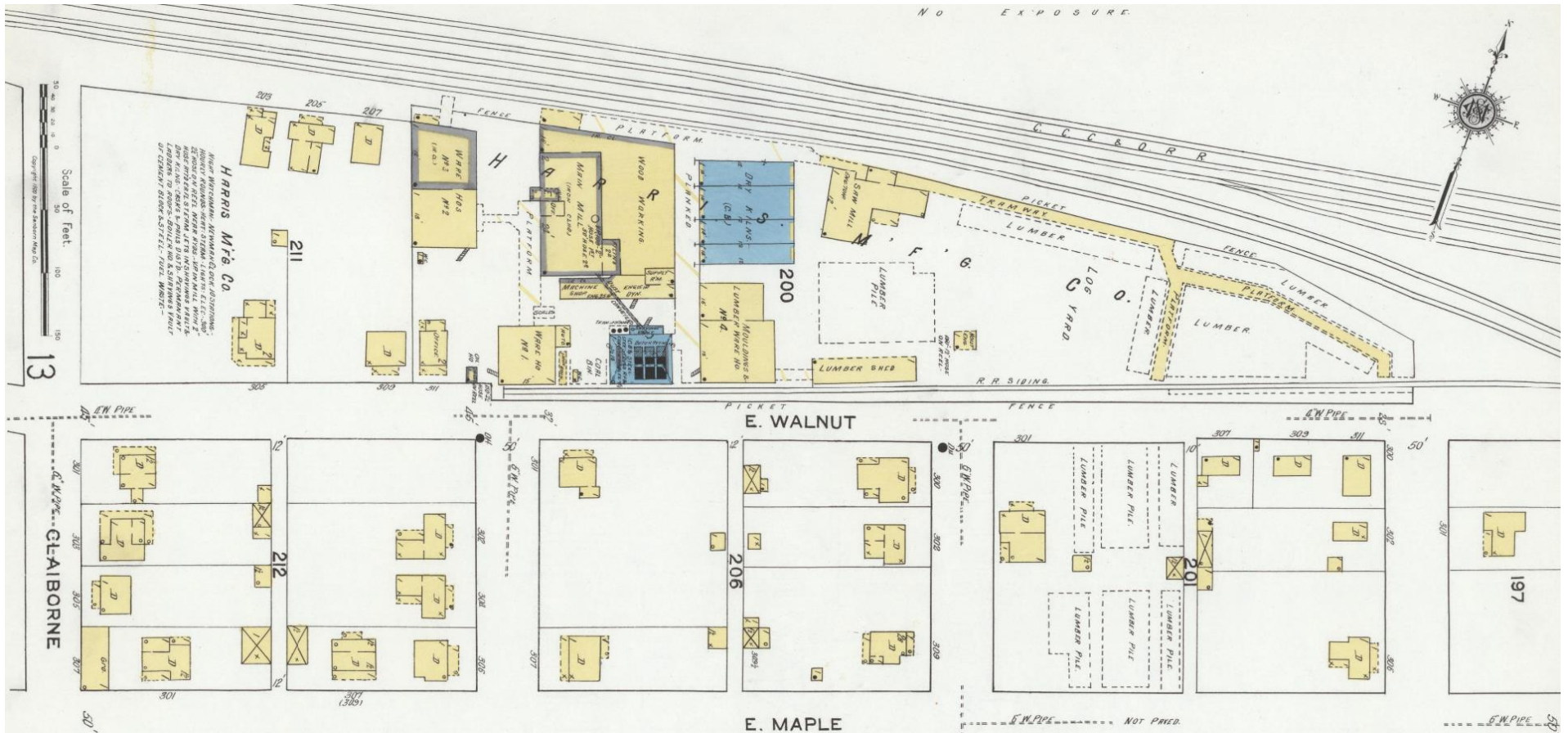
Map 15. Detail of the Harris Manufacturing Company, December 1908.¹⁵¹

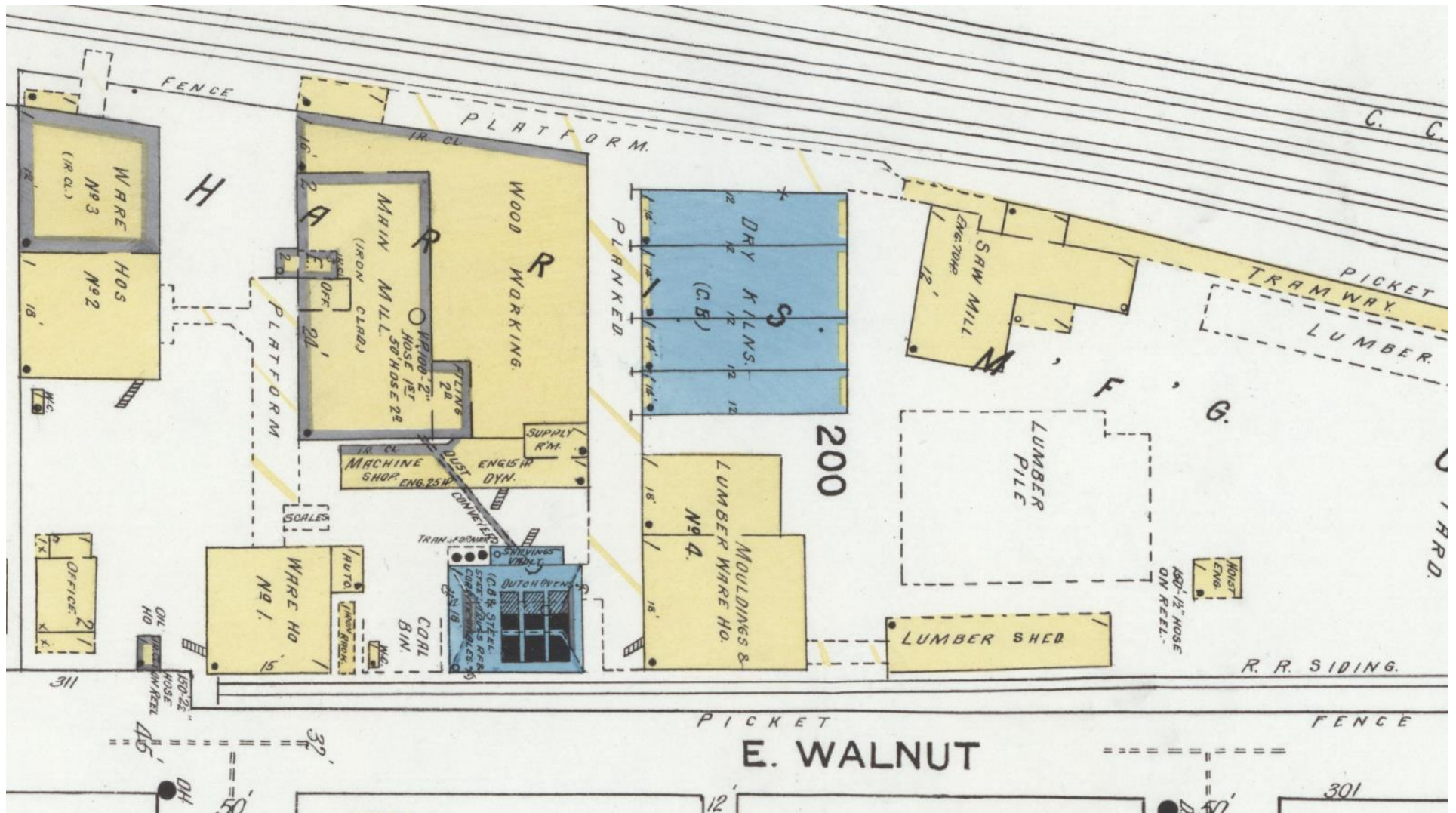


Map 16. This map shows the area bounded by Afton and Claiborne streets (east to west) and Jobe and East Maple (north to south) in July 1913. Note the addition of the spur along East Walnut Street to the Harris Manufacturing Company, from the east.¹⁵²

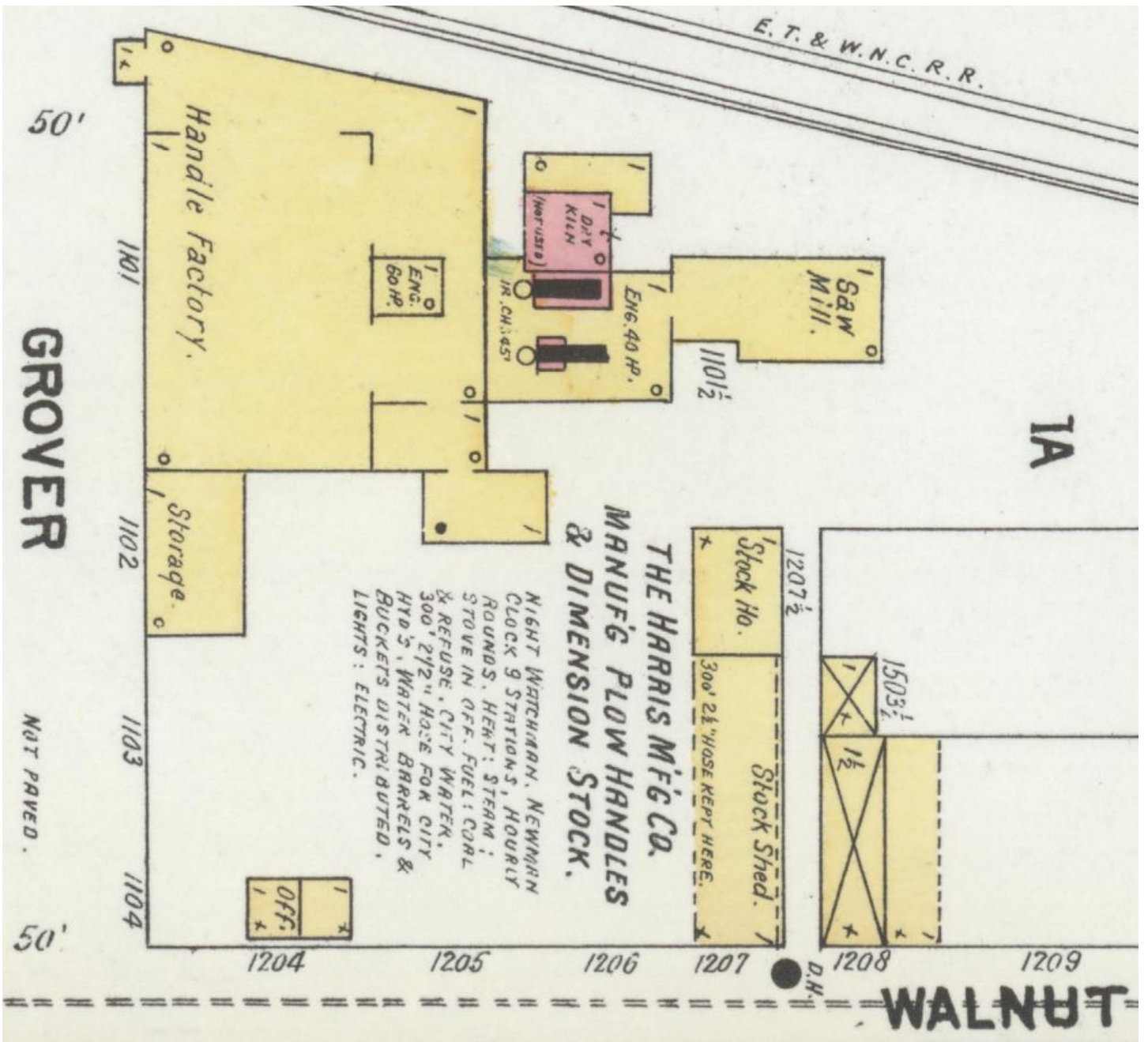


Map 16A. A detail of the Harris Manufacturing Company, July 1913.

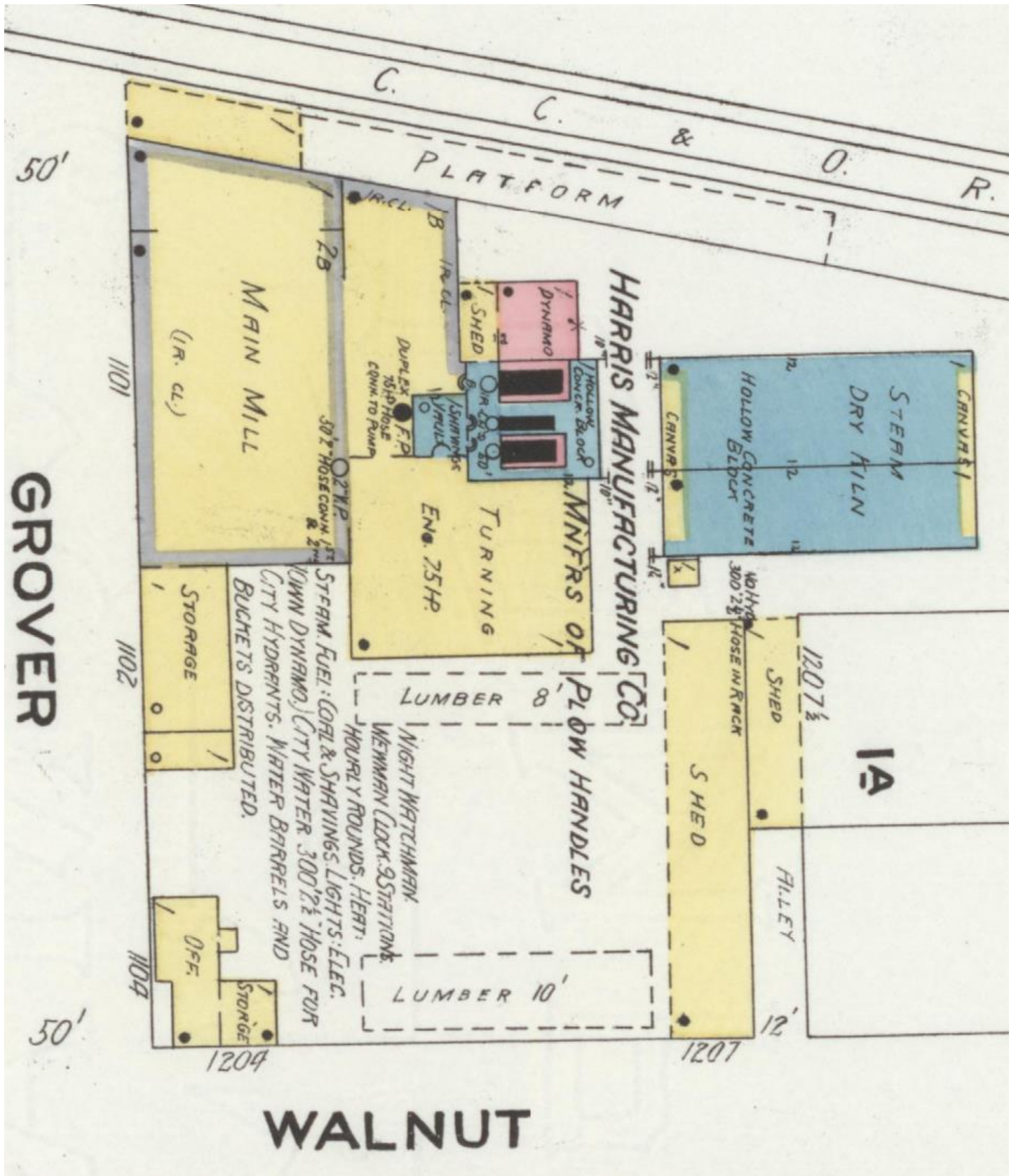




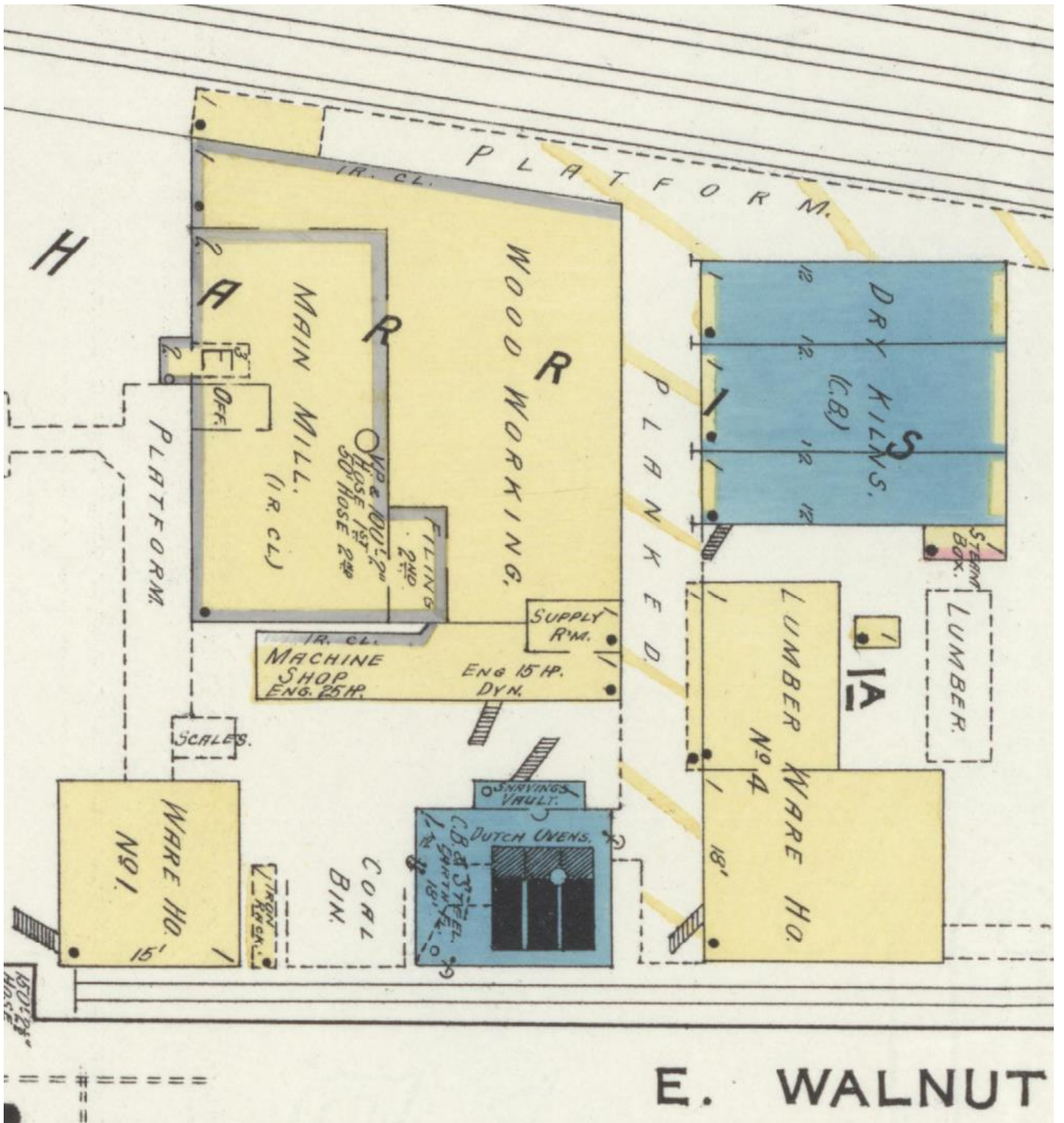
Map 17A. A detail of the Harris Manufacturing Company, February 1920.



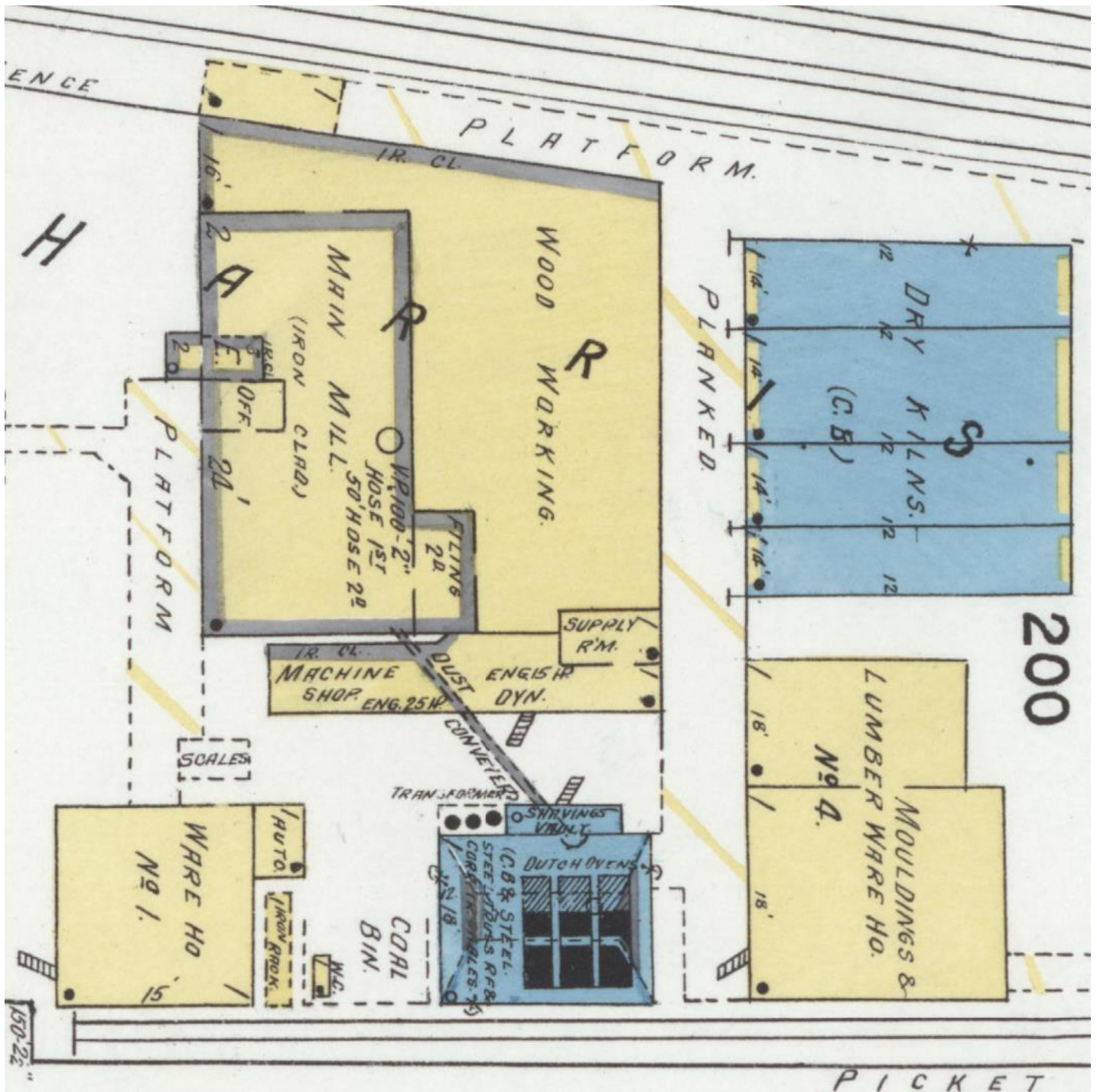
Map 14A. A detail of the Harris Manufacturing Company, April 1903.



Map 15A. A detail of the Harris Manufacturing Company, December 1908.



Map 16B. Another detail of the Harris Manufacturing Company, July 1913.



Map 17B. Another detail of the Harris Manufacturing Company, February 1920.

