

A Draft Documentary History of the
H.L. White Lumber Company at Elk Park, North Carolina, 1910 – 1916(?)
By William C. Schneck
(As of 25 April 2023)

Introduction

This is a draft documentary history of the H.L. White Lumber Company, which operated near Elk Park, North Carolina, from 1908 until 1916. This history also provides information on other operations run by the H.L. White Lumber Company at Butler and Greeneville, Tennessee. I have attempted to collect relevant documents and place them in roughly chronological order. Regrettably, I have failed to find or develop an accurate, comprehensive roster of the rolling stock and band mill. Perhaps more can be accomplished on this portion of the subject. Detailed coverage of Elk Park is not included in this document as the mill was two miles north of the town. However, the article “Elk Park, North Carolina,” by John R. Waite, provides a lot of good information.¹ Modern sources, possibly beginning with Tweetsie Country, by Mallory Hope Ferrell, published in 1976, consistently refer to the “White Lumber Company” as the “H.S. White Lumber Company”. However, contemporary sources always refer to this organization as the “H.L. White Company” or the “Hugh L. White Lumber Company”, when they did not use “White Lumber Company.” As shown below, there was an H.S. White operating a lumber mill at nearby Montezuma, North Carolina. Perhaps, this is where the confusion arose (see Appendix B for some additional information). I invite other members of the Historical Society to add any missing material to this document and discuss/correct any deficient interpretations of the information at hand (particularly the dating and interpretation of photos). For those who wish to research the documents and photographs further, I have provided links, when available, to expedite such attempts. In general, I have left the original spelling (sometimes autocorrect strikes, so I am unsure that all of it is original). I wish to thank Chris Ford for his assistance and encouragement to bring this document into a presentable state. A list of open questions is given in Appendix F.

Timeline

- By 20 August 1904, the Luppert Lumber Company, headquartered in Butler, Tennessee, was granted a charter of incorporation. This organization had been active since 1902 and was the predecessor of the H.L. White Lumber Company.
- 16 December 1908, the H.L. White Lumber Company was organized with \$100,000 in capital and acquired control of the Luppert Lumber Company at Butler, Tennessee.
- December 1910. The H.L. White Lumber Company relocated their headquarters from Butler to Johnson City, Tennessee.
- In 1910, the White Lumber Company began to develop its facilities near Elk Park, North Carolina, on the East Tennessee and Western North Carolina Railroad, and began operations in early 1911.
- By 1913, the H.L. White Lumber Company had finished cutting its timber near Butler, Tennessee, and apparently shut down its two mills there.
- In 1914, the H.L. White Lumber Company acquired the John Heilman Lumber Company and the Greeneville and Nolichucky Railroad in Greene County, Tennessee.
- By the end of 1915, it appears that the H.L. White Lumber Company had shut down its operation at Elk Park, North Carolina.
- By 1918 or 1919, the H.L. White Lumber Company had shut down the last of its operations, which was at Greeneville, Tennessee.
- By 1918, Hugh L. White had opened a business as an insurance agent in Johnson City, Tennessee.

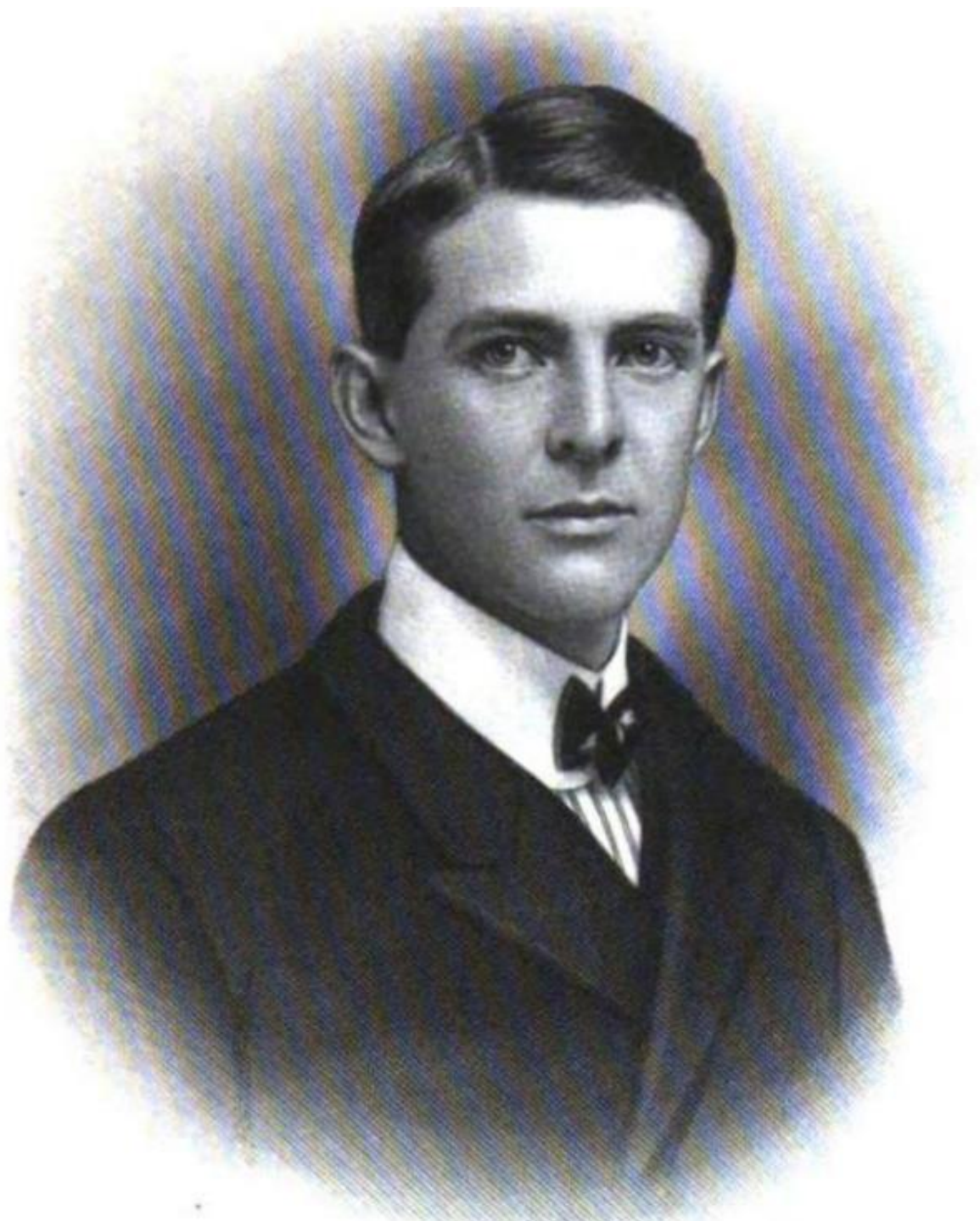


Figure 1. Hugh Lawrence White, Jr.²

“Hugh Lawrence White

One of the most prominent business men in Tennessee is Hugh Lawrence White, who was born in Williamsport, Pennsylvania, on the 28th of October, 1879, a son of Hugh L. and Euphemia (Du Bois) White... Upon the outbreak of the Spanish-American war he enlisted in Company D, First Regiment of Pennsylvania... Mr. White then engaged in the tanning business in Williamsport and was superintendent of the Laporte and Hillsgrove Tanneries until 1904, when he became land and timber superintendent of the Brunswick district for the Central Lumber Company of Pennsylvania. This district included Tioga, Lycoming and Clinton counties and a part of Potter county. He had entire charge of all the logging in this territory and personally superintended the log drives on Little and Big Pine Creek, which stocked the company’s mill at Williamsport. He brought the last drive of logs out of Big Pine Creek, which for many years sent millions of feet of logs into the Williamsport boom. In 1906 Mr. White left this company and went to Clearfield county, Pennsylvania, where he prospected in coal lands. In 1909 he purchased timber land in Butler, Johnson county, Tennessee, and laid the foundations for the lumber business, in the conduct of which he is still [1922] active. He has mills in Tennessee and in the mountains of North Carolina.”³

“Hugh L. White was a resident of Butler, Tennessee, in the early part of the twentieth century. He was involved in lumber and logging enterprises on the Tennessee and North Carolina border. He owned a lumberyard in Butler, several pulp mills, and a lumber mill in Elk Park, North Carolina...White later moved to Johnson City, Tennessee, and established the White Insurance Company. The [insurance] company operated until 1929.”⁴ “He died on 13 July 1950, at the age of 70, and was buried in Wildwood Cemetery, Loyalsock Township, Lycoming, Pennsylvania...”⁵ See Appendix A for additional information on Hugh L. White.

Table 1. Equipment of the White Lumber Company used in Support of their Mill near Elk Park

Number	Type	Shop Number	Date	Remarks
#1 (1 st)	13-ton Class A Shay	2195	3 July 1909	In 1910, sent to the Laurel Fork Railroad shop for conversion to standard gauge. By 1913, sent to the Jefferson Hardwood Company, Pine Bluff, Arkansas.
#1 (2 nd)	20-ton Class B Climax	608	December 1905	First operated by the Whiting Manufacturing Company at Abingdon, Virginia, sold to White Lumber Company around 1910. In June 1916, sold to the Linville River Railway.
#2 (1 st)	10-ton Class A Shay	2203	1 January 1909	Repossessed from Pate Lumber Company in Mississippi and sold to the White Lumber Company. It was sold to the Sanford and Treadway Company by 1918.
#2 (?) (2 nd)	23-ton Class B Climax	unknown	1906	Acquired by D.&H. McRae Lumber Company by 1937.

Note: It appears that locomotive #1 was the woods engine, while locomotive #2 was the mill engine.

The White Lumber plant near Elk Park consisted of a three-story, eight-foot band mill, with lath mill and woodworking machinery; the main mill was 36 x 115 feet and of “ordinary construction”; the daily capacity was 60,000 feet, of which about 50 percent was hemlock, 30 percent hardwoods, and 20 percent white pine (another source gives slightly different information: 36 x 110 foot building with a daily output of 50,000 feet), commissary, houses, etc.; ordinary construction; metal roof; fed by eight miles of 3-foot gauge railroad. The White Lumber Company rail line was reported to have reached a length of ten miles, but construction was crude and designed only to support the logging trains. The Clark Brothers of Belmont, New York, were the contractors who furnished the machinery. Henry Disston & Sons of Cincinnati, Ohio, furnished the circular and band saws. Quinn & Company of Cincinnati, Ohio, supplied the entire steam plant, including two 72 x 18 boilers equipped with flat top furnaces. Quinn & Co. also supplied the [Corliss?] engine with piping. All of the machinery was set on concrete foundation to reduce vibration to a minimum. The mill was supplied from a manmade log pond on the Elk River.

Regrettably, the annual production rates for the White Lumber Company mill near Elk Park could not be located. However, historian Johnny Graybeal’s Along the ET&WNC, Volume IV: Freight Cars Part A, includes the general information included in Table 2, below. During the period, 1911 – 1915, when the White Lumber Company mill at Elk Park was in operation, the only other major lumber mill served by the E.T. & W.N.C.R.R. and the L.R.R. was the William M. Ritter mill near Hampton, Tennessee, on the Little Doe River. Consequently, it appears that the White Lumber Company mill near Elk Park, North Carolina, was an important source of traffic for the narrow gauge during this period.

Table 2. “ET&WNC Freight Tonnage, by Category, Year Ending [June 30th], in Tons...”⁶

	1911	1912	1913	1914	1915	1916
Lumber	31,250	28,824	24,328	22,325	17,878	31,108
Other Forest	33,852	31,913	25,209	21,785	18,157	46,669
Iron Ore	76,812	77,710	84,440	75,584	70,658	87,505
Coal	13,402	21,119	25,238	17,204	18,862	25,985
Stone/Sand	47,873	58,150	70,921	50,142	50,559	76,962
Misc/Merch	15,735	16,637	1,934	19,441	15,700	-
Total	206,205	213,231	224,334	189,479	173,075	392,111

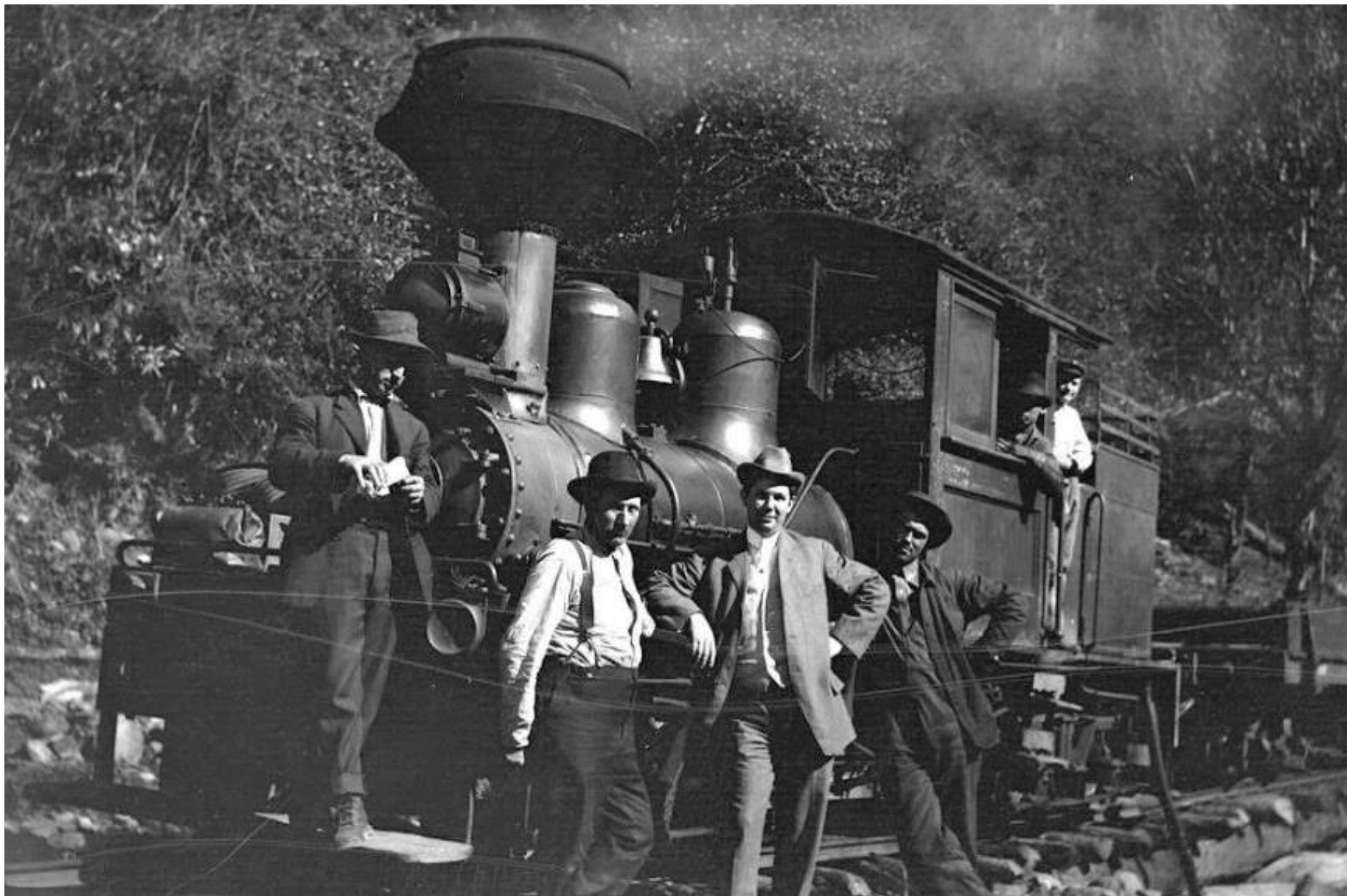


Figure 2. Shay #1 (Shop Number 2195) of the H.L. White Lumber Company was built on 3 July 1909. It was a Class A 13-2 engine, with two 6 x 10 cylinders and a weight of 13-tons. By 1913 (perhaps as early as 1910), the Pittsburgh Lumber Company at Braemar, Tennessee (near Hampton), had rebuilt this engine (under contract) to standard gauge, after which, perhaps by 1914, it became the property of the Jefferson Hardwood Company of Pine Bluff, Arkansas. This photograph was credited to the “Ken Riddle Collection.”⁷

Table 3. Shay, Shop Number 2195

Built: 7-3-1909	Class: A 13-2	Trucks: 2	Cylinders (#-Dia. x Stroke): 2 - 6 x 10
Gear Ratio: 2.467	Wheel Dia.: 22"	Gauge: 36"	Boiler (Style - Dia.): ST. - 27.5"
Boiler Pressure (PSI): 150	Tractive Effort: 4,542 Lbs.	Factor of Adhesion: 7.27	Maximum Safe Speed: 10.6
Fuel Type: Wood	Fuel Capacity: 0.3 Cord	Water Capacity: 500 Gallons	Empty Weight (as built) 28,700
Owners:			
The H.S. [H.L.?] White Lumber Company #1, Elk Park, North Carolina			
(1913) (Std.*) Jefferson Hardwood Company, Pine Bluff, Arkansas			
(4-19-1922) For sale			
Norton & Wheeler Stave Company #1, Almyra, Arkansas			
Wheeler Lumber Company, Almyra, Arkansas			
Disposition: Scrapped			
Additional Notes:			
*Pittsburgh Lumber Company, Braemer, Tennessee did this rebuild under contract, they never owned or used this Shay.			
Converted to coal burner			

