

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. (As of 1 July 2024)

1. Introduction

This is a draft documentary history of the industries along north side of the E.T. & W.N.C. and Clinchfield mainlines between Division 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 generally integrated with the text and are presented second.

Regrettably, I have failed to find much information on some of these industries. Perhaps more can be accomplished on this portion of the subject. I invite other members of the Historical Society to add any missing material to this document and discuss/correct any deficient interpretations of the information at hand (particularly the dating and interpretation of the photographs). For those who wish to research the documents and photographs further, I have provided links, when available, to expedite such attempts. In general, I have left the original spelling (sometimes autocorrect strikes, so I am unsure that all of it is original). I wish to thank 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.<sup>1</sup>

2. Businesses Along the North Side of the E.T. & W.N.C. and Clinchfield Mainlines,  
1893 – Present

2.1. Businesses Along the North Side of the E.T. & W.N.C. and Clinchfield Mainlines,  
Between Division and Orleans Streets, 1893 – Present

C.L. Bolton Coal & Wood Yard, at this location 1915 to at least 1920

E.T. & W.N.C. Coal Transfer Trestle, 1930s and 1940s

Trucking Facilities on Legion Street, 1948? – Present

E.T. & W.N.C. Transportation Company Facilities, at this location 1948? – 1977

Red Ball Motor Freight Incorporated, at this location 1977 – 1983

WCP Transportation LLC, at this location 2024

Wilson & Boring Stave Factory, 1893 – 1897

J.A. Wilson Stave Factory, 1897 – 1902

Leased to J.L. Grant, 1902 to at least 1903

E.T. & W.N.C. Facilities on Legion Street, 1907 – Present

E.T. & W.N.C. Car Barn, 1907 to at least 1942

E.T. & W.N.C. Wye (1907? – 1946?) and Yard Office (1922 – Present)

E.T. & W.N.C. Railroad “Car Paint Shop”/“Car Repair Shop” (1907 – 1950s?), “Truck Repair Shop” (1937 – 1950s?), and the Oil and Sand House (1914 – 1990/1991?)

E.T. & W.N.C. Engine House and Machine Shop, 1907 – Present

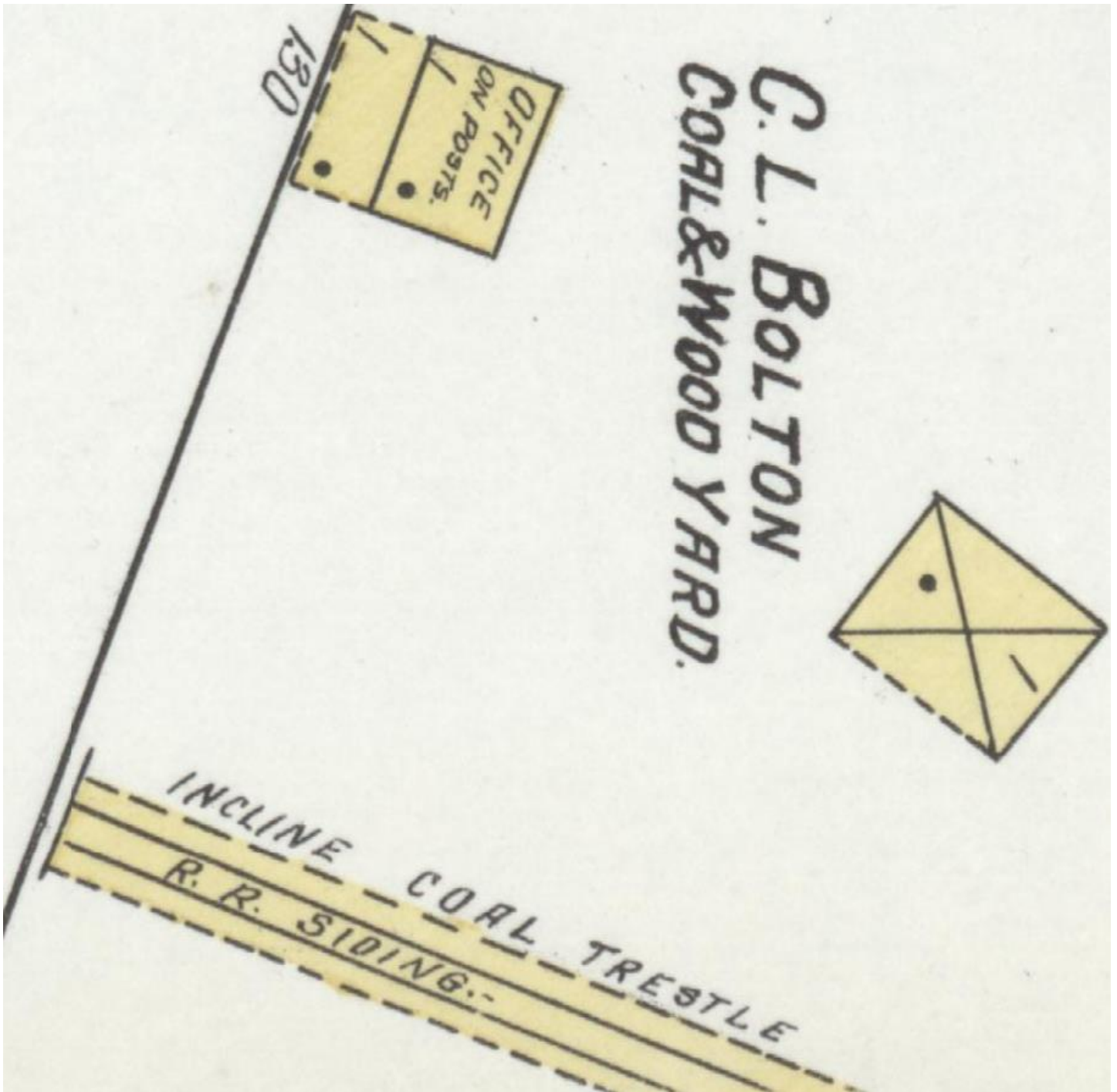
Lide, Russell and Dickenson Heading Factory, 1895 – 1896

Exum & Boring Heading Factory, 1896 to at least 1901

Exum Furniture Manufacturing Company, by 1903 to at least 1933

Sells Lumber and Manufacturing Company, at this location 1905 – 1959

2.1.1. C.L. Bolton Coal & Wood Yard, at this location 1915 to at least 1920



Map 2. A detail of the “C.L. Bolton Coal & Wood Yard”, on the northeast corner of Division and Jobe streets, in February 1920. Note the “Incline Coal Trestle” at the bottom of the image. A Clinchfield map from 29 August 1919 labeled this structure “Bolton Coal Co. Trestle”. Historian Chris Ford noted in reference to the Bolton Coal Company trestle that it “is not the one pictured in photos from the 30s and 40s. The later trestle was in the same vicinity but was farther east and the track arrangement was slightly different.”<sup>2</sup>

# **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 1. Johnson City Comet, 18 February 1915.  
This advertisement ran until at least 20 May 1915.

# COAL!

This is the time of the year that wise people buy their winter coal and save money. We are prepared to give you any kind of coal you want at the lowest possible price.

We carry in stock the following:

BLACK MT. LUMP,  
CLINCHFIELD LUMP,  
ITALIAN BLUE GEM,  
VIRGINIA BLUE GEM,  
and DARBY BLOCK.

Place your order now and save money.

## C. L. Bolton, Inc.

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

Figure 2. Johnson City Comet, 3 June 1915.  
This advertisement ran until at least 9 September 1915.

### 2.1.2. E.T. & W.N.C. Coal Transfer Trestle, 1930s and 1940s



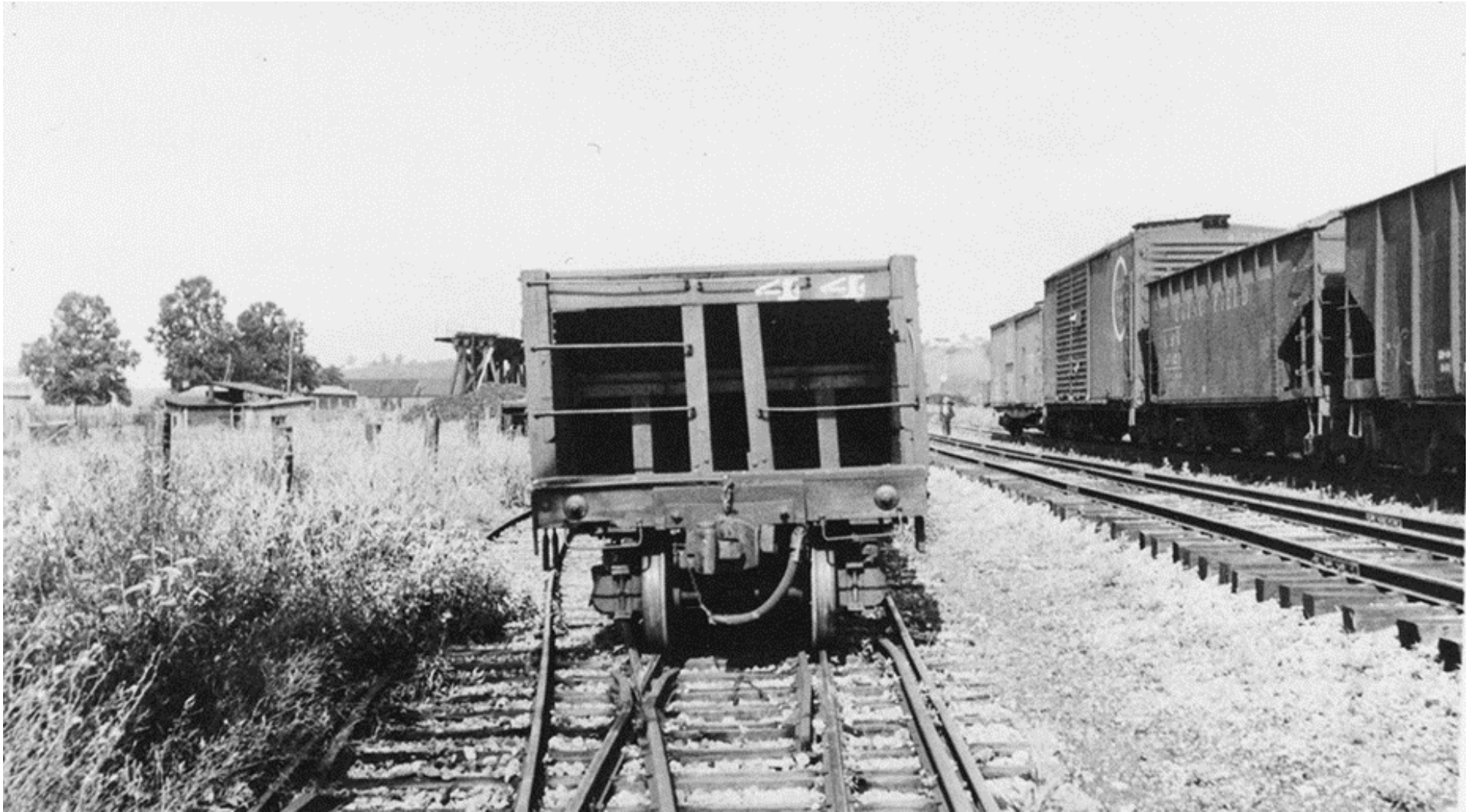


Figure 3. "Hopper #44 sits on a dual gauge siding in the Johnson City yard in the 1940s. A train of standard gauge cars is on the track just beyond the mainline. Photo from the Jack Alexander – Vince Ryan Collection." This photograph looks east toward the west end of the coal transfer trestle, to the left of Hopper #44.<sup>3</sup> See Map 1.



Figure 3A. A detail of the west end of the coal transfer trestle.



Figure 4. "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."<sup>4</sup> On the right of the photograph is the Harris Manufacturing Company plant. Also note the building in the left background of this image, see Figure 23.



Figure 4A. A detail of the Coal Transfer Trestle, which shows some detail of the structure.



Figure 5. "Boxcar #400," with Gondola #7 behind it on the coal transfer trestle.<sup>5</sup>



Figure 6. “Engine #11 Loading Coal”. Based on the paint scheme on #11, this photograph probably dates to roughly 1938 to 1941.<sup>6</sup>



Figure 6A. A detail of the coal transfer chute.

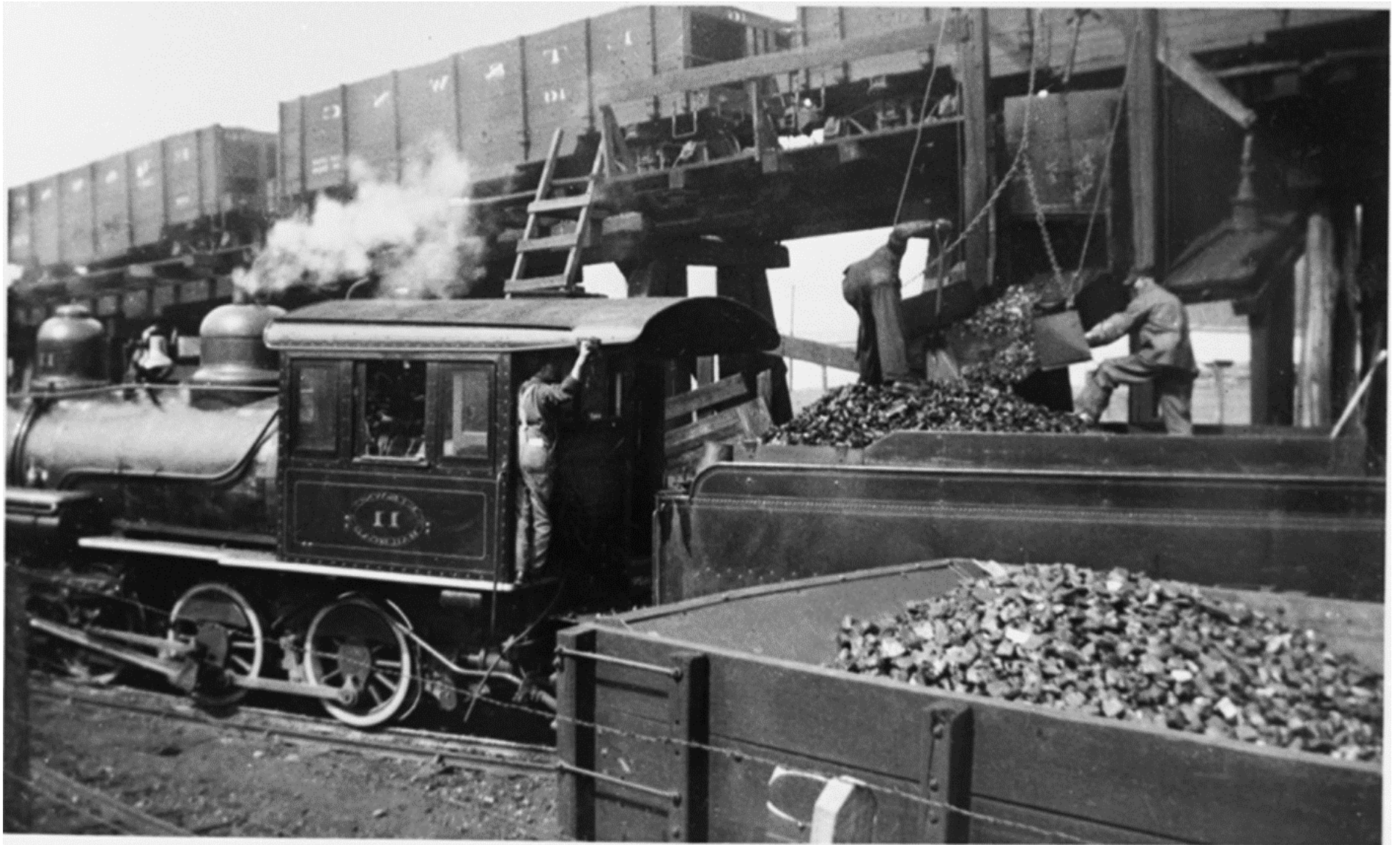


Figure 7. Workers load coal into the tender of Engine #11 at the E.T. & W.N.C. coal transfer trestle. Based on the paint scheme on #11, this photograph probably dates to roughly 1938 to 1941.<sup>7</sup>



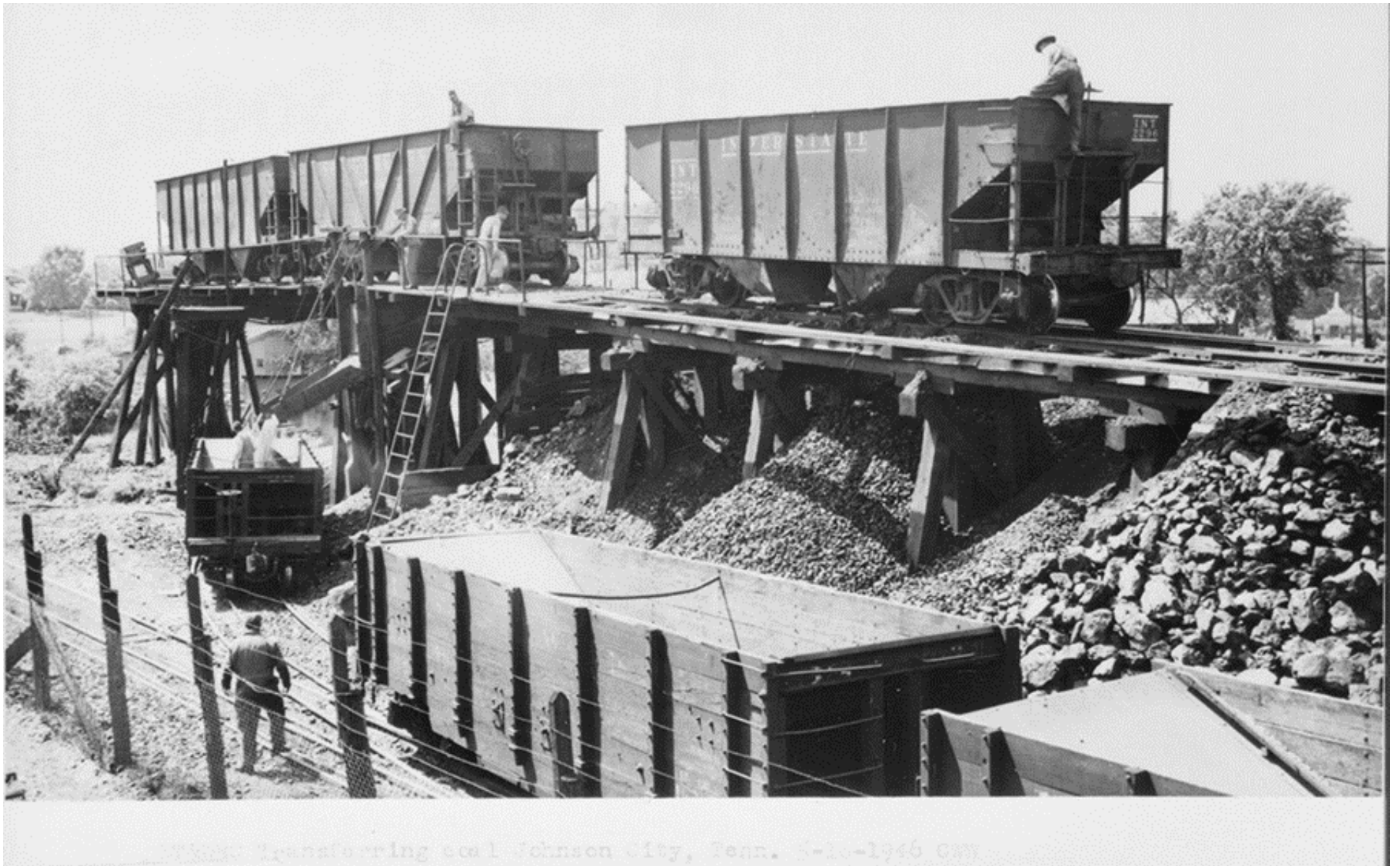


Figure 8. Standard gauge “Hoppers at transfer trestle at Johnson City”, dated 16 May 1946. The hopper to the right is marked “Interstate” and appears to be either number 2290 or 2296.<sup>8</sup>



Figure 8A. A detail. Note that the narrow gauge hopper appears to be #22.



Figure 8B. Another detail.



Figure 9. 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. transfer trestle on the left.<sup>9</sup> Note the presence of dual-gauge trackage, which was converted to standard gauge in 1946, and the truck repair shop, which was completed in 1937. Consequently, this photograph appears to date to between 1937 and 1946. Also note the absence of the E.T. & W.N.C. Transportation Company maintenance facility behind the trestle.



Figure 9A. A detail of the coal transfer trestle. Apparently, the building in the middle background is the Car Barn of the E.T. & W.N.C.



Figure 10. E.T. & W.N.C. hoppers #12 and #2 (from left to right), with a standard hopper, on the coal trestle.<sup>10</sup>

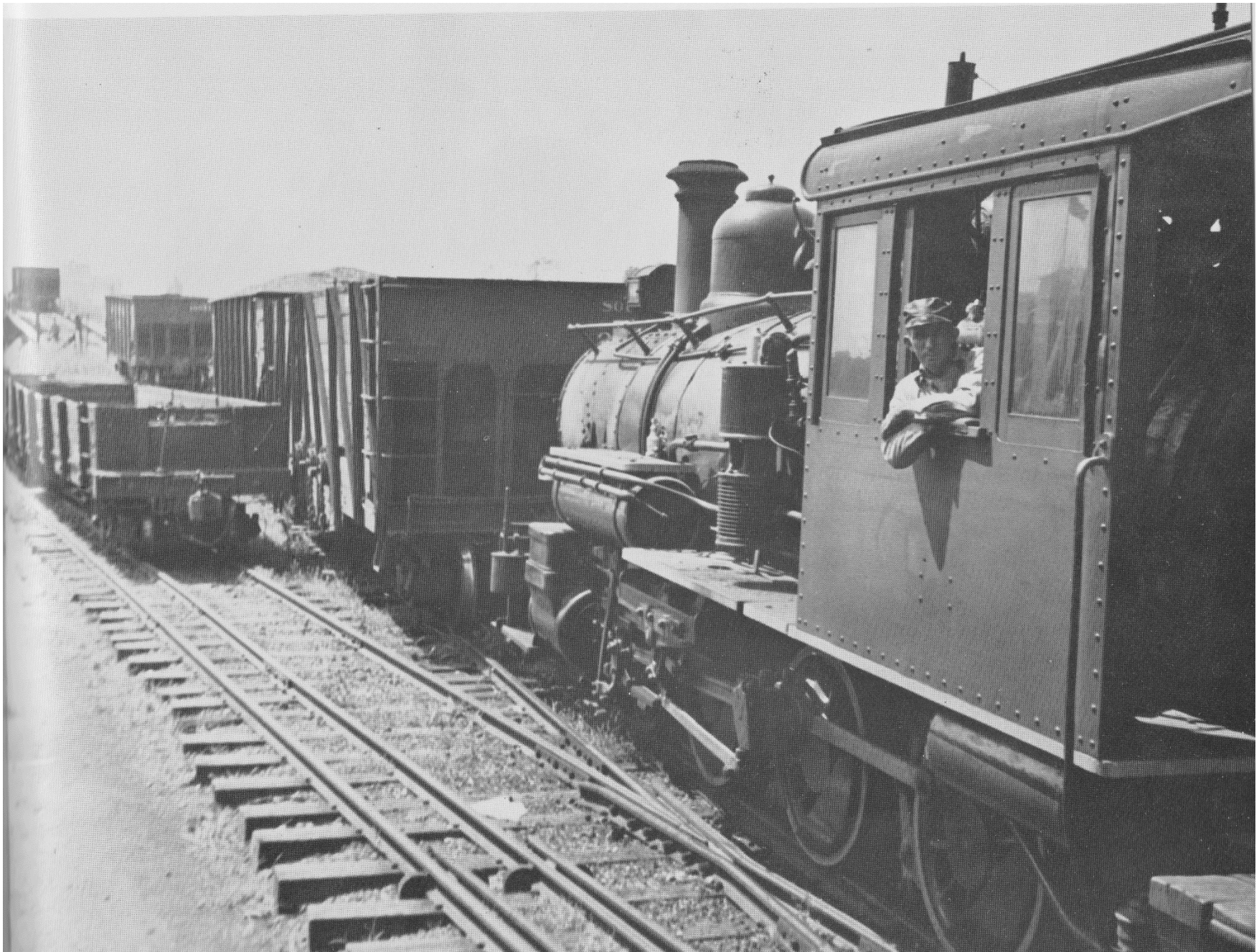


Figure 11. Engine #11 at the coal transfer trestle. Photograph by Robert B. Adams.<sup>11</sup>



Figure 12. "Narrow gauge hopper on trestle. Taken at Johnson City, Tenn... July 1940." This photograph looks west toward downtown Johnson City.<sup>12</sup>



### 2.1.3. Trucking Facilities on Legion Street, 1948? – Present

E.T. & W.N.C. Transportation Company Facilities, at this location 1948? – 1977

Red Ball Motor Freight Incorporated, at this location 1977 – 1983

WCP Transportation LLC, at this location 2024

### 2.1.3. Trucking Facilities on Legion Street, 1948? – Present

E.T. & W.N.C. Transportation Company Facilities, at this location 1948? – 1977

Red Ball Motor Freight Incorporated, at this location 1977 – 1983

WCP Transportation LLC, at this location 2024



Figure 13. A Logo of the E.T. & W.N.C. Transportation Company.<sup>13</sup>

“The East Tennessee & Western North Carolina Motor Transportation Company was merged into Cranberry Corporation on March 19, 1942, and the combined company was renamed the East Tennessee & Western North Carolina Transportation Company. The original Motor Co. was dissolved on March 31, 1942, ending 16 years of operations.”<sup>14</sup>

“Rising fuel prices caused by the Arab oil embargo and increased competition as a result of government deregulation cut into company profits in the 1970s. When Red Ball Motor Freight offered \$189.83 per share for ET&WNC Transportation Company stock in October 1977, the major shareholders were in the mood to sell. The company directors recommended that the owners of the company’s 46,500 shares sell to Red Ball. The merger was shortlived. Within six years Red Ball was bankrupt and the trucking company disappeared, the victim of deregulation...”<sup>15</sup>

Links to additional photographs of the E.T. & W.N.C. Transportation Company are provided in Appendix B.

According to google maps, it appears that the former facilities of the E.T. & W.N.C. Transportation Company are now controlled by the WCP Transportation LLC, 128 Legion Street.

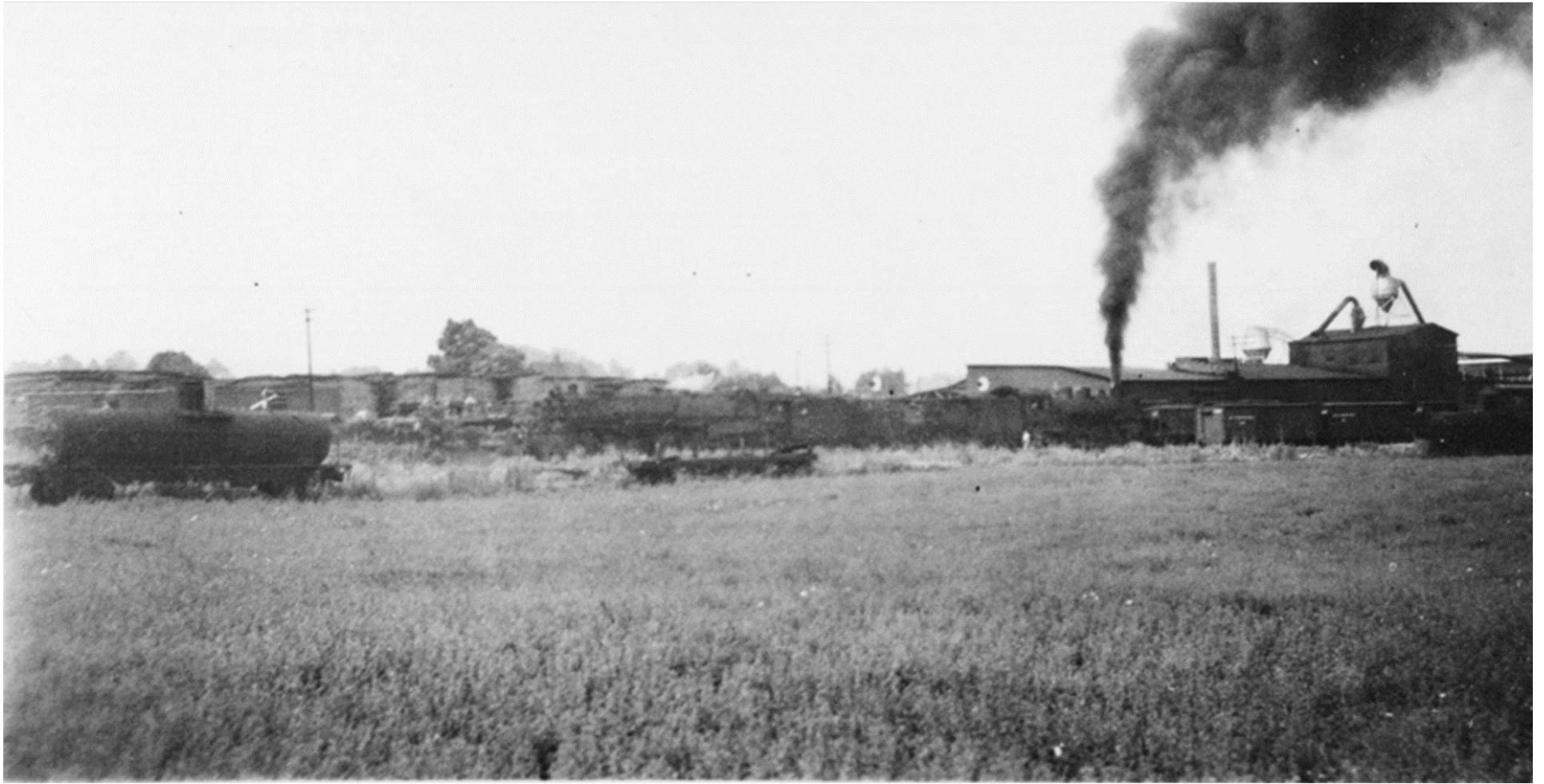


Figure 14. “ET&WNC Yard, Harris Lumber Company in Johnson City...” The E.T. & W.N.C. Transportation Company will build a maintenance facility, office and parking lot in this open field after 1950. Note the tank car on the left, with what appears to be a Clinchfield mallet locomotive to its right, as well as a switch engine near the “main mill” building of the Harris Manufacturing Company.<sup>16</sup>



Figure 15. “Engine #208 Standard Gauge near Harris Lumber Company, Johnson City,” in 1966. “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.” Note the ET&WNC vehicle on the left, as well as the trailers on the right, in the parking lot of the E.T. & W.N.C. Transportation Company.<sup>17</sup>



Figure 16. 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.<sup>18</sup>



Figure 17. E.T. & W.N.C. Transportation Company “Maintenance Building,” which was located on the north side of the E.T. & W.N.C. and Clinchfield mainlines, across the tracks from the Harris Manufacturing Company. The automobiles in this photograph appear to date to the 1950s.<sup>19</sup> According to google maps, this building, at 410 East Franklin Street, appears to still exist.



Figure 27A. A detail of the E.T. & W.N.C. Transportation Company maintenance facility.



Figure 18. “Engine #207,” near the E.T. & W.N.C. Transportation Company maintenance facility. The structure on the right appears to be part of the transfer portion of the E.T. & W.N.C. “office and transfer building,” which is also visible in figures 22 and 25. <sup>20</sup>





Figure 19. “Trucks #744, 748 [should probably read “743”] and Others,” dated “1948 – 50”.<sup>21</sup> Note that the structure in the background appears to be a baseball field, which now may be the property that goggle maps identifies as “TVA Credit Union Stadium – Cardinal Park.”



Figure 20. “Trucks #744, 748 [should probably read “743”] with Employees,” photographed “1948 – 50”. The E.T. & W.N.C. Transportation Company maintenance facility would later be built on this open field. Note that this photograph appears to have been taken at about the same time as that in Figure 19, in particular note that tractors #744 and #743 appear to be in the same position. Also note the Harris Manufacturing Company in the background.<sup>22</sup>



Figure 21. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks”. Note the east-facing two-story brick “office and transfer building” at 130 Legion Street, which was across the parking lot from the former E.T. & W.N.C. Yard Office, see figures 22 and 24. Also note the Clinchfield hopper car and the stacks of lumber in the left background.<sup>23</sup>



Figure 22. “Trucking Company, Volkswagon belongs to Jim Hobbs”, see Figure 25.<sup>24</sup> The right side of the “office and transfer” building faces east and the left side faces south toward the E.T. & W.N.C. and Clinchfield mainlines. The automobiles in this photograph appear to date to the 1950s or early 1960s. According to google maps, this building, at 130 Legion Street, appears to still exist, although it appears to have been severely damaged in a fire at some point. Note the building at 122 Legion Street on the right of this image, see Figure 23.