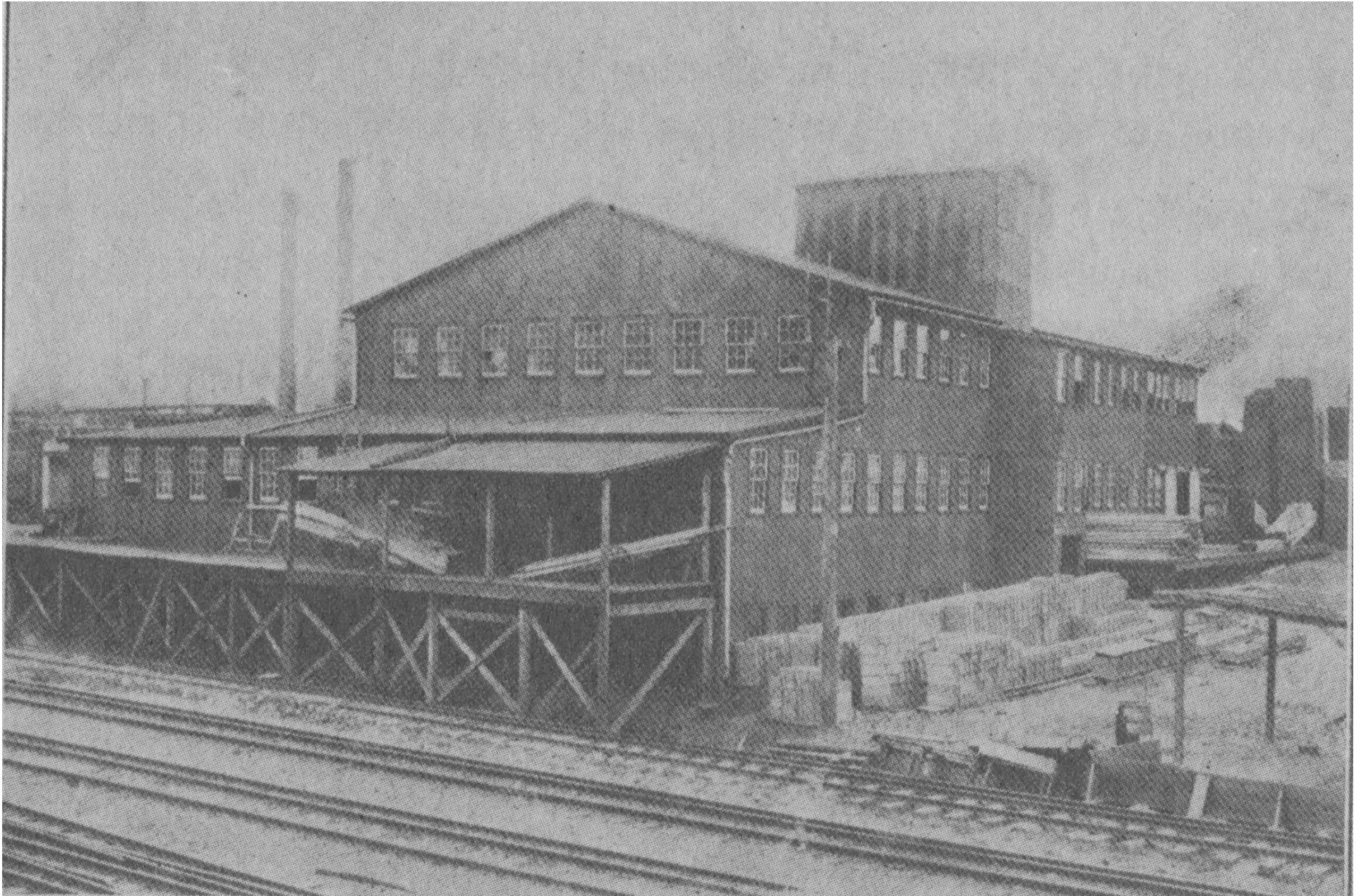


Figure 47. The “Harris Manufacturing Company”, by 1909. The protruding portion on the right face of the “iron clad” “Main Mill” building appears to house an elevator (labeled “E” on the maps), which was added after December 1908, see maps 15A, 16B and 17B.¹⁵⁴

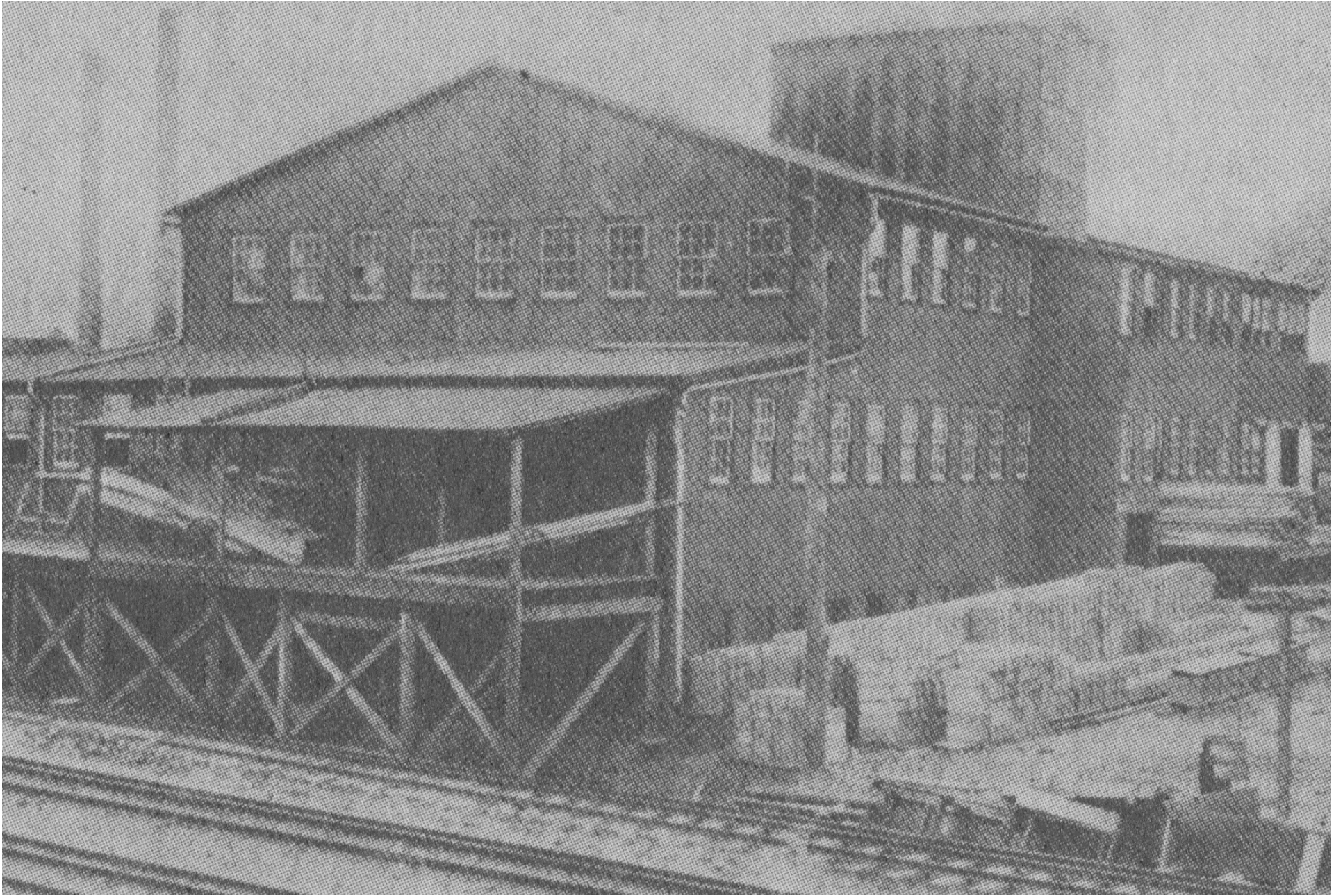


Figure 47A. A detail.



Figure 48. "Harris Manufacturing Company, c. 1920".¹⁵⁵ It appears that the building in this photograph was the "Main Mill" of the Harris Manufacturing Company, looking east with the E.T. & W.N.C. and Clinchfield mainlines behind the men on the left side of this image, see Map 17B and Figure 47.



Figure 49. A detail of the Harris Manufacturing Company plant, from a photograph taken on 19 November 1942. Compare the building with the sign on it with that of the “Main Mill” in Figure 47. Note that this building does not appear in later photographs.¹⁵⁶



Figure 50. This photograph looks east toward the E.T. & W.N.C. shops (in the center background), with the Harris Manufacturing Company in the right background and the E.T.&W.N.C. coal transfer trestle on the left.¹⁵⁷ Note the presence of dual-gauge trackage, the third rail of which was removed in 1946, and the truck repair shop, which was completed in 1937.



Figure 51. “Clinchfield Railway No. 150” pulling a northbound passenger train, apparently passing the Harris Manufacturing plant. Note that all of the trackage appears to be standard gauge. Given that Clinchfield No. 150 was retired in June 1951, this photograph appears to date to 1946 – 1951.¹⁵⁸ Note E.T. & W.N.C. railroad carpenter shop and truck repair shop to the left of the locomotive, as well as the absence of the E.T. & W.N.C. Transportation Company maintenance facility.



Figure 52. This photograph, dated March 1955, shows the Harris Manufacturing Company in the right half of this image. Note that the two-story “Main Mill” building has been removed or significantly remodeled, see figures 47, 48 and 49.¹⁵⁹



Figure 52A. Detail of the Harris Manufacturing Company.



Figure 53. "Comparison Shot. Narrow gauge box car [E.T. & W.N.C. #434] same height as standard gauge hopper. Narrow gauge hopper on trestle. Taken at Johnson City, Tenn. Two tracks next to the lumber mill (left) Clinchfield R.R. July 1940." This photograph looks west toward downtown Johnson City. The Harris Manufacturing Company is on the left and the E.T.&W.N.C. transfer trestle on the right.¹⁶⁰ Note the presence of dual-gauge trackage.

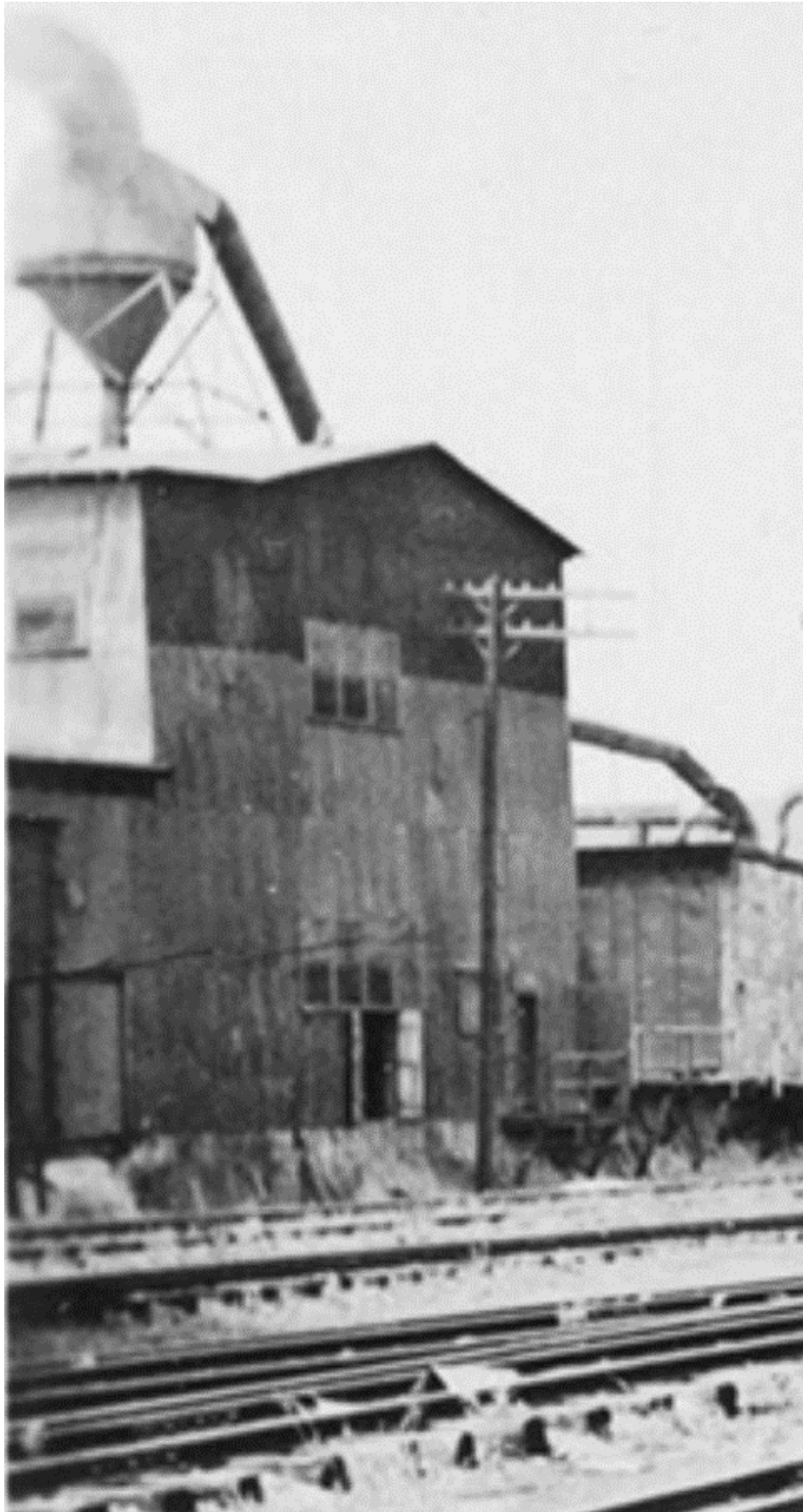


Figure 53A. A detail of the Harris Manufacturing Company.



Figure 54. Harris Manufacturing Company, looking west. Note the boxcars in the left background, which would have been on the dual-gauged East Walnut Street spur. The configuration of the cyclone on the roof of the building in the right half of this image indicates that this photograph was taken prior to 13 October 1937, see Figure 56.¹⁶¹



Figure 54A. Detail of the Harris Manufacturing Company.



Figure 55. What appears to be a version of the same photograph with different settings, reveals different details; for example, the numbers 7 and 8 can be read over two of the loading stations.



Figure 56. "Gondola #374," by the Harris Manufacturing Company.¹⁶² The dual gauge trackage indicates that this photograph was taken in 1946 or earlier. Note the change in configuration of the cyclone on the roof of the building on the right, in comparison to figures 54 and 55. This change had been made by 13 October 1937.¹⁶³



Figure 57. “Engine #208 Standard Gauge near Harris Lumber Company, Johnson City,” in 1966.¹⁶⁴ Note the vehicle on the left with an ET&WNC logo on the passenger door. The trailers on the left are parked near the E.T. & W.N.C. Transportation Company maintenance facility.



Figure 57A. A detail.



Figure 58. This photograph of the Harris Manufacturing Company appears to have been taken from near the junction of Afton and East Walnut streets, looking northwest.¹⁶⁵ The dual-gauge trackage in this photograph was a spur that ran west from the Clinchfield mainline into the Harris plant along East Walnut Street. Note configuration of the cyclone on the building near the center of this image. This indicates that this photograph predates those in figures 56 and 57. Also note the “Dust Conveyer” that connects the 2-story building to the building with the smokestack, which appears to have been the concrete block building that housed the “Dutch ovens,” see Map 17B. The building with three windows, in front of the two-story building with the cyclone appears to be the “Saw Mill,” with its covered “tram way” extending to the right. The low building between the two-story building with the cyclone and the “Saw Mill” appears to be the dry kilns (if correct, this building has been extended to the south). The building between the two-story building with the cyclone and the building with the smokestack appears to be the building composed of “Ware Hos” No. 2 and No. 3, if correct, this building has also been enlarged to the south. It also appears that “Mouldings & Lumber War Ho. No. 4” and “Ware Ho. No. 1,” as well as the houses on the south side of East Walnut Street, which appear on Map 17, have been removed by the time this photograph was taken. Finally, note the Franklin Apartments in the right background, as well as what appears to be the top of the Sevier Hotel (built in 1924), behind the “Main Mill” building. The cyclone on the roof of the “main mill” indicates that this photograph was taken prior to 13 October 1937, see Figure 56. Consequently, it appears that this photograph dates to between 1924 and 1937.



Figure 58A. A detail of the Harris Manufacturing Company.



Figure 59. An undated (but relatively recent) aerial view of Johnson City, which appears to show the crossing of the Clinchfield mainline by Highway 181 near the center of the image. Buildings on the right side of the image appear to include the one once occupied by the E.T. & W.N.C. truck maintenance facility and those once occupied by the Harris Manufacturing Company, including the “main mill” building (with a cyclone on its roof), near what appears to be stacks of lumber.¹⁶⁶



Figure 60. “Historic Flooring, which purchased the former Harris Tarkett flooring plant in Johnson City, Tenn., in 2012, is going out of business and liquidating its inventory... It is liquidating the remaining inventory from its 7-acre facility Sept. 22 and Sept. 23 from 8 a.m. to 2 p.m. The remaining inventory includes flooring, barnwood, reclaimed beams, slabs, dimensional lumber, doors, mantels, antique lumber cars and more than 100,000 feet of trim and molding. It is also liquidating salvaged bowling alley lots and selling its buildings.”¹⁶⁷

2.2.1.3. Harris Manufacturing Company, at this location 1899 – 1983
Harris – Tarkett, 1983 – 2012
Historic Flooring, 2012 – 2023
Apparently Abandoned, 2023 – 2024

“William Pond Harris (1846 – 1915), a native of Worcester, Massachusetts, came to Johnson City, Tenn., in 1890 to serve as construction superintendent in the building of the Charleston, Cincinnati and Chicago Railroad (‘The 3 C’s’). When the Panic of 1893 ended the construction project, Harris worked for a few years as division superintendent for the Plant rail system before returning to Johnson City. In 1898, he established the Harris Manufacturing Company at Buffalo and Ash Streets. The following year, it moved to East Walnut Street. Initially, the company produced a variety of wooden products, including plow handles, golf club shafts, slats, broom handles, and wagon wheel rims. In 1908, the firm began to focus on making strip flooring. In time, Harris Manufacturing became one of the largest producers of hardwood flooring in the world. It formally incorporated under the laws of Tennessee on June 20, 1910. During the early 1900s, the firm prospered. Harris Flooring Company was established in 1912 in New York City to sell the company’s flooring in the large northeast market. As manufacturing expanded at the Johnson City plant, other plants were established or competing companies purchased.”¹⁶⁸

27 July 1899. Johnson City Comet.

“Purchase New Site. A few months ago W.P. Harris started a wood-working plant in the old creamery building. He began making picker sticks and other hardwood specialties. The business grew as if by magic and more machinery was constantly added to make new specialties until the plant was crowded and new quarters had to be secured. To meet this demand Mr. Harris purchased the old Carr factory on the E.T. & W.N.C. railroad and will make all necessary repairs to the building and move his plant there by September 1st. When located in the new quarters he will put in a sawmill and other machinery. The sawmill is made necessary because he buys a great deal of his lumber in log, and must cut it to dimensions desired. At present he will confine his operations to making hardwood specialties for the trade, but as the plant will be thoroughly equipped for doing all kinds of planing mill work he may decide to do some custom work.”¹⁶⁹

17 August 1899. Johnson City Comet.

“Getting Plant Ready. A large force of hands are employed upon the old Carr factory getting it in readiness for its new occupant. As previously announced Col. W.P. Harris has purchased the plant and will move his factory there, The boiler and engine have been located, the saw mill is placed and several new machines are being located. A large dry house is being built. In fact everything is being done that is necessary to make this a thoroughly up-to-date plant for the manufacture of hardwood specialties.”

24 August 1899. Johnson City Comet.

“Wood Wanted. – I want to buy young hickory, white oak, dogwood and persimmon. Call at the factory. W.P. Harris.”

23 November 1899. Johnson City Comet.

“Branching Out. – W.P. Harris Will Make Plow Handles at his Plant. When Boring Bros. sold out their factory and stopped making plow handles it was supposed that this industry was dead in this section, but it now develops that a good thing will be pushed along by others. W.P. Harris has decided to increase his plant sufficiently to allow him to manufacture handles on an extensive scale. He has secured the services of Mr. J.A. Guyer to take charge of this branch of the business. Mr. Guyer was with Boring Bros. four years, and was for a number of years with Look & Lincoln at Marion, Va. He is an experienced mechanic, and it thoroughly familiar with this particular line. Mr. Harris has ordered the latest improved machinery, and while waiting for it to arrive he is getting his factory in readiness for the addition of this department, and is contracting for large amounts of timber. He hopes to be turning out plow handles on a large scale by the first of the year.

It seems scarcely necessary to say that Mr. Harris will push this line with his characteristic energy and good judgment.”

14 December 1899. Johnson City Comet.

“Johnson City Exports. During this week the Harris Manufacturing Company, manufacturers of handles, rims and hardwood specialty, shipped a car load of material to New York for Scotland. Several small orders have heretofore been exported by this concern. Col. W.P. Harris, the genial proprietor, told The Comet this week he had received inquiries for plow handles from Europe and is now figuring upon a large order for that territory. This industry deserves to prosper, and Johnson Citians will be glad to know that it is reaching out to foreign markets.”

11 January 1900. Johnson City Comet.

“Wood Wanted. Will pay \$6.00 cash per cord for good, sound Dogwood and Persimmon 8 inches in diameter and larger, delivered at factory. W.P. Harris, Johnson City, Tenn.”

4 August 1900. American Lumberman.

“At Johnson City, twenty-five miles southwest of Bristol, is... the hardwood manufacturing and cutting-up plant of the Harris Manufacturing Company...”¹⁷⁰

16 August 1900. Johnson City Comet.

“Enlarging the Plant. The Harris Manufacturing Company is one of our most enterprising institutions, and is rapidly forging ahead. The management is wise and conservative, and is continually adding new departments to the increasing business. They recently began the manufacture of plow handles and the orders have come in so rapidly in this department that they have found it necessary to run this branch of the business both day and night, and arrangements have been made to put the night shift on duty tonight. The yard is now stocked with 100,000 plow handles in a crude state ready to be bent in shape. This company also makes golf sticks and base ball bats, and has a large air-drying shed filled with this stock in a shipping condition. This company has a weekly pay roll of \$200 to say nothing of the amount paid for timber. This is a big

item, and is scattered all over upper East Tennessee, as they but hickory, dog wood, persimmon, ash and oak. It is an institution that Johnson City is truly proud of.”

29 November 1900. Johnson City Comet.

“J.J. Martin, an employee of the Harris Manufacturing Co., holds the record for being the fastest operator of a pin machine in the city. He turned 6000 insulator pins one day last week. He is a young man and a hustler.”

17 January 1901. Johnson City Comet.

“William A. Lewis had a finger caught in a pulley at the Harris Manufacturing company last week, and the end of it torn off. It became necessary to amputate the finger at the first joint...”

24 January 1901. Johnson City Comet.

“The Harris Manufacturing Co., has placed its stove department in charge of E.S. Richardson and orders given him will be filled promptly.”

9 May 1901. Johnson City Comet.

“Side Track. The E.T. & W.N.C. railroad has put in a siding at the Harris Manufacturing Company’s plant. It is a three rail siding and holds standard and narrow gauge cars. Since the coming of Superintendent J.E. Lawton the spirit of improvement is manifested in every department.”

28 January 1904. Johnson City Comet.

“Wiley Lowe has three fingers on his left hand badly mangled in a derrick at the Harris Mfg. Co. Tuesday and may lose his little finger.”

13 July 1905. Johnson City Comet.

“Building New Factory. The Harris Mfg. Co. is rebuilding its plant in this city. It is being enlarged and will be erected with concrete blocks. The company has purchased a machine for making these blocks and the work is being done at the plant. The new building will be two stories high and will be one of the most attractive factories in East Tennessee and the insurance will be cut to a minimum. The work is now well under way and will be completed within 60 days.”

20 July 1905. Manufacturers Record.

“Johnson City. – Plow-handle Factory. – The Harris Manufacturing Co. has begun rebuilding its plant; to be two stories of concrete blocks. Machinery for making the concrete blocks has been purchased.”¹⁷¹

20 June 1907. Johnson City Comet.

“Through the City. – South & Western Now Building in Corporate Limits. – The South & Western is now being built through the corporate limits of Johnson City... The line leaves the main line north of the Embreville crossing and swings down by the John F. Lyle store house in front of the main entrance to the Soldier’s Home and crossing the Jonesboro road hugs the Southern down to the passenger depot and then follows the E.T.W.N.C. out to the Harris Co. and uses the old road south...”

8 October 1908. Johnson City Comet.

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

27 January 1910. Johnson City Comet.

“The Harris Manufacturing Company of this city has been incorporated for \$100,000. The incorporators are: W.P. Harris, Allen Harris, Geo. T. Wofford, J.W. Cloyd and Lee F. Miller.”

29 August 1912. Johnson City Comet.

“Fingers of Left Hand Cut Off by a Machine. All fingers on Isaac Blevins’ left hand were cut off by a planing machine at the Harris Manufacturing plant. The fingers were severed near the second joint.”