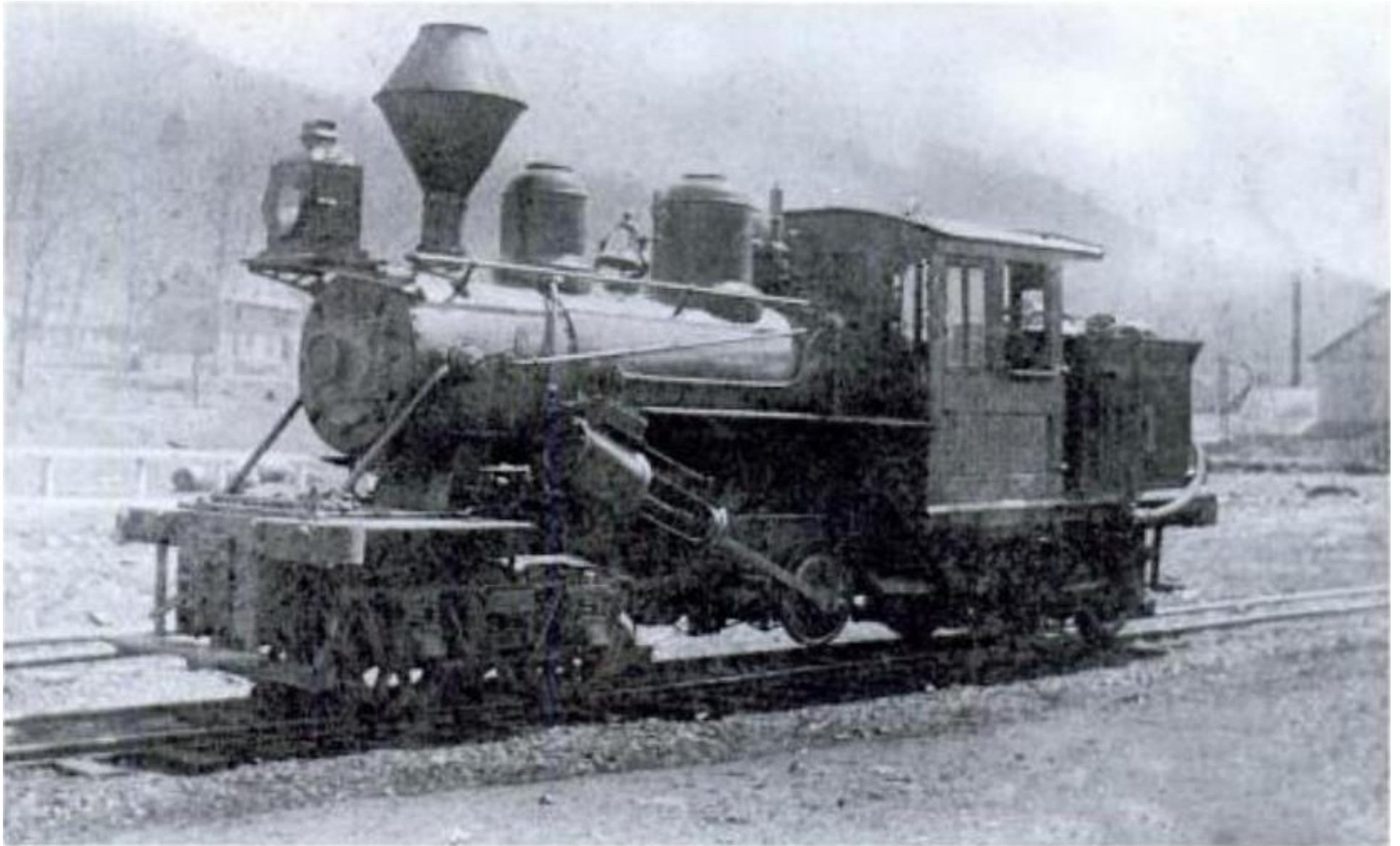


Figure 3. “A Class B Climax [#1] sits on a siding at Cranberry, c. 1914”, which would mean that it was owned by the White Lumber Company when this photograph was taken.⁸ This 3-foot gauge, two-truck, 20-ton Climax was originally built as Shop Number 608 in December 1905 for the Whiting Manufacturing Company at Abingdon, Virginia, where it carried #1. At some point, perhaps in 1910, it was sold to the White Lumber Company at Elk Park, North Carolina, where it replaced Shay #1 (Shop Number 2195). In June, 1916, it was sold to the Linville River Railway, which, in March 1921 sold it back to W.S. Whiting for the Boone Fork Lumber Company, Shulls Mills, North Carolina, where it served as their 2nd #1 locomotive.⁹

sn-2203

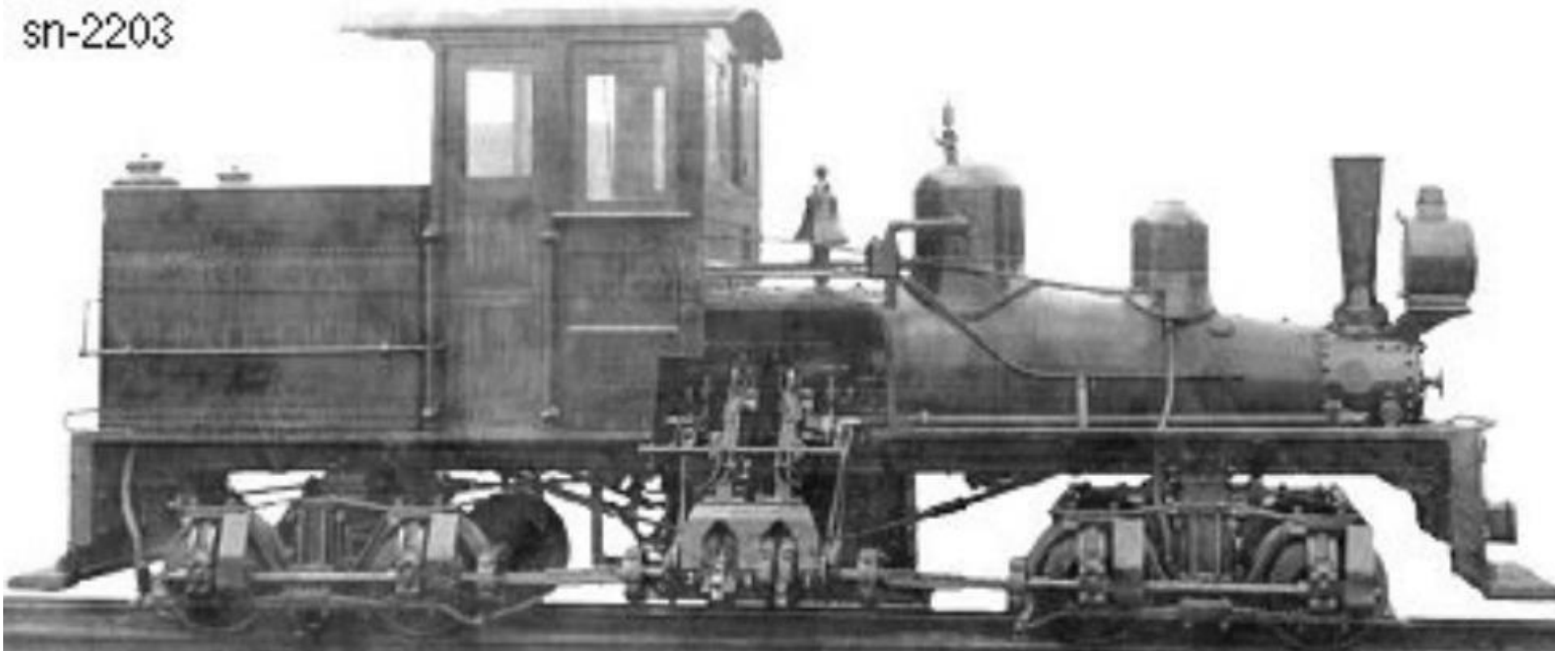


Figure 4. White Lumber Company #2 was built for the W.J. Pate Lumber Company of Ascola, Mississippi, as a standard-gauged, 10-ton, Class A Shay with Shop Number 2203, where it was engine #1. It was repossessed by the Lima Locomotives works and rebuilt to 3-foot gauge and sold to the White Lumber Company. By 1918, it had been acquired by the Sanford and Treadway Lumber Company for its operation near Newland, North Carolina.¹⁰

Table 4. Shay, Shop Number 2203

Built: 1-1-1909	Class: A 10-2	Trucks: 2	Cylinders (#-Dia. x Stroke): 2 - 5 x 8
Gear Ratio: 3.077	Wheel Dia.: 20"	Gauge: std.	Boiler (Style - Dia.): E.W.T. - 18.5"
Boiler Pressure (PSI): 150	Tractive Effort: 3,462 Lbs.	Factor of Adhesion: 6.70	Maximum Safe Speed: 7.7
Fuel Type: Coal	Fuel Capacity: 0.6 Ton	Water Capacity: 300 Gallons	Empty Weight (as built): 19,700
Owners:			
W.J. Pate Lumber Company #1, Ascola, Mississippi			
Lima Locomotive & Machine Company (Builder), Lima, Ohio, repossessed			
(converted to 36" gauge) H.S. [H.L.?] White Lumber Company #2, Johnson City, Tennessee			
(1918) Sanford & Treadway, Newland, North Carolina			
(by 3-10-1921) Halsey Lumber Company, Charleston, South Carolina			
(11-29-1921) For sale Sumter Machinery Company, Sumter, South Carolina			
(2-12-1924) Beam Lumber Company, Lugoff, South Carolina			
(1-4-1932) Hanaker & Jackson Lumber Company #1, St. Matthews, South Carolina			
Disposition: Scrapped			
Additional Notes: Converted to wood burner			

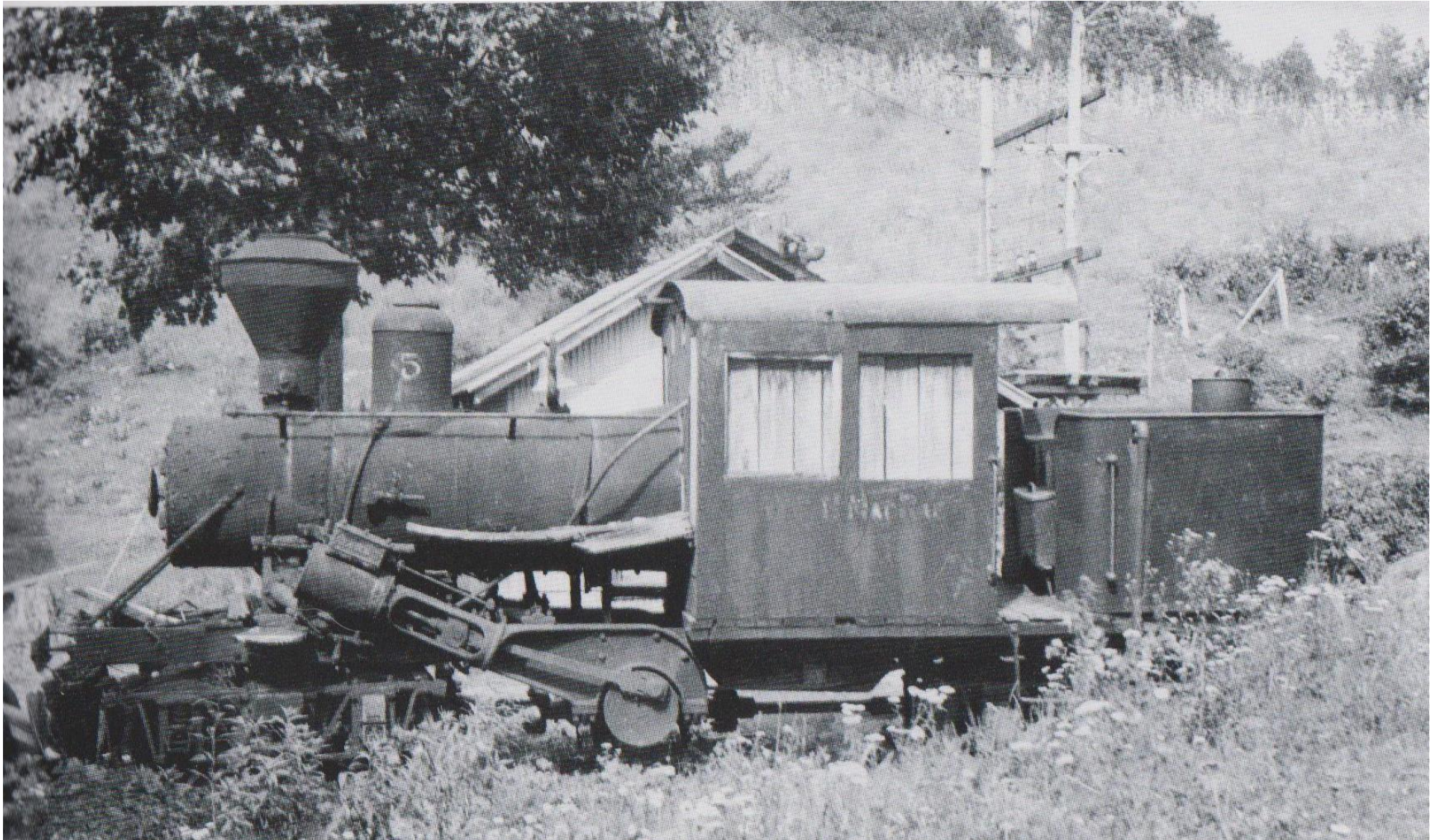


Figure 5. This 23-ton, Class B Climax locomotive (shop number unknown), was built in 1906 for an unknown organization. In 1911, it was acquired by the White Lumber Company, perhaps to replace Shay #2. It some point no later than 1937, it was acquired by the D. & H. McRae Lumber Company at Linville, North Carolina as their #5. It was scrapped in 1944.¹¹ This photograph was taken at Linville, North Carolina, on 15 August 1937.

The Luppert/Lupert Lumber Company, Butler, Tennessee, 1902 – 1908,
Predecessor of the H.L. White Lumber Company

31 July 1902. Manufacturers Record.

“Messrs. Luppert and Carman [Tarman? Farman? Harman?], capitalists, of Williamsport, Pa., are making extensive preparations to put in operation two large lumber plants one mile above Butler, Tenn., on the Watauga River. When in full operation they will be among the largest concerns of the kind in that section.”¹²

23 April 1903. Manufacturers Record.

“The plant of the Valentine Lupert Lumber Co., at Butler, Tenn., was destroyed by lightning. The loss is estimated at \$10,000, with \$2000 insurance... Valentine Lupert Lumber Co. will rebuild...”¹³

9 July 1904. American Lumberman.

“Valentine Luppert is manufacturing lath and shingles in large quantities at his mill, Butler, Tenn., a good part of which he finds disposition for on the Bristol market.”¹⁴

6 August 1904. American Lumberman.

“Valentine Luppert, of Butler, Tenn., has recently added improvements to his saw and planing mills at Butler and is now turning out dressed stock in fairly large quantities, as well as shingles and lath.”¹⁵

20 August 1904. American Lumberman.

“Secretary of the State of Tennessee John W. Morton has granted a charter of incorporation to the Luppert Lumber Company, with a capital stock of \$25,000.00. The company will succeed Valentine Luppert, with headquarters at Butler, Tenn., with Valentine Luppert president and V.D. Luppert, G.C. Luppert, J.W. Tarman, and Lee F. Mill, directors. The gentlemen have been in the business at Butler for some years, having come to this section from Williamsport, Pa. The company will log in Carter and Johnson counties, Tennessee, where they have rich timber boundaries.”¹⁶

10 September 1904. American Lumberman.

“Valentine Luppert, president of the newly incorporated Luppert Lumber Company, of Butler, Tenn., was in this city last week. Mr. Luppert says that his company is enlarging its plant and that the outlook for business is gratifying.”¹⁷

10 January 1909. Hardwood Record.

“The band mill of the Luppert Lumber Company at Butler, Tenn., will again be put in operation at once. Preparations are being made to start and the mill has undergone considerable repair and is now in shipshape.”¹⁸



Figure 6. "Hauling Railroad Ties. Logging operations required miles of railroad track. These men are probably hauling railroad ties for the Valentine Lupert Lumber Company at Butler..."¹⁹ Of note, the engine appears to be an otherwise unidentified Heisler locomotive.

The H.L. White Lumber Company, 1908 – 1919 (?)
Butler, Tennessee; Elk Park, North Carolina; and Greeneville, Tennessee

10 January 1909. Hardwood Record.

“Among the recent incorporations are... White Lumber Company, Williamsport, Pa., under Delaware laws, December 16 [1908]; capital \$100,000.”²⁰

15 January 1909. The Lumber Trade Journal.

“The White Lumber Company, which has a Delaware charter, has filed a copy of its charter so it can do business in Tennessee. The company is capitalized at \$100,000...

J.A. Buber, H.L. White and George Luppert, of Williamsport, Pa., and V.D. Luppert and J.W. Farman, of Butler, Tenn., have incorporated the White Lumber Company, with \$100,000 capital.”²¹

10 February 1909. Hardwood Record.

“According to information just received in Bristol, the Luppert Lumber Company, operating extensively in east Tennessee, with a band mill at Butler, Johnson county, has changed hands, and will, in the future, be known as the White Lumber Company. A Pennsylvania syndicate has purchased the property.”²²

10 March 1909. Hardwood Record.

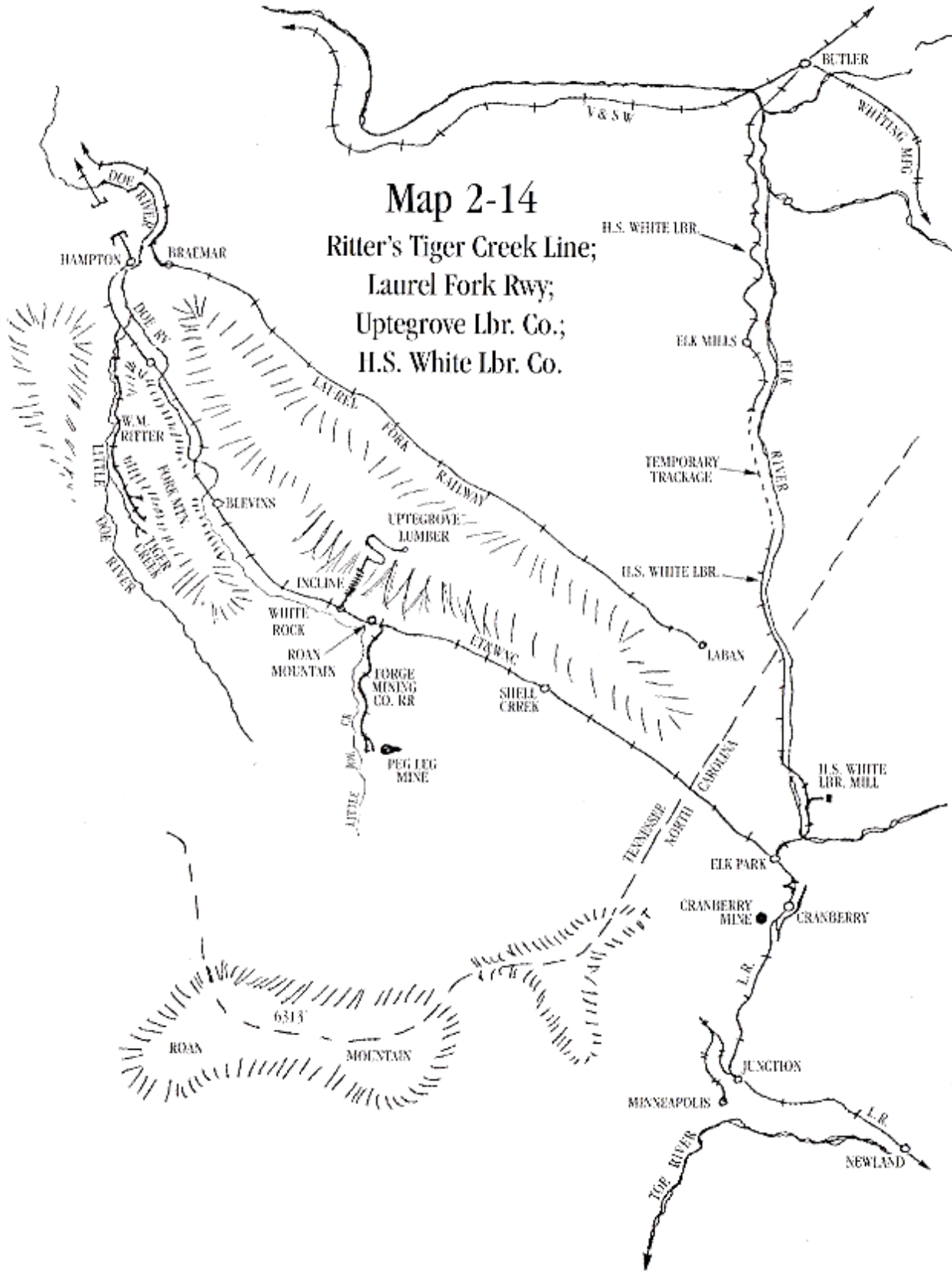
“The band mill of the White Lumber Company, successor to the Luppert Lumber Company at Butler, Johnson county, Tenn., was started March 1. Valentine Luppert of the company has retired and returned to his home at Williamsport, Pa.”²³ See also Appendix C for information on a small Shay locomotive owned by the White Lumber Company for its operation out of Butler, Tennessee.