Figure 23. Chris Ford wrote: “June 1999... Here’s a nice structure that would look good on your ET layout. This is in Johnson City right next to the ET&WNC yard. The old ET&WNC trucking terminal is behind and to the left of this building. The old CC&O furnace spur runs right in front of it. That’s Legion Street in front also. I don’t know who this thing belonged to or what they did here, but it looks like it could have been some kind of storage/transfer building. I saw no signs. Maybe someone from Johnson City could clue me in on this one.” This building is at 122 Legion Street. See figures 4, 23, 29 and 34.<sup>25</sup>



Figure 24. “Men posing, East Tennessee and Western North Carolina Transportation Company (ET&WNC)”. Note the former Yard Office of the E.T. & W.N.C. Railroad and the stacks of lumber in the left background, as well as the “office and transfer” building on the right, see figures 21, 22 and 25.<sup>26</sup> The automobiles in this photograph appear to date to the 1950s.



Figure 25. Chris Ford wrote: “June 1997... The old ET&WNC Trucking Company office and transfer building is next door to the old yard office. The original wye and passenger car shop were on this piece of property.”<sup>27</sup> Also note the building in the left background, which appears to have been part of the Harris Manufacturing Company.

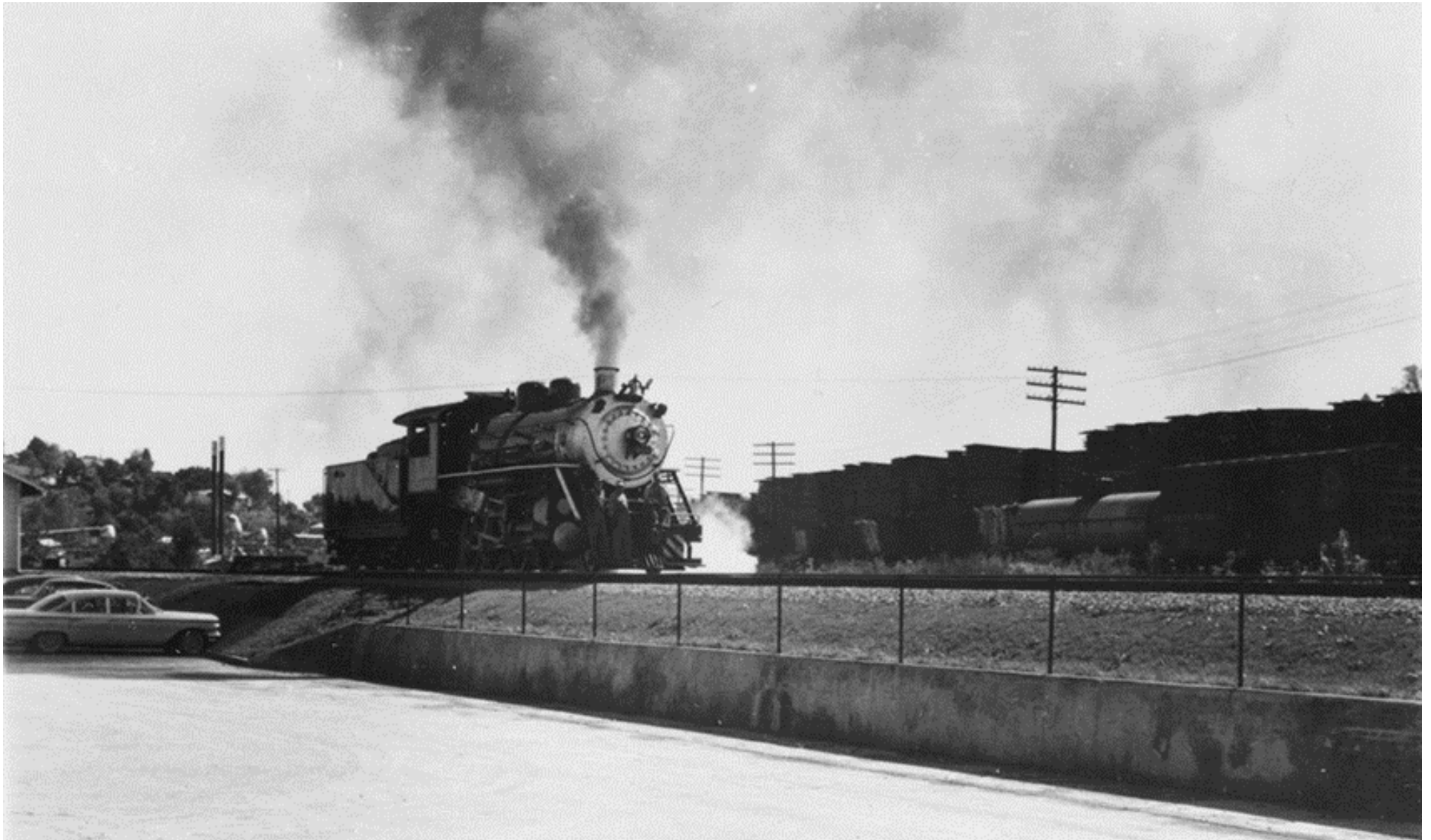


Figure 26. “Engine #208 Standard Gauge near Harris Lumber Company, Johnson City,” in 1966. The former Yard Office of the E.T. & W.N.C. is partially visible on the left side of the image and the two smokestacks in the left background were part of the Sells Lumber and Manufacturing Company plant prior to 1959. The parking lot in the foreground belongs to the E.T. & W.N.C. Transportation Company. Note the addition of a retaining wall, which was probably constructed as part of expanding the parking lot, apparently indicating that this wall was built after the photographs in figures 21 and 24 were taken.<sup>28</sup>





Figure 27. This photograph of E.T. & W.N.C. standard gauge engine #208 includes the Yard Office, on the right of the photograph, and the ET&WNC Transportation Company truck maintenance facility on the left of the photograph. Historian Johnny Graybeal noted of this photograph: “George [Allison] was away from Johnson City for many years and did not get the chance to take many slides of his father’s railroad. Here is a shot of ET&WNC No. 208 going away from the camera in the Sixties. The yard office is to the right, the main offices of the present day East Tennessee Railway.” The Yard Office continues to exist, although it has been significantly expanded.<sup>29</sup>

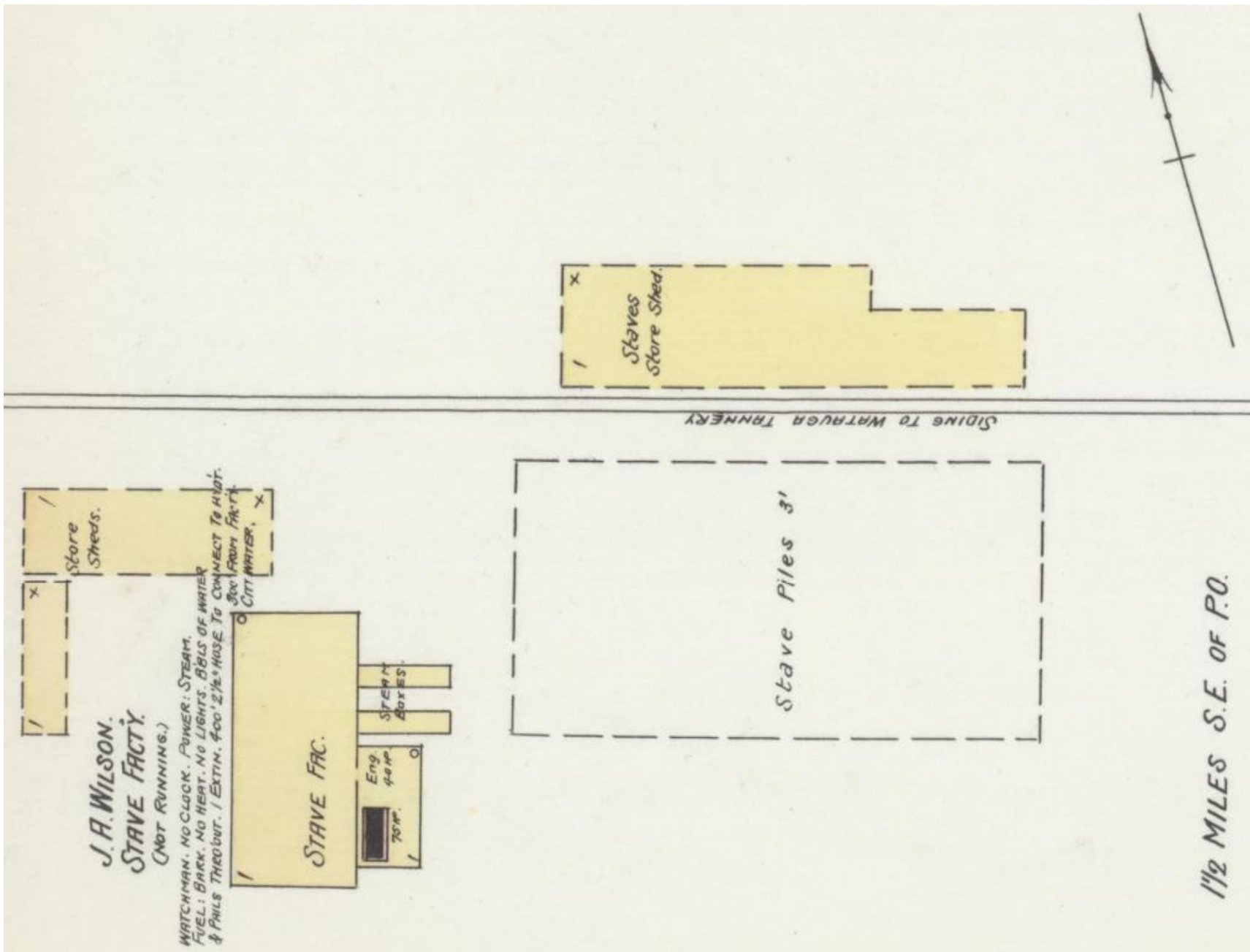


Figure 28. "East Tennessee and Western North Carolina Railway Standard Gauge No. 207," in January 1957. Note the Harris Manufacturing Company on the left and the former E.T. & W.N.C. Yard Office on the right, with the parking lot of the E.T. & W.N.C. Transportation Company behind it.<sup>30</sup>

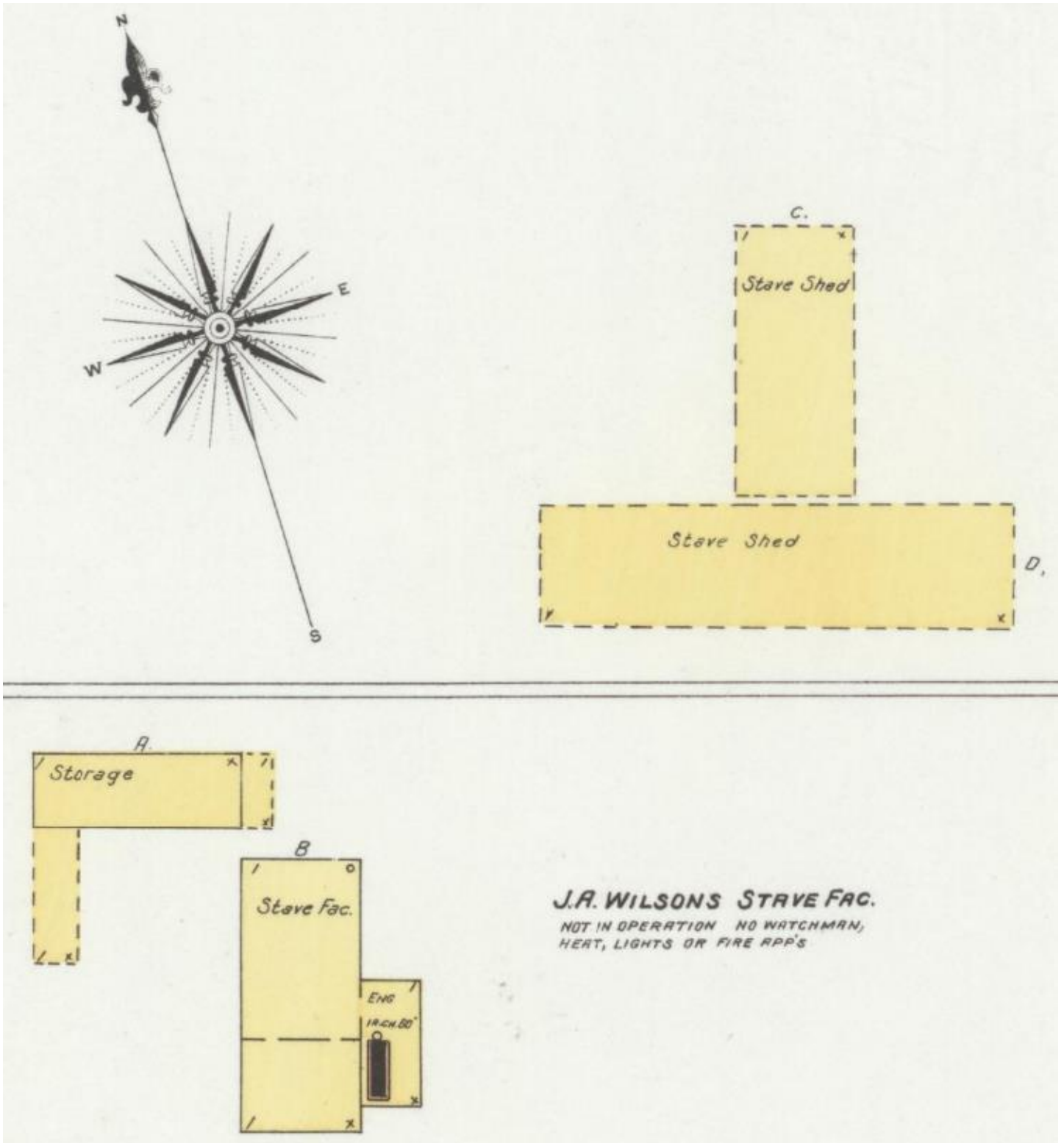
2.1.4. The Area Occupied by the J.A. Wilson Stave Factory and Related Enterprises,  
1893 to at least 1903

Wilson & Boring Stave Factory, 1893 – 1897  
J.A. Wilson Stave Factory, 1897 – 1902  
Leased to J.L. Grant, 1902 to at least 1903

By 1907, this area was occupied by the E.T. & W.N.C. shops.



Map 4A. The “J.A. Wilson Stave Fact’y (Not Running)”, May 1897.<sup>31</sup>



Map 5A. The "J.A. Willson Stave Fac. Not in Operation", April 1903.<sup>32</sup>

2.1.4. The Area Occupied by the J.A. Wilson Stave Factory and Related Enterprises,  
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Wilson & Boring Stave Factory, 1893 – 1897  
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By 1907, this area was occupied by the E.T. & W.N.C. shops.

2.1.4.1. Wilson & Boring Stave Factory, 1893 – 1897

8 April 1893. Johnson City Comet.

“The Stave factory mentioned in The Comet a few days ago will soon be a fixture in Johnson City. It will be located near the round house on the Narrow Gauge. Work will probably begin this week.”<sup>33</sup>

Note: most of the editions of the Johnson City Comet for January, February and March of 1893 are not available through “Chronicling America.”

18 May 1893. Johnson City Comet.

“The Stave Factory. Work has recently been begun on the proposed stave factory of Wilson & Boring. The factory is to be situated some distance out of the city, though remarkably convenient to railroad facilities, being located between the two roads, near the junction of the Three C’s and the E.T. & W.N.C., in Simmons addition. The industry has every promise of success. With a capacity of twenty thousand staves per day it will of necessity give employment to a large number of hands and thereby add very materially to the prosperity of the town.”

May 1893. The Wood-Worker.

“Joseph Wilson and John W. Boring will establish a stave mill at Johnson City, Tenn.”<sup>34</sup>

17 August 1893. Johnson City Comet.

“A New Enterprise. – The Stave Factory Began Work Last Week. The stave factory of Boring & Wilson, mention of which has been made in The Comet for some time as work progressed, is now in operation. The first work was done last Friday and the new management is now running smoothly and doing good work. The plant is located at the junction of the E.T. & W.N.C. and Three C’s railroads and between the two and was erected at a cost of about \$8,000. The machinery is of the latest improved patterns and is in charge of an experienced workman from North Carolina. All sizes of oak staves are manufactured and are shipped to eastern markets. The enterprise is owned and operated by home capital and gives employment to a large number of hands at the mill as well as in the mountains cutting timber.”

4 October 1894. Johnson City Comet.

“Johnson City Stave Factory. – Thirty-Seven Men and Boys Employed, and They as Busy as Bees. A visit to this factory on Tuesday afternoon, last, opened our eyes to the magnitude of the business being carried on there by the proprietors, Boring and Wilson.

The factory is situated almost, if not directly, at the junction of the Three C’s and narrow gauge railroads, and the factory proper, steam vats, stave and jointing sheds, yards used for stave drying purposes, wood yards, office of company, &c., cover an area of several acres. The engine which runs the machinery is a 40-horse power engine, and the boiler just double that power.

The writer was courteously shown through the whole establishment and had its different modes of operation explained in detail to us by Mr. Wilson.

The stave machine itself is a substantial and perfect piece of machinery, and is operated by two men, one in front to feed it and one behind to remove out of the way the staves as fast as it cuts them, which it does very rapidly, its capacity being 25,000 staves and upwards per day. The factory uses a rick of wood 143 feet long and four feet high daily, which is first placed in the steam vats, of which there are ten, and a number of hands are kept constantly at work attending these vats and transferring the wood therefrom to the machine, while other hands are busy wheeling the newly made staves out into the yard where they are allowed to remain and dry. On their return trips the wheel men each take in a load to the jointers, of whom there are four, and from the jointers they go into the hands of men who bundle and prepare them for shipment. By this means the yards are gone over once in about every ninety days, the fresh staves continually taking the place of the dry ones.

The lower yard contains at present about 1,000,000 staves, and the upper yard 750,000. The wood or material out of which these staves are made comes in constantly, and we are informed that the hauler gets his money therefor at any time he wants it.

This last matter is a good thing to reflect over. Pay day comes to the hands, thirty-seven of them, on the 15<sup>th</sup> of every month, when they are promptly handed whatever amount they earned during the month. That’s the way to keep a business on its feet and keep the hands in a satisfactory and cheerful state of mind.

Johnson City can well feel proud of this enterprise, for, despite the stringency of the times, it has held its head above water and successfully buffeted the waves of adversity and now stands upon the banks along which flows the stream of prosperity; we are glad that such is a fact.”

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.

Johnson City does not deserve such treatment. There is not a town of its size in the South whose people have more grit and enterprise.

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, but a great deal of the present trouble would have been avoided had our people been mossbacks and less enterprising. The most serious fault was they were too aggressive, which resulted disastrously to a great many.

We are far from being dead, however. Just think of how we are surrounded by mountains of coal and the finest ore in the United States. We have four railroads, three in operation. The Ohio

River & Charleston is only partially completed, but when finished will open up one of the finest timber and mineral sections in the South...

Boring & Wilson, two of our most energetic young business men, have operated a barrel and stave factory most successfully for the past three years, shipping thousands of finished staves to the Eastern markets annually..."

28 March 1895. Johnson City Comet.

"Stave Timber Wanted. Will pay \$3.50, cash, per cord for stave bolts. Want 3,000 cords. Boring & Wilson."

10 December 1896. Johnson City Comet.

"The Factories are Running... Boring & Wilson are running on full time making slack barrel staves and have several thousand dollars worth on hand. They hold for a higher market."

4 March 1897. Johnson City Comet.

"Serious Accident. A rather serious accident occurred last Thursday on the O.R. & C. Railway near the stave factory. Some men engaged in painting the stack of the factory had a support rope stretched across the track and the section hands returning in the dark did not see it and were knocked off the car. Henry Blevins had his skull fractured and another man by the name Nave was injured about the hips. Neither are as yet able to be out."

#### 2.1.4.2. J.A. Wilson Stave Factory, 1897 – 1903

13 May 1897. Johnson City Comet.

"Stave Factory. A change was made last Friday in the stave business in this city. The firm of Boring & Wilson has been desolved, J.A. Wilson buying out the interest of John W. Boring. Mr. Wilson has already begun to buy timber and will begin to operate the factory again in a month.

Mr. Boring retires from the firm and will go into other business. The factory has been closed down for several months on account of dullness of the market, and the firm has about \$10,000 of the output on hand."

21 April 1898. Johnson City Comet.

"New Factory. Messrs. Joe Wilson and W.G. Mathes have leased the Wilson stave factory for the purpose of manufacturing baker's bowls out of poplar wood. The machines are being placed, and everything will be in readiness in a few weeks. New factories are constantly being added to the already large list of enterprises which are in operation in the city."

12 May 1898. Johnson City Comet.

"Mathes & Wilson's bowl factory is now running on full time and turning out an excellent line of work."



16 November 1899. Johnson City Comet.

“Limestone [Tennessee] is doing quite a business. J.A. Wilson, of Johnson City, who is operating a large stave plant at that place, has bought a large boundary of timber of Messrs. U.S. and John Keebler, and has the woods full of men cutting the timber and has twenty-five or more wagons hauling it to the railroad.”

#### 2.1.4.3. Leased to J.L. Grant, 1902 to at least 1903

12 June 1902. Johnson City Comet.

“J.L. Grant has leased the stave factory from J.A. Wilson and moved his woodworking machinery from the McCollum plant to that place for the purpose of manufacturing furniture, etc.”

Note: See Appendix B for “A Short Biographical Sketch of J.L. Grant”.

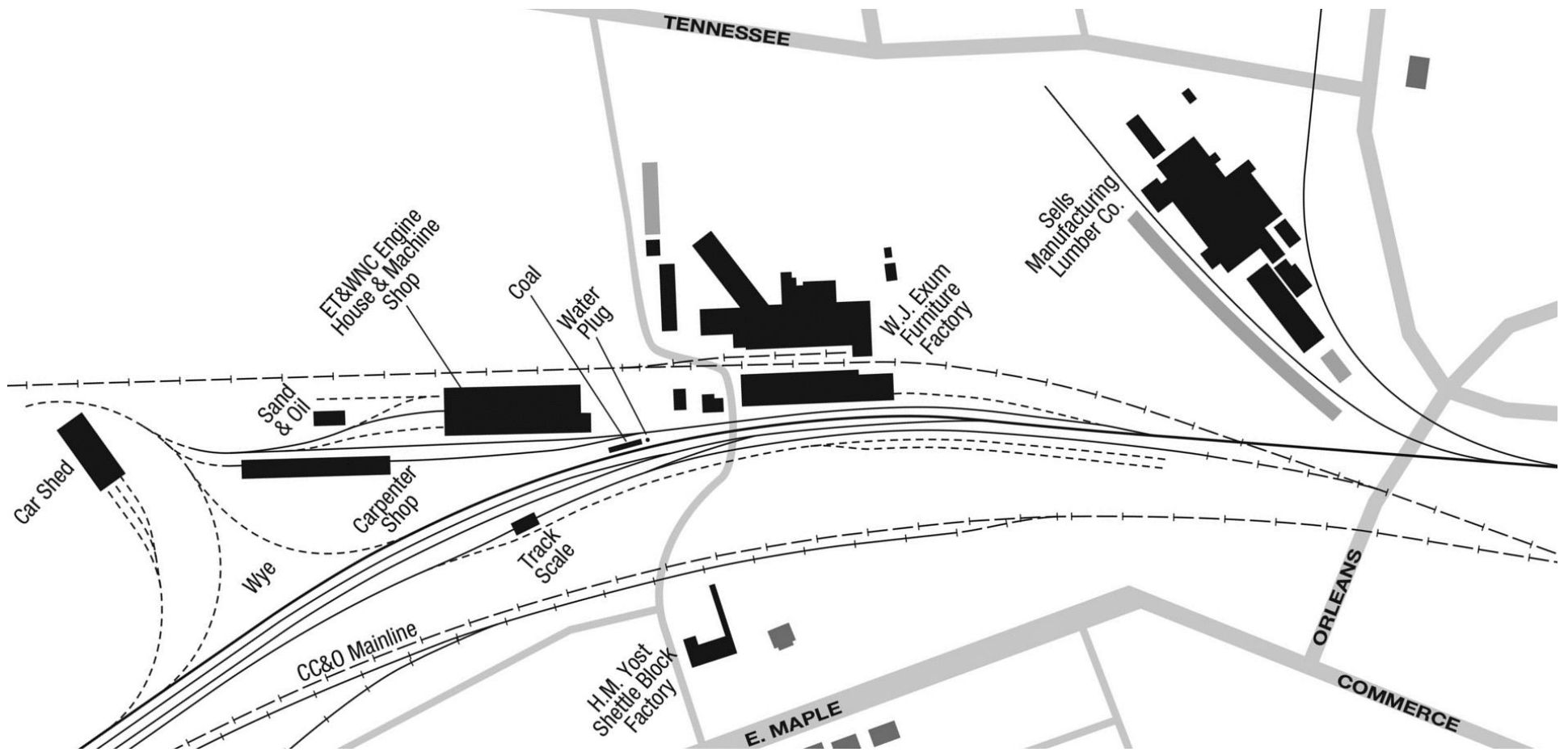
2.1.5. E.T. & W.N.C. Facilities on Legion Street, 1907 – Present  
(Note: The East Tennessee Railway was formed from the E.T. & W.N.C. Railroad in 1983)

E.T. & W.N.C. Car Barn, 1907 to at least 1942

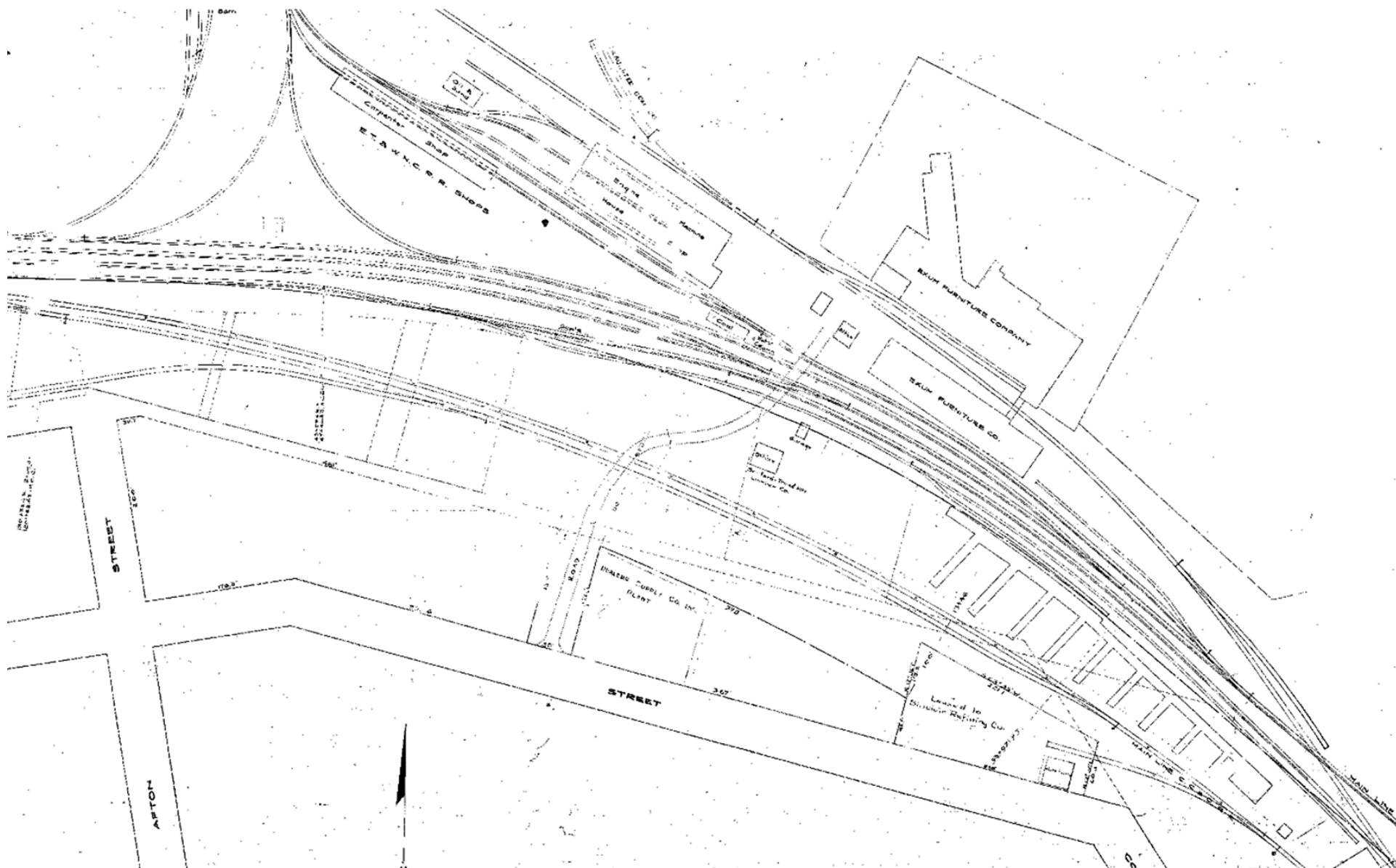
E.T. & W.N.C. Wye (1907? – 1946?) and Yard Office (1922 – Present)

E.T. & W.N.C. Railroad “Car Paint Shop”/“Car Repair Shop” (1907 – 1950s?),  
“Truck Repair Shop” (1937 – 1950s?), and the Oil and Sand House (1914 – 1990/1991?)

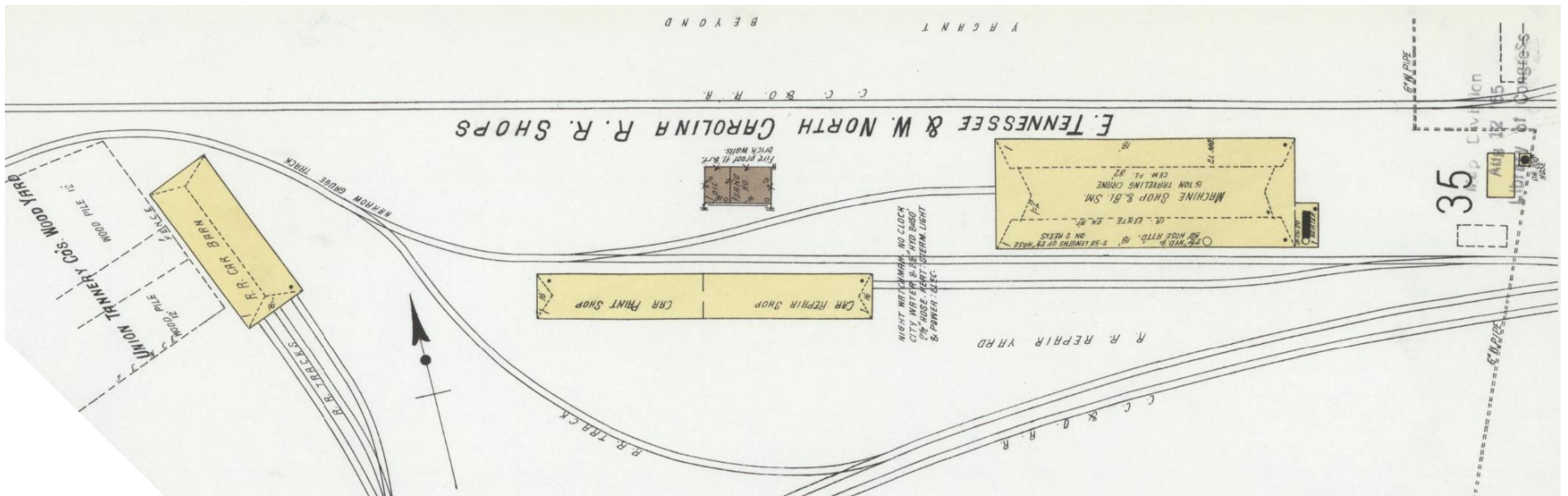
E.T. & W.N.C. Engine House and Machine Shop, 1907 – Present



Map 1A. A detail of the E.T. & W.N.C. "Engine House & Machine Shop," as well as the adjacent businesses, c. 1915.