18 September 1913. Manufacturers Record.

“Johnson City Industries. – Influence in the Upbuilding of its Manufacturing Interests. (Special Cor. Manufacturers Record.) Johnson City, Tenn., September 15... The Harris Manufacturing Co. makes golf sticks, plow handles, flooring and other specialties.”¹⁷²

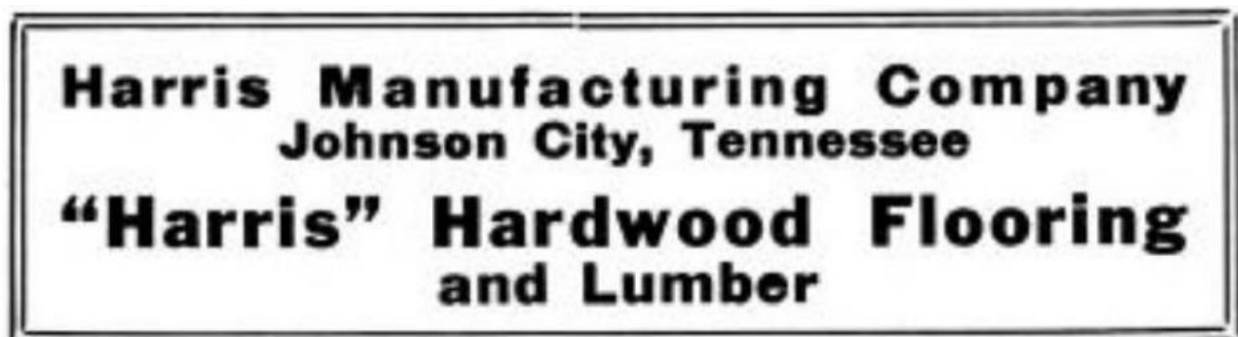


Figure 61. Hardwood Record, 25 October 1913.¹⁷³

29 April 1915. Johnson City Comet.

“Col. W.P. Harris Died Suddenly Last Saturday... Col. Harris moved to Johnson City with his family from Brooklyn about twenty-five years ago, and he became Superintendent of the old Three Co. [C’s] railroad, continuing as such until the road reorganized [in November 1894.] He then became interested in the Manufacturing Co., and it was one of the largest woodworking plants in the city at his death...”¹⁷⁴

13 May 1915. Engineering News.

“William Pond Harris, of Johnson City, Tenn., died at his home Apr. 24, 1915, from pneumonia... In 1898 he moved to Johnson City, Tenn., and established the Harris Manufacturing Co., a successful wood-working industry. Mr. Harris was a man of sterling character and of high intellectual attainments, and is mourned by a large circle of friends. (Contributed by Orlando K. Morgan, Johnson City, Tenn.)”¹⁷⁵

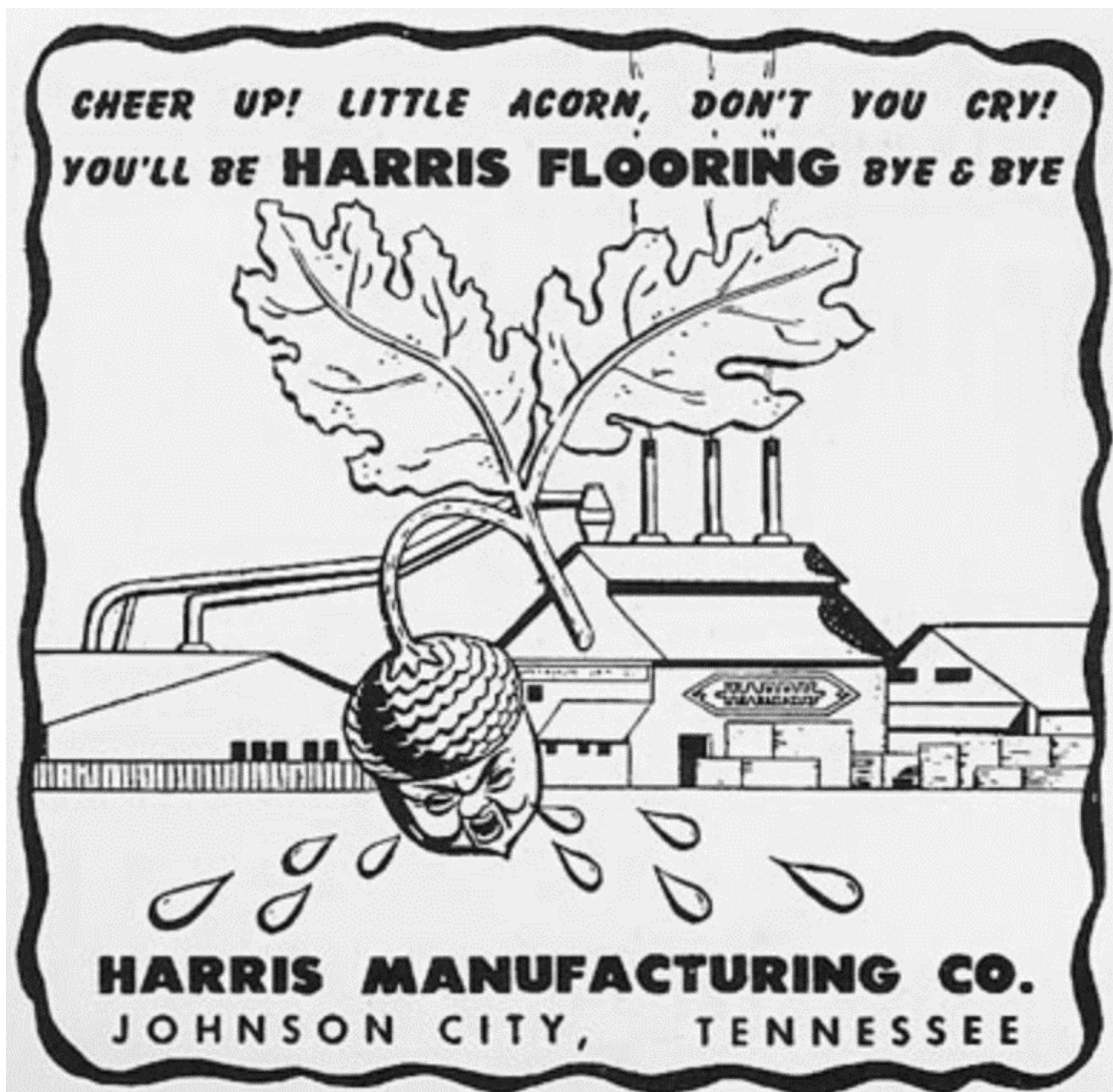


Figure 62. An Undated Advertisement from the Harris Manufacturing Company.¹⁷⁶

“Harris Manufacturing expanded through the 1920s and survived during the difficult period of the economic depression of the 1930s selling its products throughout the United States and Europe. During World War II, the company produced over 100,000 dummy shells and over 250,000 inner cans for the radio proximity projectile for the U. S. Navy, as well as 22 million tent pins for the U. S. Army. After the war, the company prospered during the postwar housing and construction boom. The introduction by the company of BondWood, a parquet flooring manufactured under Swiss license, greatly increased the company’s revenues and revolutionized both its product lines and the American flooring industry. BondWood and plank flooring would become the company’s primary products in the years that followed. In 1960, Harris acquired Miller Brothers lumber business in Johnson City. Allen Harris, Jr., who joined the firm in 1929, succeeded his father as company president in 1968. He would hold this position until 1983, when the firm was sold to the Swedish Match Company, which merged it with the Swedish flooring company Tarkett AB into Harris-Tarkett. Allen Harris, Jr., remained as vice chairman of the new company until his death on April 24, 1992.”¹⁷⁷

19 September 2023. “Historic Flooring in Johnson City closing after 16 years”.

“Johnson City, Tenn. (WCYB) – Historic Flooring in Johnson City is closing after 16 years in business, and they are selling everything this weekend. The owner bought the old Harris Tarkett plant in 2012 after running the business out of a smaller facility since 2007. They are now liquidating remaining inventory from the seven acre facility this Friday and Saturday, September 22nd & 23rd from 8 am – 2pm. They will have flooring, barn wood, reclaimed beams, slabs, dimensional lumber, architectural salvage like doors, mantels, etc., antique lumber carts, 100,000+ feet of trim and molding, salvaged bowling alley lots from Leisure Lanes in Johnson City, and more. 401 E. Maple Street Johnson City (The old Harris Tarkett).”¹⁷⁸

Note: Google maps indicates that buildings still exist at the old Harris Manufacturing Company complex, however, it appears that few, if any date to the period when the narrow gauge operated. One of the buildings, labeled “Harris Warehouse”, is at 401 East Maple Street. Other abandoned buildings are at 335 and 337 East Maple Street, see Figure 60.

Table 22. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year 1913.¹⁷⁹

Firm Name	Nature of Business	No. Employees at Time of Inspection		Hours Labor Week		Gen'l. Cond.	No. Insp.
		Male	Female	Male	Female		
Harris Mfg. Co.	Mfrs. Building Material		73	63	60	Fair	1

Table 23. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1914.¹⁸⁰

Firm Name	Character of Business	No. of Employes at time of inspec.				No. Hrs. Lab. Males Over 16		No. Hrs. Lab. Females & Min. Under 16		Gen'l. Con.
		Over 16		Under 16		Day	Week	Day	Week	
		M.	F.	M.	F.					
Harris Mfg. Co.	Mfrs. Flooring	61				10	60			Good

Table 24. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1915.¹⁸¹

Firm Name.	Character of Business.	No. Employes at time of inspection.				No. Hours Labor Males Over 16		No. Hours Female & Min. Under 16		General Condition.
		Over 16.		Under 16.		Da.	Wk.	Da.	Wk.	
		M.	F.	M.	F.					
Harris Mfg. Co.	Flooring Mfrs.	37				10	60			Good

Table 25. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1916.¹⁸²

Firm Name	Character of Business	No. Employes at time of inspection				No. Hours Labor Males Over 16		No. Hours Female and Min. Under 16		General Condition
		Over 16		Under 16		Da.	Wk.	Da.	Wk.	
		M.	F.	M.	F.					
Harris Mfg. Co.	Flooring Mfrs.	50				10	52			Good

Table 26. “Directory of Industries Inspected, with No. Employes, December 1, 1916, to December 31st, 1917... Washington County – Johnson City”.¹⁸³

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Harris Manufacturing Co.	Flooring Mfrs.	48	2		

Table 27. “Directory of Industries Inspected, with No. Employes... Washington Co. – Johnson City”, for the Year Ending 31 December 1918.¹⁸⁴

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Harris Mfg. Co.	Hardwood Flooring	39	8		

Table 28. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1919.¹⁸⁵

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Harris Mfg. Co.	Mfrs. Lumber	60	6		

Table 29. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1920.¹⁸⁶

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Harris Mfg. Co.	Mfg. Lumber	51	3		

Table 30. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.¹⁸⁷

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Harris Mfg. Co.	Building Material	73	12		

Table 31. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1925.¹⁸⁸

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Harris Mfg. Co.	Building Material	80	11		
Harris Mfg. Co.	Hardwood Flooring	86	13		
Harris Mfg. Co.	Planing Mill	82	17		

Table 32. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1926.¹⁸⁹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Harris Mfg. Co.	Planing Mill	52	17		

Table 33. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1930.¹⁹⁰

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Harris Mfg. Co.	Mfg. Hosiery [?]	81	4		

2.3. Businesses Along the South Side of the E.T. & W.N.C. and Clinchfield Mainlines,
Between Afton and Orleans, 1891 – Present

Jordan Manufacturing Company, 1923 to at least 1952

Sanford & Treadway Lumber Yard, at this location 1916 to at least 1921

Ray Hardwood Manufacturing Company, at this location (?) 1912

H.M. Yost Shuttle Block, 1912 – 1915 (if not later)

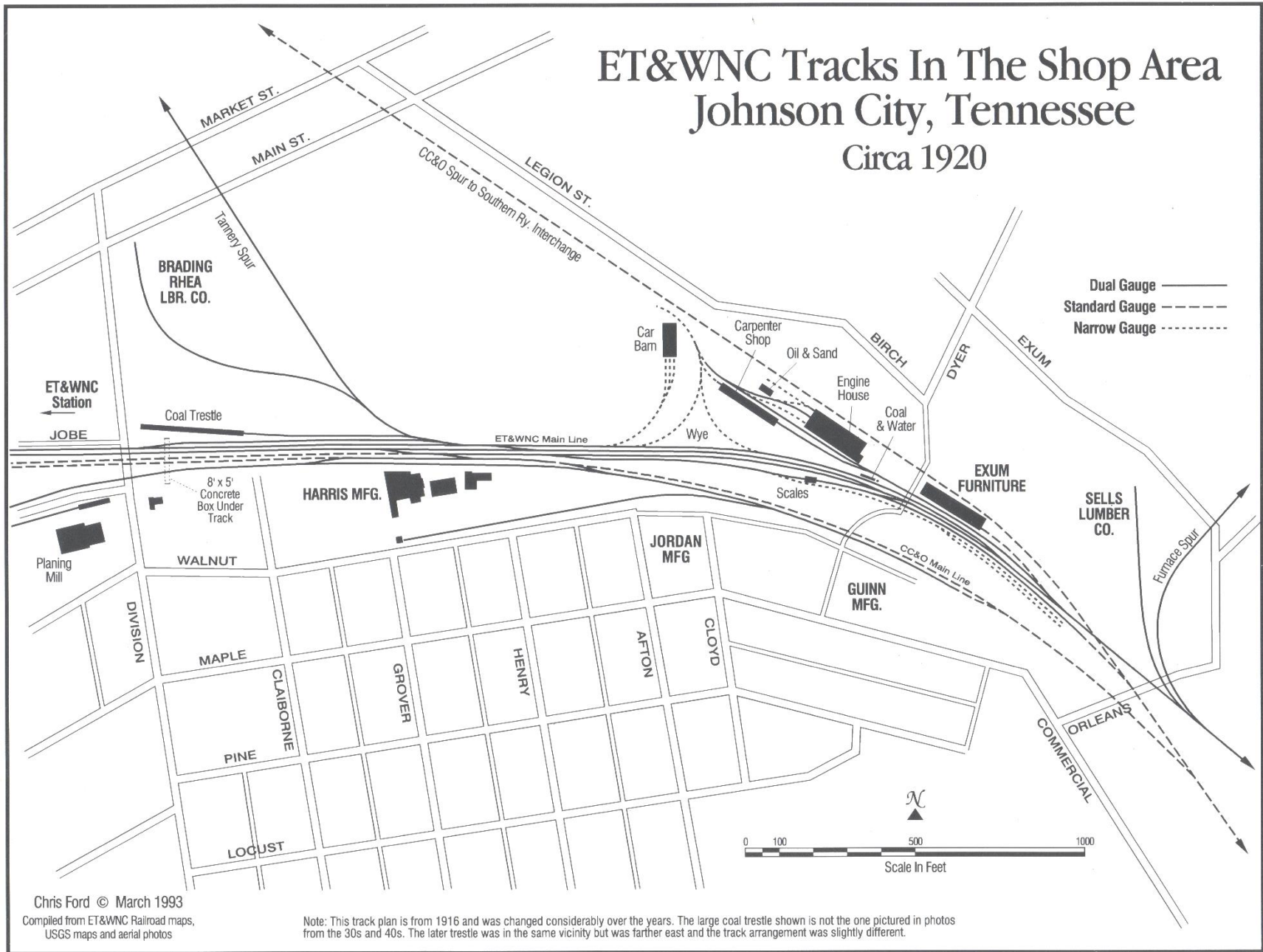
“Dealers Supply Co. Inc. Plant”, 1919

S.E. Guinn Manufacturing Company, 1924 to at least 1933

E.T. & W.N.C. Railroad Facilities South of Jobe Street,
Between Afton and Orleans Streets, 1891 – 1908?

By 2024, this entire area appears to have been occupied by “E. Luke Greene Company inc.”, a demolition contractor.

2.3.1. Jordan Manufacturing Company, 1923 to at least 1952



Map 18. Businesses along the ET&WNC and Clinchfield mainlines, between Division and Orleans streets, c. 1920.¹⁹¹



Figure 63. "Engine #10 at Johnson City, TN," with what appears to be the plant of the Jordan Manufacturing Company on the left, in this photograph marked "1930."¹⁹² Note, the building just to the right of the passenger train appears to be the yard office of the E.T. & W.N.C., while the building on the right appears to be the E.T. & W.N.C. truck repair building.



Figure 63A. A detail of what appears to be a portion of the Jordan Manufacturing Company.

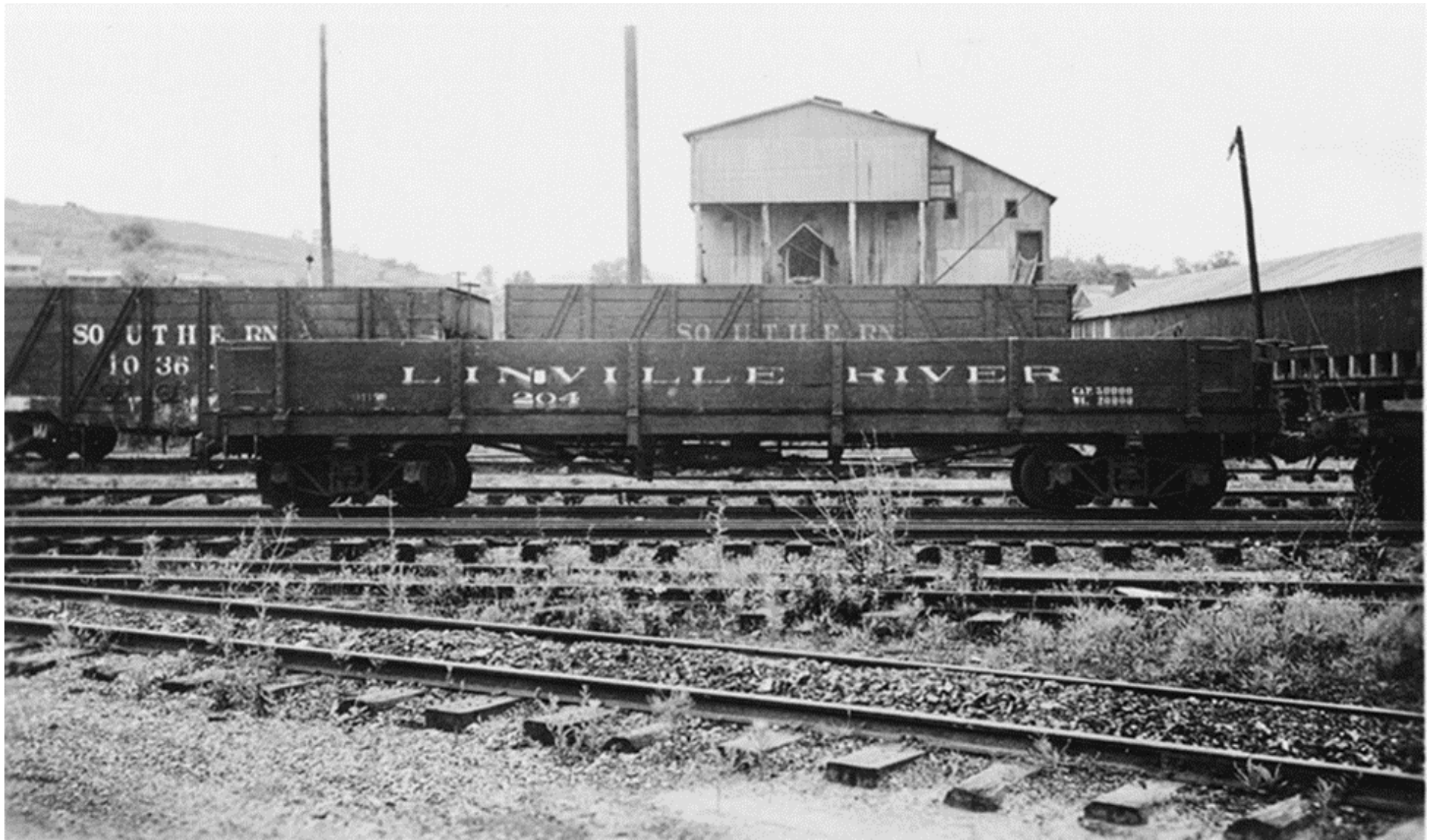


Figure 64. Another view of what may be part of the Jordan Manufacturing Company plant. Note what appears to be the eastern leg of the E.T.&W.N.C. wye in the foreground, as well as Linville River gondola #204.¹⁹³ According to google maps, the area once occupied by the Jordan Manufacturing Company is now occupied by “E. Luke Greene Company inc.”, a demolition contractor.

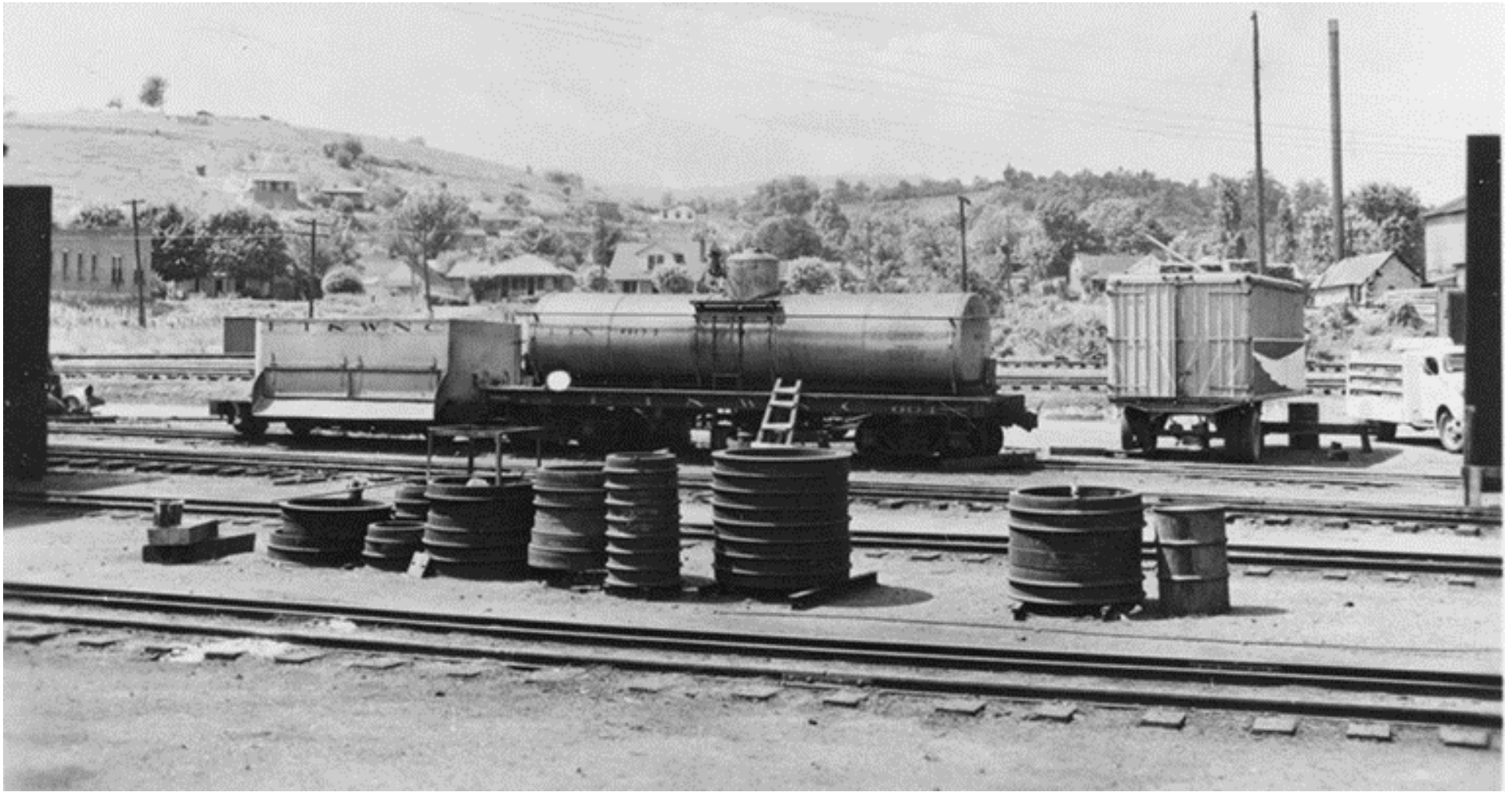


Figure 65. Historian Johnny Graybeal caption this photograph: “Tank car no. 604 is parked on track three in front of the Johnson City engine house...” Tank car #604 was built in December 1928 and retired in June 1950.¹⁹⁴ This photograph looks between the E.T. & W.N.C. Engine House (the dark item on the left) and their carpenter shop (the dark item on the right). Across the way, the two poles and the partially visible building (both on the right); as well as the hill on the left, with the vegetation and buildings on it; all seem to match those in Figure 64. Note the interesting (but unidentified) equipment, labeled “ET&WNC,” coupled to the tank car and the E.T. & W.N.C. “winged” trailer (which appeared in the late 1940s). The building on the left appears to be consistent with that which was occupied the H.M. Yost Shuttle-Block company (1912 – 1915, if not later) and the S.E. Guinn Manufacturing Company (1924 to at least 1933), see Figure 67A. The partially visible building on the right appears to be part of the Jordan Manufacturing Company (1923 to at least 1952), see figures 63 and 64. Finally, note the presence of dual-gauge trackage, from which the third rail was removed in 1946, consequently, this photograph appears to date to about 1945 or 1946.

2.3.1. Jordan Manufacturing Company, 1923 to at least 1952

20 October 1923. American Lumberman.

“New Mills and Equipment... Georgia, Monticello – Jordan Manufacturing Co., recently organized with headquarters here, has acquired site at Johnson City, Tenn., and will build plant for semi-finishing hardwood timber to be used in the manufacture of bobbins for cotton mills.”¹⁹⁵

August 1924. Packages.

“Johnson City, Tenn. – Jordan Mfg. Co., 601 E. Maple street, L.K. Jordan, secretary, Monticello, Ga., has begun construction of buildings, estimated cost \$15,000; install bobbin machinery, boilers and engines; contemplated daily output 10,000 bobbins.”¹⁹⁶

22 October 1925. Manufacturers Record.

“Install Machinery for Finished Bobbins. Johnson City, Tenn. – In operation but a few weeks, the plant of the Jordan Manufacturing Co., erected here to manufacture rough bobbins for cotton mills, will install additional machinery to produce finished bobbins. This will be done, it is stated, because of an increased demand for bobbins in Southern cotton mills due to greater running time in the plants.”¹⁹⁷

1929. American Lumberman.

“Georgia, Monticello – The United States Bobbin & Shuttle Co. has merged with the Jordan Mfg. Co. of Monticello, and the southern interests of the combined company will be operated as Joedan Division of the United States Bobbin & Shuttle Co., which has its headquarters in Providence, R.I. Plants will be operated at Greenville, S.C.; Monticello, Ga., and Johnson City, Tenn.”¹⁹⁸

1929. Fibre & Fabric: A Record of American Textile Industries in the Cotton and Woolen Trade, 1929 (Volume 82), page 20.

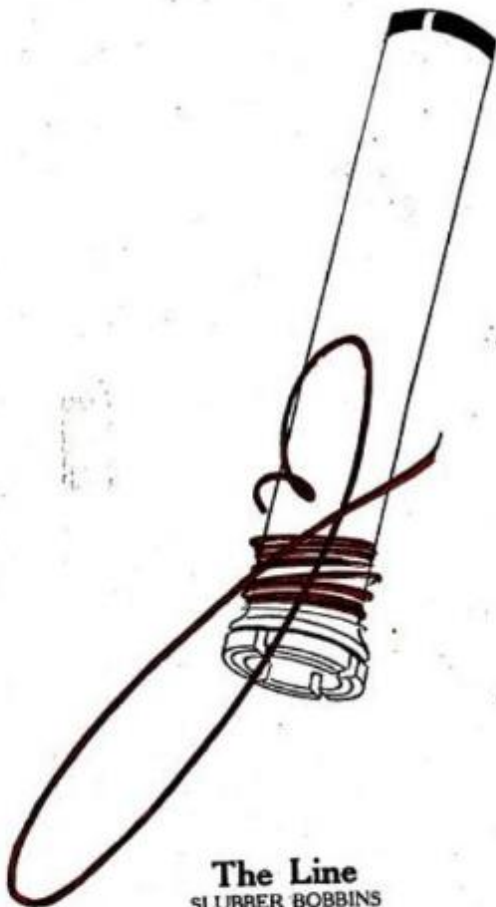
“Mr. A.D. Roper, now in charge of the Johnson City plant of the Jordan Manufacturing Company, becomes General Superintendent of the Jordan Division. Mr. Roper will have responsibility for all manufacture in the plants at Greenville, Johnson City, Monticello and Dublin...”¹⁹⁹

1939. Moody’s Manual of Investments.

“U.S. Bobbin & Shuttle Co.: Incorporated in 1929 in Rhode Island... a consolidation of various bobbin and shuttle manufacturing companies representing about 70% of the output of the country. In Sept., 1929, acquired Jordan Mfg. Co. with plants at Monticello. Ga., Johnson City, Tenn., and Dublin, Ga...”²⁰⁰

By 2024, it appears that the area previously occupied by the Jordan Manufacturing Company is now occupied by the “E. Luke Greene Company inc.”, a demolition contractor, with none of the buildings of the Jordan Manufacturing Company plant still standing.

