

A Draft Documentary History of the Johnson City & Carnegie Street Railway (1890 – 1902)
And the Johnson City Traction Company (1902 – 1935)
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Corps of Engineers
(As of 1 December 2018)

Introduction

This is a draft documentary history of the Johnson City & Carnegie Street Railway (1890 – 1902) and the Johnson City Traction Company (1902 – 1935), from the time that the idea of building a street car system first appeared in 1887 until the State of Tennessee approved the legal abandonment of service on 2 February 1935. I have attempted to collect relevant documents and place them in roughly chronological order. I have also included the available relevant technical information on the equipment used by these companies. Regrettably, I have failed to find or develop an accurate, comprehensive roster of the rolling stock used by the trolley lines in Johnson City, as well as illustrations of the equipment used in the power plant, particularly after 1911. Perhaps more can be accomplished on this portion of the subject. I invite other members of the Historical Society to add any missing material to this document and discuss/correct any deficient interpretations of the information at hand (particularly the dating and interpretation of photos). For those who wish to research the documents and photos 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 missing references and open questions are given in appendices B and C, respectively.



The Johnson City & Carnegie Street Railway (1890 – 1902) Timeline and Equipment

Timeline

14 March 1889, The Johnson City Comet mentions that “The City Railway Company has been organized and chartered...”

21 February 1890, general city ordinance “regulating grants of rights of way to corporations for street railway purposes” passed. The 27 February 1890, The Johnson City Comet mentions that “The street car and dummy line ordinance has become a law.”

24 July 1890, a franchise for a street railway in Johnson City is issued to Alden M. Young, of the Thomson-Houston Electric Company.

By late November 1890, grading had begun.

By August 1891, street cars had begun operation.

17 September 1891, The Johnson City Comet mentions “Yesterday morning the electric cars were crowded going to the Carnegie Hotel...”

1 December 1894 to April 1896, the Johnson City & Carnegie Street Railway was apparently out of general service.

April 1896, limited street car operations resume, with general operations commencing on 1 June 1896.

April 1897, Company bondholders applied for a receiver.

It appears that the street cars again ceased operation sometime in 1890.

Rolling Stock

In 1890, four “elegant palace cars” were purchased from the Ellis Car Company, Amesbury, Massachusetts. These cars were reportedly 24 foot long and could accommodate “five on a seat in open car, and eleven on a side in closed car.” One source reports that the “open” “summer” cars could accommodate 40 passengers (so apparently eight rows of seats). Another source reports that there were two motor cars and two trailer cars.

The Ellis Trolley Cars and their Operators

No. 1. Motorman Will H. Crawford (mentioned 1893 and 1895). One of the two 40-passenger “open” or “summer” cars (apparently eight rows of seats that could accommodate five people each). Apparently this car had one truck. See Figure 17.

No. 2. “inscribed with the letters ‘Carnegie’ and ‘Oaklands’”. One of the two “closed” or “winter” cars “with eleven on a side” that could accommodate 22 passengers. This car had two trucks. See Figure 14.

No. 3. One of the two “closed” or “winter” cars “with eleven on a side” that could accommodate 22 passengers. This car had two trucks. See Figure 15.

No. 4. Presumably, the other 40-passenger “open” or “summer” car (apparently eight rows of seats that could accommodate five people each). Apparently this car had one truck. See Figure 17.

Motormen: George A. Ross (mentioned 1891), Henry Wilder (Weiler?, mentioned 1894), “Loaf” Jones (1897 to 1900), Will Roberts (mentioned 1897), John Lindamood (mentioned 1891 and 1893).

Conductors: H.W. Weiler (1891) and Charlie Allen (1891).

Trackage

- Four miles of standard gauge (4 ft. 8½ in.) track laid with 45 lb. T rail¹
 - o By September 1891, track began on Main Street at the Market Square, to Roan Avenue (over the bridge and passed the power house) to Watauga Avenue, to North Main Street, to Second Avenue (passed the CC&O General Offices and the Carnegie Hotel).
 - o By August 1892 (and perhaps significantly earlier), a wye was constructed at Watauga Avenue and North Main Street, the new branch from which terminated at Lake Wataussee.
- Wooden bridge on Roan Avenue over Brush Creek

Power Plant (See figures 3 and 12)²

- Thomson-Houston Electric System
- Two 150 horsepower Campbell and Zell coal fired boilers
- Two 300 horsepower Corliss steam engines with fly-wheels “18 feet in diameter and 43 inches on the face” to drive the dynamos. These engines probably each had a single 20x24 inch cylinder (or there about), which operated at about 80 r.p.m., see Appendix F.
- Four General Electric dynamos – “two arcs with a hundred light capacity” and “two alternating, each having a capacity, of 2,000 incandescent lights”; in addition to “one 80 horse-power generator for driving street cars.”
- General Electric motors
- Two “40 in. doubles and eight or ten dynamo belts eight to sixteen inches wide”

Buildings

- A “fire-proof brick building, one story high, 97x64, with wing 17x37.”
- The main building – 30x100 feet – will be occupied by the shafting and dynamos.

- Car House – 60x110 feet
- Stack – 80 foot

Note: There is considerable variance between some of the sources, with respect to the equipment and trackage used the Johnson City & Carnegie Street Railway, as well as the date of its appearance.

24 November 1887. The Johnson City Comet.³

“Street Railway. It is generally understood that the magnetic Street Railway Company, composed of Meses. Robert Burrow, S.H. Pouder, J.F. Crumley, H.R. Kenyon and Jno. W. Boring, has secured the exclusive right of way to Johnson City for a street railway.”

15 March 1888. The Johnson City Comet.

“Almost Perpetual Motion. Mr. Kiah Sams and Dr. J.M. McFerrin went down to Knoxville Tuesday morning. Mr. Sams the inventor of a road engine to be operated by man power, and it is so arranged that one man can pull several tons weight. He has just completed one of his machines, and it is now on exhibition at the Johnson City Foundry and Machine Works, where it was built. Mr. Sams has simply tried the power until he can apply it to any kind of machinery, no matter how light. It is indeed a wonderful invention, and if it will do what he claims for it, it will do away entirely in a few years with stationary steam engines, especially for light work. He claims he can make a machine-power that can be run by a clock spring that will do the work of a two or three-horse power engine. He will make street-car work his special study for a while, and is now in Knoxville for the purpose of having a car built, and having this power attached to it. When he demonstrates fully that street-cars can be run successfully by this method the poor old car-horse will get a rest. The sooner the better, both for the horse and for Mr. Sams, as there is a large fortune awaiting the completion of such a remarkable machine even in the street-car line alone.”

19 April 1888. The Johnson City Comet.

“Electric Light Company. At a meeting of the stock holders of the Johnson City Electric Light Company last Tuesday night permanent organization was had, and the following officers elected: J.J. Weiler, President; W.J. Thomas, vice-President; M.I. Gump, Treasurer; Frank Evans, Secretary, J.E. Crandall, G.C. Harris, W.M. Christian, J.L. Evans, Frank Sefton, John Harr, E.S. Wolfe, W.A. Dickinson and W.J. Thomas were elected directors. The Company closed the contract with Mr. Corson, agent for the Thompson-Houston Electric Light Company, of Boston, for a 35 arc light dynamo and appurtenances yesterday, and the plant will be put in in sixty days. Mr. Corson has already made contracts for poles, &c.”

14 March 1889. The Johnson City Comet.

“The City Railway Company has been organized and chartered. Messrs. B.A. Simmins, of Hartford, T.E. Matson, E.C. Reeves, J.A. Wilson and H.H. Carr are charter members. Mr. Simmons is in New York disposing of stock. The road will be built around the city, and work will be commenced in a few months.”

May 1889. The Street Railway Journal.

“Johnson City, Tenn. The City Railway Co. has been organized by T.E. Matson and E.C. Reeves to build a belt line.”⁴

6 February 1890. The Johnson City Comet.

“Will Wear a Belt. Johnson City is to have a belt railroad and street car lines with her spring costume. Col. W.P. Dunnivant and Capt. Sam Tate, jr., Memphis capitalists will meet the board today, and if they get the franchise agree to go to work in sixty days, or sooner, and complete as fast as money will do the work. The gentlemen are able to do the work. The gentlemen are able to do the work, and will no doubt be granted the franchise.”

13 February 1890. The Johnson City Comet.

“The Street Railway. As mentioned last week in the Comet the board met on Thursday to consider a proposition made by Col. W.P. Dunnivant and Capt. Sam Tate Jr., asking for the franchise to build a street railroad in Johnson City. After discussing the proposition at length the committee was continued and Gen. Wilder agreed to pay the expenses of sending the committee to Chattanooga to investigate the matter thoroughly before the franchise is granted. The committee will go to Chattanooga to-day and the matter will be settled on their return.”

20 February 1890. The Johnson City Comet.

“The Street Railroad Committee. The street car committee returned from Chattanooga Tuesday night and made their report to the board last night. The ordinance they framed is about the same Chattanooga has worked years to perfect and Johnson City will benefit by its experience. The ordinance will become a law after it passes the third reading Friday night, and Col. Dunnivant will then be granted the franchise for a street railroad under the new line.”

21 February 1890, general city ordinance “regulating grants of rights of way to corporations for street railway purposes” passed.⁵

27 February 1890. The Johnson City Comet.

“The City Fathers. The street car and dummy line ordinance has become a law.”

13 March 1890. The Johnson City Comet.

“...Arrangements are being made for Capt. Dunnivant, of Memphis, and associates to build street car and dummy lines...”

24 April 1890. The Johnson City Comet.

“Proctor Land Company. A Strong Company that will do much for Johnson City... Dummy Line and Hotel. The company will build a Dummy Line of Railroad from the center of the city through their property, and will erect a beautiful hotel on a site on their grounds, the view from surpasses that from the famous Battery Park of Asheville, N.C.”

15 May 1890. The Johnson City Comet.

“The Houston Light Company has bought the James Erwin property between King street and the railroad and will begin in a short time the erection of the new electric light plant thereon. Mr. [Alden M.] Young writes Mr. [F.A.] Stratton that if he can get the franchise he will have electric cars running in a short time.”

26 June 1890. The Johnson City Comet.

“The Electric Light Plant. Mr. A.M. Young, of Waterbury, Conn., is in the city for the purpose of commencing work on the new electric light station. Mr. Morse, his electrician and superintendent, has been here several days making arrangements to begin on the plant. Mr. Young has been granted the exclusive electric light and gas privileges for twenty years and will meet the board in a few days and apply for the franchise for building an electric street railway. If he and the board can agree to terms he proposes to commence work on the line in 60 days and will hurry it to completion.”

10 July 1890. American Machinist.

“Architect R.W. Hill, of Waterbury, Conn., is preparing plans for an electric light plant to be built at Johnson City, Tenn., under the direction of A.M. Young, electrical engineer, also of Waterbury. The plant includes a fire-proof brick building, one story high, 97x64, with wing 17x37. A 600 horsepower engine will be put in.”⁶

17 July 1890. The Johnson City Comet.

“The contract for the erection of the new power house for the Electric Light Co. has been let to Waterbury, Conn., parties, and the brick have been purchased. Work is to commence at once. The building is large, specially adapted for the purpose and will cost about \$12,500.

Preparations are being made to grade Roan street. The board will let the work to contract. It is to be hoped that instead of having a bridge from the railroad to Faws stable, the authorities will have the creek straightened and put in one channel. A substantial bridge should then be put over it on rock abutments and the balance be filled in with dirt. The low ground must be filled up, and this is a good time to begin...”

24 July 1890. “On the 24th day of July, 1890, Alden M. Young of the city of Waterburg, New Haven county, Conn., did obtain a franchise upon the following streets in the town of Johnson City, to-wit: Buffalo to intersection of Pine, Roan to intersection of Division; East Roan to intersection of Division; East Main, West Main, West Market, Boone, King. Pine between Buffalo and Roan, Fair, North Main, Queen, and Prince streets, and Broadway to East Tennessee, Virginia and Georgia Railroad, on the east Watauga and Fourth avenues, Railroad and First avenues, Fairview and Second avenues, and any extensions of above named streets; also on any street or streets, or alleys, running from East Main or East Market streets reaching Broadway,’ with the further provisions as follows: ‘Provided, That if at any time after five years from the date of this franchise any reliable or responsible company proposes to build maintain and operate a street railroad over to East Market street, thence along any of said streets, not then

occupied by said Young, his successors and assigns, and if within twelve months from the Walnut street, thence on and along date of said notice said Young his successors and assigns, have not occupied said streets thus applied for their right to such street shall be forfeited, if said company applying shall build said street railroad within six months from the expiration of said twelve months' ...”⁷

31 July 1890. The Johnson City Comet.

“‘Car Fare?’ If not You will have to Continue to ‘Walk There.’ At a meeting of the board Thursday night, last, A.M. Young, of Waterbury Conn., was granted the franchise for putting in an electric street line. By the terms of the contract Mr. Young is to begin work in thirty days and complete two miles in twelve months. Mr. Young means business and has already commenced work. A power house is now being erected, and contracts for poles, ties, &c., will be let in a few days. He guarantees to have cars running in four months, and Johnson City will be the fifth town in the State with an electric railway.”

14 August 1890. The Johnson City Comet.

“The Proctor Land Company have engineers at work surveying for their dummy line. The route is from Public Square up Main to Roan, and out Roan street to the top of the ridge and on to ‘The Oogalista.’”

14 August 1890. The Johnson City Comet.

“The new power house for the Electric Light Company is being pushed rapidly to completion. The stone work is being finished and brickmasons and carpenters are at work. A number of experienced workmen have been brought from Connecticut to work on it. Mr. Pierpont, the superintendent, has returned from the east and will remain in the city. The company is also making arrangements to commence work on the electric street car line. Several car loads of poles have arrived and are being distributed along the route. As soon as Roan street and Watauga avenue are graded the lines will be put down and operated. The street force is now at work on Roan street.”

23 August 1890. The Electrical World.

“Johnson City, Tenn. – A.M. Young, representing the Thomson-Houston Electric Company, is reported to have been recently given a contract to build and equip the new electric street railway.”⁸

28 August 1890. Western Electrician.

“Nashville, Aug. 28. – A.M. Young of Waterbury, Conn., has secured exclusive franchise for an electric street car line in Johnson City, Tenn., and binds himself to begin work within thirty days, and to complete two miles of road within twelve months. Work has begun on the power house and contracts for poles, ties, etc., are offered under a verbal guarantee that two miles of the line will be in operation within four months.”⁹

20 September 1890. The Electrical World.

“Waterbury, Conn. – The New England Engineering Company has filed articles of incorporation... Another contract secured by this company is a three-mile electric railway at Johnson City, Tenn., which will be operated with the Thomson-Houston system. The New England Engineering Company will erect the buildings, which will be 100 X 60, and furnish the complete plant, including Corliss engines and a battery of Campbell-Zell boilers. Mr. A.M. Young is president of this company, A.O. Shepardson treasurer, and E.S. Breed secretary. The capital stock is 10,000 shares of the par value of \$100. The success of this company is already assured. L.H.H.”¹⁰ See Figure 1 and Appendix F in reference to the Corliss engine.

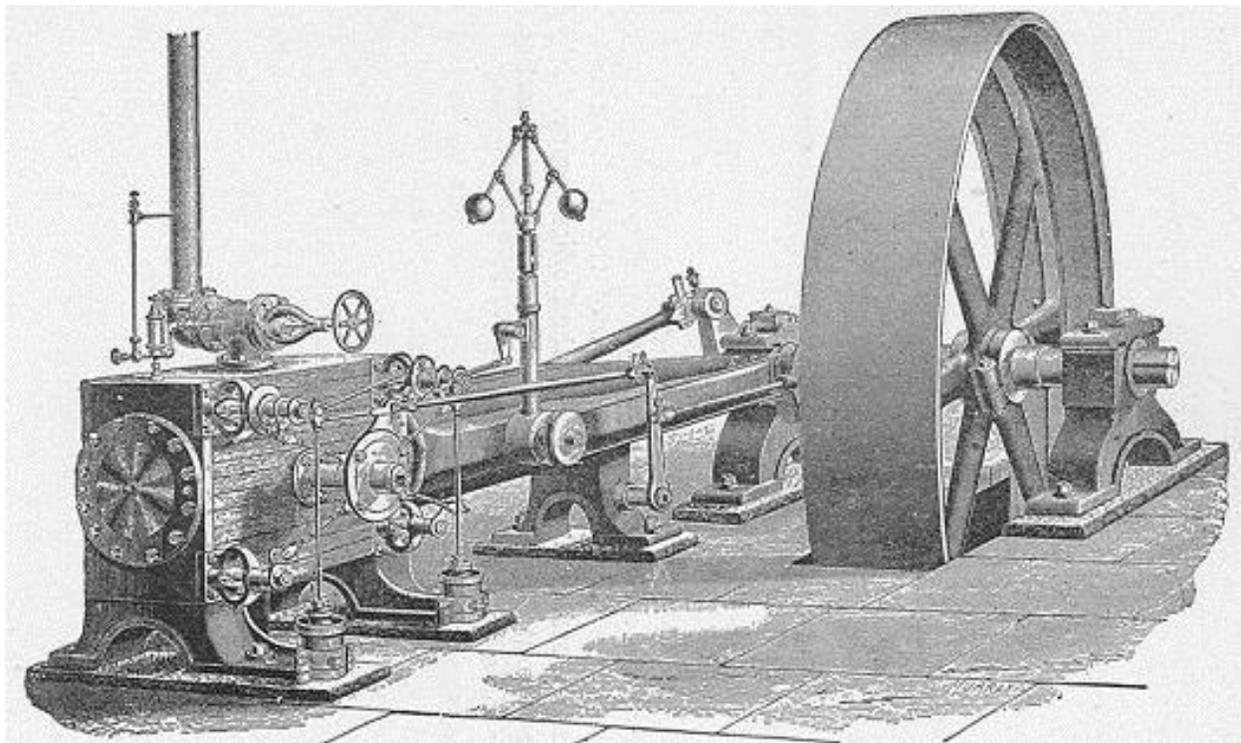


Figure 1. The Corliss Steam Engine¹¹

27 September 1890. The Electrical World.

“The Campbell & Zell Company, of Baltimore, Md., has sold a 500 h.p. Zell improved water tube boilers to the Edison Electric Light and Power Company, of Erie, Pa., and a 300 h.p. to the Johnson City Electric Company, of Johnson City, Tenn.”¹² See Figure 2.

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Evaporation and Capacity Guaranteed.

Campbell & Zell Co.,

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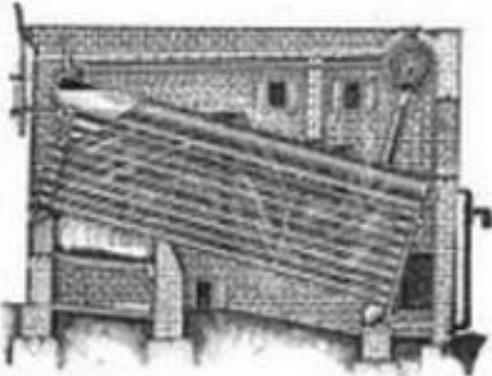
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Merrill & Colburn, 131 Magazine St., New Orleans, La.
Harrel Kelly, 41 North 7th St., Philadelphia, Pa.
John Post, Jr. & Co., 70 Kilby St., Boston, Mass.
W. A. Ross, 435 The Hookery, Chicago, Ill.

Figure 2. "The Zell Improved Boiler,"
The Johnson City & Carnegie Street Railway had a
Battery of two 150 Horsepower Zell Boilers¹³

30 October 1890. The Johnson City Comet.

"Well Fixed for Lights. Johnson City has the best electric light plant in the South. That is a broad assertion but the facts justify it. The Watauga Light and Power company have just completed a large and substantial brick building on Roan and King streets, and will soon place their dynamos and engines in position. They have purchased three new dynamos, which have arrived, and are incandescent lights, and two very fine 100-horse power [Corliss] engines. The engines are being built and will not arrive until about the first of December. New poles are being put up all over the city and along the streets on which the electric car line will run. All is being done in a substantial manner and shows evidence of sufficient financial ability to carry the business on successfully..."

13 November 1890. The Johnson City Comet.

“Capitalists in the City. Mr. A.M. Young and associate capitalists, of Waterberry, Conn., are in the city. Mr. Young is President of the Watauga Lighting and Power Company, and is here to commence laying track for their electric car line. The work has been delayed unnecessarily by the city council failing to put the streets in proper condition. The gentlemen here with Mr. Young are interested with him in the purchase of the F.K. Mountcastle farm and will take steps immediately to develop it. A street car line will be run out North Main street to the addition. Particulars in a future issue.”

Note: Lake Wataussee will be made at the Mountcastle farm.

20 November 1890. The Johnson City Comet.

“**Contract Awarded For Grading Roan Street and Watauga Avenue** – Work to Commence at once.

At a meeting of the City Council Monday night the following ordinance passed on its second and third reading and became a law;

‘Moved by W.W. Faw, seconded by J. Crumley, That the Street Committee be authorized to close a contract with Mr. A.M. Young, by which the said Young is to grade Watauga avenue from Roan street to New street according to grades and estimates fixed by the City Engineer, said Young agreeing to move said earth at actual cost, but in no event shall the cost of moving said earth exceed 18 cents per yard; said Young to commence work at once, and is to receive the bonds of the city at par for said work.’

Mr. Young is a director and large stockholder of the Watauga Lighting and Power Company and has taken the contract to grade the streets in order to enable the company to get the electric car line running by the first of January. The poles have been ‘planted’ along Roan Street and are now being distributed on Watauga avenue. There is a little grading to do on Roan and work was commenced on it Tuesday. As soon as the bridges [on Roan Street] are in over Brush Creek near the East Tennessee, Virginia and Georgia railroad track-laying will begin. The ties are ready to be delivered, and Mr. Young told The Comet that he has **four elegant palace cars** now being finished that will be ready for shipment [from Ellis] in a few weeks.

The Comet assures its readers that the work of grading and laying the electric car line will be pushed as rapidly as money can do it.”

27 November 1890. The Johnson City Comet.

“**Electric Car House.** The Watauga Lighting and Power Company are putting in the stone foundation for a **car stable. The building will be 50x100 and will be erected on the lot near the power house.** The work will be pushed rapidly. The stack for the power house is also being erected and the boilers are being placed in position.

The Corporation has a force at work putting in the bridge on Roan street and the work of grading Roan street and Watauga avenue preparing them for the electric car line will begin Monday...”

4 December 1890. The Johnson City Comet.

“Rapid Work. The work of **grading Watauga Avenue from Roane to North Main street, nearly one mile**, is being pushed rapidly. The Watauga Lighting and Power Company has the contract and has engaged the Carnegie Land Company’s street force to do the work. – Capt. McDonald has charge of the force and is moving things with his characteristic energy and correctness. A few more days of good weather and the street will be ready for the electric car track. The ties are all ready and the track will be laid at once. The poles are being planted and will be wired as rapidly as it is possible to do it. At the Power-house all is activity, machinists are placing **two 150 horse-power [Zell improved] boilers** and brick masons are fast running up the **80 foot stack**. The stone is being delivered for the foundation of the **car house, which is to be 60x110**, and the brick are already on the ground; by the time the stack is completed the foundation of the car house will be in and the masons will soon have the house ready for the cars that are now being built. – **Two 300 horse power [Corliss steam] engines** are also being made and will be delivered this month. **Two arc and two incandescent dynamos** have already arrived and will be used in the new quarters. Under favorable conditions Johnson City will have the best electric light plant and the best electric car line in the State in sixty days.” See Figure 3.

9 December 1890. Acts of the State of Tennessee.

“Johnson City and Carnegie Street Railway” “registered in Washington County... Registered in Secretary of State’s Office: 9 December 1890.”¹⁴

1 January 1891. The Johnson City Comet.

“Electric Railway. The large ‘trolley’ wire for the electric street railway has arrived and will soon be strung up between the poles. The company is pushing the work very rapidly. The **poles are up on the entire two miles** except a few squares, and the ties are being distributed. The rails will arrive shortly and track laying will begin in earnest.”

10 January 1891. The Electrical World.

“Johnson City, Tenn. – It is stated that an electric line is in process of construction by the Johnson City & Carnegie Street Railway Company.”¹⁵

January 1891. Electric Power.

“Johnson City, Tenn. – The Watauga Light & Power Company, **has commenced grading for its electrical railroad to Carnegie**.”¹⁶

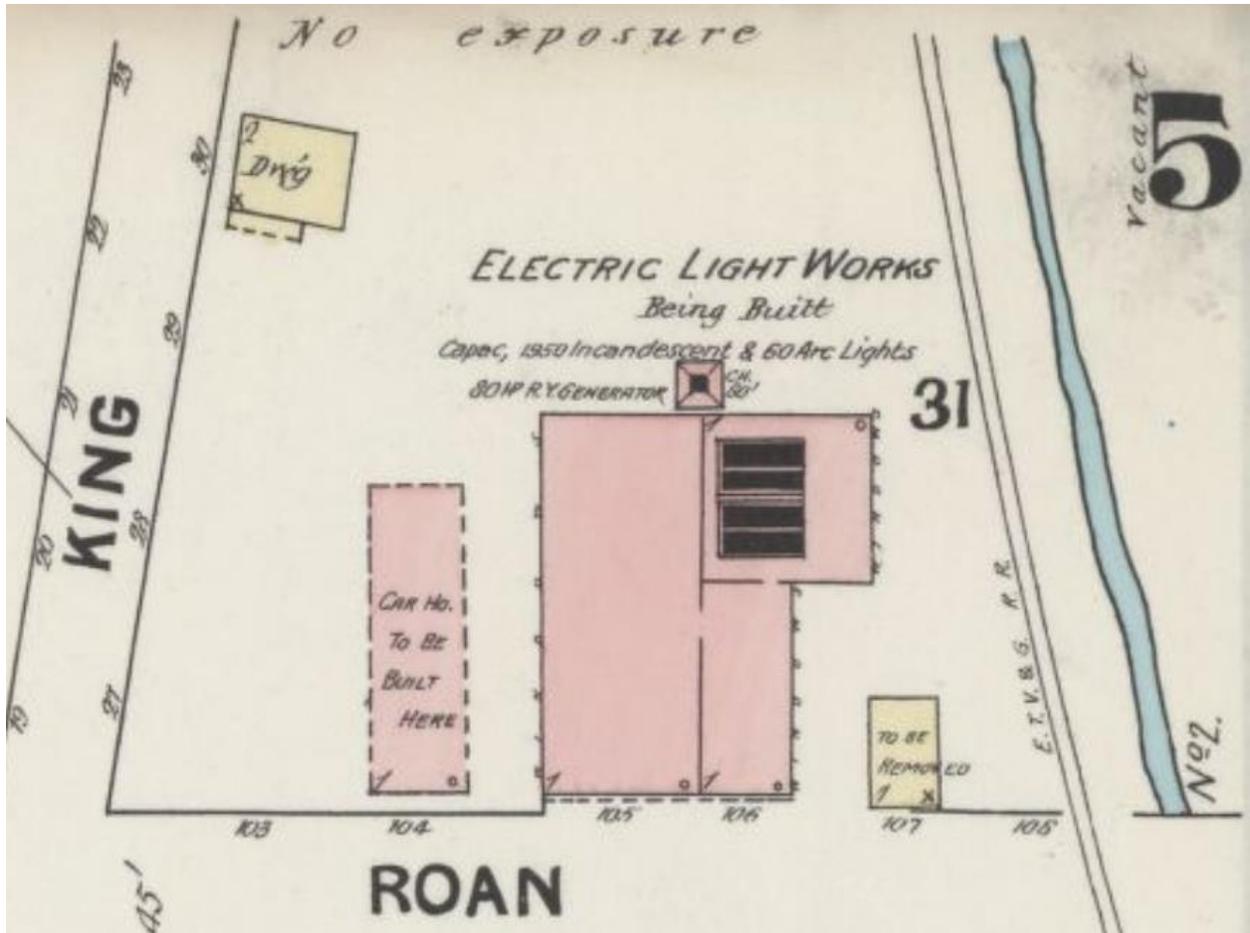


Figure 3. Johnson City “Electric Light Works,” January 1891.¹⁷

19 March 1891. The Johnson City Comet.

“Watauga Lighting and Power Company. Its Past, Present and Future Operations. In all the recent write-ups of Johnson City and her enterprises, which it has been our pleasure to read, we think that our magnificent Electric Light and Power Plant has not been given justice. This enterprise represents more capital in buildings and machinery than any other in East Tennessee. It is owned by a strong, energetic and foreseeing company known as ‘The Watauga Lighting and Power Company.’ The station itself covers perhaps two or three acres of ground, and has a strong and durable appearance. The foundation of all the buildings is of blue limestone and seven feet high by three and four feet thick. At present there will be used two 300 horse-power [Corliss] engines. These engines are simply monstrous for this country. The fly-wheels, which are to drive the dynamos, are 18 feet in diameter and 43 inches on the face. The combined weight of these fly-wheels is 60,000 pounds. A solid bed of masonry 75 feet long, 9 feet thick and 10 feet high supports the shafting, and a similar bed 9 feet thick covers the entire engine room, which is 30 wide by 50 feet long. The main building, which is 30 feet wide by 100 feet long, will be occupied by the shafting and dynamos. Four dynamos will be operated at present, two arcs with a hundred light capacity two alternating, each having a capacity, of 2,000 incandescent lights, and one 80 horse-power generator for driving street cars.