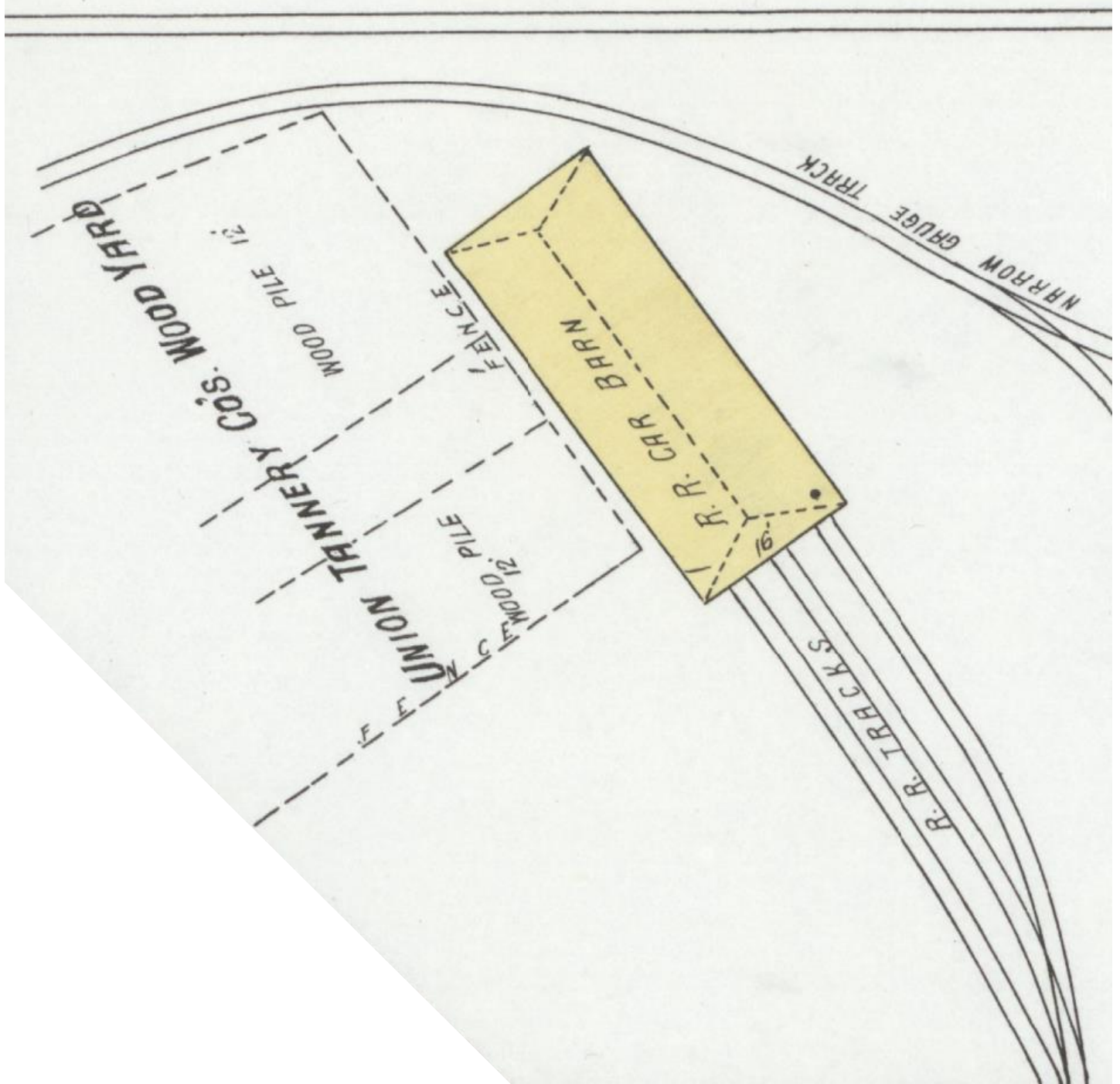


Map 2. A detail from a Clinchfield map, dated 29 August 1919, that shows the shops of the E.T. & W.N.C. R.R., the Exum Furniture Factory, and the Sanford & Treadway Lumber Yard in Johnson City, Tennessee.<sup>35</sup>



Map 3. East Tennessee & Western North Carolina Railroad Shops, February 1920.<sup>36</sup> From left to right, the buildings depicted include the “R.R. Car Barn”, “Car Repair Shop/Car Paint Shop”, “Sand Ho.”, and “Machine Shop & Bl. Sm.” Note that the “wyer” track, which was located between the “Car Barn” and the “Car Repair Shop”, is not depicted on this map, even though it is depicted on the earlier Map 2. Also note that this map has been reoriented, with north toward the top of the map.

2.1.5.1. E.T. & W.N.C. Car Barn, 1907 to at least 1942



Map 3A. A detail of the E.T.&W.N.C. Car Barn, in February 1920.



Figure 29. The E.T. & W.N.C. three-stall “Car Barn” was built in 1907 and measured 40’6” x 100’. This photograph was taken on 19 November 1942. Note that, according to google maps, the light-colored building behind the flat cars still exists (although boarded up) and is located at 122 Legion Street. It appears that the Car Barn may have been removed in order to clear space for the new ET&WNC Transportation Company facilities in the early 1950s.<sup>37</sup>





Figure 29A. A detail of the E.T. & W.N.C. Car Barn.



Figure 30. "Laconia Coach #25 and others at Car Barn in Johnson City". The other two passenger cars are E.T. & W.N.C. #24 and Linville River #4, with excursion car #11 partially in the Car Barn. Coaches #24 and #25 were acquired by the E.T. & W.N.C. in November 1923.<sup>38</sup>



Figure 30A. A detail of the Car Barn/Coach House.

2.1.5.2. E.T. & W.N.C. Wye (1907? – 1946?) and Yard Office (1922 – Present)



Figure 31. “Engine #9 at Johnson City on WYE (Triangular Junction),” on 7 February 1944. Note the Engine House in the right background.<sup>39</sup>



Figure 32. The E.T. & W.N.C. Yard Office at Johnson City was built in 1922 and measured 14' x 30. It was retired in 1937.<sup>40</sup> Note the caboose in the right background.



Figure 32A. A detail of the Yard Office.



Figure 33. "East Tennessee and Western North Carolina Railway Standard Gauge No. 208," 26 March 1955. From left to right, note the former Yard Office, truck repair building, and the engine house.<sup>41</sup>





Figure 27B. A detail of the E.T. &W.N.C. No. 208 and the Yard Office. Historian Johnny Graybeal noted of this photograph: “George [Allison] was away from Johnson City for many years and did not get the chance to take many slides of his father’s railroad. Here is a shot of ET&WNC No. 208 going away from the camera in the Sixties. The yard office is to the right, the main offices of the present day East Tennessee Railway.” According to google maps, it appears that the Yard Office continues to exist, although significantly expanded.<sup>42</sup>



Figure 34. “Yard Office at Johnson City”, built in 1922. George Allison captioned this photograph: “Conductor George Q. Williams enters the Johnson City Yard office, located in the center of the wye. Several passenger cars sit idle off on one leg of the wye. Photo from the Frank Williams collection, courtesy of Jack Williams.”<sup>43</sup> Note the small “Spat” on the right, which had arrived by 1943.<sup>44</sup> Also note the small, unidentified building just to the left of the Yard Office. Finally, note the absence of any trucking facilities behind the Yard Office, which indicates that this photograph was taken before 1950; as well as what appears to be the top of the building in Figure 23 on the right of this photograph.

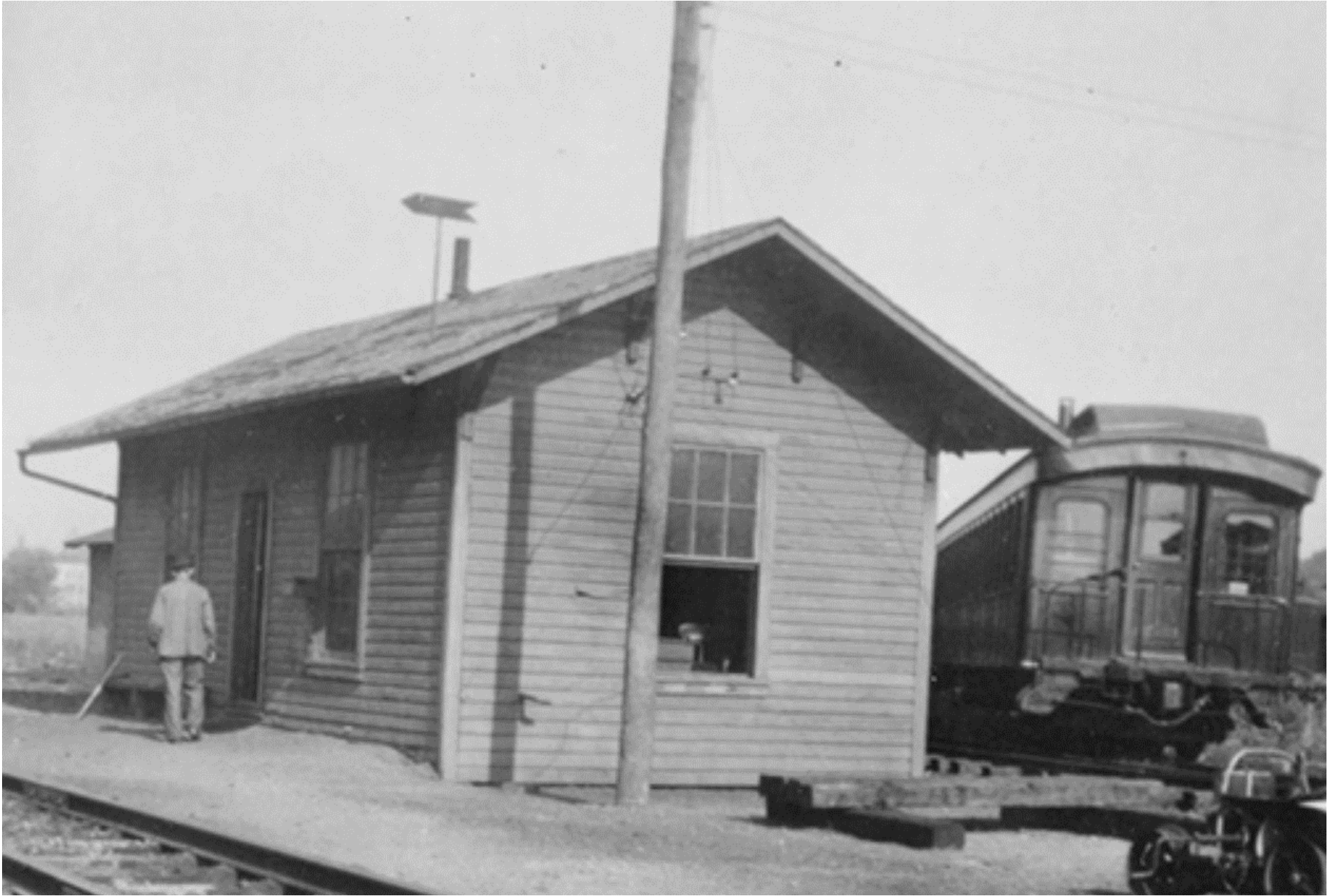


Figure 34A. A detail.



Figure 35. “A troop train, helped by #205, passes through Johnson City in 1950 with two companies of the 278<sup>th</sup> Regimental Combat Team bound for the Korean War. Jim Dowdy Collection.” The “278<sup>th</sup> Regimental Combat Team (RCT) was ordered into active Federal service on September 1, 1950 at home stations and moved to Fort Devens, Massachusetts. Individual soldiers from the 278<sup>th</sup> RCT were sent to 7<sup>th</sup> US Army in Korea as replacements. The 1<sup>st</sup> Battalion remained in Fort Devens as a training battalion, 2d Battalion was sent to Iceland for garrison duty. Released from Federal service on September 8<sup>th</sup>, 1954 and reverted to state control.” Note the E.T. & W.N.C. Yard Office to the right of engine #205, as well as what appears to be a narrow-gauge boxcar and two E.T. & W.N.C. Transportation Company trailers. Also note the absence of the E.T. & W.N.C. Transportation Company maintenance facility behind the Yard Office. Finally, note the Harris Manufacturing Company on the left.<sup>45</sup>

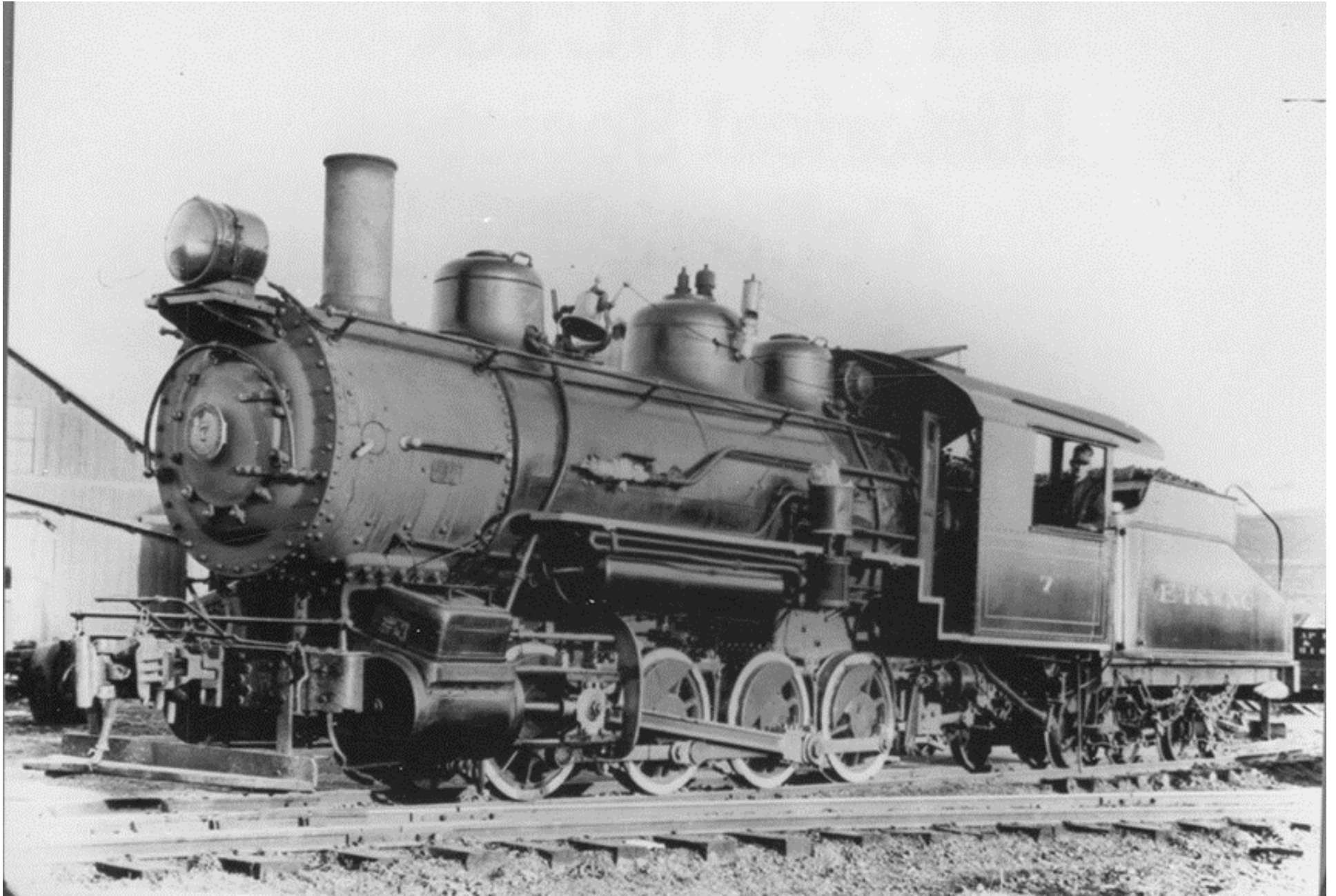
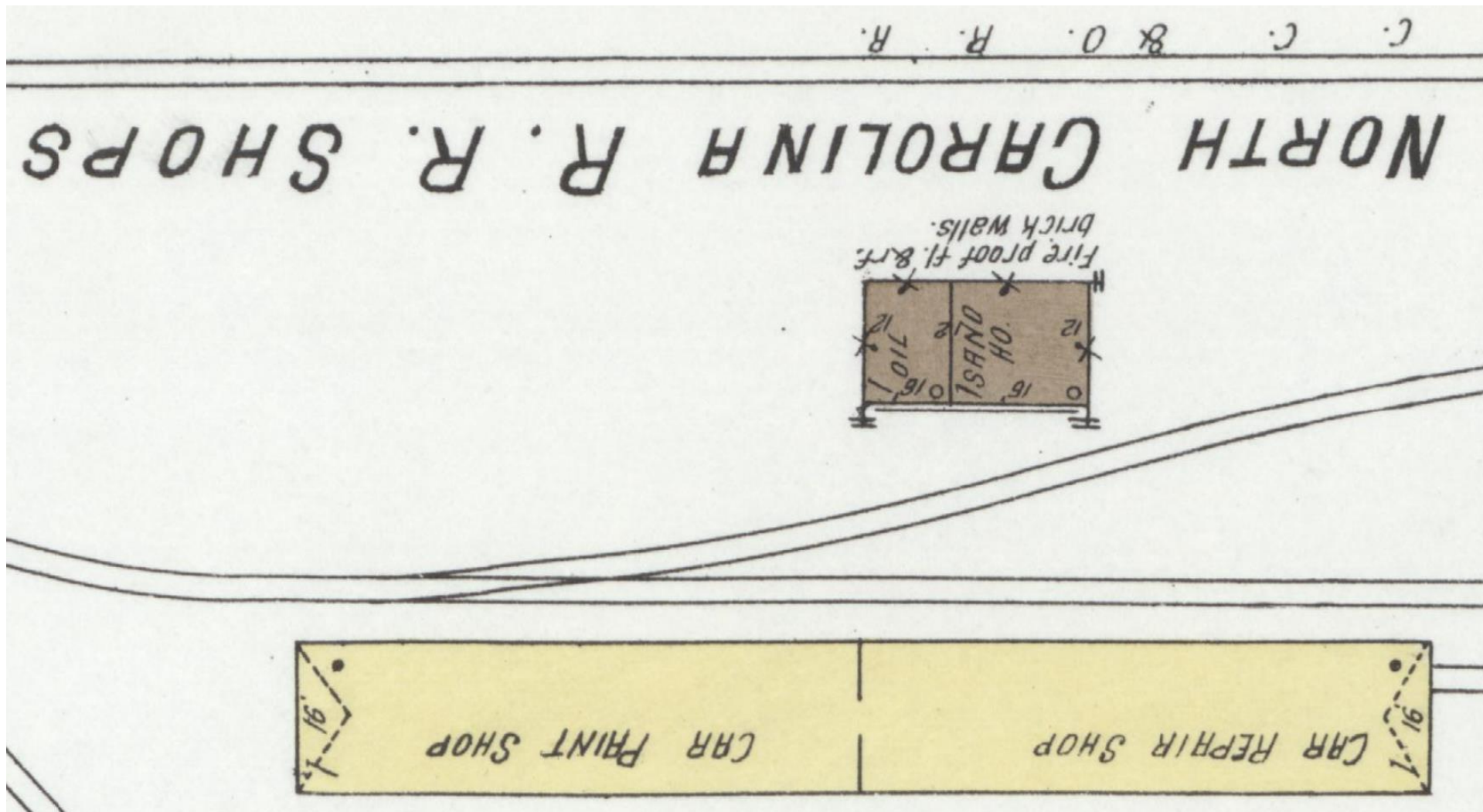


Figure 36. Engine #7, apparently turning on the wye, in 1937. Note the E.T. & W.N.C. railroad carpenter shop on the left background.<sup>46</sup>



Figure 37. “Number 8... turns on the wye in the early morning of January 24, 1941”, prior to backing to the E.T. & W.N.C. depot.<sup>47</sup>

2.1.5.3. E.T. & W.N.C. Railroad “Car Paint Shop”/“Car Repair Shop” (1907 – 1950s?),  
“Truck Repair Shop” (1937 – 1950s?), and the Oil and Sand House (1914 – 1990/1991?)



Map 3B. The E.T. & W.N.C. "Car Paint Shop"/"Car Repair Shop" was built in 1907 and measured 27' x 400'. Later renamed the carpenter shop, this building was destroyed by a fire on 26 July 1934 and was subsequently rebuilt. The oil and sand house was built with brick in 1914 and measured 20' x 40'6". Note that this map has been reoriented, with north towards the top of the map.





Figure 9A. A detail of the E.T. & W.N.C. shops. Note the Truck Repair building (completed in 1937), with the Yard Office in front of it, and the Engine House in the background. It appears that five tank cars are to the right of the Engine House. Also note the size difference between the narrow gauge and standard gauge box cars, near the center of this image.



Figure 38. This image looks east along the E.T. & W.N.C. and Clinchfield mainlines, apparently from near the Harris Manufacturing Company plant, towards the E.T. & W.N.C. shops., in the late 1930s. The top of the three-stall Car Barn is visible above the E.T. & W.N.C. boxcar, on the left.<sup>48</sup>



Figure 38A. A detail of the E.T. & W.N.C. shops. Note the Truck Repair building (completed in 1937), with the Yard Office in front of it, and the Engine House in the background. Also note the tank cars, on the left, as well as the hopper cars.



Figure 39. "Shops at Johnson City, Tenn. Engine house on left, machine shop in middle and truck repair on right. They owned their own truck line. July 1942"<sup>49</sup> Note the Oil and Sand House, which is partially visible on the left, and the two locomotives near the Engine House, as well as a speeder. Also note the building once occupied by the S.E. Guinn Manufacturing Company on the right edge of this photograph.



Figure 39A. A detail. Johnny Graybeal captioned this photograph: “Here are two views of the Motor Co. carpenter shop, which was located next to the railroad carpenter shop. The area in between the two housed the paint shop, which was used by both companies. ICC Photo, National Archives, College Park, MD, and Vince Ryan Photo [which is the photograph included in this document].”<sup>50</sup> Note the winged trailer in the paint shop between the two buildings. This paint scheme appeared in the late 1940s and thus indicates that this photograph dates to the late 1940s or early 1950s.



Figure 39B. A detail of the “railroad carpenter shop.” Note the speeder and locomotive on the left side of the image.



Figure 39C. A detail of the “Motor Co. carpenter shop, which was located next to the railroad carpenter shop. The area in between the two housed the paint shop, which was used by both companies.”



Figure 40. “By the end of the 1940s, ET&WNC trailers carried a large winged design on their sides as seen on unit #150. Jim Hobbs Collection (Copy photo by Cliff Ward).” Truck #150 is in front of the railroad carpenter shop (left) and the Truck Repair Shop (right). Unit #150 had been manufactured by White and acquired by the ET&WNC Motor Transportation Company in March 1936. It had been converted from a truck to a tractor.<sup>51</sup>





Figure 41. Trailer T-341, on the south side of the Truck Repair Shop, c. 1945. Note the lack of a third rail on the trackage, perhaps indicating that this photograph was taken after 1946.<sup>52</sup>



Figure 42. "Trucking Company Tractor Trailer", on the south side of the truck repair shop. Note the lack of a third rail on the trackage, perhaps indicating that this photograph was taken after 1946.<sup>53</sup>



Figure 43. Truck Repair Shop on the left, engine house in the right background.<sup>54</sup>



Figure 44. This view shows the Oil and Sand House (to the right of the tender of #828), the Engine House, and the railroad carpenter shop on the right.<sup>55</sup>



Figure 44A. A detail. Note the narrow-gauge hopper in the right bay and “a standard gauge gondola” to its right.

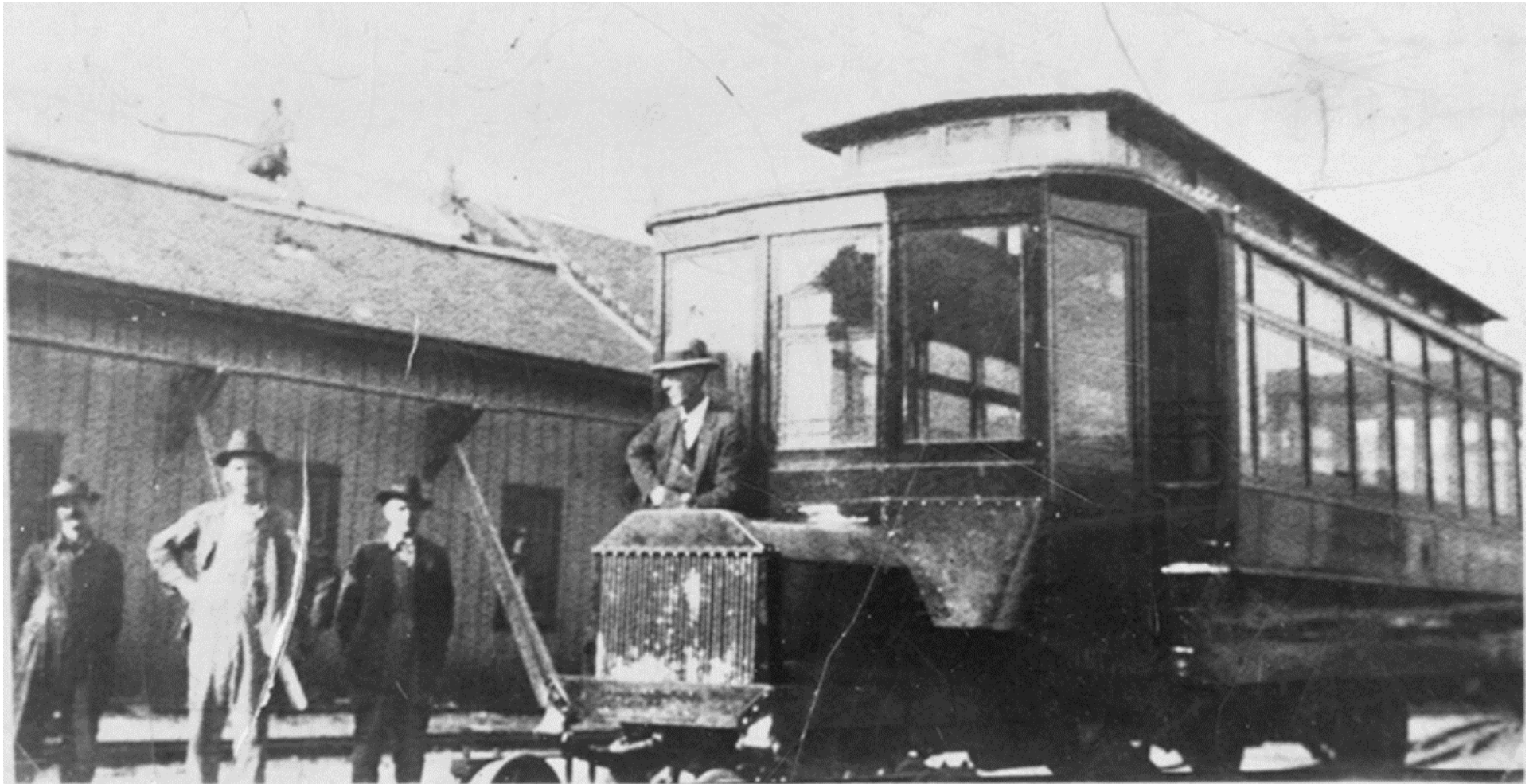


Figure 45. "Jitney Car, made by 'Cap' Allison by combining old Johnson City Traction Car Streetcar and Peerless Truck; company officials (Clarence Hobbs, Hugh Saylor, Charlie Beasley); used on runs between Johnson City and Hampton," in 1924. The building in the left background appears to be the E.T. & W.N.C. railroad carpenter shop. Note what appears to be two men working on its roof.<sup>56</sup>



Figure 46. This image depicts, from left to right, the Oil and Sand House, the Engine House (in the middle, with a narrow gauge ten-wheeler and a standard gauge engine in front of it), and a portion of the railroad carpenter shop on the right.<sup>57</sup>



Figure 46A. A detail of the Oil and Sand House.





Figure 47. "The Johnson City sand house. Photos from the Allen Curtis Collection." This set of photographs provides interesting views of the east, west and north sides of this building.



Figure 48. Chris Ford wrote of this photograph: “June 1989... This is the sand and oil house that sat in front of the Johnson City enginehouse for I-don’t-know how many years. I believe it was torn down in 1990 or 1991. All I have is this picture and a brick from the building. Have heard some old-timers say they played in the warm, dry sand inside when they were kids. Wish I’d gotten more photos.”<sup>58</sup>



Figure 49. “Engine #209 Johnson City Engine House,” with the Oil and Sand House on the left and the remodeled Engine House on the right. Engine #209 was acquired by the E.T. & W.N.C. in 1967. The engine house roof was remodeled in 1955. The whole building was remodeled between 1993 and 2022, by which time the windows were covered with siding and access reduced to two garage type doors on the west end and one on the east (see google maps). Also note that the railroad carpenter shop and the truck repair shop appear to have been removed, perhaps by the early 1950s, see Figure 50, below.<sup>59</sup>

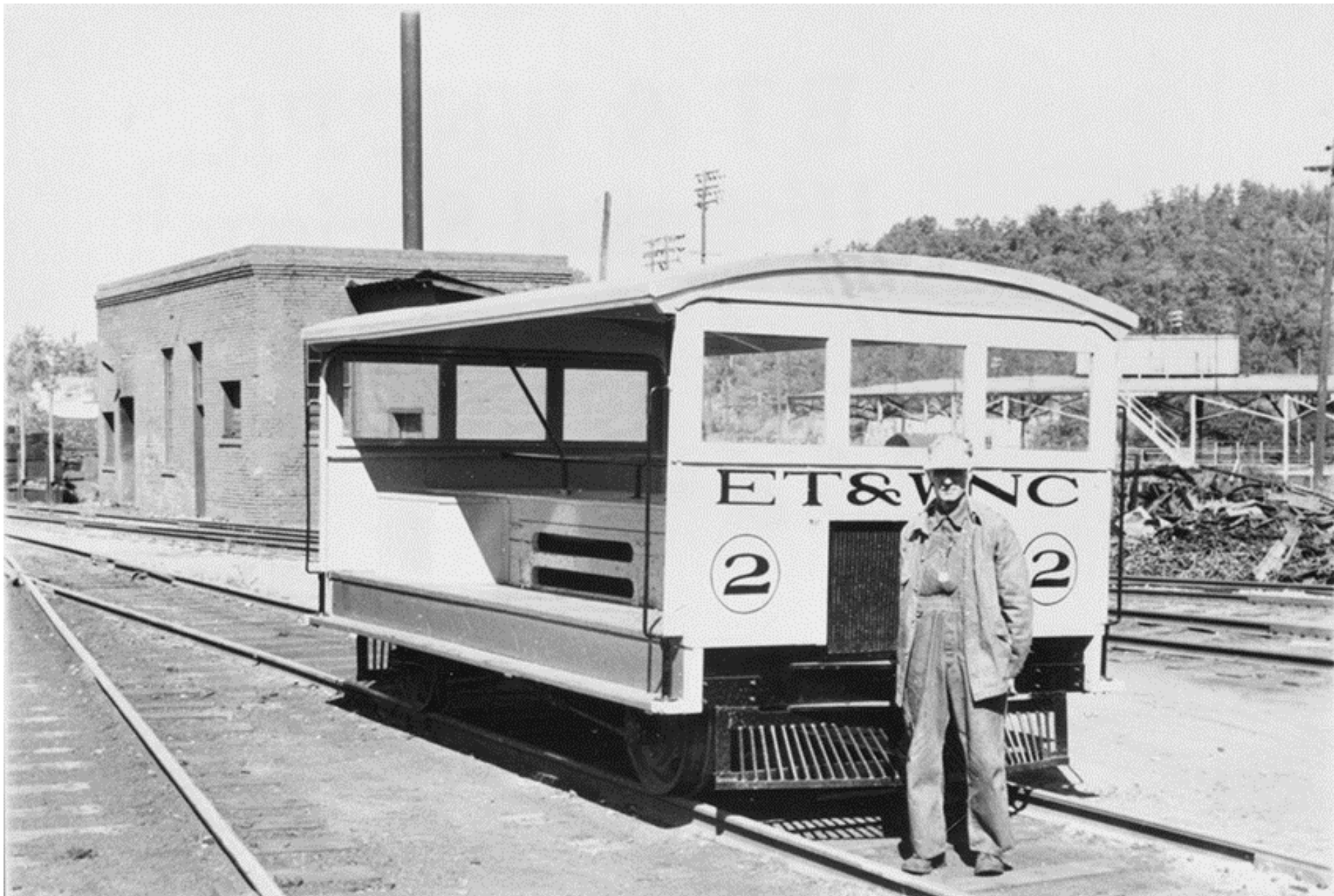
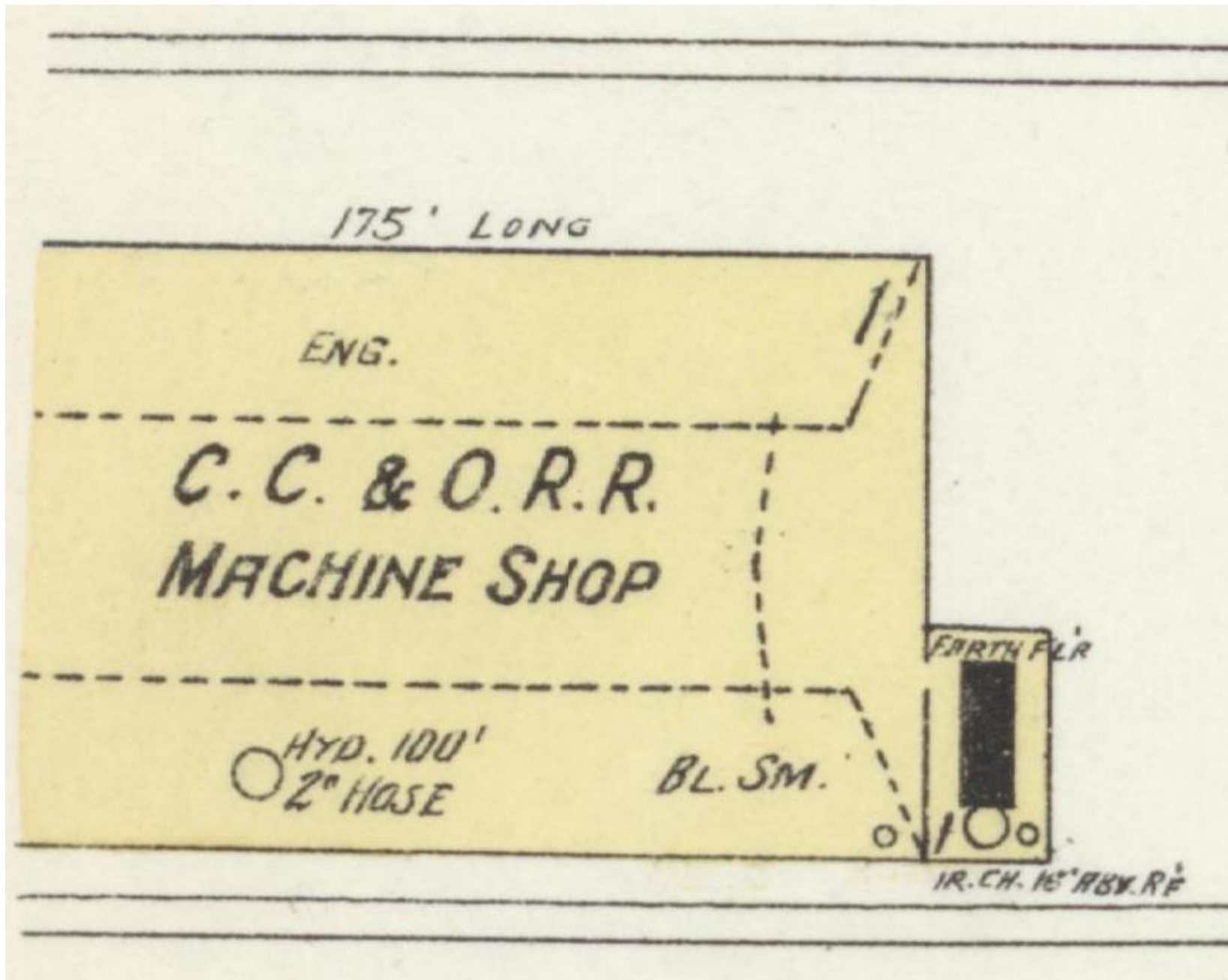