Keeping Pace with the Textile Industry



The Line
SLUBBER BOBBINS
INTERMEDIATE
BOBBINS
SPEEDER BOBBINS
WARP BOBBINS
SKEWERS

The rise of the textile industry in the South, little short of sensational, has tested the ingenuity of every organization which serves its needs.

For 28 years Southern Mills have relied on Jordan Bobbins — for these mills realize that Jordan is always alert to the demands of the modern trend.

Thus, the appreciation of Southern Mills for the care and skill put into Jordan Bobbins — and their continued use of them — has been responsible for the tremendous growth of our business.

Every mill should reap the benefits Jordan Bobbins offer. Write today for further information

JORDAN MANUFACTURING CO.
MONTICELLO, GA - JOHNSON CITY, TENN.

Jordan *Precision* Bobbins

Figure 66. Cotton, October 1927.²⁰¹

Table 34. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.²⁰²

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Jordan Mfg. Co.	Mfg. Bobbins	32	1		

Table 35. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1930.²⁰³

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Jordan Mfg. Co.	Mfg. Bobbins	16	1		

Table 36. “Location and List of Industries Inspected 1933... Washington County – Johnson City”, for the Year Ending 31 December 1933.²⁰⁴

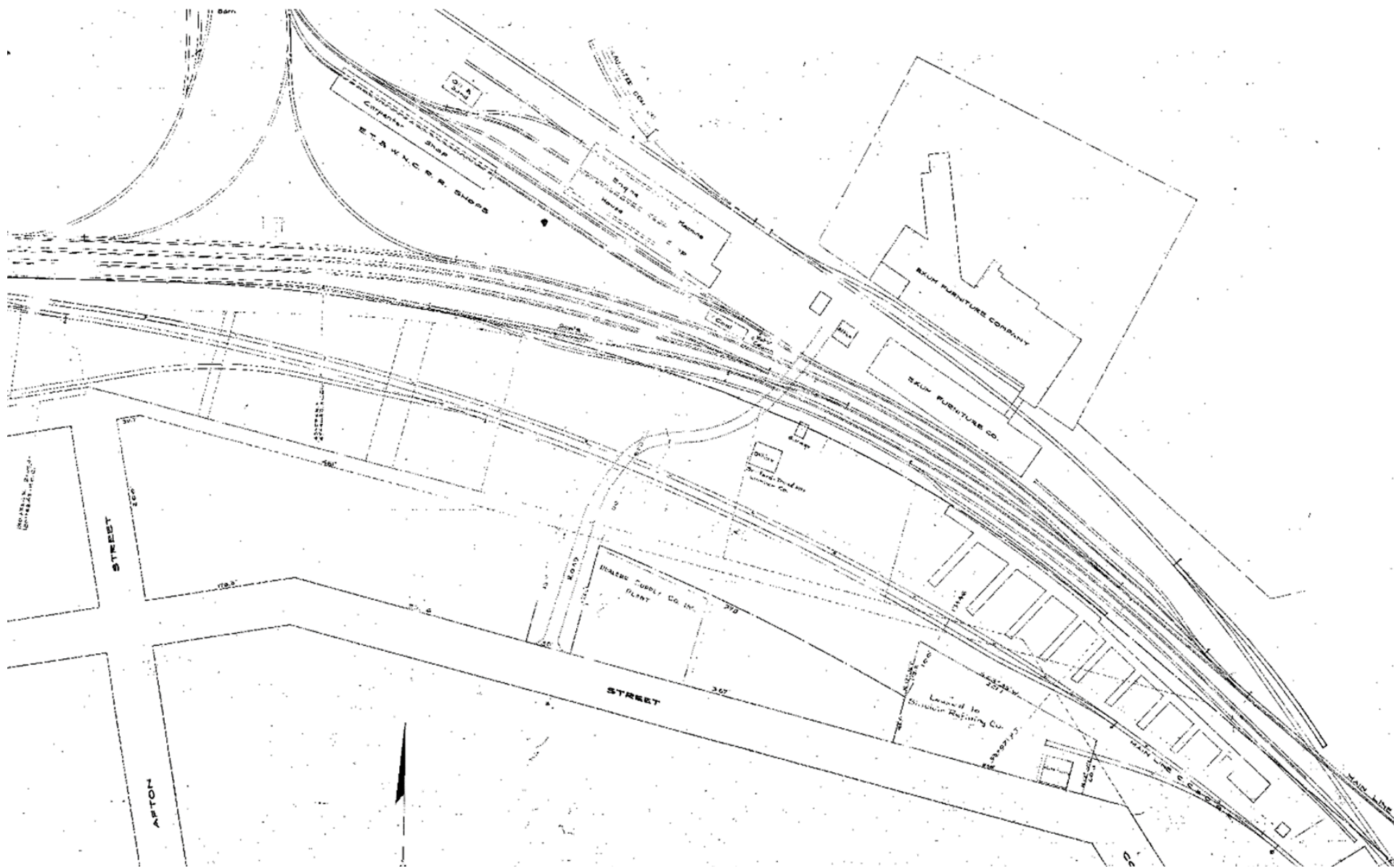
Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
U.S. Bobbin & Shuttle Co.	Mfg. Textile Bobbins	42			

Table 37. “Location and List of Industries Inspected 1935... Washington County – Johnson City”, for the Year Ending 31 December 1935.²⁰⁵

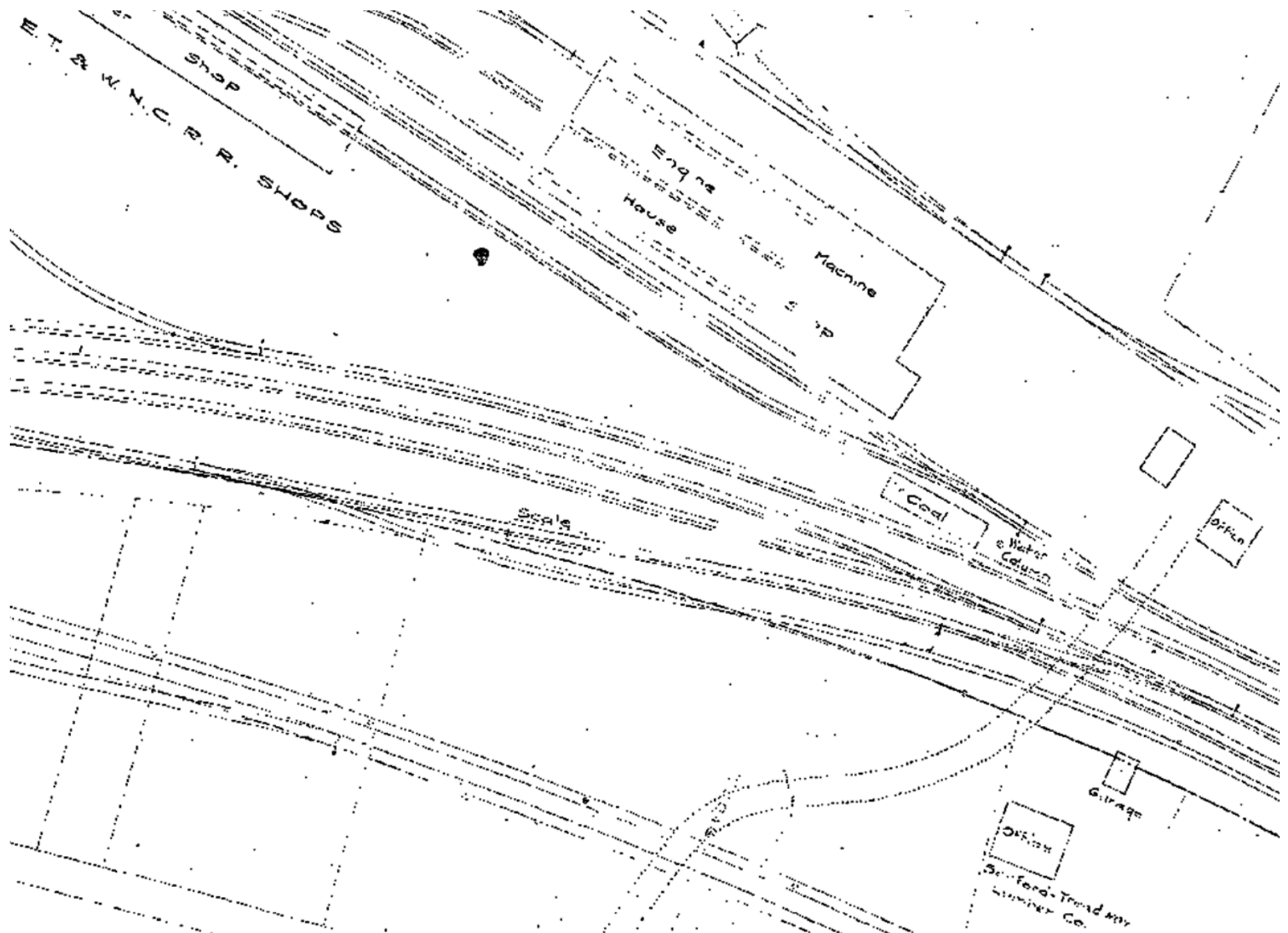
Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
U.S. Bobbin & Shuttle Co.	Mfg. Bobbins	30			

2.3.2. Sanford and Treadway Lumber Yard, at this location 1916 to at least 1921

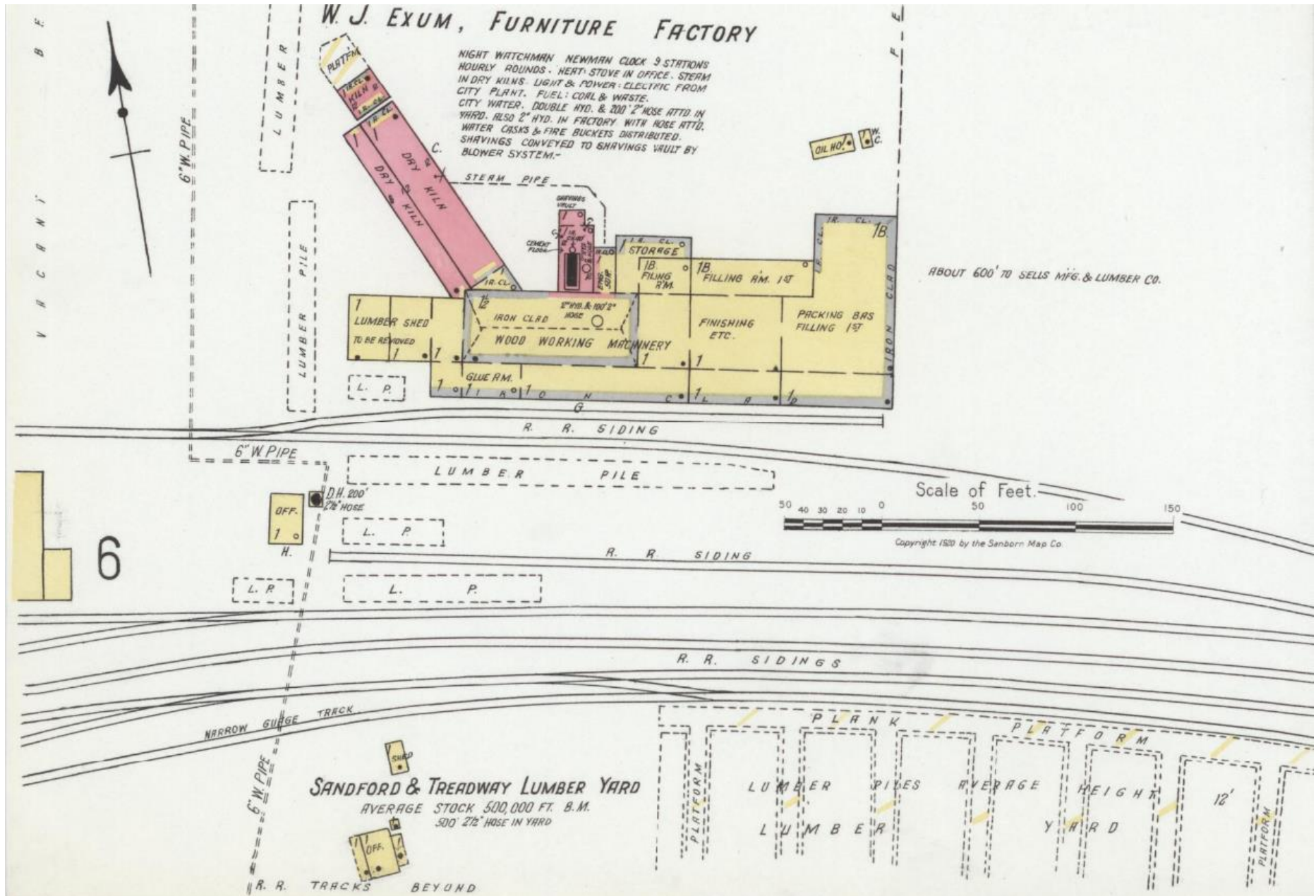
By 2024 it appears that the area previously occupied by the Sanford and Treadway Lumber Yard, in Johnson City is now occupied by the “E. Luke Greene Company inc.”, a demolition contractor, with neither of the two small buildings of the Sanford and Treadway Lumber Yard still standing.



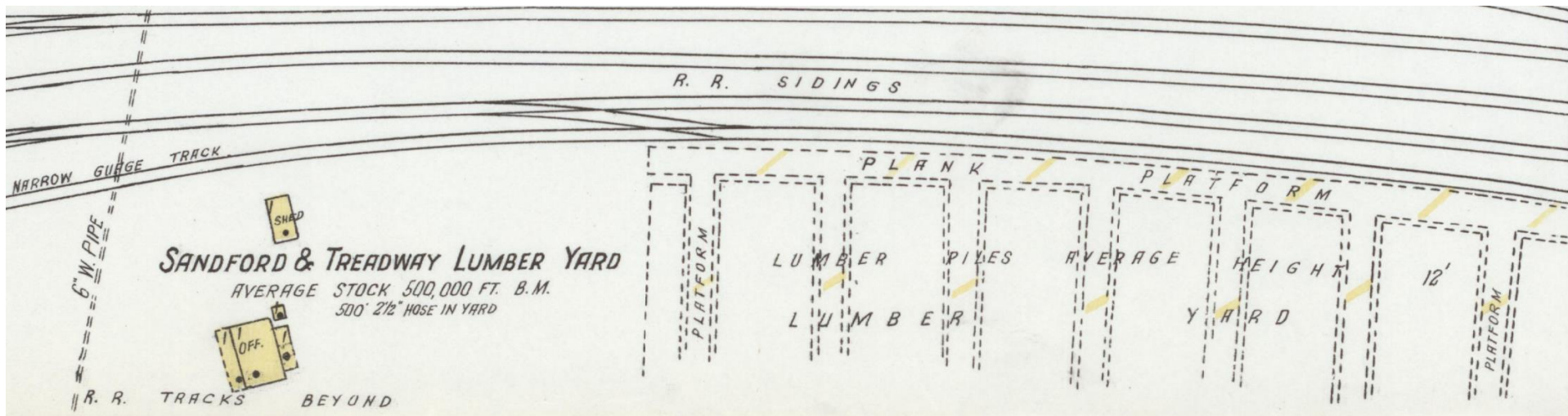
Map 19. 29 August 1919, shows the shops of the E.T. & W.N.C. R.R., the Exum Furniture Factory, and the Sanford & Treadway Lumber Yard in Johnson City, Tennessee.²⁰⁶



Map 19A. The Sanford & Treadway Lumber Yard in Johnson City, Tennessee, is shown in the lower right portion of this map.



Map 20. The “Sanford & Treadway Lumber Yard. Average stock 500,000 ft. B.M...” and the Exum Furniture Factory in Johnson City, February 1920.²⁰⁷ Of note, the shops of the E.T. & W.N.C. R.R. were located just to the west (left) of the Exum Furniture Factory.



Map 20A. A detail of the Sanford & Treadway Lumber Yard in February 1920.



Figure 67. “Sells Lumber Company is in the foreground of this view looking west toward the ET&WNC’s Johnson City engine house. The Exum Furniture plant is between Sells and the Engine House”. The lumber yard across the tracks from Sells Lumber Company and the Exum Furniture plant is located in the same place as that of Sanford & Treadway, and may be their yard (see detail below). Note the presence of the Sevier Hotel (built in 1924) in the right background and the absence of the Jordan Manufacturing Company (which began construction in 1924) from near the Harris Manufacturing Company, which indicates that this photograph was probably taken in 1924.²⁰⁸



Figure 67A. A view of what appears to be the Sanford & Treadway Lumber Yard along the E.T&W.N.C. and Clinchfield mainlines in 1924. Sanford & Treadway continued to operate out of Linville, North Carolina, until 1924; so perhaps their lumber yard in Johnson City continued in operation in support of the operation at Linville. Apparently the road entering from the left is East Maple Street. The light-colored building near the center of this photograph was occupied by S.E. Guinn Manufacturing Company in 1924.

2.3.2. Sanford and Treadway Lumber Yard, at this location 1916 to at least 1921

For more information on this enterprise see “A Revised Draft Documentary History of the Sanford and Treadway at Newland and Linville, North Carolina (1916 – 1924), and the D.&H. McRae Lumber Company at Linville, North Carolina (1924 – 1944?)”²⁰⁹

30 June 1916. Carolina, Clinchfield and Ohio Railway, For the Fiscal Year Ended June 30, 1916, Sixth Annual Report.

Table 38. “List of New Industries Established during the Year Ended June 30, 1916.”²¹⁰

Shipping Point	Name	Character
Johnson City	Sanford & Treadway	Lumber

SANFORD & TREADWAY
NEW HAVEN, CONN.
MANUFACTURERS OF
HARDWOODS & HEMLOCK
YARDS. Johnson City, Tenn. - West Jefferson, N. C. Newland, N. C.
We have at Johnson City, Tenn., three cars of choice 10/4, common and better POPLAR, running 2/3—14 feet and 16 feet, and extremely wide, up to 47 inches. Write for prices.

Figure 68. The Lumberman's Review. September 1917.²¹¹



Figure 69. The Lumberman's Review. December 1917.²¹²



Figure 70. The Lumberman's Review, May 1920.
 This advertisement ran until at least December 1921.²¹³

1931. The Lumber Manufacturer and Dealer.

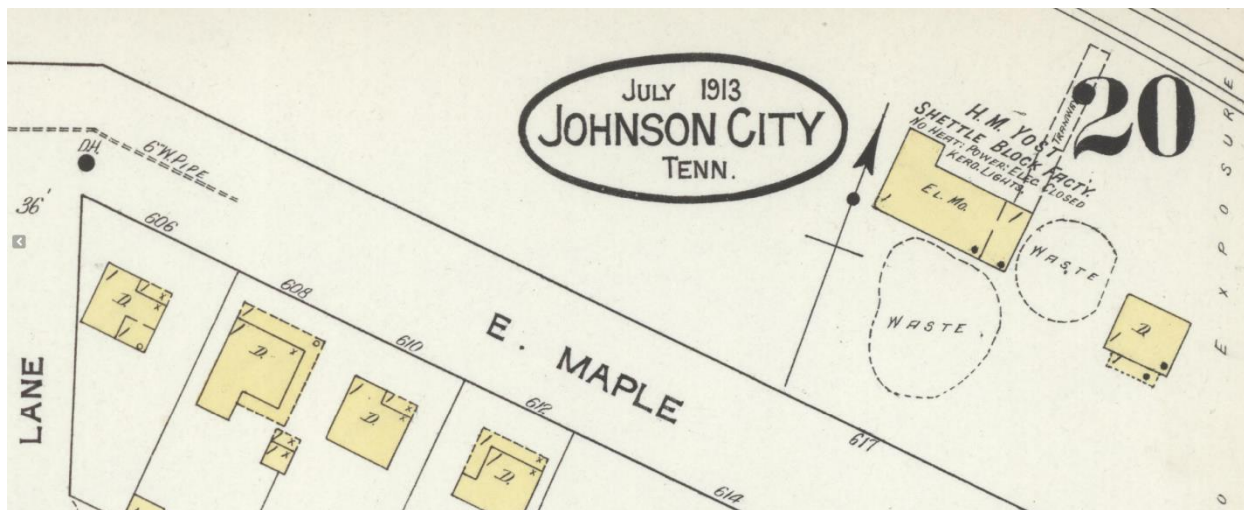
“Connecticut New Haven — Sanford & Treadway, discontinued business.”²¹⁴

According to google maps, the area occupied by the Sanford and Treadway Lumber Yard in Johnson City is now (2024) occupied by “E. Luke Greene Company inc.”, a demolition contractor.

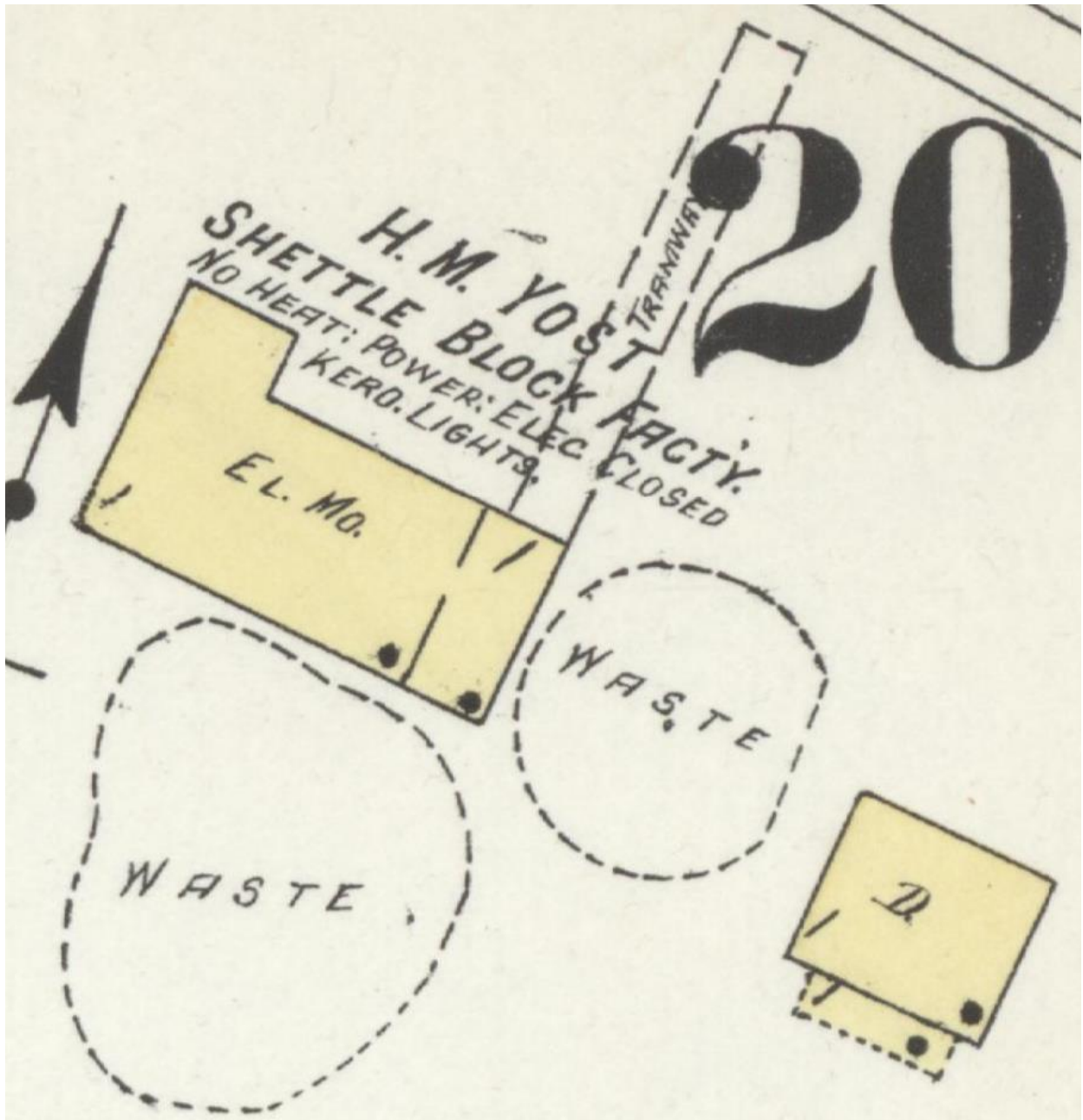
2.3.3. The Area Occupied by the S.E. Guinn Manufacturing Company and Related Enterprises,
By 1912 – Present

Ray Hardwood Manufacturing Company, at this location (?) 1912
H.M. Yost Shuttle Block, 1912 – 1915 (if not later)
“Dealers Supply Co. Inc. Plant”, 1919
S.E. Guinn Manufacturing Company, 1924 to at least 1933

By 2024, it appears that the area previously occupied by the S.E. Guinn Manufacturing Company, in Johnson City, is now occupied by the “E. Luke Greene Company inc.”, a demolition contractor, with the main building of the S.E. Guinn Manufacturing Company incorporated into the building of the “E. Luke Greene Company inc.” at 619 East Maple Street.