5 June 1909. American Lumberman.

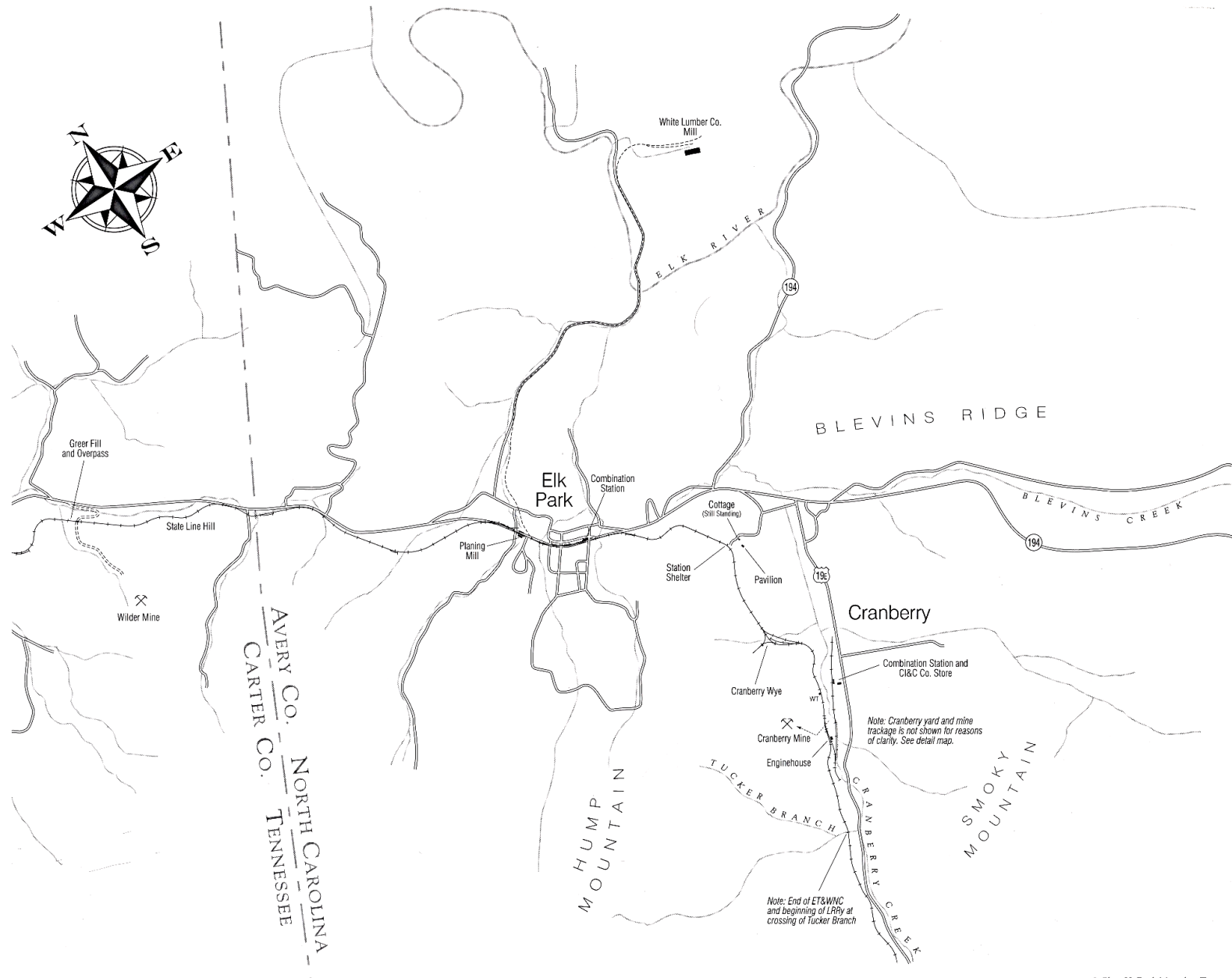
“The band mill of the White Lumber Company, of Butler, Tenn., which is running regularly, it is said may be moved to Elk Park, N.C., within a few months.”²⁴

Our Living Heritage, True Stories about Southern Appalachia: Past and Present.

“Timber and mines – that was the life of this town [of Butler, Tennessee]. That’s why everybody moved into this country. White’s was a band mill on Elk River. Lupert Lumber Company of Pennsylvania was below the Elk Falls. They had a catch pond over Butler, Tennessee,” Says [Dick] Patton.”²⁵



Map 1. This map shows the location of the H.L. White Lumber Company operations, in relation to those other companies, near Elk Park, North Carolina and Butler, Tennessee.²⁶



Map 2. "Elk Park and Vicinity, a detail from "Overall Map 3 – Crabtree to Cranberry," by Chris Ford.²⁷
 The White Lumber company band mill is in the top center of this map.

© Chris H. Ford, Memphis, Tenn.



Figure 7. This and the following four photographs appear to be of White Lumber Company #1 (a Shay locomotive with Shop Number 2195).²⁸



Figure 8
18

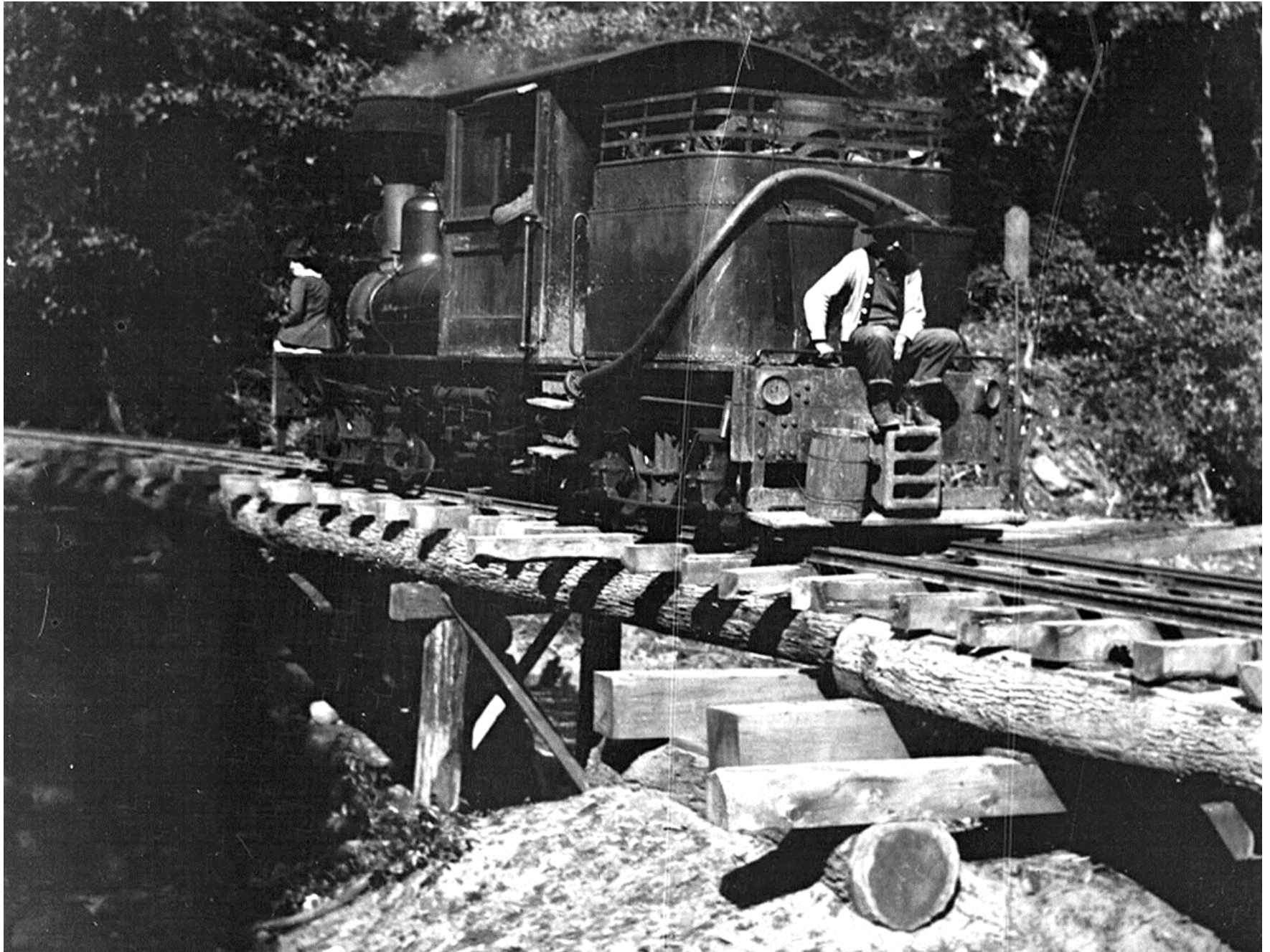


Figure 9.
19



Figure 10. Notice that this engine is pulling an E.T.&W.N.C. R.R. flat car (#37?).



Figure 11.
21

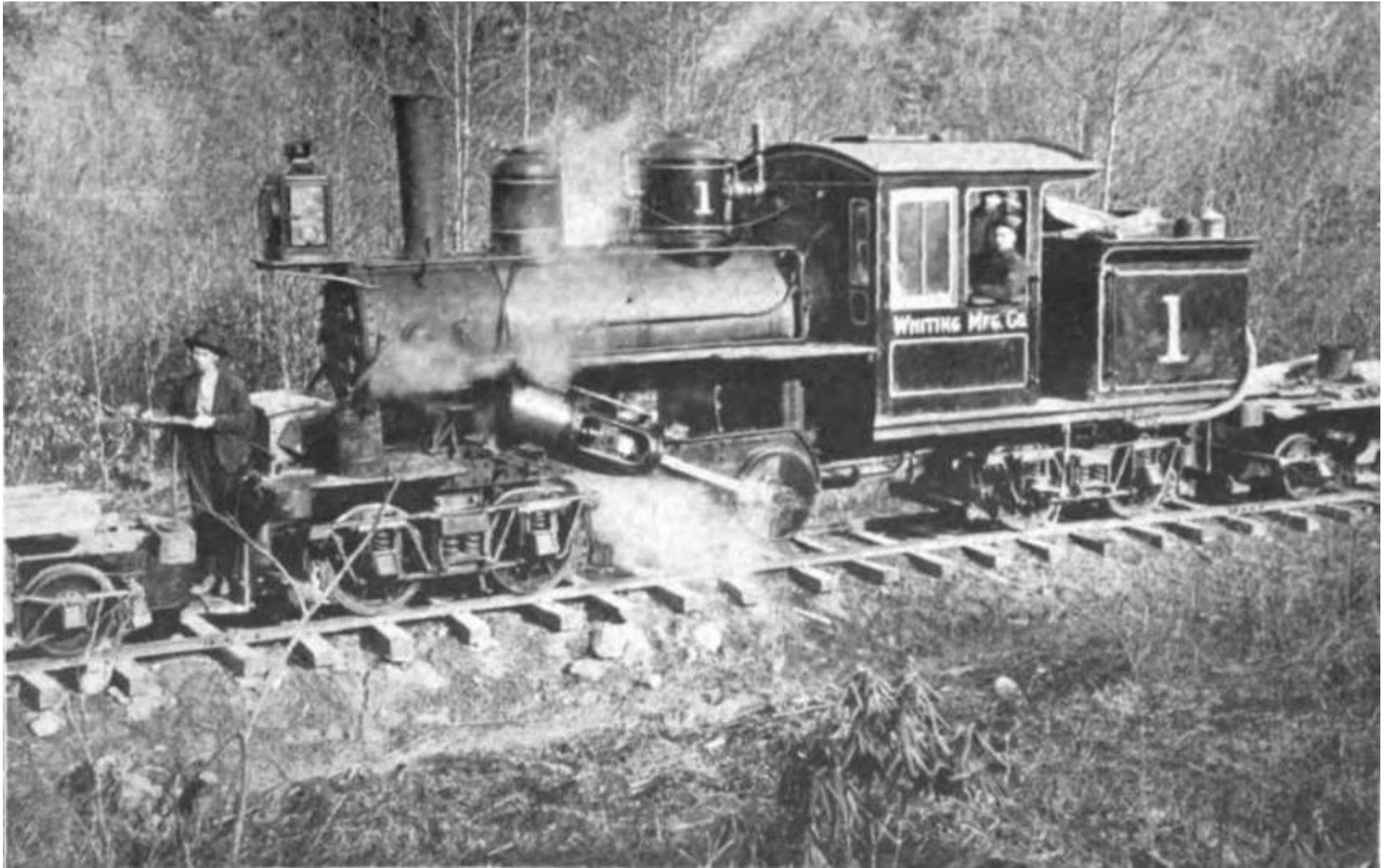


Figure 12. “Whiting Manufacturing Company – Climax locomotive in the timber”, working to supply logs to the W.S. Whiting band mill at Abingdon, Virginia.²⁹ In reference to this photograph, author Johnny Graybeal wrote: “logging historian Thomas Lawson has sent information that makes it fairly certain that the Linville River Climax was shop No. 608 and was originally purchased [by the] Whiting Manufacturing Company for their logging operations in Johnson County, Tennessee on the Laurel Railway...”³⁰ **Around 1910, this engine was sold to the White Lumber Company at Elk Park.**



Figure 13. 24 March 1906. American Lumberman: “Whiting Manufacturing Company – hardwood logs and logging engine”, Climax #1 (Shop Number 608) working to supply logs to the Whiting band mill at Abingdon, Virginia.³¹

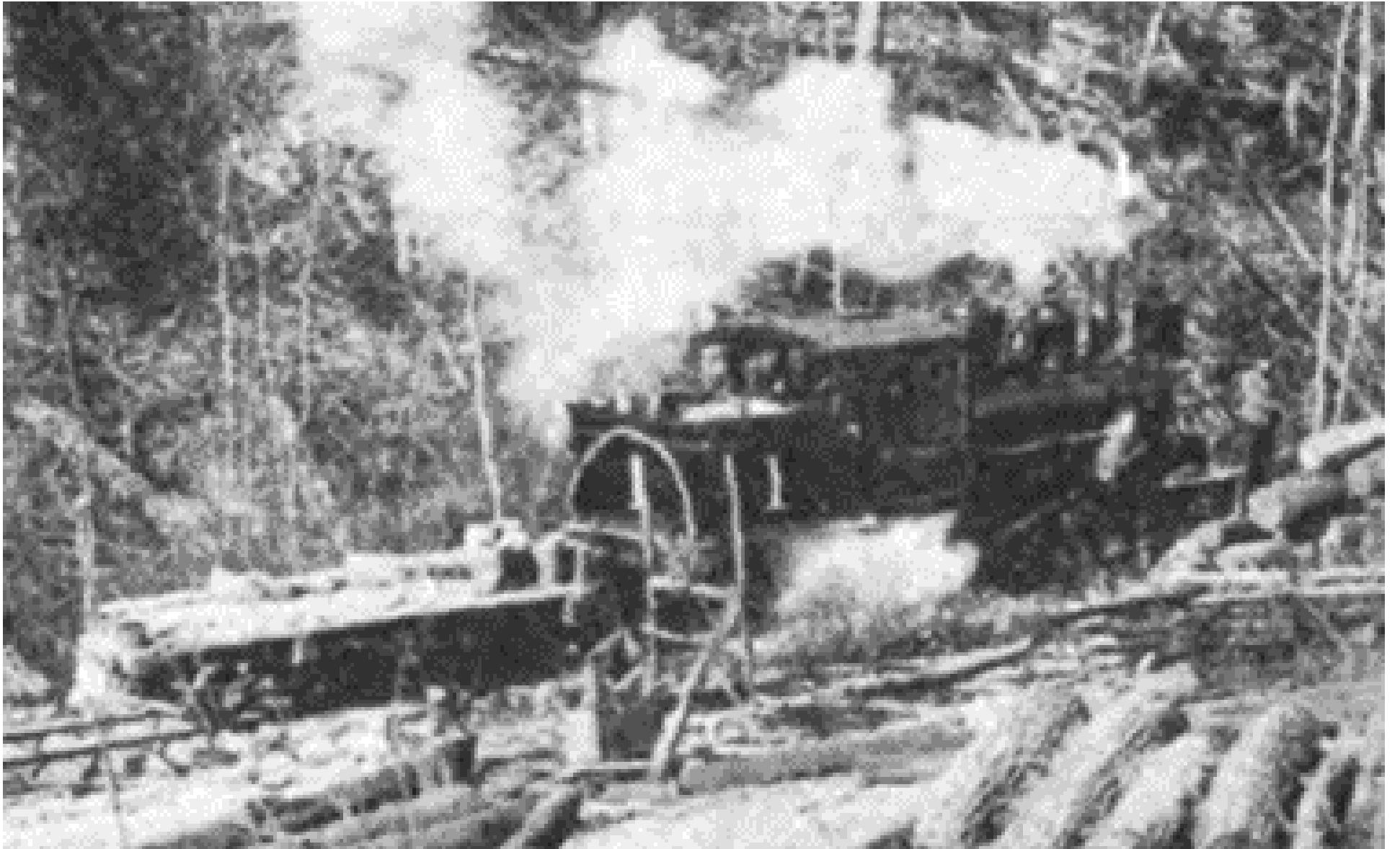


Figure 14.