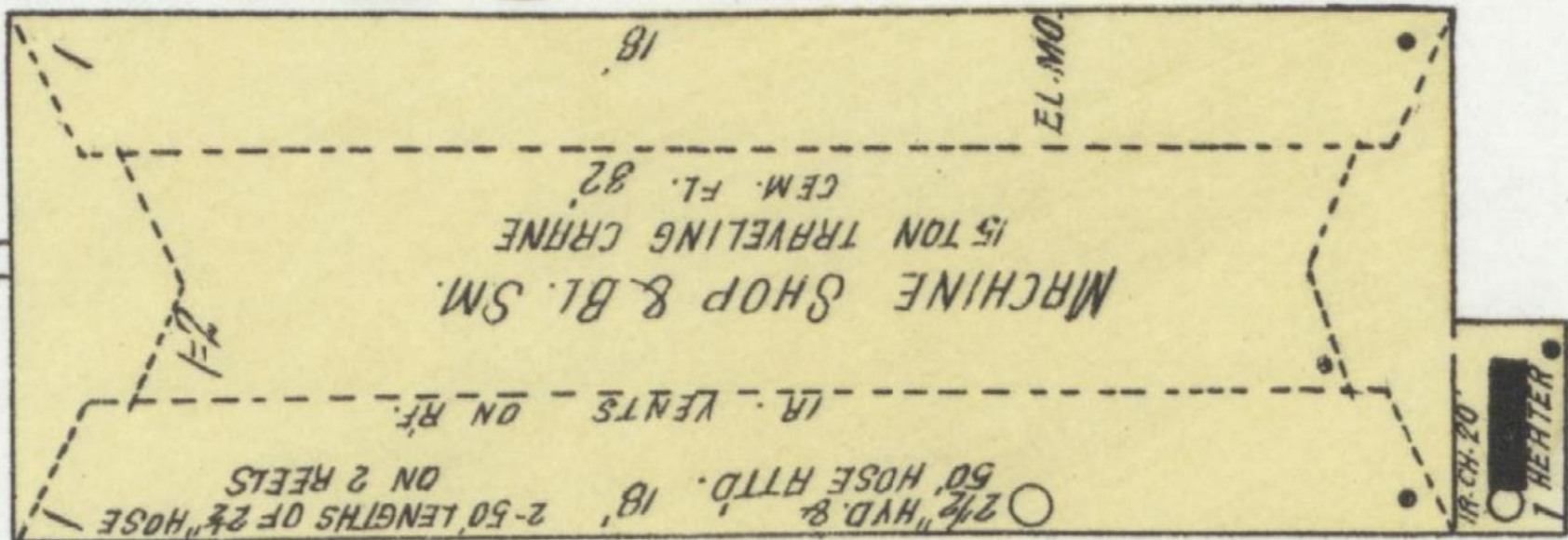
Figure 50. Standard Gauge Motor Car #2 in front of the oil and Sand House in the 1950s.<sup>60</sup> Note what appears to be a baseball field in the right background.

#### 2.1.5.4. E.T. & W.N.C. Engine House and Machine Shop, 1907 – Present



Map 7A. A portion of the E.T. & W.N.C. Engine House and Machine Shop, mislabeled: "C.C. & O. R.R. Machine Shop," in July 1913.

E. TENNESSEE



Map 3C. The E.T. & W.N.C. "Machine Shop & Bl. Sm." In 1920. Note, this map has been reoriented with north towards the top of the image.



Figure 51. George Allison captioned this photograph: “Narrow gauge locomotives, #12 on the left track and #9 on the center dual track, sit idle outside the Johnson City enginehouse in 1935. Photo from the Cornwall – Martin collection, courtesy of Doug Walker.”<sup>61</sup> Also note the standard gauge engine on the right, which is probably engine #828.





Figure 51A. A detail.



Figure 52. “The Johnson City engine house is a busy place during World War II. Ten-wheelers #12 (left) and #11 (center) are ready for the day’s work. Narrow gauge motor car #1 and its small trailer are parked out front. Standard gauge engine #206 [acquired in February 1942] is sitting next to the engine house, and the gas-powered crane is in the background. Jack Alexander – Vince Ryan Collection.”<sup>62</sup>



Figure 52A. A detail of the Engine House, with Engines #12 and #11 (left and right respectively) and Motor #1. Historian Johnny Graybeal wrote: “Company paperwork shows work on Motor Car 1 beginning on December 15, 1938 and finishing up on March 15, 1939... No. 1 was standard gauged in 1954.”<sup>63</sup>



Figure 53. Historian Johnny Graybeal captioned this photograph: "Before going to his hotel for the night on July 3 [1938], Hugh Boutell followed No. 12 'home' and took her photo parked inside the engine house, with No. 11. We suspect No. 7 is in the third stall. Hugh Boutell photo, John Waite collection, Archived of Appalachia, ETSU." Note the E.T. & W.N.C. caboose on the right.<sup>64</sup>

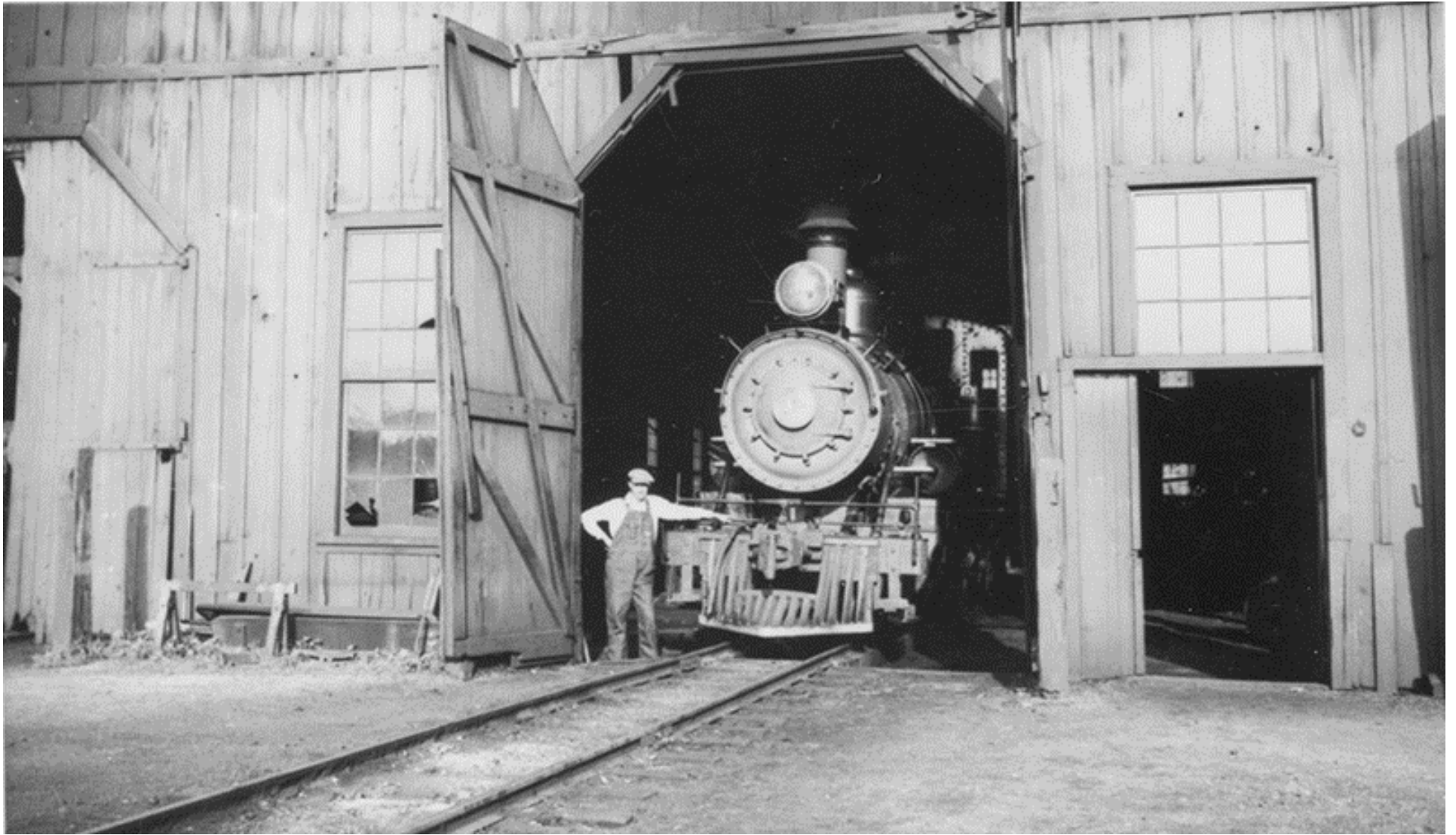


Figure 54. "Engine #12 at Johnson City," Note that this photograph appears to have been taken at about the same time, 3 July 1938, as that in Figure 53.<sup>65</sup>



Figure 55. Standard gauge “Engine #204 at Johnson City Engine House,” 7 February 1944. This Lima-built 2-8-0 engine was bought from Alabama, Tennessee & Northern in 1939.<sup>66</sup>



Figure 56. “Number 10 at Legion Street,” with coach #22. “Engineer Walter Allison and his nephew, Fireman Clarence Clifton (Brownie) Allison pose Number 10 beside the Legion Street shop as they head out of Johnson City on a late 1930s Sunday excursion...”<sup>67</sup>



Figure 57. Apparently another photograph of the troop training carrying the 278<sup>th</sup> Regimental Combat Team in 1950, as it passes the E.T. & W.N.C. Engine House, see Figure 35.<sup>68</sup>



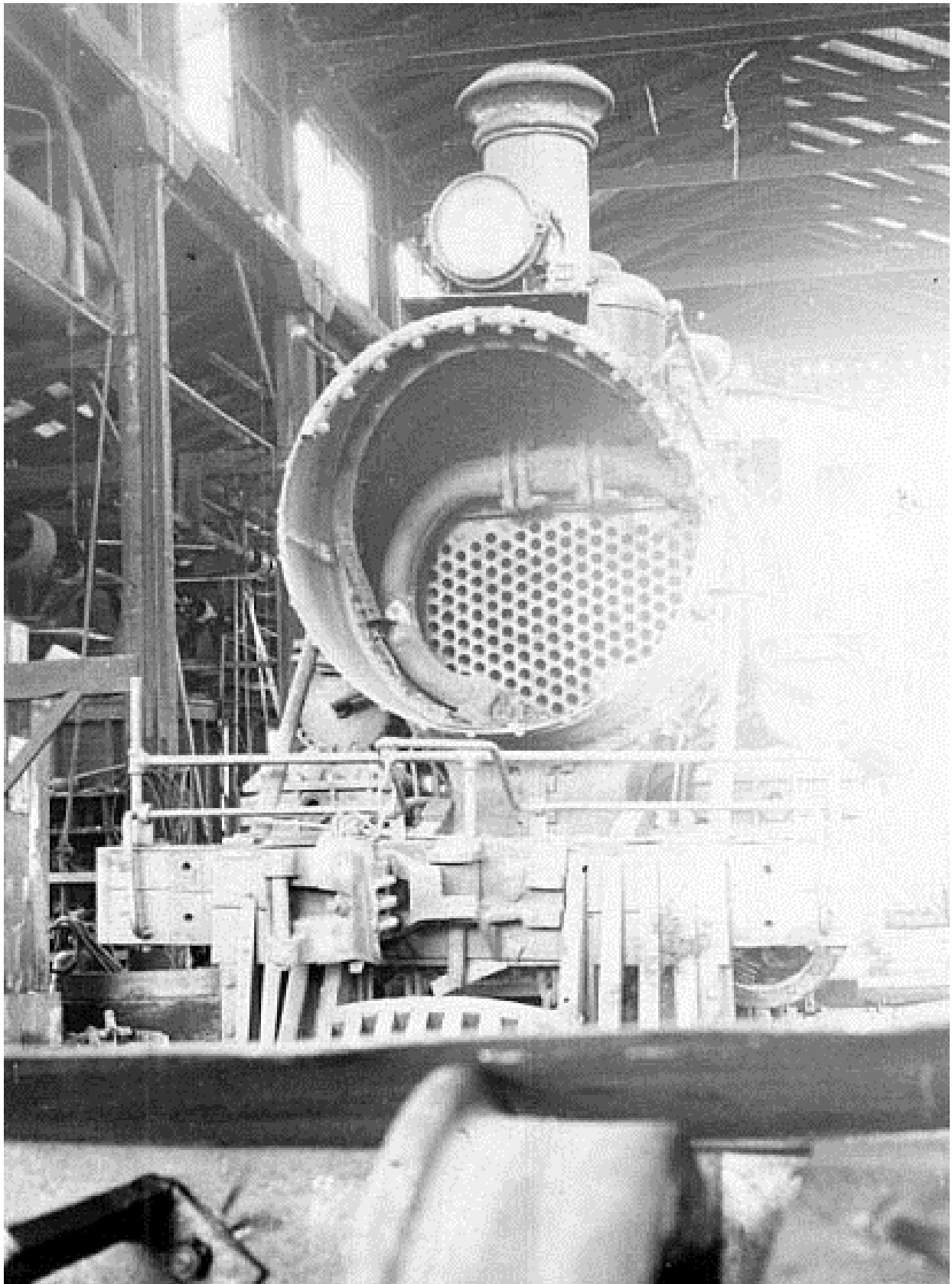


Figure 58. Historian Johnny Graybeal captioned this photograph: “No. 9 sits inside the center bay of the Johnson City engine house undergoing flue removal and inspection. This is probably the Summer 1942 shopping, but it could be the 1946 overhaul. Note the small headlight and air reservoir lines. Cy Crumley Collection via Ruth Tupper.”<sup>69</sup>



Figure 59. Chris Ford wrote of this photograph: “June 1991 – Johnson City Enginehouse Interior – Impressive is the word of the day for this rare tour of the old ET&WNC enginehouse in Johnson City. I don't think this structure has changed much inside over the years except for the clerestory roof being removed. Everything had such a wonderful color and patina that only time, steam and grease can produce. We're looking toward the back of the building in this photo. The blacksmith area is on the back right. The overhead pulley drive is on the left.”<sup>70</sup>



Figure 60. Chris Ford wrote of this photograph: “June 1991 – Johnson City Enginehouse Beltdrive Machinery – The still-in-place, and (I assume) still-working, leather belt pulley system was very impressive. This is at the back of the building. I’m guessing it has been there as long as the enginehouse.”<sup>71</sup>



Figure 61. Chris Ford wrote of this photograph: "June 1991... It was so dark in the enginehouse that it was difficult to take good photos. But I went ahead and shot some anyway, you don't get the chance to see something like this every day. Looks like all of the overhead belt-driven mechanicals are still there. Seems to be some reduction or reversing gear drives going on up there too. My guess is that all the belts were steam-driven originally and have been converted to electric over the years."<sup>72</sup>



Figure 62. Chris Ford wrote of this photograph: “June 2000... Here’s one of the main belt-driven wheels in the back of the engine house. It looks like its made from laminated wood, and it still works. Don’t think it would have had an electric motor turning it when it was put in, though. Unfortunately, most of the machines tied to these belts are gone.”<sup>73</sup>



Figure 63. Chris Ford wrote of this photograph: “June 1991... Detail of one of the wooden pulleys on the overhead beltdrive system...”<sup>74</sup>



Figure 64. Chris Ford wrote of this photograph: “June 1991... The forge area is at the back of the enginehouse. The homemade racks on the left originally held pieces of steel for making repairs and making parts.”<sup>75</sup>



Figure 65. Chris Ford wrote of this photograph: “June 2000... The front end of the enginehouse, and the north side with windows. So much character.”<sup>76</sup>





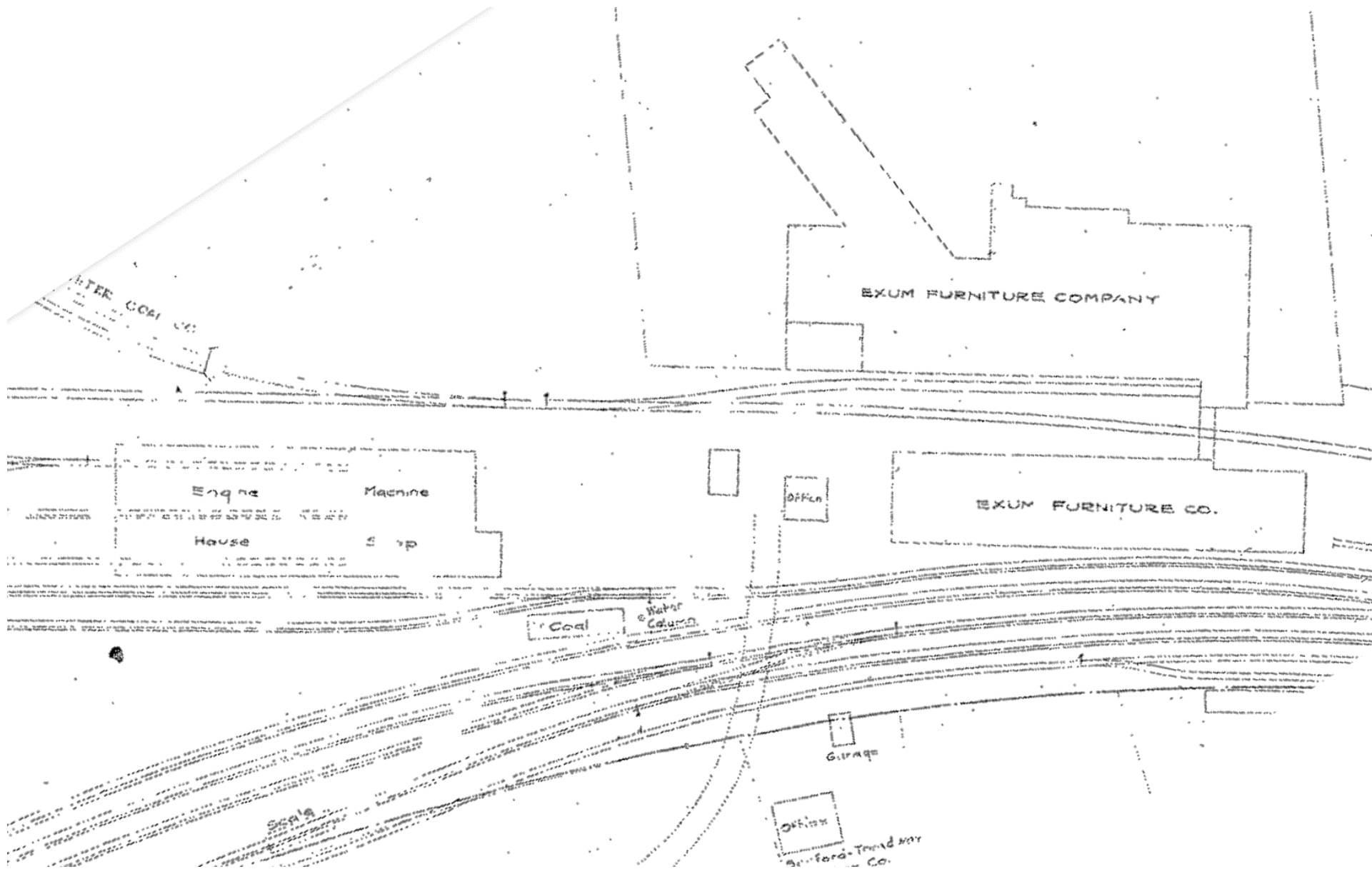
Figure 66. Chris Ford wrote of this photograph: “June 2000... Here’s the old narrow gauge pit on the north side of the ET engine house. We’re looking toward the front doors. They’ve pulled up all the tie sections for the rail and are using the pit for...uhhh...storage it looks like. Note the bolts left in the floor that were holding the tie sections down. Old engine houses just have a certain character and smell to them that says ‘railroad’...”<sup>77</sup>



Figure 67. George Allison captioned this photograph: “A worker pauses near the back door of the Johnson City enginehouse. Photo from Frank Williams Collection, courtesy of Jack Williams.”<sup>78</sup>



Figure 67A. A detail of the east side the E.T. & W.N.C. Engine House.



Map 2A. This Clinchfield map shows the location of the coal and water column at the E.T. & W.N.C. shops in 1919, near the center of the image.<sup>79</sup>



Figure 68. "Yard Track at Johnson City Engine House".<sup>80</sup>



Figure 68A. A Detail showing, from left to right, the Yard Office, the Truck Repair Shop, the railroad carpenter shop, the water standpipe, and the Engine House. “The water column and east end of the Johnson City engine house can be seen in this 1940s photo. The coal dock is no longer located near the water tank.”<sup>81</sup>



Figure 69. Motor car #1 by the water column on 12 June 1956.<sup>82</sup>



Figure 76A. A detail that includes the E.T. & W.N.C. Engine House, in the foreground, and the three-stall “Car Barn” (right), with an unidentified railroad building in front of it (and the oil and sand house to its left). Also note what appears to be the Sevier Hotel (left background) and the Franklin Apartments (behind the Engine House). This photograph appears to date to 1924, see Figure 76.





Figure 70. C.C. & O. gondola #15069 at Mile Post #1 just east of the E.T. & W.N.C. Engine House. In the foreground is the Clinchfield spur to the Cranberry Furnace, where it crosses over the dual-gauge E.T.&W.N.C. mainline. Note the E.T. & W.N.C. Engine House and Machine Shop, behind the two men near the center of the image.<sup>83</sup> Note that it appears that the Exum Furniture plant has been removed. Also note the stacks of lumber on the left side of this photograph. This photograph dates to 1946 or earlier.



Figure 70A. A detail. Note what appears to be a baseball field in the right background.

### 2.1.5. E.T. & W.N.C. Facilities on Legion Street, 1907 – Present

(Note: The East Tennessee Railway was formed from the E.T. & W.N.C. Railroad in 1983)

#### 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 1<sup>st</sup>, tracks were laid ten miles north of Johnson City...”<sup>84</sup>

Table 1. E.T. & W.N.C. Railroad Facilities at Legion Street, Beginning in 1907

Facility	Comments
Engine House	65’ x 180’, built in 1907
Track Scales	Adjacent to the engine house
Car Barn	40’6” x 100’, built in 1907
Carpenter Shop	27’ x 200’, built in 1907. Destroyed by fire 26 July 1934 and rebuilt.
Water Standpipe	Built 1908. Water supplied by Johnson City.
Oil and Sand House	20’ x 40’6’, built in 1914, brick building
Transfer Shed	26’ x 300’. Built in 1920. Retired prior to June 1936. Roof supported by 10” x 30’ chestnut poles.
Yard Office	14’ x 30’, built in 1922, retired in 1937.

15 October 1908. Johnson City Comet.

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

1936 – 1937. “If You can’t Beat’em, Join Them – The Story of the ET&WNC Motor Transportation Company,”

“The railroad made room in their busy yard area for a new carpenter shop building, one exclusively for the Motor Co. Begun October 1, 1936 and completed on March 31, 1937, this 38’ x 128’ x 21’ average height building had a concrete floor, 16 windows, and electric lights. Besides the open space for work, it held a 16’ x 40’ paint room, a 10’ x 11’ office, and a parts room 10’ x 25.5’. This became the general truck repair area instead of the warehouse down at the depot. Photographs of the area going forward always showed trucks sitting outside in various states of repair...

The truck carpenter shop was also used for construction of semi trailers. Through June 1938, the Motor Co. had purchased their new semi trailers from Black Diamond fairly complete, needing only lettering and a few sundry details, all provided by local businesses...”<sup>85</sup>

1983 – 2024. “The Green Bay Packaging Company of Green Bay, Wisconsin, ultimately acquired the [E.T. & W.N.C.] railroad properties [in 1983] and reorganized the company as the East Tennessee Railway (ETRY). Since 1996, the railroad has been owned by Genesee and Wyoming, an international operator of short line railroads, as part of its Rail Link group. The standard gauge line continued to operate switching operations in Johnson City for freight arriving via CSX and Norfolk Southern, until October 10, 2003.” “In 2003, the last train left Elizabethton, TN and in 2009 the line was formally abandoned and railbanked.” “In 2012 removal of the remaining ten-mile section of the ET&WNC between Johnson City and Elizabethton began, as part of a Rails to Trail conversion project. The first seven miles were completed in August 2014, with the remaining three miles completed in August 2015... As a result, the East Tennessee Railway now operates very little trackage to serve the remaining industries around the Johnson City yard.”<sup>86</sup>

Table 2. “Directory of Industries Inspected, with No. Employes, December 1, 1916, to December 31<sup>st</sup>, 1917... Washington County – Johnson City”.<sup>87</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
East Tenn. & West North Carolina Railroad Co.	Railroad Shops	14			

Table 3. “Directory of Industries Inspected, with No. Employes... Washington Co. – Johnson City”, for the Year Ending 31 December 1918.<sup>88</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
East Tenn. & West. N.C. R.R. Co.	Railroad Shop	13			

Table 4. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1919.<sup>89</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
East Tennessee & North Car. R.R.	R.R. Shops	17			

Table 5. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1920.<sup>90</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
East Tenn. & West N.C. R.R.	Car Repair Shop	16			

Table 6. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.<sup>91</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
East Tennessee & Western N.C. R.R.	Railroad Shops	12			

Table 7. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1928.<sup>92</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
E.T. & W.N.C. Railroad Co.	Steam Railroad	23			

Table 8. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.<sup>93</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
E.T. & W.N.C. Railroad Co.	Railroad	12			

Table 9. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1930.<sup>94</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
E.T. & W.N.C. Railroad Co.	Railroad	12			

Table 10. “Location and List of Industries Inspected 1933... Washington County – Johnson City”, for the Year Ending 31 December 1933.<sup>95</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
E.T. & W.N.C. Shops	Railway Shop	16			

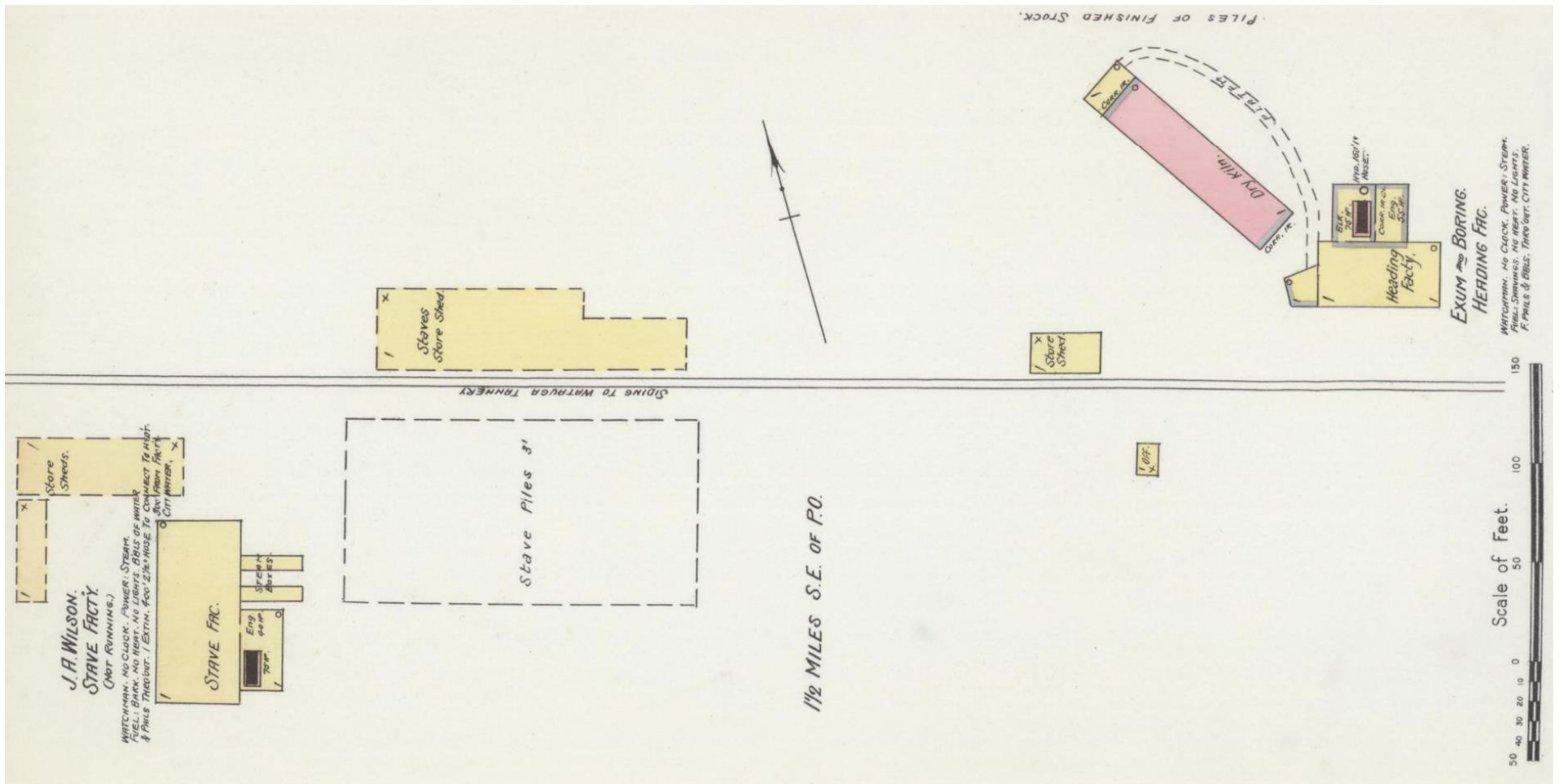
Table 11. “Location and List of Industries Inspected 1935... Washington County – Johnson City”, for the Year Ending 31 December 1935.<sup>96</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
E.T. & W.N.C. Railroad Co.	Railroad Shops	75	2		

2.1.6. The Area Occupied by the Exum Furniture Manufacturing Company and  
Related Enterprises, 1895 to at least 1933

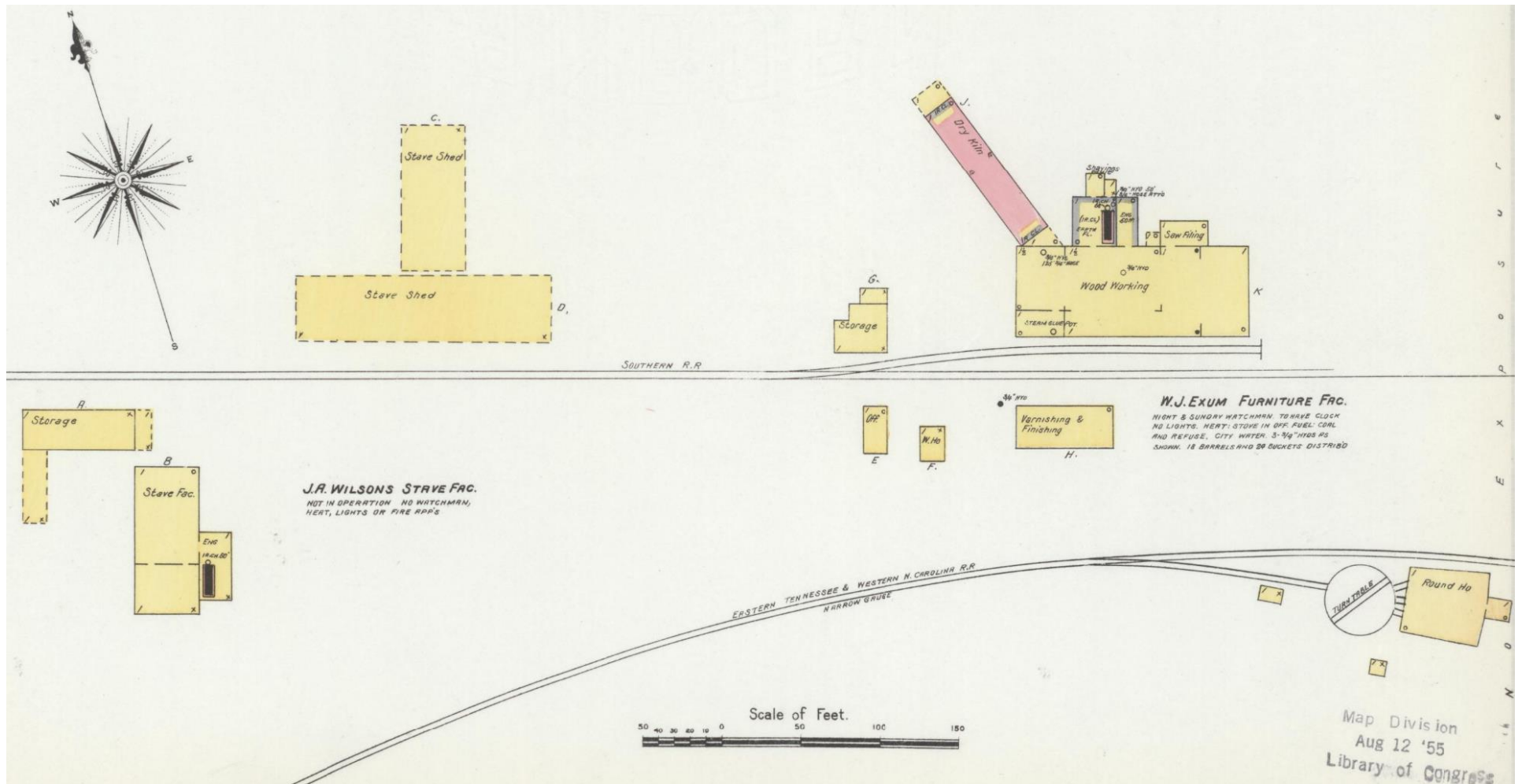
Lide, Russell and Dickenson Heading Factory, 1895 – 1896  
Exum & Boring Heading Factory, 1896 to at least 1901  
Exum Furniture Manufacturing Company, by 1903 to at least 1933

Note: From google maps, it appears that none of these buildings have survived to the present. This area appears to be occupied by residential buildings. Based on Figure 70, it appears that the buildings of the Exum Furniture Manufacturing Company had been removed by 1946.