Map 21. The “H.M. Yost Shuttle Block Fact’y... Closed” on East Maple Street, and adjacent area, in July 1913. This area was not covered by the Sanborn maps published for 1920.²¹⁵



Map 21A. A detail of the “H.M. Yost Shettle Block Fact’y.” “No Heat: Power: Elec. Closed. Kero. Lights.”, in July 1913.



Figure 65A. A detail of what appears to be the west side of the building occupied by the “H.M. Yost Shuttle Block Factory”/“Dealers Supply Co. Inc. Plant”/S.E. Guinn Manufacturing Company, on the left.



Figure 67B. Another detail of what appears to be the building occupied by the “H.M. Yost Shuttle Block Factory”/“Dealers Supply Co. Inc. Plant”/S.E. Guinn Manufacturing Company, this time looking southwest. It appears that this photograph was taken in 1924.

2.3.3.1. H.M. Yost Shuttle Block, 1912 – 1915 (if not later)

14 December 1911. Johnson City Comet.

“Watauga, Tenn., Dec. 12... H.M. Yost, of Johnson City, was here Wednesday to buy dogwood and persimmon timber.”

8 August 1912. Johnson City Comet.

“Dissolution Notice. The partnership doing business under the firm name of the Ray Hardwood Manufacturing Co., and composed of Chas. M. Ray and H.M. Yost, has this day been dissolved by mutual agreement, H.M. Yost taking over the entire business and assuming all liabilities of the firm. This August 7, 1912. Chas. M. Ray, H.M. Yost.”

18 September 1913. Manufacturers Record.

“Johnson City Industries. – Influence in the Upbuilding of its Manufacturing Interests. (Special Cor. Manufacturers Record.) Johnson City, Tenn., September 15... H.M. Yost is a manufacturer of shuttle-blocks from dogwood and persimmon...”²¹⁶

1919 – 1920. Map 19, dated 29 August 1919, indicates that the land occupied by the H.M. Yost Shuttle Block Company, from 1912 to 1915 (?) was occupied by the “Dealers Supply Co. Inc. Plant” and Map 18, c. 1920, indicates that this area was later occupied by “Guinn Mfg.” The author has not found any further information on the “Dealers Supply Co. inc. Plant.”²¹⁷

2.3.3.2. S.E. Guinn Manufacturing Company, 1924 to at least 1933

16 January 1923. Brooms, Brushes and Handles.

“Shaving Brush – Patent No. 1442662, granted January 16, 1923, to Samuel E. Guinn, Johnson City, Tenn., Assignor to S.E. Guinn, Mfg. Co., Inc. 3 claims.

This is a shaving brush with a reservoir in the handle for holding plastic soap material, the handle being so arranged as to make it possible to produce a vacuum in the handle after use to withdraw the soap material from the feed tube to prevent waste. A powder container is also provided in the handle, and the whole is designed so as to be readily taken apart and cleaned.”²¹⁸

17 April 1924. Iron Trade Review.

“Johnson City, Tenn. – The Guinn Mfg. Co. plans constructing plant here for production of automatic lighting inventions. Plants now operating in Cincinnati.”²¹⁹

January 1925. Brass World.

“S.E. Guinn Mfg. Co., 1422 Providence street, Cincinnati, manufacturer of automatic lighting devices and equipment, has acquired a site on E. Maple street, Johnson City, Tenn., and

is contemplating the establishment of a new plant with intention of removing the present factory to this location. Additional machinery will be provided. S.E. Guinn is president.”²²⁰

1925. Annual Report of the Commissioner of Patents for the Year Ending December 31.

“Guinn, Samuel E., Johnson City, Tenn., assignor to S.E. Guinn Manufacturing Co., Cincinnati, Ohio. Combined cigar lighter and paper weight. Des. 66,563; Feb. 10.

Guinn, Samuel E., Johnson City, Tenn., assignor to S.E. Guinn Manufacturing Co., Cincinnati, Ohio. Combined cigar lighter and paper weight. Des. 66,564; Feb. 10.

Guinn, Samuel E., Johnson City, Tenn., assignor to S.E. Guinn Manufacturing Co., Cincinnati, Ohio. Combined match holder and ash receiver. Des. 66,851; Mar. 24.

Guinn, Samuel E., Johnson City, Tenn., assignor to S.E. Guinn Manufacturing Co., Cincinnati, Ohio. Inkstand. Des. 66,852; Mar. 24.

Guinn, Samuel E., Johnson City, Tenn. Combined desk lamp, cigar lighter, and inkstand. Des. 68,377; Oct. 6.”²²¹

1926. Index of Patents Issued from the United States Patent Office.

“Guinn, Samuel E., assignor to S.E. Guinn Manufacturing Company, Inc., Johnson City, Tenn. Smoker’s stand. Des. 69,942; Apr. 20.

Guinn, Samuel E., assignor to S.E. Guinn Manufacturing Company, Inc., Johnson City, Tenn. Cigar lighter, Des. 69,943; Apr. 20.

Guinn, Samuel E., assignor to S.E. Guinn Manufacturing Company, Inc., Johnson City, Tenn. Combined pipe support and paper weight. Des. 70,323; June 8.

Guinn, Samuel E., Johnson City, Tenn., assignor to S.E. Guinn Manufacturing Co., Cincinnati, Ohio. Cigar lighter. 1,578,430; Mar. 30.

Guinn, Samuel E., Johnson City, Tenn., assignor to S.E. Guinn Manufacturing Co., Cincinnati, Ohio. Combined match holder and ash receiver. 1,579,106; Mar. 30.

Guinn, Samuel E., Johnson City, Tenn., assignor to S.E. Guinn Manufacturing Co., Cincinnati, Ohio. Cigar lighter. 1,585,028; May 18.”²²²

GUINCO CIGAR LIGHTERS

Easily filled, odorless, ignite everytime. Made in various forms for home, office or individual use.



GUINCO BELL LIGHTER
Paper Weight

The small bell lighter is especially designed for individual use, made of bronze, enameled in any color desired. Sold separately or with cigarette jar and trays to match.

S. E. GUINN MANUFACTURING CO.
JOHNSON CITY, TENN.

Figure 71. Tobacco, 6 May 1926.²²³ This advertisement ran through at least 23 September 1926.

8 March 1928. Manufacturers Record.

“Fire Damage... Tenn., Johnson City – Guinn Manufacturing Co. (novelties), E. Maple St., loss \$50,000.”²²⁴

15 March 1928. The Iron Age.

“Guinn Mfg. Co., East Maple Street, Johnson City, Tenn., manufacturer of toys, novelties, etc., plans rebuilding portion of factory recently destroyed by fire, with loss close to \$50,000 including equipment.”²²⁵

21 March 1928. Fire Engineering.

“What’s Burning... Week Ending March 9... Johnson City, Tenn. – Lacquering tanks at Guinn Mfg. plant...”²²⁶

1930. The Grand Rapids Furniture Record.

“Wanted Salesmen: To handle our line of patented all metal smoking stands, tables and desk lighters. No competition on account of patents. Write for territory wanted. Good chance for hustlers to clean up on articles that sell themselves when shown. S.E. Guinn Manufacturing Co., Inc., Johnson City, Tenn.”²²⁷

According to google maps, the area occupied by the S.E. Guinn Manufacturing Company is now occupied by “E. Luke Greene Company inc.”, a demolition contractor. It appears that the main building of E. Luke Greene, at 619 East Maple Street, incorporates elements of the building used by H.M. Yost and S.E. Guinn.

Table 39. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.²²⁸

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Guinn, S.E. Mfg. Co.	Metal Novelty	4	1		

Table 40. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1930.²²⁹

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Guinn, S.E.	Mfg. Metal Novelties	3			

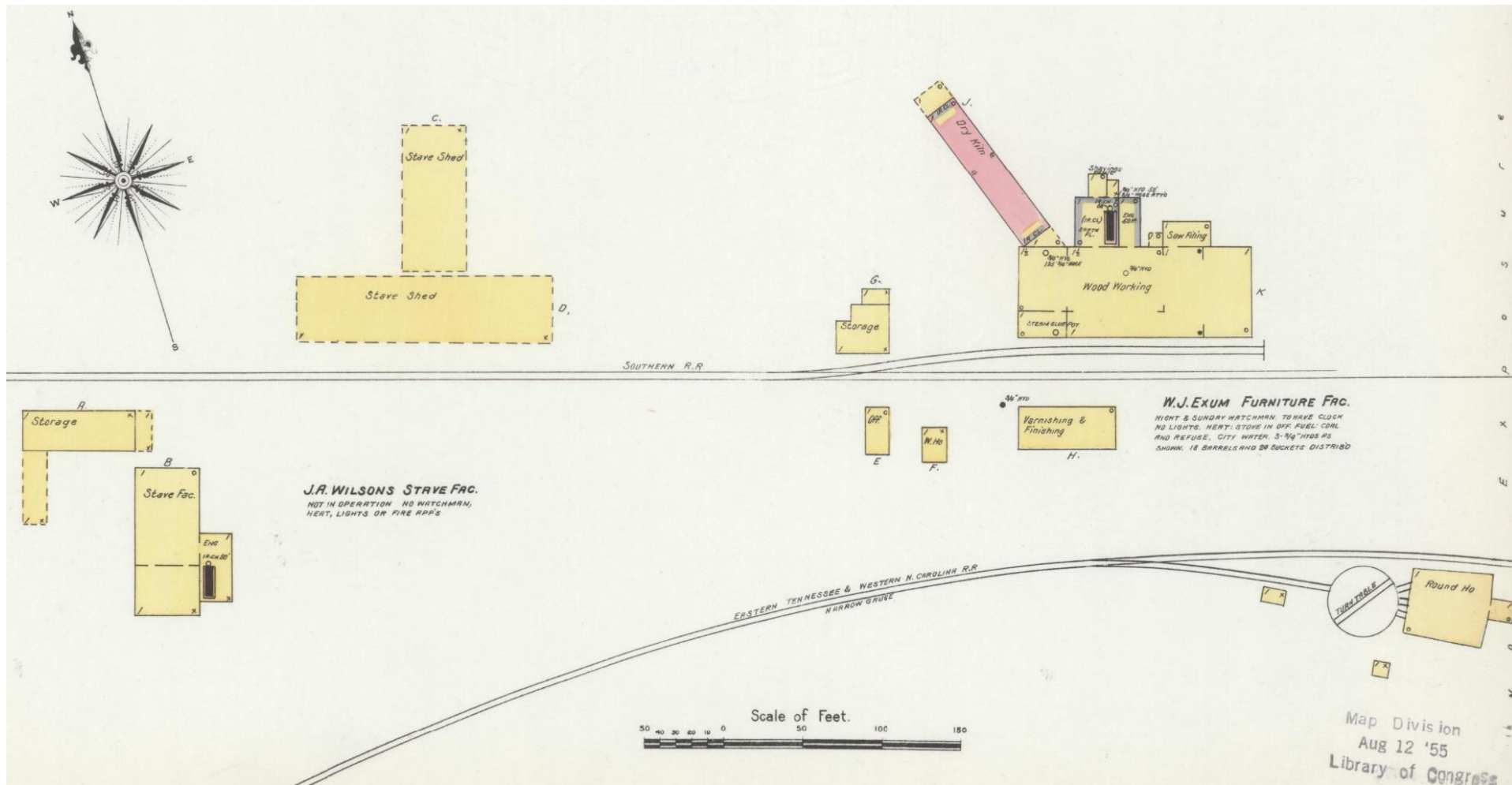
Table 41. “Location and List of Industries Inspected 1933... Washington County – Johnson City”, for the Year Ending 31 December 1933.²³⁰

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Guinn, S.E. Mfg. Co.	Mfg. Novelties	3			

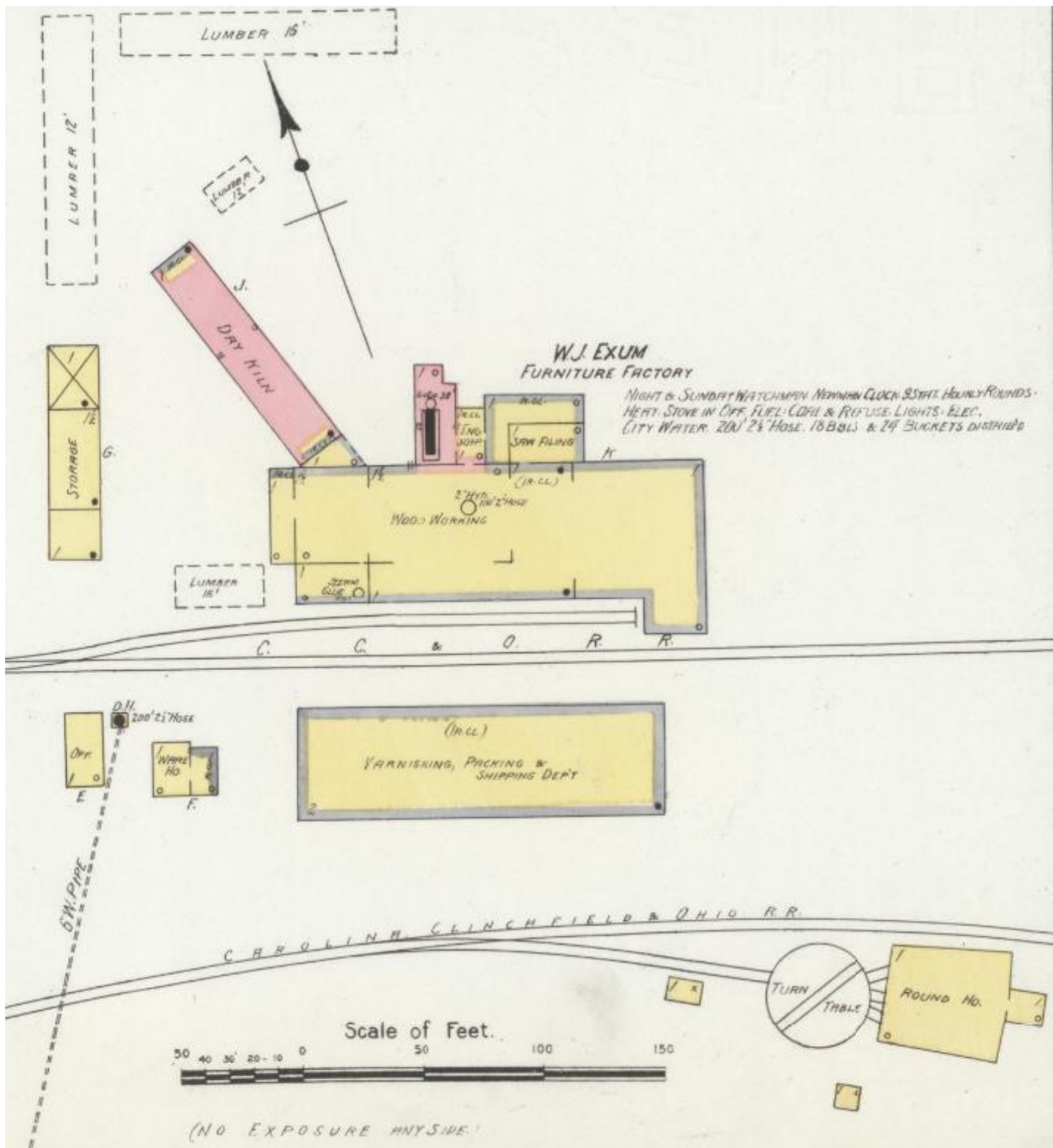
2.3.4. E.T. & W.N.C. Railroad Facilities on the South Side of the E.T. & W.N.C. and Clinchfield Mainlines, Between Afton and Orleans Streets, 1891 – 1908?

Regrettably, the author has not found any images of these facilities.

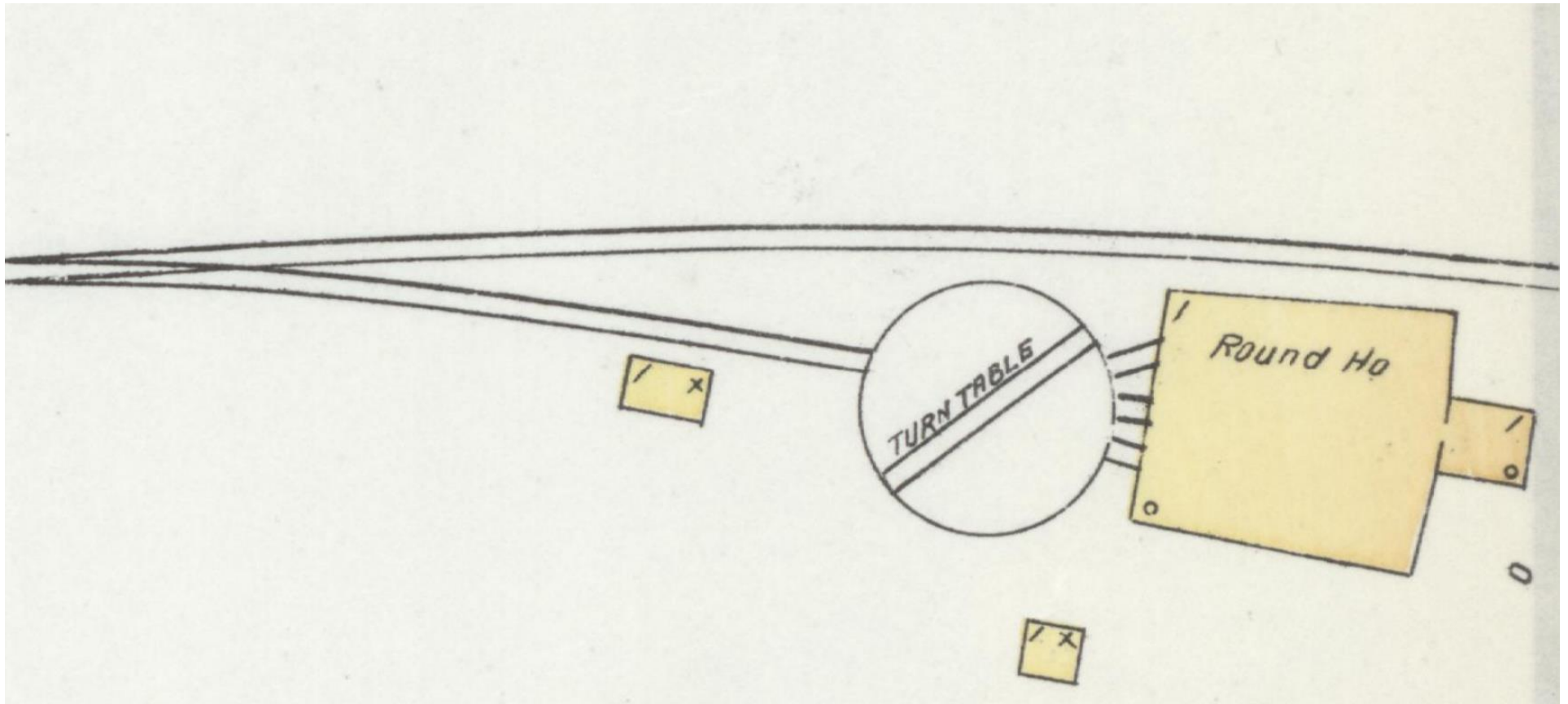
By 2024, it appears that the area previously occupied by the E.T. & W.N.C. Railroad facilities on the south side of the E.T. & W.N.C. and Clinchfield mainlines, between Afton and Orleans streets, is now occupied by the “E. Luke Greene Company inc.”, a demolition contractor. Nevertheless, it appears that all of the E.T. & W.N.C. Railroad facilities in this area had been removed around 1908, during the construction of the Clinchfield Railway through Johnson City.



Map 22. This map shows the relationship between the E.T. & W.N.C. roundhouse and turntable (lower right corner) with the “W.J. Exum Furniture Fac.” and the “J.A. Willson Stave Fac.” in April 1903. The roundhouse and turntable were built at this location in 1891. The main portion of this roundhouse appears to have measured about 50’ x 40’, and the turntable appears to have had a diameter of about 45’. Regrettably, the author has not found any images of this roundhouse and turntable.²³¹



Map 23. W.J. Exum Furniture Factory, December 1908. Note the roundhouse and turntable in the lower right, the April 1903 map from Sanborn indicates that this facilitate had belonged to the E.T.&W.N.C.²³² Perhaps the Clinchfield had re-gauged it for a short time, or this map simply indicates that the Clinchfield now owned this facility.



Map 22A. A detail of the E.T. & W.N.C. approximately 45' turntable and three-stall roundhouse (about 50' x 40'). Historian Johnny Graybeal published a Clinchfield map that indicated that this turntable had been removed by early 1908 and replaced with a wye that was located south of the E.T. & W.N.C. and Clinchfield mainlines, directly across from the E.T. & W.N.C. shops on Legion Street, apparently on land that was later occupied by the Jordan Manufacturing Company. Regrettably, the author has not located any photographs of this facility.²³³

2.3.4. E.T. & W.N.C. Railroad Facilities South of Jobe Street,
Between Afton and Orleans Streets, 1891 – 1908?

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 22A indicates that the “new” turntable had a diameter of about 45 feet.

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...”²³⁴

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.”

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... ET&WNC engine house, etc. [\$]6,800”

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.”

22 September 1905. The Railway Age.

“East Tennessee & Western North Carolina has just equipped a small machine shop on property near its roundhouse at Johnson City, Tenn.”²³⁵

1907 – 1908. The Railroads of Johnson City.

“Once the S&W decided to use a new route west of Johnson City instead of the old Three C’s right of way, plans were made to run the mainline of the S&W through town. This was complicated by all of the tracks that were already in place there. Through a series of agreements with the ET&WNC and the city, space was made for these tracks. The city allowed them to lay tracks parallel to the Southern from the new route on the western edge of town, down to a point across the tracks from the ETV&/ET&WNC depot.

From that point to Orleans Street, where the S&W entered town [from the east], the new tracks needed to parallel the ET&WNC. The Holston Corporation (financially connected with the S&W), owned several tracts of land south of the tracks of the ET&WNC. The rest of the tracts were owned by the ET&WNC. On these tracts were the coach shed, engine house, wye track, and roundhouse of the ET&WNC. For the S&W to have a right of way, something would have to give!

The ET&WNC entered into a lease agreement with the now Carolina, Clinchfield & Ohio Railroad in September 1908. In that agreement, the CC&O agreed to lease two tracks from the ET&WNC yard for a period of three years, with the lease being renewable after that time. There were several clauses in this lease agreement, most of which dealt with land changing hands.

As part of the deal, the ET&WNC would give up four parcels of land on the south side of its railroad tracks, all of which contained the shop and storage facilities of the railroad. The CC&O wanted to build two unrestricted tracks through that area, and were willing to flatten hills and fill valleys in order to make the space. Of course, all of the ET&WNC facilities would have to be moved.

In exchange for these four tracts, the CC&O agreed to give the ET&WNC four tracts of land on the north side of the ET&WNV’s tracks between Division Street and Orleans Street. They also agreed to raise the land to the same level as the ET & WNC tracks, and to relay the wye tracks from the south side to the north side. This would be the last the facilities of the ET&WNC would

have to move. Once the new buildings were built on the north side of the tracks, they would serve the railroad for decades...”

“The CC&O allowed passage of all ET&WNC engines in order to reach factories on the south side of the tracks... Track laying through Johnson City began on September 1, 1908, and by October 1st, tracks were laid ten miles north of Johnson City...”²³⁶

By 2024, it appears that the area previously occupied by the E.T. & W.N.C. Railroad facilities on the south side of the E.T. & W.N.C. and Clinchfield mainlines, between Afton and Orleans streets, is now occupied by the “E. Luke Greene Company inc.”, a demolition contractor. Nevertheless, it appears that all of the E.T. & W.N.C. Railroad facilities in this area had been removed around 1908, during the construction of the Clinchfield Railway through Johnson City.