13 November 1909. American Lumberman.

“H.L. White was in Bristol this week on his return from the East, where he has been calling on trade. He was on his way to Butler, Johnson county. His company’s band mill at Butler is temporarily closed, due to lack of water. He has plenty of logs and will start up the mill as soon as the water is high enough. He brought encouraging reports from the East.”³²

15 November 1909. The Lumber World.

“H.L. White, of the White Lumber Company, returned this week from the east, where he was calling on trade, and went to his home at Butler, Tenn. Mr. White says that his band mill at Butler will be started just as soon as logs already cut can be floated down. The roads are in good condition and much stock is being hauled from the country mills to the railroads, so that shipments will be heavy all through the coming winter.”³³

1 February 1910. The Lumber Trade Journal.

“The White Lumber Company, at Butler, Tenn., has its band mill going full time and is turning out considerable stock. It is reported that the company contemplates moving its mill to Elk Park, N.C., in order to get better access to remaining timber property.”³⁴

Band Mills:—Elk Park, N. C., Butler, Tenn.
Planing Mill;—Butler, Tenn.

THE WHITE LUMBER CO.
BUTLER, TENNESSEE.
Manufacturers of Rough and Dressed
WHITE PINE, HEMLOCK
Poplar, Oak, Chestnut and Basswood.
Selling Agents:
The Floyd-Olmstead Co., Bulletin Bldg., Philadelphia, Pa.

Figure 15. American Lumberman, 9 July 1910.³⁵

25 August 1910. Manufacturers Record.

“N.C., Elk Park. – White Lumber Co., J.A. Beeber, president, Williamsport, Pa., will open bids September 1 for erection of eight-foot band mill, commissary, houses, etc.; ordinary construction; metal roof; will manufacture hardwoods; install sawmill machinery; construct eight miles of railroad; Southern office will be removed from Butler, Tenn., to either Johnson City, Tenn., or Elk Park, N.C.”³⁶

3 September 1910. American Lumberman.

“H.L. White, of the White Lumber Company, Butler, Tenn., spent part of the week in New York on a trip to Pittsburg and Cincinnati. The company is about ready to start its new mill in Mitchell county, North Carolina, which will add 60,000 feet daily capacity, making the total output close to 35,000,000 feet, consisting of white pine, hemlock and hardwoods. The mills at Butler are about ready to cease operation.”³⁷

17 September 1910. American Lumberman.

“The White Lumber Company, Butler, this state, is establishing a band mill at Elk Park, N.C. It has built a line of railroad from the timber to the site of the new mill and will have it in operation before a great while. The company is doing business on a large scale and is turning out a large amount of high grade hardwood stock.”³⁸

29 September 1910. Hickory Democrat.

“Your correspondent had a pleasant talk with George Brown who lives on the Beech Mountain, six miles from Elk Park. A logging railroad is being built from Elk Park to his place to reach a large body of timber owned by the White Lumber Co. The tall white pine are being hewn into squares some forty feet long. One of these brought the company \$111.00, besides two thousand feet of lumber.”³⁹

1 October 1910. The St. Louis Lumberman.

“The White Lumber Company, of Butler, Tenn., are erecting a band mill at Elk Park, N.C., on the east side of the mountains. The company expect to have the new operation ready to start in the early future. A railroad has been built connecting the plant and timber and work on the construction of the mill will be pushed with all possible haste.”⁴⁰

15 October 1910. Manufacturers Record.

“N.C., Elk Park. – White Lumber Co., J.A. Beeber, president, Williamsport, Pa., has awarded contracts for erection and equipment of recently-noted plant White Mills, near Elk Park; eight-foot band mill, complete, with lath mill and woodworking machinery; main mill 36 x 115 feet, of ordinary construction; daily capacity lumber, 60,000 feet hemlock and hardwoods; main Southern office, now at Butler, Tenn., to be removed to Johnson City, Tenn., about January 1; H.L. White, Butler, secretary, treasurer and manager.”⁴¹

1 November 1910. The Lumber Trade Journal.

“H.L. White, of the White Lumber Company, of Butler, Tenn., was here on business, and their firm have started a new mill in [Elk Park] North Carolina, where a daily capacity of 60,000 feet. The firm have now an annual export of 35,000,000 feet of white pine, hemlock and Hardwoods.”⁴²

19 November 1910. American Lumberman.

“Butler – On and after December 1, the main southern office of the White Lumber Company will be moved from this city to Johnson City.”⁴³

1 December 1910. The Lumber World.

“The White Lumber Company is establishing a new band mill at Elk Park, N.C. It is now operating one at Butler, Tenn., near Bristol. H.L. White was in Bristol this week in connection with the awarding of contracts for the equipment of the new operation. The company owns a considerable amount of standing timber as yet, and the new mill at Elk Park will draw from timber that has not been accessible to the operations on the other side of the mountain in east Tennessee.”⁴⁴

8 December 1910. Johnson City Comet.

“Big Lumber Company Moves to the City – The White Lumber Company has moved its general offices to the city from Butler, Tenn., and is located in the Burrow Building on Main street [and Spring?], with Mr. White in charge.”⁴⁵

Band Mills:—Elk Park, N. C., Butler, Tenn. Planing Mill:—Butler, Tenn.

THE WHITE LUMBER CO.

Burrows Bldg., JOHNSON CITY, TENN.

MANUFACTURERS OF ROUGH AND DRESSED

White Pine, Hemlock

Poplar, Oak, Chestnut and Basswood.

Selling Agents:—The Floyd-Olmstead Co., Bulletin Bldg., Philadelphia, Pa.

Figure 18. American Lumberman. 7 January 1911.⁴⁶

15 January 1911. The Lumber Trade Journal.

“The White Lumber Company, of Johnson City, Tenn., is developing timber interests in that part of East Tennessee, and is running two mills this winter on hardwoods, one at Elk Park, N.C., and the other at Butler, Tenn.”⁴⁷



Figure 16. “Twenty-seven employees of H.S. [H.L.?] White Lumber Company pose outside the company’s small single-band mill, c. 1920 [should probably read “1911, or so]. The mill is located on Elk River three miles north of Elk Park. Photo by John Strickland, Bill Richardson Collection. (Copy photo by Cliff Ward).”⁴⁸



Figure 17. “Logging White Pine and Hemlock, Mitchell County” by 1911.⁴⁹ Author Thomas Feters captioned this photograph: “Tenuously perched on track built over a crude cribbing, the H.S. [should read H.L.] White Lumber Co. Shay No. 1 [Shop Number 2195] and four heavily-loaded log cars trundle south toward the White mill north of Elk Park, North Carolina. While the right of way still has slash obscuring the way, the big trees have been removed from the less mature in a non-clear cut harvest that allowed the forest to regain its stability. The technique of supporting the ties on long poles which in turn rested on transverse logs allows the line a more level right of way across the undulating hillsides above the Elk River. (Collection of R.D. ‘Doug’ Walker, Morganton, North Carolina)”⁵⁰

15 January 1911. The Lumber World.

“The White Lumber Company has completed the erection of its new band mill at Elk Park, N.C., and is now ready to put it into operation, in addition to its band mill at Butler, Johnson county, Tennessee, which is running regularly.”⁵¹

1911. Logging Railroads of the Blue Ridge, and Smoky Mountains...

“The H.S. [H.L.?] White Lumber Company built a small three-story lumber mill north of the village of Elk Park, North Carolina to cut timber removed along the Elk River which ran north into Tennessee. Elk Park is located on the headwaters of Wilson Creek which feeds the Doe River running west towards Hampton, Tennessee... White Lumber built a three foot gauge line from Elk Park to the mill and then north towards the Elk River watershed. It was reported to have reached a length of ten miles but construction was crude and designed only to support the logging trains.”⁵²
See Appendix B for the source of possible confusion on the full name of the owner of the White lumber Company that operated at Elk Park, North Carolina.

21 January 1911. American Lumberman.

“The White Lumber Company, of Butler, Johnson county, Tenn., has completed the erection and equipment of a band mill at Elk Park, N.C. The mill supplies were furnished locally.”⁵³



DUTCH OVEN TROUBLES A THING OF THE PAST—NO ARCH WORK TO FALL IN.

QUINN'S FLAT TOP DUTCH OVEN FURNACE

FOR SAW AND PLANING MILLS

It burns sawdust, shavings and mill refuse. Will increase the efficiency of your boilers 10 to 30 per cent.
Will last for years without repairs. No equal as steam makers.
The top cannot fall in. Your own mechanic can erect same.

TWO OR MORE BOILERS CAN BE PLACED IN ONE BATTERY WITHOUT DIVISION WALL BETWEEN BOILERS OR FIRE.

We furnish furnace complete or tops to rebuild arch work.
Full particulars Bulletin No. 28 on request.

QUINN & CO. Manufacturers of High Pressure and Standard Tubular Boilers
715 E. Third St., CINCINNATI, OHIO

Figure 19. The St. Louis Lumberman.⁵⁴ For additional information, see Appendix E.

28 January 1911. American Lumberman.

“A Cincinnati concern has just completed the work of installing two important steam plants for sawmill operators in the South. Quinn & Co., 715 East Third street, Cincinnati, supplied the entire steam plant of the Tensas River Lumber Company, of Frogmore, La. The equipment furnished by Quinn & Co. included two 66 x 16 boilers equipped with flat top furnaces. Quinn & Co. also supplied the engine with piping. Quinn & Co. are just completing, also, the installation of the same equipment for the White Lumber Company, at Elk Park, N.C., the boilers there being of a little larger capacity. They are 72 x 18 boilers.”

The concern is getting some very nice business in southern and central southern territory and is recognized as a factor in steam equipment. Besides the regular line of steam installation, Quinn & Co. manufacture a number of specialties, including their own patent flat top furnace, patent chopping grate and patent spring cushion floor mats, all of which are finding favor with sawmill men.”⁵⁵

11 February 1911. American Lumberman.

“H.L. White, of the White Lumber Company, of Butler, Tenn., was a recent visitor on the local market. Mr. White’s company has established offices at Johnson City, on account of its new band mill at Elk Park, N.C., which is ready for operations. Johnson City is conveniently located between the two band mills. The company is doing an extensive business and will soon have much more stock to put on the market.”⁵⁶

11 March 1911. American Lumberman.

“Increasing Business and Facilities. Philadelphia, Pa., March 6. – The Floyd-Olmstead Company is fast coming to the front as one of Philadelphia’s ‘do-things’ lumber concerns. The company has specialized in white pine and hardwoods, shipping the former from Canada and the South, and doing an extensive export business. It is also pushing poplar to the limit, and carry big stocks, especially in the better grades.

This company has just moved to larger and more pretentious quarters at 510 Bulletin building, where it will handle the usual line, and also the output of the new White Lumber Company mill at White’s Mills, three miles from Elk Park, N.C., on the East Tennessee & Western North Carolina railroad, which is now ready for operation. This mill is said to be one of the best equipped band mills in the eastern Tennessee and western North Carolina section. All the machinery is set on concrete foundation, reducing vibration to a minimum. This mill will turn out 60,000 sq. a day. The cut will run about 50 percent hemlock, 30 percent hardwoods, and 20 percent white pine. The White Lumber Company owns some of the finest standing timber in that section of the country. The Floyd-Olmstead Company has handled the output of the White mills since it started business, as well as cuts of two other hardwood mills...”⁵⁷

1 April 1911. The Lumber World.

“The White Lumber Company has completed the erection of its new band mill at Elk Park, N.C., and now has its principal office located at Johnson City, Tenn. The company is also operating a band mill at Butler, Tenn.”⁵⁸

15 April 1911. The Lumber World.

“The White Lumber Company last week started its new band mill at Elk Park, N.C., and the new operation is well stocked with logs and will run regularly.”⁵⁹



Figure 20. "Commissary – White lumber Company, ca 1911 – Elk Park, NC"⁶⁰



Figure 21. "Inside White Lumber Company Commissary near Elk Park, NC (ca 1911)"
"Photograph contributed by Marty Masker."⁶¹

The Floyd-Olmstead Company

**BULLETIN BUILDING,
PHILADELPHIA, PA.**

14,000 ft.	- - 4-4 1 and 2 Oak
50,000 ft.	4-4 No. 1 Common Oak
100,000 ft.	4-4 No. 2 Common Oak
16,000 ft.	6-4 1 and 2 Oak
10,000 ft.	6-4 No. 1 Common Oak
70,000 ft.	6-4 No. 2 Common Oak
4,000 ft.	- - 8-4 1 and 2 Oak
36,000 ft.	8-4 No. 2 Common Oak

**SELLING AGENTS
WHITE LUMBER COMPANY
JOHNSON CITY, TENN.**

Figure 22. American Lumberman, 13 January 1912.⁶²

15 April 1911. American Lumberman.

“The band mill of the White Lumber Company, at Elk Park, N.C., was completed a few days ago and will be put in operation at once. The company has another band mill at Butler, Tenn., and has moved its offices to Johnson City, Tenn., this being a central point between the mills.”⁶³

29 April 1911. American Lumberman.

“The new band mill of the White Lumber Company, at Elk Park, N.C., is in active operation.”⁶⁴

25 April 1911. Hardwood Record.

“F.W. Floyd of Floyd – Olmstead Company, who has recently returned from a week’s stay at the White Lumber Company’s mills, White Mills, N.C., which the Floyd – Olmstead Company represents, reports the mills humming with a fair stock of excellent poplar, chestnut and white pine in good condition and ready for quick shipment. Mr. Floyd quotes March trading as the best the company has had since it has been in business. The April business so far has held up fairly well. The Floyd – Olmstead Company recently removed to larger quarters at 510 Bulletin building, where it has better facilities for handling its increasing business.”⁶⁵

4 May 1911. Manufacturers Record.

“The White Lumber Co. of Johnson City, Tenn., has completed the mill it has been erecting at Elk Park, N.C. This plant includes a 36 x 110 foot building equipped with machinery for a daily output of 50,000 feet of lumber. Clark Bros. of Belmont, N.Y., were the contractors who furnished the machinery. Henry Disston & Sons of Cincinnati furnished the circular and band saws.”⁶⁶

10 February 1912. American Lumberman.

“The White Lumber Co., the output of which is handled exclusively by the Floyd-Olmstead Co., of Philadelphia, has both of its band mills in operation – at Butler, Tenn., and Elk Park, N.C. – and despite recent heavy shipments has on its yards 2,500,000 of band saw white pine and hardwoods. The company is doing a large business.”⁶⁷

29 February 1912. Johnson City Comet.

“Sixteen-Year-Old Boy Killed by Log Train. LeRoy Harmon, a sixteen-year-old youth, was struck by a train on the East Tennessee and Western North Carolina railroad, near Elk Park, N.C., Wednesday afternoon, and instantly killed. Young Harmon was riding on a log train of the White Lumber Co. and jumped off on a bank and fell back under the train and was run over. The body was taken to the home in Watauga county, N.C., for burial.”⁶⁸

7 March 1912. Watauga Democrat.

“Wednesday afternoon Leroy Harman met death while trying to jump from a moving car of the White Lumber Company’s log train to the top of high bank. He missed the bank and rolled under the moving train. His body and limbs were horribly mangled before the train could be stopped and when he was taken up there was hardly life in his body. He was taken immediately to Elk Park for medical attention, reaching town about four o’clock, without having regained consciousness. W.F. Meredith prepared the body for burial and it was taken to the parents of the boy Thursday. Leroy was about sixteen years of age and the son of Mr. and Mrs. Andrew Harmon, of Valle Crucis. – Avery Vim.”⁶⁹

16 March 1912. The Traffic World and Traffic Bulletin.

“Va & S W ICC No 1038 RR No Rate Issue 2201 lumber trucks and second-hand rails from Butler Tenn to Elk Park N C \$1.40 per net ton April 3 [1911?].”⁷⁰

30 March 1912. American Lumberman.

“Philadelphia, Pa., March 25. – J.A. Beeber, president of the White Lumber Co., of Johnson City, Tenn., died suddenly Thursday, March 21, at his home in Williamsport. Mr. Beeber was ill but five hours.”⁷¹

The Floyd-Olmstead Company
Bulletin Building
Philadelphia, Pa.

3 cars 4-4 No. 1 Common Poplar
146,000 ft. 4-4 No. 2 Common Poplar
11,000 ft. 4-4 - Log Run Maple
117,000 ft. 4-4 Cull and S. W. Chestnut
41,000 ft. 5-4 Cull and S. W. Chestnut
45,000 ft. 6-4 Cull and S. W. Chestnut
10,000 ft. 4-4 - Log Run Basswood
19,000 ft. 8-4 - Log Run Hickory

SELLING AGENTS
White Lumber Company,
Johnson City, Tenn.

Figure 23. American Lumberman, 13 April 1912.⁷²

18 May 1912. American Lumberman.

“J.W. Floyd, of the Floyd – Olmstead Co., has recently been visiting the mills of the White Lumber Co., at Johnson City, Tenn., and reports weather conditions still bad for drying and shipments considerably behind, but the mill cutting in fine timber.”⁷³

11 September 1912. The Blue Ridge Stemwinder: An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway.

“In 1912, a successful Banner Elk lumberman, C.B. Voncannon, approached the [E.T.&W.N.C.] railroad with an idea that would generate substantial lumber tonnage for the line. He proposed that the railroad invest in a log flume.

The proposed 10-mile-long flume would start on Beech Mountain and end about a mile north of Elk Park, on the branch line railroad operated by the White Lumber Company. All kinds of lumber, acid wood, pulpwood, tanbark, and ties would be transported in the flume.