The boiler room is already occupied by a battery of Zell's improved boilers having a 300-horse-power capacity. The foundation is now laid for another battery of the same kind and size, which will be added when needed.

The company means business, and have evidently come here to stay. They intend to put down two or three miles of track just as soon as outdoor work can be done. The [Ellis] cars used are to be 24 feet in length and of the latest improved design and will be models of neatness.

The entire station, which is built of the best brick and other materials that this country can produce, is a model of neatness and durability, and is an enterprise of which the people of Johnson City should feel proud.

The company has pulled down all the old poles and is putting up every thing new.

The Johnson City and Carnegie Railway Street Co., which is under the same management, has set poles along Main street to Roan, and Roan to Watauga avenue; thence down Watauga to New street, and on Second avenue from North Main to the furnace. The crossties have been distributed along the line and will be laid as soon as the rock-crusher arrives, so that the portion of the street occupied by the track can be macadamized.

The company does nothing by halves, and when the track is laid it will be first-class in every respect. Thirty pound 'T' rails will be used, but the ballast will be rounded up on both sides of it, so that a vehicle can cross it without trouble.

It is the intention of the company, the weather permitting, to have cars running over two miles of the railway within 90 days, and other streets are being gotten ready as fast as possible. With unlimited capital and untiring energy, they will soon have the best plant in the South.

If the pretty days we have right recently had will just last a month or so longer, the anxious citizen and visitor will see the smoke curling from the top of the 80 feet stack and hear the rumble of massive machinery, while elegant street cars are gamboling about over the city."¹⁸

26 March 1891. The Johnson City Comet.

"If the 'drouth' should continue a few days, Watauga and 4th Avenue will be graded for the streetcars."

28 March 1891. The Electrical World.

"Johnson City, Tenn. – The Watauga Light and Power Company is having a track run into its yard from the East Tennessee & Georgia Railroad."¹⁹

4 April 1891. The Electrical World.

"The Jewell Belting Company, of Hartford, Conn., has just placed two of its 40-inch double belts in the power plant of the Johnson City, Tenn., Electric Light and Power Company. The Jewell Company is very busy with orders."²⁰

9 April 1891. The Johnson City Comet.

"Grading in Carnegie goes on notwithstanding the weather. The street car line means to be ready for the next winter's mud, so we will not have to wade to town. Let the good work go on. We do not seem to need anything of the water works. Water is plenty as yet."

16 April 1891. The Johnson City Comet.

“What it Means. The work of grading Watauga avenue goes on with vim. There is something significant in the grading of this important thoroughfare, and the street men, having got an inkling of the situation, are doing the work in a hurry. It simply means that we are to have a street car line in a very short time. The track will be laid as soon as the streets can be put in condition. The rails and cars have been ordered and shipped, and will be on ere the streets are in shape.”

9 May 1891. The Electrical World.

“The New England Engineering Company is now occupying its new building at Waterbury... The new electric railway now being installed in Johnson City, Tenn., by this company is nearly ready for operation.”²¹

4 June 1891. The Johnson City Comet.

“... Improvements are being made in every direction.

A great amount of grading has been done in the newer portion of the town. Preparations are being made to put in water works and a system of sewers sufficient for a large city, and a fine plant has been erect by an electric company, composed of New England men, to furnish lights and to operate a street car system, which is being built. Every one of these enterprises bear the stamp of thoroughness. This is characteristic of Johnson City. All the improvements are of a solid, substantial kind. The idea is conveyed that the people here intend building a city rather than booming land.

The buildings tend to leave the same impression...”

July 1891. The Street Railway Journal.

“The Jewell Belting Co. of Hartford, Conn... have also been recently awarded contracts for a complete outfit of belting by the following companies... Johnson City Light & Power Co., Johnson City, Tenn., including two 40 in. doubles and eight or ten dynamo belts eight to sixteen inches wide...”²²

Mid-July 1891. “The slowing economy hindered the work, because in mid-July workers were only then assembling the power trucks for the cars, months after the anticipated beginning.”²³

7 August 1891. “By August 7th, trolley wire had been strung from the East Tennessee railroad up Roan Street to Watauga Avenue. The paper was not clear, but that was probably the ET& WNC. A rock crusher had been purchased to make ballast for the tracks. One passenger car, built in Waterbury Connecticut, had been delivered and stored in the car house. It was a summer car, with a seating capacity of 40 people, plus those that might hang on from the steps and platforms. Lettered JC&C Railroad Company, it was planned for this car to run out to Carnegie and Oaklands, the latter being a new section of town laid out by the Connecticut Land Company. At the end of August an electric powered construction car was run out over the tracks already in

place. Power plant and equipment worked well. Tracks were then being extended out along Watauga Avenue.”²⁴

13 August 1891. The Johnson City Comet.

“The Electric Railway. The Track bein laid – Cars will soon be Running.

When the people of this enterprising little city conclude that they need and want anything pertaining to public improvements and conveniences, they immediately take the necessary steps to secure whatever is needed – and they get it. Lethargy and inertness have long since been dispelled as a harmful concomitant to our idea of progress. Our people are noted for the universal interest they feel in all matters pertaining to the welfare and advancement of our prosperous, thriving municipality, and whenever anything needful comes within reach it is speedily secured.

When, some time ago, the Electric Street Railway Company were granted the franchise by the city, there were those who looked on in doubt as to the probable result of the grant, but their doubts may be laid quietly at rest.

Engineer Smith, with a large force of assistants, began to lay track early yesterday morning for the electric cars. They began at the power station and went up Roan street toward Watauga Avenue. Considerable time was consumed in running two switch tracks to the car shed. Today a bigger show will be made as the work will be done on the main line. This company have nothing but first-class managers and bosses and are therefore doing first-class work. They will probably reach Watauga avenue today.

Thus do we go on, step by step, halting not nor turning back, but with firm and steady hand, driving our stakes along the line which marks progress from decay. Gradually are we reaching that point in the material progress and development of our town where even heavy reverses will have no effect upon the growth and solidity of Johnson City, and with a firm conviction of our ultimate success, we soon will have passed the rubicon of doubt.”

13 August 1891. The Johnson City Comet.

“The ‘doubting Thomases’ who thought (or pretended to think) that we would not have electric street cars for years to come, remind one of an old ‘hayseed’ who, when a line of railroad was being surveyed over his land, remarked that it would ‘never be built.’ When the track was laid and he was told that that was for the cars to run on, he remarked: ‘It’ll never git this fur.’ Eventually, when the engine went thundering past, his opinion was again sought. With a triumphant air he shouted: ‘It’ll never come back! It’ll never come back.’”

30 August 1891. “The August 30, 1891 Daily Comet had a front page story that reported:”

“As announced yesterday morning the first cars for carrying passengers were run over the Johnson City and Carnegie Street Railroad in the afternoon. The first car was started from the station on Roan Street promptly at 5 o’clock and it was crowded to its utmost capacity by citizens who have waited impatiently for the line to be completed. Car No. 1 was motored by Superintendent E.P. Breed and Charlie Allen pulled the cord and collected the fares. General Manager E.H. Stevens controlled the lightning on Rough and Ready while W.K. Boardman

looked after the stops and nickels. Everything moved off nicely and from 5 o'clock until 9 both cars made regular trips each half hour and each time were crowded to their steps.

At the station Electrician W.S. Morse had the building brilliantly lighted by ten arc and thirty incandescent lamps and darkness was entirely dispelled. The ponderous engines were closely watched by Engineer C. Bugbee, and the dynamos and generator were driven to perfection. Although the streetcar line is not completed cars will be run regularly now for the accommodation of the public. The line is now being rapidly laid up Main Street to the passenger station, and will be extended to the furnace on Second Avenue and out North Main Street to Oaklands as fast as men can lay the rail."²⁵

2 – 11 September 1891. "On September 2, 1891, five days after the trial trips, it was announced that the third car had been delivered. It was car No. 2 and was inscribed with the letters 'Carnegie' and 'Oaklands'. Since the last article only a few days before, track had been laid down East Main Street, through the public square, and down to the curve at the old Carnegie Land Office, which was near the depot. It was expected by the end of the week to be able to run from the depot to the Carnegie Hotel, which was now open. This last estimate was premature, for on September 11th ballasting had only progressed to King Street. By the end of September, three miles of tracks were in operation, and the Carnegie Hotel now had streetcars running to it. It would only be a short time until the furnace and the Oaklands Addition would be on the streetcar map."²⁶

17 September 1891. The Johnson City Comet.

"Hotel Carnegie Formally Opened Yesterday... Yesterday morning the electric cars were crowded going to the Carnegie Hotel..." See figures 4 and 5, as well as Map 1.

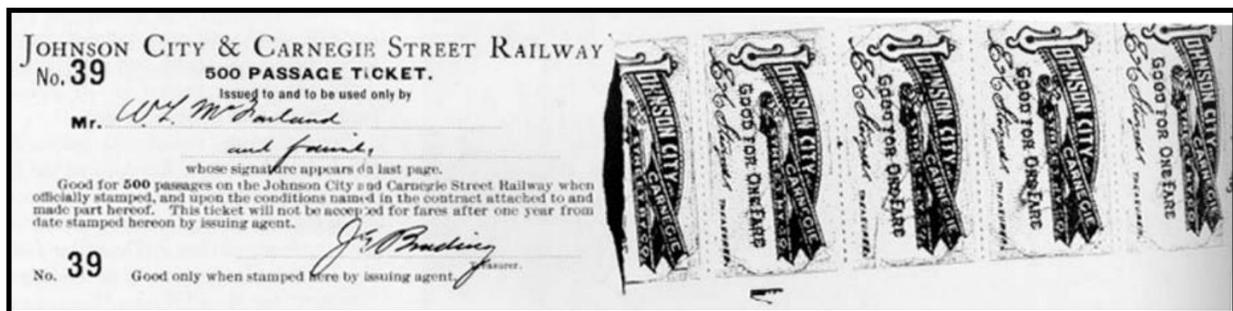
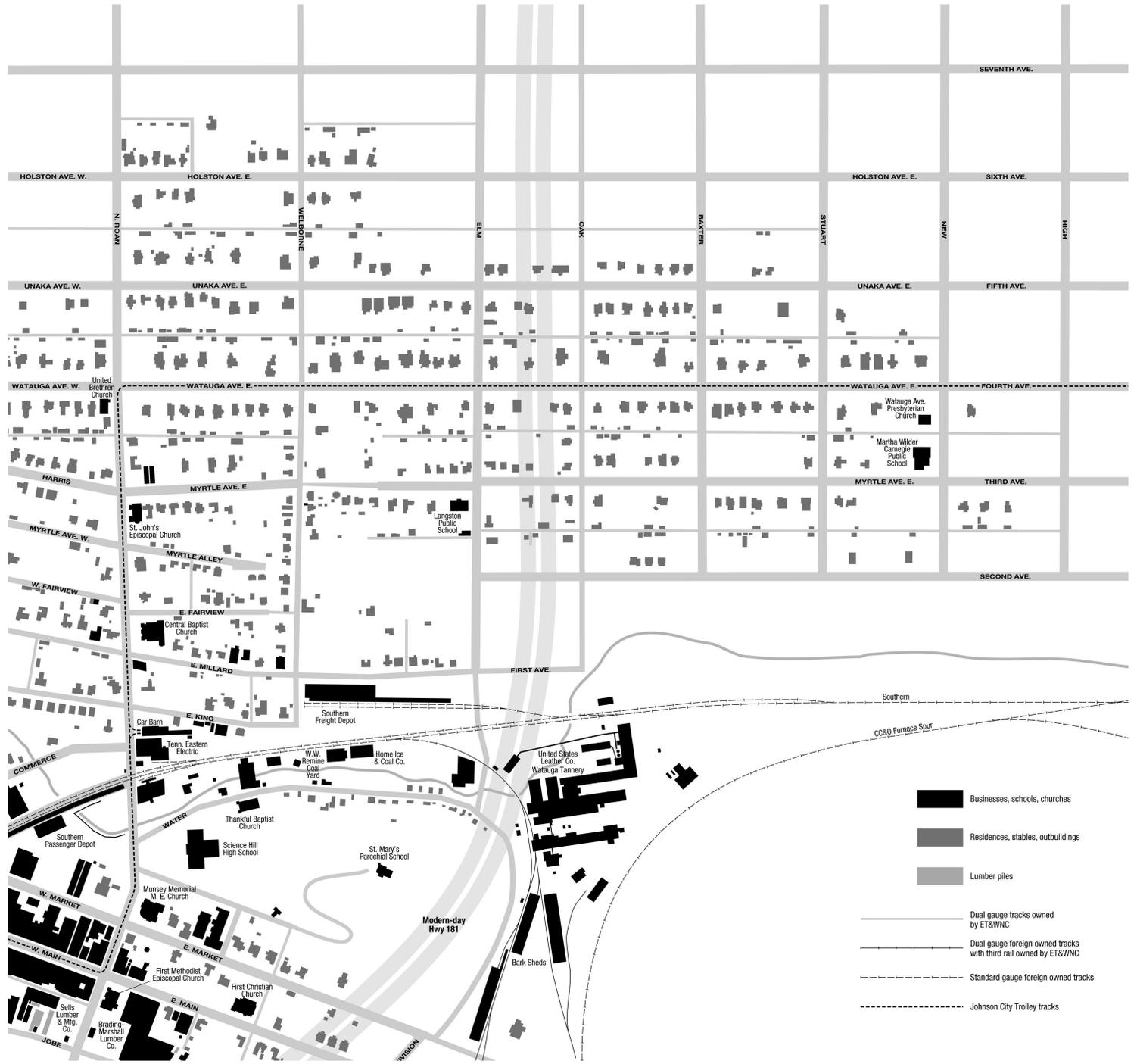


Figure 4. "Ticket Block from Carnegie Street Railway"²⁷



SEVENTH AVE.

HOLSTON AVE. W.

HOLSTON AVE. E.

HOLSTON AVE. E.

SIXTH AVE.

UNAKA AVE. W.

UNAKA AVE. E.

UNAKA AVE. E.

FIFTH AVE.

WATAUGA AVE. W.

WATAUGA AVE. E.

WATAUGA AVE. E.

FOURTH AVE.

N. GOVE

WELDONNE

ELM

OAK

BAXTER

STUART

NEW

HIGH

HARRIS

MYRTLE AVE. E.

MYRTLE AVE. E.

THIRD AVE.

MYRTLE AVE. W.

MYRTLE ALLEY

W. FAIRVIEW

E. FAIRVIEW

FIRST AVE.

SECOND AVE.

E. MILLARD

E. KING

COMMERCE

WATER

W. MARKET

W. MAIN

E. MARKET

E. MAIN

JOBE

VISION

St. John's Episcopal Church

Central Baptist Church

Car Barn

Thankful Baptist Church

Munsey Memorial W. E. Church

First Methodist Episcopal Church

First Christian Church

Sells Lumber & Mfg. Co.

Brading-Marshall Lumber Co.

Southern Freight Depot

W. W. Remick Coal Yard

Home Ice & Coal Co.

St. Mary's Parochial School

Science Hill High School

Modern-day Hwy 181

Bark Sheds

United States Leather Co. Watauga Tannery

United Brethren Church

St. John's Episcopal Church

Central Baptist Church

Car Barn

Thankful Baptist Church

Munsey Memorial W. E. Church

First Methodist Episcopal Church

First Christian Church

Sells Lumber & Mfg. Co.

Brading-Marshall Lumber Co.

Southern Freight Depot

W. W. Remick Coal Yard

Home Ice & Coal Co.

St. Mary's Parochial School

Science Hill High School

Modern-day Hwy 181

Bark Sheds

United States Leather Co. Watauga Tannery

Watauga Ave. Presbyterian Church

Martha Wilder Carnegie Public School

Southern

CC&O Furnace Spur

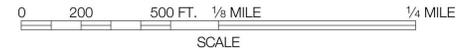
- Businesses, schools, churches
- Residences, stables, outbuildings
- Lumber piles
- Dual gauge tracks owned by ET&WNC
- Dual gauge foreign owned tracks with third rail owned by ET&WNC
- Standard gauge foreign owned tracks
- Johnson City Trolley tracks

ET&WNC Railroad

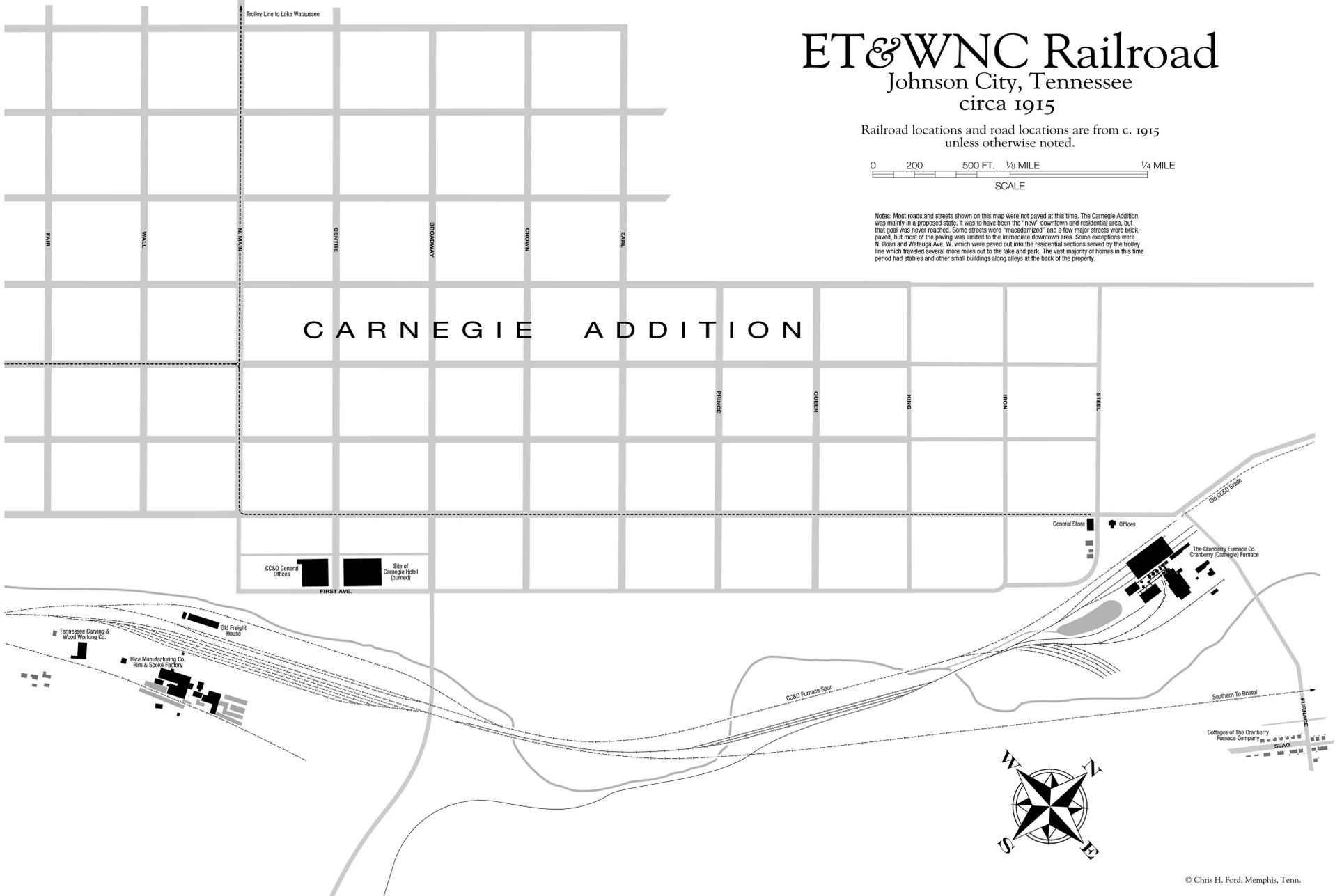
Johnson City, Tennessee

circa 1915

Railroad locations and road locations are from c. 1915 unless otherwise noted.



Notes: Most roads and streets shown on this map were not paved at this time. The Carnegie Addition was mainly in a proposed state. It was to have been the "new" downtown and residential area, but that goal was never reached. Some streets were "macadamized" and a few major streets were brick paved, but most of the paving was limited to the immediate downtown area. Some exceptions were N. Roan and Watauga Ave. W, which were paved out into the residential sections served by the trolley line which traveled several more miles out to the lake and park. The vast majority of homes in this time period had stables and other small buildings along alleys at the back of the property.



© Chris H. Ford, Memphis, Tenn.

Map 1. Trolley Line from the power plant to the Carnegie/Cranberry Furnace, by Chris Ford.²⁸

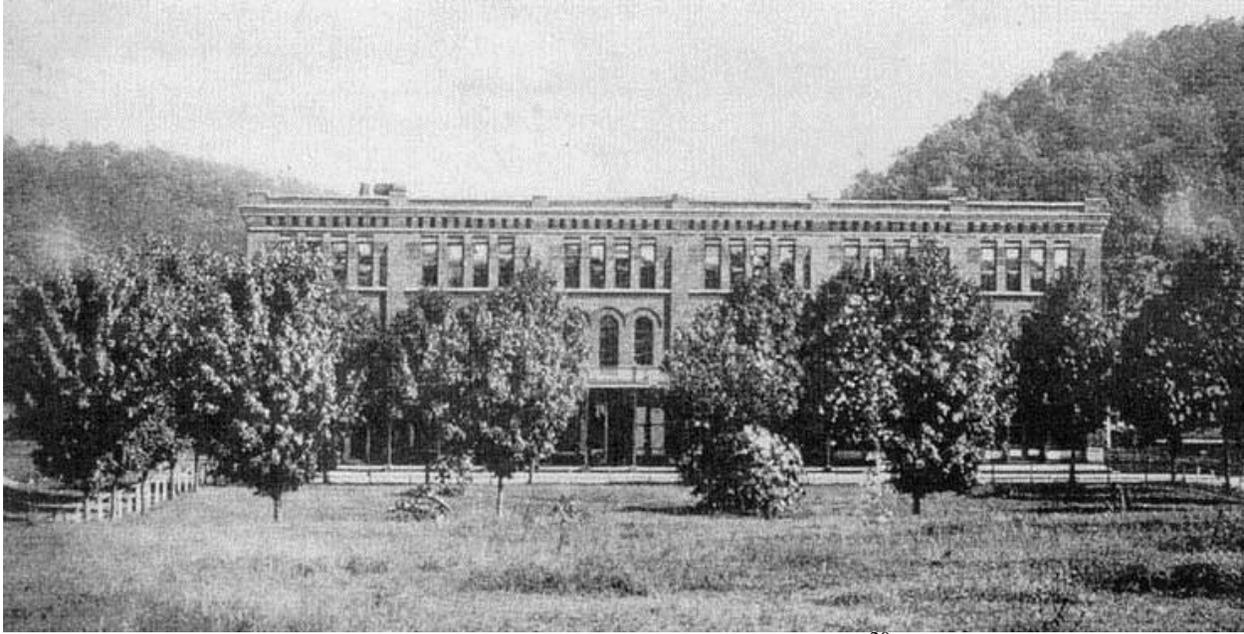


Figure 5. “Carnegie Hotel 1891 – 1910”²⁹

24 September 1891. The Johnson City Comet.

“Women’s Missionary Meeting... Resolved. That we thank the officers of the Electric Light Company for an invitation to ride over the city in their beautiful electric cars free of charge.”

15 October 1891. The Johnson City Comet.

“The patronage of the new street car line has been unusually good ever since it was put in operation. It has decidedly surpassed the expectation of both the people and the company. The public find it not only a great convenience, but an actual saving where time is involved.”

28 October 1891. “The JC&C street railway began operating on a regular schedule on Wednesday October 28, 1891. The two [Ellis] winter cars belonging to the company, Nos. 2 and 3, were running regularly between Johnson City, Carnegie and Oaklands. They offered a great convenience to the city, passing certain points every twenty minutes. One of the cars was in the charge of H.W. Weiler as conductor, with George A. Ross motorman. The other car had Charlie Allen as conductor and John Lindamood motorman.”³⁰

4 February 1892. The Johnson City Comet.³¹

“\$1,288,051. – These are the startling figures which tell of the Growth and Activity of the Plucky, Magnetic City – In 1891 – Complete List of Improvements During the Year.

What town can beat it? There can be no doubt that the improvements in Johnson City during 1891 amount to more than those of any previous year in the history of the town, except it

be 1890, when money was more plentiful and there was nothing but life and activity on every hand.

For a year of financial stringency, when every wheel of Southern progress seems to have been retarded, the improvements in our town figure up surprisingly.

More than a million and a quarter of dollars have been expended in plants, business blocks, school houses, residences, street improvements, water works, railroads, etc.

In the main the structures are of the most substantial nature, and for the most part, the cottages are cozy and in accordance with modern taste.

We have endeavored to put a conservative estimate on all buildings, and improvements in the list, and to this end the reporter has in some instance reduced estimates made by property owners.

It has been our aim in getting up this list not to make a mere show, but to give, as nearly as is possible, a correct idea of the improvements, reckoned on a cash basis.

We may have omitted some in making up the list; and it therefore stands open for corrections and additions.

Here it is in detail, and it is a most forcible refutation of the assertion by outside cranks that 'the bottom has dropped out of Johnson City.'

J.C. & C. R.R. exclusive of right-of-way, \$216,000
Carnegie Iron Furnace 180,000
Electric Light & Power Plant and J.C. & C. Street Ry 150,000
Watauga water works 100,000
Hotel Carnegie. 1st avenue 100,000
J.T. Wilder, block, 60,000
Hotel Carlisle, E Main street 30,000
Ice Plant, Proctor Addition, 12,000
E T V & G Depot. 10,000...
ET & WNC engine house, etc 6,800..."

11 February 1892. The Johnson City Comet.

"A Coming Lake. The Connecticut Company Looking Wisely to the Future. The Connecticut Land and Street Railroad Companies continue to discuss future plans, and it can be set down that they are ever on the line of progress.

They have now under consideration plans for **constructing a lake on the Mountcastle farm** for purposes of summer resort. The matter was talked while Col. A.M. Young was here recently. It will necessitate the **extension of the Oaklands car line**. It is probable that the company will come to a definite decision in time to begin the undertaking early in the spring.

In such an undertaking they will meet with the approval of the citizens on every hand. There is no project yet proposed that will be hailed with greater delight. Fatigued with the duties of the week there is no place where the people could spend their Saturday and Sunday afternoons to better advantage. The refreshment, bodily and mental, would fit one for the duties of a new week as only a ramble in the country or an afternoon by quite waters can.

The Electric Railway Co. will in all probability also extend the car line from Hotel Carnegie to the furnace."

28 April 1892. The Johnson City Comet.

“The electric light and street railway system reflect great credit to this company, and is not surpassed by any other city.”

19 May 1892. The Johnson City Comet.

“Resolutions Concerning the Keeping of the Sabbath in Johnson City and at the World’s Fair... 3. Resolved, That the thanks of this convention are hereby tendered the authorities of the Johnson City Street Car Company, for the high action taken by them in formally determining not to offer any inducements for Sunday excursions over their road...”

9 June 1892. The Johnson City Comet. Also in the 16 June and 23 June editions.

“Grand 4th of July Celebration at Johnson City... The Johnson City and Carnegie Street Railroad will be formally opened through Oaklands to Lake Watausee!

There will be boat-racing on the Lake for prizes, Swimming Contests, and a Grand All Round Old-time Basket Picnic, interspersed with Lawn Tennis, Croquett, Foot-Ball, etc. At night, the Park Will be Resplendent with Special Fire-Works Display” See Figure 6.

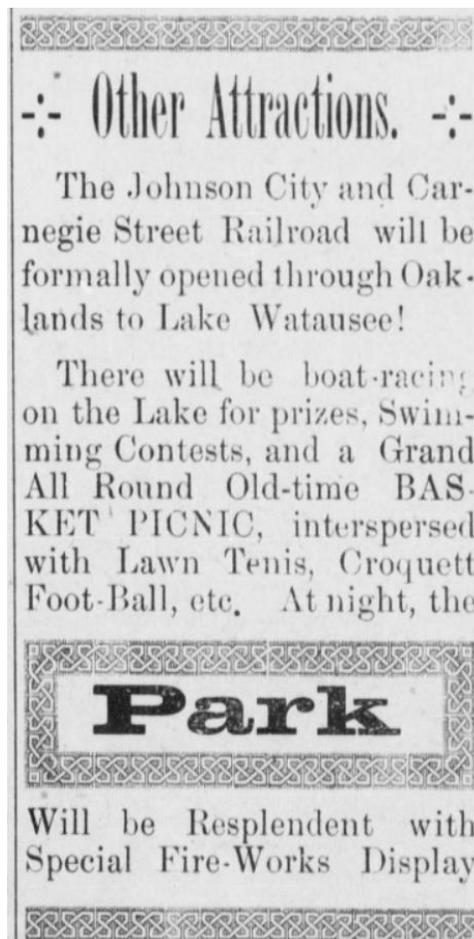


Figure 6.

30 June 1892. The Johnson City Comet.

“To Let.

We, the stock committee, will sell the entire control of the four street cars on the street car line for the 4th of July.