Appendix A.
Map Legends


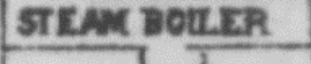
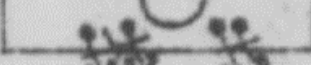
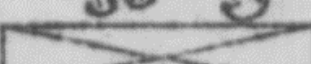
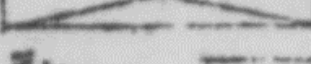

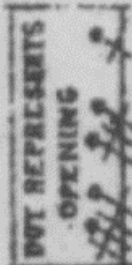
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">NO. OF STORIES</td> <td style="text-align: center; padding: 2px;">3</td> </tr> <tr> <td style="padding: 2px;">SHINGLE ROOF</td> <td style="text-align: center; padding: 2px;">X</td> </tr> <tr> <td style="padding: 2px;">COMPOSITE ROOF</td> <td style="text-align: center; padding: 2px;">●</td> </tr> <tr> <td style="padding: 2px;">SLATE OR TILE ROOF</td> <td style="text-align: center; padding: 2px;">○</td> </tr> </table>	NO. OF STORIES	3	SHINGLE ROOF	X	COMPOSITE ROOF	●	SLATE OR TILE ROOF	○	I FIRE WALL 6 IN. AB. ROOF
NO. OF STORIES	3								
SHINGLE ROOF	X								
COMPOSITE ROOF	●								
SLATE OR TILE ROOF	○								
	H " " 12" " "								
	III " " 18" " "								
	FRAME PARTITION								
	OPENING & IRON DOOR								
	WINDOWS " " SHUTTERS								
	STABLE								
COUNTING FROM LEFT TO RIGHT WHILE LOOKING TOWARDS BUILDING	WINDOW IN 1 ST STORY " 1 ST & 3 RD " " 2 ND & 4 TH "								
	BUT REPRESENTS OPENING								
B'LD'GS COLORED YELLOW ARE FRAME " " RED " BRICK " " BLUE " STONE " " GREY " IRON " " BROWN " ADOBE " " GREEN " SPECIALS									
" MARKED (Cl) ARE CLOTH LINED (5) (19) INDICATE RELATIVE HEIGHTS ALTERNATE STREET NO'S ARE ACTUAL CONSECUTIVE " " " ARBITRARY BROKEN LINE NEAR B'LD'G - WOOD CORNICE SOLID " " " METAL "									

Figure 72. Map Legend for January 1891.²³⁷

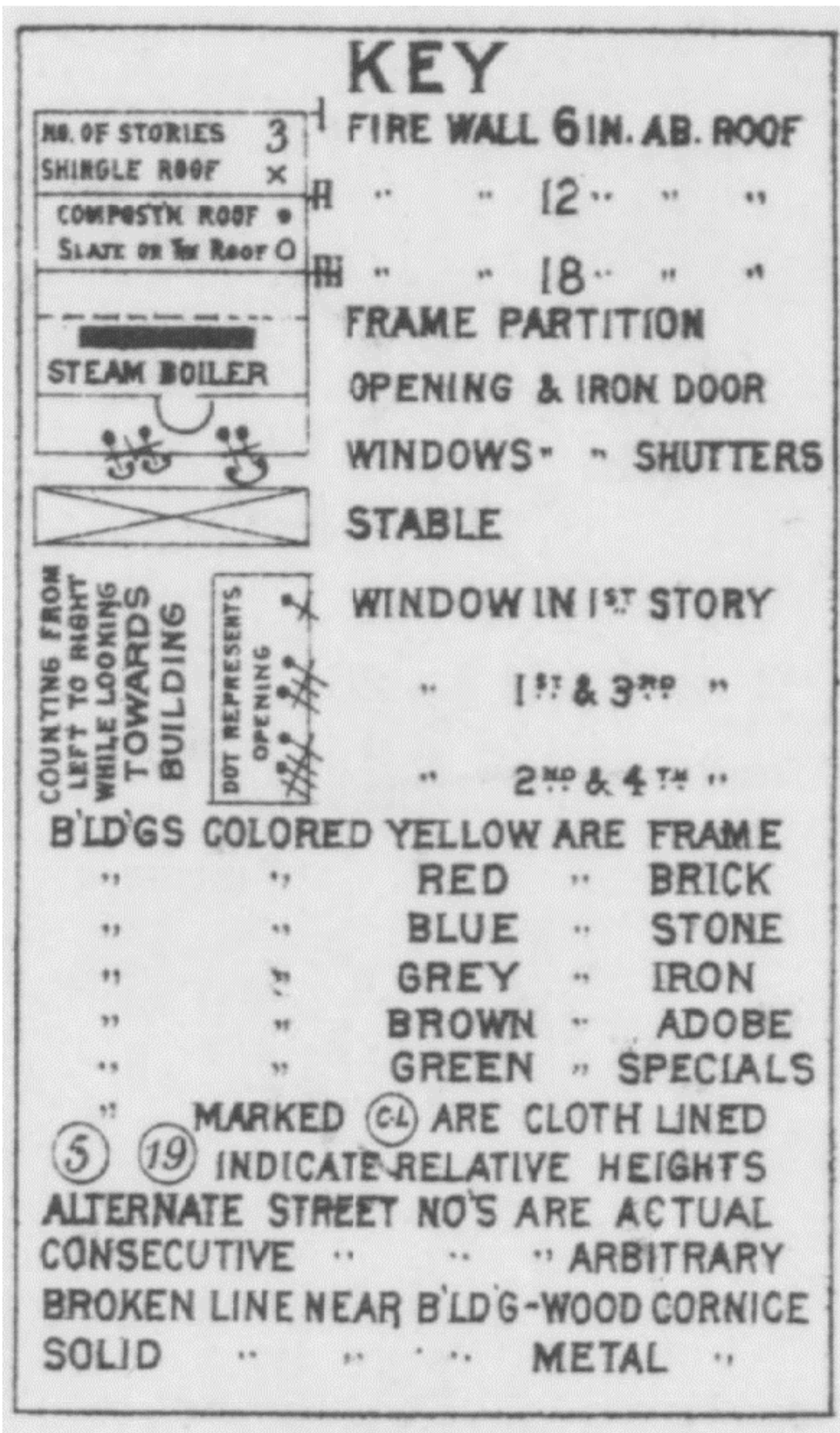


Figure 73. Map Legend for May 1897.²³⁸

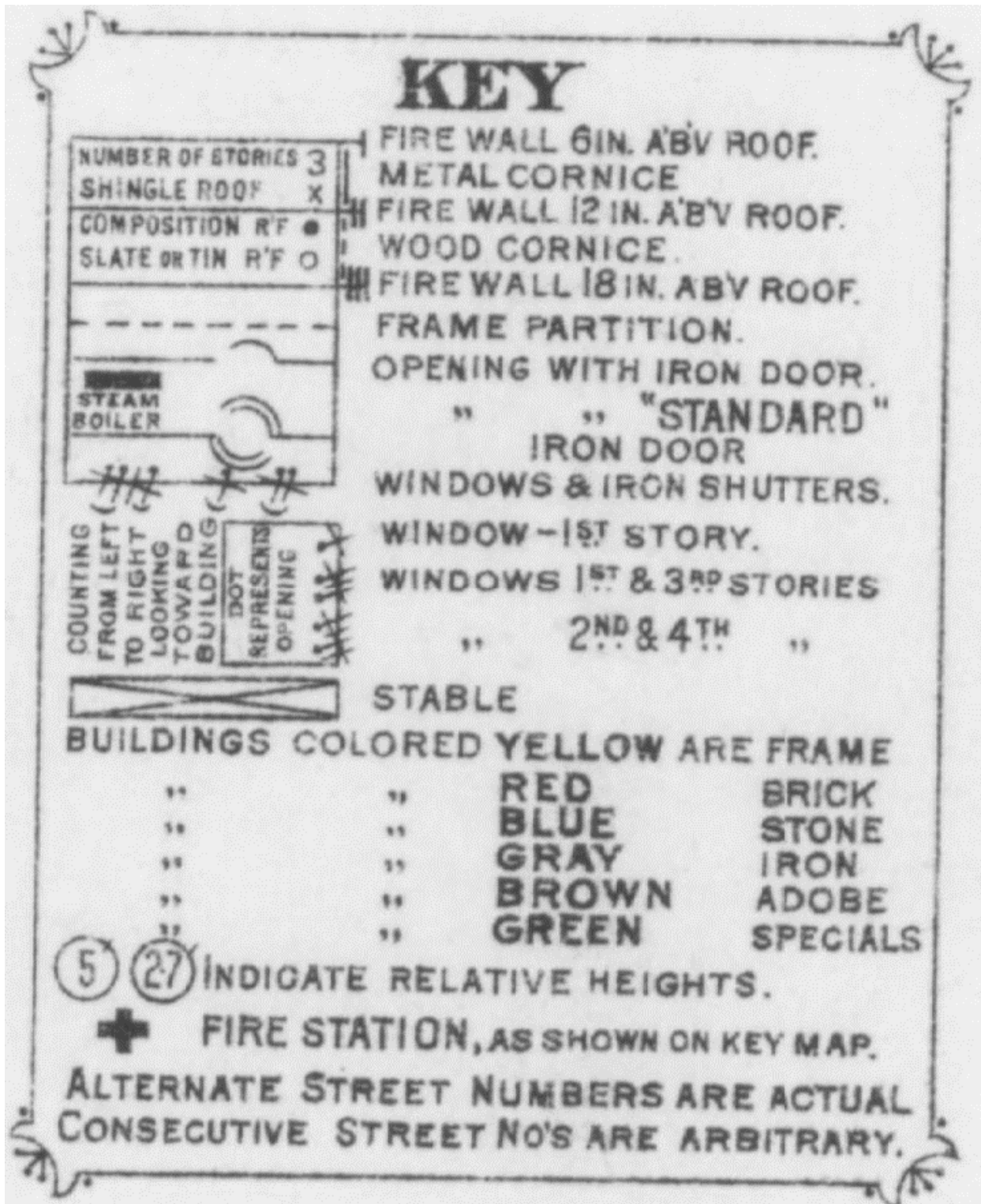


Figure 74. Map Legend for April 1903.²³⁹

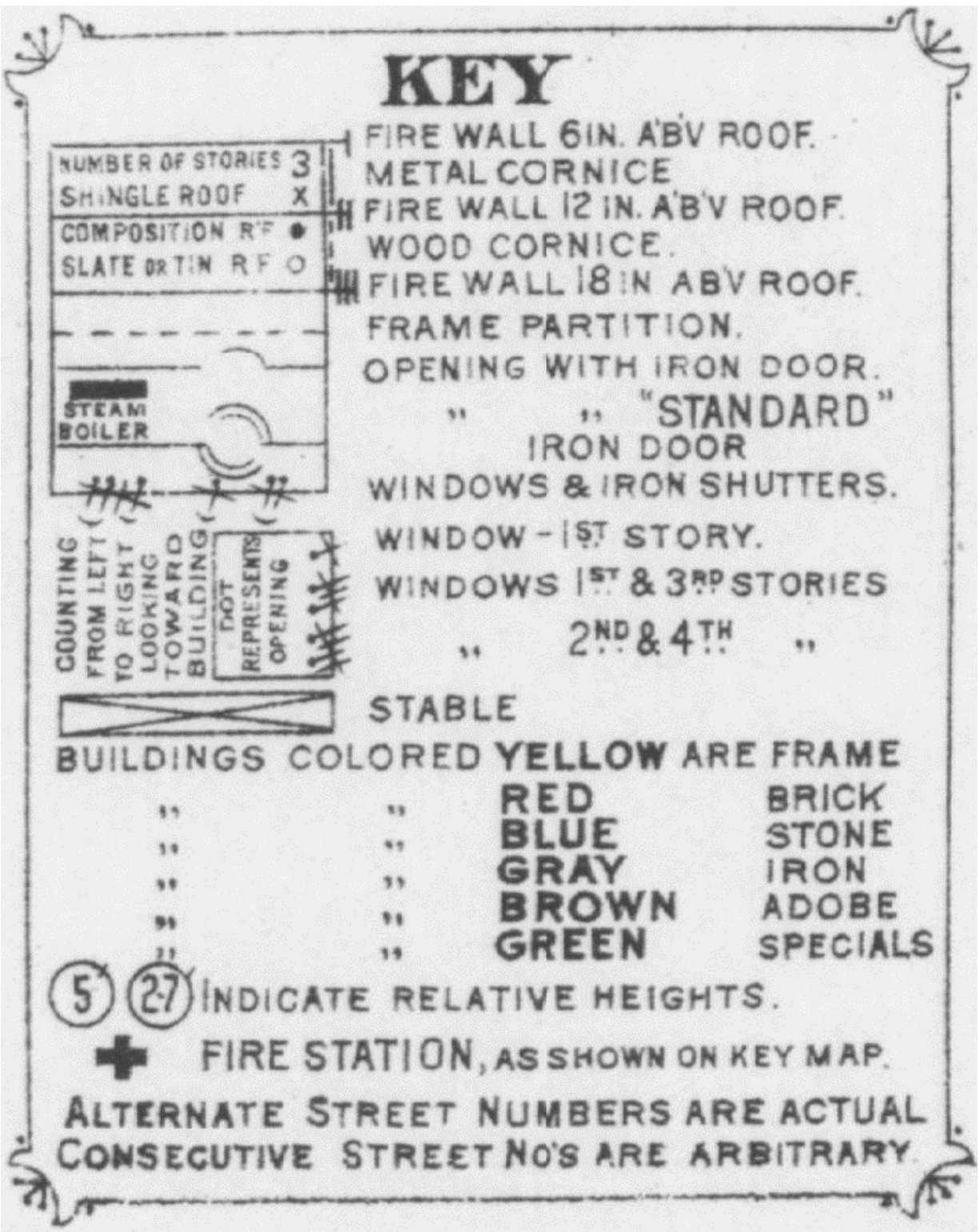


Figure 75. Map Legend for December 1908.²⁴⁰



Figure 76. Map Legend for July 1913.²⁴¹

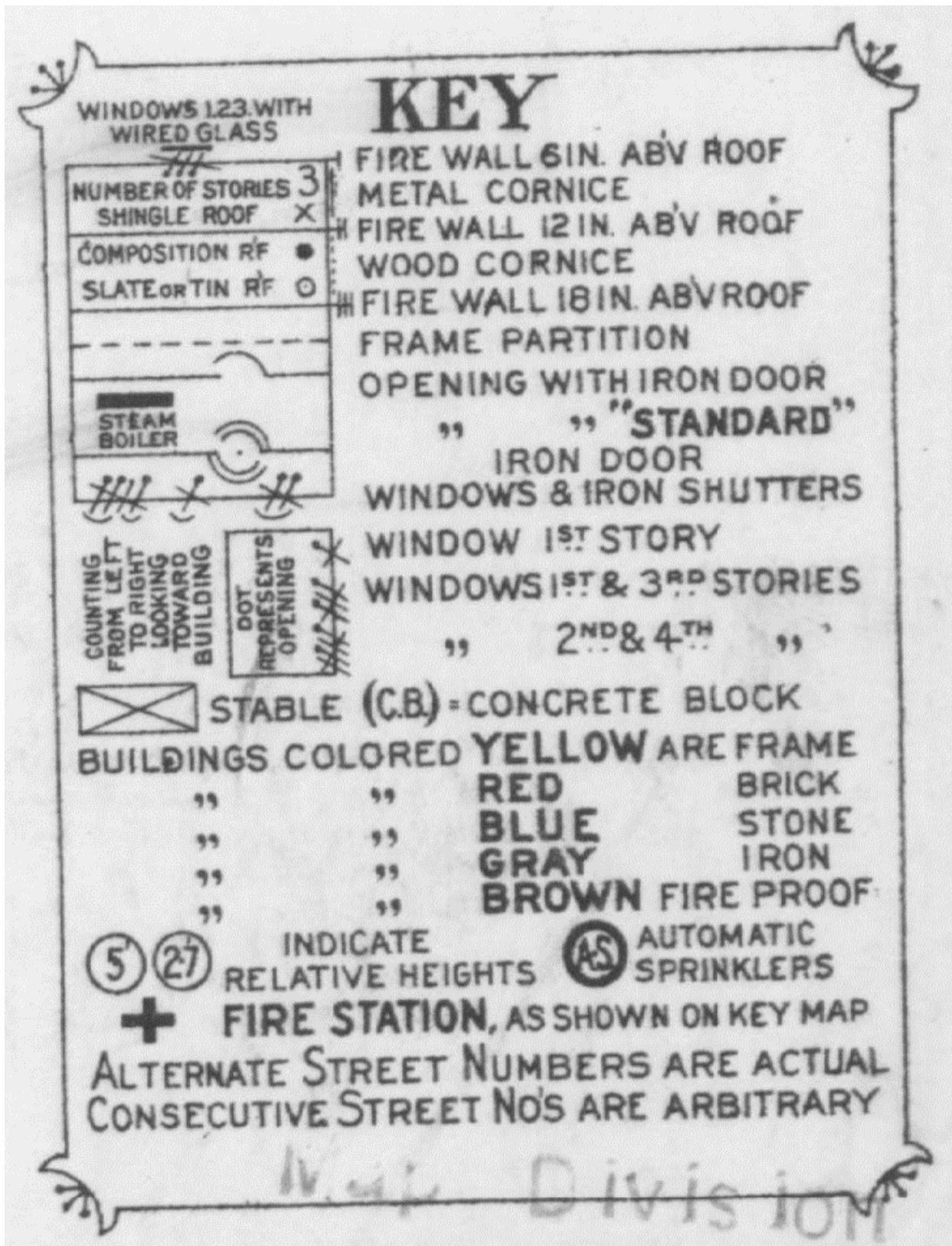


Figure 77. Map Legend for February 1920.²⁴²

Appendix B.
A Short Biographical Sketch of J.L. Grant

“J. L. Grant, a prominent citizen and furniture manufacturer at Johnson City, of the firm of Johnson City Furniture Company, was born in 1847 in Massachusetts. He received a good common-school education, and when of age began life for himself. He first learned the stereotypists’ trade in New York City, which he followed three years. He then engaged in farming for four years in New Jersey, and then engaged in the lumber business thirteen years in Pennsylvania. He then came to Johnson City and engaged in the manufacture of sash and blinds with his son, the firm name being Grant & Son. In May, 1886, the Johnson City Furniture Company was organized. The company has enjoyed unparalleled success, not being able to keep up with the orders, even. The aim of the company is to make it the largest furniture manufactory in the country. They employ at present [1887] forty hands, and are enlarging the capacity as rapidly as possible. Mr. Grant began life for himself, a poor man, and, by his untiring energy and splendid practical business ability, has become quite comfortably fixed. He was married in 1873 to Miss Cora L., a daughter of N.B. Briggs, a native of Connecticut, but at present residing in Pennsylvania. To Mr. and Mrs. Grant three children have been born: Raymond, Mary and Winnie. Mr. and Mrs. Grant are members of the Presbyterian Church, and Mr. Grant is a Prohibitionist in politics. He was elected city clerk by a rousing majority, but owing to the pressure of outside duties, did not accept the office. He is the second of five children of Elihu and Amanda M. (Gifford) Grant, natives of New York and Massachusetts, respectively. He served as city clerk at Tiverton, R.I., for many years, and was a minister of the gospel in the Methodist Episcopal Church, and a professional accountant. He commanded Company C, Third Massachusetts Volunteer Infantry, during the late war, and served nine months. He was a ‘bedfellow’ of Gen. Grant at West Point, where he was attending school. He was a son of Charles and Hannah (Hines) Grant, natives of New York and Pennsylvania, respectively, who afterward moved to Michigan, where they died, being among the earliest settlers of St. John, Clinton Co., Mich. Mr. Grant commanded a company in the war of 1812, and when he died he was ninety years old. He was a son of Charles Grant, who commanded a company in the Revolutionary. Mrs. Amanda Grant was a daughter of Zacheas Gifford, a native of Massachusetts, where he lived and died. He first learned and followed ship-carpentering, but later in life followed farming. He was a very devoted Christian worker in the Baptist Church. He weighed 300 pounds, and died, seventy years old. Mrs. (Weighty) Gifford lived to be ninety-two years old.”²⁴³

James L. Grant applied for a patent for a “Sawmill” on 17 August 1900, for which the United States granted him US Patent No. 678,658 on 16 July 1901.²⁴⁴

Endnotes

¹ The Blue Ridge Stemwinder,” by John R. Waite and Chris H. Ford, 2003, pages 60 – 61.

² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, images 2 and 6, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see Appendix A. For map scale, please refer to the link above.

³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, images 2 and 3, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see Appendix A. For map scale, please refer to the link above.

⁴ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, images 2 and 3, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix A. For map scale, please refer to the link above.

⁵ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, images 10 and 13, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend, see Appendix A. For map scale, please refer to the link above.

⁶ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 6, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see Appendix A. For map scale, please refer to the link above.

⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 3, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend, see Appendix A. For map scale, please refer to the link above.

⁸ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 3, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix A. For map scale, please refer to the link above.

⁹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 3, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix A. For map scale, please refer to the link above.

¹⁰ “Johnson City Coal, Ice and Cream Company,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11682>.

¹¹ “A Draft Documentary History of Industries along the Railroads through Johnson City, Part 5: Industries Along the North Side of the E.T. & W.N.C. and Clinchfield Mainlines Between Division and Orleans Streets, 1884 – Present,” by William C. Schneck, Jr., 1 July 2024, available online at: <http://www.etwnccrhs.org/histories.html>.

¹² The Iron Age, 29 October 1914 (Volume 94, No. 18), page 1043, available online at: <https://books.google.com/books?id=TtgcAQAAMAAJ>.

¹³ Ice and Refrigeration, December 1914 (Volume XLVII, No. 6), page 286, available online at: <https://books.google.com/books?id=0dtBAQAAMAAJ>.

¹⁴ The Retail Coalman, February 1915 (Volume XXVI, No. 2), page 71, available online at: <https://books.google.com/books?id=yB4yAQAAMAAJ>.

¹⁵ The Brewers’ Journal, 1 March 1915 (Volume XXXIX, No. 5), page 239, available online at:

<https://books.google.com/books?id=eEXbNCccMn8C>. Also reported in Ice and Refrigeration, March 1915 (Volume XLVIII, No. 3), page 180, available online at: <https://books.google.com/books?id=sAhGAQAAMAAJ>.

¹⁶ The base map included: “Johnson City Coal, Ice & Cream Co. Inc. Heat: steam. Lights & Power: Elec.”

¹⁷ “Johnson City Coal, Ice and Cream Company,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11682>. This structure will be addressed in a later document.

¹⁸ “Johnson City Coal, Ice and Cream Company,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11682>.

¹⁹ “Johnson City Coal, Ice and Cream Company,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11682>.

²⁰ Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1995octfullsize/47fullsize.html>.

²¹ Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1995octfullsize/49fullsize.html>.

²² Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1995octfullsize/48fullsize.html>.

²³ “Corner of Roan and State of Franklin from 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/18150>.

²⁴ “An aerial view of Johnson City, Tennessee,” taken 19 April 1941, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, #15551, Box 15, File 88, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2>.

²⁵ “An aerial view of Johnson City, Tennessee,” taken 19 April 1941, RG 82: Tennessee Department of Conservation Photograph Collection, 1937 – 1976, #15551, Box 15, File 88, available online at: <https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2>.

²⁶ “Domestic Corporations. – Organized under Chapter 142, Acts 1875, and Acts Amendatory, published herein by direction of Section 30 of said Act, covering the period from June 1st, 1915 to May 1st, 1917,” in Public Acts of the State of Tennessee Passed by the Sixtieth General Assembly, 1917, page 615, available online at: <https://books.google.com/books?id=ibo4AAAAIAAJ>, which included for this entry: Book J 14, page 22.

²⁷ Refrigerating World, February 1916 (Volume 50, no. 2), page 54, available online at:

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

²⁸ Manufacturers Record, 17 February 1916 (Volume LXIX, No. 7), page 62, available online at:

<https://books.google.com/books?id=zmk9AQAAMAAJ>.

²⁹ The Ice Cream Trade Journal, May 1916 (Volume XII, No. 5), page 41, available online at:

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

³⁰ The Butchers’ Advocate, 30 May 1917 (Volume 63, No. 6), page 17, available online at:

<https://books.google.com/books?id=Nm5CAQAAMAAJ>.

³¹ Marvyn Scudder Manual of Extinct Or Obsolete Companies, 1926 (Volume I,) page 255, available online at:

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

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- ³² Refrigeration, August 1917 (Volume 21, No. 1), page 56, available online at: <https://books.google.com/books?id=s7NXAAAAYAAJ>.
- ³³ New York Produce Review and American Creamery, 19 March 1919 (Volume XLVII, No. 20), page 760, available online at: <https://books.google.com/books?id=f00-AQAAMAAJ>.
- ³⁴ Ice and Refrigeration Blue Book and Buyers' Guide: A Directory of the Ice Making, Cold Storage, Refrigerating and Auxiliary Trades..., 1920, page 366, available online at: <https://books.google.com/books?id=ySQxAQAAMAAJ>.
- ³⁵ Ice and Refrigeration, April 1921 (Volume LX, No. 4), page 331, available online at: https://books.google.com/books?id=KzY_QyWUWM8C.
- ³⁶ Marvyn Scudder Manual of Extinct Or Obsolete Companies, 1926 (Volume I,) page 626, available online at: <https://books.google.com/books?id=TGjZAAAAMAAJ>.
- ³⁷ Manufacturers Record, 22 March 1923 (Volume LXXXIII, No. 12), page 87, available online at: <https://books.google.com/books?id=6c4aAQAAMAAJ>.
- ³⁸ Department of Workshop and Factory Inspection, Fifth Annual Report, December 1st, 1916 to December 31st, 1917, State of Tennessee, page 39, available online at: <https://hdl.handle.net/2027/uc1.b3030565>.
- ³⁹ Department of Workshop and Factory Inspection, Sixth Annual Report, January 1, 1918 to December 31, 1918, State of Tennessee, page 52, available online at: <https://hdl.handle.net/2027/uc1.b3030566>.
- ⁴⁰ Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1st, 1922 to December 31st, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.
- ⁴¹ Fourth Annual Report, Department of Labor, State of Tennessee, 25 February 1927, page 73, available online at: <https://hdl.handle.net/2027/uc1.b2991541>.
- ⁴² 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.
- ⁴³ Ice and Refrigeration Blue Book and Buyers' Guide, 1928, page 1443, available online at: <https://books.google.com/books?id=cPw1AQAAIAAJ>.
- ⁴⁴ Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.
- ⁴⁵ Annual Report of the Department of Labor for the Year 1933, State of Tennessee, page 128, available online at: <https://hdl.handle.net/2027/uc1.b2991545>. The author did not find copies of the 1931 and 1932 editions of this report online.
- ⁴⁶ “Central Coal, Oil and Equipment Company,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12349>. The quoted text is from Greater Johnson City, A Pictorial History, by Ray Stahl, 1983, page 189.
- ⁴⁷ Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives, by Johnny Graybeal, 2001, page 23.
- ⁴⁸ The base map included: “Wyman & Co. Planing Mill & Lumber Yard – Night and Sunday watchman. Nantz clock 6 stations hourly rounds. Heat: stove in off. Fuel: shavings and refuse. City water. ¾” hyd. With 50’ ¾” hose in boiler ho. Water barrels and buckets distributed. Lights: elec.”
- ⁴⁹ American Lumberman, 4 August 1900 (Whole Number 1315), page 87, available online at:

<https://books.google.com/books?id=Iuc3LPJTXpIC>.