Voncannon and Hardin made a trip along the [proposed route, and they estimated that 100,000,000 board feet to timber would be shipped out on the ET&WNC if the flume was built. Revenue on the tonnage would more than make up for the \$25 – 30,000 construction cost. [On 11 September 1912] The Board of Directors was impressed enough with Voncannon’s proposition that they authorized company officers to construct and operate the flume. However, the flume was never constructed, as the railroad became preoccupied with purchasing and extending the Linville River Railway.”⁷⁴

12 September 1912. Watauga Democrat.

“Some Railroad Chat. Avery Vim. ‘In Avery county surveyors for the Laurel Fork Railway have been busy on the Elk river from here towards our county seat. Our understanding of the matter is this: (we do not claim to know). The Laurel Fork company has optioned the White Lumber Company’s timber grants and were in conference with the Linville Improvement Company’s president last week dickering for the immense timber boundary this company owns. This will bring the Laurel Fork road through Avery county starting at Elk River where the White Lumber Company mill now is and will doubtless run from here to Newland and then on through Linville. Where it will go from here is only conjecture; it may go to Boone to connect with the Watauga Railway, no building from Wilkesboro. It is only strongly rumored that our E.T. & W.N.C. R.R., will buy up the Linville River Railroad this month and that within sixty days will begin the work of putting the whole road on a standard guage road bed from Johnson City to Edgemont.”

2 February 1913. The Knoxville Journal and Tribune.

“Three Men Stand by and Watch a Fourth Drown – Gaither Rainbolt, an employee of the White Lumber Company of Elk Park, North Carolina, was drowned in the company’s log pond last Saturday... He worked on the pond and was pushing logs onto the jackslips, when he fell striking his breast across another log and rolled into the water... Three men stood nearby watching him splashing around in the water, thinking he was trying to deceive them... Finally, he sank and only after he had remained under water for three minutes was any effort made to rescue him... When he was taken from the water he was dead... His body was prepared for burial and shipped to his parents who reside in this county near Fish Springs, Tennessee.”⁷⁵

22 February 1913. American Lumberman.

“The White Lumber Co., which finished cutting its timber in eastern Tennessee [near Butler], is operating on a large scale at Elk Park, N.C., where it has a new band mill.”⁷⁶

8 March 1913. American Lumberman.

“New York, March 4... H.L. White, of the White Lumber Co., Johnson City, Tenn., has been spending most of the week in town visiting among the hardwood trade. He finds orders as brisk as ever and says a good run of price is maintained.”⁷⁷

23 March 1913. Hardwood Record.

“J.W. Floyd of the Floyd – Olmstead Company reports a little slowing up of some lines, but the general situation gives satisfaction, and the outlook is favorable.”⁷⁸

30 April 1914. Manufacturers Record.

“Tenn., Greeneville. – White Lumber Co., Johnson City, Tenn., purchased 10,000 acres timber land in Greene county near Greeneville and will develop; also purchased Greeneville & Nolichucky Ry., 12 mi. long.”⁷⁹ See Appendix D.

7 May 1914. Manufacturers Record.

“Tenn., Greeneville. – White Lumber Co., Hugh L. White, Treas.-Mgr., Johnson City, Tenn., will cut timber on 10,000 acres; daily capacity, 60,000 ft. hemlock and hardwoods; has sawmill and railroad equipment; character of buildings to be erected not determined. (Lately noted.)”⁸⁰

9 May 1914. American Lumbermen.

“The White Lumber Company, of Johnson City, Tenn., which has been operating in this territory for several years, has just purchased a 10,000 acre tract of hardwood timber in Greene County, Tennessee, and will install a mill and begin the development of the property. The company will take over the Greeneville & Nolichucky River Railroad, which is 12 miles in length. It now has a mill at Elk Park, N.C.”⁸¹

1915. The North Carolina Year Book.

“Avery County... Sawmills.

Galloway, Peas & Co., Cranberry.

White Lumber, Elk Park.

White, H.S., Montezuma.

Mill Lumber Co., Banner Elk.

Mortimer, E.H. Newland.

J. Walter Wright Lumber Co., Elk Park.

Pritchard, J.H., Elk Park.”⁸²

Table 5. 31 December 1914. “Foreign Corporations – Statement of Capital Stock of Foreign Corporations Doing Business in North Carolina, Apportioned to this State for the Purposes of Corporate Franchise Tax, as Assessed by the State Tax Commission, for the Year 1914, Under Section 82, Revenue Act of 1913...”⁸³

Names	Incorporated under the Laws of -	Officer Making Report	Process Agent of North Carolina	Amount on which Tax is Computed
White Lumber Co.	Del.	H.L. White, Johnson City, Tenn.	W.R. Gray, Whaley, N.C.	70,000

Note: The Fifteenth Annual Report of the Corporation Commission for the Year Ending December 31, 1913, as well as earlier editions, did not list the White Lumber Company as having paid the Corporate Franchise Tax for that year.

Table 6. 2 January 1915. Railway Review. “Cars and Locomotives Ordered in 1914, Annual Report of Locomotives, Freight and Passenger Cars Ordered or Built in the United States and Canada During the Year... Freight Cars”⁸⁴

Purchaser	No.	Type	Capacity	Underframe	Draft Rig.	Truck	Builder
White Lumber Co.	4	Flat	60,000	Steel	Spring	Arch Bar	Kilby Loco. & Mach. Co.

It should be noted that this table does not specify which “White Lumber Co.”

Table 7. 31 December 1915. “Foreign Corporations – Statement of Capital Stock of Foreign Corporations Doing Business in North Carolina, Apportioned to this State for the Purposes of Corporate Franchise Tax, as Assessed by the State Tax Commission, for the Year 1915, Under Section 82, Revenue Act of 1915...”⁸⁵

Names	Incorporated under the Laws of -	Officer Making Report	Process Agent of North Carolina	Amount on which Tax is Computed
White Lumber Co.	Del.	H.L. White, Johnson City, Tenn.	Wm. R. Gray, Hale	12,500

Note: The Eighteenth Annual Report of the Corporation Commission for the Year Ending December 31, 1916, as well as later editions, did not list the White Lumber Company as having paid the Corporate Franchise Tax for that year.

Logging Railroads of the Blue Ridge and Smoky Mountains...

“The John Heilman Lumber Company of Williamsport, Pennsylvania had come to the eastern Tennessee hollows at the turn of the century to tap that source of timber. The first cutting was done at del Rio without a railroad, and the company moved to Greeneville about 1910. There they built a standard gauge railroad which was chartered as a common carrier, the Greeneville & Nolichucky Railroad, in 1910 to harvest the timber along the North Carolina state line. The mainline of the G&N was only twelve miles long, but an additional twenty miles of track was laid as logging spurs...”

The Lima Shay No. 1 was acquired new in May of 1911 to operate as the main power over the G&N RR and was lettered for the railroad on the tender. This 42-ton unit hauled cut lumber to the connection with the Southern at Snapps Ferry Road. A second 42-ton Lima Shay was purchased in July of 1912 to work in the woods and was lettered for John Heilman Lumber Co. The company also owned eight log cars and four flat cars to haul timber to the main mill...

A Barnhart loader was used in the deep hollows to load logs on the flat cars and bunk cars.

The operation was sold to the White Lumber Company about 1915 [actually 1914] and included the bandmill, the outbuildings and the railroad. The new owners continued business as usual along the state line. White did allow the use of some Sunday School excursions over the line using the flat cars to carry the excursionists, but the track, now old and out of line, was dangerous and the company discouraged this type of event...”⁸⁶ See Appendix D for additional information.

1 January 1916. The Southern Lumberman.

“Irvine Whaley, of the White Lumber Co., of Johnson City, Tenn., was a visitor here for the holidays. He reports that business with the White Lumber Co. is good and that the outlook is very encouraging. The company is operating a band mill near **Greeneville** [Tennessee] and is buying considerable stock from other manufacturers.”⁸⁷



Figure 24. The Southern Lumberman, 12 August 1916.⁸⁸

13 January 1917. American Lumberman.

“Johnson City, Tenn., Jan. 9. – **White Lumber Co.; receiver appointed.**”⁸⁹

17 February 1917. The Southern Lumberman.

For Sale – One six-foot Smith, Myers & Schnier Band Mill, complete with gang edger – trimmer, steam nigger, etc.

About eight miles of standard gauge road, with steel rail.

One forty-five-ton Shay Locomotive.

Ten logging cars.

Steam loader and skidder.

Seven teams, and full logging equipment.

Commissary and all other necessary buildings.

Plant now in operation.

About twenty or twenty-five million feet of hemlock and hardwoods can be purchased on stumpage basis that can be logged to this mill.

For further particulars, address Hugh L. White, Receiver, The White Lumber Company, Johnson City, Tenn.”⁹⁰ **This appears to be in reference to Greeneville, Tennessee.**

Logging Railroads of the Blue Ridge and Smoky Mountains...

“The freshet of 1919 washed out much of the Nolichucky River bridge. The railroad’s mainline in the area was also ripped apart and covered with debris. This stranded the mill which had been operating at a very tight margin in the days just after the World War. Unable to repair the bridge, the company sold the two Shays which happened to be on the Southern Railway end of the line, and closed the mill. The track was pulled up and the equipment and track sold on the secondhand market to bring in more than the original cost, since inflation had changed the value of the material. Shay No. 1 went to Virgin Pine Lumber in Mississippi, and the Heilman Shay No. 2 went to Birmingham Rail & Locomotive who sold it to Kaul Lumber of Tuscaloosa, Alabama.”⁹¹

See Appendix D for additional information.

5 February 1918. Baltimore Underwriter.

“Hugh L. White, of Johnson City, Tenn., has secured the agency for Eastern Tennessee, Western North Carolina and Western Virginia, for the life insurance department of the Maryland Assurance.”⁹²

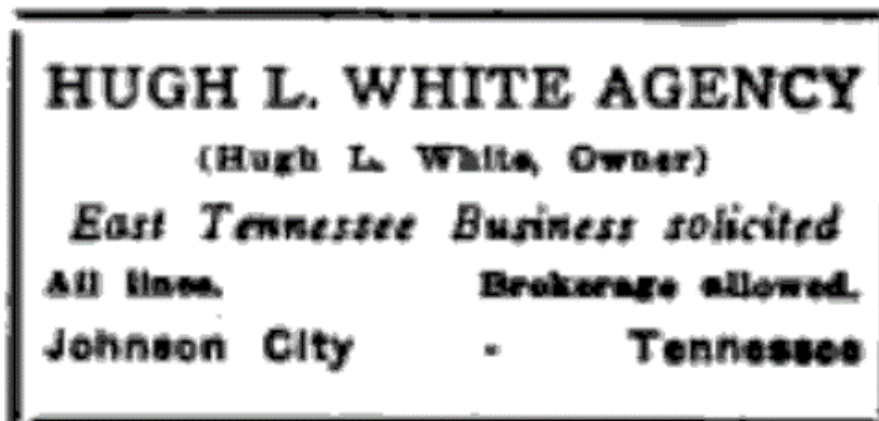


Figure 25. American Agency Bulletin. 22 August 1919.⁹³



Figure 26. "Waiting for the Train" "Date: 1920s" "Members of the Hugh White family wait for a train in Johnson City. The Hugh White Lumber Company operated in Butler (TN), Elk Park, and Linville, North Carolina. The family would be arriving in Johnson City via the ET&WNC and then transferring to the Southern or Clinchfield Railroads to continue their trip. It is likely the first leg of their travel assisted by Cy Crumley or the other Tweetsie personnel was the most hospitable and entertaining of their journey. Courtesy of Archives of Appalachia; Hugh White Collection." Apparently, Hugh White is the first male on the left in this photo.

Appendix A.
Biographical Information on Hugh L. White

“One of the most prominent business men in Tennessee is Hugh Lawrence white, who is engaged in the general insurance and lumber business. He is descended from old and honored ancestry, tracing family on the paternal side in an unbroken chain back to the fifteenth century. One of his earliest ancestors, John White, came originally from Hulcote, a small village on the western border of the County of Bedford, England. His youngest son, also named John White, was in his minority in 1501. On the maternal side the family is traceable to the sixteenth century. Mr. White’s mother was a direct descendant of Louis de Wall, a Huguenot refugee, who came to America in 1660. He was a son of Chretien Du Bois, who was born at Wicres in the province of Artois, France, on the 28th of October, 1626. He died at Kingston, New York, in June, 1696, and his gun, oak chest and snuffbox, the latter bearing the family coat of arms, are still in the possession of the family.

Hugh Lawrence White was born in Williamsport, Pennsylvania, on the 28th of October, 1879, a son of Hugh L. and Euphemia (Du Bois) White. His grandparents on the paternal side were John and Emily (Weaver) White. In the acquirement of his early education Hugh Lawrence White attended the public schools of Williamsport and subsequently entered the St. Luke’s Preparatory School in Bustleton, Pennsylvania. Upon the outbreak of the Spanish-American war he enlisted in Company D, First Regiment of Pennsylvania, and after being mustered out accepted a position as shipping and receiving clerk for the Manhattan, Westchester Transportation Line, which line ran from New York harbor to Eastchester, near Mount Vernon, New York. The company lost a boat in 1901 and a short time afterward discontinued business. Mr. White then engaged in the tanning business in Williamsport and was superintendent of the Laporte and Hillsgrove Tanneries until 1904, when he became land and timber superintendent of the Brunswick district for the Central Lumber Company of Pennsylvania. This district included Tioga, Lycoming and Clinton counties and a part of Potter county. He had entire charge of all the logging in this territory and personally superintended the log drives on Little and Big Pine Creek, which stocked the company’s mill at Williamsport. He brought the last drive of logs out of Big Pine Creek, which for many years sent millions of feet of logs into the Williamsport boom. In 1906 Mr. White left this company and went to Clearfield county, Pennsylvania, where he prospected in coal lands. In 1909 he purchased timber land in Butler, Johnson county, Tennessee, and laid the foundations for the lumber business, in the conduct of which he is still active. He has mills in Tennessee and in the mountains of North Carolina. Aside from his lumber interests Mr. White has established the Hugh L. White Insurance Agency, in the conduct of which he is also achieving well merited success. He employs a number of people and represents several leading insurance companies. Mr. White has inherited most of the characteristics of his ancestry, including energy, thrift, courage and enterprise, coupled with pronounced business acumen. The success he has attained is the result of his own labors and the high regard and esteem in which he is held by his fellowmen is expressive of his real character and clearly indicates the value of his citizenship.

At Towanda, Pennsylvania, on the 20th of January, 1909, Mr. White was united in marriage to Miss Mary Eliza Shaut. She is a woman of culture and refinement and is socially prominent. Her parents were James T. and Nellie (Dodge) Shaut. Mr. and Mrs. White are the parents of three children: Elizabeth, eleven years of age; Hugh L., Jr., eight years old; and Jane, aged five.

Mr. White is conceded to be an exemplary member of the Masonic fraternity and he holds membership in Tennessee Consistory, No. 1, of Memphis; Omar Commandery of Bristol; the blue lodge of Johnson City; and Kerbela Temple of the Mystic Shrine at Knoxville. He likewise holds membership in the Pennsylvania society of the Sons of the American Revolution. Mr. White is essentially a public-spirited citizen and his influence has ever been on the side of advancement and improvement. He is a man of sterling qualities and his uprightness, integrity and devotion to whatever he undertakes have been prime factors in his continued success.” “He died on 13 July 1950, at the age of 70, and was buried in Wildwood Cemetery, Loyalsock Township, Lycoming, Pennsylvania...”⁹⁴

Appendix B.
A Possible Source on the Confusion Between H.L. White and H.S. White

Modern sources, possibly beginning with Tweetsie Country, by Mallory Hope Ferrell, published in 1976, consistently refer to the “White Lumber Company” as the “H.S. White Lumber Company”. However, contemporary sources always refer to this organization as the “H.L. White Company” or the “Hugh L. White Lumber Company”, when they did not use “White Lumber Company.” As shown below, there was an H.S. White operating a lumber mill at nearby Montezuma, North Carolina. Perhaps, this is where the confusion arose. Also, the various current databases of locomotives typically use “H.S. White Lumber Company.” This is harder to account for, but perhaps arises from the same source.

10 April 1908. Hardwood Record.

“The Toe River lumber Company, New Kensington, obtained a charter under Pennsylvania laws on March 28, capitalized at \$20,000; D.A. Leslie, treasurer.”⁹⁵

15 March 1909. The Lumber World.

“The Toe River Lumber Company is making preparations to start its new band mill at Montezuma, N.C., where a good sized boundary of virgin timber has been purchased.”⁹⁶

1 June 1909. The Lumber Trade Journal.

“The Toe River Lumber Company, with headquarters at New Kensington, Pa., has started its new band mill, at Montezuma, N.C., with H.S. White, of Montezuma, in charge.”⁹⁷

Appendix C.
The H.L. White Lumber Company,
Butler, Tennessee, 1908 – 1912 (?)

Table C – 1. Shay, Shop Number 922 (No photographs available)⁹⁸

Built: 8-23-1904	Class: B 28-2	Trucks: 2	Cylinders (#-Dia. x Stroke): 3 - 8 x 12
Gear Ratio: 3.071	Wheel Dia.: 26.5"	Gauge: 36"	Boiler (Style - Dia.): W.T. – 36"
Boiler Pressure (PSI): 160	Tractive Effort: 16,020 Lbs.	Factor of Adhesion: 3.74	Maximum Safe Speed: 10.3
Fuel Type: Coal	Fuel Capacity: 1.75 Tons	Water Capacity: 1,000 Gallons	Empty Weight (as built): 47,800
Owners:			
Morton, Lewis & Willey Lumber Company, Holston Valley Railway #6, Bristol, Tennessee			
H.S. [H.L.?] White Lumber Company, Butler, Tennessee			
(8-9-1920) Smith River Lumber Company #6, Fayerdale, Virginia			
Southern Iron & Equip. Company (D) #1916, Atlanta, Georgia			
(3-18-1924) Virginia Hardwood Lumber Company #6, Clinchfield, Virginia			
Disposition: Scrapped			

Appendix D.

The John Heilman Lumber Company (1908 (probably earlier) – 1914)
 H.L. White Lumber Company (1914 – 1918 or 1919)
 and the Greeneville & Nolichucky (Peavine) Railroad,
 Greeneville, Greene County, Tennessee



Figure D – 1. Greeneville & Nolichucky Railroad #1, a 42-ton Class B Shay, Shop Number 2443, that was built in 1911 for the John Heilman Lumber Company.