Bids will be open until June 30th 7 p.m.

We reserve the privilege to reject any and all bids.

John H. Faucette,
T.E. Hurst,
C.M. Taylor.”

30 June 1892. The Johnson City Comet. Also in the 4 August and 22 September 1892 edition.

“For the Benefit of Passengers on Electric Cars.

Cars run every 20 minutes from 7:01 A.M. until 9:40 P.M., but last car for the night will leave Union Depot at 12:00 and make round trip.

Special cars will leave Opera House at close of entertainments.

Cars will not stop on curves.

Take cars from further street crossings when possible.

No smoking allowed on closed cars.

Smoking allowed on three rear seats of open cars.

Conductors will place five on a seat in open car, and eleven on a side in closed car when necessary.

When you wish to take a car stand near the track and raise your hand to driver. When you wish to alight raise your hand to conductor.

Passengers not allowed on front platform of closed car.

Dogs and large packages allowed only on front platform of closed and rear of open cars.”

See Figure 7.

GENERAL INFORMATION

For the Benefit of Passengers on Electric Cars.

Cars run every 20 minutes from 7:01 A. M. until 9:40 P. M., but last car for the night will leave Union Depot at 12:00 and make round trip.

Special cars will leave Opera House at close of entertainments.

Cars will not stop on curves.

Take cars from further street crossings when possible.

No smoking allowed on closed cars.

Smoking allowed on three rear seats of open cars.

Conductors will place five on a seat in open car, and eleven on a side in closed car when necessary.

When you wish to take a car stand near the track and raise your hand to driver. When you wish to alight raise your hand to conductor.

Passengers not allowed on front platform of closed car.

Dogs and large packages allowed only on front platform of closed and rear of open cars.

Figure 7.

7 July 1892. The Johnson City Comet.

“Finger shattered. Cicero Hale in trying to get on the electric car Monday night slipped and fell.

His hand came in contact with a wire in front of the wheels which shattered and scorched it.”

4 August 1892. Forest and Stream.

“The shooting grounds of the Johnson City Gun Club are situated about a mile from the Hotel Carnegie, and are reached by a finely equipped electric road run by a Thomson-Houston plant. Cars run every twenty minutes to and from the grounds. About a quarter mile beyond the shooting grounds is a fine little sheet of water known as Lake Watausee, which is surrounded by a heavy woodland, affording a cool retreat. On Tuesday and Friday evenings of each week the Johnson City Brass Band gives concerts in the pavilion at this lake...”³²

4 August 1892. The Johnson City Comet.

“Dr. R.M. Rhea and Dr. Sam Rogers came up from Knoxville yesterday on the vestibule and left this morning for Cloudland. They took an open car last night and enjoyed a trip to Lake Watausee very much.”

18 August 1892. The Johnson City Comet.

“Handsome Office Building, Now being Erected by Johnson City and Carnegie Street Railway Company.

The Johnson City and Carnegie Street Railway Company, through its genial and accommodating manager, Mr. E.H. Stevens, is having a handsome office building erected on their property at the corner of Roan street and Railroad avenue, near the power house. The officer will be one of the neatest little buildings in the city and will be built of stone and pressed brick. This company is doing more to develop the properties of the city than any other, and is receiving a liberal support and patronage from the people.”

25 August 1892. The Johnson City Comet.

“For Repairs. [Ellis] **Electric car No. 3** is now in the shops of the company undergoing a thorough overhauling. She will be out again in a few days looking as bright as a new silver dollar.” See page 1.

September 1892. The Street Railway Journal.

“Johnson City, Tenn. – The Johnson City & Carnegie Street Railway Co. have built a half mile of road during the present season.”³³

1892. The Manual of Statistics.

“Johnson City & Carnegie Street Railway Co. – Mileage 4. Electric, T-H system. Cars 3. Capital \$50,000. Officers – President, E. Day; Vice-President, W.B. Hosmer; Secretary, J.K. Smith; Treasurer and General Manager, E.H. Stevens. Office, Johnson City.”³⁴

1892. The Street Railway Journal.

“Johnson City, Tenn. – Johnson City & Carnegie St. Ry. Co. Elec. 3m, 4-8½ g, 2 m.c. T.H. system, Pres. E. Day, V. Pres. W.B. Hosmer, Sec. J.K. Smith, Treas. & Gen. Man. E.H. Stevens. Capital \$50,000.”³⁵

1892. Poor’s Directory of Railway Officials, 1892.

Johnson “City & Carnegie Street Ry. Co. – Length of line, 4 miles; gauge, 4 ft. 8½ in. Equipment: 3 electric motor cars; Thomson-Houston System; Capital stock, \$50,000 capital stock.

Officers: E. Day, Pres.; J.K. Smith, Sec.; E.H. Stevens, Treas. & Gen Mgr. General Office, Johnson City.”³⁶

1892. Electrical Industries.

“Johnson City & Carnegie St. Ry. Co.; cap. \$50,000; E. Day, Pres.; W.B. Hosmer, V. Pres.; E.H. Stevens, Treas. & Man.; J.K. Smith, Sc.; 4m.; g. st.; 45 lb. T; 4 mc. (Ellis); T.H.; (Power furnished by Elec. Ltg. Co.)”³⁷

19 January 1893. The Johnson City Comet.

“... The snow is also very deep being from 18 inches to three feet in many places. Nearly all the trains on the East Tennessee were greatly delayed on account of the heavy snow fall of Saturday night. While the narrow gauge road kept two crews of hands busy all day Sunday shoveling off the snow between this place and Cranberry, it being three and four feet deep in many places on the Three C’s. The engine went out Sunday and cleared the tracks so that the trains could go out yesterday. The Johnson City and Carnegie Street Railway, through the great energy displayed by its general manager, Mr. Stevens, had their [missing word] cleared, and all cars running on time, while Knoxville a city claiming to have 50,000 inhabitants. The snow is not half so deep as at this place, yet the street cars are tied up and unable to move.”

18 May 1893. The Johnson City Comet.

“A Street Car Episode. Among the many laughable and amusing incidents that are daily taking place on the street cars in this city, they tell of a good one which happened some two or three days ago. Capt. [John] Lindamood, ‘Lindy’ as he is familiarly known, the genial and handsome young motorman, was, at the time in question making one of those long and uninterrupted runs, down Watauga avenue, which are such a delight to the Knights of the motor.

He was just fairly getting under good way not only in speed but in the enjoyment of the thrilling sensation accompanying it, when out into the middle of the avenue rushed an aged

darkey, regardless of his 'rheumatiz' and other like 'ailin's' common to old age, his eyes bulging out excitedly and arms gesticulating wildly.

Quicker than thought, in fact intuitively, the courteous and accommodating motorman tightened his brakes, reversed in the emergency, the entire power, and by altogether clever and deft management, succeeded in fetching up to a standstill within a few feet of the nervous old 'Uncle' of color. Then to reward him for his laborious efforts, the old darkey, well nigh exhausted by the exertion and excitement, gasped out between breaths: 'Hi dar, Cap'n Lindy, let me on ez yo' cum back, please, Sah!'"

6 July 1893. The Johnson City Comet.

"The electric cars did a land office business all day Tuesday [4 July]."

6 July 1893. The Johnson City Comet.³⁸

"Charleston, Cincinnati & Chicago. – In Effect Saturday, Oct, 1, 1892, (Daily except Sunday.)...

Street Cars leaving Johnson City at 7:00 a.m., and 2:00 p.m., will connect with Trains No. 1 and 2 at Carnegie depot. Street cars will leave Carnegie depot upon the arrival of Trains No. 2 and 4.

H.J. Englesing, Sup't
Johnson City, Tenn."

20 July 1893. The Johnson City Comet.

"The Lightning's Work. Last Saturday afternoon Johnson City was visited by a rather severe rain storm interspersed with a good deal of lightning. Considerable damage was done by the lightning striking the trolley wire of the electric car line and running into the station, burning the armature of the generator. The damage was done after 5 o'clock, and of course all cars were discontinued, but the company, with its accustomed enterprise, had all repaired at a cost of about \$400 and was running by 8 o'clock: Sunday morning..."

27 July 1893. The Johnson City Comet.

"Street Railroad Wreck. There was a slight wreck on the street railroad Tuesday. Open [Ellis] car No 1 was coming from the [Carnegie] Hotel and was stopped on the Y at Watauga ave, and North main street to transfer passengers to [Ellis car] No 4 for the Lake [Watausee] but it didn't quite 'clear' and when Motorman [Will] Crawford attempted to take No 4 to the Lake the car was not reversed and before it could be stopped it crashed into No 1. tearing loose the seats on one side and otherwise disfiguring it, No 4 was not badly damaged and is already out of the shop. It will be several days, however before No. 1 will be repaired. There were several passenger on the cars but no one was hurt."

12 October 1893. The Johnson City Comet.

“New Fad with Girls. Not Calculated to Meet With Favor Among Nervous People. This new fad which the girls of upper, swelldom have taken up, of wearing live chameleons upon their bosoms in public was the cause of considerable excitement in the west side car the other day. A young lady, with one of those little lizzards dangling from her neck by a gold chain, entered the car and took her seat. Shortly afterwards, an elderly lady came in, and finding all the seats occupied accepted the girl’s invitation to rest upon her knee. They entered into an animated conversation for a time, when suddenly the old lady’s eye caught sight of the chameleon at the lady’s neck. She sprang to her feet in terror, and rushing out upon the platform, bolted from the car with a shriek that made the motorman shut of[f] the power, expecting to find a mangled corpse under his wheels. The passengers seemed to enjoy the scene immensely, while the young lady who had been the cause of the fun changed color so rapidly that the reptile could scarcely keep pace with her.”

7 December 1893. The Johnson City Comet.

“Charleston, Cincinnati & Chicago. – In Effect Monday, Nov, 13, 1893, (Daily except Sunday.)...

Street Cars leaving Johnson City at 7:00 a.m., and 1:20 p.m., will connect with Trains No. 1 and 2 at Carnegie depot. Street cars will leave Carnegie depot upon the arrival of Trains No. 2 and 4.

A.N. Molesworth, Sup’t
Johnson City, Tenn.”³⁹

WATAUGA - LIGHTING - AND - POWER - CO.
OFFICE AND STATION---CORNER ROAN AND KING STREETS.
ARC AND INCANDESCENT LIGHTING,
POWER FOR ALL PURPOSES.
ALSO OPERATE
ELECTRIC : STREET : RAILROAD.

 Street Cars Leave the Union Depot every 20 minutes for Oaklands, the beautiful Suburban Addition.

Figure 8. 28 December 1893. The Johnson City Comet.⁴⁰

1893. The Street Railway Journal.

“Johnson City, Tenn. – Johnson City & Carnegie St. Ry. Co. Elec. 4m, 4-8½ g, 2 m.c., T.H. system Pres. E. Day, V. Pres. W.B. Hosmer, Sec. J.K. Smith, Treas. & Gen. Man. E.H. Stevens, Capital \$50,000”⁴¹

8 February 1894. The Johnson City Comet.

“To Open a Hotel. A.J. Caraway, of Atlanta, has leased the Carlisle.

A.J. Caraway, of the Kimball House, Atlanta, spent yesterday and last night in Knoxville. He was en route to Johnson City, whither he goes for the purpose of opening to the patronage of the public the handsome new Carlisle Hotel at that place [on East Main]. Mr. Caraway has leased the hotel for a term of years and with the magnificent furnishings which he proposes to put in place, will make it one of the most attractive and best hotels in the State.

The hotel was built during the boom times two years ago by the Kentucky Hotel Company of Lebanon, Ky., and thought a very commanding structure has never before been opened.

Mr. Caraway, who has now leased it, is one of the best known and widely experienced hotel men in the South, having been connected with the leading hotels in Atlanta, Birmingham, Montgomery and other Southern and Western cities. He will open the hotel with a grand ball between the 15th of February and the 1st of March. The Johnson City and Carnegie electric street railway will extend its line out Main street to the entrance of the hotel, thus giving the patrons every convenience possible between the railroads and the city. This will be good news for Johnson City, as she has been sorely in need of a good hotel since the Carnegie was forced to close its doors a few months since. – Knoxville Tribune.”

April 1894. American Street Railway Investments.

“Johnson City, Tenn. Population in 1880, 685, in 1890, 4,161. Johnson City & Carnegie Street Railway Co.

Capital Stock, \$50,000.

Plant & Equipment. – Miles of track, 4. Gauge, 4 ft. 8½ in., 45 lb. T rail; 4 motor cars, Gen. Elec. System, power rented, Ellis cars.

Officers. – Pres. E. Day, V. Pres. F.A. Stratton, Sec. Treas. & Gen. Man. E.H. Stevens. Date of information, Apr., 1894.”⁴²

31 May 1894. The Johnson City Comet.

“At the Lake. The students and patrons of the Johnson City Institute had a delightful picnic at Lake Watausee Saturday. The street cars were crowded and the ground under the shade of the trees was covered with happy young people, who were so soon to part, probably never to meet again.”

21 June 1894. The Johnson City Comet.

“Excursion to Cranberry. The Young People of Greeneville have a Delightful Outing. About eighty of Greeneville’s best young people came to the city last Thursday morning over the

E.T., V. & G. R.R., in chartered cars, en route to Cranberry, where they were to spend a day of pleasure...

About eight o'clock the train reached Johnson City and the party, together with several friends here, took the cars and went to Lake Watausee, where the band played and all rested, returning in time to take the eleven o'clock train for home. It was a great day and a gay and festive crowd."

19 July 1894. The Johnson City Comet.

"Henry Wilder, the street car man, is not only a good motorman, but a great blackberry picker..."

September 1894. The Street Railway Journal.

"The Industrial Mutual Insurance Company, of Boston, Mass., seems to possess the confidence of the owners of electric light and street railway properties in a remarkable degree, as many of them have insured in this company. The first electric policy was written October 1, 1893, and in ten months, or up to August 1, the policies written amounted to \$6,199,286. A partial list of the street railway companies is given below: Johnson City (Tenn.) & Carnegie Street Railway Company..."⁴³

October – December 1894. "The depression in the early Nineties hurt the revenues of the trolley line almost from the day it first opened. By October 1894, the cars only ran from five in the afternoon until nine o'clock. On special occasions, like when a religious conference was in town, the cars would run all day... Receipts were enough to pay for the coal to make the electricity, but not enough to pay for the wear and tear on the equipment. The cars would stop running until there was enough demand to pay expenses."⁴⁴

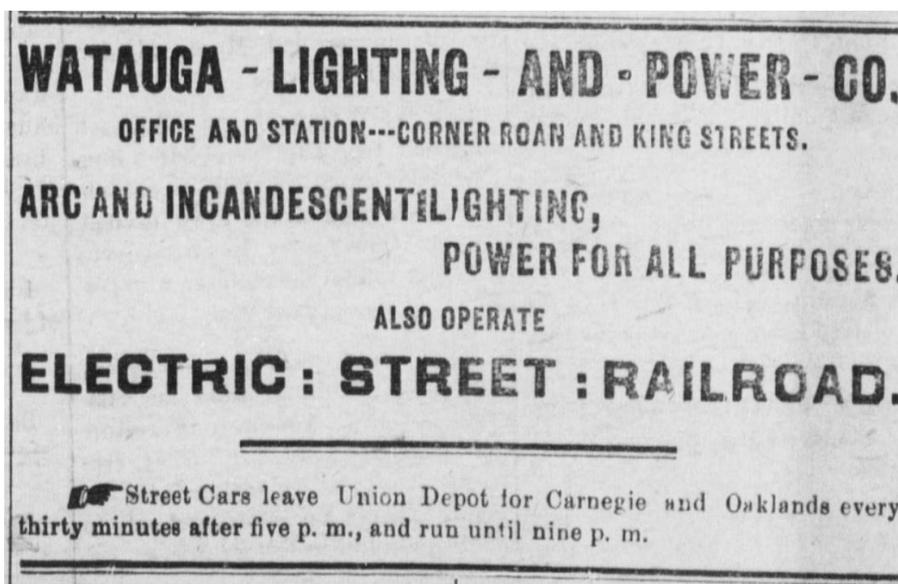


Figure 9. 15 November 1893. The Johnson City Comet.⁴⁵

22 November 1894. The Johnson City Comet.

“No More Street Cars. Messrs. Edmond Day, of Seymour, Conn., A.M. Young and E.M. Burrall, of Waterbury, Conn., and Henry Hayes, of Newark, N.J., are in the city. Mr. Day is president, and the other gentlemen are directors of the Johnson City and Carnegie Street Railway Co. At a meeting held in the office of the company Wednesday it was decided to discontinue service on the street railroad after December 1, and the following announcement has been issued:

“The J.C. & C. Street Railway Co. regret that the depression in business has caused a calling off in the receipts to such a degree that not only the expense of coal is not met, but the additional expense of wages, wear and tear &c., causes further loss. Hence after Dec. 1st, next, they will have to discontinue railway service until such time as the probable receipts may cover bare expense of operating the road.

E.H. Stevens, Manager.”

1894. Johnston’s Electrical and Street Railway Directory.

“Johnson City & Carnegie Street Railway Co., E.H. Stevens, Treas., Gen. Man., Pur. Agt.; Wm. Fraser, Elec.; \$50,000; 3½ miles, 4 cars, T.H.”⁴⁶

1894. The Street Railway Journal.

“Johnson City, Tenn. – Johnson City & Carnegie St. Ry. Co. Elec, 3 m, 4-8½ g, 45 lb T r, 4 m c, T.H. system, Ellis cars. Power rented. Pres. E. Day, V. Pres. F.A. Stratton, Sec. Treas. & Gen. Man. E.H. Stevens. Capital \$50,000.”⁴⁷

1 December 1894 to April 1896 – the Johnson City & Carnegie Street Railway apparently out of general service.

9 May 1895. The Johnson City Comet.

“The first of a series of concerts by the Johnson City band will be given at Lake Watausee on Friday, May 10. The management of the lake have kindly given gratuitously to the band the pavilion privileges for that evening, and refreshments will be served by the ladies. The proceeds will be utilized in purchasing equipments for the band. Every one should go and help the boys.

Mesrs. P.H. Wofford and T.E. Hurst have leased the electric street car line together with the privileges of Lake Watausee, and will on Friday, May the 10th, have a free concert at the lake. There will be music by the Johnson City brass band, and refreshments will be served at the pavilion. These gentlemen, will do every thing in their power to entertain the public, and a good time will be assured to all that go. Street cars leave the public square at 4 p.m. and every thirty minutes thereafter until 10 o clock p.m.”

23 April 1896. The Johnson City Comet.

“It will be pleasant news to our people to know that the electric cars will hereafter run regularly every Sunday if the weather permits, this affording, in a limited manner, some means of recreation for those who do not care to spend the warm days indoors.”

30 April 1896. The Johnson City Comet.

“The huge fire alarm whistle which has been put in place at the electric light power house, was tested the other night for the benefit of the mayor and created no little excitement. It will be blown only in case of fire.”

28 May 1896. The Johnson City Comet.

“The street cars will be run every day on and after June 1st.”

28 May 1896. The Johnson City Comet. Also in the 4 June 1896 edition.

“J.C. & C, Street Railway Co. Beginning Monday June 1st and continuing through that month the Johnson City and Carnegie Street Railway Company will run cars regularly on the schedule published herewith. On any special occasion, either in town or at the Lake, the cars will be run late enough to accommodate the people.

If the receipts during the month of June are sufficient to pay expenses the cars will be run on, but if operated at a loss they will stop on June 30th.

Owing to the experimental nature of the undertaking and the small amount of traffic which will be handled no tickets will be sold at less than regular rates to individuals or families. Special arrangements may be made, however, for Church and Sunday School picnics and entertainment, and other affairs of like nature.

Mr. Geo R Brown will serve ice cream, lemonade, etc., at the pavilion, and it shall be the constant aim of the management to make the Park and surroundings attractive to the people.

During the month of June free concerts will be given at the Lake every Thursday evening by the Johnson City Brass Band.

Any fast running of cars, lack of order, or discourtesy to passengers by employees of the company, should be reported to the manager.

J.E. Brading,
Mgr. J.C. & C. St. Ry. Co.”

Schedule.

Leave Depot	Leave Lake
6:30 a.m.	6:55 a.m.
7:20	7:45
7:45	8:10
8:10	8:35
8:35	9:00
9:00	9:25
9:25	9:50
9:50	10:15
10:15	10:40
10:40	11:05
11:05	11:30
11:30	11:55
11:55	12:20 p.m.
12:20 p.m.	12:45
12:45	1:10
1:10	1:35
1:35	2:00
2:00	2:25
2:25	2:50
2:50	3:15
3:15	3:40
3:40	4:05
4:05	4:30
4:30	4:55
4:55	5:20
5:20	5:45
5:45	6:10
6:10	6:35
6:35	7:00
7:00	7:25
7:25	7:50
7:50	8:15
8:15	8:40

Note: This was a single car.

SCHEDULE.

Leave Depot	Leave Lake
6:30 a. m.	6:55 a. m.
7:20 "	7:45 "
7:45 "	8:10 "
8:10 "	8:35 "
8:35 "	9:00 "
9:00 "	9:25 "
9:25 "	9:50 "
9:50 "	10:15 "
10:15 "	10:40 "
10:40 "	11:05 "
11:05 "	11:30 "
11:30 "	11:55 "
11:55 "	12:20 p. m.
12:20 p. m.	12:45 "
12:45 "	1:10 "
1:10 "	1:35 "
1:35 "	2:00 "
2:00 "	2:25 "
2:25 "	2:50 "
2:50 "	3:15 "
3:15 "	3:40 "
3:40 "	4:05 "
4:05 "	4:30 "
4:30 "	4:55 "
4:55 "	5:20 "
5:20 "	5:45 "
5:45 "	6:10 "
6:10 "	6:35 "
6:35 "	7:00 "
7:00 "	7:25 "
7:25 "	7:50 "
7:50 "	8:15 "
8:15 "	8:40 "

Figure 10.

Have You Heard

That Geo. R. Brown is going to serve Ice Cream, Lemonade, Milk Shakes and other light refreshments every day in the Pavilion at Lake Watausee ?

WELL, HE IS.

If you are tired and worried, come out and rest and refresh yourself. Just get on the street cars and you will soon be there. He has Croquet Setts, Swings and other amusements which you are at liberty to use and enjoy free.

The Johnson City Brass Band

Will give a Concert every Friday evening.

No drunkenness, no swearing, no bad conduct tolerated on the grounds.

GEO. R. BROWN.

Figure 11. 4 June 1896. The Johnson City Comet.⁴⁸

11 June 1896. The Johnson City Comet.

“The electric cars will now run regularly until the first of October, possibly longer.”

18 June 1896. The Johnson City Comet. Also in 25 June, 2, 9, 16 July.

“Arrangements have been made whereby the electric cars will run during the months of June, July, August and September. Band concerts, free to patrons of the cars, will be given every Thursday night.”

18 June 1896. The Johnson City Comet.

“The Feminine Observer... The summer evening trolley ride is once again becoming prominent”

25 June 1896. The Johnson City Comet.

“Trolley car parties are the fin de siècle substitute for the old straw ride.”

2 July 1896. The Johnson City Comet.

“The first ‘trolley party’ of the season was given by a number of the young men of the city Wednesday evening. The car was beautifully decorated, passing over all the lines a number of times. At 10 o’clock the young ladies served a delightful collation at the lake. Several visiting young ladies were in the party and shared the evening’s enjoyment. The party was chaperoned by Mr. and Mrs. I.T. McNees.”

16 July 1896. The Johnson City Comet.

“The ladies of the Monday Evening Club gave a trolley party Friday evening complimentary to their husbands and a number of visiting ladies in the city. The car was beautifully decorated with red, white and blue bunting, and with a number of extra electric lights added for the occasion made a brilliant appearance. Refreshments were served at the lake.”

30 July 1896. The Johnson City Comet.

“Miss Ruth Lyle entertained a few of her relatives Tuesday afternoon, the occasion being her fourth birthday. After indulging in refreshments at the house the little ones were given a trolley car jaunt out to Lake Watausee. Those present were Eva and Pearl Lyle, Ella, Bessie and Robert Burrow, and Katie Gilmer.

Bellevue Park is a most delightful place to spend the hot Sunday afternoons. J.E. Brading, manager of the street car line, has relieved the premises of the tough crowd that has heretofore taken the grounds to the exclusion of the better class. The park is for the enjoyment of the public, but in the future no unbecoming conduct will be allowed upon the grounds.”

30 July 1896. The Johnson City Comet.

“Local News Notes. Base Ball! Fat Men vs. Lean Men, at Lake Watausee, Thursday, Aug. 4th, 3:30 P.M. One-half car receipts go to the Public Library.”

20 August 1896. The Johnson City Comet.

“Cleveland, third son of Dudley Jobe, while trolleying on the street cars Wednesday, was struck on the head by a brake rod, fracturing his skull. The attending physician reports his condition very critical.”

1 October 1896. The Johnson City Comet.

“Change of Street Railway Schedule. On and after October 2nd the J.C. & C. St. Ry. Co. will run only one car leaving the depot on the same schedule as heretofore, but running only as far as the 3-C’s depot in Carnegie. An extra car for the accommodation of people going to or from the lake will leave town at 6:30 a.m., returning leave lake at 6:55 a.m., leave depot at 12:45 p.m. return from lake at 1:10 p.m., leave depot at 4:30 p.m., return from lake at 4:55 p.m.

Tickets stamped good to October 1st will be accepted only from those who have bought additional tickets since June 1st.

Extra cars will be run as occasion demands.

J.E. Brading, Manager.”

28 January 1897. The Johnson City Comet.

“A Good Report From An Old Friend. The Daily Leader of Elizabeth, N.J., issued a splendid industrial edition on Dec. 31 and it was one of the best things of the kind to reach this office.

In speaking of the suburban Electric Company the paper had this to say of Mr. E.H. Stevens who was for three years general Manager of the Watauga Lighting and Power Company and Superintendant of the Johnson City and Carnegie Street Railway Company of this place:

‘Mr. Stevens, who is the Secretary and General Manager, has by his agreeable manner of treating patrons made friends and today they are legion. The present officers of the company have filled their positions since its formation, with the exception of Mr. Stevens, who has been in office for fifteen months, managing the business of the company in a careful, conservative manner, which is bound to reward his efforts with unbounded success.’

Mr. Stevens, it seems, is still the same sensible, good hearted, thorough going business man that he was when he endeared himself to the citizens of this city.”

April 1897. American Street Railway Investments.

“Johnson City, Tenn. Population in 1880, 685, in 1890, 4,161.

Johnson City & Carnegie Street Railway Co. – Chartered and municipal franchise granted in 1892 in perpetuity. Annual meeting in Apr. In Apr., 1897, a number of the bondholders applied for a receiver for the company.

Capital Stock, authorized and issued, \$50,000.

Plant and Equipment. – Miles of track (electric), 4; gauge, 4 ft. 8½ in., 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

Officers. – Pres. E. Day, V. Pres. F.A. Stratton, Sec. Treas. Gen. Man. & Pur. Agt. J.E. Brading, Ch. Engr. J.A. Landon.

Directors. – F.A. Stratton, E. Day, A.M. Young, W.B. Hosmer, J.K. Smith, E.M. Bunall, E.H. Stevens.

Date of information, Apr., 1897.”⁴⁹

April 1897. Extract “List of Street Railway Companies in the United States in the Hand of Receivers.”⁵⁰

Name of Company.	Date of Receivership.	Funded Debt.	Miles	Cars.	Gross Receipts	Receiver.
Johnson City (Tenn.) & Carnegie St. Ry. Co.	Apr., 1897		4.0	4		J.E. Brading

29 April 1897. The Johnson City Comet.

“Killed by the Cars. John H. Lindamood, of this city, was killed at Morristown about 6 o’clock yesterday morning by being run over by the train. He was running as flagman on the North Carolina division of the Southern, and his train was pulling into Morristown when the accident, which cost him his life, occurred. He was putting on brakes and the train was nearly stopped when he was seen to fall between the cars. He was setting up a brake on the car just ahead of the caboose when the brake stick broke, hurling him between the cars at the second coupling from the caboose. He fell to the track and one car passed over him. His left leg and arm were badly mangled and he was bruised in the side. It is supposed that he died instantly, as he was dead a few minutes later when he was taken from under the car.

Lindamood was a well known and popular railroad man, having held good positions on all the lines coming into this city. He was a brakeman on the old E.T.V. & G. Ry. several years ago, then he was yardmaster for that company here at the beginning of the boom. He was a passenger conductor on the O.R. & C. road for about two years, and held a like position on the Tellico road leading out from Athens, he was also connected with the street car line of this place. He was one of the best railroad men in the country, and quit all his various positions of his own accord.

The deceased was the only son of G.W. Lindamood, and married a Miss Morgan, of Bluff City, several years ago, who, with three small children, survive him and mourn his untimely end. He was 27 years old and was a sober industrious, hard working boy.

His remains were brought up on No. 6 yesterday evening and taken to his home on Jobe street.

The funeral services will be conducted by Rev. Dr. Kennedy, and the remains interred in the Love grove cemetery this afternoon at 8 o’clock.”