⁵⁰ Manufacturers Record, 12 October 1905 (Volume XLVIII, No. 13), pages 321 and 324, available online at: <https://books.google.com/books?id=IWE9AQAAAMAJ>.

⁵¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 4, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891, which included: “Heat: stove in off. & finish’g r’m. Open keros. Lights in off. Closed lights in mill. Fuel: coal & waste. 200’ 1½” hose. Hyd’t’s each floor as shown. Supplied from ele. Tank.” For map legend, see Appendix A. For map scale, please refer to the link above.

⁵² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 4, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897, which included: “Johnson City Furniture Fac. (Not Running.) No watchman. 2 doz. Fire pails. Heat: stove in off. & finishing rm. Open keros. Lights in off. Closed lights in mill. Fuel: coal & waste. 50’ 1½” hose. Shavings carried to vault thro. Blowers.” For map legend, see Appendix A. For map scale, please refer to the link above.

⁵³ The Wood-Worker, 15 April 1886 (Volume V, No. 2), page 20, available online at: <https://books.google.com/books?id=q0dBAQAAMAJ>.

⁵⁴ Johnson City Comet, 9 August 1884, included: “Mr. Frank Evans, bookkeeper at Horton, Yocum & Co.’s tannery, left, last Thursday, for Tate’s Spring, to spend a few weeks for his health.”

⁵⁵ The Wood-Worker, 15 February 1887 (Volume V, No. 12), page 20, available online at: <https://books.google.com/books?id=q0dBAQAAMAJ>.

⁵⁶ “A Draft Documentary History of William E. Uptegrove & Brother and Their Operations in East Tennessee, 1897 – 1933, Including White Rock Mountain, 1900 – 1904?, and Johnson City, 1897 – 1933, as well as the Johnson City, Bakersville & Southern Railway, 1899 – 1909,” by William C. Schneck, Jr., 2 August 2023, available online at: <http://www.etwnccrrhs.org/histories.html>.

⁵⁷ The base map included: “Wm. E. Uptegrove & Bro. Veneer Mill & Lumber Yard. Night and Sunday watchman. Elec. Clock. 10 stations, hourly rounds. Heat: steam in coils. Fuel: coal and refuse. Lights: electric. City water. 7 – 2” hyd’s with hose connected as shown. 8 water barrels and 48 fire buckets distributed. 12 – 5 gall. Fire extinguishers.”

⁵⁸ “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 2: Early Years of Railroad,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour2.htm>, which captions figures 20 and 22: “Here are two [1904] photos from the Mary Hardin McCown Collection in the Archives of Appalachia showing ET&WNC Engine 2 laying flat on its side near the ‘Uptegrove Plant’ in Johnson City. This plant has been identified as the American Cigar Box Manufacturing facility. John Waite, in The Blue Ridge Stemwinder, places this location near the current Clinchfield Railroad Depot at the corner of Buffalo Street and State of Franklin Road with the building in the far right of the photo being the original ET&WNC engine house. The photo above shows the wreck scene and crowd. The photo below shows Engine 2 (with its fragile headlight removed) in the process of being hoisted to an upright position. Observe these historic photos carefully at the higher resolution as the detail views of the railway equipment, buildings, and the obvious excitement of the crowd clustering at the accident scene are fascinating. Original photos attributed to the collections of photographer Burr Harrison.” The author did not locate any articles on this accident in the Johnson City Comet for the year 1904.

⁵⁹ Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 21. This caption was shared with Figure 22. The Blue Ridge Stemwinder, by John R. Waite, 2003, page 70, captions this photograph: “Locomotive #2, on its side at Johnson City, draws a crowd of onlookers in 1904, The original Johnson City engine house, located approximately where the Clinchfield depot was later built, can be seen to the right. This is also one of the few photos of an early ET&WNC 28-foot low side gondola. Ed Bond Collection.” “Early Locomotives on the ET&WNC, Numbers 1, 2, & 3,” by John Waite, in The Blue Ridge Stemwinder, April, May, June 1998 (Volume 10, Number 4), pages 10 – 12, notes that engine #2 (“Cranberry”) was a 2-6-0 Baldwin, with

construction Number 5746. It was built in August 1881 and had 14" x 18" cylinders and 39" drivers. She was retired in June 1909 and sold to the Hilton Lumber Company of Wilmington, North Carolina, for \$2,150. Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives, by Johnny Graybeal, 2001, page 23, captions this photograph: "This photo shows another angle of the derailment of No. 2. Note that the steam dome carries two small pop valves rather than the usual one small/one large. The toolbox that was carried on the pilot is on the ground, with a young boy guarding it. The cab is definitely warped. The building behind the flat cars may be the 1891 – 1908 engine house, which was on the south side of the tracks. Photo courtesy Ed Bond Collection." Johnny Graybeal dates this accident to 1902. For additional information on engine #2, see page 112. On 21 November 1901, the Johnson City Comet included: "Belmont Watson is the democratic candidate for alderman in the third ward and if he is not elected it will be because the voters of that ward do not appreciate a representative laboring man." He did not win. In other articles, the Comet identifies Belmont/Belmont Watson as a master machinist.

⁶⁰ "Train wreck (by Mr. Walden) (probably the Cranberry Engine at the Maple Street crossing, Johnson City, Tenn.), c. 1890 – 1915," James Agee Film Project (Organization), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/541>, however, Maple Street does not cross the railroad. This accident appears to have occurred between the places where Division and Roan streets crossed the railroad. See also "Train Wreck," "Clifford A. Maxwell Photographs," Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/20661>. As previously mentioned, Johnny Graybeal dates this accident to 1902.

⁶¹ "The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 2: Early Years of Railroad," available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour2.htm>. Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 21, which captioned this photograph.: "Mogul No. 2 derailed in the Johnson City yards in 1904. Engineer Scot Dean and fireman Bellmot Watson were no injured in the turn-over. – Ed. Bond Collection." This caption was shared with Figure 20. Along the ET&WNC, Volume I: Early Narrow Gauge Locomotives, by Johnny Graybeal, 2001, page 23, captions this photograph: "This photo shows where No. 2 derailed in Johnson City around 1902, It offers an excellent opportunity to see underneath the engine. Parts of the Stephenson valve gear are visible, as well as the brake rigging and the inner strength of the cowcatcher. The wooden cab is warped but not broken. Photo courtesy Ed Bond Collection."

⁶² "Wreck of Cranberry engine (ETWNC), Johnson City, Tenn., c. 1900," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/560>.

⁶³ The Packages, August 1904 (Volume VII, No. 8), page 42, available online at: <https://books.google.com/books?id=7QNZAAAAYAAJ>.

⁶⁴ "Downtown Johnson City," Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11676>, which includes the following caption: "View of Downtown Area of Johnson City with First Christian Church in the background". See also "View of Johnson City, Tenn. with First Christian Church, c. 1920," "James Agee Film Project (Organization)," Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/806>. "Harris Manufacturing Lumber Company, (possibly after a fire?) southeast Johnson City, East Walnut Street looking north, First Christian Church in background," Burr Harrison Collection (1894 – 1978), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/176>. Also available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos1/harrislumber1.jpg>, which (perhaps following Burr Harrison) indicates that this was the Harris Manufacturing Company. Of note, a photograph taken over the Harris Manufacturing Company would not include the First Christian Church at the angle provided by the subject photograph. Also, the Harris Manufacturing Company was not adjacent to a two-stall engine house of the E.T. & W.N.C. Railroad. For an image of the First Christian Church see: "First Christian Church," Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/2145>. See Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 2, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, for the location of the First Christian Church. Bristol to Knoxville: A Postcard Tour, by Elena Irish Zimmerman, 1996, page 43, includes: "Church of Christ, Johnson City, Tenn. A stunning example of mixed Italian Renaissance Revival elements, the church features peaked roofs and towers and large stained glass windows. It was dedicated in 1906..." On 15 June 1905, the Johnson City Comet included:

“New Churches... At 2 o’clock in the afternoon work was commenced upon the new Christian Church on Main and Market streets. It is to be a handsome structure and will be an ornament to the city.”

⁶⁵ “Autobiography of William E. Uptegrove,” available online at:

<https://uptegrove.tripod.com/webiopgs/webio1.htm>, which continued: “The establishing and developing of this business entailed much hard work. However, the outcome was satisfactory, and it became permanent in its line. My firm resolution, to not become interested in the patented shaving machines – which really formed the foundation of the business – on any basis other than that we would absolutely control them, proved to have been sound and correct.” Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

⁶⁶ “A Draft Documentary History of William E. Uptegrove & Brother and Their Operations in East Tennessee, 1897 – 1933, Including White Rock Mountain, 1900 – 1904?, and Johnson City, 1897 – 1933, as well as the Johnson City, Bakersville & Southern Railway, 1899 – 1909,” by William C. Schneck, Jr., 2 August 2023, available online at: <http://www.etwnccrrhs.org/histories.html>.

⁶⁷ American Lumberman, 26 August 1899 (Whole Number 1266), page 26, available online at: <https://books.google.com/books?id=2NQj2rDLFDkC>.

⁶⁸ American Lumberman, 30 September 1899 (Whole Number 1271), page 26, available online at: <https://books.google.com/books?id=2NQj2rDLFDkC>.

⁶⁹ American Lumberman, 7 October 1899 (Whole Number 1272), page 41, available online at: <https://books.google.com/books?id=XmQxAQAAMAAJ>.

⁷⁰ “Wanted! To contract for peeling two thousand cords of Hemlock Bark on the line of the Ohio River & Charleston Railroad. Call or address J.B. Thomas, Johnson City, or J.M. Carr, Erwin, Tenn. Wm E. Uptegrove & Bro. April 7th, 1900.”

⁷¹ The Locomotive, May 1902 (Volume XXIII, No. 5), page 69, available online at: <https://books.google.com/books?id=-8cdAQAIAAJ>.

⁷² The Wood-Worker, January 1902 (Volume XX, No. 11), page 42, available online at: <https://books.google.com/books?id=xx5aAAAAYAAJ>.

⁷³ Packages, April 1903 (Volume VI, No. 4), page 58, available online at: <https://hdl.handle.net/2027/nyp.33433090761135>.

⁷⁴ Business Corporations Organized under General Laws and by Special Statutes, State of Maine, January 1, 1903, to January 1, 1904, page 4, available online at: <https://books.google.com/books?id=tZcIAQAIAAJ>. Public Acts of the State of Tennessee, Passed by the Sixty-First Assembly, 1919, page 925, available online at: <https://books.google.com/books?id=lilAAQAAMAAJ>, reports that on 8 July 1903, The American Cigar Box Lumber Company of Brooklyn, New York, filed its charter in the Office of the Secretary of State of the State of Tennessee.

⁷⁵ “Mahogany, Spanish Cedar and American Hardwoods,” in American Lumberman, 23 May 1903, as transcribed in: “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

⁷⁶ The Barrel and Box, March 1904 (Volume IX, No. 1), page 49, available online at: <https://books.google.com/books?id=Ox1aAAAAYAAJ>.

⁷⁷ The Packages, August 1904 (Volume VII, No. 8), page 42, available online at: <https://books.google.com/books?id=7QNZAAAAYAAJ>.

⁷⁸ Barrel and Box, December 1904 (Volume IX, No. 10), page 53, available online at:

<https://books.google.com/books?id=Ox1aAAAAAYAAJ>.

⁷⁹ Packages, March 1905 (Volume VIII, No. 3), page 70, available online at: <https://books.google.com/books?id=dARZAAAAAYAAJ>.

⁸⁰ Packages, March 1905 (Volume VIII, No. 3), page 23, available online at: <https://books.google.com/books?id=dARZAAAAAYAAJ>, which includes: “Veneer Drying – We have for sale a roller dryer, capacity 20,000 ft., 3-16 in 10 hours; we are displacing this one by one of larger capacity to meet our needs. Can be seen at our plant in Johnson City, also in New York; price complete \$2500. Also 50 iron dry kiln cars; 4 ft. 8 in. long, 3 [ft.] 4 [in.] wide, 4 [ft.] 10 [in] high. Cost \$35 each, will sell at \$20. We have racks and an air compressor and press for use with this car system; also a hot blast apparatus – the whole thing making a complete dry kiln plant. Wm. E. Uptegrove & Bro. 403 E. 10th Street, New York.”

⁸¹ Packages, April 1905 (Volume VIII, No. 4), page 74, available online at: <https://books.google.com/books?id=dARZAAAAAYAAJ>.

⁸² “Advance in Veneer Drying,” in The Packages, October 1906 (Volume IX, No. 10), page 77, available online at: <https://books.google.com/books?id=NQVZAAAAAYAAJ>.

⁸³ “Advance in Veneer Drying,” in The Packages, October 1906 (Volume IX, No. 10), page 77, available online at: <https://books.google.com/books?id=NQVZAAAAAYAAJ>.

⁸⁴ “Advance in Veneer Drying,” in The Packages, October 1906 (Volume IX, No. 10), page 77, available online at: <https://books.google.com/books?id=NQVZAAAAAYAAJ>.

⁸⁵ Packages, April 1905 (Volume VIII, No. 4), page 38, available online at: <https://books.google.com/books?id=dARZAAAAAYAAJ>.

⁸⁶ Packages, April 1906 (Volume IX, No. 4), page 77, available online at: <https://books.google.com/books?id=NQVZAAAAAYAAJ>.

⁸⁷ The wording of this article leaves it unclear if the fire occurred on Thursday, 12 July or Thursday 5 July, as the Johnson City Comet was a weekly paper. It seems unlikely that the fire, which started at 5 o’clock in the evening, would be covered in the newspaper published that same day. However, The St. Louis Lumberman of 15 July 1906, as quoted below, gives a date of 12 July 1906, for this fire.

⁸⁸ The St. Louis Lumberman, 15 July 1906 (Volume XXXVIII, No. 2), page 71, available online at: <https://books.google.com/books?id=qhQyAQAAMAAJ>.

⁸⁹ The base map included: “American Cigar Box Lumber Company. Night watchman. Waggoners clock, 10 stations hourly rounds. 200’ 2½” hose & hyds. as shown. Barrels & buckets distributed. Fuel coal & shavings. Lights Electric (own dynamo) Heat: steam.”

⁹⁰ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 3, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. The note for this plant read: “Night watchman – Waggoner Clock – 10 Stations – Hourly rounds – Heat: Steam – Lights: Elec. E.E.P. – D.H. in yard with 100’ 2½” hose att’s – Hyd. In Boiler Rm., Wood shop & Cutting Rm. – With 50’ 2” hose att’d. to ea. – Water casks & pails & Chem. Extrgs distribd – Blowers to machines – Boiler Rm. Is all brick & iron, cement floor – ‘All iron’ roof over dry rooms – Power: steam & Elec. – Fuel: Coal & Wood.” Also of note, Image 1 states that Johnson City had a population of 10,000 in 1913. For map legend, see Appendix A. For map scale, please refer to the link above.

⁹¹ The base map included: “American Cigar Box Lumber Co. – Night watchman. – waggoner clock. 10 stations. Hourly rounds. Heat: steam. Lights: elec. D.H. in yard with 100’ 2½” hose att’d. Hyd in boiler r’m, wood shop &

cutting r'm, with 50' 2" hose att'd to ea. Water casks & pails & chem. Extgr's dist'b. Blowers t machines. Boiler r'm is all brick & iron. Cement fl'r. 'All Iron' roof over dry r'ns. Power: steam & Elec. Fuel: coal & wood."

⁹² "Tank Car #604," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17808>. Caption from: "Worth a Thousand Words," by Johnny Graybeal, in Every Time with No Complaint, Winter 2016 (Volume 8, No. 1). page 7, this edition was titled "Vince Ryan's Photography – Worth a Thousand Words" "The Southern Refrigeration Co. has acquired the Central Coal & Ice Co. plant and business at Johnson City, Tenn." Ice and Refrigeration, Volume 76, 1929, page 357.

⁹³ "Piggy Back Car (Flatcar) [#245], Tank Car [#602 (left) and #605 (right)], [L&N] Hopper [#184268]," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17782>. The identification of flatcar #245 as a piggyback car appears to be inaccurate. The two "Trailer on Flat Car" units were numbered 800 and 801, see "Piggyback Revisited," by Johnny Graybeal in Every Time with No Complaint, April 2010 (Volume 2, No. 2). page 6.

⁹⁴ "Industrial Plant in Carnegie," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11679>. The author found no support for locating this photograph in Carnegie. See also "American Cigar Box Lumber Company," Burr Harrison (1894 – 1978) Collection, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/181>, and "American Cigar Box Co.," 1905, in "The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 2: Early Years of Railroad," available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour2/amcigar1.jpg>. The presence of the cyclone supports this being a photograph of the American Cigar Box Lumber Company that was taken after the 1906 fire and subsequent rebuild. Thus, the date of 1905 for this photograph, given by "The Cy Crumley Scrapbook," is unlikely. Perhaps the building in the center behind the two flatcars is the "additional warehouse at plant, 35 x 150 ft., Sawtooth type, 1 and 2 story" that was mentioned in the Manufacturers Record on 1 September 1927 (below). However, the presence of three smokestacks would appear to indicate that this photo predates that in Figure 36. The author was unable to identify the tower behind the warehouse on the right. It does not appear to belong to either the Columbus Powell School or the East Park Methodist Church. If this structure could be identified, it might help to better date this photograph.

⁹⁵ Johnson City: The Way We Were, by J.O. Lewis, 1909 (1989 reprint), page 46. Of note is the presence of a cyclone above the plant, which appears to be the same as that shown in figures 34, 36, and 37.

⁹⁶ "Lumberyard, south Johnson City, looking north toward downtown," Burr Harrison (1894 – 1978) Collection, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/84>. Also: "Lumber," Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11736>. See also: "The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection," available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour4a.htm>, which identifies this photograph as "Harris Hardwood Lumber Yards... Date: 1926". However, the "Harris Hardwood Lumber Yards" were located further east and would not have had such a view of the Sevier Hotel and the Franklin Apartments (formerly the Hotel Carlisle/Hotel Franklin). For an image of the Hotel Sevier, see: "Hotel John Sevier," Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/2211>. The presence of two, not three, smokestacks is interesting. After the American Cigar Box Lumber Company moved its plant to Astoria, Oregon, in 1933, Highway 181 was built through this area, see Map 12.

⁹⁷ "Group Photo of Factory Workers Outdoors," Clifford A. Maxwell Photographs (1940 – 1986), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12242>, which includes: "American Cigar Box Lumber Company (Cherry Street) Workers Posing Outdoors". Of note is the presence of a cyclone above the plant, which appears to be the same as that shown in figures 34, 35, and 36.

⁹⁸ "Group Photo of Factory Workers," Clifford A. Maxwell Photographs (1940 – 1986), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12241>.

⁹⁹ Johnson City, by L. Thomas Roberts, 2018, page 54. This photograph gives an interesting insight into the surroundings of the American Cigar Box Lumber Company at this time. See also: “View of Johnson City with old Franklin Hotel in the foreground,” Clifford A. Maxwell Photographs, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11659>, and “Franklin Hotel, Johnson City, Tenn., c. 1915,” James Agee Film Project (Organization), Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/660>. Given what appears to be the presence of the cyclone above the American Cigar Box Lumber Company, this photograph probably dates to after the 1906 rebuild of the plant.

¹⁰⁰ The St. Louis Lumberman, 15 July 1906 (Volume XXXVIII, No. 2), page 71, available online at: <https://books.google.com/books?id=qhQyAQAAMAAJ>.

¹⁰¹ The St. Louis Lumberman, 1 August 1906 (Volume XXXVIII, No. 3), page 68, available online at: <https://books.google.com/books?id=qhQyAQAAMAAJ>.

¹⁰² The Packages, August 1906 (Volume IX, No. 8), page 37, available online at: <https://books.google.com/books?id=NOVZAAAAYAAJ>. There are noteworthy differences of detail in these two paragraphs.

¹⁰³ The St. Louis Lumberman, 1902 (Volume XXX), page 74, available online at: <https://hdl.handle.net/2027/mdp.39015084559346>.

¹⁰⁴ Electrical World, 29 September 1906 (Volume XLVIII, No. 13), page 619, available online at: <https://books.google.com/books?id=d-FQAAAAAYAAJ>.

¹⁰⁵ Tobacco, 1 September 1927 (Volume LXXXIV, No. 19), page 23, available online at: <https://books.google.com/books?id=RP2Y9Kx-hkcC>. The uncertain text is the result of that portion of the page being cut-off in the image online.

¹⁰⁶ “Help Wanted – Men and boys apply to American Cigar Box Lumber Company”

¹⁰⁷ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>. Between 1905 and 1908, Edwin F. Smith acquired four more patents relating to manufacturing veneers: “Veneer Machine,” filed 30 January 1905, issued U.S. Patent Number 801,925 on 17 October 1905, available online at: <https://patents.google.com/patent/US801925A>. “Veneer Machine,” filed 3 February 1905, issued U.S. Patent Number 801,926 on 17 October 1905, available online at: <https://patents.google.com/patent/US801926A>. “Veneer Dryer,” filed 9 February 1905, issued U.S. Patent Number 822,997 on 12 June 1906, available online at: <https://patents.google.com/patent/US822997A>. “Veneer Machine,” filed 20 March 1906, issued U.S. Patent Number 839,661 on 25 December 1906, available online at: <https://patents.google.com/patent/US839661A>. All but U.S. Patent 839,661 included the statement: “Edwin F. Smith, of Philadelphia, Pennsylvania, Assignor to Edwin F. Smith Company, a Corporation of New Jersey.”

¹⁰⁸ American Lumberman, 30 November 1907 (Whole Number 1698), page 72, available online at: <https://books.google.com/books?id=iC4iAQAAMAAJ>.

¹⁰⁹ United States Tobacco Journal, 6 March 1909, page 3, available online at: <https://books.google.com/books?id=W4NBAQAAMAAJ>.

¹¹⁰ The Lumber World, 15 March 1909 (Volume 8, No. 6), pages 21 and 31, available online at: <https://hdl.handle.net/2027/mdp.39015084540262>.

¹¹¹ “Autobiography of William E. Uptegrove,” available online at:

<https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

¹¹² Barrel and Box, May 1909 (Volume XIV, No. 3), page 45, available online at: <https://books.google.com/books?id=xGhqUgJwf0oC>.

¹¹³ Traffic World and Traffic Bulletin, 10 February 1912 (Volume IX, No. 6), page 35, available online at: <https://books.google.com/books?id=gbTL3CmjnrAC>.

¹¹⁴ Johnson City Comet, 29 December 1910, included: “W.M. Fortune vs. American Cigar Box Lumber company, et al action for personal injuries, verdict for defendant.”

¹¹⁵ American Lumberman, 15 October 1910 (Whole Number 1847), page 78, available online at: <https://books.google.com/books?id=0V09DrPRRsAC>.

¹¹⁶ Available online at: https://www.johnsoncitypress.com/living/today-in-johnson-city-history-sept-6/article_4af28d44-0cfb-11ec-bfa5-a76e798d0376.html.

¹¹⁷ Packages, February 1919 (Volume XXII, No. 2), page 21, available online at: <https://books.google.com/books?id=Dec1AQAAAMAAJ>.

¹¹⁸ Available online at: <http://www.cfordart.com/photoalbum/photopages/fullsizepages/1997junefullsize/13fullsize.html>.

¹¹⁹ “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 23, which included a photograph of the underpass.

¹²⁰ Manufacturers Record, 1 November 1923 (Volume LXXXIV, No. 18), page 123, available online at: <https://books.google.com/books?id=DdAaAQAAAMAAJ>.

¹²¹ The Iron Age, 8 November 1923 (Volume 112, No. 19), page 1294, available online at: <https://books.google.com/books?id=yBLmAAAAMAAJ>.

¹²² The Lumber Manufacturer & Dealer, 3 August 1924 (Volume LXXIII, No. 31), page 65, available online at: <https://books.google.com/books?id=u1HIAAAAMAAJ>.

¹²³ Manufacturers Record, 22 April 1926 (Volume LXXXIX, No. 16), pages 117 and 121, available online at: <https://books.google.com/books?id=kpQ2gKVLsnEC>.

¹²⁴ Tobacco, 30 September 1926 (Volume LXXXII, No. 23), page 21, available online at: <https://books.google.com/books?id=UpvQmprmfEC>.

¹²⁵ The Iron Age, 20 January 1927 (Volume 119, No. 3), page 266, available online at: <https://books.google.com/books?id=a11LAQAAIAAJ>. Interestingly, the E.T. & W.N.C. owned a narrow gauge clamshell crane by 1942. Perhaps the E.T. & W.N.C. acquired this as the standard gauge locomotive crane from the American Cigar Box Lumber Company before their move to Astoria, Oregon, in 1933 and converted it to narrow gauge. The author has not found any information on the origins of the crane owned by the E.T. & W.N.C. See Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 205, and The Blue Ridge Stemwinder, by John R Waite and Chris H. Ford, 2003, page 330.

¹²⁶ Tobacco, 26 May 1927 (Volume LXXXIV, No. 5), page 2, available online at: <https://books.google.com/books?id=RP2Y9Kx-hkcC>, which included: “Cigars need wooden boxes – Cedar veneered boxes made of yellow poplar covered with genuine Spanish cedar veneer combine lightness – strength – finest

appearance – The ideal package – use cedar veneered boxes – Your box maker can supply them – American Cigar Box Lumber Co. Mills: Johnson City, Tenn. Main office: 130 Clinton St., Brooklyn, N.Y.”

¹²⁷ Tobacco, 1 September 1927 (Volume LXXXIV, No. 19), page 23, available online at: <https://books.google.com/books?id=RP2Y9Kx-hkcC>. The uncertain text is the result of that portion of the page being cut-off in the image online.