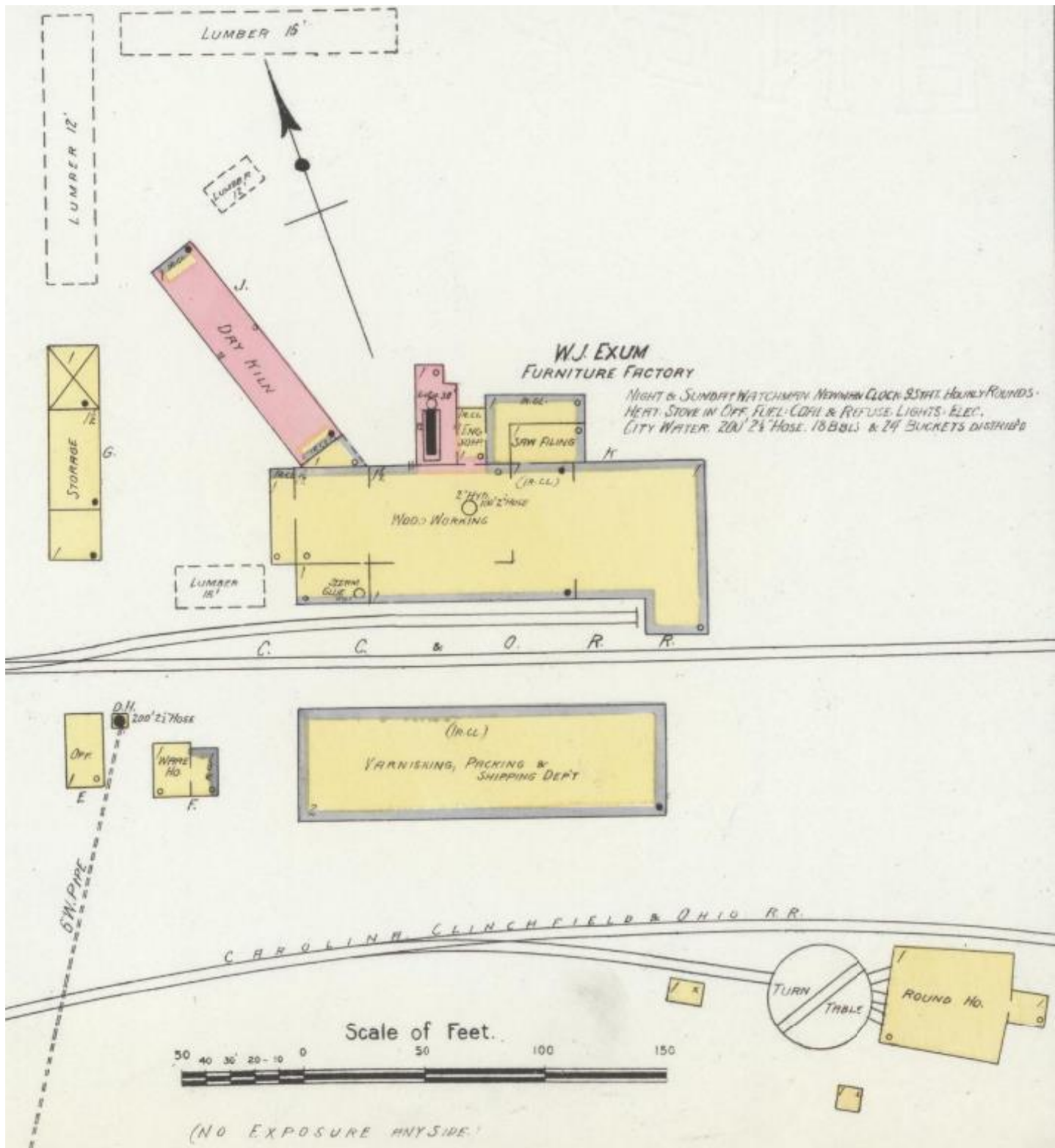


Map 4. A map showing the relationship between the Exum & Boring Heading Factory and the J.A. Wilson Stave Factory, in May 1897.<sup>97</sup>

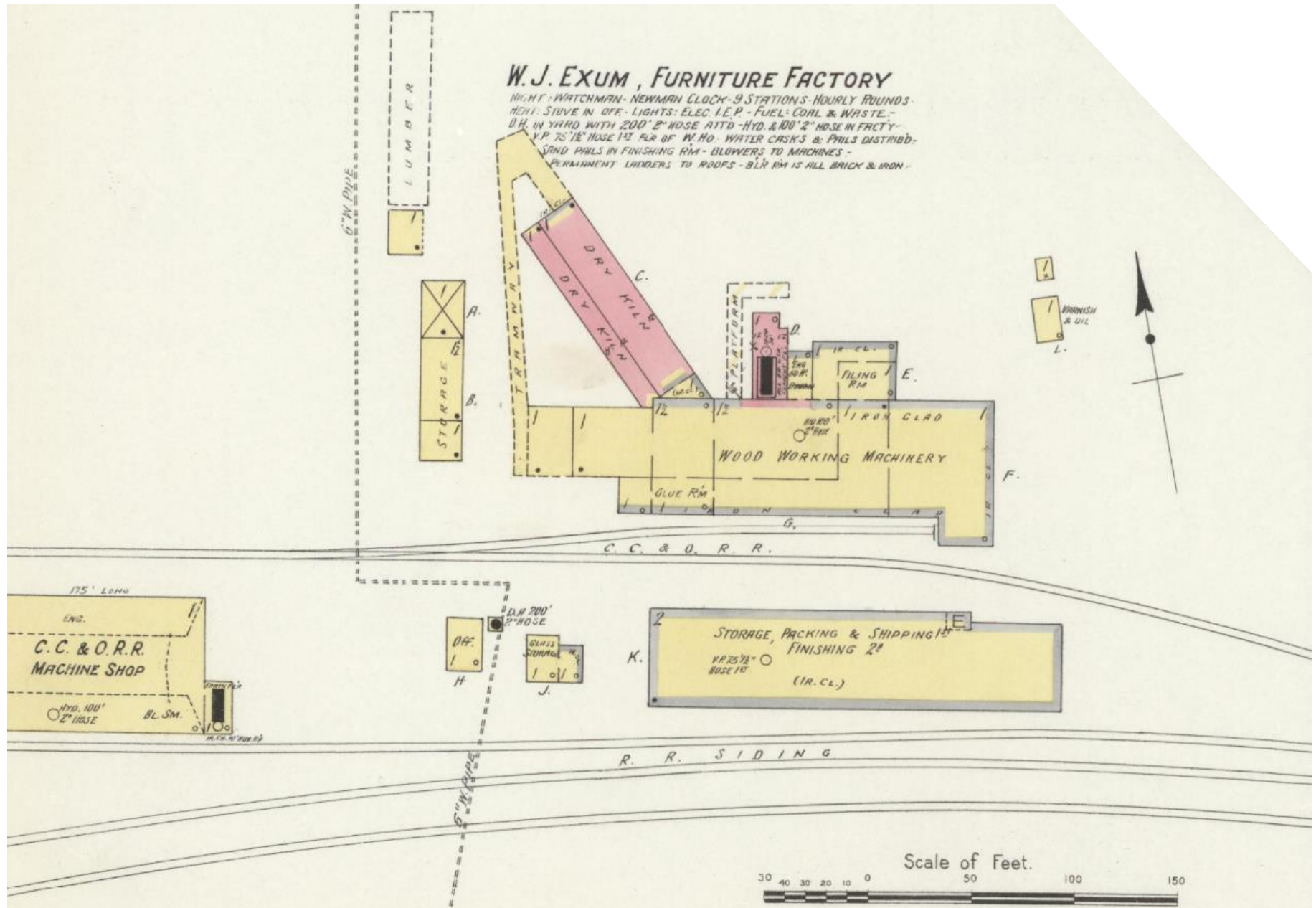




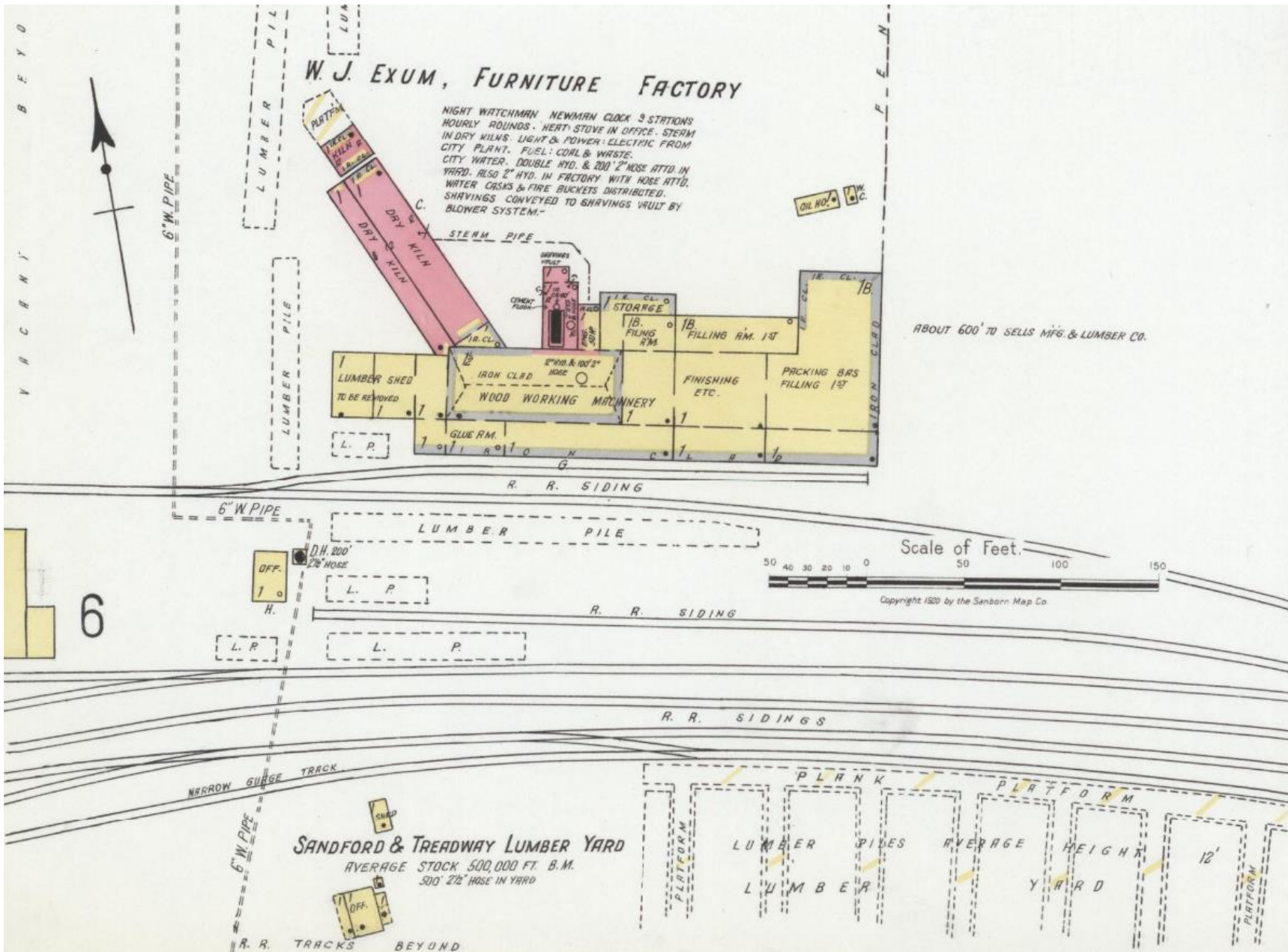
Map 5. A map showing the relationship between the “W.J. Exum Furniture Fac.” and the “J.A. Willson Stave Fac.” in April 1903. Note the E.T. & W.N.C. roundhouse and turntable in the lower right corner. These facilities were built at this location in 1891 and will be addressed later in this document.<sup>98</sup>



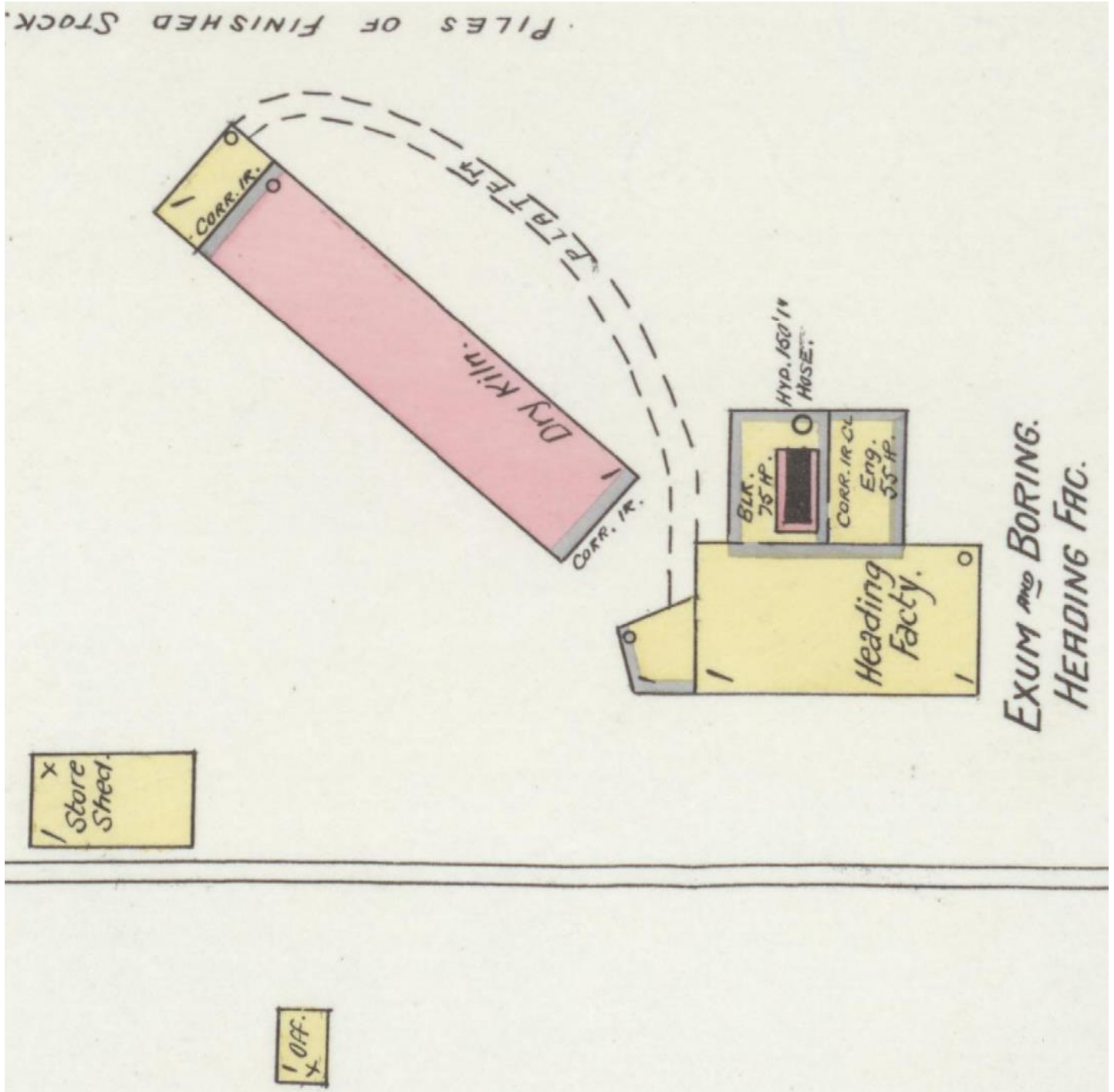
Map 6. W.J. Exum Furniture Factory, December 1908. Note the roundhouse and turntable in the lower right, the April 1903 map from Sanborn indicates that this facilitate belonged to the E.T.&W.N.C. Perhaps this map reflects the acquisition of this area by the Clinchfield.<sup>99</sup>



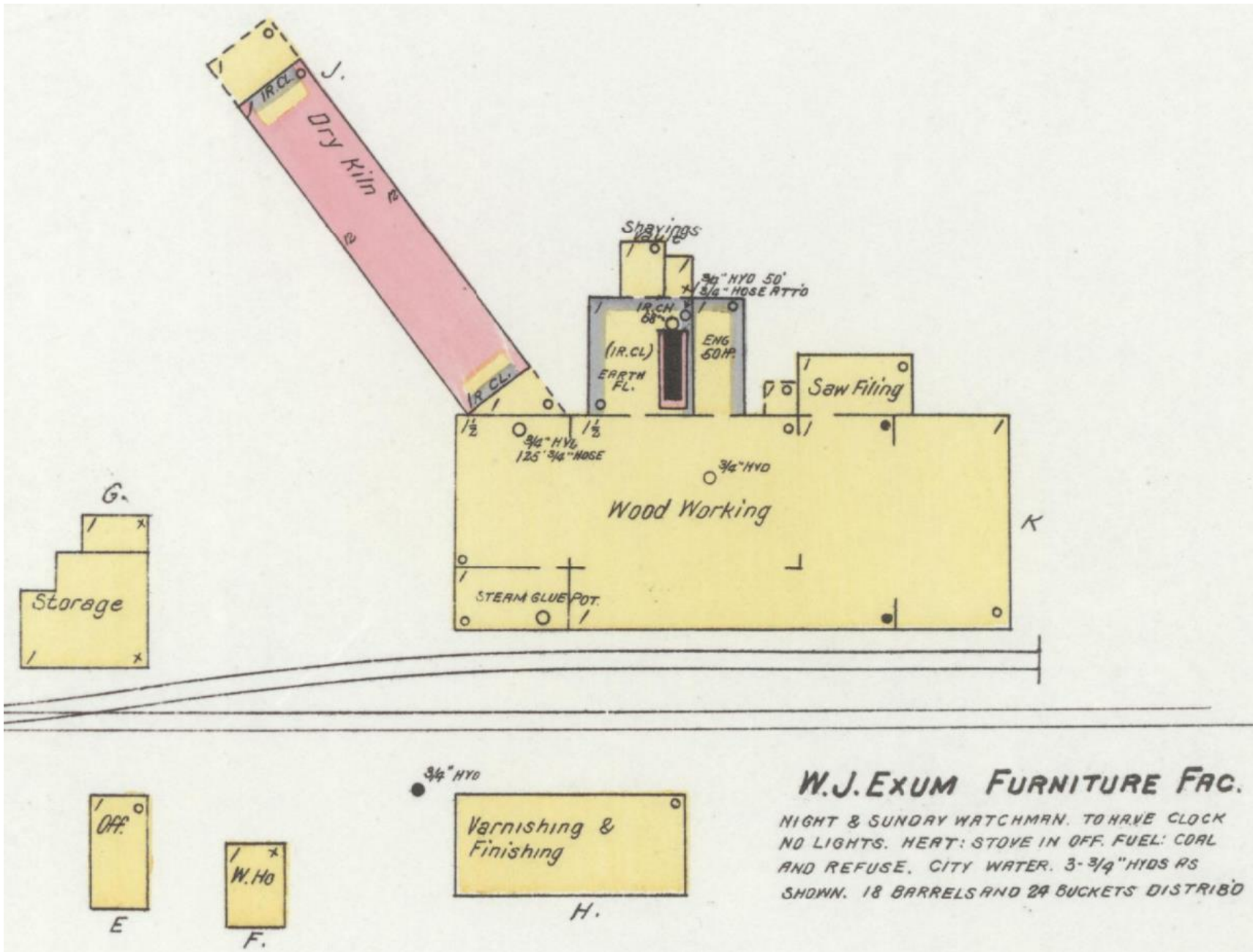
Map 7. W.J. Exum Furniture Factory, July 1913. Note a portion of the E.T. & W.N.C. Engine House and Machine Shop, on the left, mislabeled: “C.C. & O. R.R. Machine Shop”.<sup>100</sup>



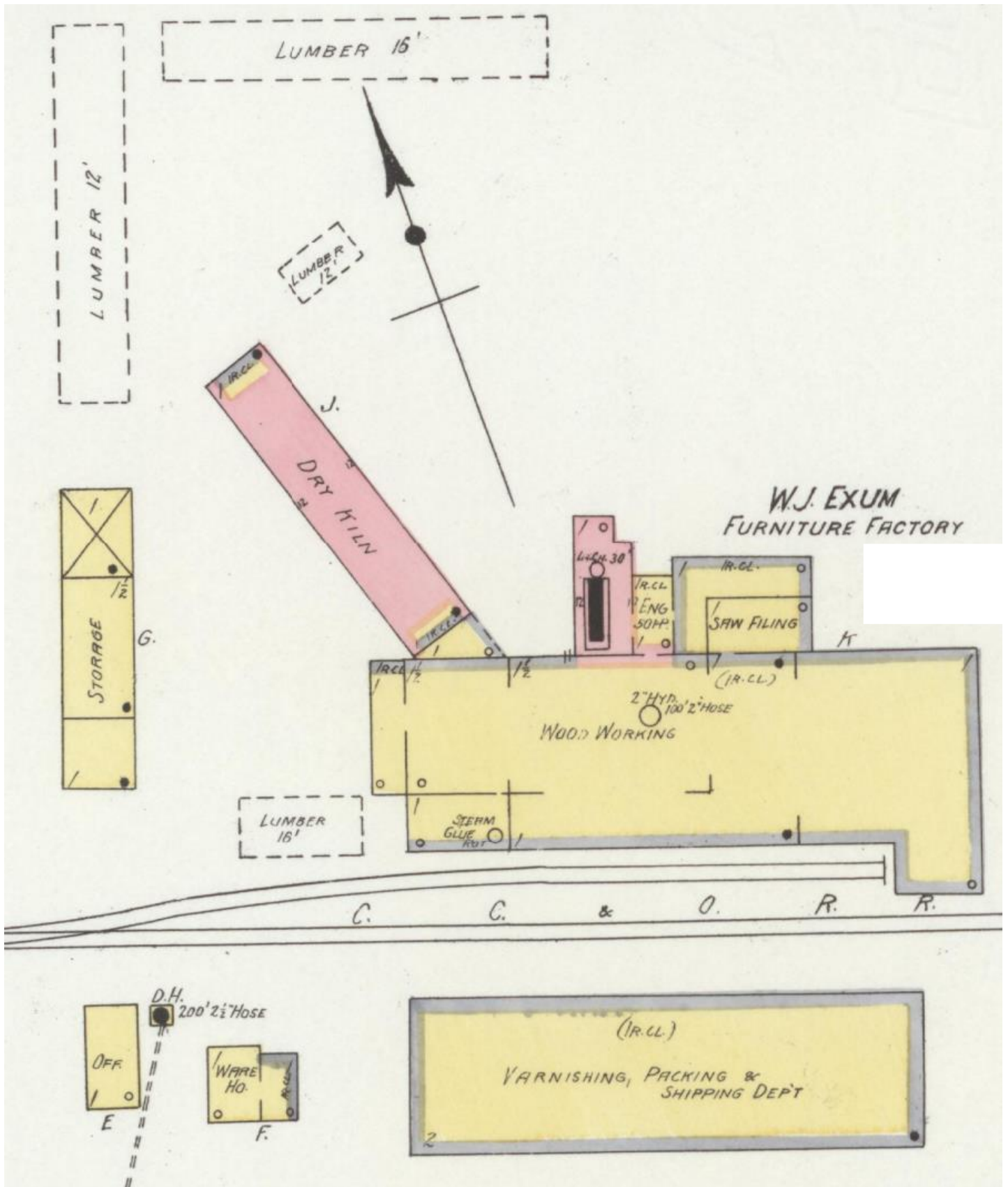
Map 8. This map, from February 1920, shows the W.J. Exum Furniture Factory, as well as the layout of the Sanford & Treadway Lumber Yard.<sup>101</sup> This Sanford & Treadway lumber yard will be addressed later in this document.