8 May 1897. Railway World.

“Bondholders representing \$25,000 of bonds of Johnson City and Carnegie Street Railway Company, of Johnson City, Tenn., have applied for a receiver.”⁵¹

13 May 1897. The Johnson City Comet.

“Street Car Plant Receiver. The motion of the bondholders of the Johnson City and Carnegie Street Ry was heard before Judge Smith Tuesday and the prayer granted. J.E. Brading was appointed permanent receiver. Mr Brading was secretary and manager of the plant, and was the proper man to be put in charge.

Mr. Brading does not know yet what will be done, but is rather confident that he will operate the line this summer.”

19 May 1897. Electrical Review.

“The bondholders of the Johnson City & Carnegie Street Railway Company have applied to the courts at Knoxville, Tenn., for a receiver.”⁵²

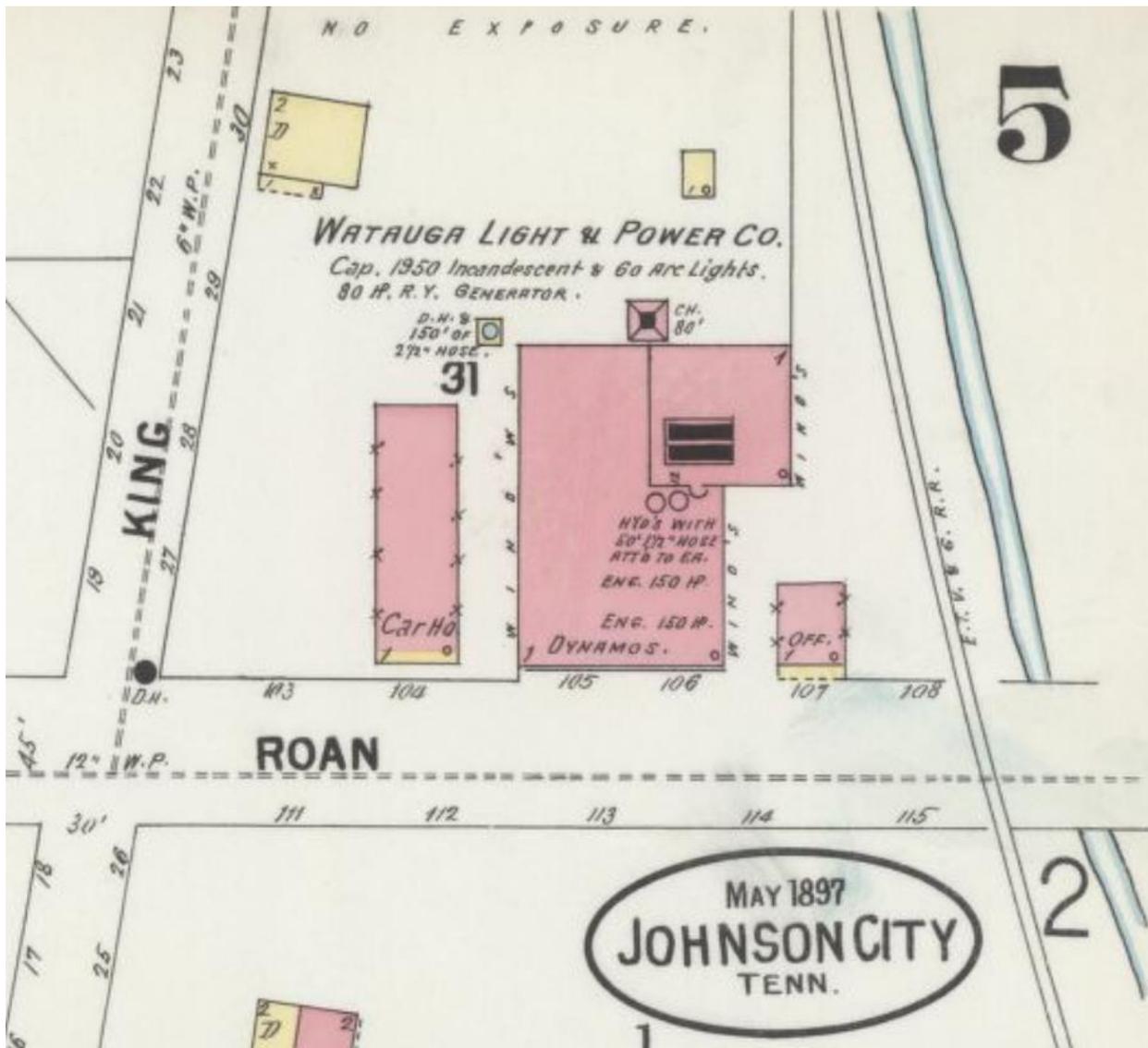


Figure 12. Johnson City “Electric Light Works,” May 1897.⁵³

3 June 1897. The Johnson City Comet.

“Street Cars. It has been decided that we are to have street cars this summer. J.E. Brading, who was recently appointed receiver, has succeeded in leasing the line to James L. Landon, who will operate the line during the summer months. Mr. Landon pays so much a day for the cars and employs men to run them. He, himself, is the engineer at the plant.

The cars will begin running next Saturday with [L.S.] Loaf Jones and Will Roberts at the motors, and will give a 25 minutes service. The lake grounds will be used as an attraction for travel.

Mr. Landon intends to have all kinds of picnics, dances, shows and entertainment for the pleasure of the patrons of the road when they get to the lake end of the route.

The first car will leave the Southern depot at 6:30 a.m., and one will run every 25 minutes until 8:40 p.m. In fact, it is the same schedule run on last summer.”

Note: "L.S. Jones, was a trolley boy for the writer [George A. Ross] when he was forced by the collapse of the [Johnson City] Daily Comet to become a motorman on the old line. The boy was called 'Loaf' in those days because he showed such an aversion to actual work, but he was very handy on one of the old nickle in the slot cars. All one summer he rode behind, put the trolley on when it flew off, and turned it around for the motorman at the end of the line. In the meantime the newspaper motorman taught the boy how to run the car and when the town shriveled up until it could support but one car, Loaf was put in charge of it. Then when this car was taken off for lack of patronage [apparently by 1900], Loaf was placed in charge of the power plant, which still continued to make electricity for lighting the town."⁵⁴

10 June 1897. The Johnson City Comet.

"The street cars are now in operation and the prospects of the Three C's are extremely good. We have seen better days and may see them again."

10 June 1897. The Johnson City Comet.

"Burned the Generator. A small electrical storm Tuesday afternoon near the lake played havoc with the street car service. A flash of lightning was carried into the plant on the wires and burned one of the generators so seriously that it took till 9 o'clock today to get the cars moving again. One of the coils of the armature of the generator and was burned out and it takes considerable time to repair it."

17 June 1897. The Johnson City Comet.

"The street cars are not yet running. The damage done by the lightning last week was not so easily repaired as at first thought. The armature of the generator, which was damaged, had to be sent to Knoxville to be rewound. The management hopes to resume operation of the line by Saturday."

1 July 1897. The Johnson City Comet.

"Cars Running. The street cars have at last resumed running. The armature of the generator was burned out several days ago and it had to be sent to Knoxville to be rewound. This delayed them much longer than was at first expected. The cars are on the old service and are being well patronize."

8 July 1897. The Johnson City Comet.

"Trolley Party. The young society people had a delightful trolley party last Thursday night. The car was decorated with veri-colored light and Japanese lanterns, and the merry party chatted in the cool breezes and listened to soft words blended with the hum of the flying car.

Those aboard were: Misses Kate Simcox, Belle Miller, Nannie Martin, Luster Paynter, Nena Paynter, Gertrude Weiler. Pearl Paynter, Lizzie Carr, Eva Carr, Lillian D'Armond, Carrie Carr, Bessie Worley, Ossie Cox, Grace Kitrell, Lydia Boucher, and Almanda Boucher. Messrs.

John Lusk, Will Crumley, Bob Martin, Adam Crouch, Folsom Beckner, Tom Kirkpatrick, Walter Miller, Edie Wade, Oscar Miller, Walter Cargille, Milt Bolton, Frank Gildersleeve, and Ed Houston.”

22 July 1897. The Johnson City Comet.

“Trolley Party from Jonesboro. The young people of Jonesboro enjoyed an outing to our city last Thursday evening, in the form of a picnic and trolley party given to the young ladies of Jonesboro by the young gentlemen. The party consisted of five hack loads and arrived here about 7:30 and were met at the depot by the young gentlemen of this city who furnished nicely decorated trolley car for the occasion. The crowd rode out to the lake where a nice lunch prepared by the young ladies was served in regular picnic style. A more enjoyable time could not possibly have been had. There were some forty-five in the party.”

22 July 1897. The Johnson City Comet.

“Several members of the old ‘Longfellow Literary Circle’ are arranging for a luncheon at the Lake and trolley party for Friday evening of next week. This is the oldest literary and social circle in the city, but has not been in working order for the past two, years. The original members are:

Mr. and Mrs. J.D. Faucette, Mr. Mrs. S.W. Wilson, Mr. and Mrs. Joe Summers, Mr. and Mrs. H.W. Lyle, Mr. and Mrs. S.C. Williams, Mr. and Mrs. J.E. Brading, Mr. and Mrs. Cy H, Lyle, Mr.. and Mrs. W.J. Exum, Mr. and, Mrs. W.W. Faw, Mrs. J.E. Crandall; Misses Mary and Martha Wilder, Annie Maher, Jennie Crumley, Sallie Faw, Retta Lyle, Nettie Shortridge, Sallie Chandler and Florence Harris; Messrs. E.D. Lynn, J.F. Crumley, Chas. Cargille, J.W. Crumley and George Wofford.”

29 July 1897. The Johnson City Comet.

“Dam the Watauga! It has been Allowed to Run Unchecked Long Enough – And the Electric Power Company Propose to utilize some of its Wastful Energy by Turning it to Good Account.

Johnson City is to have an innovation in the matter of securing power to operate all kinds of machinery, and the amount of money to be expended will reach away up into the thousands.

For some time the stockholders of the Watauga Lighting and Power Co. have not been receiving a satisfactory dividend on their investment. The plant here is a very costly one and has not been operated to an advantage lately.

At a meeting of the stockholders held the Gilsey House in New York City last week, the question of damming the Watauga river and thus utilizing the vast power that has so long been of no service was presented to the board and fully discussed. A decision was reached favorable to the completion of the project. As a result a massive power house and 16-foot dam will be built at King’s shoals, on the Three C’s railroad all the land and necessary concessions having already been secured. J.E. Brading, local manager of the company in this city, tells us that there is no question about the change being made, and that an expert dam builder from Maine is daily expected in the city. Immediately upon his arrival he will look over the grounds, make the necessary estimates, and work will begin at once.

The plant here will not be torn down but the engines and such machinery as will not be needed will be disposed of and the building used for manufacturing purposes.

The manifold advantages resulting from this change will be of the very greatest consideration to those who operate machinery, as it will not only greatly reduce the cost of insurance where steam is now used but will do away with the need of fuel and an extra supply of water.

The capacity of the plant when completed will be 250 or 300 horse power at low water, which is considered amply sufficient for all purposes.

Notwithstanding the plant here since its erection has cost the owners something like \$200,000, these gentlemen still have confidence in the future of Johnson City and are willing to invest more of their big dollars in its enterprises. We sincerely hope the undertaking will prove no less profitable to the promoters than it will be advantageous to our city and her people.”

5 August 1897. The Johnson City Comet.

“Matinee at the Lake. The management of the street car line is doing everything possible to make Lake Watausee a pleasant and popular resort. Of course we can not have park concerts, etc., such as are had in large cities, but Manager Landon is doing all he can to contribute to the comfort and pleasure of the patrons of the car line. On Saturday week, August 14, there will be a matinee given at the lake specially for the entertainment of ladies and children, and it is hoped a large number will witness the performance.”

5 August 1897. The Johnson City Comet.

“The juniors had a feast and frolic at Lake Watausee last Friday evening celebrating the victory of the Johnson City base ball club. The Mossy Creek players were royally entertained and forgot the wounds inflicted by the home team. They tapered off with a trolley ride. Hary Gump was chaperone and chief kodaker.”

5 August 1897. The Johnson City Comet.

“The society folks had another of their delightful luncheons at Lake Watausee last Thursday evening complimentary to the numerous visitors in the city. Mrs. Crandall acted as chaperone and charge d'affaires, and it follows, as night the day, that it was a howling success. The entertainment closed with a trolley ride from 7:30 to 10 o'clock. There were 35 invited and we made three dozen – i.e., 36 in all – but we can't remember the names of those present, because we got to full for remembrance.”

12 August 1897. The Johnson City Comet.

“A Pet Grievance. Lightning seems to have a peculiar attachment to our city's trolley wires, and lately has caused no little inconvenience, to say nothing of expense. As a result of one of its freaks Thursday quite a number of people, who had gathered at the lake to witness a game of ball, were compelled to walk, or by other means make their return to the city.

This last was not the first time this summer that the lightning has interfered with the street cars, but it is an interruption liable to occur at any time with no one to blame.”

26 August 1897. The Johnson City Comet.

“Johnson City Fair Association. An Organization that will be of Unmeasured Benefit to Our City and Section

We are going to have a fair; that has been decided upon. A charter is being drawn up and as soon as granted a company will be organized with sufficient capital to make the institution a perfect success. This course was definitely decided upon last week, and the matter is in the hands of gentlemen who will push it to completion.

The three days fair at Austin Springs furnished positive proof that the time is ripe for the successful inauguration of such an enterprise, and the benefits certain to accrue are so great that it would be scarcely less than a crime to let such an opportunity as is now presented pass unavailed.

The success of the association is already assured, and every farmer to whom the subject has been broached has evinced a lively interest in the matter and promised their heartiest co-operation.

We have here the finest location to be found anywhere in any state, and with the many natural advantages and proper effort failure is impossible. The owners of the street car line and lake property have signified their willingness to give the use of all the land necessary and put the grounds at Lake Watusee in proper condition for such an enterprise. Pavilions, exposition halls, and other necessary buildings will be erected and a splendid race course laid off. Every inducement and attraction can be offered to better advantage and for a smaller outlay than is possible elsewhere. The grounds to be used are convenient and easily reached, and are naturally the most attractive that can be found anywhere. The manifold and lasting benefits that are sure to accompany the successful inauguration of such an enterprise will amply justify the exercise of every effort and energy to crown the undertaking with success, and the ready liberality of the street car company in offering all the land necessary is most commendable and worthy the highest appreciation.

It is no longer a question whether we shall have a fair, but how great a success we will make of it, and whether we shall all work together to improve and advance our town or sit idly by and twiddle our thumbs while other places are hustling and growing. Now that we are to have a fair work in that direction must not stop. Upon each individual rests a certain amount of responsibility for the success of the undertaking, but our people are in earnest and we are sure each one will do all he can to promote the enterprise. If our citizens so decree they can make the Johnson City fair the finest and best institution of its kind in Tennessee, but it will require some effort on their part. Talk for the fair, work for the fair, and you will be surprised at the good results that are sure to follow, in the enjoyment of which you will be a beneficiary.”

9 September 1897. The Johnson City Comet.

“Johnson City is nothing if not romantic when it comes to marriages. Last Saturday afternoon Stince Blevins and Miss Lilly Shipley were united in marriage on the electric car on Watauga avenue, near Oak street...”

16 September 1897. The Johnson City Comet.

“Will Dam the Watauga. A meeting of the stockholders of the Connecticut Land Company was held in the office of the company in this city this week. A.M. Young, president E.

Day, vice president, and D.N. Hays, of Waterbury, Conn., were present. These gentlemen with local stockholders visited King's Shoals Monday, the point on Watauga river where they propose to build a dam, and were much pleased with the location. It is the intention of the company, as stated in *The Comet*, to move the power plant to that point and by damming the river get water power sufficient to supply electricity for all purposes for Johnson City. The location selected is a most admirable one, and the fall is sufficient to develop 2,000 horse power.

The ground has been purchased and at a final meeting of the stockholders yesterday afternoon it was decided to begin work at once on the dam."

16 December 1897. The Johnson City Comet.

"Notice to Creditors. C.A. Coffin and W.B. Hosmer, Trustee, vs. Johnson City and Carnegie Street Railway Company et. al.

In obedience to an order of the Chancery Court at Johnson City, at its December term, 1897 in the above styled cause, it is ordered that all creditors of the Johnson City and Carnegie Street Railway Company are hereby notified to have themselves made parties to this suit by petition, and to file and prove their respective claims against the said defendant corporation within four months from this date, or they may be excluded from this proceeding. The institution of any separate suits by any of the creditors or claimants against said defendant corporation, except by permission of this court, is hereby enjoined.

This Dec, 15, 1897.

W.F. Young, C. & M.

By C.W. Hodge, D.C. & M."

1897. "Johnson City. – Johnson City & Carnegie St. Ry. Co. 4m, 4-8½ g, 45 lb T r, 4 c, of which 2 are m c, and 2 t c. Gen. Elec. System, Ellis cars. Power rented. Pres. E. Day, V. Pres. F.A. Stratton, Sec. Treas. Gen Man. & Pur. Agt. J.E. Brading. Elecn. J.A. Landon."⁵⁵

February 1898. American Street Railway Investments.

"Johnson City, Tenn. Population in 1880, 685, in 1890, 4,161.

Johnson City & Carnegie Street Railway Co. – Charter and municipal franchise granted in 1892 in perpetuity. Annual meeting in Apr. In Apr., 1897, a number of the bondholders applied for a receiver for the company.

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Officers. – Pres. E. Day, V. Pres. F.A. Stratton, Sec. Treas. Gen. Man. & Pur. Agt. J.E. Brading, Ch. Engr. J.A. Landon.

Directors. – F.A. Stratton, E. Day, A.M. Young, W.B. Hosmer, J.K. Smith, E.M. Bunall, E.H. Stevens.

Date of information, Feb., 1898."⁵⁶

10 March 1898. The Johnson City Comet.

“The Churches of the City. There is no town of its size in East Tennessee that can boast of as many advantages and enterprises as Johnson City. We have now in operation fourteen factories employing hundreds of people, four rail roads, including the Embreeville branch, electric lights, street car line, water works, furnishing pure spring water from the mountains, fine schools, etc. Yet there is not a town of its size anywhere but what has better houses of worship...”

12 January 1899. The Johnson City Comet.

“Will Operate the Cars. The Johnson City and Carnegie Street Railway Co. is preparing to operate the line in the near future. A force of hands are at work clearing out the track and will put in new ties where necessary and make any other needed repairs. It is possible that a track will be laid down Second Avenue to the Carnegie furnace. The business created by the furnace being in blast will make such an extension a paying investment.”

14 September 1899. The Johnson City Comet.

“Will Move to the River. It was announced some months ago that the Watauga Lighting and Power Co. had purchased a water power site on the Watauga river and contemplated moving their power plant from Johnson City to that point. The movement has been delayed longer than was contemplated, but it has now been decided to make the change at once and preparations are now being made to begin the construction of the dam across the river. L.T. Duke, of this city, will do the rock work and put in the foundation for the power house and machinery. The change is being made in order to make electricity more cheaply and thus enable the company to furnish a power for small industries that will be cheaper than steam. The plant in Johnson City will not be moved, but will be maintained properly equipped for use in case of an emergency.

The building of this plant at the river means that the street car line will be put in operation and the line extended to the river. Heretofore the expense of operating the plant has rendered it impossible to run the cars at any profit.”

5 October 1899. Engineering News and American Railway Journal.

“Johnson City, Tenn. – It is stated that the Watauga Lighting & Power and the Johnson City & Carnegie St. Ry. Co. have let contracts, at about \$25,000, for certain improvements to the plant.”⁵⁷

28 October 1899. Western Electrician.

“The Connecticut capitalists who own the Watauga Lighting and Power company and the Johnson City and Carnegie street railway of Johnson City, Tenn., have awarded the contract for building a dam in Watauga River, near Johnson City, and propose operating their plants by means of electricity produced by water power. The cost of improvements is estimated at \$25,000.”⁵⁸

18 November 1899. Electrical World and Engineer.

“Johnson City, Tenn. – The Watauga Lighting & Power Company, of Johnson City, has undertaken to dam the Watauga River in Washington County, Tenn. The power is to be used for electrical purposes, and it is said that the company contemplates in this connection extending the Johnson City street railway to points in the surrounding country.”⁵⁹

30 November 1899. The Johnson City Comet.

“Contract Closed for Machinery. Mr. F.A. Stratton, now of New York, was in the city Monday on business connected with the Watauga Power Company. In conversation with The Comet he stated he was here to close the contract for all necessary machinery for equipping the water power plant the company is now building on the Watauga river. Readers of The Comet will remember that this company recently decided to put in a plant at the river and utilize water power in making electricity. This change will enable the company to furnish electricity for manufacturing industries and for lighting purposes at a smaller cost. The plant at the river is progressing rapidly and will cost over \$25,000 to build and equip. Mr. Stratton says the machinery in the plant in the city will not be taken to the river. He further stated that the car line will be put in operation next spring if there is any prospect of making operating expenses.

This corporation is one of the best institutions in the city and has one of the finest electric power plants in the South now running here. It was built to supply a city of 50,000 inhabitants. The water power plant at the river will be on the same substantial basis. The best of everything seems to be good enough for this company and nothing else suffices.”

8 March 1900. The Johnson City Comet.

“Machinery Arriving. The water power machinery to be used at the new power plant, the Watauga Lighting and Power company is building at the Watauga river is arriving. A car load was unloaded yesterday and will be taken out to the new plant over land at once. Other machinery will arrive as rapidly as the factories can turn it out and it is hoped to have the water power plant ready for operation in a short time.”

31 May 1900. The Johnson City Comet.

“Last week old Lake Watausee was drained and hereafter it will produce grain instead. The lake was built about eight years ago by the Connecticut Land Company to beautify their property at the terminus of the street car line, and covered about two acres.”

23 August 1900. The Johnson City Comet.

“Work Progressing. The work of putting in the water power plant on the Watauga river for the Watauga Lighting & Power Co., is progressing rapidly. The water wheel has been placed and the other machinery is being put in position. The poles for carrying the wires are being distributed and will be set at once. The new plant will be in operation before winter.”

Note: “This changeover to a different power source was the last straw for the trolley line. The management decided to dismantle the entire streetcar system.”⁶⁰

20 September 1900. The Johnson City Comet.

“The street car line will soon be a memory. The track is now being put in condition to run cars so the rails can be taken up and hauled to the depot for shipment up the Narrow Gauge. They have been sold to the U.S. Leather Co. and the cars have been sold to a Pittsburg company.”

1900. The Street Railway Review.

“Johnson City & Carnegie St. Ry. Co. 4 miles, 5 cars. E. Day, pres; J.E. Brading, secy, treas, mgr. and pur. Agt.”⁶¹

1900. Poor’s Manual of the Railroads of the United States

“Johnson City and Carnegie Street Ry. – Length of line, 4 miles. Gauge, 4 ft. 8½ in. [illegible] 45 lbs. Cars (motor), 4. Operated by electricity. Power is rented. Chartered in perpetuity in 1892. [missing] al stock, auth. And issued, \$50,000.

Directors. – F.A. Stratton, A.M. Young, E. Day, J.K. Smith, W.B. Hosmer, E.M. Bunall, E.H. Stevens. Officers: E. Day, Pres.; F.A. Stratton, Vice-Pres.; J.E. Brading, Sec., Treas., Gen. Mgr. & Pur. Agt., Johnson City, Tenn. General Office, Johnson City, Tenn.”⁶²

February 1901. American Street Railway Investments.

“Johnson City, Tenn. Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

Johnson City & Carnegie Street Railway Co. – Charter and municipal franchise granted in 1892 in perpetuity. Annual meeting in Apr. In Apr., 1897, a number of the bondholders applied for a receiver for the company.

Capital Stock, authorized and issued, \$50,000.

Plant and Equipment. – Miles of track (electric), 4; gauge, 4 ft. 8½ in., 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

Officers. – Pres. E. Day, V. Pres. F.A. Stratton, Sec. Treas. Gen. Man. & Pur. Agt. J.E. Brading, Ch. Engr. J.A. Landon.

Directors. – F.A. Stratton, E. Day, A.M. Young, W.B. Hosmer, J.K. Smith, E.M. Bunall, E.H. Stevens.

Date of information, Feb., 1901.”⁶³

7 March 1901. The Johnson City Comet.

“Dropping a mass of gold worth \$250,000 right down in one place, with more to follow, makes our people wonder what next will follow. Johnson City, with a building and appurtenances worth one million and a half can put on airs for certain. She can relay her street railway and obtain communication with the crystal tide of the ‘beautiful Watauga.’ – Herald Tribune.”

18 April 1901. The Johnson City Comet.

“Site Selected. Soldiers’ Home Committee Finish Their Work and Depart.

The agony is over.

The dove sent out by Uncle Sam has returned and brought a twig from a high point on the west side.

After looking at every location offered, the board of managers finally selected a site for the Soldiers’ Home Sunday morning. The site selected begins at the corporation line one mile west of public square and extends along the north side of the Southern Railway for more than a mile, and contains something over 400 acres of the best land in Washington county. The site is composed of the lands of Joe P. Lyle, John F. Lyle, J.M. Martin, R.F. Hale and the heirs of C.J. Lyle, or the Burt farm. This land touches the Southern right-of-way on the south and rises gently to the north, forming a comparatively level plateau overlooking the city and surrounding country. The board of managers discovered this site while passing by on the train and fell in love with it, so to speak. They asked to be driven there, and when upon the ground their first impressions were more than realized, and from that time on they devoted a good portion of the time to looking up the advantages of this location as to water and drainage.

It would be impossible to go into detail about the excitement in the hotel lobby Saturday afternoon and evening when the advocates of the two sites in question, ‘Carnegie’ and ‘Lyle,’ were trying to bag their game. All kinds of rumors were afloat, and the hopes of one side would go up as those of the other side would go down.

Sunday afternoon the statement was made by Col. Brownlow that the committee had decided on the ‘Lyle’ location provided certain conditions could be met. These conditions have been met and the matter is settled.

Col. Thos. E. Matson, a resident engineer, has been employed to survey the tract and has a corps now in the field platting the land and making a topographical survey. S.C. Williams, of the law firm of Kirkpatrick, Williams & Bowman, has been employed to draw the deeds and look up the titles.

As a matter of fact the location is as nearly perfect as it is possible to get, and the board of managers were unanimous in declaring that it was far superior to the Dayton (O.) Home, and that has heretofore been considered the finest spot in the United States. It will be impossible to obstruct the view of the Home from the Southern Railway, and passengers can see every building and the grounds from the train for more than a mile.

Located as it is, the Home will be worth many times as much to Johnson City, from an advertising standpoint, as at any other place. Again, the location above town fixes the business center of Johnson City at the old stand permanently, and for this a great many are thankful.

It was urged by some that Col. Brownlow controlled the location, but this was denied by the Colonel. He told The Comet that he favored the Carnegie site on account of getting a car line at once, and because the water and lights and hotel accommodations were already there, but he recognizes the fact that the committee was selecting a site for the government and not for the accommodation of any person. There can be, and is, no objection to the site. It is all that could be desired from any point of view.

Before leaving the board of managers stated that active work would commence upon the buildings within a very short time. The law requires that work shall commence within six months from the passage of the act. The first buildings to be erected will be a power-house, dining-room and kitchen. This is expected to exhaust the present appropriation, and \$500,000 additional will be asked for this fall.

This is not only the best thing that ever struck Johnson City but it is the biggest thing that ever came south. It will require one and a half million dollars to complete the Home and five years to build it. When completed it will require \$500,000 annually to maintain it and pay out in pensions over \$25,000 quarterly. What it will do for Johnson City, Washington county and East Tennessee will be a blessing.”

18 April 1901. The Johnson City Comet.

“The board of mayor and aldermen will have propositions from street car companies for franchises in a short time and they should remember that they are elected to look after the people’s interests. Johnson City should profit by the experience of other towns.”

13 June 1901. The Johnson City Comet.

“Car Line a Possibility. F.A. Stratton and other stockholders of the Watauga Lighting & Power Co., were in the city last week looking over the situation. Mr. Stratton told The Comet his company would build a car line to the Soldiers’ Home if the Southern did not put a depot at the site. They will probably extend the line over the city in other directions. This company operated a car line to Lake Watausee a few years ago and recently took up the T rail and sold it The trolley was left intact and the line will in all likelihood be rebuilt. The power company are also figuring on furnishing lights for the Soldiers’ Home.”

6 July 1901. The Electrical World and Engineer.

“Knoxville, Tenn. – It is stated that an electric railway will be built by eastern capital from Johnson City to Jonesboro, a distance of seven miles.”⁶⁴

15 August 1901. The Johnson City Comet.

“F.A. Stratton is in the city and will remain awhile to look after the interest of the Johnson City street car line.”

21 November 1901. “Street Car Franchise... Whereas, W.T. Brownlow of Jonesboro, in the county of Washington, state of Tennessee, did on the 21st day of November, 1901, make application to the Board of Mayor and Aldermen of the town of Johnson City, for the sole and exclusive right, privilege and franchise of constructing, building and maintaining an electric street car or tramway line within and upon certain streets within the town of Johnson City Tennessee, to be operated by animal, steam, or electricity as a motive power for passenger traffic, together with the right to erect and maintain poles, wires and other appliances therefor...”⁶⁵ The Tradesman reported that “The plant of the Watauga [Electric] Company was purchased in 1901 for \$20,000 by the late Col. W.P. Brownlow and associates.”⁶⁶

28 November 1901. The Johnson City Comet.

“Legal Notification. At the last meeting of the city council the recorder was ordered to notify the Johnson City Street Railway company that it must operate the street car system or forfeit its franchise. According to the provisions of the grant 12 months notice is necessary before the city can cancel the franchise. The company has the right to reconstruct the line and operate the system within the 12 months if it chooses, and the franchise continues as if nothing had occurred. It was the opinion of the board that the failure of the company to operate the line for 12 months began to run from the date of notice by the city that the line must be operated. That notice has now been given.”