Table D – 1. Shay, Shop Number 2443

Built: 5-1-1911	Class: B, 42-2	Trucks: 2	Cylinders (#- Dia. x Stroke): 3 - 10 x 12
Gear Ratio: 2.529	Wheel Dia.: 29.5"	Gauge: std.	Boiler (Style - Dia.): E.W.T. - 42.125"
Boiler Pressure (PSI): 180	Tractive Effort: 16,886 Lbs.	Factor of Adhesion: 5.08	Maximum Safe Speed: 17.1
Fuel Type: Coal	Fuel Capacity: 2 Tons	Water Capacity: 1,560 Gallons	Empty Weight (as built): 68,800
Owners:			
John Heilman Lumber Company, Greeneville & Nolichucky Railroad *#1, Greeneville, Tennessee			
(1-1919) For sale at Greeneville, Tennessee, by H.S. [H.L.?] White Lumber Company			
(3-23-1920) Virgin Pine Lumber Company #3, Piave, Mississippi			
Disposition: Scrapped			
Additional Notes: * Local name was Peavine Railroad			

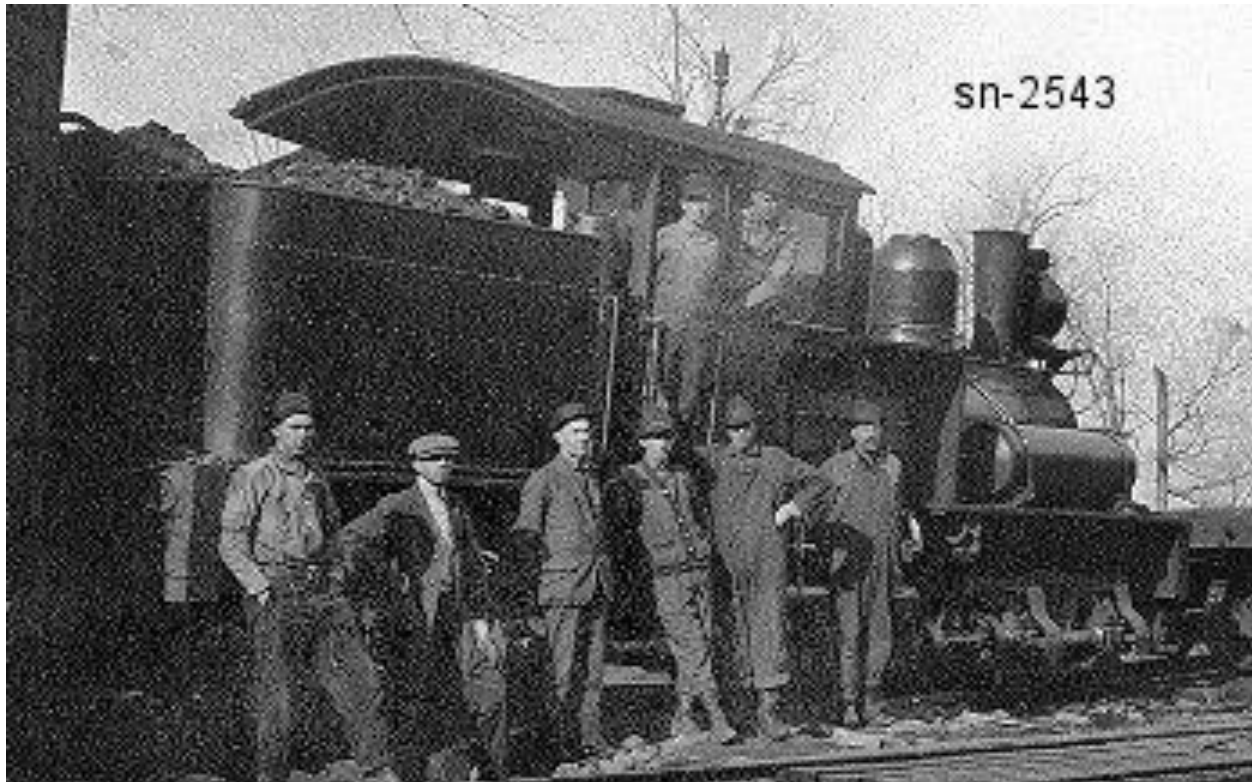
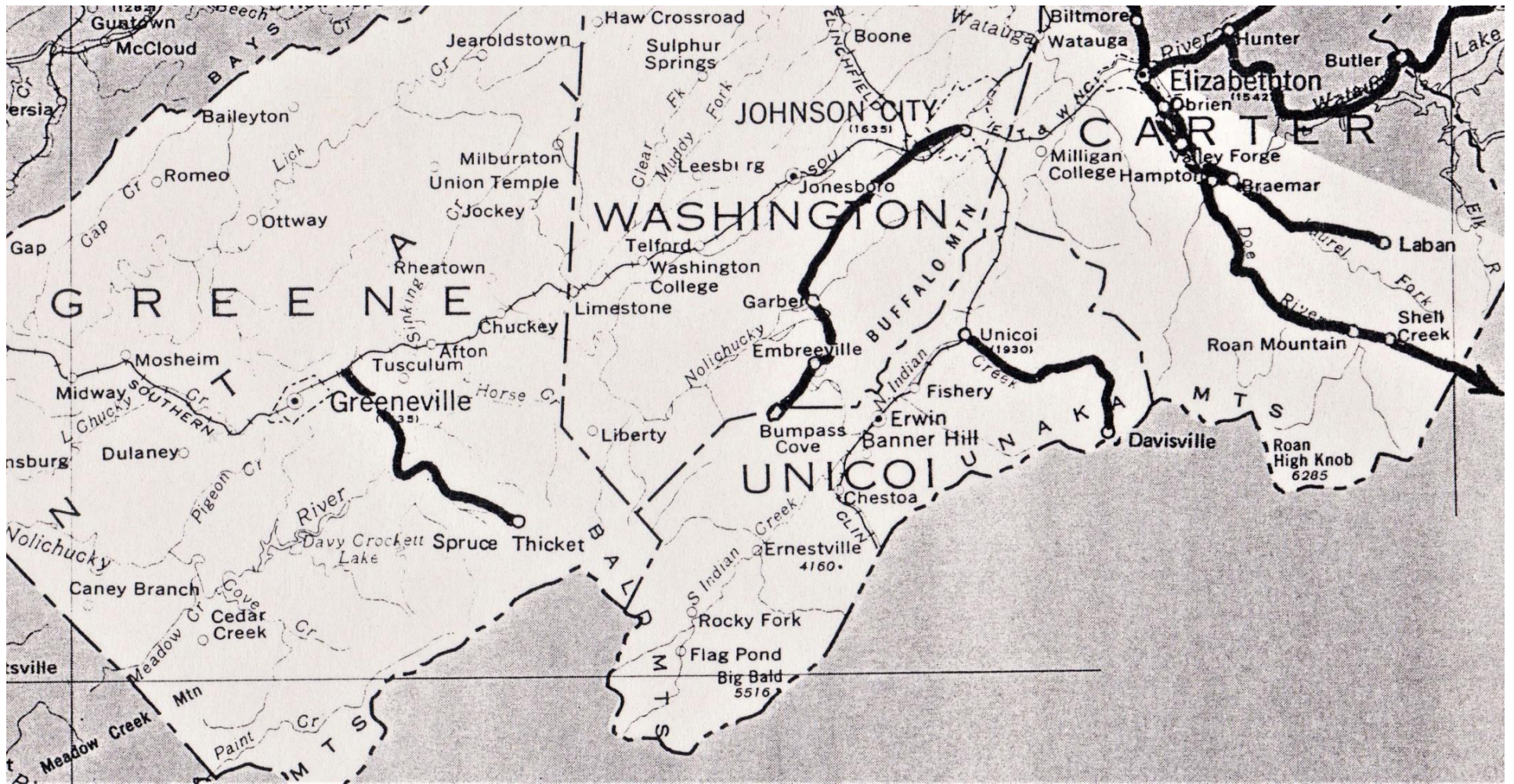


Figure D – 2. Greenville & Nolichucky Railroad #2, a 42-ton Class B Shay, Shop Number 2543, that was built in 1912 for the John Heilman Lumber Company.⁹⁹

Table D – 2. Shay, Shop Number 2543

Built: 7-1-1912	Class: B 42-2	Trucks: 2	Cylinders (#-Dia. x Stroke): 3 - 10 x 12
Gear Ratio: 2.529	Wheel Dia.: 29.5"	Gauge: std.	Boiler (Style - Dia.): W.T. – 42"
Boiler Pressure (PSI): 180	Tractive Effort: 20,832 Lbs.	Factor of Adhesion: 4.13	Maximum Safe Speed: 13.9
Fuel Type: Coal	Fuel Capacity: 2 Tons	Water Capacity: 1,560 Gallons	Empty Weight (as built): 69,700
Owners:			
John Heilman Lumber Company, Greenville & Nolichucky Railroad * #2, Greenville, Tennessee			
(8-1913) Dunn-Oliver Lumber Company, Greenville, Tennessee			
Birmingham Rail & Locomotive Company (Dealer), Birmingham, Alabama			
(4-1-1918) Kaul Lumber Company #13, Tuscaloosa, Alabama			
Disposition: Scrapped at Tuscaloosa, Alabama			
Additional Notes: * Local name was Peavine Railroad			



Map D – 1. The route of the Greeneville and Nolichucky Railroad is indicated by the heavy line on the left side of the map. Johnson City, Tennessee, is near the top center of the map.¹⁰⁰

Contemporary Sources

11 December 1908. Railway World.

“Complaints Filed... John Heilman, of Del Rio, Tenn., against the Southern Railway, Co., et. al. Unreasonable, excessive and unlawful rates on lumber from Del Rio, Tenn., to points in the North and West. Reparations demanded.”¹⁰¹

15 December 1908. The Lumber Trade Journal.

“John Heilman of Del Rio, Tenn., has filed a complaint with the interstate commerce commission alleging that rates of lumber from place to Philadelphia, Pa., are unreasonable as compared with those from other Tennessee points. He has asked that a lower rate be ordered and that he be refunded \$486.”¹⁰²

10 January 1909. Hardwood Record.

“Lumbermen in this section are awaiting with interest the outcome of the suit which James Heilman, a well-known manufacturer of Del Rio, Tenn., has filed before the Interstate Commerce Commission, against the Southern and other roads, alleging discrimination in rates from east Tennessee points to Philadelphia and territory north and west of that city. He charges that the rate from Del Rio is three cents higher than from Bristol, whereas it is a shorter haul from Del Rio. He also alleges that for years the Southern has been publishing a tariff of certain rates to these cities and the defendent carriers have persistently charged a higher rate.”¹⁰³

24 February and 1 June 1910. Public Acts of the State of Tennessee Passed by the Fifty-Seventh General Assembly.¹⁰⁴

Table D – 3. Domestic Corporations

Name of Corporation.	County where registered.	When registered in Secretary of State’s Office.	Book.	Page.
Greeneville & Nolachucky Railway Co.	Greene	Feb. 24, 1911	S 3	20
Heilman, John, Lumber Co., The	Greene	June 1, 1910	J 10	206

11 June 1910. American Lumberman.

“Incorporations... Nashville – The John Heilman Lumber Company, authorized capital \$100,000; E.F. Layberger, J.B. Heilman, Elmer Jones and W.W. Layberger.”¹⁰⁵

2 February 1911. Manufacturers Record.

“Tenn., Greeneville. – The John Heilman Lumber Co., says [in] a dispatch, will build a railroad from a point on the Southern Railway 1½ miles east of Greeneville along Holly’s Creek and across the Chuckey River to Donks [?] Cabin, 10½ [?] miles.”¹⁰⁶

4 February 1911. American Lumberman.

“The John Heilman Lumber Company has closed a deal for a tract of 20,000 acres of virgin forest in Greene county, Tennessee, near the North Carolina line and in the heart of the southern Appalachian timber region, and is preparing to build a 20-mile line of road from the timber to a point on the Southern railway, two miles south of Greeneville, Tenn., and fifty miles west of Bristol. It is understood that the company plans to proceed with the development of the tract, which is covered largely with hardwood.”¹⁰⁷

9 February 1911. Manufacturers Record.

“Greeneville & Nolichucky Railroad Will Soon Take Steps for Construction. John Heilman writes from Greeneville, Tenn., that the Greeneville & Nolichucky Railroad Co., of which he is president, proposes to build a line 30 miles long from Greeneville to Walton, Tenn., via Runnel Gap. A bridge 700 feet long over the Nolichucky River will be required. The route lies through a farming country rich in timber and iron ore. Bids for construction and equipment will be opened February 15. Connection will be made with the Southern Railway.

Mr. Heilman says that the line should be very profitable, as it will pass through 10,000 acres of iron-ore land, of which 150 acres has been pitted to various depths, and at least three mining engineers of standard reputation have reported that on this area so examined there is in sight above water level more than 75,000,000 tons of iron ore assaying a high percentage of metallic iron, with an average of 2 per cent. of manganese and a small percentage of silicn [?] and sulphur.

The officers of the company are John Heilman, president; J.G. Reading, vice-president; Joseph B. Heilman, secretary and treasurer; Walter R. Heilman, general manager; H.B. Emerson, chief engineer. Others interested are B.F. Layberger and W.W. Layberger.”¹⁰⁸

15 February 1911. The Lumber Trade Journal.

“The John Heilman Lumber Company has closed a deal for a tract of 20,000 acres of timber in Granada [should read “Greene”] county and will establish a mill near Greeneville and construct a twenty-mile railway.”¹⁰⁹

18 February 1911. The Railway and Engineering Review.

“Tennessee. – The Greeneville & Nolichucky Ry. will open bids on Feb. 15 for building 30 miles of line from Greeneville via Runnel Gap to Walton, Tenn. The construction will require the building of a bridge 700 feet long over the Nolichucky river. John Heilman is president; J.C. Reading, vice-president; Joseph B. Heilman, secretary and treasurer; Walter R. Heilman, general manager, and H.B. Emerson, chief engineer.”¹¹⁰

2 March 1911. Manufacturers Record.

“Tenn., Greeneville. – The Greeneville & Nolachucky Railway Co. has been chartered with \$100,000 capital to build the proposed line from a point two miles east of Greeneville, on the Southern Railway, to Walton, about 30 miles. The incorporators are John Heilman, Joseph B. Heilman, E.F. Layberger, W.W. Layberger and John G. Reading of Greeneville, Tenn.”¹¹¹

15 March 1911. Engineering – Contracting.

“The Greenville & Nolashucky R.R. Co., of Greenville, Greene county, has been chartered with a capital stock of \$100,000 and proposes to build a railroad from a point on the Southern railway, two miles east of Greenville to Walton, Cocke county. The incorporators are John Heilman, Joseph B. Heilman, E.F. Layberger, W.W. Layberger and John G. Reading.”¹¹²

16 March 1911. Manufacturers Record.

“Tenn., Greenville. – Contract is reported let to Charles and Robert Southern of Bulls Gap, Tenn., to grade 10½ miles of line to Donk’s Cabin or Reynolds Gap, on the proposed Greenville & Nolahucky Railway, recently chartered by John Heilman of Greenville and others to build from a point two miles east of Greenville to Walton, Tenn., about 30 miles.”¹¹³

6 April 1911. The Tradesman.

“Greenville, Tenn. – Charles and Robert Southern of Bulls Gap have been awarded the contract for grading ten and a half miles of the Greenville & Nolahucky railroad which was recently incorporated. John Heilman of this place is president of the road.”¹¹⁴

11 May 1911. Manufacturers Record.

“Tenn., Greenville. – J.O. Fullen, says a dispatch, has the contract to build bridges on the 10 ½ miles which the Greenville & Nolichecky Railroad has under construction. About two miles of grade is done.”¹¹⁵

3 August 1911. Manufacturers Record.

“Tenn., Greenville. – The Greenville & Nolahucky Railroad is reported completed from Greenville to the Nolahucky River, five miles, and construction is being pushed. It will be about 25 miles long.”¹¹⁶

Narratives

“The John Heilman Lumber Company of Williamsport, Pennsylvania had come to the eastern Tennessee hollows at the turn of the century to tap that source of timber. The first cutting was done at del Rio without a railroad, and the company moved to Greenville about 1910. There they built a standard gauge railroad which was chartered as a common carrier, the Greenville & Nolichecky Railroad, in 1910 to harvest the timber along the North Carolina state line. The mainline of the G&N was only twelve miles long, but an additional twenty miles of track was laid as logging spurs. The company insisted on higher standards than most logging lines and used 45-pound rail and stone ballast on the mainline. Despite the common carrier status, the line never offered passenger service, but did accept freightcar loads of building supplies headed up to the mountains and farm products outbound.

The railroad began at the Snapps Ferry Road which was three miles east of Greenville. The railroad followed Holley Creek, descending from the Southern mainline down a steep grade

that kept the trains of the G&N reduced to only three filled boxcars when returning to the Southern. The line crossed Holley Creek as many as eight times in one mile. When the rails reached the Nolichucky River, they crossed this moody stream at Buckingham Ferry and continued up both Camp Creek and Dry Creek to the base of the Bald Mountain range. The bridge over the Nolichucky was built as an expendable unit setting on rock filled, triangular piers of logs which washed away with every spring freshet. The bridge also collapsed when a local farmer shipped a boxcar of wheat, evidently loaded past the load bearing ability of the bridge deck, and the car broke one of the Nolichucky bridge spans.

The Lima Shay No. 1 was acquired new in May of 1911 to operate as the main power over the G&N RR and was lettered for the railroad on the tender. This 42-ton unit hauled cut lumber to the connection with the Southern at Snapps Ferry Road. A second 42-ton Lima Shay was purchased in July of 1912 to work in the woods and was lettered for John Heilman Lumber Co. The company also owned eight log cars and four flat cars to haul timber to the main mill. However, lumber was shipped from the mill in boxcars which were pulled up the line to the mill from the Southern. The same boxcars were also used to ship pulpwood to the paper mill at East Canton in North Carolina.

The Holley Creek grade was the critical test for each train. Engine No. 1 could haul three loaded boxcars up to the Southern with some effort, but a train of four or more cars forced the line to bring out the No. 2 from the woods to push the train up grade. When the No. 2 could not be freed from its duties in the woods, the No. 1 was placed behind the third car, pushing them and hauling the rest to the bottom of the grade. Cutting off the other cars, the No. 1 would push the first three cars up to the Southern and then return to pull the rest of the cars up to the junction in groups of three.

A Barnhart loader was used in the deep hollows to load logs on the flat cars and bunk cars.

The operation was sold to the White Lumber Company about 1915 and included the bandmill, the outbuildings and the railroad. The new owners continued business as usual along the state line. White did allow the use of some Sunday School excursions over the line using the flat cars to carry the excursionists, but the track, now old and out of line, was dangerous and the company discouraged this type of event.