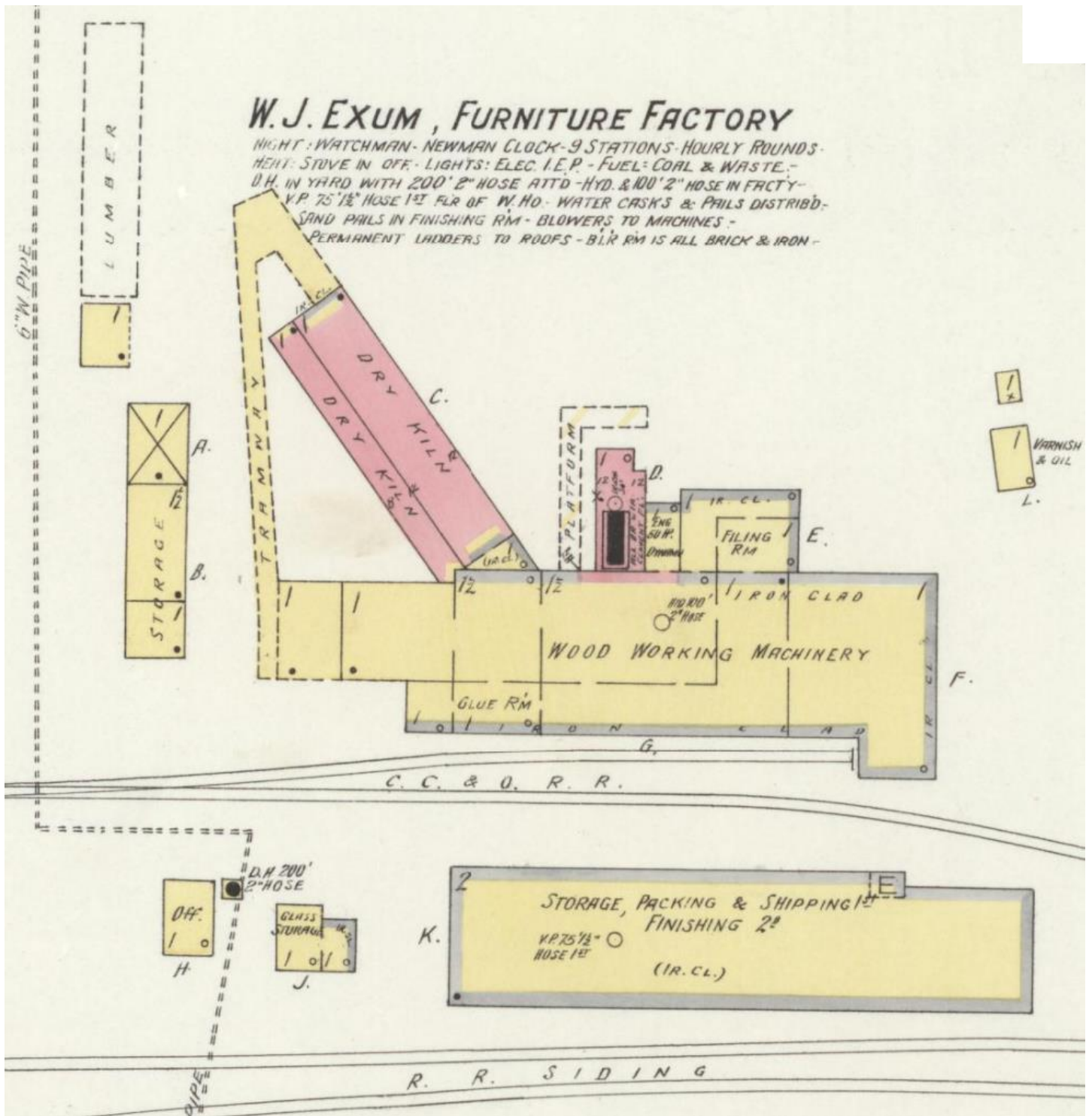
Map 4B. A detail of the Exum & Boring Heading Factory in May 1897.<sup>102</sup>



Map 5B. A detail of the "W.J. Exum Furniture Fac." in April 1903.<sup>103</sup>

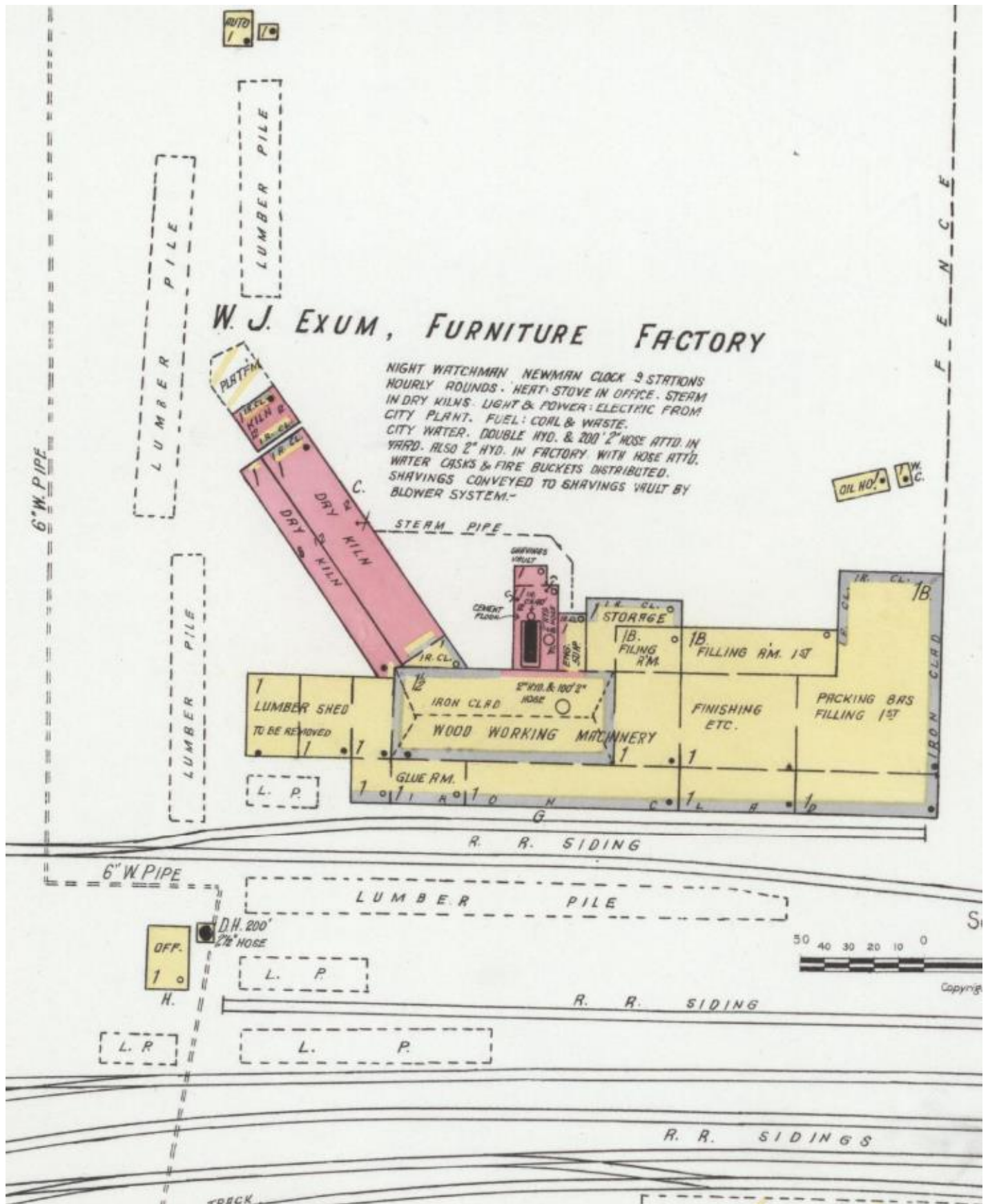


Map 6A. A detail of the "W.J. Exum Furniture Fac." in December 1908.<sup>104</sup>



Map 7A. A detail of the "W.J. Exum Furniture Fac." in July 1913.<sup>105</sup>





Map 8A. A detail of the "W.J. Exum Furniture Fac." in February 1920. Note the changes to the east (right) side of the building, as well as the removal of the "Varnishing, Packing & Shipping Dep't" building.<sup>106</sup>

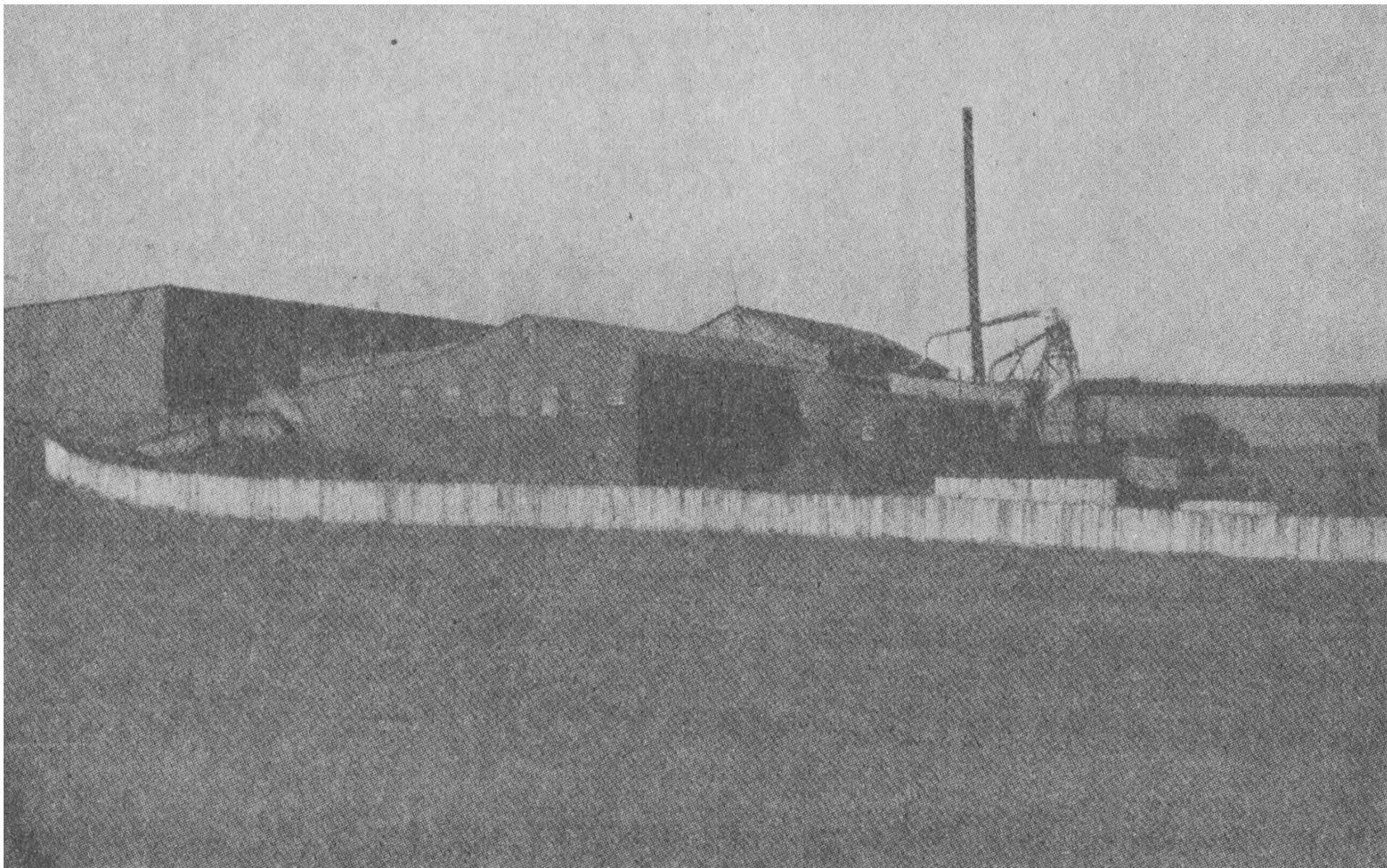


Figure 71. The “Plant of the Exium Furniture Company”, looking west toward the east side of the complex, by 1909. The structures in this photograph appears to be (from left to right), the “Varnishing, Packing & Shipping Dep’t” (which had been removed by 1920), the main “Wood Working” building, with a “Saw Filing” area, an engine room (with 50 h.p. engine) and a boiler room attached to the right (back of the building), and, finally, the “Dry Kiln”. The boiler room and the “Dry Kiln” were made of brick, while the rest of the structures in this complex were “iron clad”, see Map 6A.

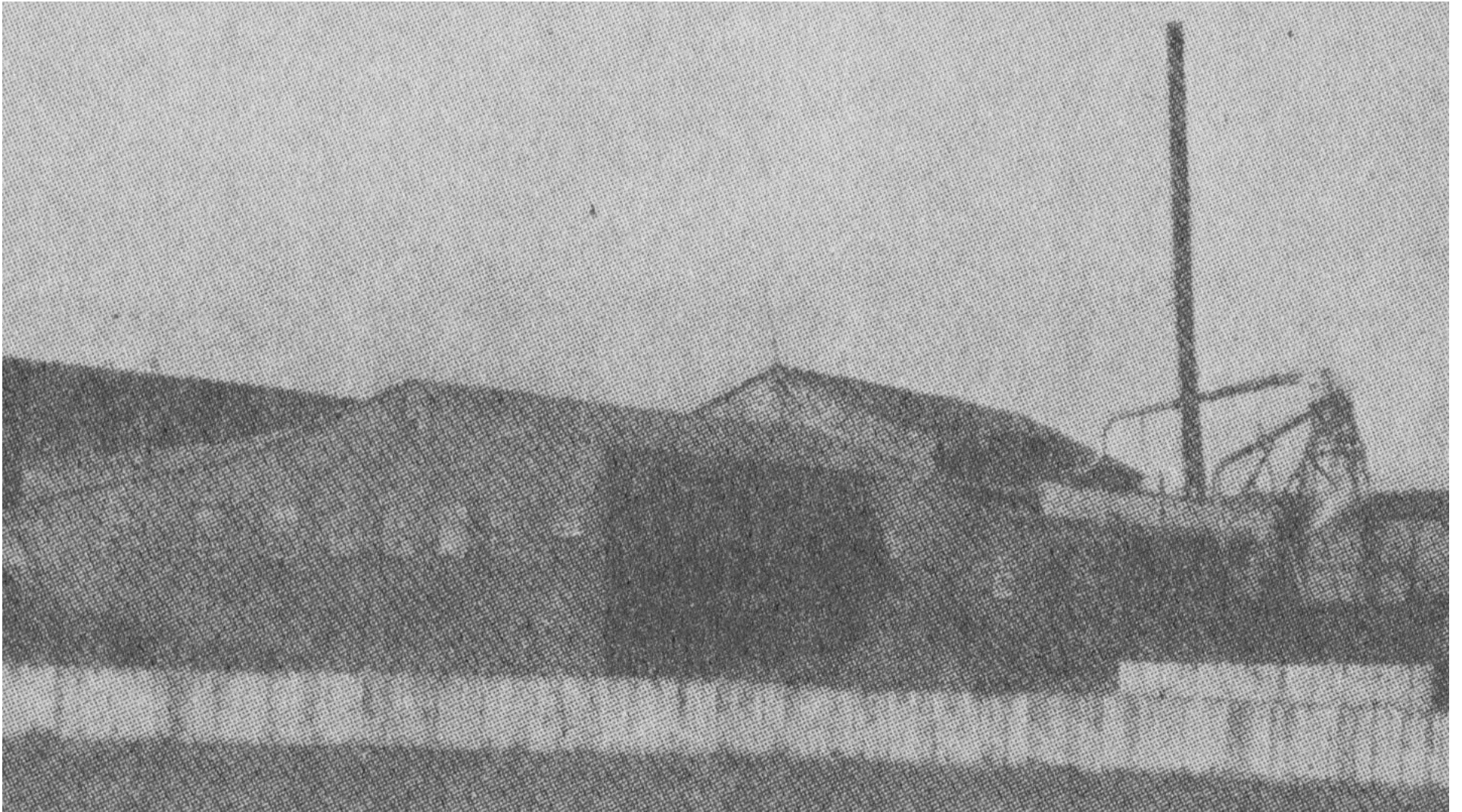


Figure 71A. A detail.



Figure 76B. A detail with the W.J. Exum Furniture Factory in the foreground and the E.T. & W.N.C. shops behind it, see maps 1A, 3 and 8. The Franklin Apartments are in the middle background. It appears that this photograph was taken in 1924, see Figure 76.

2.1.6. The Area Occupied by the Exum Furniture Manufacturing Company and Related Enterprises, 1895 to at least 1933

Lide, Russell and Dickenson Heading Factory, 1895 – 1896  
Exum & Boring Heading Factory, 1896 to at least 1901  
Exum Furniture Manufacturing Company, by 1903 to at least 1933

2.1.6.1. Lide, Russell and Dickenson Heading Factory, 1895 – 1896

19 September 1895. Johnson City Comet.

“Dissolution of Partnership. The partnership heretofore existing between C.K. Lide and G.C. Harris has this day been dissolved by mutual consent, G.C. Harris having sold his interest to Mrs. L.A. Russell and Mrs. W.A. Dickenson. The business will be conducted under the firm name of Lide, Russell & Dickenson. Sept. 17<sup>th</sup>, 1895.”

28 November 1895. Johnson City Comet.

“Lide, Russell and Dickenson have just completed a new dry-kiln for their heading factory. The new kiln has a capacity of 12,000 barrels a week, and was found necessary to enable this company to keep up with their orders.”

27 February 1896. Johnson City Comet.

“Disastrous Fire. – The Heading Factory, Owned by Lide, Russell & Dickenson, Burned to the Ground. Fire broke out in one of the dry kilns of the heading factory of Lide, Russell & Dickenson about 3 o’clock Tuesday afternoon, and in a short time the entire plant was destroyed. The loss will probably reach \$3,500, and an insurance of \$1,700, only, was covered by the company.

The scene of the fire was so far out and the fire company had such a long run, that it was only able to save a small portion of the stock. \$1,000 of the insurance was on the plant and \$700 on the stock.

It is not yet decided whether the company will rebuild or not.

It was one of the best industries of the town, and it’s destruction will throw a number of men out of employment.

Great excitement prevailed, and two rather serious accidents occurred...

The water main at the fire, furnished free by the water company to accommodate the factories, was only 4 inches, and could not furnish sufficient water to accomplish much, but considerable was saved, considering the rapidity with which the plant burned. It went like so much dry tinder.

The dryer contained several car loads just ready to take out, and it is supposed that the fire was of spontaneous origin.”

#### 2.1.6.2. Exum & Boring Heading Factory, 1896 to at least 1901

4 June 1896. Johnson City Comet.

“Factories at Work. Since the burning of the heading factory a few months ago work in this line has been suspended, awaiting the rebuilding of the factory. That has now been completed and the factory began operating last Monday.

The new owners, Messrs. Exum and Boring, have put the factory in a better condition than it was previous to the fire, and will run it to its fullest capacity. The quality of work done is excellent and a ready sale is found for the factory’s output.

Boring Bros. axe handle factory was also started up last Monday and will give employment to about twenty operations. Let the good work go on.”

10 December 1896. Johnson City Comet.

“The Factories are Running... Exum & Boring have never ceased making headings since they started in the early summer.”

17 February 1898. Johnson City Comet.

“Johnson City – The Future Manufacturing Center of East Tennessee... Heading factory, employing about 30 hands...”

10 March 1898. Johnson City Comet.

“Working Day and Night. Boring & Exum’s heading factory has been running day and night since last September. These gentlemen have been operating this plant in Johnson City for the past two years, and have been doing an extensive business ever since, giving constant employment to thirty-seven mechanics and laborers. They consume from eight to ten car loads of timber each week, and find ready sale for all the barrel heads they can manufacture.”

5 October 1899. Johnson City Comet.

“Exum & Boring, proprietors of the Johnson City heading factory, have purchased a considerable body of timber of the Jones heirs in the Warm Cove, and will soon put a force of men to cutting and shipping to their place of business. – Garber Cor. Herald and Tribune.”

# Stove Wood.

o ————— o

I have the exclusive sale of the **STOVE WOOD** made at the heading factory and will supply all demands promptly at the following low prices per load:

**Turnings** ..... **60c**

**Cutter Sticks** .. **75c**

Orders can be given me or telephoned, or left at S. I. Boring's grocery store, or at the heading factory. Respectfully,

**W. N. CAMPBELL.**

Figure 72. Johnson City Comet, 12 July 1900.

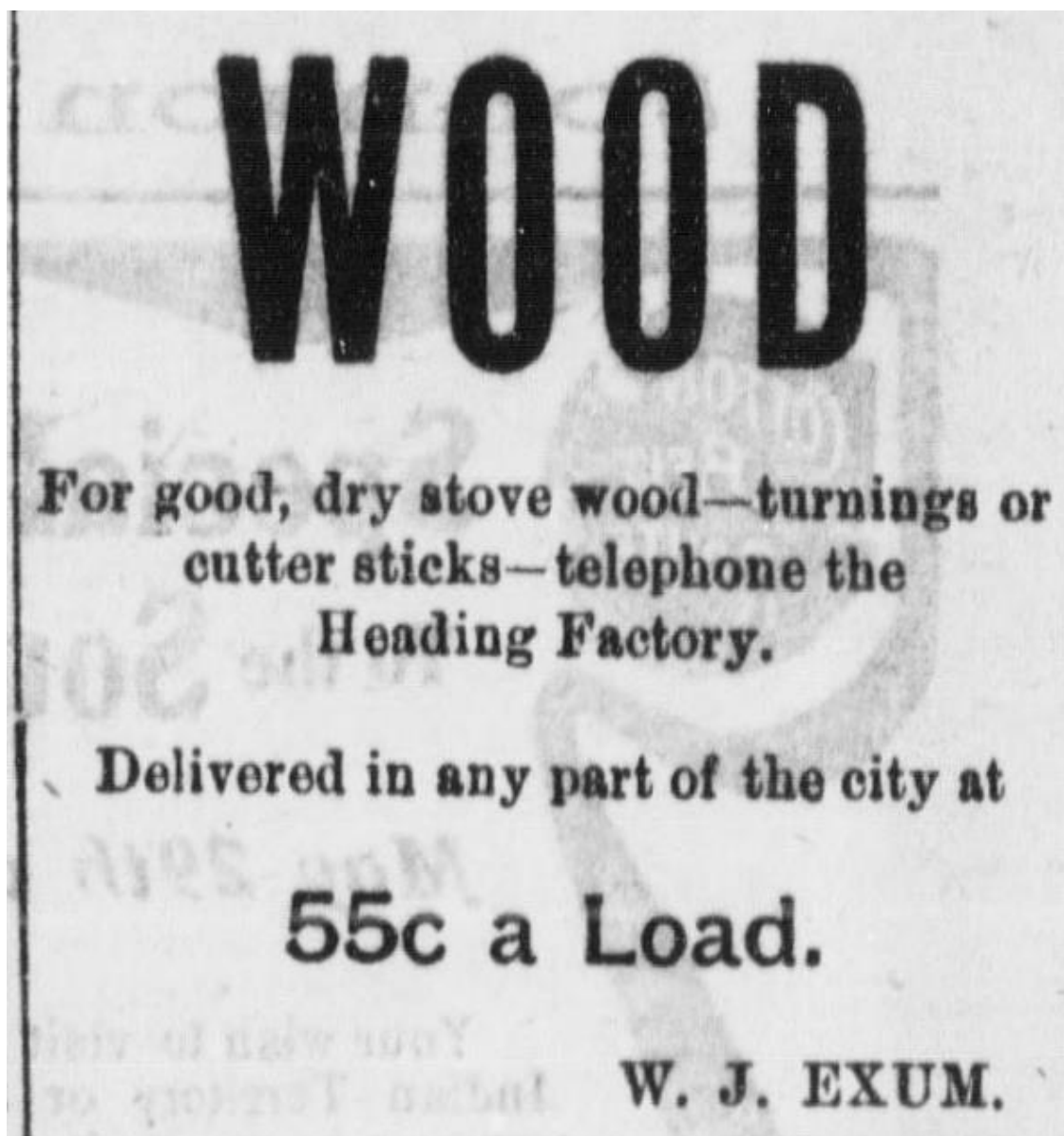


Figure 73. Johnson City Comet, 30 May 1901.  
Similar advertisements ran until at least 5 September 1901.

#### 2.1.6.3. Exum Furniture Manufacturing Company, by 1903 to at least 1933

16 July 1903. Johnson City Comet.

“Exum Furniture Manufacturing Company. One of the most enterprising industries in our city is that conducted by Mr. E.W. Exum. This concern makes a specialty of manufacturing medium and cheap grades of furniture which is shipped to all parts of the south and especially the state of Tennessee. A large force of men are given constant employment during the year. Liberal wages are paid. Mr. Exum was formerly mayor of Johnson City which position he held for several terms, and proved to be an able officer for the city. Mr. Exum is a firm believer in the welfare of our city and always takes an active interest in the city affairs.”



25 February 1904. Johnson City Comet.

“Nice Order Completed. The Tennessee Furniture Company has just filled an order for 1016 wardrobes for the Soldiers’ Home. The wardrobes were manufactured by the Exum Furniture Co., of this city, and were handsomely finished in white maple. The style was modern and the workmanship perfect.”

25 August 1904. Johnson City Comet.

“John Scott received a painful injury at the Exum Furniture Co.’s plant last Tuesday and had to have several crushed bones taken out of his right hand. Dr. Boyles performed the surgical operation.”

24 November 1904. Johnson City Comet.

“The Exum Furniture Company has sold a handsome bill of goods to New York dealers. Representatives of the firm were here this week making purchases.”

4 March 1909. Johnson City Comet.

“J.W. Cass has become interested in the Exum Furniture Co. and has been elected secretary and treasurer.”

18 September 1913. Manufacturers Record.

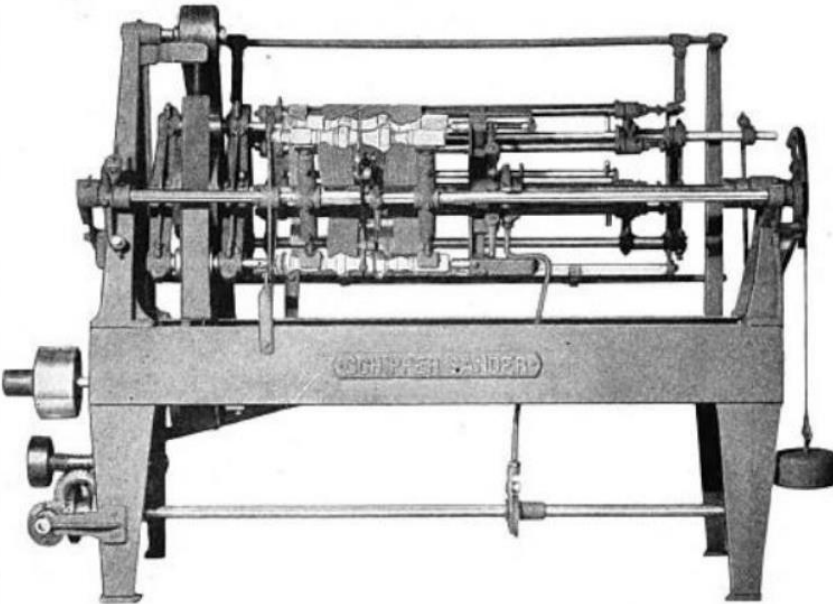
“Johnson City Industries. – Influence in the Upbuilding of its Manufacturing Interests. (Special Cor. Manufacturers Record.) Johnson City, Tenn., September 15... The Exum Furniture Co. makes furniture of various kinds, principally medium and low-priced suits...”<sup>107</sup>

27 August 1914. Johnson City Comet.

“City Council Transacts Business. The city council held a regular meeting last Thursday night and the session proved to be one of unusual interest. The following business was transacted:  
The contract for tables for the domestic science department at the new high school was awarded to the Exum Furniture Company, at \$404...”

10 October 1917. Hardwood Record.

“The Exum Furniture Company, Johnson City, Tenn., has sustained a fire loss.”<sup>108</sup>



*New  
Schipper  
Automatic Sander*

\*+\*

Exum Furniture Company,  
Johnson City, Tenn., writes —

After a most thorough trial of your Schipper Sander we would like you to know that it has proven everything we expected it to be, and that our products have been greatly improved by the use of this new machine.

On several occasions lately representatives from other wood working plants have observed this machine in operation, and have been greatly impressed by the results obtained.

\*+\*

The Schipper automatic sander will save you time and money. Write today for full information and performance record of the new Schipper Sander.

**Schipper Sales Organization**  
Aurora, Indiana  
Western Branch — Seattle, Wash.

Figure 74. *Furniture Manufacturer*, December 1928.<sup>109</sup>

“It was in the spring of 1890, after he [William J. Exum] had been engaged for two years in the practice of law at Durham, North Carolina, that he came to Johnson City. Here he continued his professional activities for one year, at the end of which time he gave up his chosen profession to enter the manufacturing field. Buying first of all the C.K. Lide Barrel Head Manufacturing Company, he continued the manufacture of barrel heads, which this company had instituted, for several years, until he gradually developed the business into a furniture factory. As time went on, this enterprise came to be known as the Exum Manufacturing Company. For several years, while Mr. Exum was engaged in furniture manufacturing, he conducted the only plant that was furnishing to Johnson City a payroll of several thousand dollars per week. Later, he took into partnership with him his son, who now [1933] continues the operations of the Exum Manufacturing Company, by making tables on a large scale... The death of William Jordan Exum occurred on April 3, 1924, and was a cause of widespread sorrow and regret among his hosts of fellow-citizens and friends. For his achievements, as well as for his many excellent qualities of character, he was loved and cherished by all who knew him, and his place was one of outstanding importance in public life.”<sup>110</sup>

Table 12. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year 1913.<sup>111</sup>

Firm Name	Nature of Business	No. Employees at Time of Inspection		Hours Labor Week		Gen'l. Cond.	No. Insp.
		Male	Female	Male	Female		
Exum Furniture Mfg. Co.	Mfrs. Furniture	50		60		Fair	1

Table 13. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1914.<sup>112</sup>

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.					
Exum Furn. Co.	Mfrs. Furn.	42				10	60			Good

Table 14. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1915.<sup>113</sup>

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.					
Exum Furn. Co.	Furn. Mfrs.	48				10	60			Good

Table 15. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1916.<sup>114</sup>

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.					
Exum Furn. Co.	Furn. Mfrs.	71				10	60			Good

Table 16. “Directory of Industries Inspected, with No. Employes, December 1, 1916, to December 31<sup>st</sup>, 1917... Washington County – Johnson City”.<sup>115</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co.	Furniture Mfrs.	56			

Table 17. “Directory of Industries Inspected, with No. Employes... Washington Co. – Johnson City”, for the Year Ending 31 December 1918.<sup>116</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co., W.J.	Table Mfrs.	27	22	1	

Table 18. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1919.<sup>117</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co.	Mfrs. Furniture	31	10		

Table 19. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1920.<sup>118</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co.	Furniture Mfrs.	40	10		

Table 20. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.<sup>119</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co.	Furniture Mfg.	36	14		

Table 21. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1925.<sup>120</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co.	Mfg. Furniture	51	12		

Table 22. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1928.<sup>121</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co.	Mfg. Furniture	62	10		

Table 23. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.<sup>122</sup>

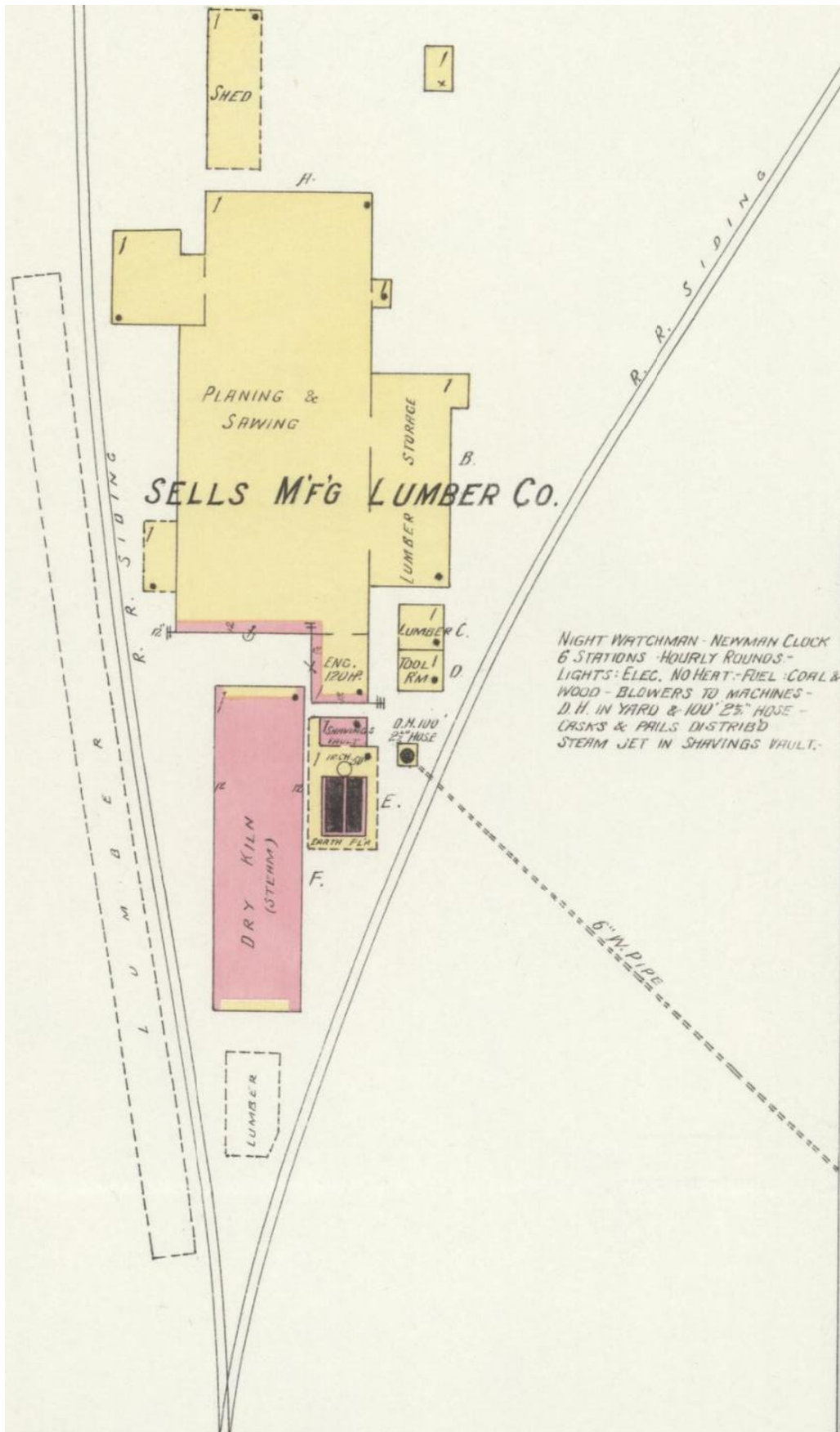
Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co.	Mfg. Furniture	32	2	7	2

Table 24. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1930.<sup>123</sup>

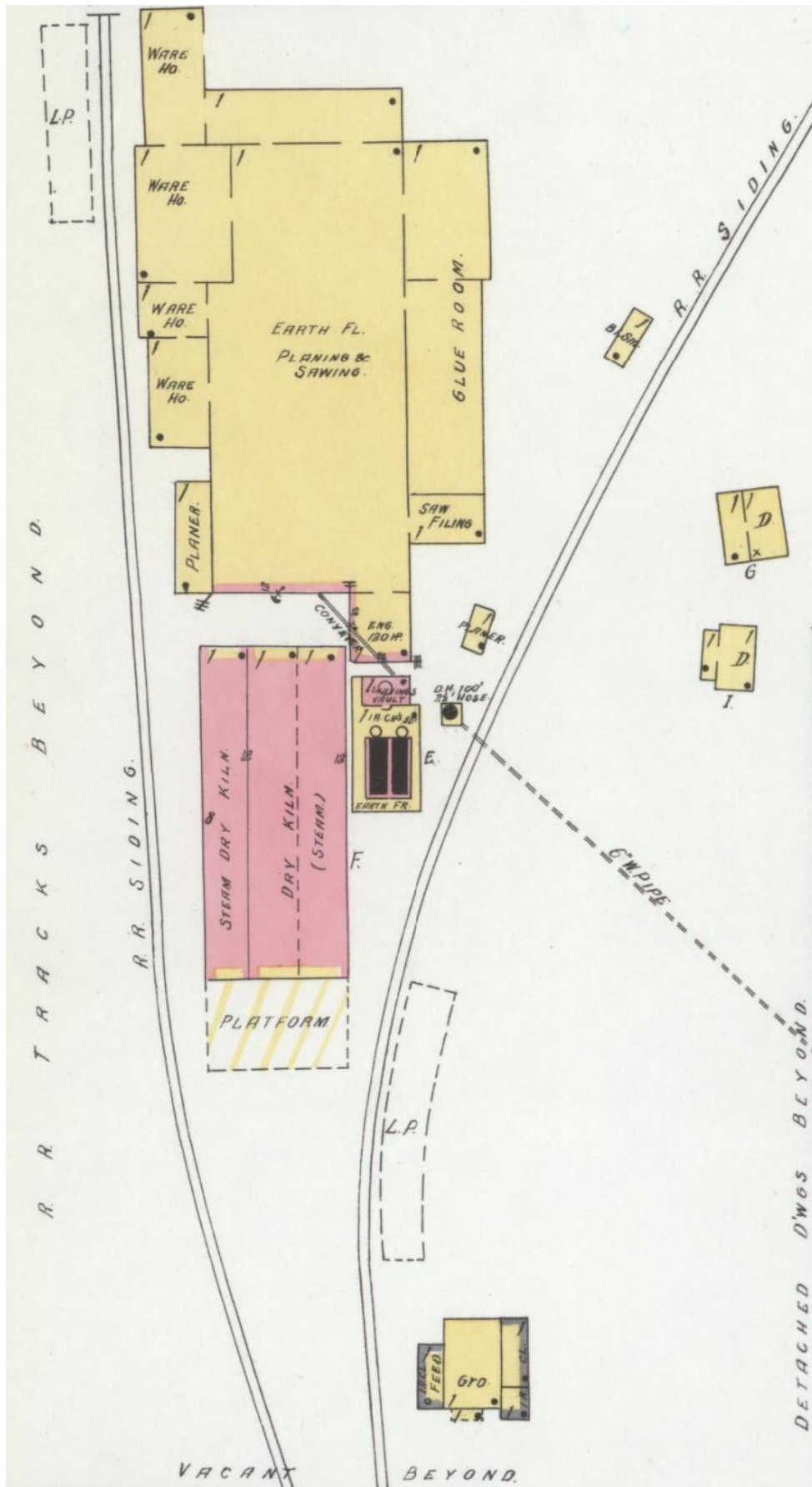
Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Exum Furniture Co.	Mfg. Furniture	39			

#### 2.1.7. Sells Lumber and Manufacturing Company, at this location 1905 – 1959

Note: From google maps, it appears that none of these buildings have survived to the present. The area once occupied by the Sells Lumber and Manufacturing Company appears to be occupied by residential buildings.