5 December 1901. The Johnson City Comet.

“John Howard is running Johnson City’s first ‘cab.’ When you are tired walking and simply desire to put on style call his ‘cab’ and go where you please for 15 cents.”⁶⁷

The Johnson City Traction Company (1902 – 1935)

Timeline

6 February 1902, the Johnson City Comet publishes the new and approved “Street Car Franchise.”

May 1903, reconstruction begins at the power house on Roan street, toward the new Soldiers’ Home.

4 July 1903, regular street car service to and from the Soldiers’ Home commences.

December 1908, “The Johnson City Traction Company has started on the extension of its line to the Carter addition, a distance of about a mile. The company has also ordered three new cars.”

September 1909, “The Johnson City Traction company operates four miles of track and its cars are run to and from the business portion of the city, the Soldiers’ Home and Carnegie. The regular schedule requires the operation of three cars, but this number is increased during rush hours...”

September 1911, the trolley line to the State Normal School opens.

June 1912, Tennessee Eastern Electric Company acquires the Watauga Electric Company and the Johnson City Traction Company.

1911, Power plant is upgraded

2 February 1935, State of Tennessee approves of the abandonment of the Johnson City Traction line.

Rolling Stock

Overview (1903 – 1923)

1903: 4 cars (2 motor cars, 2 trailers)

1903 – 1907: 9 cars (6 motor cars, 2 trailers, 1 work car)

1907 – 1908: 11 cars (six closed, four open, and 1 “express, freight, and mail,”), eight were motorized, three were trailers.

1909 – 1912: 16 cars (13 motor cars, 2 trailers, 1 work car) (ten closed, four open, and 2 “other”)

1913 – 1920: 18 cars (15 motor and 3 other cars (probably still 2 trailers and 1 work car))

1920 – 1922: 16 cars (14 motor passenger, and two “other cars”)

1923: 18 cars (15 motor pax (no 1-man) and 3 other motor)

Remaining from the Johnson City & Carnegie Street Railway: Four “elegant palace cars” were purchased from the Ellis Car Company, Amesbury, Massachusetts in 1890. These cars were

reportedly 24 foot long and could accommodate “five on a seat in open car, and eleven on a side in closed car.” One source reports that the “open” “summer” cars could accommodate 40 passengers (so apparently eight rows of seats). Another source reports that there were two motor cars and two trailer cars.

December 1903. “The Johnson City Traction Company will receive two large vestibule cars about the 20th of this month... They are the latest model, about 30 feet long” “have two rows of seats” “from Saint Louis... same make as those of the Knoxville Traction company”. “The cars are thirty-five feet long, full vestibule and have double trucks under them. These are intended to accommodate the heavy travel to the Soldier’s Home.” Presumably, these cars were numbered 5 and 6.

March 1904. “Johnson City Traction Company has purchased two cars to be used as trailers” Presumably, these cars were numbered 7 and 8.

By May 1904, the Johnson City Traction Corporation had acquired a “work car,” which appears to have been used for mail and freight service, which began about March 1905.

24 October 1907. “Two new street cars were received by the Johnson City Traction Co. this week. These cars are of the same size as the small ones [24 foot in length] now in use [“open” No. 1 and 4], and fitted with seats running lengthwise. The small cars will be disposed of.” Presumably, these cars were numbered 9 and 10.

6 February 1908. “The Johnson City Traction Company... is planning to put on two new cars...”⁶⁸ Presumably cars No. 11 and No. 12.

27 January 1910. “The Johnson City Traction Co., has received two new cars...”

“By 1916, the company had 14 dark green streetcars, trimmed in yellow.”⁶⁹

1927. “Johnson City Traction Company... is reported to have bought two new cars” from the Boston Elevated Railway Company, which sold Birney “Car 9010 sold to Johnson City Traction Company...”

1927. The Johnson City Traction Corporation “Junked 2 City Motors”

Trolley Cars and their Operators

No. 1. One of the two 40-passenger “open” or “summer” cars (apparently eight rows of seats that could accommodate five people each), from Ellis. See Figure 17.

No. 2. “inscribed with the letters ‘Carnegie’ and ‘Oaklands’”. One of the two “closed” or “winter” cars “with eleven on a side” that could accommodate 22 passengers, from Ellis. See Figure 14.

No. 3. One of the two “closed” or “winter” cars “with eleven on a side” that could accommodate 22 passengers, from Ellis. See Figure 15.

No. 4. Presumably, the other 40-passenger “open” or “summer” car (apparently eight rows of seats that could accommodate five people each), from Ellis. See Figure 17.

No. 5. Apparently a 35-foot long vestibule car with two rows of seats and double trucks, intended for servicing the Soldiers’ Home, “from Saint Louis... same make as those of the Knoxville Traction company”, a Mr. Swingle was motorman in 1904. Apparently, this car was manufactured by the American Car Company of St. Louis, Missouri (which had been acquired by the J.G. Brill Company of Philadelphia, Pennsylvania, in 1902).

No. 6. Apparently a 35-foot long vestibule car with two rows of seats and double trucks, intended for servicing the Soldiers’ Home, “from Saint Louis... same make as those of the Knoxville Traction company”. Apparently, this car was manufactured by the American Car Company of St. Louis, Missouri (which had been acquired by the J.G. Brill Company of Philadelphia, Pennsylvania, in 1902).

No. 7. Apparently this car routinely operated on the line to the Normal School. See Figure 18.

No. 8. W.E. Meadows, motorman (November 1908), two trucks. By 1911, D. Monroe Lilley was conductor and Frank Mitchell was motorman. Apparently this car routinely operated on the line to the Normal School. See Figure 27.

No. 9. Presumably, “same size as the small ones now in use [No. 1 and 4], and fitted with seats running lengthwise.”

No. 10. Presumably, “same size as the small ones now in use [No. 1 and 4], and fitted with seats running lengthwise.”

A “work car” had been acquired by May 1904, which appears to have been used in mail and freight service.

1912. Edward Smith was identified as a motorman for the Johnson City Traction Corporation.

1930: motormen and conductors: D.T. Cash, Charles Barnes, O.D. Whitlock, Teddy Branscomb, Frank Land, George Carder, Fred White, Polly Meadows, John Lusk, and superintendent Tom Land.

Trackage

- About four miles, 1903 to 1911; about six miles (1911 – abandonment), standard gauge (4 ft. 8½ in.), track laid with 70 lb. T rail (and later, some 90 lb. rail)
- Wooden bridge on Roan Street over Brush Creek
- Wye at Watauga Avenue and north Main
- Passing siding somewhere on Watauga Avenue, 500 ft. long (0.10 mile), by 1907. In November 1908, “extending the switch on Watauga avenue about seventy-five feet so that three cars can pass easily”

- 1903: Two unprotected steam railroad crossings of the Southern Railway, on Roan and Main streets, respectively). In 1911, another unprotected was placed across the ET & WNC RR and the Clinchfield R.R. on Buffalo Street.
- 52 wooden trolley poles per mile (by 1907), overhead wires used along the length of the system.

“Division No. 1. From public square to East Market street, thence along East Market street to Division street, thence on and along Division street to Walnut street, thence on and along Walnut street westward to the corporation line...

Division No. 2. From public square to West Market street, thence on and along West Market street to Boone street, thence on and along Boone street to Unaka avenue, thence on and along Unaka avenue to Oak street, thence on and along Oak street to Myrtle avenue to New street...

Division No. 3. – From New street to the Carnegie Hotel on such streets as the board of Mayor and Aldermen shall direct in writing...”

Power house to Soldiers’ Home, opened 4 July 1903.

The street car line out Watauga Avenue to New Street begins operation by January 1904, a total of about 2½ miles of track are now in service. This line was extended to the Hotel Carnegie by December 1904.

September 1909. “The Johnson City Traction company operates four miles of track and its cars are run to and from the business portion of the city, the Soldiers’ Home and Carnegie. The regular schedule requires the operation of three cars, but this number is increased during rush hours...”

September 1911. The trolley line to the State Normal School opens.

Power Plant (1902 – 1911)

- Thomson-Houston Electric System.
- Two 150 horsepower Zell Boilers, coal fired.
- Two 300 horsepower Corliss steam engines with fly-wheels “18 feet in diameter and 43 inches on the face” to drive the dynamos. Probably a 20x24 cylinder, operating at 80 r.p.m., see Appendix F.
- Four General Electric dynamos – “two arcs with a hundred light capacity” and “two alternating, each having a capacity, of 2,000 incandescent lights” as well as “one 80 horse-power generator for driving street cars.”
- General Electric motors.
- Two “40 in. doubles and eight or ten dynamo belts eight to sixteen inches wide”

Power Plant (1911 and later)

- Two a.c. General Electric [Generators?], 3 phase, 60 Hertz, total 650 kilowatt
- Two 120-kw G.E. 500-volt motor generator sets

- 500 hp.e. Allis-Chalmers
- Campbell & Zell Boilers (probably still 2 x 150 horsepower) and Babcock & Wilcox boiler(s) probably providing 600 horsepower, total 900 horsepower.
- 500 kilowatt General Electric steam turbine
- Commercial voltage: 2800 volts
- Trolley voltage: 600 volts.

Buildings

- A “fire-proof brick building, one story high, 97x64, with wing 17x37.”
- The main building – 30x100 – will be occupied by the shafting and dynamos.
- Car House – 60x110 feet
- Stack – 80 foot

Note: There is considerable variance between some of the sources, with respect to the equipment and trackage used the Johnson City Traction Company, as well as the date of its appearance.

Open Car No. 1

Charles Mallicote and John Lusk will act as motormen and Glen Gillespie and Dudley Jobe conductor Lonnie Miller and motorman Geo. Carter

No. 5 Motorman Swingle

No. 8 W.E. Meadows, motorman, D. Monroe Lilley/Lilly, conductor

Brill Trolley Cars operated by the Johnson City Traction Corporation

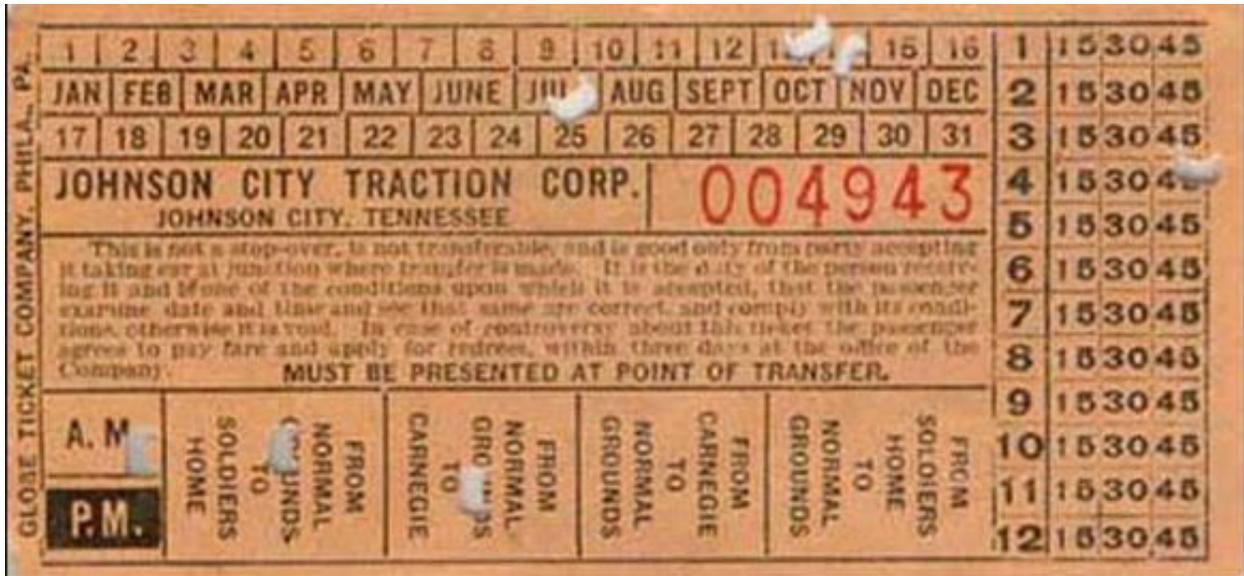
Order	B	Company	St	No	Type	Type 2	End	Roof	Tr	Length	Car Nos	Date	Truck	Notes
10088	B	Johnson City Traction	TN	1	Closed		DE	Deck	DT	28' OB				x 1644
12652	B	Johnson City Traction	TN	1	Closed		DE	Deck	DT	28' OB		Jun 13		x-1978

Notes:

“DE” appears to indicate double-end operation.

10088 appears to date from 1900.

12652 appears to date from 13 June 1903.⁷⁰



“Trolley Ticket from Johnson City Traction Company”⁷¹



Figure 13. Logo of the Johnson City Traction Company⁷²

2 January 1902. The Johnson City Comet.

“Committee on Franchise. The committee appointed by the Mayor Thursday night to which was referred the application for a franchise for a street railway will meet at the recorder’s office on the afternoons of the 7th, 8th, 9th and 10th of January from 2 to 4 o’clock. The purpose of the committee is to go over the franchise proposition already presented and to consider any others that may be offered and make recommendations to the board at the next meeting.”

16 January 1902. The Johnson City Comet.

“Board Meeting. The meeting of the city council Thursday night was again held in the opera house to accommodate the citizens who desired to hear the further consideration of the street railway franchise. A large crowd of representative citizens were present. The special committee appointed by the board to consider the franchise and any other that might be offered was not ready to make a report, and Chairman Ellsworth asked for further time of one week. This committee had been corresponding with Mr. Brownlow regarding some changes and had been giving several afternoons to hearing what the people had to suggest, and nothing definite having been agreed upon, more time was necessary. Notwithstanding this situation there were citizens present who insisted that the board take the proposition from the committee and pass it upon the second reading. This opened the floodgates of oratory and it poured forth like oil from a Texas gusher. In the meantime F.A. Stratton served legal notice upon the board that at the next regular meeting of the council the Johnson City Traction Co., a company now being incorporated, would make application for additional streets upon which to operate a street railway. This company will have any existing rights heretofore granted to A.M. Young and associates. In other words, it is the old street car company proposing re-establish its lines and extend them to the Soldiers Home. Some of the guns were trained upon this company, but did not take effect. This company proposes to post a cash forfeit for the faithful performance of its propositions. When the light was turned on the Brownlow franchise it was found that there was no sort of guarantee that the provisions of the franchise would be carried into effect, not even a forfeiture clause. It is true the promise was made to do certain things, but no penalty attached for a failure to do so and yet this franchise was drawn by the city attorney, who states openly that he had done so with only the interests of the town in view. The flow of oratory was finally stopped by the council voting to grant the time asked by the committee. The board will meet in extra session next Thursday evening, January 23d, to hear the committee’s report.

Notes.

Wofford’s apology was worse than the offense.

The ‘old company’ does not ask an exclusive franchise to the Soldiers Home.

If the majority of the citizens present were not in favor of the ‘old company’ it was the most deceitful crowd we ever saw.

When Mr. Cox made his great ‘bluff’ Mr. Williams ‘stood pat’ on four aces and ‘called’ him, but Mr. Cox claimed misdeal.

To be frank we must admit that we were unable to decide whether Sam Crumley favored the franchise or the franchisee.

Mr. Cox’s mistake was in not naming the great statesman he referred to in his grandiloquent effort. The people understood he had in mind the illustrious representative, C.A. Royston.

If the city attorney has ever been in doubt about the sentiment of the general public in regard to the dual position he is attempting to occupy his vision should have been cleared at this meeting.

The statement of Chairman Ellsworth, of the franchise committee, that practically all of the citizens who had made suggestions to the committee had been in favor of a guarantee clause and other safeguards ought to satisfy the public that someone has been trying to mislead them in making a statement that the people were 16 to 1 in favor of the franchise, and that the sentiment was strong enough to convince the committee that a report in favor of the Brownlow proposition would alone carry out the wishes of the people.”

16 January 1902. The Johnson City Comet, extracts from letters to the editor.

“It’s no trouble to tell a snake-in-the-grass from an ass.

Beware of the man who thinks you are a scoundrel because you do not agree with him.

If Mr. Brownlow asks for a franchise as a private citizen why all this gush about his work as congressman.

It is the insignificant change now in a franchise that may mean much for Johnson City, in the years to come.

Between the two applications for a street railway franchise Johnson City ought to get something that suits it...

It is not an evidence of good citizen ship to be willing to sacrifice the town in order that a personal friend may be benefitted.

Johnson City wants a street car line – as many as it can get – but it should make such terms in the franchise as will be fair to the city.

It is unfortunate that Mr. Brownlow’s friends should insist upon considering his franchise as a personal matter rather than upon its merits...

If a street railway franchise in Johnson City is not valuable, why this attempt to move heaven and earth in getting it? The city should have compensation in the way of a small percentage in gross receipts after five years. Five per cent would be small enough.

Mr. Brownlow evidently wants the city to appoint him minister plenipotentiary with powers extraordinary over its streets. If he can get certain things done that he desires the city shall have a car line, if not he will resign his position at the expiration of two years...

The Comet does not pretend to believe that there are not people honestly in favor of the Brownlow franchise, but it also thinks that some of those who oppose some of its clauses are likewise honest, in their opinions. The inference that opposition is for the purpose of delay in order that some one may make a nickel comes from a disordered brain, if brain at all.”

23 January 1902. The Johnson City Comet.⁷³

“Street Car Franchise. Full Text of the Substitute Ordinance Prepared for Mr. Brownlow’s Acceptance.

The city council met Thursday evening to hear the Franchise Committee’s report upon the street car franchise. The committee reported a new franchise, and after a few minor amendments it was substituted for Mr. Brownlow’s franchise and passed upon its second reading. There will be other amendments made when the ordinance comes up for its third reading. The committee was continued and the board authorized Mayor Summers to employ an

attorney to aid the committee in the further consideration of the matter. Mayor Summers will call in Judge Curtain, of Bristol.

The New Franchise [see February 1902, below, for the final, approved text]...

The following provision was passed in by Robt. Burrow and presented by Alderman Bullock, but was not seconded:

That the Board of Mayor and Aldermen does not by any action herein in tend to recognize the street-car franchise granted to A.M. Young and associates as being still in existence, or to express any opinion as to whether or not said franchise has been forfeited by non-use.

The following provision was suggested by H.C. Williams and is intended only to fix the point at which the corporation can be taxed. Chairman Ellsworth asked that it go over until the next meeting:

It is further stipulated, That in event this franchise is assigned by said W.P. Brownlow to a corporation, then it is made a condition to the vestiture and continuance of said franchise in said corporation that the home office, and principal place of business of said corporation, shall be fixed by charter and corporation in Johnson City and so continued throughout the life of this franchise.”

23 January 1902. The Johnson City Comet.

“The Johnson City Traction Co. will have a proposition before the council the first Thursday in February for an extension of street car privileges.”

30 January 1902. The Johnson City Comet.

“New Street Car Company. The Johnson City Traction Company has been duly chartered by John H. Bowman, John Sanders, A.B. Crouch, A.M. Young, F.A. Stratton, W.H. Bowman, and S.C. Williams. The company has given the city council legal notice that at the first meeting in February it will make application for a franchise to build an electric car line to the Soldiers Home. This company will have any existing rights heretofore granted to A.M. Young and associates by the city. If franchise is granted the company proposes to go to work at once and put up a cash forfeit that the line shall be completed within a given time.”

5 February 1902. Electricity.

“The Johnson City Traction Company of Washington County, with a capital stock of \$45,000, has been formed by John H. Bowman, John Sanders, Adam B. Crouch, A.M. Young, F.A. Stratton, W.H. Bowman and S.C. Williams. This company will build a street railroad in this town.”⁷⁴

6 February 1902. The Johnson City Comet.⁷⁵

“Street Car Franchise. Full Text of the Ordinance as it Passed its Third and Final Reading...”

Sec. 2. The gauge of such street railway track shall be four feet and nine inches; and in laying the track a T rail may be used on all unpaved streets, and shall be laid so as not to project above the surface of the streets...

Sec. 6. Provided further, that no double tracks shall be laid on streets less than sixty (60) feet in width, nor no turn-outs nor switches in streets less than fifty (50) feet in width, unless by the permission of the Board of Mayor and Aldermen, and no turn-out shall be more than three car lengths between clearance points. But nothing in this shall prevent any manufacturing establishment from crossing streets, or having sidings put in on their own grounds for the transportation of business, and nothing in this shall give the right to any other street or streets, except, as named in this ordinance granting franchise...

Section 15. Provided further, that the said W.P. Brownlow, his successors and assigns, shall be required to construct, build, maintain and operate an electric street railway upon, over and along the following named streets and divisions, to wit:

Division No. 1. From public square to East Market street, thence along East Market street to Division street, thence on and along Division street to Walnut street, thence on and along Walnut street westward to the corporation line. Provided that work shall be commenced in good faith on this division within four months from the date of the granting of this franchise, and be completed and in operation within twelve months from the expiration of the said four months.

Division No. 2. From public square to West Market street, thence on and along West Market street to Boone street, thence on and along Boone street to Unaka avenue, thence on and along Unaka avenue to Oak street, thence on and along Oak street to Myrtle avenue to New street. Provided that work on this division shall be commenced in good faith within 12 months from the date of the granting of this franchise, and be completed and operated within two years from said date. Provided further, that a failure to commence and complete divisions No. 1 and 2 of this section, and have same in operation within the time and manner herein provided, shall work a forfeiture of this entire franchise.

Division No. 3. – From New street to the Carnegie Hotel on such streets as the board of Mayor and Aldermen shall direct in writing. Work on this division to be commenced within eighteen months and completed within thirty months from the date of the granting of this franchise. Provided, that a failure to commence and complete and operate said division as herein set out, shall work a forfeiture of the franchise on the streets within the town of Johnson City...” See Appendix G for the complete text of this article.

6 February 1902. The Johnson City Comet.

“The application of the Johnson City Traction Company for a street car franchise was received and referred to the proper committee.”

15 February 1902. The Electrical World and Engineer.

“Johnson City, Tenn. – A charter has been granted the Johnson City Traction Company. The capital of the company is \$45,000. J.H. Bowman, Adam B. Couch and others are interested.”⁷⁶

March 1902. American Street Railway Investments.

“Johnson City, Tenn. Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

Johnson City & Carnegie Street Railway Co. – Charter and municipal franchise granted in 1892 in perpetuity. Annual meeting in Apr. In Apr., 1897, a number of the bondholders applied for a receiver for the company.

Capital Stock, authorized and issued, \$50,000.

Plant and Equipment. – Miles of track (electric), 4; gauge, 4 ft. 8½ in., 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

Officers. – Pres. E. Day, V. Pres. F.A. Stratton, Sec. Treas. Gen. Man. & Pur. Agt. J.E. Brading, Ch. Engr. J.A. Landon.

Directors. – F.A. Stratton, E. Day, A.M. Young, W.B. Hosmer, J.K. Smith, E.M. Bunall, E.H. Stevens.

Date of information, Mar., 1902.”⁷⁷

Note: It appears the Ellis trolley cars never shipped to Pittsburg, see 20 September 1900, above.

5 June 1902. The Johnson City Comet.

“Street Car Line. Congressman W.P. Brownlow and associates are in the city today to investigate the advisability of building a street car line under the franchise granted in February to W.P. Brownlow. By the terms of the franchise passed February 6th work was to begin in four months and the first section to be completed within twelve months.”

26 June 1902. The Johnson City Comet.

“First Continuance. According to the terms of the franchise granted W.P. Brownlow and associates on February 6th, 1902, to build and operate a street railway system in Johnson City and to Jonesboro, work was to begin in 4 months and 20 days or the franchise was void. The time limit would have expired today, June 26th, but the board at the regular meeting last Thursday evening granted an extension of time of 60 days but did not alter any other provisions of the original franchise. This is the first continuance and an affidavit was not demanded.”

3 July 1902. The Johnson City Comet.

“The Street Railway Prospects. There is a rumor afloat that the parties who have the question of building a street car line in this city and on to Jonesboro under advisement have about decided to build the system. According to the rumor the new company has arranged to purchase the electric plants here and at Jonesboro and has made arrangements to furnish electricity for the Soldiers Home. The Comet asked Manager Johnson in regard to this matter and he stated that it was a mistake so far as the plant in this city was concerned. It has been impossible to ascertain anything official about the government contract.”

24 July 1902. The Johnson City Comet.

“The Watauga Lighting and Power Company is putting a slate roof on the boiler-room of the power-house.”

31 July 1902. The Johnson City Comet.

“Street Car Prospects. Col. Brownlow has been over from Jonesboro several days this week. He was accompanied by a Mr. Andrews whom he is trying to interest in the new street car line to Jonesboro. If this line is built it is the desire of the new company to buy the electric light plant in this city and its franchises. The old company has made them a price and there the matter rests. F.A. Stratton is here from New York to take care of the interests of the old company and told The Comet that if the new people did not put in the car line as agreed that the old company was ready to put in a street car system and would begin at once to do so after the franchise granted Mr. Brownlow expires on the 20th instant.”

21 August 1902. The Johnson City Comet.

“Time Extended Again. At a meeting of the city council Thursday another application was made by City Attorney J.B. Cox, representing W.P. Brownlow, for an extension of time in which to begin work on the street railway. He asked for 60 days and Aldermen Ellsworth, Hart and Linville voted against it. There were only six aldermen present and the mayor had the deciding vote. After considerable talk the time limit was reduced to 30 days and passed with Aldermen Linville and Hart apposing. It will be remembered very vividly that when this franchise was first asked for there were all sorts of promises to begin work at once – ten days if desired – and there was talk of a bond for \$20,000 and so on. However, the franchise itself gave four mouths and 20 days to ante and had a fixed limit, but the days rolled by and the fellows who had money refused to make good and the time was about to expire. The fellows who could commence any old time, if you believe their story, asked for 60 days more and got it. Then new people were sought for and men came here from other states and looked over the situation, took a ride over the Jonesboro extension and passed into history. In the meantime the hours were slipping by and next Tuesday it would all have been over, but the mayor and board of pardons granted a respite of 30 days more.

The Comet has never believed, and we are not alone on this point, that this line could be built as the franchise provides, and we think that fact has been clearly demonstrated to every intelligent person. This would be reason enough to stop this farce if there was not another and stronger one. With that franchise out of the way, A.M. Young and associates will put in a street car system through the city and to the Soldiers’ Home and pay something for the privilege. F.A. Stratton was here a few days ago, representing what is known as the old company, and he says they are now ready, and have been for six months, to put in a street car system upon a business-like plan. It seems to be up to the board to let Johnson City have a street car system now or keep it out of one indefinitely. If responsible parties were not waiting to build this line there could be objection to allowing Mr. Brownlow all the time he desires, but when men with money are willing to pay for a franchise, heretofore given, and build the road right now, the board owes it to the people to compel Mr. Brownlow to act or retire.”

16 October 1902. The Johnson City Comet.

“Brownlow and Johnson City. There are some things W. Prosperity Brownlow has done for Johnson City that he is too modest to mention, but we will tell you: First, he kept the city

from getting one thousand dollars, and perhaps more, for a street car franchise last February. Second, he has kept the city from having a street car line during the year 1902. Third, he has done more than any living man to impede the progress of the city. How, do you ask? He talked and boomed the city in every conceivable way in order to sell a street car franchise the board had given him over a cash competitor and had four different parties send representatives to this city to look into the matter. Each representative found things not as represented and the street car franchise was not bought, but died after seven months and twenty days on Brownlow's hands.

These are facts. Do they indicate that Wily Politician Brownlow has ever for one moment put Johnson City ahead of self in anything he has attempted to do for this city? Hundreds of our citizens heard him declare in most positive terms in the opera house when the street car matter was before the board that unless he was given the franchise that no street car should ever run into the Soldiers Home."

13 November 1902. The Johnson City Comet.

"Work on the new Arlington hotel building is progressing satisfactorily."

11 December 1902. The Johnson City Comet.

"New Charters. Secretary of State John W. Morton has granted a charter to the Watauga Electric Company of Washington county, with \$50,000 capital stock. The incorporators are A.M. Young, F.A. Stratton, John H. Bowman, W.C. Armstrong, S.C. Williams, Tate L. Earnest and Walter H. Bowman.

The Johnson City Traction Company has filed an amendment to its charter, giving it the right to acquire franchises over additional streets. – Nashville Banner."

20 December 1902. Engineering Record, Building Record and Sanitary Engineer.

"Watauga, Tenn. – The Watauga Electric Co. is reported incorporated, with a capital of \$50,000, by A.M. Young, F.A. Stratton, and others."⁷⁸

1 January 1903. The Johnson City Comet.

"With the Board... A.M. Young and associates will make application at once for a street car franchise to the Soldiers Home and over other streets."