On occasion some of the older boys would 'borrow' a handcar to visit nearby Tusculum College, but one trip ended disastrously when a boy fell off the handcar backwards and was killed.

The freshet of 1919 washed out much of the Nolichucky River bridge. The railroad's mainline in the area was also ripped apart and covered with debris. This stranded the mill which had been operating at a very tight margin in the days just after the World War. Unable to repair the bridge, the company sold the two Shays which happened to be on the Southern Railway end of the line, and closed the mill. The track was pulled up and the equipment and track sold on the secondhand market to bring in more than the original cost, since inflation had changed the value of the material. Shay No. 1 went to Virgin Pine Lumber in Mississippi, and the Heilman Shay No. 2 went to Birmingham Rail & Locomotive who sold it to Kaul Lumber of Tuscaloosa, Alabama.⁹¹¹⁷



Figure D – 3. Barnhart (?) “Log loader with crew, Heilman Lumber Company. Circa 1911.”¹¹⁸

Another source added that the “grades varied from dead level to a high of 6%. Of course, this latter grade was exceeded by more or less temporary trackages in the woods... The mill was near the junction of Dry and Davis Creeks. A sizeable spur ascended Davis Creek with a branch going over the intervening hill to the Jennings Creek area. From the end of the main line, a lumber spur ascended the mountain to the area known as Spruce Thicket by three sets of switchbacks.

It is said that the so-called Spruce Thicket was actually composed of Hemlock, often called Spruce Pine. In addition to this variety, much yellow pine and red oak, all virgin timber, were felled. The Heilman Company had two flumes, on Phillips Hollow and Ballen Hollow, respectively. Often the company would take portable mills into the mountains and flume out the lumber... Box cars for transporting lumber and pulp wood were furnished by the Southern Railway. In addition to cut timber, the Heilman operations produced acid wood, bark, and pulp wood.”¹¹⁹

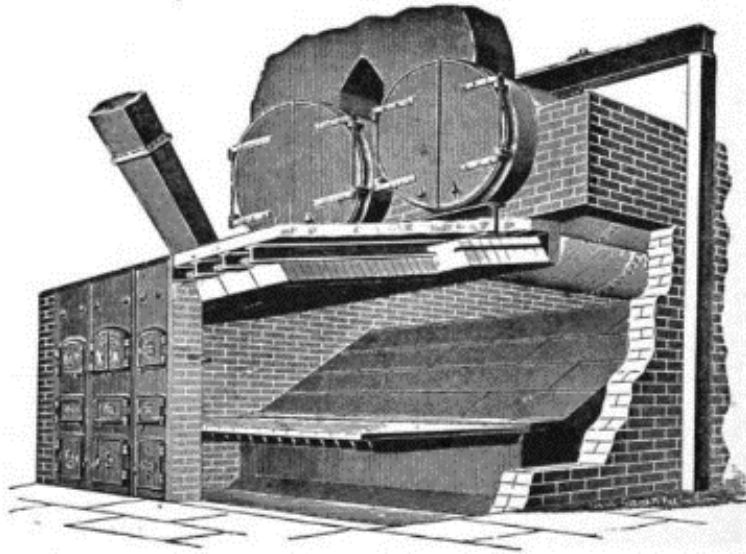
And yet another source added: “The Nolichucky River crossing trestle was much higher and longer than any of the other crossings. The piles forming the sides were built in triangular shapes to withstand the tremendous weight of the train. There was x-bracing between the piles for stability, and caps on top to hold the rails. For the Nolichucky trestle, two sets of piles spaced 24 inches apart formed a chord, and the chords were spaced 20 feet apart across the span of the river. The base of the trestle was much wider than the rail bed since the 8 by 8 timbers were tilted towards

the center by an 80 degree angle. The lower part of the chord had wooden planks nailed about three fourths of the way up the structure on all four sides. This was used to hold rocks which added to the stability of the trestle. The upper part of the chords had criss-crossed lengths of 4 by 8's and were left open. The chords were connected by strong wooden joists upon which the cross ties were mounted. Rails were spiked to the crossties..."¹²⁰

"With the coming of the first World's War in 1914, the demand for southern forest especially Walnut wood for gun stocks accelerated and continued well after the wars end. (White County, Tennessee was targeted heavily for its gun-stock production). The Peavine operation continued on as well through the war, only under new leadership. John Heilman sold the complete company in either 1913 or 1914 to Hugh L. White of Johnson City, Tennessee and moved back to Reading, Pennsylvania. James Heilman, brother of John and founder of the Heilman Brothers Lumber Company died in 1913. This was probably the reason the company was sold. Mr. White ran the company for 4 or so more years expanding the rails to other areas in the county until 1918.

Around that time in 1918, a derailment happened on the river trestle. The loaded train had almost made it over the open deck bridge when one to the piles gave away. The train was pulled apart. The next to the last box car loaded with lumber was sent down into the water's edge, leaving the last car still teetering on the tracks above. The box car was separated from its trucks on the way down. It rested with its nose in the water. The back end still sticking up on the air resting on the remains of the rail support or pile. No deaths or injuries occurred in the wreck. Even though the box car remained largely intact and little damage was done else where, the timber was all but exhausted anyway, so the trestle bridge was never repaired. The temporary wooden trestle was probably termite invested and normal decay of untreated wood had probably taken place by then. At any rate the Peavine was soon abandoned... The Shay engines were auctioned off in Greeneville in 1919. The number two engine, number 2543 was eventually scraped in Tuscaloosa, Alabama. Typically that meant that the good usable engine parts were sold for repairing other engines and the other unusable metals were melted down for usage later."¹²¹

QUINN'S FLAT TOP DUTCH OVEN FURNACE



FOR SAW AND PLANING MILLS

Highly Adapted to Burning Shavings and Sawdust

An ideal boiler furnace for use in Saw Mills and Planing Mills. The special feature of this furnace is the flat top which insures equal combustion and an even flow of heat units, as the flat top gives the combustion chamber a maximum of volume, there being no space lost in arch work. This, together with other features, results in increase in efficiency of from 10 to 30 per cent. The flat roof is constructed of abutting rows of special hanger tile supported independently on Bulb-beams. (Note this construction in illustration.) It is impossible for the roof, constructed in this manner, to fall in. Repairs can be made in any row without interfering with the other rows. Such repairs, although seldom necessary, are very simple and can be made while the boiler is being cleaned.

The simplicity of construction effects economy in the original installation as well as in the upkeep as your own mechanic can do the erecting, thereby saving the cost of high-priced masonry work. The cost of this furnace will not exceed the usual cost of arch work alone.

Send in the number and size of your boiler with pencil sketch and let us make you prices.

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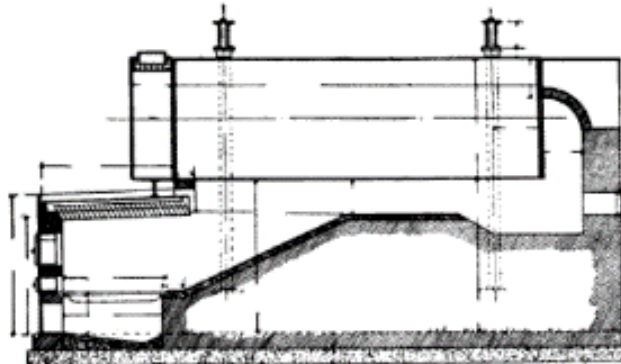
MANUFACTURERS OF

QUINN'S FLAT TOP DUTCH OVEN FURNACE

QUINN'S FIREBRICK & FURNACE MATERIAL

BATTERY INSTALLATION

An arrangement that we especially recommend with our furnaces, is the placing of two or more boilers in one battery without division walls between boilers or fires. This saves the expense of center walls and adds greatly to the steam-producing efficiency as it gives you the effect of the combined fires under the entire battery. In new installations or where boilers are being reset, we recommend the advantage of this arrangement.



Side View, Showing Standard Setting

FIRE BRICK

We manufacture fire brick and furnace material of all kinds. Our No. 1 Fire Brick is highly refractory and may be subjected to as intense heat as any fire brick on the market. Our rear aft tile made of one piece of high grade fire brick.

We build furnaces complete or furnish materials for tops to replace arch work.

QUINN & COMPANY

CINCINNATI, OHIO

MANUFACTURERS OF

QUINN'S FLAT TOP DUTCH OVEN FURNACE

Appendix F.
Open Questions

1. What was the roster of rolling stock for the White Lumber Company during its operations near Elk Park? Manufacturers? Specifications? Periods of Service? Is there any more information available on the locomotives used by the White Lumber Company?
2. What was the paint scheme used on the rolling stock of the White Lumber Company?
3. What specific equipment was used inside the mill? How was this equipment arranged? Do any plans exist of the mill and the surrounding area?
4. The available sources make no mention of steam-powered timber skidders or log loaders in use by the White Lumber Company near Elk Park, were any used? Was the cut timber simply dragged to the loading sites by horses and/or oxen?
5. Were there any spur lines into the woods? If so, is there any information on their layout?
6. Are any more photographs available of the operations of the White Lumber Company near Elk Park?
7. Is there any contemporary support calling this operation the “H.S. White Lumber Company”? If so, is there any information on H.S. White?

Endnotes

¹ “Elk Park, North Carolina,” by John R. Waite, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., October, November, December, 1997 (Volume 10, Number 2), pages 3 – 10.

² Makers of America: Biographies of Leading Men of Thought and Women, Volume IV, edited by Leonard Wilson, 1922, page 430, available online at: <https://books.google.com/books?id=IdsDAAAAYAAJ>.

³ Tennessee, the Volunteer State, 1769 – 1923, Volume III, by John Trotwood Moore, Austin Powers Foster, 1923, pages 551 – 551, available online at: <https://books.google.com/books?id=-y0XAAAIAAJ>.

⁴ Available online at: <https://archives.etsu.edu/agents/people/419>, which also includes: “He also owned two railways, the Laurel Fork Railway and the Peavine Railroad in Greene County, Tennessee.” In reference to the Laurel Fork Railway, this statement does not appear to be supported by any contemporary sources. In addition, it appears that Hugh L. White also owned two other logging railroads, which supported his operations at Butler, Tennessee, and Elk Park, North Carolina. Additionally, no contemporary sources that support the statement that he owned several pulp mills have been located.

⁵ “Hugh Lawrence White Jr.,” available online at: <https://ancestors.familysearch.org/en/LB6Q-VKD/hugh-lawrence-white-jr.-1879-1950>.

⁶ Along the ET&WNC, Volume IV: Freight Cars Part A, by Johnny Graybeal, 2003, page 144, included on pages 110 and 114: “Until 1911, all forest products were listed under the category of lumber. In that year, figures for the line item of ‘other forest’ began to be kept. Surprisingly, 33,852 tons of ‘other’ was carried that year, which was more than the lumber tonnage. Most likely, this represents the types of wood carried by the wood cars, in addition to the numerous loads of bark handled. These figures represent a significant increase from the total forest tonnage for 1910, so the business was growing... The following years showed ‘other forest’ tonnages near to or equal to the lumber figures 31,913 tons in 1912, 25,209 tons in 1913, and 21,785 tons in 1914 [carried on cars of 20-ton capacity, so between about 1,000 and 1,700 car loads per year]... ‘Other forest’ tonnage had declined in 1915 to 18,157 tons...” Of note, there were seven lumber companies with significant logging railroads served by the E.T. & W.N.C. R.R. and L.R.R. during its existence. Prior to 1911, there was the Uptegrove operation on White Rocks Mountain near Roan Mountain, Tennessee, as well as the William M. Ritter operation at Pineola, North Carolina. Both of these had shut down by 1911. After 1915, there was the Sanford & Treadway operation out of Newland, North Carolina, the Boone Fork Lumber Company operation out of Shulls Mills, North Carolina, and the D. & H. MacRae operation out of Linville, North Carolina. Nevertheless, there were a number of smaller operations that also shipped out lumber and other forest products over the narrow gauge during the period 1911 – 1916. Perhaps of interest, the Laurel Fork Railway, which also operated near Hampton, Tennessee, is not included because it used its own railroad to ship its lumber.

⁷ “Shay Locomotives,” available online at: <https://www.shaylocomotives.com/data/dataframe.htm>. Another source (“Laurel Fork Railway,” available online at: https://train.spottingworld.com/Laurel_Fork_Railway) claims: “Shipped 7/3/09 to White Lumber Co., Elk Park, N.C. Bought by Laurel Fork Railway in 1910. Converted to standard gauge at LF [Laurel Fork] shops. Sold to E.L. Bruce & Co., Memphis, in 1914. Operation was on Jefferson Hardwood Lumber Co., Pine Bluff, Ark. Subsequent owners were the Norton Wheeler Stone Co. and Wheeler Lumber Co., both of Almyra, Ark. Was offered for sale 4/19/22; no record thereafter.” Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 95, includes: “The company operated White Lumber No. 1, a Lima Shay, c/n 2195, which had been built in July of 1909. This was sold by White Lumber to Jefferson Hardwood, an Arkansas logging company. However, the Shay was first transferred to the Pittsburgh Lumber Company at Braemar, Tennessee, near Hampton, to be converted under contract from 3 foot to standard gauge. Parts for the conversion were shipped to the Pittsburgh Lumber Company from Lima and this has led to the conjecture that the engine was owned and operated by the Laurel Fork Railway or its parent. However, the engine was too small to have been of much use and it appears to have arrived in 1912 and been shipped to Arkansas later the same year after the overhaul. The 2195 was actually in Arkansas in 1913 according to Tom Lawson in Shay – The Supplement.”

⁸ The Blue Ridge Stemwinder: An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, Chris H. Ford, 2003, page 132, which continues: “This little locomotive apparently was included in the Linville River purchase and later spent time at the White Lumber Company mill on the Elk River. Jack Q. Williams – Frank Williams Collection.” However, this statement appears to be incorrect. It appears that this engine was owned by the White Lumber Company at Elk Park, before it was acquired by the Linville River Railway.

⁹ The Climax Locomotive, by Dennis Blake Thompson, Richard Dunn, and Steve Hauff, 2002, page 355.

¹⁰ Available online at: <https://www.shaylocomotives.com/data/dataframe.htm>. The photograph is credited to the George Kadelak collection.

¹¹ The earliest publication of this photograph, which the author is aware of, occurred in Ghost Railroads of Tennessee, by Elmer G. Sulzer, 1975, page 130, which captioned this photograph: “D. & H. MacRae Lumber Company No. 5 at Linville, N.C., August 17, 1938. This ex-Wright Lbr. Co. 3’ gauge Climax was scrapped in 1944. (Thomas Lawson, Jr.)”. Interestingly, the statement “ex-Wright Lbr. 3” is not supported by The Climax Locomotive, by Dennis Blake Thompson, Richard Dunn, and Steve Hauff, 2002, pages 283, 393, and 438, which captioned this photo “Tired Climax #5 (S/N unknown) at Linville, on August 15, 1937. She belonged [to] D. & H. McRae Lumber Company. (Courtesy of Thomas Lawson, Walter C. Cassler”. Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 109, which captioned this photograph: “D. & H. McRae Lumber Company’s Climax No. 5 sits forlornly at Linville, North Carolina on August 15, 1937. Built in 1906, for an unknown buyer, in 1911 this 36-inch gauge engine then went to H.S. White Lumber Co. at **Newland**, North Carolina. After working for D. & H. McRae, it was finally scrapped in 1944. (Courtesy of Walter C. Casler and John T. Labbe)”. **The mention of the “H.S. [should read “H.L.”?] White Lumber Co. at Newland” not Elk Park or Johnson City, is odd and thus makes this claim less than certain.** This locomotive has been assigned tracking number X365. The origin and use of “tracking numbers” is explained on page 382 of The Climax Locomotive (above).

¹² Manufacturers Record, 31 July 1902 (Volume XLII, No. 2), pages 29 and 34, available online at: <https://books.google.com/books?id=hylnyAy-caEC>.

¹³ Manufacturers Record, 23 April 1903 (Volume XLIII, No. 14), pages 280, 284, available online at: <https://books.google.com/books?id=IDILN8GfvfMC>.

¹⁴ American Lumberman, 9 July 1904 (Whole Number 1520), page 31, available online at: <https://books.google.com/books?id=epcz0GmWLwYC>.

¹⁵ American Lumberman, 6 August 1904 (Whole Number 1524), page 44, available online at: <https://books.google.com/books?id=epcz0GmWLwYC>.

¹⁶ American Lumberman, 20 August 1904 (Whole Number 1526), page 42, available online at: <https://books.google.com/books?id=epcz0GmWLwYC>.

¹⁷ American Lumberman, 10 September 1904 (Whole Number 1529), page 42, available online at: <https://books.google.com/books?id=epcz0GmWLwYC>.

¹⁸ Hardwood Record, 10 January 1909 (Volume XXVII, No. 6), page 42, available online at: <https://books.google.com/books?id=CgM3AQAAMAAJ>.

¹⁹ Carter County, by Jackie Peters, Dawn Trivette Peters, 2012, page 49. Of note, the Luppert Lumber Company does not appear on the incomplete list of Heisler owners available online at: http://www.gearedsteam.com/heisler/master_list.htm.

²⁰ Hardwood Record, 10 January 1909 (Volume XXVII, No. 6), page 36, available online at: <https://books.google.com/books?id=CgM3AQAAMAAJ>.

²¹ The Lumber Trade Journal, 15 January 1909 (Volume 55, No. 2), pages 23, 24, available online at:

<https://books.google.com/books?id=kLo4AQAAAMAAJ>.

²² Hardwood Record, 10 February 1909 (Volume XXVII, No. 8), page 45, available online at: <https://books.google.com/books?id=CgM3AQAAAMAAJ>.

²³ Hardwood Record, 10 March 1909 (Volume XXVII, No. 10), page 45, available online at: <https://books.google.com/books?id=CgM3AQAAAMAAJ>.

²⁴ American Lumberman, 5 June 1909 (Whole Number 1776), page 48, available online at: <https://hdl.handle.net/2027/mdp.39015084519043>.

²⁵ Our Living Heritage, True Stories about Southern Appalachia: Past and Present, by Michael Joslin, 1998, page 99. This is an interesting passage because, according to the contemporary sources used in this history, H.L. White acquired control of the Luppert/Lupert Lumber Company property in Butler, Tennessee. The White Lumber company did not operate at the same time as the Luppert Lumber Company.

²⁶ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 87.

²⁷ The Blue Ridge Stemwinder: An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, Chris H. Ford, 2003.