Map 9. Sells Manufacturing Lumber Company, July 1913.<sup>124</sup>  
 Note that this factory was not mapped in 1908.



Map 10. Sells Lumber & Manufacturing Company, February 1920.<sup>125</sup>



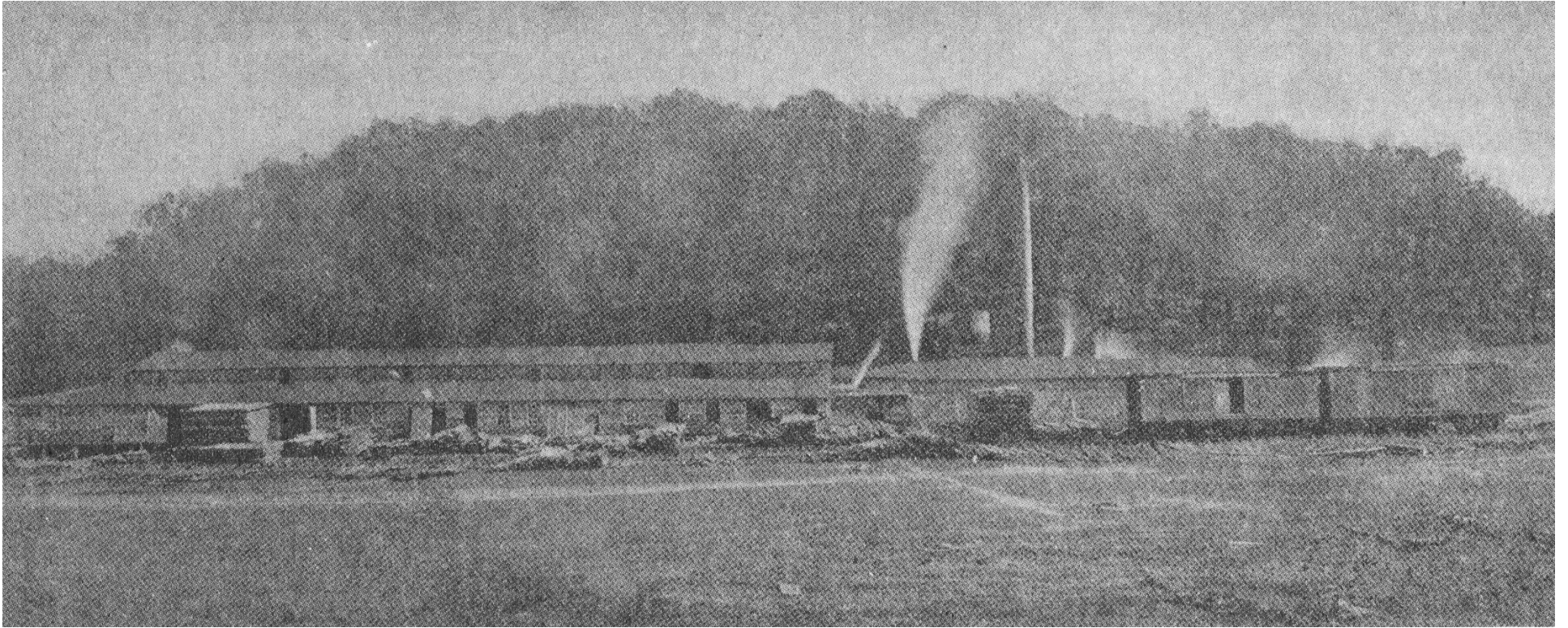


Figure 75. “Sells Lumber and Manufacturing Co. (Incorporated)... Plant of the Sells Lumber and Manufacturing Co.”, by 1909. It appears that this view looks east, with the “Planing & Sawing” mill on the left and the “Dry Kiln” on the right. Note what appear to be two boxcars in front of the “Dry Kiln.”<sup>126</sup>



Figure 76. “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).<sup>127</sup> 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.



Figure 76C. A detail of the Sells Manufacturing Lumber Company, which is the large building near the center of the photograph.



Figure 77. “Engine #11 Excursion train at Johnson City (past Sells Lumber)”.<sup>128</sup> Notice that there are four smokestacks in this photograph. The previous photographs of Sells Manufacturing only had one or two.



Figure 78. Number 12 by Sell's Lumber Company.<sup>129</sup>

2.1.7. Sells Lumber and Manufacturing Company, at this location 1905 – 1959  
J. Walter Wright Lumber Company and the Marshall Lumber Company, 1959

Note: The previous plant of Sells Lumber and Manufacturing Company was addressed in “A Draft Documentary History of Industries along the E.T. & W.N.C. and Clinchfield Railroads through Johnson City, Part 3...”<sup>130</sup>

25 May 1905. Johnson City Comet.

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

10 January 1907. Johnson City Comet.

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

14 January 1907. Daily Bulletin of the Manufacturers' Record.

“Johnson City, Tenn. – Planing Mills, etc. – Sells Lumber & Manufacturing Co., reported incorporated January 20 with \$50,000 capital stock, will erect planing mill 68 x 184 feet, drykilns 20 x 100 feet, warehouse 50 x 150 feet and sheds 30 x 300 feet; daily capacity, 5 to 10 cars of general mill work. S.R. Sells is president, C.T. Hayward secretary-treasurer.”<sup>131</sup>

23 February 1907. American Lumberman.

“The S.R. Sells Company, at Johnson City, Tenn., is moving to its new quarters in that east Tennessee town. The latest machinery has been installed. The main building is 75 x 168. The dry kiln is 25 x 75 feet. The old plant was known as the Johnson City Coal & Lumber Company. The new plant is chartered with a capital of \$50,000. The directors are S.R. Sells, C.T. Hayward, Thad Cox and John Rhea.”<sup>132</sup>

28 February 1907. Johnson City Comet.

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

16 January 1908. Johnson City Comet.

“The Sells Lumber Company resumed operations this week after being shut down for two weeks or more.”

30 July 1908. Johnson City Comet.

“Sam Sells Loses Hand. Last Monday morning Sam R. Sells met with a deplorable accident that cost him his right hand. He is proprietor of the Sells Lumber Co., and while adjusting a planer in the factory the wrench slipped and his hand was thrown between the bearers and drawn under the knife and smashed, mangled and cut off at the wrist. Dr. Preas dressed the wound and he is doing as well as could be expected. Mr. Sells is a candidate for the senate from the First district and is the republican elector for the state at large. He is one of our best citizens and has many friends who sincerely regret the frightful accident.”

13 August 1908. Johnson City Comet.

“Sam R. Sells is able to be on the street after the accident that caused the loss of his right hand a few days ago. He is a candidate for state senator in the First district.”

17 March 1910. Johnson City Comet.

“Senator Sells’ Lumber Plant Being Improved. The Sells manufacturing wood working plant is having erected a brick dry kiln 100 x 40 feet. Senator Sam R. Sells is manager of this establishment, and it is one of the leading woodworking plants in this section. It has been built up from a very factory to its present magnitude.”

10 September 1910. American Lumberman.

“Sam Sells, of the Sells Lumber & Manufacturing Company, Johnson City, is in the midst of a heated campaign for Congress in the first Tennessee district.”<sup>133</sup>

7 December 1911. Johnson City Comet.

“Sells Lumber Plant Destroyed by Fire – At noon Friday the dry kiln at the plant of the Sells Lumber and Manufacturing Co. was discovered to be on fire and was rapidly consumed, before the fire could be gotten under control. It was a modern and well equipped kiln and was filled with lumber at the time.”

S. R. SELLS, President

JONH P. RHEA, Vice President

CHAS. T. HAYWARD, Sec. & Treas

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

**Incorporated**

Manufacturers, Wholesale and Retail Dealers

✻ **HARDWOOD FINISH A SPECIALTY** ✻

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

Estimates furnished

Orders Respectfully Solicited

MILL—EAST CARNEGIE

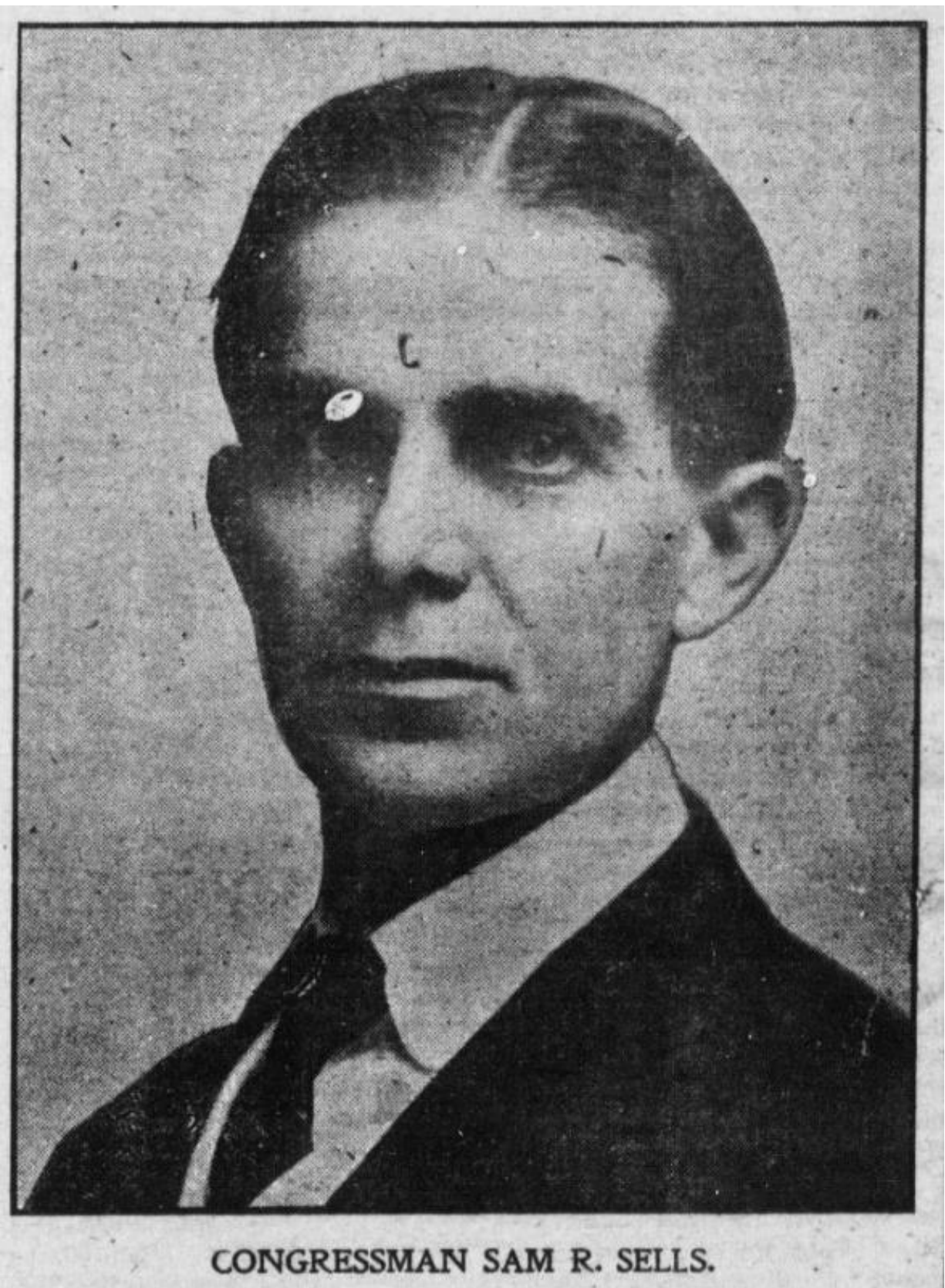
Office and Warehouse

Jobe Street

JOHNSON CITY, TENNESSEE

Figure 79. Johnson City Comet, 14 January 1909.





**CONGRESSMAN SAM R. SELLS.**

Figure 80. Johnson City Comet, 13 August 1914.

18 February 1915. The Iron Age.

“Sells & Miller, Johnson City, Tenn., will install a sawmill.”<sup>134</sup>

25 May 1915. Hardwood Record.

“Congressman Sam R. Sells of Johnson City, Tenn., head of Sells Lumber & Manufacturing Company, was here [Bristol] this week. He reports that business is fifty per cent better than it was thirty days ago and a hundred per cent better than it was a few months ago.”<sup>135</sup>

25 April 1916. Hardwood Record.

“An important announcement was made this week when it was made known that J.E. Brading has retired from the Brading – Marshall Lumber Company of Johnson City, Tenn., and purchased a large interest in the Sells Lumber and Manufacturing Company. In the new company he is associated with Congressman Sam R. Sells. The company will become known as the Brading – Sells Lumber Company.”<sup>136</sup>

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.”<sup>137</sup>

10 February 1924. Lumber World Review.

“Johnson City, Tenn. – The Brading – Sells Lumber Co. has filed an amendment changing its name to the Brading – Rhea Lumber Co.”<sup>138</sup>

15 March 1959. The Southern Lumberman.

“Johnson City, Tenn., March 6. – The Sells Lumber and Manufacturing Co., Johnson City, has been sold to the J. Walter Wright Lumber Co., of Bristol, Tenn., and the Marshall Lumber Co., of Marion, N.C.

Sells first started business in 1904. It is one of the oldest manufacturing establishments in Johnson City, at one time having employed 200 people. The plant has not operated since December, 1957, since that time having maintained a skeleton crew for property protection. The Sells Company is well recognized in the hardwood flooring industry all over the country. The new owners will take possession Monday. as Joseph L. Noyes, of the Marshall Lumber Co., states that the company hopes to start operation as soon as possible, but expects to be in a position to start taking in lumber the early part of the week of March 9.”<sup>139</sup>

Table 25. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year 1913.<sup>140</sup>

Firm Name	Nature of Business	No. Employees at Time of Inspection		Hours Labor Week		Gen'l. Cond.	No. Insp.
		Male	Female	Male	Female		
Sells Lumber & Mfg. Co.	Mfrs. Building Material	28		60		Good	1

Table 26. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1915.<sup>141</sup>

Firm Name.	Character of Business.	No. Employes at time of inspection.				No. Hours Labor Males		No. Hours Female & Min.		General Condition.
		Over 16.		Under 16.		Over 16		Under 16		
		M.	F.	M.	F.	Da.	Wk.	Da.	Wk.	
Sells Lbr. & Mfg. Co.	Building Material	39	2	1		10	54	10	54	Good

Table 27. "Manufacturing Industries and Firms Inspected and Reported... Johnson City, Washington County", for the Year Ending 1 December 1916.<sup>142</sup>

Firm Name	Character of Business	No. Employes at time of inspection				No. Hours Labor Males		No. Hours Female and Min.		General Condition
		Over 16		Under 16		Over 16		Min. Under 16		
		M.	F.	M.	F.	Da.	Wk.	Da.	Wk.	
Sells Lbr. & Mfg. Co.	Flooring Mfrs.	46	2	2		10	60	10	57	Good

Table 28. "Directory of Industries Inspected, with No. Employes, December 1, 1916, to December 31<sup>st</sup>, 1917... Washington County – Johnson City".<sup>143</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lbr. & Mfg. Co.	Flooring Mfrs.	47	3		

Table 29. “Directory of Industries Inspected, with No. Employes... Washington Co. – Johnson City”, for the Year Ending 31 December 1918.<sup>144</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber Co.	Hardwood Flooring Mfrs.	29	2		

Table 30. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1919.<sup>145</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber Mfg. Co.	Mfrs. Hardwood Lumber	57	8		

Table 31. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1920.<sup>146</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber Mfg. Co.	Mfg. Hardw. Lumber	54			

Table 32. “Directory of Industries Inspected, with No. Employes... Washington County – Johnson City”, for the Year Ending 31 December 1922.<sup>147</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber & Mfg. Co.	Lumber and Flooring	81	5		4

Table 33. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1925.<sup>148</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber Co.	Planing Mill	87	14		

Table 34. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1928.<sup>149</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber Co.	Lumber	110	17		

Table 35. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1929.<sup>150</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber & Mfg. Co.	Lumber	150			

Table 36. “Directory of Industries Inspected with Number of Employes... Washington County – Johnson City”, for the Year Ending 31 December 1930.<sup>151</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber & Mfg. Co.	Lumber	140			

Table 37. “Location and List of Industries Inspected 1933... Washington County – Johnson City”, for the Year Ending 31 December 1933.<sup>152</sup>

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Sells Lumber & Mfg. Co.	Mfg. Hdwd. Flooring	82	2		

Appendix A.  
Map Legends

KEY																							
<table border="1"> <tr> <td>NO. OF STORIES</td> <td>3</td> </tr> <tr> <td>SHINGLE ROOF</td> <td>X</td> </tr> <tr> <td>COMPOSITE ROOF</td> <td>•</td> </tr> <tr> <td>SLATE OR TILE ROOF</td> <td>○</td> </tr> </table>	NO. OF STORIES	3	SHINGLE ROOF	X	COMPOSITE ROOF	•	SLATE OR TILE ROOF	○	<table border="1"> <tr> <td>— —</td> <td>FIRE WALL 6 IN. AB. ROOF</td> </tr> <tr> <td>—  —</td> <td>" " 12" " "</td> </tr> <tr> <td>—   —</td> <td>" " 18" " "</td> </tr> <tr> <td>— — — —</td> <td>FRAME PARTITION</td> </tr> <tr> <td>— — — —</td> <td>OPENING &amp; IRON DOOR</td> </tr> <tr> <td>— — — —</td> <td>WINDOWS " " SHUTTERS</td> </tr> <tr> <td>— — — —</td> <td>STABLE</td> </tr> </table>	— —	FIRE WALL 6 IN. AB. ROOF	—  —	" " 12" " "	—   —	" " 18" " "	— — — —	FRAME PARTITION	— — — —	OPENING & IRON DOOR	— — — —	WINDOWS " " SHUTTERS	— — — —	STABLE
NO. OF STORIES	3																						
SHINGLE ROOF	X																						
COMPOSITE ROOF	•																						
SLATE OR TILE ROOF	○																						
— —	FIRE WALL 6 IN. AB. ROOF																						
—  —	" " 12" " "																						
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— — — —	FRAME PARTITION																						
— — — —	OPENING & IRON DOOR																						
— — — —	WINDOWS " " SHUTTERS																						
— — — —	STABLE																						
<p>COUNTING FROM LEFT TO RIGHT WHILE LOOKING TOWARDS BUILDING</p>	<p>WINDOW IN 1<sup>ST</sup> STORY</p>																						
<p>DUT REPRESENTS OPENING</p>	<p>" 1<sup>ST</sup> &amp; 3<sup>RD</sup> "</p>																						
	<p>" 2<sup>ND</sup> &amp; 4<sup>TH</sup> "</p>																						
	<p>B'LD'GS COLORED YELLOW ARE FRAME</p>																						
" "	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 81. Map Legend for January 1891.<sup>153</sup>



Figure 82. Map Legend for May 1897.<sup>154</sup>

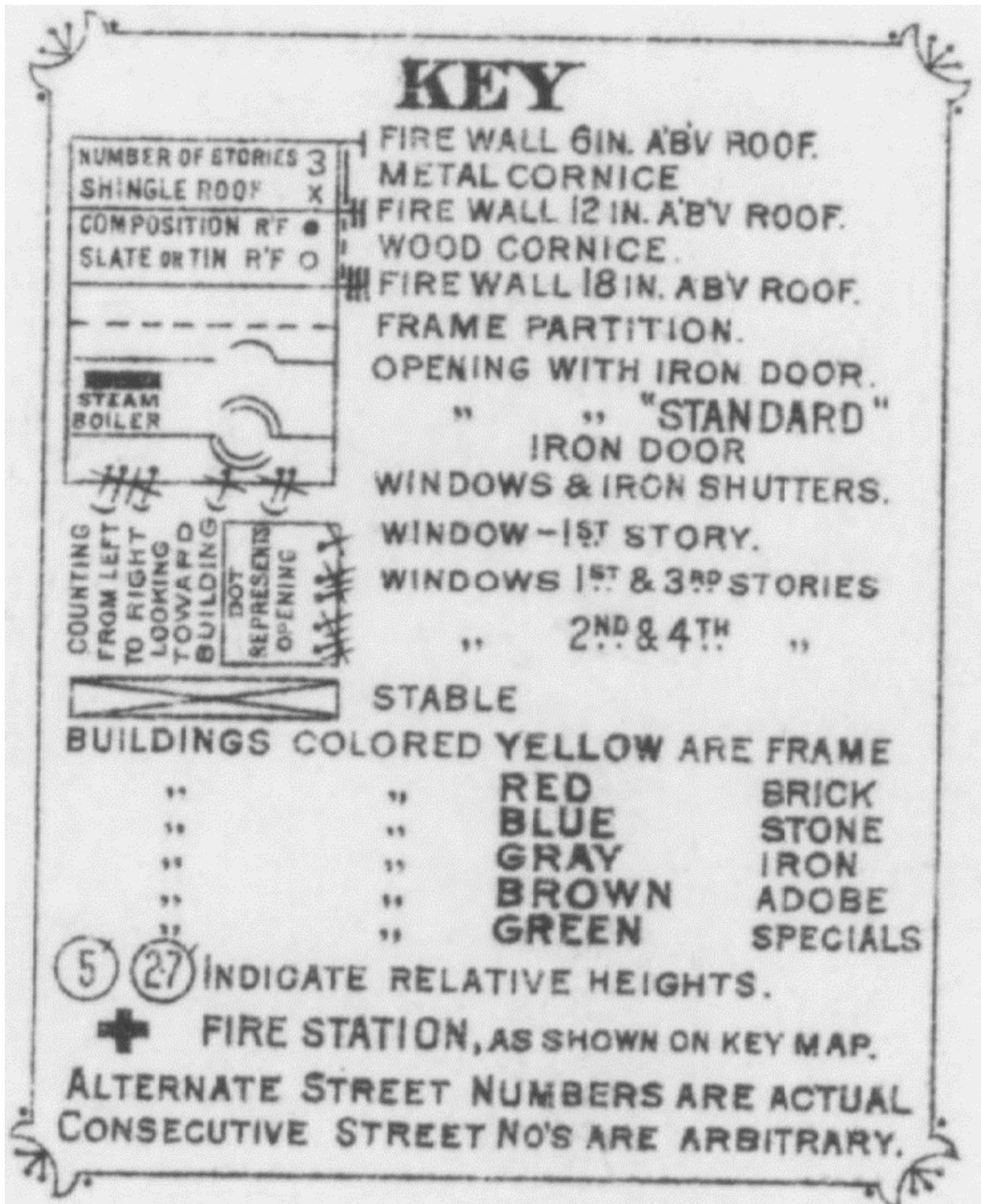


Figure 83. Map Legend for April 1903.<sup>155</sup>



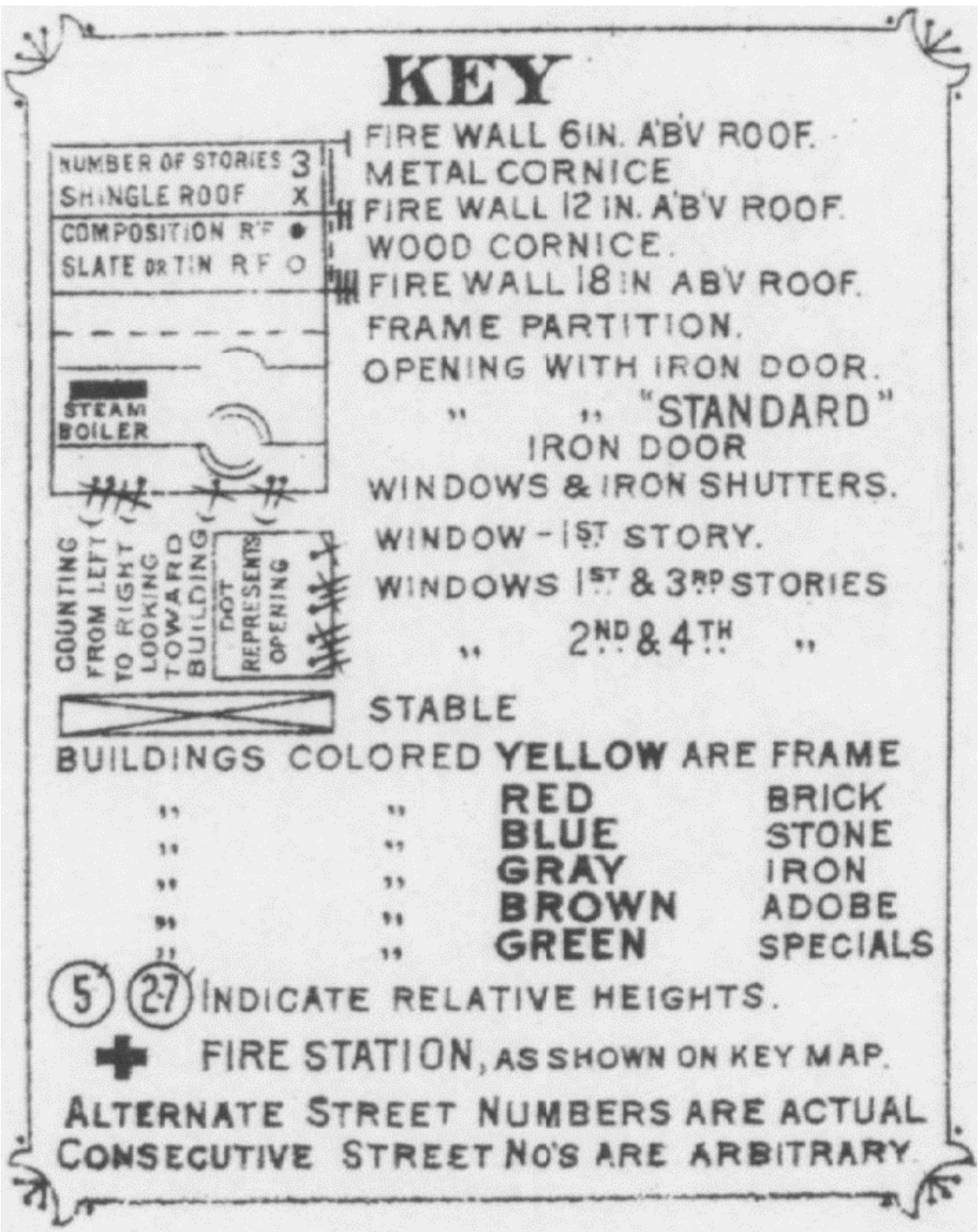


Figure 84. Map Legend for December 1908.<sup>156</sup>



Figure 85. Map Legend for July 1913.<sup>157</sup>



Figure 86. Map Legend for February 1920.<sup>158</sup>

Appendix B.  
Links to Additional E.T. & W.N.C. Transportation Company Photographs

Annex A.  
“Clifford A. Maxwell Photographs, 1940 – 1986” Collection,  
Of the Archives of Appalachia.

Exterior Photographs  
(Note, some of these appear to be duplicates of each other)

1. “East Tennessee and Western North Carolina Transportation Co. Truck,”  
<https://archivesofappalachia.omeka.net/items/show/11760>.
2. “Driver and Worker, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13938>.
3. “Loading Freight, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13936>.
4. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks,”  
<https://archivesofappalachia.omeka.net/items/show/13865>.
5. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks,”  
<https://archivesofappalachia.omeka.net/items/show/13864>.
6. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Truck,”  
<https://archivesofappalachia.omeka.net/items/show/13863>.
7. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Truck,”  
<https://archivesofappalachia.omeka.net/items/show/13862>.
8. “Men posing on East Tennessee and Western North Carolina Transportation Company (ET&WNC) Truck,” <https://archivesofappalachia.omeka.net/items/show/13860>.
9. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks,”  
<https://archivesofappalachia.omeka.net/items/show/13858>.
10. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Truck,”  
<https://archivesofappalachia.omeka.net/items/show/13856>.
11. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks,”  
<https://archivesofappalachia.omeka.net/items/show/13855>.
12. “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks,”  
<https://archivesofappalachia.omeka.net/items/show/13854>.

13. "Men posing on East Tennessee and Western North Carolina Transportation Company (ET&WNC) Truck," <https://archivesofappalachia.omeka.net/items/show/13853>.
14. "East Tennessee and Western North Carolina Transportation Company (ET&WNC) Truck," <https://archivesofappalachia.omeka.net/items/show/13851>.
15. "East Tennessee and Western North Carolina Transportation Company (ET&WNC) Truck," <https://archivesofappalachia.omeka.net/items/show/13850>.

#### Interior Plant Photographs

16. "Recapping Truck Tire, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13942>.
17. "Men Working, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13941>.
18. "Man Working, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13940>.
19. "Loading Freight, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13939>.

#### Interior Office Photographs

(Note, some of these appear to be duplicates of each other)

20. "Operating Punched Card Machines, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13951>.
21. "Workers at Desks, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13949>.
22. "Workers at Desks, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13948>.
23. "Workers at Desks, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13947>.
24. "Office View, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13946>.
25. "Office View, East Tennessee and Western North Carolina Transportation Company," <https://archivesofappalachia.omeka.net/items/show/13945>.
26. "Office View, East Tennessee and Western North Carolina Transportation Company,"

<https://archivesofappalachia.omeka.net/items/show/13944>.

27. “Office View, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13943>.

28. “Operating a Key Punch, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13937>.

29. “Workers at Desks, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13935>.

30. “Workers at Desks, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13934>.

31. “Workers at Desks, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13933>.

32. “Office View, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13932>.

33. “Office View, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13931>.

34. “Office View, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13930>.

35. “Office View, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13929>.

36. “Workers Posing Beside Punched Card Machines, East Tennessee and Western North Carolina Transportation Company,”  
<https://archivesofappalachia.omeka.net/items/show/13928>.

#### Annex B.

East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005  
Of the Archives of Appalachia.

#### Exterior Photographs

1. “Trucking Office Located at Middle Brook Pike just east of Liberty Street,”  
<https://archivesofappalachia.omeka.net/items/show/16635>.

2. “Trucking Office,” <https://archivesofappalachia.omeka.net/items/show/16633>.

3. “Truck #744,” <https://archivesofappalachia.omeka.net/items/show/16631>.

## Endnotes

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

<sup>2</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 10, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc/gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc/gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A. For map scale, please refer to the link above. “Johnson Depot,” available online at: [http://www.stateoffranklin.net/johnsons/maps/clinch\\_map.pdf](http://www.stateoffranklin.net/johnsons/maps/clinch_map.pdf). Note the apparent lack of a ground level track for the cars into which the coal was transferred. “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.

<sup>3</sup> Image from: “Hopper #44,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17677>. Quote from: “East Tennessee & Western North Carolina Hopper Cars,” by John R. Waite, The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., Spring/Summer 2004 (Volume 15, Number 1), page 10.