15 January 1903. The Johnson City Comet.

"The street railway franchise came up on its second reading and passed. Several amendments were offered by the street committee and by consent were laid over until the next meeting. They are acceptable to the grantees and will be incorporated in the franchise before it passes its final reading. Under the provisions of the franchise work is to commence in three months and one mile of track is to be built within one year and three miles within eighteen months. The fare shall be 5 cents and a twenty minute service given. The franchise covers all the streets and is exclusive for twenty years."

17 January 1903. The Engineering Record.

“Johnson City, Tenn. – A.M. Young & Co., of New York, are about to petition the City Council for a franchise for an electric railway.”⁷⁹

22 January 1903. The Johnson City Comet.

“At Johnson City. (Special Cor. Manufacturers’ Record.) Johnson City, Tenn., January 17. – The application of the Johnson City Traction Co. for an electric street railway franchise has been passed on a second reading in the city council. The company proposes to build one mile within nine months, and to have three miles in operation within three years...”⁸⁰

29 January 1903. The Johnson City Comet.

“Street Car Franchise. Thursday evening of this week the city council passed upon its third and final reading the street car franchise asked for by the Johnson City Street Railway Co. after several amendments had been adopted. Under the provisions of the franchise work is to be commenced in thirty days, but there is no forfeiture unless they fail to begin work within six months after the expiration of thirty days. Mr. A.M. Young of New York is largely interested in the enterprise and there is little doubt that work will be started in good faith upon that portion of the line to be built to the Soldiers Home as soon as the weather will permit. The Comet can assure the citizens of Johnson City and those who are to become residents that we are soon to have a modern street railway covering the populated portion of the city.”

19 February 1903. The Johnson City Comet.

“H.H. Kirkpatrick and family moved to Johnson City last week. Mr. Kirkpatrick will manage the building of the street car line between that place and the Soldiers’ Home. – Herald and Tribune.”

21 February 1903. Street Railway Journal.

“Johnson City, Tenn. – The Johnson City Traction Company is said to have awarded all contracts for the material to be used in constructing its proposed road here. According to report, active work is to be begun April 1. H.H. Kirkpatrick is manager of the company.”⁸¹

26 February 1903. The Johnson City Comet.

“Street Cars again for Johnson City. Hon. John H. Bowman, one of the leading attorneys of Johnson City, has been here for a few days. He has great hopes of his town and says it has the best promise of any town in the state. More than two hundred houses were built there last summer, and still there is not an empty house in the town. He had been informed that the O.R. & C. R.R. will be completed in the near future, and give to the city another trunk line. The north end of this road will open up one of the largest coal fields in the county, and he believes that this end of the road will be built soon. The town is again to have its street cars, which it once had

during the boom, but now they will be put on again, and the old-time hum of the trolley is to be heard again. – Knoxville Sentinel.”

12 March 1903. The Johnson City Comet.

“The permanent track to the coal chutes at the power house will soon be completed.”

March 1903. American Street Railway Investments.

“Johnson City. Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years.

Capital Stock, authorized and issued, \$50,000.

Plant and Equipment. – Miles of track (electric), 3; gauge. 4ft. 8½ in., 70 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

Incorporators. – A.M. Young, F.A. Stratton, S.C. Williams, J.H. Bowman.

Date of information, Mar., 1903.”⁸²

23 April 1903. The Johnson City Comet.

“Street Expenditures. Streets leading toward Mountain Branch of the National Home, D.V. Soldiers.

(1) For grading, macadamizing, etc., of Buffalo Street from Public Square to Walnut Street, and Walnut Street to Corporate line as follows:

Grading and macadamizing Buffalo Street full width (40) forty feet; and placing necessary drain, bridging and tiling; and for grading Walnut Street from Buffalo Street to the Corporate line, (60) sixty feet wide, and macadamizing same between same points, (16) sixteen feet wide; and necessary bridging, culvert and tiling; a total proposed expenditure of \$6,000.00...

For grading, macadamizing, etc., of West Main street from Public Square to Summer Street, and Summer Street to Lamont Street, and Lamont Street to Corporate line, as follows: Grading and macadamizing West Main Street, full width of fifty feet (50), from Public Square to Brush Creek; and for dressing up and regarding same full width of fifty (50) feet from Brush Creek to Summer Street, and macadamizing same, between these points, to a width of sixteen (10) feet, and necessary drain, tiling; and for grading Summer street from West Main to Lamont and Lamont Street from Summer to corporate line, sixty (60) feet wide, and macadamizing same between the same points sixteen (16) feet wide; and necessary culverts and tiling; a total proposed expenditure of. \$6,000.00.

Provided, That if there is any surplus left of said \$6,000.00 after completing the above, then same to be expended in repairing the existing macadamized streets of the town, below named.

And, Provided, Further, That no part of said sixteen feet or macadam shall be used or laid so as to be used by the Johnson City Traction Company, in event that Company uses any of the streets aforesaid as route or part of route to the Mountain Branch, N.H.D.V.S. as ballast for its car line.

Opening and Grading Boone Street Through from West Market Street
To West Main Street.

(2) For the purchase of right of way, opening and grading an extension of Boone Street (50) fifty feet wide from West Market Street to West Main Street, near Presbyterian church; a proposed expenditure of \$400.00.

Provided, That if the said street extension can not be opened and graded, as aforesaid, for said sum, then said sum of \$400.00 to be expended in the repair of below named existing macadamized streets of the Town; and any surplus out of the \$400.00 shall be used in like manner.

Grading and Macadamizing, Etc., of Watauga Avenue to West Main Street.

(3) For the grading and macadamizing of Watauga avenue from Boone street to West Main street, the grading to be of full width, and the macadamizing sixteen (16) feet wide; also for erecting wooden bridge on the west fork of Brush Creek, a proposed expenditure of \$1,000.00

Grading Unaka Avenue.

(4) For the grading of Unaka avenue its full width from Roan to New street, proposed expenditure of \$1,000.00

But any surplus saved thereout shall be expended in manner following: In the repair of existing macadamized streets.

Repair of Existing Macadamized Streets.

(5) For repairing and redressing the following macadamized streets of said town: Boone from Watauga to West Market (\$200). West Market from Ford alley to Public Square (\$250). East Market from Public Square to Roan (\$250), Roan from Holston to Maple (\$850), Maple from Roan to railroad crossing (\$650), East Main from Public Square to Carlisle Hotel (\$300), West Main street from Public square to Brush Creek bridge (\$200), Spring from Main to Cherry (\$200), and Watauga from Roan to New (600), a proposed expenditure of \$3,500.00

Also the further sums accruing by way of surplus, as above provided, shall be expended on streets above named falling short of their respective appropriation.

Grading Division Street.

(6) For the grading of Division street from Carlisle Hotel to Roan street, a proposed expenditure of \$500.00

Curb and Gutters for Sidewalks.

(7) (a) On graded streets: For the purpose of grading for and constructing, at the expense of the Town, granolithic, vitrified brick, steel protected or other equally approved curb and gutters on such streets as are graded at the time, where the owners of the greater portion of the lineal front feet of property fronting on such streets, in any given block, construct, at the time, a granolithic walk of width specified by the Board of Mayor and Aldermen;

(b) On any street: For the purpose of constructing, at the expensed the Town, wooden curb for walks constructed by owners of abutting property, at the same time, at places where owners of property notify the Board of Mayor and Aldermen of such purpose ten days in

advance, and at places where the Board of Mayor and Aldermen may require owners to construct sidewalks; a proposed expenditure (a) and (b) of \$2,500.00”

9 May 1903. Street Railway Journal.

“Johnson City, Tenn. – The Johnson City Traction Company has organized, surveyed its route from Johnson City to the Mountain Branch of the National Soldiers’ Home, and is beginning construction of its line. The company desires quotations on 70 lb. steel rails, new and relays. H.H. Kirkpatrick is general manager.”⁸³

28 May 1903. The Johnson City Comet.

“Under Construction. It will not be long until the clang of the motorman’s gong will make a merry echo in our streets. Foreman Alf Smalling began the active construction of the track on Roan street on Wednesday morning with a large force. The track will be laid from the car shed at the power house out Roan to Main, thence to West Main and out this street to a point opposite the Soldiers’ Home and will then run through land recently purchased by the street railway company to the north entrance of the reservation. The ties are being cut at Will Gray’s mill in Carnegie and the rail is expected in a few days. With good weather and no unnecessary delay Johnson City will have a street car line in operation again within a few weeks. As soon as the line is constructed to the Home a line will probably be built down Watauga avenue, New street, Second avenue and North Main to the S & W passenger depot. This line, when constructed, ought to put Hotel Carnegie in operation and perhaps will.”

4 June 1903. The Johnson City Comet.

“Industrial Notes. The Cranberry Furnace has resumed operation after blowing out in order to reline the furnace.

The first shipment of rail for the street railroad has arrived and the track has been laid on Roan street from the power house to Main street. The trolley wire will be put up next and the track extended as rapidly as men can lay it to the Soldiers’ Home.

Bids will be asked for in a short time for the work upon the streets to be graded and macadamized by the proceeds of the improvement bonds recently authorized. At the meeting of the city council Thursday night the finance committee was instructed to have 50 bonds of \$5000 each printed as authorized by law.”

25 June 1903. The Johnson City Comet.

“Frank Steffner, general manager of the Chattanooga Armature Works, came to the city Tuesday to doctor the electrical machinery at the power plant. The generator had been idle so long that it had become depolarized but Mr. Steffner put it in condition to put cars in motion Wednesday morning.”

2 July 1903. The Johnson City Comet.

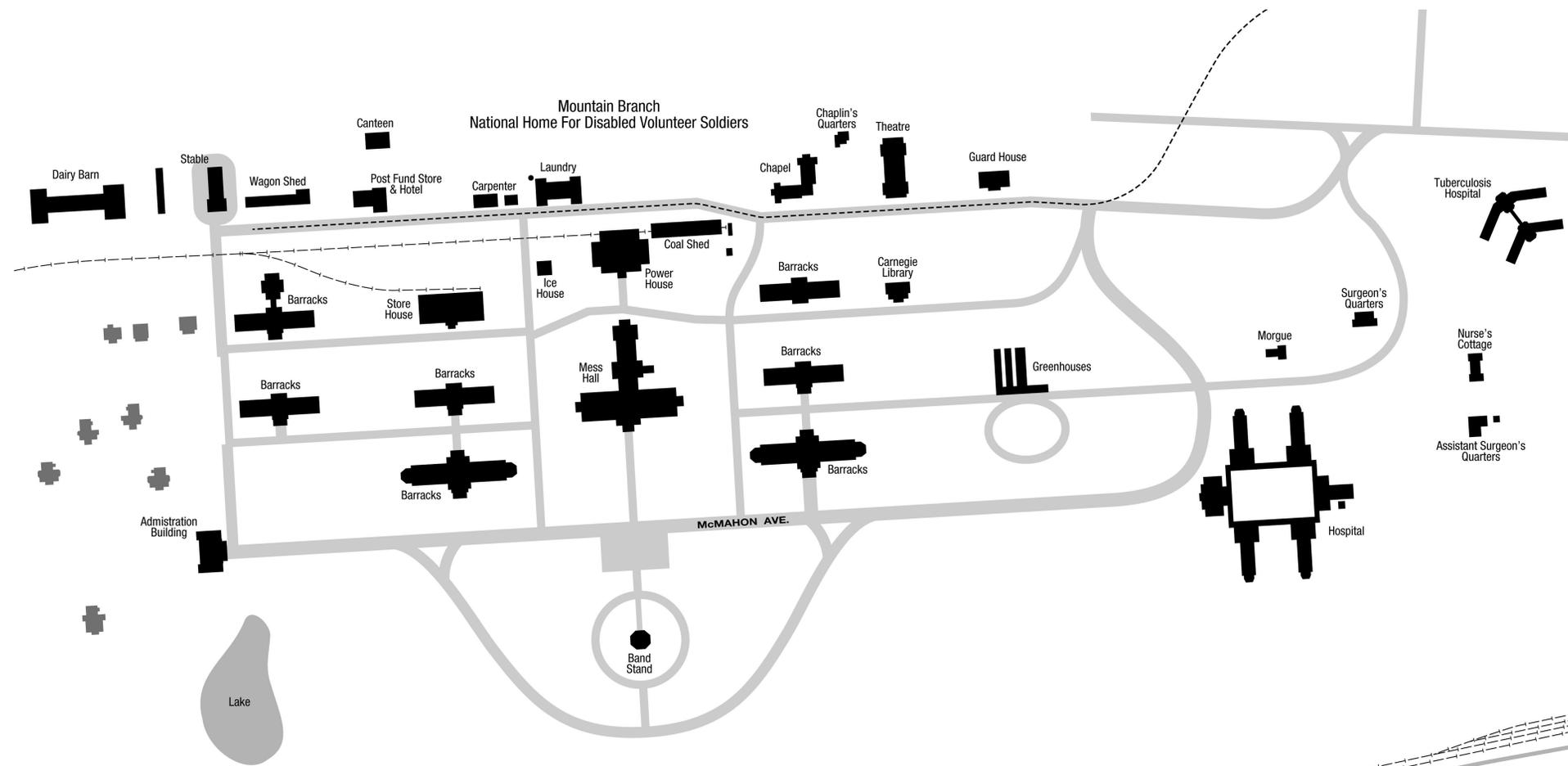
“**Street Cars Rolling.** The Johnson City Traction Company has **its track completed to the Soldiers’ Home** and will have the trolley up by noon Friday. The track is in good condition and has been tested every evening with the cars. **Regular service will begin Saturday morning, July 4,** and the hum of the street cars will hereafter be heard in the city forever.” See Map 2 and figures 14 – 16.



Figure 14. “Trolley at Main Street” apparently from 1903⁸⁴
This car appears to be different from Car No. 3 (below) and may be Ellis Car No. 2.



Figure 15. “Trolley: Main and Roan Streets”⁸⁵
“Winter” Ellis Trolley Car No. 3, with a trailer (probably Ellis Car No. 1 or Ellis Car No. 4).



Map 2. Trolley Line to the Mountain Branch National Home for Disabled Volunteer Soldiers, by Chris Ford.⁸⁶





Figure 16. “Soldiers Home Grounds”⁸⁷

3 July 1903. The Johnson City Comet.

“Arlington Opened – Johnson City’s new hotel, Arlington was dedicated last Friday evening in a delightful and auspicious manner. During the afternoon Col. Dickinson the genial host, invited a few friends in an informal manner to ‘come over tonight.’ This was sufficient. A large number were present and enjoyed the Colonel’s hospitality to the limit...”

9 July 1903. The Johnson City Comet.

“Regular Service. The Johnson City Traction Co. has begun running cars regularly from the city to the Soldiers’ Home every 15 minutes from 5 o’clock a.m. until 10 p.m. The service is all that could be desired and the open cars [presumably cars No. 1 and No. 4] make the trip an extremely pleasant one. Charles Mallicote and John Lusk will act as motormen and Glen Gillespie and Dudley Jobe will pull the cord.”

23 July 1903. The Johnson City Comet.

“A.J. Welch, Division Superintendent R.M.S., was in the city this week to arrange to have mail delivered to the Soldiers’ Home by the Johnson City Traction Co. There will be four deliveries a day.

The Johnson City Traction Company has purchased and is placing a new generator. The plant has heretofore been operated with one generator, and in case of accident the street car service was suspended. This will be avoided in future.”

20 August 1903. The Johnson City Comet.

“The street car line is to be extended at once out Roan Street to Watauga avenue. The poles to support the trolley wire are now being set.”

27 August 1903. The Johnson City Comet.

“Outing For Little Ones. Miss Addie and Mary Hardy are responsible for a very pleasant afternoon to a number of little ones Wednesday of this week. They asked the pastors of the various churches in the city to distribute five invitations each and the result was that sixty little hearts were gladdened. The Johnson City Traction Co. donated a special car and the party was taken to the Soldiers’ Home where suitable refreshments were served. Mrs. U.S. Archer, Mrs. H.W. Lyle and Miss Imboden assisted the Misses Hardy in entertaining.”

3 September 1903. The Johnson City Comet.

“Street Railway Extension. The Johnson City Traction Company is extending its track as rapidly as possible out Roan Street to Watauga avenue. The grading is completed and track laying has commenced.”

15 October 1903. The Johnson City Comet.

“Mail Service Established. Beginning Monday, Oct. 19th, four pouches a day will be made up at the local office and sent to the Soldiers’ Home. The Johnson City Traction Company will carry the pouches. On Sundays only one will be exchanged. A.M. Stuart, of Jonesboro, is the postmaster at the Home and he will make a good one.”

10 December 1903. The Johnson City Comet.

“The Johnson City Traction Company will receive two large vestibule cars about the 20th of this month and will put them into service immediately. They are the latest model, about 30 feet long and thoroughly modern in equipment.” See Table 1.

Table 1. Brill Trolley Cars used by the Johnson City Traction Corporation

Order	B	Company	St	No	Type	Type 2	End	Roof	Tr	Length	Car Nos	Date	Truck	Notes
10088	B	Johnson City Traction	TN	1	Closed		DE	Deck	DT	28’ OB				x 1644
12652	B	Johnson City Traction	TN	1	Closed		DE	Deck	DT	28’ OB		Jun 13		x-1978

Notes:

“DE” appears to indicate double-end operation.

10088 appears to date from 1900.

12652 appears to date from 13 June 1903.⁸⁸

31 December 1903. The Johnson City Comet.

“New Cars Arrive. Two new street cars [apparently manufactured by the American Car Company of St. Louis, which had been acquired by the J.G. Brill Company] have arrived for the Johnson City Traction Company, and are being put in running order and will go into service in a few days. They are vestibule and have two rows of seats like passengers and other modern conveniences.”

9 January 1904. Electrical World and Engineer.

“The Johnson City Traction Company has completed its line to New Street, and is now running cars down Watauga Avenue. It now has about 2½ miles of track, and is expecting in the near future to extend the track to the Carnegie Hotel.”⁸⁹

14 January 1904. The Johnson City Comet.

“John Lusk Badly Hurt. Tuesday about dusk, Motorman John Lusk fell headlong from his car while making the return run from the Soldiers’ Home. In attempting to close the door of the car his hand slipped off the handle and he lost his balance and pitched backward to the ground, his head striking a bottle. The car was immediately stopped and he was picked up and brought to the office of Drs. Miller and given necessary medical attention. Later he was taken home and is still in a precarious condition. He has regained consciousness but has no idea how he was hurt or the extent of his injury. He thinks he is a little sick and tells his friends he is going to work ‘in the morning.’”

14 January 1904. The Johnson City Comet.

“Johnson City Traction Company. H.H. Kirkpatrick, general manager, and ‘Loaf’ Jones, the chief engineer and electrician of the Johnson City Traction company are in this city. Mr. Kirkpatrick stated that his company now had three miles of track and six cars. The company recently purchased two very fine large cars from St. Louis [apparently manufactured by the American Car Company] and as they are the same make as those of the Knoxville Traction company, Mr. Kirkpatrick and his chief electrician are here to get some pointers in setting the cars. The cars are thirty-five feet long, full vestibule and have double trucks under them. These are intended to accommodate the heavy travel to the Soldier’s Home. These popular Johnson City men will remain in the city today and get what information they can in regard to these large cars, which have just arrived. – Journal and Tribune.”

14 January 1904. The Johnson City Comet.

“Alfred Gilmer is now a street car conductor.”

3 March 1904. Manufacturers’ Record.

“Johnson City, Tenn. – The Johnson City Traction Co. is reported to have ordered rails to complete its line.”⁹⁰

10 March 1904. The Johnson City Comet.

“The Johnson City Traction Company has purchased two cars to be used as trailers on Sundays and crowds are to be handled.”

7 April 1904. Manufacturers’ Record.

“Johnson City, Tenn. – The Johnson City Traction Co., it is reported, is building a double track extension to the power-house in the Soldiers’ Home grounds.”⁹¹

7 April 1904. The Johnson City Comet.

“Date Fixed to Present Loving Cup. The Board of Trade will present the loving cup to Hon. W.P. Brownlow next Monday evening in the Mess Hall at the Soldier’s Home. It will be a public occasion and all citizens are invited to be present.

The presentation speech will be made by Hon. John H. Bowman, the city’s most gifted orator. Ample arrangements have been made to handle the crowd by the street car company and the Soldier’s Home band will furnish music for the occasion.”

14 April 1904. The Johnson City Comet.

“The Johnson City Traction Co. has received two new cars to be used as trailers when large crowds are to be handled.”

14 April 1904. The Johnson City Comet.

“Loving Cup Presented. After an inclement Sunday, it was with much pleasure that our Johnson City people wake up to find Monday promising pleasant weather for the exercises to be held at the Soldiers’ Home, when the Board of Trade would present to the Hon. W.P. Brownlow a loving cup, as a testimonial of the great work he has done for our town.

Notice was given that the exercises would be held in the magnificent new Mess-hall, at 7:30 p.m., but long before that time crowds of people began to fill the cars of the Johnson City Traction Co., wending their way towards the Home. Ye scribe waited on the streets for nearly an hour before he could find a car on which to make the trip, without swinging on the running boards, and even then had to stand on the rear platform of one that was filled almost to suffocation with good-natured humanity.

Much praise is due to the Traction Company for the admirable manner in which it handled the large crowd, and as much is due to the crowd itself for the excellent temper and pleasing conduct displayed under such circumstances...”

21 April 1904. The Johnson City Comet.

“Johnson City will put a strong base ball team in the field this year under the management of that veteran player, Haskiel Dyer. A fine diamond is now being made in the old Fairground on the street car line and it will not be long until the rooters will be happy.”

May 1904. American Street Railway Investments.

“Johnson City. Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years.

Capital Stock, authorized, \$50,000, issued, \$10,000; par value, \$100 per share.

Funded Debt. – First mortgage 5 p.c. gold coupon bonds, authorized and issued, \$20,000; dated 1903; denom. \$100; int. payable June and Dec.; Banking & Trust Co., Jonesboro, Tenn., trustee of mortgage.

Plant and Equipment. – Miles of track (electric), 3.5; gauge. 4 ft. 8½ in.; 70 lb. T rail; 6 motor cars, 2 trailers, 1 work car; 300 H.P. station plant, Gen. Elec. dynamos and motors, Ellis cars; rent power.

Parks and Amusement Resorts. – Reaches National Soldiers’ Home.

Officers. – Pres. W.P. Brownlow, Sec. & Treas. S.C. Williams, Gen. Man. H.H. Kirkpatrick.

Directors. – W.P. Brownlow, Jonesboro, Tenn.; S.C. Williams, H.H. Kirkpatrick, Johnson City, Tenn.; F.A. Stratton, A.M. Young.

General Office, Power Station and Repair Shop, Johnson City, Tenn.

Date of information, May, 1904.”⁹²

16 June 1904. The Johnson City Comet.

“Anna Bowman Killed. Friday afternoon Ann Bowman was struck by **car No. 5** [American Car Company/Brill] of the Johnson City Traction Company and so badly wounded that she died during the night without regaining consciousness. She was almost totally deaf and was mentally weak and did not hear the car approaching. **Motorman Swingle** saw the woman standing by the side of the track on West Main street near the old Ford row and thinking she would step aside did not slow up. When the car was within a few feet of her she started across the track and was struck and violently thrown to the ground. One leg was broken in two places and the skull was fractured. The deceased was from Erwin and had been living in Johnson City only a few months, a portion of the time at the home of G.A. McInturff.”

30 June 1904. The Johnson City Comet.

“Special Notice to the Public. On and after July 1, cars will stop for passengers on Main Street at the following points: Railroad Crossing, Spring Street, opposite Gump Bros.’ Clothing Store, Postoffice and Roan Street. Cars will stop at any point on the line to let passengers off. This rule is necessary in order to give the public a fifteen minute schedule.

Johnson City Traction Co.

By H.H. Kirkpatrick, Gen. Mg’r.”

14 July 1904. The Johnson City Comet.

“...Two other railroad lines branch out from this point, reaching far up into the North Carolina mountains to the East and South, in the heart of the great hardwood timber belt and

varied mineral resources of that section. The famous Cranberry mines send its iron to Carnegie Furnace, two miles out, while millions of feet of logs are annually worked up by a score of mills and factories right in the city.

It takes more than a dozen wholesale houses, dealing in dry goods, groceries, hardware, furniture, grain and provisions, leather and harness, and twice as many retail stores in all lines to supply the trade of the city and surrounding country. Extensive street improvements and additions to the public school buildings are being made by the city council, while many business houses and residences are now under construction. About five miles of street railway has been put in operation during the past few months, connecting the city with Carnegie and the Soldiers' home, the latter now being constructed by the National Government and located about three miles to the westward..."

15 September 1904. The Johnson City Comet.

"Suit Re-Opened. W.C. McInturff, administrator of the estate of Ann Bowman, deceased, has filed a suit in the Law Court here to recover \$10,000 damages for killing Ann Bowman by the Johnson City Traction Co. When the accident occurred some months ago McInturff engaged J.B. Cox to bring suit and Cox compromised the case for \$300. McInturff now seeks to repudiate this settlement because of the fraud practiced upon him at the time. He alleged that his side was misrepresented and that the attorney he employed was indirectly identified with the defendant company and that he only realized a small sum from the compromise after the attorney's fees were paid. McInturff is represented in the last suit by Harry Swan, Jr., and Harr & Burrow."

20 October 1904. The Johnson City Comet.

"Cheap Street Car Tickets. The Johnson City Traction company is selling street car tickets to school children and teachers at two and one-half cents each. This rate will be in effect during the entire school season. Apply to H.H. Kirkpatrick, Superintendent."

3 November 1904. The Johnson City Comet.

"Will Improve **Hotel Carnegie**. The new owners of Hotel Carnegie will greatly improve the building. Mr. Northrup has contracted for a steam heating system and lighting plant. The building will be re-papered, and Will Smith, having secured the contract for a large part of the work, will begin the task Monday.

The street car line will be extended to the building. A track force will be put to work Monday extending the line. Mr. Northrup is also negotiating for the adjacent building and the estate of the Carnegie Development Company. S.H. Poudier has been employed as assistant manager of the hotel."

17 November 1904. The Johnson City Comet.

"Street Car Extension. The Johnson City Traction Co. is rapidly extending its line to Hotel Carnegie and the S. & W. depot. It will be completed next week if the weather is favorable. When the cars begin running to the depot the S. & W. trains will not stop at the

Market street crossing for passengers and persons desiring to take trains will have to go to Carnegie. The street car line will be connected with the S. & W. sidings and will be thus enabled to transfer freight from the depot to the Soldiers Home or to other parts of the city. The street car line will be laid out Second Avenue to the hotel instead of First Avenue as heretofore stated.”

8 December 1904. The Johnson City Comet.

“Extension Completed. The Johnson City Traction company has completed the extension of its line to Hotel Carnegie. The completion was celebrated with appropriate ceremonies, and the last spike was driven by H.H. Kirkpatrick, manager of the Hotel company. A regular schedule will be inaugurated Saturday.”

15 December 1904. The Johnson City Comet.

“Auspiciously Opened. Responding to an invitation The Comet joined a party of business men last Saturday morning who were the guests of the Johnson City Traction company, the occasion being the opening of the line from New street to Hotel Carnegie. A special car was operated and the entire trip was successfully made under the most favorable circumstances, and without destroying any bottled goods. Manager Kirkpatrick was in charge of the party. Mr. Northrup, manager of the hotel and the Big Store, was on board and took pleasure in showing the party through the hotel and the department store. Many improvements are being made in the hotel and it is being thoroughly renovated and retouched. With the car line open and 15 minute trips being made the hotel and the store are virtually in town and will do a good business.”

January 1905. Poor’s Directory of Railway Officials

“Johnson City Traction Co. – General Office, Johnson City, Tenn.
Pres. – W.P. Brownlow, Jonesboro, Tenn.
Sec. & Treas. – S.C. Williams.
Gen. Man. H.H. Kirkpatrick.”⁹³

12 January 1905. The Johnson City Comet.

“Extending Line. The Johnson City Traction Co. has completed its line to the S. & W. depot and will begin operating cars to that point in a few days.”

9 March 1905. The Johnson City Comet.

“Uptown Depot. The South and Western railway has arranged with the Johnson City Traction Co. for the establishment of an up-town depot for the reception of freight. The Traction Co. will build a depot at the plant of Roan street and all freight for the S. & W. will be received and receipted for there during the day and delivered in the afternoon to the S. & W. depot over the car line. This will be a great convenience to shoppers, particularly jobbers, as they will save the long wagon haul over bad roads.

The street cars are now running regularly to the depot and passengers intending to take trains must go to the Carnegie station as they will not stop at Market street hereafter. This will

be a great accommodation to the traveling public as it will avoid tedious waits in the open air at Market street.”

9 March 1905. The Johnson City Comet.

“Motorman W.H. Crawford has returned from a visit to his brother, who is critically ill, at Waynesboro, S.C.”

April 1905. American Street Railway Investments.

“Johnson City. Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years. The road connects Johnson City with the Soldiers’ Home and Carnegie.

Capital Stock, authorized. \$50,000, issued, \$10,000; par value, \$100 per share.

Funded Debt. – First mortgage 5 p.c. gold coupon bonds. authorized, \$20,000; dated 1903; denom. \$100; int. payable June and Dec.; Banking & Trust Co., Jonesboro, Tenn., trustee of mortgage.