²⁸ This and the following five photographs (through and including Figure 11) were kindly provided to the author by Chris Ford.

²⁹ American Lumberman, 24 March 1906 (Whole Number 1609), page 40, available online at: <https://books.google.com/books?id=jhLiAQAAAMAAJ>, which includes: “The woods department of the company’s operations has been well organized and completely equipped. A small narrow gage line of railroad for handling logs has been completed and equipped with a Climax locomotive and thirty logging cars, an equipment which will be increased as circumstances require. A locomotive of the type of the Climax is essential in the country in which the Whiting Manufacturing Company will operate, because of its mountainous character...”

³⁰ Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 195.

³¹ American Lumberman, 24 March 1906 (Whole Number 1609), page 40, available online at: <https://books.google.com/books?id=jhLiAQAAAMAAJ>.

³² American Lumberman, 13 November 1909 (Whole Number 1800), page 74, available online at: <https://books.google.com/books?id=EDAiAQAAAMAAJ>.

³³ The Lumber World, 15 November 1909 (Volume 9, No. 10), page 23, available online at: <https://books.google.com/books?id=-vQwAQAAAMAAJ>.

³⁴ The Lumber Trade Journal, 1 February 1910 (Volume 57, No. 3), page 45, available online at: <https://hdl.handle.net/2027/pst.000055552363>.

³⁵ American Lumberman, 9 July 1910 (Whole Number 1833), page 65, available online at: <https://books.google.com/books?id=0V09DrPRRsAC>.

³⁶ Manufacturers Record, 25 August 1910 (Volume LVIII, No. 7), page 58, available online at: <https://hdl.handle.net/2027/uiug.30112074665578>. Similar in The Lumber Trade Journal, 1 September 1910 (Volume 58, No. 5), page 35, available online at: <https://books.google.com/books?id=IuUxAQAAMAAJ>, and Packages, September 1910 (Volume XIII, No. 9), page 84, available online at: <https://books.google.com/books?id=IwVZAAAAYAAJ>.

³⁷ American Lumberman, 3 September 1910 (Whole Number 1841), page 100, available online at:

<https://books.google.com/books?id=0V09DrPRRsAC>.

³⁸ American Lumberman, 17 September 1910 (Whole Number 1844), page 65, available online at: <https://books.google.com/books?id=0V09DrPRRsAC>.

³⁹ Available online at: <https://www.newspapers.com/clip/3426099/beechnmountain-rr/>.

⁴⁰ The St. Louis Lumberman, 1 October 1910 (Volume XLVI, No. 7), page 49, available online at: <https://hdl.handle.net/2027/pst.000019022970>.

⁴¹ Manufacturers Record, 15 October 1910 (Volume LVIII, No. 14), page 62, available online at: <https://hdl.handle.net/2027/uiug.30112074665578>.

⁴² The Lumber Trade Journal, 1 November 1910 (Volume 58, No. 9), page 26, available online at: <https://books.google.com/books?id=IuUxAQAAMAAJ>.

⁴³ American Lumberman, 19 November 1910 (Whole Number 1852), page 76, available online at: <https://books.google.com/books?id=0V09DrPRRsAC>.

⁴⁴ The Lumber World, 1 December 1910 (Volume XI, No. 11), page 24, available online at: <https://hdl.handle.net/2027/mdp.39015084540270>.

⁴⁵ The Johnson City Comet, 8 December 1910, Chronicling America, available online at: <https://chroniclingamerica.loc.gov/lccn/sn89058128/1910-12-08/ed-1/seq-1/>.

⁴⁶ American Lumberman, 7 January 1911 (Whole Number 1860), page 74, available online at: <https://hdl.handle.net/2027/mdp.39015084518896>.

⁴⁷ The Lumber Trade Journal, 15 January 1911 (Volume 59, No. 2), page 38, available online at: <https://hdl.handle.net/2027/pst.00005552387>.

⁴⁸ The Blue Ridge Stemwinder: An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, Chris H. Ford, 2003, page 154. Previously published in “Elk Park, North Carolina,” by John R. Waite, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., October, November, December 1997 (Volume 10, No. 2), page 7. There do not appear to be any references in contemporary sources to operations by the H.L. White mill at Elk Park after 1914.

⁴⁹ Forest Conditions in Western North Carolina, by J.S. Holmes, Bulletin No. 23, The North Carolina Geological and Economic Survey, 1911, Plate IV (between pages 60 and 61), available online at: <https://books.google.com/books?id=laBNAAMAAJ>.

⁵⁰ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 95.

⁵¹ The Lumber World, 15 January 1911 (Volume XII, No. 2), page 32, available online at: https://books.google.com/books?id=r_UwAQAAMAAJ.

⁵² Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 95.

⁵³ American Lumberman, 21 January 1911 (Whole Number 1862), page 101, available online at: <https://hdl.handle.net/2027/mdp.39015084518896>.

⁵⁴ The St. Louis Lumberman, 1 October 1909 (Volume XLIV, No. 7), page 116, available online at: <https://books.google.com/books?id=gycyAQAAMAAJ>. Note, the boiler shown in the illustration is not necessarily representative of the one installed in the White Lumber Company mill near Elk Park, North Carolina.

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- ⁵⁵ American Lumberman, 28 January 1911 (Whole Number 1863), page 101, available online at: <https://hdl.handle.net/2027/mdp.39015084518896>.
- ⁵⁶ American Lumberman, 11 February 1911 (Whole Number 1865), page 52, available online at: <https://hdl.handle.net/2027/mdp.39015084518896>.
- ⁵⁷ American Lumberman, 11 March 1911 (Whole Number 1870), page 83, available online at: <https://books.google.com/books?id=wTgxAQAAMAAJ>.
- ⁵⁸ The Lumber World, 15 January 1911 (Volume XII, No. 2), page 32, available online at: https://books.google.com/books?id=r_UwAQAAMAAJ.
- ⁵⁹ The Lumber World, 15 April 1911 (Volume XII, No. 8), page 21, available online at: https://books.google.com/books?id=r_UwAQAAMAAJ.
- ⁶⁰ “The Peavine Railroad,” available online at: <http://www.wv2buddies.com/peavinerailroad/pvrr008.shtml>. See: <http://www.wv2buddies.com/peavinerailroad/pvrr026.shtml> for information on the railroad.
- ⁶¹ “The Peavine Railroad,” available online at: <http://www.wv2buddies.com/peavinerailroad/pvrr024.shtml>.
- ⁶² American Lumberman, 13 January 1912 (Whole Number 1914), page 73, available online at: <https://hdl.handle.net/2027/mdp.39015013751402>.
- ⁶³ American Lumberman, 15 April 1911 (Whole Number 1874), page 65, available online at: <https://books.google.com/books?id=wTgxAQAAMAAJ>.
- ⁶⁴ American Lumberman, 29 April 1911 (Whole Number 1876), page 52, available online at: <https://books.google.com/books?id=wTgxAQAAMAAJ>.
- ⁶⁵ Hardwood Record, 25 April 1911 (Volume XXXII, No. 1), page 47, available online at: <https://hdl.handle.net/2027/pst.000055625654>.
- ⁶⁶ Manufacturers Record, 4 May 1911 (Volume LIX, No. 18), page 71, available online at: <https://hdl.handle.net/2027/uiug.30112074665586>. See Saw Mill Machinery, Built by Clark Brothers Company, Olean, New York, 1912, available online at: <http://vintagemachinery.org/pubs/detail.aspx?id=18399>. A 1923 catalogue from the Henry Disston and Sons Company is available online at: <http://vintagemachinery.org/pubs/255/22210.pdf>, but it does not appear to be particularly useful, from a modeling perspective.
- ⁶⁷ American Lumberman, 10 February 1912 (Whole Number 1918), page 84, available online at: <https://hdl.handle.net/2027/mdp.39015013751402>.
- ⁶⁸ The Johnson City Comet, 29 February 1912, Chronicling America, available online at: <https://chroniclingamerica.loc.gov/lccn/sn89058128/1912-02-29/ed-1/seq-2/>.
- ⁶⁹ Watauga Democrat, 7 March 1912, Chronicling America, available online at: <https://chroniclingamerica.loc.gov/lccn/sn82007642/1912-03-07/ed-1/seq-2/>.
- ⁷⁰ The Traffic World and Traffic Bulletin, 16 March 1912 (Volume IX, No. 11), page 24, available online at: <https://books.google.com/books?id=snk-AQAAMAAJ>.
- ⁷¹ American Lumberman, 30 March 1912 (Whole Number 1924), page 58, available online at: <https://hdl.handle.net/2027/mdp.39015013751402>.
- ⁷² American Lumberman, 13 April 1912 (Whole Number 1926), page 62, available online at:

<https://hdl.handle.net/2027/mdp.39015013751402>.

⁷³ American Lumberman, 18 May 1912 (Whole Number 1931), page 54, available online at: <https://hdl.handle.net/2027/mdp.39015013751402>.

⁷⁴ The Blue Ridge Stemwinder: An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, Chris H. Ford, 2003, pages 115 – 116. This section was based on “Avery County Heritage, Volume II (Newland, North Carolina: Puddingstone Press, 1979), p. 269” and “Minutes (Stockholders), September 11, 1912.”

⁷⁵ Available online at: <https://www.findagrave.com/memorial/44930444/gathie-c-rainbolt>.

⁷⁶ American Lumberman, 22 February 1913 (Whole number 1971), page 72, available online at: <https://hdl.handle.net/2027/mdp.39015084519514>. Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 95, includes: “The White Lumber Company operation [near Elk Park] was shut down when the good lumber became too distant from the mill. The operation was transferred to Butler, Tennessee on the Virginia & South Western mainline to Mountain City, Tennessee and a new line was built up along the same Elk River toward the outer reaches of the original logging line. Elk Mills, Tennessee south of Butler may have been the site of White’s mill on this new trackage.” The author has not found any contemporary sources that support this statement. The available contemporary evidence indicates that the White Lumber Company began its operations at Butler and then expanded to Elk Park, but does not seem to have returned to Butler.

⁷⁷ American Lumberman, 8 March 1913 (Whole Number 1974), page 64, available online at: <https://hdl.handle.net/2027/mdp.39015084519514>.

⁷⁸ Hardwood Record, 23 March 1913 (Volume XXXV, No. 11), page 45, available online at: <https://hdl.handle.net/2027/msu.31293028939530>.

⁷⁹ Manufacturers Record, 30 April 1914 (Volume LXV, No. 17), page 57, available online at: <https://books.google.com/books?id=2xA8SkRMCQOC>.

⁸⁰ Manufacturers Record, 7 May 1914 (Volume LXV, No. 18), page 72, available online at: <https://books.google.com/books?id=2xA8SkRMCQOC>.

⁸¹ American Lumbermen, 9 May 1914 (Whole Number 2035), page 88, available online at: <https://hdl.handle.net/2027/mdp.39015084519522>.

⁸² The North Carolina Year Book, 1915, page 100, available online at: <https://hdl.handle.net/2027/nc01.ark:/13960/t9q23vt0q>. Note, the White Lumber Company mill near Elk Park was not listed in the 1916 edition of the North Carolina Year Book, perhaps indicating that it was no longer in business. The White Lumber Company mill near Elk Park was also listed in the 1912, 1913, and 1914 editions of the North Carolina Year Book, but not in the 1911 edition.

⁸³ Sixteenth Annual Report of the Corporate Commission for the Year Ending December 31, 1914, State of North Carolina, 1915, page 270, available online at: <https://hdl.handle.net/2027/uc1.b2878154>.

⁸⁴ Adapted from Railway Review, 2 January 1915 (Volume 56, No. 1), page 39, available online at: <https://books.google.com/books?id=zyk-AQAAMAAJ>.

⁸⁵ Seventeenth Annual Report of the Corporate Commission for the Year Ending December 31, 1915, State of North Carolina, 1916, page 265, available online at: <https://hdl.handle.net/2027/nyp.33433023677614>.

⁸⁶ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 100 – 101.

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- ⁸⁷ The Southern Lumberman, 1 January 1916 (Volume 80, No. 1058), page 40, available online at: <https://hdl.handle.net/2027/uiug.30112105031592>. Of note, there is no mention of the mill near Elk Park, North Carolina.
- ⁸⁸ The Southern Lumberman, 12 August 1916 (Volume 82, No. 1090), page 10, available online at: <https://hdl.handle.net/2027/uiug.30112105031600>.
- ⁸⁹ American Lumberman, 13 January 1917 (Whole Number 2174), page 56, available online at: <https://hdl.handle.net/2027/mdp.39015034709850>.
- ⁹⁰ The Southern Lumberman, 17 February 1917 (Volume 83, No. 1117), page 50, available online at: <https://books.google.com/books?id=ZyZHAQAAMAAJ>.
- ⁹¹ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 100 – 101.
- ⁹² Baltimore Underwriter, 5 February 1918 (Volume XCVII, No. 3), page 45, available online at: <https://books.google.com/books?id=HVBjAAAAyAAJ>.
- ⁹³ American Agency Bulletin, by the National Association of Insurance Agents, 22 August 1919 (Volume 17, No. 1), page 12, available online at: <https://books.google.com/books?id=I3RPAAAAyAAJ>.
- ⁹⁴ Tennessee, the Volunteer State, 1769 – 1923, Volume III, by John Trotwood Moore, Austin Powers Foster, 1923, pages 551 – 551, available online at: <https://books.google.com/books?id=-y0XAAAIAAJ>, and “Hugh Lawrence White Jr.”, available online at: <https://ancestors.familysearch.org/en/LB6Q-VKD/hugh-lawrence-white-jr.-1879-1950>.
- ⁹⁵ Hardwood Record, 10 April 1908 (Volume XXV, No. 12), page 32, available online at: <https://books.google.com/books?id=9wI3AQAAMAAJ>.
- ⁹⁶ The Lumber World, 15 March 1909 (Volume 8, No. 6), page 29, available online at: https://books.google.com/books?id=w_QwAQAAMAAJ.
- ⁹⁷ The Lumber Trade Journal, 1 June 1909 (Volume 55, No. 11), page 29, available online at: <https://books.google.com/books?id=kLo4AQAAMAAJ>.
- ⁹⁸ Available online at: <https://www.shaylocomotives.com/data/dataframe.htm>.
- ⁹⁹ Available online at: <https://www.shaylocomotives.com/data/dataframe.htm>, both photographs are credited to the “Jimmie B. Lassen collection”.
- ¹⁰⁰ Ghost Railroads of Tennessee, by Elmer G. Sulzer, 1975, page 125.
- ¹⁰¹ Railway World, 11 December 1908 (Volume LII, No. 50), page 1043, available online at: <https://books.google.com/books?id=7Fk5AQAAMAAJ>.
- ¹⁰² The Lumber Trade Journal, 15 December 1908 (Volume 54, No. 12), page 25, available online at: <https://books.google.com/books?id=oOoxAQAAMAAJ>.
- ¹⁰³ Hardwood Record, 10 January 1909 (Volume XXVII, No. 6), page 42, available online at: <https://books.google.com/books?id=CgM3AQAAMAAJ>.
- ¹⁰⁴ Public Acts of the State of Tennessee Passed by the Fifty-Seventh General Assembly, 1911, page 343, available online at: <https://books.google.com/books?id=DAE5AAAAIAAJ>.
- ¹⁰⁵ American Lumberman, 11 June 1910 (Whole Number 1829), page 78, available online at:

<https://books.google.com/books?id=OtbUwCRND-UC>.

¹⁰⁶ Manufacturers Record, 2 February 1911 (Volume LIX, No. 5), page 86, available online at: <https://books.google.com/books?id=BAhbf4S1NE8C>.

¹⁰⁷ American Lumberman, 4 February 1911 (Whole Number 1864), page 102, available online at: <https://books.google.com/books?id=wTgxAQAAMAAJ>.

¹⁰⁸ Manufacturers Record, 9 February 1911 (Volume LIX, No. 6), page 53, available online at: <https://books.google.com/books?id=BAhbf4S1NE8C>.

¹⁰⁹ The Lumber Trade Journal, 15 February 1911 (Volume 59, No. 4), page 31, available online at: <https://books.google.com/books?id=vecxQAAMAAJ>.

¹¹⁰ The Railway and Engineering Review, 18 February 1911 (Volume 51, No. 7), page 146, available online at: <https://hdl.handle.net/2027/nnc1.cu05573297>.

¹¹¹ Manufacturers Record, 2 March 1911 (Volume LIX, No. 8), page 82, available online at: <https://books.google.com/books?id=BAhbf4S1NE8C>.

¹¹² Engineering – Contracting, 15 March 1911 (Volume XXXV, No. 11), page 35, available online at: <https://books.google.com/books?id=MP49AQAAMAAJ>.

¹¹³ Manufacturers Record, 16 March 1911 (Volume LIX, No. 10), page 76, available online at: <https://books.google.com/books?id=BAhbf4S1NE8C>.

¹¹⁴ The Tradesman, 6 April 1911 (Volume LXV, No. 14), page 48, available online at: <https://books.google.com/books?id=IY9oVCsJFqsC>.

¹¹⁵ Manufacturers Record, 11 May 1911 (Volume LIX, No. 18), page 73, available online at: <https://books.google.com/books?id=BAhbf4S1NE8C>.

¹¹⁶ Manufacturers Record, 3 August 1911 (Volume LX, No. 5), page 84, available online at: <https://hdl.handle.net/2027/uiug.30112063839200>.

¹¹⁷ Logging Railroads of the Blue Ridge and Smoky Mountains, Volume 1, Cold Mountain, Black Mountain and White Top, by Thomas Fetters, 2007, page 100 – 101.

¹¹⁸ Available online at: <http://www.wv2buddies.com/peavinerailroad/pvrr027.shtml>. This site also has a number of interesting photographs of Heilman Lumber Company, as well as the Greeneville & Nolichucky Railroad.

¹¹⁹ Ghost Railroads of Tennessee, by Elmer G. Sulzer, 1975, pages 126 – 128. This book also has a number of interesting photographs of Heilman Lumber Company, as well as the Greeneville & Nolichucky Railroad.

¹²⁰ “The Peavine Railroad,” available online at: <http://www.wv2buddies.com/peavinerailroad/pvrr026.shtml>. Of note, considerably more information is available on this operation through the link, above.

¹²¹ “The Peavine Railroad,” available online at: <http://www.wv2buddies.com/peavinerailroad/pvrr015.shtml>.

¹²² Lumber’s Catalog of Mechanical Equipment and Supplies, 1921, pages 154 – 155, available online at: <https://books.google.com/books?id=EBcwAAAAYAAJ>.