<sup>4</sup> “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.

<sup>5</sup> “Boxcar #400,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17568>.

<sup>6</sup> “Engine #11 Loading Coal,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17126>. Information on the paint scheme from: Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 76.

<sup>7</sup> “East Tennessee & Western North Carolina #11; Transferring coal from standard gauge to narrow gauge, Undated,” James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/21170>. Information on the paint scheme from: Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 76.

<sup>8</sup> “Hoppers at transfer trestle at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17672>, annotated: “ET&WNC Transferring coal Johnson City, Tenn. 5 – 16 – 1946 CWW”. Also at: “East Tennessee & Western North Carolina; Johnson City, Tennessee; Transferring Coal, Undated,” James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/21213>.

<sup>9</sup> “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>.

<sup>10</sup> “East Tennessee & Western North Carolina; Johnson City, Tennessee; Transferring Coal, Undated,” James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/21214>. Similar at: “Hopper #12, #32,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17673>.

<sup>11</sup> Tweetsie Country, The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 101.

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<sup>12</sup> “[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”

<sup>13</sup> Available online at:

<https://vintagetransco.com/products/east-tennessee-western-north-carolina-et-wnc-rr-license-plate>.

<sup>14</sup> “If You can’t Beat’em, Join Them – The Story of the ET&WNC Motor Transportation Company,” by Johnny Graybeal, in Every Time with No Complaint, 2018 – 2019 (Volume 11, No. 12), page 85.

<sup>15</sup> “A Short History of the ET&WNC Transportation Company,” by John R. Waite, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., October/November/December 1994, (Volume 7, Number 2), page 7. See also “ET&WNC Transportation,” by Ed Craddock, 7 April 2018, available online at: <https://lessthantruckloadhistory.com/2018/04/07/et-wnc-transportation/>.

<sup>16</sup> “ET&WNC Yard, 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/16648>.

<sup>17</sup> Imagine from: “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>. Quote from: “The Cy Crumley Scrapbook, ET&WNC Railroad Tour 6: Andy Kern,” at “Johnson’s Depot,” available online at: [http://www.stateoffranklin.net/johnsons/crumley/images/tour6/southern\\_pickup1.jpg](http://www.stateoffranklin.net/johnsons/crumley/images/tour6/southern_pickup1.jpg).

<sup>18</sup> “Johnson City (Aerial View),” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/11806>.

<sup>19</sup> “Maintenance Building,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16641>. There is another photograph of this building in “207/208 Saga Continues,” by Johnny Graybeal and Douglas Long, in Every Time with No Complaint, October 2009 (Volume 2, No. 1), page 28.

<sup>20</sup> “Engine #207,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17397>.

<sup>21</sup> “Trucks #744, 748 and Others,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16637>.

<sup>22</sup> “Trucks #744, 748 with Employees,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16636>.

<sup>23</sup> “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/13852>. Similar at: “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/13859>; and at: “East Tennessee and Western North Carolina Transportation Company (ET&WNC) Trucks,” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/13861>.

<sup>24</sup> “Trucking Company, Volkswagon belongs to Jim Hobbs.,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:



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<https://archivesofappalachia.omeka.net/items/show/16638>.

<sup>25</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1999junefullsize/21fullsize.html>.

<sup>26</sup> “Men posing, East Tennessee and Western North Carolina Transportation Company (ET&WNC),” Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/13857>.

<sup>27</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1997junefullsize/6fullsize.html>.

<sup>28</sup> “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/17422>. Also at: “The Cy Crumley Scrapbook, ET&WNC Railroad Tour 6: Andy Kern,” at “Johnson’s Depot,” available online at:

<http://www.stateoffranklin.net/johnsons/crumley/images/tour6/harris1.jpg>. For another photograph of this area, see: “Trucking Company Station Wagon,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/16640>.

<sup>29</sup> “Engine #208,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17408>. Similar at: “East Tennessee and Western North Carolina Railway Standard,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4160>. “George Allison – Pioneer ET&WNC Historian & Preservationist,” by Johnny Graybeal, in *Every Time with No Complaint*, Spring 2018 (Volume 10, No. 2), page 17. For a relatively recent photograph of the Yard Office, see “Like it’s 1999,” by Johnny Graybeal, in *Every Time with No Complaint*, Spring 2016 (Volume 8, No. 2), page 4. See also: “Engine House at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16609>. Other photographs of the truck maintenance facility are available at: “207/208 Saga Continues,” by Johnny Graybeal and Douglas Long, in *Every Time with No Complaint*, October 2009 (Volume 2, No. 1), page 28. The Archives of Appalachia dates this photograph to November 1950, but this seems unlikely, see Figure 35.

<sup>30</sup> “East Tennessee and Western North Carolina Railway Standard Gauge No. 207,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/4625>.

<sup>31</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 1, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897), which included: “J.A. Wilson Stave Fact’y. (Not Running.) Watchman, no clock. Power: steam. Fuel: Bark. No heat. No lights. B’bbs of water & pails thro’out. 1 extin. 400’ 2½” hose to connect to Hy’dt. 300’ from fact’y. City water.” For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>32</sup> “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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903), which included: “J.A. Wilsons Stave Fac. Not in operation. No watchman, heat, lights or fire app’s”. For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>33</sup> Unless otherwise noted, all newspaper articles in this documentary history were accessed from “Chronicling America, Historic American Newspapers,” U.S. Library of Congress, available online at:

<https://chroniclingamerica.loc.gov/>.

<sup>34</sup> *The Wood-Worker*, May 1893 (Volume XII, No. 3), page 32, available online at:

<https://books.google.com/books?id=v0tBAQAAMAAJ>.

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<sup>35</sup> “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](http://www.stateoffranklin.net/johnsons/maps/clinch_map.pdf).

<sup>36</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 6, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920), which included: “Night watchman. No clock. City water & 2½” Hyd. & 450’ 2½” hose. Heat: steam. Light & power: Elec.” For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>37</sup> “Ballast Spreader @ Johnson City Engine House,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17456>, annotated: “Johnson City 11/19/42 Photo by Robert Richardson”. Note that this structure is not the engine house. For the original engine house, see figures 51 – 57 and 67 – 70. For other photographs of the building in the background, see: “Trucks,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16630>, (this photograph was taken from approximately the same position and angle as that in Figure 30.); “View Near Trucking Company?,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16639>, and “Trucks,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16634>.

<sup>38</sup> “Laconia Coach #25 and others at Car Barn 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/17760>. “Laconia Passenger Cars of the ET&WNC,” by John R. Waite, in *The Blue Ridge Stemwinder*, East Tennessee and Western North Carolina R.R. Co., Spring 1990 (Volume 2, Number 4), page 8, which captioned this photograph: “The coach yard at Johnson City contains two Laconia coaches, the old coach #4, and the excursion car #11. The coach house is in the background. Photo from the collection of James T. Dowdy.” See also “Linville River Railway Coach #4,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17735>, another photograph showing coach #4 and excursion car #11 at the Car Barn, in dated 1925; and “Engine with Combine #15 and Coaches,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17617>, which appears to show an E.T. & W.N.C. narrow gauge locomotive switching passenger cars near the Car Barn.

<sup>39</sup> “Engine #9 at Johnson City on WYE (Triangular Junction),” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17079>.

<sup>40</sup> “Johnson City Yard Office,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16611>.

<sup>41</sup> “East Tennessee and Western North Carolina Railway Standard Gauge No. 208,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4606>.

<sup>42</sup> “Engine #208,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17408>. Similar at: “East Tennessee and Western North Carolina Railway Standard,” Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/4160>. “George Allison – Pioneer ET&WNC Historian & Preservationist,” by Johnny Graybeal, in *Every Time with No Complaint*, Spring 2018 (Volume 10, No. 2), page 17. For a relatively recent photograph of the Yard Office, see “Like it’s 1999,” by Johnny Graybeal, in *Every Time with No Complaint*, Spring 2016 (Volume 8, No. 2), page 4. See also: “Engine House at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection,

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1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16609>. The Archives of Appalachia dates this photograph to November 1950, but this seems unlikely, see Figure 35.

<sup>43</sup> “Yard Office at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16613>. Also available at: “Unidentified Depot,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16624>. The quote from George Allison is in: “Sunday Memories,” by George Allison, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., Jan. – Feb. – Mar. 1993 (Volume 5, Number 3), page 4.

<sup>44</sup> “Yard Office at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16613>. Also available at: “Unidentified Depot,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16624>. The quote from George Allison is in: “Sunday Memories,” by George Allison, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., Jan. – Feb. – Mar. 1993 (Volume 5, Number 3), page 4. For more photographs of the “spat”, see: “Spat Car with Donnie Palmer,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17452>, however, historian Johnny Graybeal captioned this photograph “‘Vince Ryan on E.T.&W.N.C. speeder. 7/5/43.’ No other photos have previously surfaced of this small speeder. Just another example of many things that went unphotographed on the ET.” In “Worth a Thousand Words,” by Johnny Graybeal, in Every Time with No Complaint, Winter 2016 (Volume 8, No. 1). page 24, this edition was titled “Vince Ryan’s Photography – Worth a Thousand Words”; and “Jack Alexander on narrow gauge ‘spat’ 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/17451>.

<sup>45</sup> Image from: “East Tennessee & Western North Carolina; Johnson City, Tennessee Railroad Yard, Undated,” James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/21210>. Quote from: The Blue Ridge Stemwinder,” by John R. Waite and Chris H. Ford, 2003, page 293. Information on the 278<sup>th</sup> RCT was taken from: <http://www.indianamilitary.org/Camp%20Atterbury/Un-Used/117th%20Reg%20History.htm>.

<sup>46</sup> “Engine #7 at Johnson City, TN,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17031>.

<sup>47</sup> Image from: “Engine #8 at Johnson City, TN,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17060>. Quote from: Tweetsie Country. The East Tennessee & Western North Carolina Railroad, by Mallory Hope Ferrell, 1976, page 92.

<sup>48</sup> “The Cy Crumley Scrapbook,” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour5/transfer.jpg>.

<sup>49</sup> “Buildings in Johnson City Yard,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16621>. Caption from “Worth a Thousand Words,” by Johnny Graybeal, in Every Time with No Complaint, Winter 2016 (Volume 8, No. 1). page 17, this edition was titled “Vince Ryan’s Photography – Worth a Thousand Words”.

<sup>50</sup> Caption from: “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 80.

<sup>51</sup> Image from: “Truck #150,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16629>.

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Quote from: The Blue Ridge Stenwinder,” by John R. Waite and Chris H. Ford, 2003, page 234. “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).

<sup>52</sup> “Trucking Company Truck,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16643>. “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), notes that this trailer was built by Kingham (serial number 9008) and acquired by the E.T. & W.N.C. in November 1939. It was retired after March 1942.

<sup>53</sup> “Trucking Company Tractor Trailor,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16644>.

<sup>54</sup> “Truck,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16632>.

<sup>55</sup> “Johnson City Engine House and Coach Shed Area,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16616>. “A famous Railfan Visits the Tweetsie,” by Johnny Graybeal, in Every Time with No Complaint,” April 2009 (Volume 1, No. 2), page 17.

<sup>56</sup> “Jitney Car, made by ‘Cap’ Allison by combining old Johnson City Traction Car Streetcar and Peerless Truck; company officials (Clarence Hobbs, Hugh Saylor, Charlie Beasley); used on runs between Johnson City and Hampton,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17681>.

<sup>57</sup> “Engines at Johnson City Engine House,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16615>. Additional photographs of the Oil and Sand House are available at the “Railroad Museum of Pennsylvania” at the following links:  
<https://rrmuseumpa.andornot.com/permalink/archives52521>  
<https://rrmuseumpa.andornot.com/permalink/archives185447>  
<https://rrmuseumpa.andornot.com/permalink/archives71135>  
<https://rrmuseumpa.andornot.com/permalink/archives71136>  
<https://rrmuseumpa.andornot.com/permalink/archives71137>  
<https://rrmuseumpa.andornot.com/permalink/archives71160>  
<https://rrmuseumpa.andornot.com/permalink/archives71161>

<sup>58</sup> Available online at:  
<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1989junefullsize/15fullsize.html>.

<sup>59</sup> “Engine #209 Johnson City Engine House,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17434>. “Out with the Old,” by Johnny Graybeal, in Every Time with No Complaint, Fall/Winter 2011 (Volume 4, No. 1), page 28. For photographs from 1993 of the engine house, see “An ET Fans’ Odyssey,” by Curtis Brookshire, in Every Time with No Complaint, Fall/Winter 2021/2022 (Volume 13, No. 2), pages 11 – 13.

<sup>60</sup> “Motor Car #2 Standard Gauge (built 1930s; rebuilt with Ford overhead valve engine in 1950s) Charley Shutt?,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17722>.

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<sup>61</sup> Image from: “Engine #12 at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17345>. Quote from: “Sunday Memories,” by George Allison, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., Jan. – Feb. – Mar. 1993 (Volume 5, Number 3), page 3.

<sup>62</sup> Image from: “Engine House at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16623>. Quote from: The Blue Ridge Stemwinder,” by John R. Waite and Chris H. Ford, 2003, page 199.

<sup>63</sup> “If You can’t Beat’em, Join Them – The Story of the ET&WNC Motor Transportation Company,” by Johnny Graybeal, in Every Time with No Complaint, 2018 – 2019 (Volume 11, No. 12), page 83.

<sup>64</sup> Image from: “Engine House at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/16618>. Quote from: “An Enduring Treasure: The Story of ET&WNC/TYRR 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 52.

<sup>65</sup> “Engine #12 at Johnson City,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17344>.

<sup>66</sup> “Engine #204 at Johnson City Engine House,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17374>. The Blue Ridge Stemwinder,” by John R. Waite and Chris H. Ford, 2003, page 301.

<sup>67</sup> “The Cy Crumley Scrapbook,” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour1/10great2a.jpg>, which continued: “Walt wrote a narrative guide for these excursions that was given out to the passengers. Former ET&WNC President K.E. Wilhoit saved a copy of it in his personal collection. He donated it to the Archives of Appalachia at ETSU in 2005 and a copy is here on the Johnson’s Depot site. I am pretty sure that Walt’s son George F. Allison actually made this picture. Walt’s narrative is a real Tweetsie treasure.” Walter R. Allison’s narrative guide for the E.T. & W.N.C. excursions is available online at: <http://www.stateoffranklin.net/johnsons/tweetsie/allisontour.pdf>.

<sup>68</sup> “East Tennessee & Western North Carolina; Johnson City, Tennessee Railroad Yard, Undated,” James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/21209>.

<sup>69</sup> Image from: “Tweetsie under repair,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17453>. Also available at: “The Cy Crumley Scrapbook,” at “Johnson’s Depot,” available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour6/12shop1.jpg>, included: “A really rare shot inside the Legion Street shop. Number 10 is in for new boiler tubes. She was in such good shape she later got taken by the U.S. Army for the White Pass! This was about 1940 I think – Johnny Graybeal knows for sure and I think it is in his Volume 2 of the Along the ET&WNC series.” Note that Johnny Graybeal identified this as No. 9, not No. 10. Quote from Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 36.

<sup>70</sup> Available online at: <http://www.cfordart.com/photoalbum/photopages/fullsizepages/1991junefullsize/9fullsize.html>.

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<sup>71</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1991junefullsize/8fullsize.html>.

<sup>72</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1991junefullsize/5fullsize.html>.

<sup>73</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/2000junefullsize/11fullsize.html>.

<sup>74</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1991junefullsize/7fullsize.html>.

<sup>75</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1991junefullsize/4fullsize.html>.

<sup>76</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/2000junefullsize/13fullsize.html>.

<sup>77</sup> Available online at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/2000junefullsize/10fullsize.html>.

Additional photographs of the engine house, taken in June 1989, are available at:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1989junefullsize/8fullsize.html>,

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1989junefullsize/9fullsize.html>,

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1989junefullsize/11fullsize.html>, and

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1989junefullsize/14fullsize.html>. And 1991:

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1991junefullsize/2fullsize.html>, and

<http://www.cfordart.com/photoalbum/photopages/fullsizepages/1991junefullsize/6fullsize.html>. Photographs from

June 2000 are available at: <http://www.cfordart.com/photoalbum/photopages/indexpages/2000juneindex.html>.

<sup>78</sup> Image from: “Johnson City Engine House,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/16612>. Quote from: “Sunday Memories,” by George Allison, in *The Blue Ridge Stemwinder*, East Tennessee and Western North Carolina R.R. Co., Jan. – Feb. – Mar. 1993 (Volume 5, Number 3), page 5.

<sup>79</sup> “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](http://www.stateoffranklin.net/johnsons/maps/clinch_map.pdf).

<sup>80</sup> “Yard Track at Johnson City Engine House,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/16620>.

<sup>81</sup> “Keepin’ the Steam Runnin’ on the ET&WNC, Coal, Water, Sand, Oil, a Place to Keep’em, and a Way to Turn’em,” by John R. Waite, *The Blue Ridge Stemwinder*; East Tennessee and Western North Carolina R.R. Co., Fall/Winter 2007 (Volume 18, Number 2), page 7. An additional photograph of the water column is available at the “Railroad Museum of Pennsylvania” at: <https://rrmuseumpa.andornot.com/permalink/archives234980>.

<sup>82</sup> “East Tennessee & Western North Carolina; Section Car,” James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/21232>.

<sup>83</sup> “Gondola #15 at Mile Post #1 just west of Johnson City Engine House,” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:

<https://archivesofappalachia.omeka.net/items/show/17651>. Note, C.C. & O. gondola appears to be #15069 (not #15) and this photograph was taken east (not west) of the E.T. & W.N.C. Engine House.

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<sup>84</sup> Railroads of Johnson City, by Johnny Graybeal, 2007, pages 125 and 187.

<sup>85</sup> “If You can’t Beat’em, Join Them – The Story of the ET&WNC Motor Transportation Company,” by Johnny Graybeal, in Every Time with No Complaint, 2018 – 2019 (Volume 11, No. 12), pages 79 – 80. This article also includes additional photographs of this facility on pages 80 and 81.

<sup>86</sup> “East Tennessee and Western North Carolina Railroad,” available online at: [https://en.wikipedia.org/wiki/East\\_Tennessee\\_and\\_Western\\_North\\_Carolina\\_Railroad](https://en.wikipedia.org/wiki/East_Tennessee_and_Western_North_Carolina_Railroad).

<sup>87</sup> Department of Workshop and Factory Inspection, Fifth Annual Report, December 1<sup>st</sup>, 1916 to December 31<sup>st</sup>, 1917, State of Tennessee, page 39, available online at: <https://hdl.handle.net/2027/uc1.b3030565>.

<sup>88</sup> 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>.

<sup>89</sup> Bureau of Workshop and Factory Inspection, Seventh Annual Report, January 1<sup>st</sup>, 1919 to December 31<sup>st</sup>, 1919, State of Tennessee, pages 27 and 30, available online at: <https://hdl.handle.net/2027/uc1.b3030567>.

<sup>90</sup> Bureau of Workshop and Factory Inspection, Eighth Annual Report, January 1<sup>st</sup>, 1920 to December 31<sup>st</sup>, 1920, State of Tennessee, pages 38 – 39, available online at: <https://hdl.handle.net/2027/uc1.b3030568>.

<sup>91</sup> Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1<sup>st</sup>, 1922 to December 31<sup>st</sup>, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.

<sup>92</sup> Sixth Annual Report, Department of Labor, State of Tennessee, 1 April 1929, pages 123 – 124, available online at: <https://hdl.handle.net/2027/uc1.b2991542>. The author did not find a copy of the 1927 edition of this report online.

<sup>93</sup> Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.

<sup>94</sup> Eighth Annual Report, Department of Labor, State of Tennessee, 1930, pages 194 – 195, available online at: <https://hdl.handle.net/2027/uc1.b2991544>.

<sup>95</sup> 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.

<sup>96</sup> 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..

<sup>97</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” May 1897, image 1, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>98</sup> “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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>99</sup> “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](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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A. For map scale, please refer to the link above.

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<sup>100</sup> “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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>101</sup> “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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A. For map scale, please refer to the link above. See also “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](http://www.stateoffranklin.net/johnsons/maps/clinch_map.pdf).

<sup>102</sup> The base map included: “Exum and Boring Heading Fac. Watchman. No clock. Power: steam. Fuel: shavings. No heat. No lights. F. pails & bbls. Thro’out. City water.”

<sup>103</sup> The base map included: “W.J. Exum Furniture Fac. Night & Sunday watchman. To have clock. No lights. Heat: stove in off. Fuel – coal and refuse. City water. 3 ¾” Hyds as shown. 18 barrels and 24 buckets distrib’d.”

<sup>104</sup> The base map included: “W.J. Exum Furniture Factory – Night & Sunday watchman. Newman clock, 9 stat. Hourly rounds. Heat: stove in off. Fuel: coal & refuse. Lights: Elec. City water. 200’ 2½” hose. 18 bbls & 24 buckets distrib’d”.

<sup>105</sup> The base map included: “W.J. Exum, Furniture Factory. Night: watchman – Newman clock – 9 stations – hourly rounds – Heat: stove in off. Lights: elec. I.E.P. – Fuel: Coal & waste. – D.H. in yard with 200’ 2” hose att’d – Hyd. & 100’ 2” hose in fact’y – V.P. 75’ 1½” hose 1<sup>st</sup> Flr of W. Ho. – Water casks & pails distrib’d. – Sand pails in finishing r’m – Blowers to machines – permanent ladders to roofs – B’l’r rm is all brick & iron.”

<sup>106</sup> The base map included: “W.J. Exum, Furniture Factory. Night watchman, Newman clock 9 stations hourly rounds. Heat: stove in office. Steam in dry kilns. Light & power: electric from city plant. Fuel: coal & waste. City water. Double hyd. & 200’ 2” hose att’d. in yard. Also 2” hyd. In factory with hose att’d. Water casks & fire buckets distributed. Shavings conveyed to shavings vault by blower system.”

<sup>107</sup> Manufacturers Record, 18 September 1913 (Volume LXIV, No. 11), page 60, available online at: <https://books.google.com/books?id=rE72zhMxGPQC>.

<sup>108</sup> Hardwood Record, 10 October 1917 (XLIII, No. 12), page 35, available online at: <https://books.google.com/books?id=Oew9AQAAMAAJ>.

<sup>109</sup> Furniture Manufacturer, December 1928 (Volume 97, Number 6), page 90, available online at: <https://books.google.com/books?id=n2pNDRkEsDkC>.

<sup>110</sup> Tennessee: A History, 1673 – 1932, by Philip May Hamer, 1933, page 400, which included: “William Jordan Exum, who was thus an outstanding figure in the industrial life of Johnson City and this region of Tennessee, was also a man of strong civic interests. For one term he served his municipality as its mayor, having been elected to that post on the ticket of the Democratic party, of whose policies and principles he was a staunch supporter. He was also a leader in fraternal affairs, having been a member of the Free and Accepted Masons, in which order he was affiliated with the Knights Templar, and the Ancient Arabic Order Nobles of the Mystic Shrine. His religious faith was that of the Protestant Episcopal Church, and in his parish he served as warden for many years. William Jordan Exum married, on October 24, 1891, at Johnson City, Tennessee, Martha Chandler, daughter of Greene C. and Martha Chandler. Her father was a prominent lawyer and a circuit judge in Mississippi, and later in life was a United States attorney. When he came to Johnson City, he retired from his active professional life, but subsequently was prevailed upon to become city reporter, a position he held for several years. Mr. and Mrs. Exum became the parents of the following children: Chandler, who enlisted in the United States Army in May, 1917, after the United States had entered the World War, and served overseas until 1919. 2. William J., Jr. 3. Theodore. 4. Mrs. J.W. Messick, of Roanoke, Virginia. 5 Mrs. Colin Bullock McKinney, of Johnson City. Mrs. Exum, who survives her husband, was a charter member and is now an honorary member of the Monday Club. Besides his wife and five children, Mr. Exum was survived by one brother, E.C. Exum, of Stantonburg, North Carolina, and by two sisters, Mrs. H.N. Snow, of Durham, North Carolina, and Mrs. Thomas Edmondson, of Goldsboro, North Carolina.”



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- <sup>111</sup> The First Annual Report of the Department of Workshop and Inspection, For the Nine Months Ending the Fiscal Year January 1<sup>st</sup> 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.
- <sup>112</sup> 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>.
- <sup>113</sup> 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>.
- <sup>114</sup> 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>.
- <sup>115</sup> Department of Workshop and Factory Inspection, Fifth Annual Report, December 1<sup>st</sup>, 1916 to December 31<sup>st</sup>, 1917, State of Tennessee, page 39, available online at: <https://hdl.handle.net/2027/uc1.b3030565>.
- <sup>116</sup> 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>.
- <sup>117</sup> Bureau of Workshop and Factory Inspection, Seventh Annual Report, January 1<sup>st</sup>, 1919 to December 31<sup>st</sup>, 1919, State of Tennessee, pages 27 and 30, available online at: <https://hdl.handle.net/2027/uc1.b3030567>.
- <sup>118</sup> Bureau of Workshop and Factory Inspection, Eighth Annual Report, January 1<sup>st</sup>, 1920 to December 31<sup>st</sup>, 1920, State of Tennessee, pages 38 – 39, available online at: <https://hdl.handle.net/2027/uc1.b3030568>.
- <sup>119</sup> Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1<sup>st</sup>, 1922 to December 31<sup>st</sup>, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.
- <sup>120</sup> Third Annual Report, Department of Labor, State of Tennessee, 25 February 1926, page 68, available online at: <https://hdl.handle.net/2027/umn.31951d03021441k>. The 1923 edition of this report is available online, but only contains a summary of the data at the county level. The author did not find a copy of the 1924 edition of this report online.
- <sup>121</sup> Sixth Annual Report, Department of Labor, State of Tennessee, 1 April 1929, pages 123 – 124, available online at: <https://hdl.handle.net/2027/uc1.b2991542>. The author did not find a copy of the 1927 edition of this report online.
- <sup>122</sup> Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.
- <sup>123</sup> Eighth Annual Report, Department of Labor, State of Tennessee, 1930, pages 194 – 195, available online at: <https://hdl.handle.net/2027/uc1.b2991544>.
- <sup>124</sup> “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](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913), which included: “Sells M’f’g lumber Co. Night watchman – Newman clock 6 stations hourly rounds. – Lights: elec. No heat. Fuel: Coal & wood – Blowers to machines – D.H. in yard & 100’ 2½” hose – Casks & pails distrib’d. Steam jet in shavings vault.” For map legend, see Appendix A. For map scale, please refer to the link above.
- <sup>125</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” February 1920, image 27, U.S. Library of Congress, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). This map was annotated with: “Selln Lumber & M’F’G Co. Night-watchman, Newmans clock, 12 stations, Hourly rounds, – Heat: Steam; Lights electric, – Power steam, – Fuel Waste, – City water supply & two double hydrants, with 100 ft. 2½ hose

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attached to each, – barrels of water & fire buckets distributed, – Shavings conveyed to shavings vault & furnace by blower system.” For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>126</sup> Johnson City: The Way We Were, by J.O. Lewis, 1989 reprint of 1909 edition, page 24, which includes: “Manufacturers, Wholesale and Retail dealers in Building Material – Hardwood Finish a Specialty, Correspondence Invited, Johnson City, Tennessee”.

<sup>127</sup> “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 Stemminder,” by John R. Waite and Chris H. Ford, 2003, page 152. The Sells Lumber Company and the Exum Furniture plant operated for many years, making it difficult to date this photograph.

<sup>128</sup> “Engine #11 Excursion train at Johnson City (past Sells Lumber),” East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883-2005, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/17281>.

<sup>129</sup> “East Tennessee & Western North Carolina; Johnson City, Tennessee; Train arriving,” James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: <https://archivesofappalachia.omeka.net/items/show/21212>.

<sup>130</sup> “A Draft Documentary History of Industries along the E.T. & W.N.C. and Clinchfield Railroads through Johnson City, Part 3: From Division Street to the E.T.V. & G. Railroad/Southern Railway and from East Main Street to Jobe Street, 1868 – 1946,” by William C. Schneck, Jr., 29 May 2024, available online at: <http://www.etwnccrrhs.org/histories.html>.

<sup>131</sup> Daily Bulletin of the Manufacturers’ Record, 14 January 1907 (Volume XVII, No. 11), unpaginated, available online at: <https://books.google.com/books?id=C-hQAAAAYAAJ>.

<sup>132</sup> American Lumberman, 23 February 1907 (Whole Number 1657), page 77, available online at: <https://books.google.com/books?id=XbGGQ38WXIQC>.

<sup>133</sup> American Lumberman, 10 September 1910 (Whole Number 1842), page 79, available online at: <https://books.google.com/books?id=0V09DrPRRsAC>.

<sup>134</sup> The Iron Age, 18 February 1915 (Volume 95, No. 7), page 438, available online at: <https://books.google.com/books?id=Kd0cAQAAMAAJ>.

<sup>135</sup> Hardwood Record, 25 May 1915 (Volume XL, No. 3), page 36, available online at: <https://books.google.com/books?id=VwU3AQAAMAAJ>.

<sup>136</sup> Hardwood Record, 25 April 1916 (“Twenty-First Year”), page 31, available online at: <https://books.google.com/books?id=xQU3AQAAMAAJ>.

<sup>137</sup> Packages, February 1919 (Volume XXII, No. 2), page 21, available online at: <https://books.google.com/books?id=Dec1AQAAMAAJ>.

<sup>138</sup> Lumber World Review, 10 February 1924 (Volume XLVI, Number 3), page 150, available online at: [https://books.google.com/books?id=NyORbHAh\\_2MC](https://books.google.com/books?id=NyORbHAh_2MC).

<sup>139</sup> The Southern Lumberman, 15 March 1959 (Volume 198, No. 2471), page 24, available online at: <https://hdl.handle.net/2027/umn.31951d00855144s>.

<sup>140</sup> The First Annual Report of the Department of Workshop and Inspection, For the Nine Months Ending the Fiscal Year January 1<sup>st</sup> 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.

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- <sup>141</sup> 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>.
- <sup>142</sup> 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>.
- <sup>143</sup> Department of Workshop and Factory Inspection, Fifth Annual Report, December 1<sup>st</sup>, 1916 to December 31<sup>st</sup>, 1917, State of Tennessee, page 39, available online at: <https://hdl.handle.net/2027/uc1.b3030565>.
- <sup>144</sup> 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>.
- <sup>145</sup> Bureau of Workshop and Factory Inspection, Seventh Annual Report, January 1<sup>st</sup>, 1919 to December 31<sup>st</sup>, 1919, State of Tennessee, pages 27 and 30, available online at: <https://hdl.handle.net/2027/uc1.b3030567>.
- <sup>146</sup> Bureau of Workshop and Factory Inspection, Eighth Annual Report, January 1<sup>st</sup>, 1920 to December 31<sup>st</sup>, 1920, State of Tennessee, pages 38 – 39, available online at: <https://hdl.handle.net/2027/uc1.b3030568>.
- <sup>147</sup> Bureau of Workshop and Factory Inspection, Tenth Annual Report, January 1<sup>st</sup>, 1922 to December 31<sup>st</sup>, 1922, State of Tennessee, page 46, available online at: <https://hdl.handle.net/2027/uc1.b3030569>.
- <sup>148</sup> Third Annual Report, Department of Labor, State of Tennessee, 25 February 1926, page 68, available online at: <https://hdl.handle.net/2027/umn.31951d03021441k>. The 1923 edition of this report is available online, but only contains a summary of the data at the county level. The author did not find a copy of the 1924 edition of this report online.
- <sup>149</sup> Sixth Annual Report, Department of Labor, State of Tennessee, 1 April 1929, pages 123 – 124, available online at: <https://hdl.handle.net/2027/uc1.b2991542>. The author did not find a copy of the 1927 edition of this report online.
- <sup>150</sup> Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: <https://hdl.handle.net/2027/uc1.b2991543>.
- <sup>151</sup> Eighth Annual Report, Department of Labor, State of Tennessee, 1930, pages 194 – 195, available online at: <https://hdl.handle.net/2027/uc1.b2991544>.
- <sup>152</sup> 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.
- <sup>153</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, January 1891, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261891](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891). For map legend, see Appendix A. For map scale, please refer to the link above.
- <sup>154</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, May 1897, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261897](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897). For map legend, see Appendix A. For map scale, please refer to the link above.
- <sup>155</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, April 1903, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261903](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903). For map legend, see Appendix A. For map scale, please refer to the link above.

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<sup>156</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, December 1908, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261908](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>157</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, July 1913, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261913](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913). For map legend, see Appendix A. For map scale, please refer to the link above.

<sup>158</sup> “Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee,” U.S. Library of Congress, February 1920, image 1, available online at: [http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm\\_g083261920](http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920). For map legend, see Appendix A. For map scale, please refer to the link above.