¹²⁸ Manufacturers Record, 1 September 1927 (Volume XCII, No. 9), page 110, available online at: <https://books.google.com/books?id=j7UaQAAMAAJ>.

¹²⁹ Available online at: https://www.johnsoncitypress.com/living/today-in-johnson-city-history-april-24/article_c1ca3e98-a47e-11eb-a867-b72ade1e4329.html.

¹³⁰ Available online at: https://www.johnsoncitypress.com/living/today-in-johnson-city-history-may-1/article_4f2edcd6-a9f1-11eb-9ac0-f7d60cde8a4b.html.

¹³¹ The Commercial and Financial Chronicle (Volume 128), 1929, page 3106.

¹³² The Traffic World, 24 October 1931 (Volume XLVIII, No. 17), page 875, available online at: <https://books.google.com/books?id=705DAQAAIAAJ>. See “No. 24353, American Cigar Box Lumber Company v. Norfolk & Western Railway Company et. Al.,” submitted January 28, 1932. Decided March 15, 1932, in Decisions of the Interstate Commerce Commission of the United States, February – March 1932, Interstate Commerce Commission Reports, Volume 182, 1932, pages 619 – 622, available online at: <https://books.google.com/books?id=OkjAQAIAAJ>.

¹³³ “Autobiography of William E. Uptegrove,” available online at: <https://uptegrove.tripod.com/webiopgs/webio1.htm>. Also available at “Uptegrove Family Collection, 1999 and undated,” Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/12446>.

¹³⁴ The First Annual Report of the Department of Workshop and Inspection, For the Nine Months Ending the Fiscal Year January 1st 1914, State of Tennessee, pages 70 – 71, available online at: <https://hdl.handle.net/2027/mdp.39015069384603>. The author did not find any predecessors to this report online.

¹³⁵ Second Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning January 1, 1914, and Ending December 1, 1914, State of Tennessee, page 94, available online at: <https://hdl.handle.net/2027/uc1.b3030562>.

¹³⁶ Third Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning December 1, 1914, and Ending December 1, 1915, State of Tennessee, pages 37 – 38, available online at: <https://hdl.handle.net/2027/uc1.b3030563>.

¹³⁷ Fourth Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning December 1, 1915, and Ending December 1, 1916, State of Tennessee, page 45, available online at: <https://hdl.handle.net/2027/uc1.b3030564>.

¹³⁸ Department of Workshop and Factory Inspection, Fifth Annual Report, December 1st, 1916 to December 31st, 1917, State of Tennessee, page 39, available online at: <https://hdl.handle.net/2027/uc1.b3030565>.

¹³⁹ Department of Workshop and Factory Inspection, Sixth Annual Report, January 1, 1918 to December 31, 1918, State of Tennessee, page 52, available online at: <https://hdl.handle.net/2027/uc1.b3030566>.

¹⁴⁰ Bureau of Workshop and Factory Inspection, Seventh Annual Report, January 1st, 1919 to December 31st, 1919, State of Tennessee, pages 27 and 30, available online at: <https://hdl.handle.net/2027/uc1.b3030567>.

¹⁴¹ Bureau of Workshop and Factory Inspection, Eighth Annual Report, January 1st, 1920 to December 31st, 1920, State of Tennessee, pages 38 – 39, available online at: <https://hdl.handle.net/2027/uc1.b3030568>.

¹⁴² Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1st, 1922 to December 31st, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.

¹⁴³ 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.

¹⁴⁴ 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.

¹⁴⁵ Labor Review of U.S. Bureau of Labor Statistics, June 1929 (Volume 28, No. 6), page 179, available online at: <https://books.google.com/books?id=bfHOSzVFgA8C>.

¹⁴⁶ Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.

¹⁴⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” January 1891, image 4, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891, which included: “J.M. Carr and Co. Watchman. No clock. No heating. Closed lights. Fuel: coal & waste. No fire app’s.” For map legend, see Appendix A. For map scale, please refer to the link above.

¹⁴⁸ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 4, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897, which included: “J.M. Carr and Co. Watchman. No clock. No heating. Fuel: coal & waste. No fire app’s. City water. 50’ 1” hose. (Not Running.)” For map legend, see Appendix A. For map scale, please refer to the link above.

¹⁴⁸ The Wood-Worker, December 1887 (Volume VI, no. 10), page 20, available online at: <https://books.google.com/books?id=zEdBAQAAMAAJ>.

¹⁴⁹ The Wood-Worker, June 1894 (Volume XIII, No. 4), page 36, available online at: <https://books.google.com/books?id=Tk9BAQAAMAAJ>.

¹⁵⁰ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 6, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903, which included: “The Harris M’f’g Vo. Manuf’g plow handles & dimension stock. Night watchman, Newman clock 9 stations, hourly rounds. Heat: steam; stove in off. Fuel: coal & refuse. City water. 300’ 2½” hose for city hyd’s. Water barrels & buckets distributed. Lights: electric.” For map legend, see Appendix A. For map scale, please refer to the link above.

¹⁵¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” December 1908, image 18, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, which included: “Harris Manufacturing Co. M’n;f;rs of plow handles – Night watchman. Newman clock. 9 stations. Hourly rounds. Heat: Steam. Fuel: coal & shavings. Lights: elec. (own dynamo.) City water. 300’ 2½” hose for city hydrants. Water barrels and buckets distributed.” For map legend, see Appendix A. For map scale, please refer to the link above.

¹⁵² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee”, February 1920, image 13, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920, which included: “Harris M’f’g. Co. Night watchman. Newman clock. 10 stations. Hourly rounds. Heat: steam. Lights: electric. I.E.P. 300’ 2½” hose on reel near hyds. V.P. in mill with 2” hose att’d ea. Fl. Steam jets in shavings vault & dry kilns. Casks & pails distrib’d. Permanent ladders to roofs. Bloir Ho. & shavings vault of cement block & steel. Fuel: coal & waste.” Note, The area bounded by Claiborne and Division streets (east to west) and Jobe and East Maple streets (north to south) contained only residences, and was thus excluded from this document. For map legend, see Appendix A. For map scale, please refer to the link above.

¹⁵³ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee”, February 1920, image 11, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920, which included: “Harris M’f’g. Co. Night watchman. Newman clock. 10 stations. Hourly rounds. Heat: steam. Lights: elec. 300’ 2½” hose on reel near hyds. V.P. in mill with 2” hose att’d ea. fl. Steam jets in shavings vault & dry kilns. Casks & pails dist’d. Permanent ladders to roofs. Boiler Ho. & shavings vault of cement block & steel. Fuel: waste.” Note, The area bounded by Claiborne and Division streets (east to west) and Jobe and East Maple streets (north to south) contained only residences, and was thus excluded from this document. For map legend, see Appendix A. For map scale, please refer to the link above.

¹⁵⁴ Johnson City: The Way We Were, by J.O. Lewis, 1909 (1989 reprint), page 33.

¹⁵⁵ “Harris Manufacturing Company, c. 1920,” James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/820>.

¹⁵⁶ “Tanbark, Acidwood & Pulpwood,” by John R. Waite,” in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., Spring/Summer 2004 (Volume 15, Number 1), page 13, which captioned the base photograph: “A string of narrow gauge gondolas loaded with pulp wood sits in the Johnson City dual gauge yards on November 19, 1942. Pulp wood is being loaded from one of the gondolas into Southern boxcar #156424. The dual gauge transfer trestle is in the background and the car shops and engine house can be seen in the distance. The top of the coach house is just beyond the transfer trestle and a coal conveyor is between the transfer trestle and the yard tracks. Photo by Robert W. Richardson.”

¹⁵⁷ “Gondola #123 and other cars with overhead view of dual gauge track near transfer trestle in 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/17654>.

¹⁵⁸ “Clinchfield Railway No. 150,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4434>. Engine #150, a Baldwin 4-6-2 Pacific, was built in June 1910, with an empty weight of 117½ tons. The Clinchfield employed Pacific type engines in passenger service north of Erwin, Tennessee. This engine was retired in June 1951 and scrapped.

¹⁵⁹ “East Tennessee and Western North Carolina Railway Standard Gauge No. 208 Switching,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4602>. Another good photograph, with a similar view is included in “The End of Number 205,” by Johnny Graybeal, in Every Time with No Complaint, October 2008 (Volume 1, No. 1), page 15, which included a photograph captioned: “Number 208 steams past Harris Lumber Company on August 8th [1967]. Harris dominated the south side of ET&WNC right of way for many years. The siding on the foreground is the old Tannery spur, which later ran to Paty Lumber Company... Dale Roberts photo.” This photograph includes a good view of the west side of the “Main Mill” in the Harris complex.

¹⁶⁰ “[E.T. & W.N.C.] Boxcar #134, [should read “#434”] [C.C. & O.] Hopper [#44735?],” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17569>. 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”

¹⁶¹ “ET&WNC R.O.W. Harris Lumber Company in 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/16647>. Also at “Southern Lumber Company, Summer Street and Southern Railway,” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/93>. Note, the identification of the plant in this photograph as the “Southern Lumber Company” appears to be an error.

¹⁶² “Gondola #374,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17658>.

¹⁶³ “An Enduring Treasure: The Story of ET&WNC/TRR Locomotive No. 12, Part 1: 1917 – 1938,” by Johnny Graybeal, in Every Time with No Complaint, Fall/Winter 2023 (Volume 14, No. 1 & 2), page 39.

¹⁶⁴ “Engine #208 Standard Gauge near Harris Lumber Company, 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/17423>. Also in “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 6: Andy Kern,” available online at: http://www.stateoffranklin.net/johnsons/crumley/images/tour6/southern_pickup1.jpg, which included: “The first thing the crew did every morning was back out to the mainline and head to the Southern to get what had been set out the night before. Above is what it looked like. In the photo below the ET heads west for the morning pickup. The coal for the Bemberg – Glanzstoff plants in Elizabethton usually came in from the Clinchfield, but a lot of the other Elizabethton freight came in from the Southern. This was set out from the Southern mainline up by the old ET&WNC Depot, now Free Service Tire Store in Johnson City.”

¹⁶⁵ “Lumberyard (photo torn),” Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/78>. *The Blue Ridge Stemwinder*, by John R. Waite and Chris H. Ford, 2003, page 157, captioned this photograph: “Dual gauge tracks, surrounded by stacks of lumber, lead into Harris Lumber Company on the south side of the ET&WNC yard. Harris started out manufacturing bed slats but became a large producer of hardwood flooring...”

¹⁶⁶ “Johnson City (Aerial View),” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11806>.

¹⁶⁷ “Historic Flooring, Which Purchased Harris Tarkett Plant, Liquidating Entire Inventory,” available online at: <https://www.woodfloorbusiness.com/news/article/15634689/historic-flooring-which-purchased-harris-tarkett-plant-liquidating-entire-inventory>. This article includes photographs of old equipment and products that may be of interest to modelers.

¹⁶⁸ “Harris Manufacturing Company,” Archives of Appalachia, East Tennessee State University, available online at: https://archives.etsu.edu/agents/corporate_entities/96.

¹⁶⁹ *The Johnson City Comet*, 3 November 1898, included: “New Enterprise. W.P. Harris has purchased the old Creamery building with the engine, boiler and shafting and will equip it at once with necessary machinery for making picker sticks. He will make other hardwood specialties and will be constantly adding new machinery for that purpose. He has just returned from New York where he purchased the necessary machinery to begin business.” *Johnson City Comet*, 4 May 1899, included: “W.P. Harris has just filled an order for hickory squares for a foreign country.” This factory had been placed in the old creamery on the northeast corner of Buffalo and Ash streets.

¹⁷⁰ *American Lumberman*, 4 August 1900 (Whole Number 1315), page 87, available online at: <https://books.google.com/books?id=Iuc3LPJTXPIC>.

¹⁷¹ *Manufacturers Record*, 20 July 1905 (Volume XLVIII, No. 1), page 23, available online at: <https://books.google.com/books?id=IWE9AQAAMAAJ>.

¹⁷² *Manufacturers Record*, 18 September 1913 (Volume LXIV, No. 11), page 60, available online at: <https://books.google.com/books?id=rE72zhMxGPQC>.

¹⁷³ *Hardwood Record*, 25 October 1913 (Volume XXXVII, No. 1), page 48, available online at: <https://books.google.com/books?id=EwU3AQAAMAAJ>.

¹⁷⁴ See *Johnson City Comet*, 29 April 1915, “Chronicling America: Historic American Newspapers,” Library of Congress, available online at: <https://chroniclingamerica.loc.gov/lccn/sn89058128/1915-04-29/ed-1/seq-3/>, for the complete obituary.

¹⁷⁵ *Engineering News*, 13 May 1915 (Volume 73, No. 19), page 959, available online at: <https://books.google.com/books?id=IOcRAQAAMAAJ>.

¹⁷⁶ The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 4a: Chick Ferrell” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour4a/harrisad.jpg>.

¹⁷⁷ “Harris Manufacturing Company,” Archives of Appalachia, East Tennessee State University, available online at: https://archives.etsu.edu/agents/corporate_entities/96.

¹⁷⁸ “Historic Flooring in Johnson City closing after 16 years,” by WCYB, 19 September 2023, available online at: <https://wcyb.com/news/local/historic-flooring-in-johnson-city-closing-after-16-years>. See also “Historic Flooring Brings New Life to Old Wood, Honoring Over 120 Years of Tradition, Former Harris-Tarkett Historic Manufacturing Plant Still Going Strong,” 6 September 2018, available online at:

<https://www.newswire.com/news/historic-flooring-brings-new-life-to-old-wood-honoring-over-120-years-20629102>; “Q.E.P. Buys Hardwood Flooring Firm ArborCraft,” 26 January 2010, available online at: <https://www.floordaily.net/flooring-news/qep-buys-hardwood-flooring-firm-arborcraft>; and “Tarkett Wood operation sold,” 19 November 2007, available online at: <https://www.floorcoveringweekly.com/main/topnews/tarkett-wood-operation-sold-13975>.

¹⁷⁹ The First Annual Report of the Department of Workshop and Inspection, For the Nine Months Ending the Fiscal Year January 1st 1914. State of Tennessee, pages 70 – 71, available online at: <https://hdl.handle.net/2027/mdp.39015069384603>. The author did not find any predecessors to this report online.

¹⁸⁰ Second Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning January 1, 1914, and Ending December 1, 1914, State of Tennessee, page 94, available online at: <https://hdl.handle.net/2027/uc1.b3030562>.

¹⁸¹ Third Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning December 1, 1914, and Ending December 1, 1915, State of Tennessee, pages 37 – 38, available online at: <https://hdl.handle.net/2027/uc1.b3030563>.

¹⁸² Fourth Annual Report of the Department of Workshop and Factory Inspection, For the Fiscal Year Beginning December 1, 1915, and Ending December 1, 1916, State of Tennessee, page 45, available online at: <https://hdl.handle.net/2027/uc1.b3030564>.

¹⁸³ Department of Workshop and Factory Inspection, Fifth Annual Report, December 1st, 1916 to December 31st, 1917, State of Tennessee, page 39, available online at: <https://hdl.handle.net/2027/uc1.b3030565>.

¹⁸⁴ Department of Workshop and Factory Inspection, Sixth Annual Report, January 1, 1918 to December 31, 1918, State of Tennessee, page 52, available online at: <https://hdl.handle.net/2027/uc1.b3030566>.

¹⁸⁵ Bureau of Workshop and Factory Inspection, Seventh Annual Report, January 1st, 1919 to December 31st, 1919, State of Tennessee, pages 27 and 30, available online at: <https://hdl.handle.net/2027/uc1.b3030567>.

¹⁸⁶ Bureau of Workshop and Factory Inspection, Eighth Annual Report, January 1st, 1920 to December 31st, 1920, State of Tennessee, pages 38 – 39, available online at: <https://hdl.handle.net/2027/uc1.b3030568>.

¹⁸⁷ Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1st, 1922 to December 31st, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.

¹⁸⁸ 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.

¹⁸⁹ Fourth Annual Report, Department of Labor, State of Tennessee, 25 February 1927, page 73, available online at: <https://hdl.handle.net/2027/uc1.b2991541>.

¹⁹⁰ Eighth Annual Report, Department of Labor, State of Tennessee, 1930, pages 194 – 195, available online at: <https://hdl.handle.net/2027/uc1.b2991544>.

¹⁹¹ “ET&WNC Tracks in the Shop Area, Johnson City, Tennessee, Circa 1920,” by Chris Ford, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., Jan. – Feb. – Mar. 1993 (Volume 5, Number 3), page 16.

¹⁹² “Engine #10 at Johnson City, TN,” in photograph marked “1930.” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17109>.

¹⁹³ “Linville River Railway Gondola #204,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17663>.

¹⁹⁴ Image from: “Tank Car,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17806>. Quote from: Along the ET&WNC, Volume V: Freight Cars Part B, by Johnny Graybeal, 2004, page 68, which continued: “Every five years, tank cars had to be inspected, with the information stenciled on the side of the car. By 1943, No. 604 was one of only two gasoline tank cars still on the roster. Jim Dowdy collection, via Mike Dowdy.”

¹⁹⁵ American Lumberman, 20 October 1923 (Whole number 2527), page 80. Available online at: <https://books.google.com/books?id=SEAcQAAMAAJ>.

¹⁹⁶ Packages, August 1924 (XXVII, No. 8), page 37, available online at: <https://books.google.com/books?id=CxkdAQAMAAJ>.

¹⁹⁷ Manufacturers Record, 22 October 1925 (Volume LXXXVIII, No. 17), page 84, available online at: <https://books.google.com/books?id=yUnBUJbvSY4C>.

¹⁹⁸ American Lumberman, 1929, page 72.

¹⁹⁹ Fibre & Fabric: A Record of American Textile Industries in the Cotton and Woolen Trade, 1929 (Volume 82), page 20.

²⁰⁰ Moody’s Manual of Investments, 1939, page 1646.

²⁰¹ Cotton, October 1927 (Volume 91, No. 12), page 8, available online at: https://books.google.com/books?id=RoCxVmdP_7UC.

²⁰² Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.

²⁰³ Eighth Annual Report, Department of Labor, State of Tennessee, 1930, pages 194 – 195, available online at: <https://hdl.handle.net/2027/uc1.b2991544>.

²⁰⁴ Annual Report of the Department of Labor for the Year 1933, State of Tennessee, page 128, available online at: <https://hdl.handle.net/2027/uc1.b2991545>. The author did not find copies of the 1931 and 1932 editions of this report online.

²⁰⁵ Annual Report of the Department of Labor for the Year 1935, State of Tennessee, pages 130 – 131, available online at: <https://hdl.handle.net/2027/mdp.35112104245289>. The author did not find a copy of the 1934 edition of this report online, nor of any subsequent reports..

²⁰⁶ “C.C. & O. R.R., Map of Buildings, Tracks & Property South of Buffalo Street, Johnson City, Tennessee,” Office of Engineer M. of W., original scale 1” = 50’, 29 August 1919, available online at: http://www.stateoffranklin.net/johnsons/maps/clinch_map.pdf.

²⁰⁷ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 35, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920, which included: “Sanford & Treadway Lumber Yard. Average stock 500,000 ft. B.M. 500’ 2½” hose in yard.” The map showing the shops of the E.T. & W.N.C. is part of image 6. Note, previous Sanborn Insurance Company maps did not provide detailed coverage of the location of the Sanford & Treadway Lumber Yard in Johnson City, Tennessee. For map legend, see Appendix A. For map scale, please refer to the link above.

²⁰⁸ “Lumberyard, southeast Johnson City (maybe Sells Manufacturing),” from the Burr Harrison Collection, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/249>. The quoted caption is

from The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway,” by John R. Waite and Chris H. Ford, 2003, page 152.

²⁰⁹ “A Revised Draft Documentary History of the Sanford and Treadway at Newland and Linville, North Carolina (1916 – 1924), and the D.&H. McRae Lumber Company at Linville, North Carolina (1924 – 1944?),” by William C. Schneck, Jr., 24 July 2023, available online at: <http://www.etwncrrhs.org/histories.html>.

²¹⁰ Carolina, Clinchfield and Ohio Railway, For the Fiscal Year Ended June 30, 1916, Sixth Annual Report, page 32, available online at: <https://books.google.com/books?id=vMk7AQAAMAAJ>.

²¹¹ The Lumberman’s Review, September 1917 (Volume XXVI, No. 301), page 4, available online at: <https://books.google.com/books?id=VH4qAQAAMAAJ>.

²¹² The Lumberman’s Review, December 1917 (Volume XXVI, No. 304), page 4, available online at: <https://books.google.com/books?id=VH4qAQAAMAAJ>, note: this advertisement ran until at least April 1920.

²¹³ The Lumberman’s Review, May 1920 (Volume XXVIII, Whole Number 333), page 3, available online at: <https://hdl.handle.net/2027/umn.31951d00408611u>. This advertisement ran until at least December 1921.

²¹⁴ The Lumber Manufacturer and Dealer, 1931 (Volume 82). Also in National Lumberman, 1931.

²¹⁵ Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 20, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend, see Appendix A. For map scale, please refer to the link above.

²¹⁶ Manufacturers Record, 18 September 1913 (Volume LXIV, No. 11), page 60, available online at: <https://books.google.com/books?id=rE72zhMxGPOC>.

²¹⁷ “C.C. & O. R.R., Map of Buildings, Tracks & Property South of Buffalo Street, Johnson City, Tennessee,” Office of Engineer M. of W., original scale 1” = 50’, 29 August 1919, available online at: http://www.stateoffranklin.net/johnsons/maps/clinch_map.pdf. “ET&WNC Tracks in the Shop Area, Johnson City, Tennessee, Circa 1920,” by Chris Ford, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., Jan. – Feb. – Mar. 1993 (Volume 5, Number 3), page 16.

²¹⁸ Brooms, Brushes and Handles, April 1923 (Volume XXV, No. 6), page 50, available online at: <https://books.google.com/books?id=MXZzuP3FUEUC>.

²¹⁹ Iron Trade Review, 17 April 1924 (Volume LXXIV, No. 16), page 1069, available online at: <https://books.google.com/books?id=LT4fAQAAMAAJ>.

²²⁰ Brass World, January 1925 (Volume XXI, No. 1), page 30, available online at: <https://books.google.com/books?id=BbDmAAAAMAAJ>.

²²¹ Annual Report of the Commissioner of Patents for the Year Ending December 31, 1925, page 277, available online at: <https://books.google.com/books?id=lcDspUuiNooC>.

²²² Index of Patents Issued from the United States Patent Office, 1926, page 268, available online at: <https://books.google.com/books?id=ISB5K59uSbEC>.

²²³ Tobacco, 6 May 1926 (Volume LXXXII, No. 2), page 28, available online at: <https://books.google.com/books?id=UpvQmprmfEFC>.

²²⁴ Manufacturers Record, 8 March 1928 (Volume XCIII, No. 10), page 92, available online at: <https://books.google.com/books?id=hAvlRG8odDsC>.

²²⁵ The Iron Age, 15 March 1928 (Volume 121, No. 11), page 789, available online at:

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

²²⁶ Fire Engineering, 21 March 1928 (Volume LXXXI, Number 6), page 241, available online at: <https://books.google.com/books?id=WGsiAQAAAMAAJ>.

²²⁷ The Grand Rapids Furniture Record, 1930 (Volume 60), page 96.

²²⁸ Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.

²²⁹ Eighth Annual Report, Department of Labor, State of Tennessee, 1930, pages 194 – 195, available online at: <https://hdl.handle.net/2027/uc1.b2991544>.

²³⁰ Annual Report of the Department of Labor for the Year 1933, State of Tennessee, page 128, available online at: <https://hdl.handle.net/2027/uc1.b2991545>. The author did not find copies of the 1931 and 1932 editions of this report online.

²³¹ “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 12, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see Appendix A. For map scale, please refer to the link above.

²³² “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” July 1913, image 22, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For 1903, see “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” April 1903, image 12, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend, see Appendix A. For map scale, please refer to the link above. See also The Railroads of Johnson City, by Johnny Graybeal, 2007, page 186, which has two interesting maps of this area. One shows the terrain contours around the roundhouse and turntable in 1891. The other indicates that the turntable had been removed by early 1908 and replaced with a wye that was located south of the E.T. & W.N.C. and Clinchfield mainlines, directly across from the E.T. & W.N.C. shops on Legion Street.

²³³ The Railroads of Johnson City, by Johnny Graybeal, 2007, page 186.

²³⁴ Railroads of Johnson City, by Johnny Graybeal, 2007, page 185.

²³⁵ The Railway Age, 22 September 1905 (Volume XL, No. 12), page 379, available online at: <https://books.google.com/books?id=09ZLAAAAYAAJ>.

²³⁶ Railroads of Johnson City, by Johnny Graybeal, 2007, pages 125 and 187.

²³⁷ “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. For map legend, see Appendix A. For map scale, please refer to the link above.

²³⁸ “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. For map legend, see Appendix A. For map scale, please refer to the link above.

²³⁹ “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. For map legend, see Appendix A. For map scale, please refer to the link above.

²⁴⁰ “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. For map legend, see Appendix A. For map scale, please refer to the link above.

²⁴¹ “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. For map legend, see Appendix A. For map scale, please refer to the link above.

²⁴² “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. For map legend, see Appendix A. For map scale, please refer to the link above.

²⁴³ History of Tennessee: From the Earliest Time to the Present; Together with an historical and a Biographical Sketch of from Twenty-Five to Thirty Counties of East Tennessee. Besides a Valuable Fund of Notes, Original Observations Reminiscences, etc., etc., 1887, pages 1269 – 1270, available online at: <https://books.google.com/books?id=tCEH94v1HToC>.

²⁴⁴ “Sawmill,” by James L. Grant, application filed 17 August 1900, granted US Patent No. 678,658 on 16 July 1901, available online at: <https://patents.google.com/patent/US678658A/>.