Plant and Equipment. – Miles of track (electric), 4; gauge. 4ft. 8½ in.; 70 lb. T rail; 6 motor cars, 2 trailers, 1 work car; 300 H.P. station plant; Gen. Elec. dynamos and motors; Ellis cars; rents power.

Parks and Amusement resorts. – Reaches National Soldiers’ Home.

Officers. – Pres. W.P. Brownlow; Sec. & Treas. S.C. Williams; Gen. Man., Pur. Agt. & Supt. H.H. Kirkpatrick; Elec. Engr. & Engr. of Power Station L.S. Jones.

Directors. – W.P. Brownlow, S.J. Kirkpatrick, Jonesboro, Tenn.; S.C. Williams and H.H. Kirkpatrick, Johnson City, Tenn.; John P. Smith.

General Office, Power Station and Repair Shop, Johnson City, Tenn.

Date of information, Apr., 1905.”⁹⁴

4 May 1905. The Johnson City Comet.

“First Branch Postoffice. Johnson City’s first branch postoffice, station A, has just been established in Carnegie. The office is located in the store of J.E. Hayes and Mr. Hayes has charge of it. Four mails a day are delivered by street car and a general money order and registry business will be done there.”

6 July 1905. The Johnson City Comet.

“The ‘Jim Crow’ law went into effect yesterday and now the street car company will separate the white and colored passengers. The three rear seats in all cars are reserved for colored passengers and white persons will not be permitted to occupy them without paying a fine if prosecuted.”

27 July 1905. The Johnson City Comet.

“**Motorman Charles Mallicote** is rejoicing over the birth of his fifth child, a boy born last Tuesday.”

31 August 1905. The Johnson City Comet.

“Pleasant Trolley Party. Last Tuesday evening a trolley party was given by Sen. Lloyd Posey in honor of the guests of Hotel Carnegie. [Ellis] **Open car No. 1** was fitted up for the occasion and the merry party was taken from the hotel to the Soldiers’ Home to the band concert. The climatic conditions were all that could be desired and the evening was one continuous round of pleasure. Those composing the party were...” See Figures 17 and 17A.

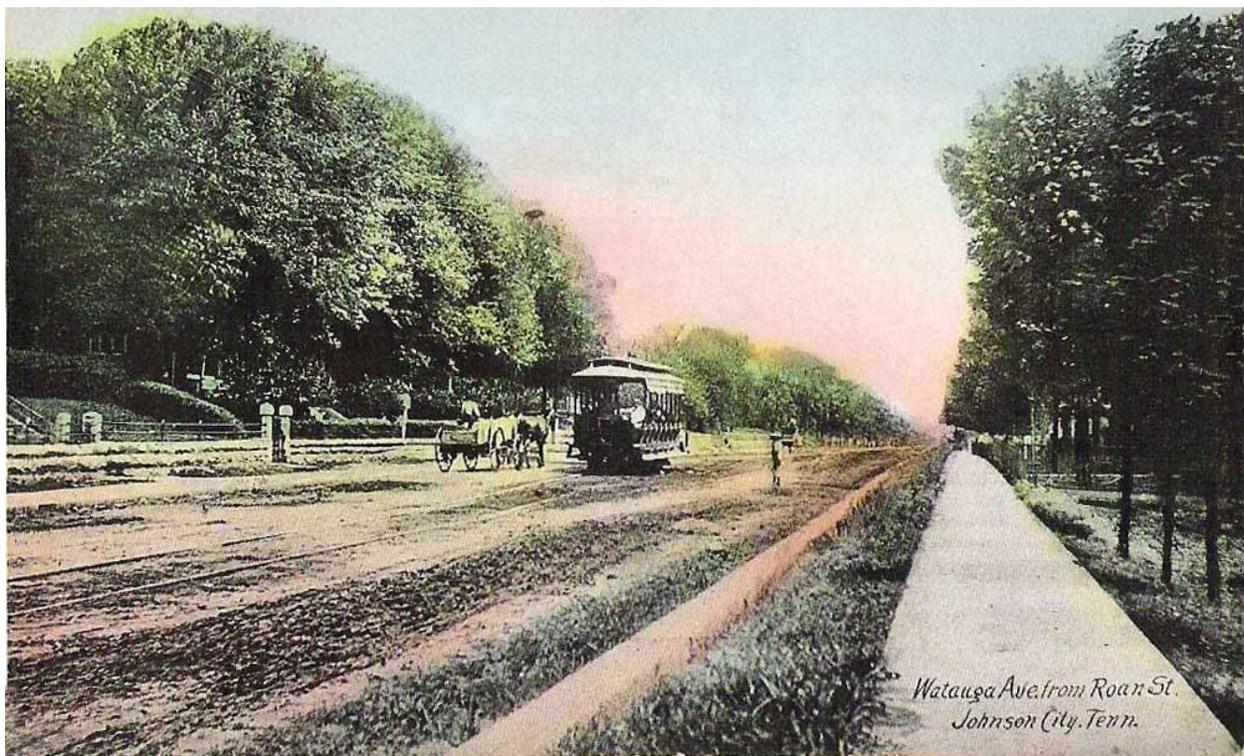


Figure 17. “Watauga Avenue from Roan Street” Post Carded dated 14 April 1911⁹⁵
This appears to be one of the Ellis “Summer” cars (No. 1 or No. 4).



Figure 17A. An Enlargement of the photo above.

31 August 1905. The Johnson City Comet.

“A Frightful Accident. Dr. Cyril Gillespie came near losing his life last Wednesday morning under the wheels of a street car. He was sitting on his horse conversing with a gentleman near the corner of Roan and Harris streets with his back to the street car track. When a car was nearly opposite the horse became frightened and backed onto the track just in front of the car. **Motorman Mallicote** reversed the motors and applied the brakes, but the car struck the horse and it and the rider were knocked upon the track and pushed several feet before it came to a stop. Dr. Gillespie is badly bruised and sustained several serious flesh wounds, but has no broken bones. He is doing nicely and unless complications arise will recover. The horse had to be killed.”

7 September 1905. The Johnson City Comet.

“Assessment Raised. The Railroad Commissioners raised the assessment of the Johnson City Traction Company from \$12,500 to \$19,543.45.”

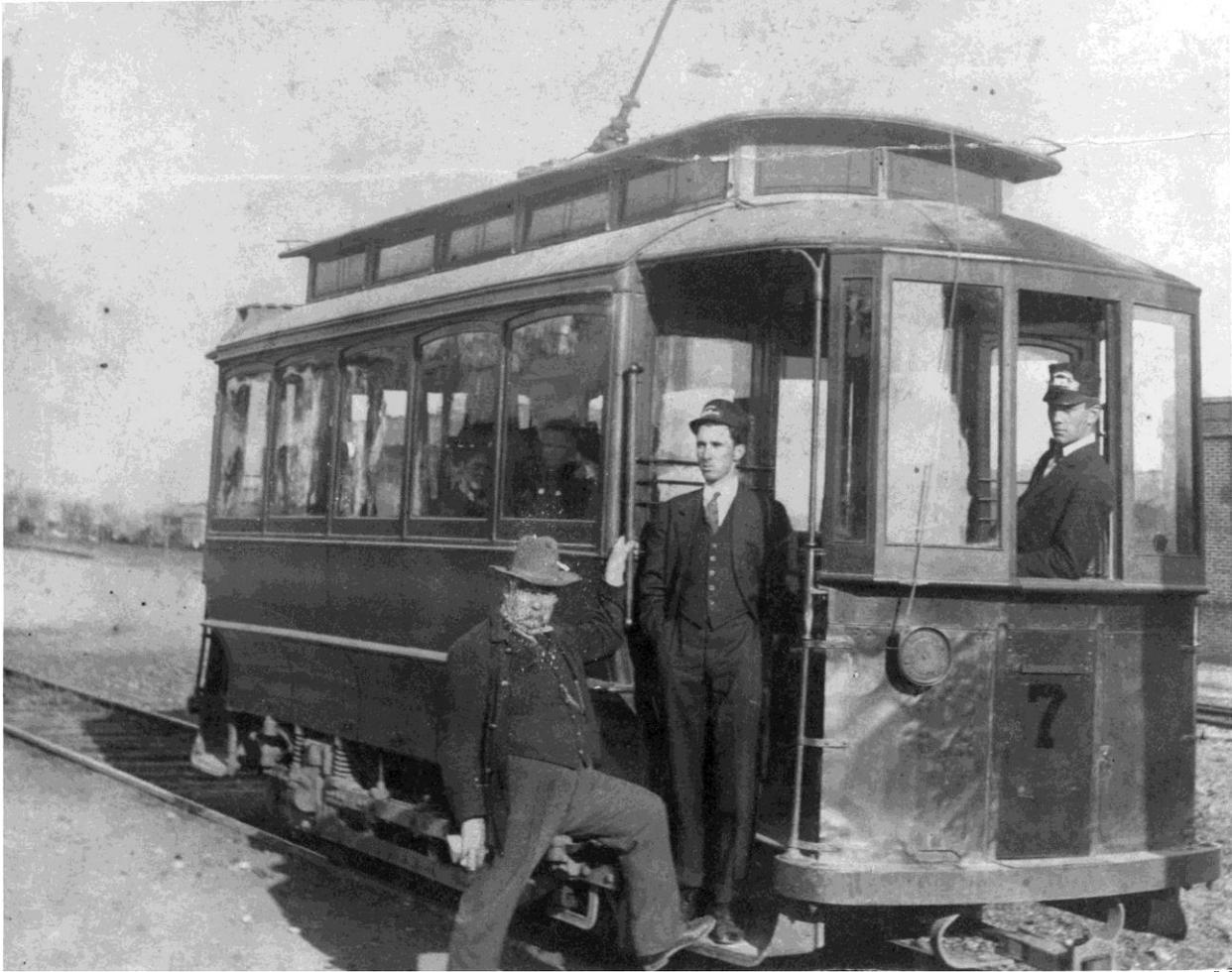


Figure 18. “Johnson City Traction Company trolley #7 pauses to take on a passenger c. 1905.”⁹⁶ It appears that cars No. 7 and 8 operated on the line to the Normal School. This trolley appears to be of the same type as No. 8 (See figure 27 and 27A, below).

1905. Street Railway Review.

“Johnson City. 7,500... Johnson City Traction Co. – Offices, Johnson City.
 Successor to Johnson City & Carnegie Street Ry. Co.
 Connects Johnson City with Mountain Branch National Home for Disabled Soldiers.
 Pres., W.P. Brownlord... Jonesboro, Tenn.
 Sec. & Treas., S.C. Williams.
 Mgr., H.H. Kirkpatrick.
 M.M., L.S. Jones.
 M. 4 – C. 9.”⁹⁷

29 March 1906. The Johnson City Comet.

“Will Remain in Johnson City. It is gratifying to know that the report of the early departure of Mr. and Mrs. H.H. Kirkpatrick for Florida, to take up their residence there, is untrue. They will not go to the ‘land of the flowers’ but will remain in Johnson City, where Mr.

Kirkpatrick will retain his position as the genial superintendent of the Johnson City Traction Company.”

19 April 1906. The Johnson City Comet.

“New General Manager. It is expected that Mr. H.H. Kirkpatrick will retire as general manager of the Watauga Lighting and Power Co. about the first of May to take up his work of building a street car line at Tampa, Fla. Mr. L.S. Jones has been selected as his successor and will assume charge of the plant and street car line upon his retirement. This is a deserved promotion for Mr. Jones, who has grown up in the business and will make a capable manager. He is a Johnson City boy and his friends are glad to hear that he has been moved up a step. A Mr. Smith, of Washington, has been employed is bookkeeper.”

31 May 1906. The Johnson City Comet.

“The First M.E. Sunday-school enjoyed an outing to Hotel Carnegie and a trolley ride to the Soldiers’ Home.”

May 1906. American Street Railway Investments.

“Johnson City. Population in 1880, 685, in 1890, 4,161, in 1900, 4,645. Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years. The road connects Johnson City with the Soldiers’ Home and Carnegie.

Capital Stock, authorized, \$50,000, issued, \$10,000; par value, \$100 per share.

Funded Debt. – First mortgage 5 p.c. gold coupon bonds, authorized, \$20,000; dated 1903; denom. \$100; int. payable June and Dec.; Banking & Trust Co., Jonesboro, Tenn., trustee of mortgage.

Plant and Equipment. – Miles of track (electric), 4; gauge. 4ft. 8½ in.; 70 lb. T rail; 6 motor cars, 2 trailers, 1 work car; 300 H.P. station plant; Gen. Elec. dynamos and motors; Ellis cars; rents power.

Parks and Amusement Resorts. – Reaches National Soldiers’ Home.

Officers. – Pres. W.P. Brownlow; Sec. & Treas. S.C. Williams; Gen. Man., Pur. Agt. & Supt. H.H. Kirkpatrick; Elec. Engr. & Engr. of Power Station L.S. Jones.

Directors. – W.P. Brownlow, S.J. Kirkpatrick, Jonesboro, Tenn.; S.C. Williams and H.H. Kirkpatrick, Johnson City, Tenn.; John P. Smith.

General Office, Power Station and Repair Shop, Johnson City, Tenn.

Date of information, May, 1906.”⁹⁸

16 August 1906. The Johnson City Comet.

“Cy Lyle and the Evolution of Johnson City, Tennessee... (Geo. A. Ross in Memphis Commercial-Appeal)... But a few years later, after the street car line had been torn up [about 1900], moved away and sold, and the town was as dead as it was possible for it to be, Walter P, Brownlow, the present representative of that district, was elected to congress. Money loosened up and Brownlow planted the Soldiers’ Home by the side of the dead town, and at once its corpse raised up and another boom began. Cy got rich selling some of his lots that cost him a

dollar for a year's subscription to the Comet for \$400 and \$500... The town is booming again and the Comet is still a weekly.

The street car line has been replaced with a new one which runs to the Soldiers' Home and has a good patronage.

The present superintendent, L.S. Jones, was a trolley boy for the writer [George A. Ross] when he was forced by the collapse of the Daily Comet to become a motorman on the old line. The boy was called 'Loaf' in those days because he showed such an aversion to actual work, but he was very handy on one of the old nickle in the slot cars. All one summer he rode behind, put the trolley on when it flew off, and turned it around for the motorman at the end of the line. In the meantime the newspaper motorman taught the boy how to run the car and when the town shriveled up until it could support but one car, Loaf was put in charge of it. Then when this car was taken off for lack of patronage, Loaf was placed in charge of the power plant, which still continued to make electricity for lighting the town. He was faithful and competent in all the positions in which he had been placed and when the new company completed its line he was made superintendent after assisting in the construction of the line.

The town has reached its former glory and is expecting more..."

18 October 1906. The Johnson City Comet.

"Street Car Kills Drayman. Monday morning a street car struck a wagon on West Main street and instantly killed Tom Moody, the driver. The car was in charge of **Motorman Mallicoat** and it was impossible to stop the car after the horse started across the track. Moody was instantly killed and David Edmunds, a boy with him, was badly hurt."

6 December 1906. The Johnson City Comet.

"Beginning about the 15th of December or as soon thereafter as the offices of the S & W are located in the Wilder block, the Johnson City Traction Company will operate street cars between the **Arlington hotel** and Hotel Carnegie every 15 minutes until mid-night. This is done for the accommodation of the S. & W. employes and the guests of Hotel Carnegie." See Figure 19.



Figure 19. “Arlington Hotel” Post Card dated 7 August 1906, this Hotel opened in 1903.⁹⁹
This trolley is probably returning from the Soldiers’ Home.

27 December 1906. The Johnson City Comet.

“Hotel Carnegie Opened. Hotel Carnegie was thrown open to the public Christmas day with W.H. Martin as Mine Host. The building has been thoroughly renovated, repapered, rewired and heated throughout by steam. The plumbing has been overhauled and many private baths installed. Mr. Martin has had much valuable experience in public hostelrys and will operate this hotel to the satisfaction of the public. Hotel Carnegie is not particularly an ornate building, but it is a solid pile of comfort and convenience and is modern throughout with its new equipment.

Beginning January 1st street cars will be operated upon a 15-minute schedule between the Southern depot and the hotel until midnight. Practically all the employees of the S. & W. offices will board at the hotel and it starts out with a nice patronage.”

24 January 1907. The Johnson City Comet.

“The Johnson City Traction Co. is getting thoroughly up-to-date. Heaters are being installed in all cars and those already equipped are a luxury these frosty mornings.”

February 1907. Electric Railway Directory.

“Johnson City. 4,654... Johnson City Traction Co.
Pres. W.P. Brownlow – Jonesboro
Sec. Gen. Mgr. & Pur. Agt. A. Smith, Jr. Johnson City
Treas. S.C. Williams [Johnson City]
Supt. Elec. & Ch. Engr. L.S. Jones [Johnson City]
Power rented from Watauga Elec. Co.; repair shops at Roane St.
Reaches National Soldiers’ Home.
4 miles; 4-8½ g; 9 motor cars. Company furnishes lighting in connection with Watauga Elec. Co.”¹⁰⁰

9 May 1907. The Johnson City Comet.

“Mr. C.A. Mallicott has resigned his position as motorman for the Johnson City Traction Co.”

May 1907. American Street Railway Investments.

“Johnson City. Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.
Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years. The road connects Johnson City with the Soldiers’ Home and Carnegie.
Capital Stock, authorized, \$50,000, issued, \$10,000; par value, \$100 per share.
Funded Debt. – First mortgage 5 p.c. gold coupon bonds, authorized, \$20,000; dated 1903; denom. \$100; int. payable June and Dec.; Banking & Trust Co., Jonesboro, Tenn., trustee of mortgage.
Plant and Equipment. – Miles of track (electric), 4; gauge. 4 ft. 8½ in.; 70 lb. T rail; 6 motor cars, 2 trailers, 1 work car; 300 h.p. station plant; Gen. Elec. dynamos and motors; Ellis cars; rents power.
Parks and Amusement Resorts. – Reaches National Soldiers’ Home.
Officers. – Pres. W.P. Brownlow; Sec. & Treas. S.C. Williams; Gen. Man., Pur. Agt. & Supt. Amzi Smith, Jr.; Elec. Engr. & Engr. of Power Station, J.R. Burkhardt; Mast. Mech. Henry Collins.
directors. – W.P. Brownlow, Jonesboro, Tenn.; S.C. Williams and John P. Smith, Johnson City, Tenn.
General Office, Power Station and Repair Shop, Johnson City, Tenn.
Date of information, May, 1907.”¹⁰¹

25 July 1907. The Johnson City Comet.

“Fell from Street Car. J.A. Whaley had a serious fall Tuesday in alighting from a street car. He is about 60 years of age and feeble and in trying to step off the car before it stopped he jumped with his back to the front of the car and was thrown violently to the ground, sustaining serious injuries from which he has not fully recovered.”

3 October 1907. The Johnson City Comet.

“Lost a Foot. Sunday afternoon, Will Crawford, of West Virginia, had a foot crushed by a street car and it was found necessary to amputate the injured member. Crawford boarded a car on the square and rode around to Market street and in alighting his foot slipped on a pile of clay thrown out by the sewer workers and he fell under the car with the above result. He was taken to the home of a relative in Carnegie and is recovering from the operation nicely.”

24 October 1907. The Johnson City Comet.

“New Cars. Two new street cars were received by the Johnson City Traction Co. this week. These cars are of the same size as the small ones now in use [the Ellis “open” cars, No. 1 and No. 4], and fitted with seats running lengthwise. The small cars will be disposed of.” Presumably these cars were numbered 9 and 10.

November 1907. Electric Railway Directory.

“Johnson City. 4,654... Johnson City Traction Co. –
Connects Johnson City and Carnegie.
Pres. W.P. Brownlow – Jonesboro
Sec. Gen. Mgr. & Pur. Agt. A. Smith, Jr. Johnson City
Treas. S.C. Williams [Johnson City]
Audr. Virgil Slaughter [Johnson City]
Elec. Engr. M.M. & Roadmaster, G.O. Sanders [Johnson City]
Ch. Engr. Pwr. Sta. J.R. Burkhart [Johnson City]
Power Sta. and repair shops at Roane St., Johnson City.
Reaches National Soldiers’ home.
4 miles; 4-8½ g; 11 motor cars. Company furnishes lighting in connection with Watauga Elec. Co.”¹⁰²

Table 2. Extract "Street and Electric Railways, 1907"¹⁰³

Table 183. – Name, Location, Length of Track, Capital Stock, and Funded Debt, By Companies, 1907 – Continued.

State and Location.	Name of company.	Period Covered by Report.		Miles of Track.		Capital Stock.	
		From –	To –	Owned.	Operated.	Total par value.	
						Authorized.	Outstanding.
Johnson City	Johnson City Traction Co.	Jan. 1, 1907	Dec. 31, 1907	4.10	4.10	40,000	8,500

	Capital Stock – continued.		Funded Debt.			Total capitalization outstanding.	Capitalization per mile of track owned.
	Common.		Amount authorized.	Amount outstanding.	Rates of interest, per cent.		
	Par value.						
	Authorized.	Outstanding.					
Johnson City Traction Co.	40,000	8,500	30,000	4,000	5	12,500	3,049

Table 184. – Roadbed, Track, and Electric Construction, By Companies: 1907 – Continued.

State and Abbreviated Name of Company.	Track – Character and Length in Miles.							
	Total Owned and leased.	Main track.		Sidings and turnouts.	Overhead trolley.	Surface.	Owned.	Constructed and opened for operation during the year.
		First.	Second.					
Johnson City Traction	4.10	4.00		.10	4.10	4.10	4.10	

	Track – Character and Length in Miles – Continued.						Steam-Railroad Crossings, Number.	Electric-Line Construction, Miles.			Poles to the mile, number.
	On private right of way.	Within city limits.	Outside city limits.	Weight of rails per yard.		Style of rail.		Overhead trolley.		Wooden Poles.	
				Maximum.	Minimum.			Unprotected.	Total.		
Johnson City Traction	.40	3.60	.50	70	70	T	2	4.00	4.00	4.00	52

Table 185. – Cars and Miscellaneous Equipment, By Companies: 1907 – Continued.

	Number of Cars.						
	Aggregate.	Passenger.			Express, freight, and mail.	Motor cars.	Trailers.
		Total.	Closed.	Open.			
Johnson City Traction	11	10	6	4	1	8	3

	Equipment of Cars.						Number of –		
	Motor equipments for motor cars.		With brakes.	Heated.		Lighted.		Car houses.	Lamps for lighting offices, power houses, shops...
	Total.	Two motor.	Hand.	Total.	Electric.	Total.	Electric.		Incandescent.
Johnson City Traction	8	8	11	6	6	10	10	1	8

Table 187. – Passengers, Car Mileage, Car Hours, Etc., By Companies: 1907 – Continued.

States and Abbreviated Name of Company.	Number of Passengers Carried.				Transfer points.	Fare passengers per mile of track.
	Total.	Fare.	Transfer.	Free.		
Johnson City Traction	621,460	601,460		20,000		146,698

	Car Mileage.				Car Hours.			Fare passengers per car hour.	Mail carried.	Pleasure parks owned or operated.
	Total.	Passenger cars.	Express, freight, mail, and work cars, including electric and steam locomotives.	Fare passengers per car mile.	Total.	Passenger cars.	Express, freight, mail, and work cars, including electric and steam locomotives.			
Johnson City Traction.	171,250	164,250	7,00	3.66	17,209	16,425	784	36.62	Yes.	

6 February 1908. Electric Traction Weekly.

“The Johnson City Traction Company of which Amzi Smith is general manager, is planning to put on **two new cars** and make other improvements to the road.”¹⁰⁴ Presumably, these cars became No. 11 and No. 12.

13 February 1908. The Johnson City Comet.

“Large Generator Arrives. The Watauga Electric Company has just received a large generator and is now installing same. It has a capacity of 400 kilowatts and 23,000 volts, speaking electrically, but in language you may understand, it is such a powerful generator that it will furnish power to operate the car line, all the dynamos in the city and furnish all the lights with current and still make electricity to spare. It is one of the latest improved combination generators and weighs 29,000 pounds. This machine brings the Johnson City plant strictly up-to date.”

February 1908. Electric Railway Directory and Buyers' Manual.¹⁰⁵

“Johnson City. 4,654. 1009 – Johnson City and Carnegie.

Pres. W.P. Brownlow Jonesboro

Sec. Gen. Mgr. & Pur. Agt. A. Smith, Jr. Johnson City

Treas. S.C. Williams [Johnson City]

Audr. Virgil Slaughter [Johnson City]

Elec. Engr. M.M. & Roadmaster, G.C. Sanders [Johnson City]

Ch. Engr. Pwr. Sta. J.R. Burkhart [Johnson City]

Power sta. and repair shops at Roane St., Johnson City.

Reaches National Soldiers' Home.

4 miles; 4-8½ g; 11 motor cars. Company furnishes lighting in connection with Watauga Elec. Co.”

21 May 1908. The Johnson City Comet.

“Electric Park Theatre Open. Johnson City can now boast of a real, genuine city attraction in the Electric Park Theatre just opened on the corner of North Main street and Fourth avenue in Carnegie. Everything is neat and clean and hundreds of electric lights turn night into day. A large tent has been erected and is comfortably seated and the best order is maintained at all times. The afternoon performances begin at 2 30 and in the evening at 7.30 and continue until 10.30. Cars run every fifteen minutes from the Soldiers' Home to the Park until the last performance is over. The theatre opened Monday and in spite of the inclement weather large crowds have been in attendance and that a clean, clever has been given is the verdict of all. It is primarily intended by the management to make this a place of amusement where the mothers and children can go at any time for an hour's recreation. There is never anything to offend anyone.”

May 1908. American Street Railway Investments.

“Johnson City.

Population in 1880, 685, in 1800, 4,161, in 1900, 4,645.

Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years. The road connects Johnson City with the Soldiers’ Home and Carnegie.

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Parks And Amusement Resorts. – Reaches National Soldiers’ Home and Electric Park.

Officers. – Pres. W.P. Brownlow; Sec, Treas., Gen. Man. & Pur. Agt. Amzi Smith, Jr.; Audr. V. Slaughter; Elec. Engr. & Mast. Mech. G.C. Sanders; Ch. Engr. Power Station, Karl Thornburg.

Directors. – W.P. Brownlow, Jonesboro, Tenn.; S.C. Williams and John P. Smith, Johnson City, Tenn.

General Office, Power Station and Repair Shop, Johnson City, Tenn.

Date of information, May, 1908.”¹⁰⁶

11 June 1908. The Johnson City Comet.

“Tennessee Editors. The Boys Who Mould Public Opinion Here on a Junket.

The Tennessee Press Association came to Johnson City on No. 312 Thursday afternoon and remained in the city until No. 43 took them to Bristol. The party was met at the station by a committee of citizens and taken to Pardue’s Cafe where luncheon was served. After which they were taken to the Soldiers’ Home on special street cars where several hours were spent admiring the way Uncle Sam prepares the pathway to the grave for his former fighters...”¹⁰⁷

23 July 1908. The Johnson City Comet.

“Street Car Track to Move. The Johnson City Traction Company began work Monday moving the car track on Roan street to the center of the street. This is made necessary because the street is to be paved and the track must be in the center to permit the proper grade. The new track will be laid with the **new T rail**.”

10 September 1908. The Johnson City Comet.

“New Street Car Line to Ask for Franchise

Hon. J. Norment Powell stated to the city council Monday night in connection with the requests to widen and close certain streets by the Unaka Corporation that the proper parties would in a short time ask the city for a franchise to construct and operate a street car line from a connection with the present line on Buffalo street over certain streets through the south side of the city and out into the Southwest Addition, the lands recently purchased and laid off by the Unaka Corporation. He did not indicate who was back of the enterprise, but it is generally understood that Geo. L. Carter it largely interested.”

5 November 1908. The Johnson City Comet.

“Extending Switch. The Johnson City Traction Co. is extending the switch on Watauga avenue about seventy-five feet so that three cars can pass easily.” See Figure 20.



Figure 20. “Watauga Avenue Trolleys” at the passing siding.¹⁰⁸
Presumably, these are Ellis cars No. 2 and No. 3.

19 November 1908. The Johnson City Comet.

“Narrowly Escapes Death. James Carmichael had a Thrilling Experience Last Tuesday Afternoon with a Street Car

James Carmichael had a narrow escape from being killed last Tuesday afternoon. He was riding a horse and trying to get it out of the way of electric car No. 8, W.E. Meadows, motorman, but the animal backed onto the track and was knocked down by the car. The front trucks jumped over the fallen horse and its rider, missing the body of the latter entirely. When the car was stopped Mr. Carmichael was lying under the car and immediately in front of the rear trucks. He was not seriously injured and at last accounts was resting easy. The horse was killed. It was the property of the Staples Grocery Company.” Car No. 8 appears to have routinely operated on the line to the Normal School.

5 December 1908. Electric Traction Weekly.

“Johnson City, Tenn. – The Johnson City Traction Company is planning an extension through the Carter addition. A. Smith, Jr., is general manager.”¹⁰⁹

12 December 1908. Electric Traction Weekly.

“Johnson City, Tenn. – The Johnson City Traction Company has started on the extension of its line to the Carter addition, a distance of about a mile. The company has also ordered three new cars.”¹¹⁰

31 December 1908. The Johnson City Comet.

“The present street car line extension will go forward at an early date, will run down Walnut street and up by Mr. Carter’s home which he is now building, then around down Maple street to Buffalo, making a complete loop of the Carter properties. An extension will also likely be made, provided congress will consent, so that the line will run on out Walnut to the Soldiers’ Home, going through the grounds, making connection with the present terminus, thus looping through the Home grounds, cars will then be put on running in both directions.”

2 January 1909. Electric Railway Journal.

“New Electric Railway Track Construction in 1908... Johnson City traction Co. 0.50”¹¹¹

27 February 1909. Electric Railway Journal.

“Wautaga Electric Company, Johnson City, Tenn. – This company expects to place contracts during the next three weeks for two 120-kw motor generator sets.”¹¹²

DO YOU NEED LIGHT or POWER ? ?

WE are equipped to furnish you LIGHT or POWER for all purposes and will be pleased to make an estimate for either. We have recently installed machinery that equips us to meet the demands of Johnson City for several years, even at its present rapid rate of progress and want to furnish your current.

The new street railway extension will soon be in operation and we take pride in announcing that Johnson City will then have an adequate street car system, and one a much larger place could well be pleased with. We can be depended upon at all times to keep up our end of the march of progress.

WATAUGA ELECTRIC CO.

Phone 27

Roan St.

Figure 21. 15 April 1909, The Johnson City Comet.¹¹³

19 May 1909. Municipal Journal and Engineer.

“Johnson City, Tenn. – The Johnson City Traction Company will at once install two new generators in its power plant.”¹¹⁴

29 May 1909. Electric Railway Journal.

“Johnson City (Tenn.) Traction Company. – This company expects to award contracts during the next two weeks for the building of a 1½-mile extension...

Johnson City (Tenn.) Traction Company. – This company has purchased recently 2 120-kw G.E. 500-volt motor generator sets.”¹¹⁵

May 1909. American Street Railway Investments.

“Johnson City. Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years. The road connects Johnson City with the Soldiers’ Home and Carnegie.

Capital Stock, authorized, \$50,000, issued, \$10,000; par value, \$100 per share.

Funded Debt. – First mortgage 5 p.c. gold coupon bonds, authorized, \$20,000; dated 1903; denom. \$100; int. payable June and Dec.; Banking & Trust Co., Jonesboro, Tenn., trustee of mortgage.

Plant and Equipment. – Miles of track (electric), 4; gauge. 4ft. 8½ in.; 70 lb. T rail; 13 motor cars, 2 trailers, 1 work car; 500 H.P. station plant; Gen. Elec. dynamos and motors; Ellis and Brill cars; rents power.

Parks and Amusement Resorts – Reaches National Soldiers’ Home and Park.

Officers. – Pres. W.P. Brownlow; Treas. S.C. Williams; Gen. Mgr. & Pur. Agt. Amzi Smith, Jr.; Audr. Carl F. Whitlock; Elec. Engr. & Mast. Mech. G.C. Sanders; Ch. Engr. Power Station, Karl Thornburg.

Directors. – W.P. Brownlow, Jonesboro, Tenn.; S.C. Williams and John P. Smith, Johnson City, Tenn.

General Office, Power Station and Repair Shop, Johnson City, Tenn.

Date of information, May, 1909.”¹¹⁶

10 June 1909. The Johnson City Comet.

“Are Royally Entertained – Johnson City Meets the Cotton Mill Capitalists and Shows Them Around the City. The cotton mill men from Augusta, Ga., and Charleston and Greenville, N.C.; Wilmington and Charleston, N.C., fifty in number, arrived in Johnson City Friday at 4 p.m...

When the special carrying the party arrived at Johnson City, the Commercial club was at the station, and the visitors were escorted to the street cars and were taken to the Soldiers’ Home. After the home had been inspected, the party were given a ride to Carnegie Hotel.

The party was delighted with the magnitude, of the Soldiers’ Home, and was surprised to find such a town as Johnson City on the line of the C.C. & O. rail way...”

10 June 1909. The Johnson City Comet.

“Old Building Torn Away – The brick building opposite the Arlington, on West Main street, was wrecked Monday to get it out of the way of the new hotel being erected by H.W. Pardue. Work on the new building is progressing rapidly.”

22 July 1909. The Johnson City Comet.

“Street Railway Exten. Electric Cars will soon be running through Southwest Addition. The Work Progressing

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

30 September 1909. The Johnson City Comet.

“Johnson City Traction Company. Of all the institutions which go to make up a thriving, modern city, there is probably none so closely allied with its growth and prosperity as are its street car lines. In this connection it is interesting to note that the city of Johnson City, which is an acknowledged leader in civic progress and prosperity, has an electric street car system that is unexcelled by that of any other city of its size in the South.

The Johnson City Traction company operates four miles of track and its cars are run to and from the business portion of the city, the Soldiers’ Home and Carnegie. The regular schedule requires the operation of three cars, but this number is increased during rush hours and whenever the volume of traffic requires it. The adequacy of the company’s power house and car sheds is complete for its entire plant, is thoroughly up-to-date in every particular, being equipped with the very latest appliances and improvements required by the best modern practice of electric street car operation.

It has ever been the aim of the Johnson City Traction company to give to the public the very best service of which it is capable. The company believes that the success of its business and the rendering of the best service to the public depends largely upon the co-operation of employer and employes, and in accordance with this belief only the most competent and faithful men are employed, and they are well paid for their service and receive due consideration from the management of the company. This cooperation have and will continue to keep pace with the marvelous development of the city by expending large amounts of money in extending and improving the service. Plans and arrangements are now under way for an extension of the line to the Carter edition located in the west end of the city, and if the Normal school for the eastern district of Tennessee locates in Johnson City, and the chances are it will be, the company will also extend its lines to this site.

The new extensions will reach out to one or more sections of the city and its suburbs, which although most desirable for residence purposes are at the present time not easily accessible, and this new service will enable many who desire to live in the suburbs and still be within easy reach of the city and their place of business. It will be a great boon to the home-

seekers and will greatly enhance the value of land in the outlying districts and on the outskirts of the city.

This corporation is officered as follows: Hon. W.P. Brownlow, M.C., president; Messrs. S.C. Williams, vice-president and treasurer; Amzi Smith, secretary and general manager; G.C. Sanders, superintendent.”

21 October 1909. The Johnson City Comet.

“Hotel Pardue Opens its Doors – Hotel Pardue was opened to the public Tuesday afternoon, supper being the first meal served. Every thing is new and Mine Host McKee has just cause to be proud of his new quarters and the patronage it is receiving.” See figures 22 and 23.



Figure 22. “A southbound Southern Railway passenger train has stopped at the SR/ET&WNC depot, with the Pullman cars on the rear of the train backed up all the way to West Main Street. One of the short trolley cars of the JCTC has met the train, ready to take passengers all over the city. The fountain, built in the shape of a lady, is in the foreground of the photo. Courtesy W.B. Watson Collection, Archives of Appalachia, ETSU.”¹¹⁷ The trolley is probably returning from the Soldiers’ Home. Perhaps this is Car No. 5 or Car No. 6, which were apparently manufactured by the American Car Company, a part of the J.G. Brill Company.



Figure 23. “At first glance, it would appear that this photo was taken at the same time as the previous photo, but it was not. A JCTC streetcar is sitting at the same spot in both shots, but this is not the same car. Note that there is no sign on the roof of the car in this photo. Courtesy W. B. Watson Collection, Archives of Appalachia, ETSU.”¹¹⁸ The trolley is probably returning from the Soldiers’ Home. Perhaps this is Car No. 5 or Car No. 6, which were apparently manufactured by the American Car Company, a part of the J.G. Brill Company.

18 November 1909. The Johnson City Comet.

“The C.C. & O. is employing a large force of men putting down track between their main line and Cherry street on Buffalo. The object is to get the crossings put down so that the Johnson City Traction Company can begin laying tracks to and through the Carter addition.”

9 December 1909. The Johnson City Comet.

“Selection of Johnson City for Normal Site in East Tennessee – Board of Education Reaches its Decision after Three Days Deliberation – The Awards are Conditional on Each City Complying with all Promises Made in its Normal Application – Board Makes Statement and Gives Reason for Selection of the Normal Sites in Johnson City, Murfreesboro, Memphis – State Normal Award – East Tennessee – Johnson City, gives \$150,000 in bonds, free light, water and site... ‘The majority of the board has decided that Johnson City, in Washington county, is the proper place for the location of the East Tennessee normal. It offered the proceeds of \$100,000 in bonds, free lights and free water, and in addition a free site to be selected by the board, and the municipality of Johnson City further obligates itself to build a car line to the site selected, and to lay granitoid sidewalks to the school.

This bid was larger than the bid of any other place applying in East Tennessee, and a majority of the board has considered that it meet as fully as any other the essential requirements of the act under which the normal schools are created. However, the selection of Johnson city as a site for the normal school for East Tennessee is conditioned, like the others, on the faithful performance of all the guarantees and offers made, and the selection of a site which will be suitable for the purposes of the school, and if any of these guarantees or offers are not carried out in full the board reserves the right to reject the bid of Johnson City and select another site for the normal school if, in its discretion it deems necessary...”

1909. “Johnson City possesses one of the most thoroughly modern and well-equipped electric street railway lines in the country. They have about five miles of trackage, leading from the suburb of Carnegie on the east, to the Mountain Branch Soldier’s Home on the west. The cars are all first-class and make good schedule. The Johnson City Traction Company – for such is its name – is one of the most public-spirited institutions we have, and is one of the first and foremost to offer inducements to, and assist in, the promotion of the new enterprises, and its officers are among the leading members of the Commercial Club.”¹¹⁹



Figure 24. Clinchfield Depot, built in 1909, along the trolley line on Buffalo Street that led to the Normal School.¹²⁰

27 January 1910. The Johnson City Comet.

“New Street Cars. The Johnson City Traction Co., has received two new cars and will put them in service as soon as they can be put in order.”

17 February 1910. The Johnson City Comet.

“Railway to Jonesboro. Macadamized Road Also Proposed from the County Seat to Johnson City... Jonesboro, Feb. 12. There is now much talk of a street car line from Jonesboro to Johnson City, and it is thought that the location of the normal school on the site known as the Geo. L. Carter addition, will assure not only the building of the car track, but also a macadamized road between the towns...”

19 May 1910. The Johnson City Comet.

“Wake up ‘Fan’ and hear the news! We will have a baseball team that will make you forget you have a mother-in-law. The team will be composed largely of band members and power-house employes with a few Johnson City boys intermingled. Those attending will be accomodated with red lemonade, swan and peacock sand witches.”

May 1910. Southern Engineer.

“It is announced that the Johnson City Traction Co, Johnson City, will extend its line to the Carter addition, on which work will begin soon. It is also stated that rights of way are being obtained for an electric road from Johnson City to Elizabethton, via Milligan College. A line is also proposed from Johnson City to Jonesboro and Fall Branch.”¹²¹

May 1910. American Street Railway Investments.

“Johnson City.

Population in 1880, 685; in 1890, 4,161; in 1900, 4,645.

Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years. The road connects Johnson City with the Soldiers’ Home and Carnegie.

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Plant And Equipment. – Miles of track (electric), 4; gauge. 4 ft. 8½ in.; 70 lb. T rail; 13 motor cars, 2 trailers, 1 work car; 500 H.P. station plant; Gen. Elec. dynamos and motors; Ellis and Brill cars; purchases power.

Parks and Amusement Resorts. – Reaches National Soldiers’ Home and Park.

Officers – Pres. W.P. Brownlow; V. Pres. & Treas. S.C. Williams; Sec., Gen. Mgr. & Pur. Agt. Amzi Smith, Jr.; Audr. Carl F. Whitlock; Elec. Engr. & Mast. Mech. G.C. Sanders; Ch. Engr. Power Station, Karl Thornburg.

Directors. – W.P. Brownlow, Jonesboro, Tenn.; S.C. Williams and John P. Smith, Johnson City, Tenn.

General Office, Power Station and Repair Shop, Johnson City, Tenn.
Date of information, May, 1910.”¹²²

16 June 1910. The Johnson City Comet.

“The interior of the power house has been beautified by the application of several coats of paint.”

14 July 1910. The Johnson City Comet.

“Buried beneath Flowers – Brownlow is at Rest – Thousands at Funeral – Last sad Rites over remains of Dead Congressman in Presence of many Constituents. – Monday last the mortal remains of the late Col. W.P. Brownlow, the dead congressman from the First district, were laid to rest in the ‘Circle’ at the Soldiers’ Home, thus forever indelibly linking his name with the institution he conceived and builded.

The funeral services were held in Memorial Hall at 11 o’clock and the spacious building did not hold a fourth of those who were in attendance. Long before the hour the people gathered, coming from every direction. The 9.23 train of the Southern stopped in front of the entrance and permitted hundreds of passengers to get off at the Home. The Johnson Traction Co. carried all passengers to the funeral without collecting fares, a gracious consideration that was fully understood and appreciated...”

21 July 1910. The Johnson City Comet.

“Salvation Army Picnic. The Salvation Army picnic for poor mothers and children will be held on Thursday of this week. The street cars will leave the postoffice promptly at 9 o’clock and all who expect to attend are urged to be there promptly on time. All persons who have so kindly contributed to the dinner for the occasion requested to send the articles to the army headquarters this afternoon.”

18 August 1910. The Johnson City Comet.

“His Will is now Probated – Trustees take the Estate of Late W.P. Brownlow – Provisions of Last Legal paper of the Late Congressman Brownlow – Value of Estate.

The will of the late Congressman Walter Preston Brownlow, of the First Tennessee district, peculiar because of the fact that it provides that the estate shall be held and managed by trustees for a period of twelve years, has been probated in the county court at Jonesboro. The document shows that at the end of the twelve years the property is to be divided with substantial equity among the five children, the widow being generously cared for in any event. The estate, which consists of real and personal property, largely represented in the stock of the Johnson City Traction company, of which stock Col. Brownlow held a controlling interest, is thought to be worth from \$100,000 to \$150,000, although some estimates place it as high as \$200,000...”

3 December 1910. Electric Railway Journal.

“Johnson City, Tenn. – The Johnson City Traction Company has asked the City Council for a franchise to build a 1½ – mile extension of its tracks on Main Street to the Southwest addition and the Normal School in Johnson City.”¹²³

29 December 1910. The Johnson City Comet.

“Mr. D.M. Lilly, a conductor of the street car line, and Miss Katherine White, daughter of Mrs. Frank White, were married Thursday evening at the parsonage of Dr. W.S. Buchanan.”

7 January 1911. Electric Railway Journal.

“Electric Railway track Construction in 1910... Johnson City Traction Co. 4.06.”¹²⁴

26 January 1911. The Johnson City Comet.

“‘Publicus’ ask a few Questions of Citizens and the Aldermen – Ninety-Nine Year Grant – ‘Almost Unanimous Expression of Opinion that no such Grant should be made them’

The two features of unusual interest which appear in the application of the traction company for the grant of additional franchise giving it a right of way from the Public square over Buffalo street to the southwest addition and over one of the streets of that addition to the Normal College should be observed and carefully considered by every man who is interested in the growth and future of Johnson City,

Ninety-Nine Year Grant.

We refer first to the request for a ninety-nine year grant. Never before has an application for a franchise of this character been made by any corporation to the city authorities. It is the almost unanimous expression of opinion that no such grant should be made to the Traction Company or to any other person or corporation. It is also a matter of opinion equally well pronounced and emphatically expressed that the grant of the uses of the streets of Johnson City to private corporations should in each and every instance be fairly and reasonably compensated for by the corporation seeking it. The franchises of this character be long exclusively and particularly to the corporation, and constitute one of the valuable assets of the city, which if properly handled and restricted, will eventually be made a source of revenue to the town, and in this way beneficial to every citizen in it. It is strongly urged by the representatives of the Traction Company that if this grant is not made perpetual now that in the future, in the event the city now gives only a privilege in the new territory where it is sought for thirteen and a fraction years so as to terminate with the old franchise on the other streets of the town, the Traction Company will be made the subject of unjust and oppressive exaction by the city authorities, which may then be in power. This contention deserves no consideration whatever at the hands of the city authorities. As a matter of self respect the people can never treat upon any subject with any person or corporation up in the assumption that something must be done by them now which they will not here after do because they may hereafter become unjust or dishonest. The board should see that such tactics as this does not succeed in getting it to make a leap in the dark. The grant of franchises should be made as short in point of time or duration as it is practicable to make them, and, if in the future it becomes necessary to extend them in the interest of the public,

it must be presumed that the just and honest course will be pursued and the proper action taken by the authorities at that time. It is then, and only then, that all the circumstances and conditions can be seen, and the proper action be taken as may be called for by them.

If in the meantime the company enjoying the free exclusive franchise has suffered unexpected hardships or has not succeeded as well as hoped for, or the growth of the city has not been as rapid as expected proper consideration can be given to these matters. So likewise if the business of the company has been for more successful than contemplated, if the growth of the city has passed beyond the expectations of the people and all the conditions are more favorable than anticipated, then, the compensation to be asked for the continued use, either exclusive or non-exclusive of the city franchise, can be properly figured upon, and justly and fairly settled and determined.

Therefore, it is manifestly a matter of good business sense and judgment not to grant a franchise of any kind or character of longer duration than twenty years.

Therefore, the statements contained in publication that the more conservative element of the business men in Johnson City favor the granting of thirty or forty years franchise in this or any other instance is most respectfully, but emphatically challenged or denied. Therefore, let us beware of a perpetual franchise or one which exceeds such reasonable period of fifteen or twenty years. We cannot pursue any other course and safely and honestly conserve the rights and best interests of the people of Johnson City now and in the years to come.

Construction of Old Franchise.

The second feature of this new application to which we desire to call attention is the clause or wording of the additional or new franchise so as to enable it to be said in the future that the present action of the board shall be construed as an interpretation of the old franchise to be a perpetual franchise. It is fair to say that this may be prompted by no evil intention, but in its effect and consequences it is both injurious and of the most dangerous character. This arises on the reference made in the new grant to the old grant, wherein it is provided in the new grant shall terminate at the same time the exclusive feature of the old grant terminates. By the use of this language the board, if it passes the ordinance in that form, will be made to say, in legal effect, that the old grant gave an exclusive franchise and also an open franchise of unlimited duration. By pointing out the exclusive feature of it, without reference to any other feature, the conduct of the board will be open to the inference that the said original grant contained also an open franchise for an unlimited period. It is this provision of wording of the new grant which may be the most injurious in its consequences to the people of Johnson City. When the original grant was made the board did not know or understand that it was to be for anything other than an exclusive franchise for twenty years. The question of being a franchise non-exclusive after twenty years was not raised, they were not asked for any such grant, they state it was not known to them that any such grant was being made, and in fact, a reasonable and fair construction of said grant as it now stands will not permit the Traction Company to draw this inference. We can not no other than say that this is unfair on the part of the Traction Company. It is a question of overwhelming importance as to whether or not the Traction Company can occupy the streets forever and forever.

Is it possible that the people can be thus taken by surprise? Can it be possible that the board can have made such a mistake as this? Can we thus be held against our will and consent by what we may call a mere snap construction? We answer certainly not. But in order to make sure

of our footing on this question, let it be seen that no word or phrase be used in the grant of additional franchise at this time, which will lend encouragement to any such view

We therefore invoke on the part the city council the greatest vigilance in respect to this matter.

Publicus.”

26 January 1911. The Johnson City Comet.

“Franchise Granted Yesterday... The ordinance granting the Johnson City Traction Co., a 99 year franchise through the Southwest addition was passed on third and final reading.

This ordinance was discussed at length and was so modified as to grant an exclusive franchise for twenty years and a non-exclusive one for ninety-nine years, with the provision that the company pay the city one per cent of its gross receipts after twenty years for twenty-five years and 2 per cent thereafter. A particularly objectionable clause was cut out of the ordinance referring to the former franchise, it being contended by lawyers present that it would have a tendency to complicate matters at the end of the 20-year period of the original franchise.

The council was urged to further amend the ordinance by a number of citizens so as to make the exclusive feature only 13 years, the length of time the other one has to run, and also require a reasonable payment from the gross receipts, not less than five per cent., after that period, but the board could not see it that way.”

2 February 1911. The Johnson City Comet.

“Laboring Men will have Plenty of Work

The laboring men of Johnson City are greatly rejoiced at the prospect of the abundance of work which is in store for the year. It is thought that the usual number of dwelling, business houses, etc., will be erected during the year and in addition there will be the work on the Normal school building, the new Baptist church, the extended street car line and the new water system. This is good news, and to the laboring men it is a message of great joy.”

4 February 1911. Electric Railway Journal.

“Johnson City Traction Company, Johnson City, Tenn. – This company is securing right-of-way for building an extension of its railway to the State Normal School site in Johnson City.”¹²⁵

9 February 1911. The Johnson City Comet.

“...The street car line will be extended to the Normal School right away. The material has been ordered and work is to begin in a few days on the track. The Normal School will likely open not later than the first of next November...”

9 February 1911. The Johnson City Comet.

“Fourteen Cars of Material Arrived – Work on the Normal school buildings is progressing rapidly. Seven car loads of material were unloaded on the ground Saturday afternoon

and seven carloads of material are now on the siding and will be placed on the ground Monday morning.”

11 February 1911. Electric Railway Journal.

“Johnson City, Tenn. – The Johnson City Traction Company has received a franchise from the City Council to build a 2-mile extension from Johnson City to the Soldiers’ Home.”¹²⁶
This should read “Normal School” rather than “Soldiers’ Home.”

16 March 1911. The Johnson City Comet.

“Street Car will run after Entertainment
By special arrangement street cars will be run after the birthday party tonight at the Munsey Memorial church by Circle Five. Be sure to attend.”

18 March 1911. Electric Railway Journal.

“Johnson City (Tenn.) Traction Company. – About one mile of new track will be constructed in Johnson City by this company during the year.”¹²⁷

23 March 1911. The Johnson City Comet.

“Work is Progressing on the Normal. After much delay on account of bad weather, work on the Normal School buildings is now going forward rapidly and systematically under the direction of the S.M. Beaumont Contracting Company of Knoxville. Although the foundations have been completed only a little more than thirty days, the brick work on the main school building and the dining hall has reached the second story, and the first floor woodwork is being installed in the dormitories. The power house is well under way, and grading is being done for the president’s residence, the specifications for which were received only a few days since.

The operations were courteously explained to a representative of The Comet by Assistant Superintendent J.W. Murphy. More than one hundred workmen, including carpenters, masons, electricians, moulders, plumbers and others, are employed, and the work seems to be well organized. On account of the elevation of the site, a good view is had of the city, and the outlook in all directions is attractive. The contractors expect to turn over at least some of the buildings for occupancy by Dec. 1.

The structures are of red brick, laid in white mortar, and the dormitories will have floors and inside walls of reinforce concrete, making them absolutely fireproof. Altogether their location and arrangement will present a very imposing appearance.”

6 April 1911. The Johnson City Comet.

“Normal Buildings Progressing Rapidly – For real, business-like goaheadness, you should see the way they are doing things at the normal school buildings. The mess-hall is being roofed, the power house is done, they have practically finished the walls of the dormitories, and the main school building has grown way up the garret. The president’s residence, which three weeks ago was not even a hole in the ground, now consists of a good solid foundation, with

plumbing and piping installed, and a beginning on the walls. A full force is working full time, and the contractors, Messrs. Beaumont & Co., of Knoxville, will have the job finished within their specified time if they keep up this kind of work.”

6 April 1911. The Johnson City Comet.

“Collision Narrowly Avoided Yesterday

It was bound to happen. Hence it happened. Personally, the cow herself is not half as bad as the cow question. Answering a recent inquiry as to the ordinance to be promulgated against our kine, we beg to state that the cow is a domesticated four footed beast, which supplies to man such articles as beef, leather, glue, butter, cheese, ice cream, wobbly-legged calves and sometimes milk. She was the mother of the golden image worshipped by the Children of Israel, the wife of the steed that drew Buddha’s chariot, and is the direct lineal descendant of dinichthysaurancalus. In order to obtain beef, the cow is generally very seriously injured and the desired hunk of meat is extracted from her person while she is permanently unconscious. Milk may be extracted by manual labor with the cow’s consent, on an average of twice per day, without injury to the cow, provided you know how and the calf is locked up somewhere else.

But we started to tell what happened or what somebody said, happened, anyway. ‘Way down near the source of the car line, a car going west and a cow traveling east, sought to pass without either of them getting off the track. It was a single track, but the cow really should have had the right of way. The car was not damaged; neither was the cow. Poor girl, she’s used to all kinds of hard knocks here of late, so she just turned and switched her tail, and the impolite car stopped until she got good and ready to turn aside. Of course, the car had a motor-man, conductor and bell; the cow didn’t have either one. Understand, we do not advocate motormen, conductors and bells for cows; conductors and bells would be enough. We rather advocate that during the rush hours for cows, when going to and from home, the street cars be stopped so as to avoid any unpleasantness.”

19 April 1911. Engineering & Contracting.

“The incorporators of the Elizabethtown, Milligan & Johnson City Electric R.R. Co. mentioned in our last issue, are W.G. Payne, A.B. Bowman, J.H. Smith. J.G. Burchfield, W.C. Burchfield and J.N. Edens of Johnson City, Tenn. The company proposes connecting Johnson City with Milligan College and Elizabethtown by an electric railway system. This line is to make connection with that of the Johnson City Traction Co.”¹²⁸

20 April 1911. The Johnson City Comet.

“Business sessions of the Holston presbytery... Special Streets Cars will take Party to Soldiers Home and other Parts of City”

22 April 1911. Electric Railway Journal.

“Johnson City (Tenn.) Traction Company. – This company has placed contracts to build a 1½-mile extension from Johnson City to the State Normal School.”¹²⁹

4 May 1911. The Johnson City Comet.

“School Children are Guests of the Home – Capt. Kyle M. King’s treat to the school children yesterday morning was one of the most enjoyable entertainments they have had in a long time. Long before the scheduled time for leaving the square, the various chaperon-teachers were busy herding their charges for shipment on a special train of six cars to the Soldiers’ Home. A special matinee of moving pictures, music and vaudeville was given in Memorial Hall, and although the theatre was filled with the delighted children the most perfect order was maintained during the performance. The program was splendid, and was properly and vigorously applauded by the youthful audience. The children were chaperoned by I.A. Bittle and J.M. Buck, of the school board. Misses Nugent, Crouch, Barton, Tomlinson, Russell, Gaunt, Rogan, Lyle, Fain, Painter, Lynn, Harris and Owen, and Profs. Miser and Crouch, teachers in the different schools. A curtain speech was made by Capt. during the performance, and lead by Mr. Bittle three rousing cheers were given him by the crowd.”

1 June 1911. The Johnson City Comet.

“A young lady in a hobble skirt attempted to alight from a street car Tuesday near the West Side school house and was thrown violently to the ground and painfully injured.”

13 July 1911. The Johnson City Comet.

“Street Car Squabble. There is considerable discussion going the rounds in a sub-rosa sort of way as to the reason why the street car extension out to the normal school is not under way as yet, nor fully completed as to that. It will be remembered that a new franchise was granted the Johnson City Traction Company by the board of aldermen some months ago, provided work on the extension was begun within four months and the line to the normal completed in nine months. The four months have expired and no visible start appears except some crossings piled at the C.C. & O. crossing of Buffalo street. The situation seems to be this: Before the normal was thought of Mr. Carter secured a contract from the street car people that they would operate a car line out through Carter addition if and whenever he would build and turn over the same at his own expense for such operation. Later, the normal question came up, and the street car company bound itself to build at its own expense a car line to the normal at any point within two miles of Johnson City. Now, it so happens, that the normal was located at a point where the car line to the normal will go through Carter addition. This serves the purposes of Mr. Carter, it seems, and instead of building the line at his own expense, he is willing for the street car to build at its expense. But the street car out of great politeness is willing to yield the honor, to say nothing of the expense, to Mr. Carter. It is a game of Alphonse and Gaston. In the meantime, the work does not begin, but the normal progresses. It is believed that the street car now proposes, if it is forced to build the line, to build up Buffalo and straight out Walnut, under the old franchise, which puts no tax on its gross earnings, and which only skirts the Carter property, and not under the new franchise that goes up Southwest avenue and then out Pine street through the very heart of Carter addition. This squabble should be settled and settled at once. The interests of the school, the people and the city should not be baffled and played with as by a juggler’s art. The city has made a contract to have the high school taught at the normal by normal faculty. It would be impossible for children to get to the normal if the car line is not constructed and put in operation, and only

two months remain before the school opens. The people may have something to say in this matter.”

10 August 1911. The Johnson City Comet.

“Car Line Extension to State Normal

Monday a large force of men was put to work on the extension of the Johnson City Traction company’s line to the new state normal. The railway crossings arrived several weeks ago and in the construction there will be no delay on this account. The ties have also arrived and are being distributed. It is understood the rails used in the C.C. & O. railway for a siding to the car extension. The poles are being scattered along the route and everything points to cars being operated to and from the state normal before September 1.”

19 August 1911. Electrical World.

“Johnson City, Tenn. – The power plant of the Johnson City Traction Company is being enlarged. A new boiler room is being built and new boilers [manufactured by Babcock and Wilcox] are to be installed. There is also some talk of connecting Johnson City with Jonesboro by an electric line, the improvements which are being made at the power plant enabling the traction company to furnish energy for its operation.”¹³⁰

24 August 1911. The Iron Age.

“The Johnson City Traction Company, Johnson City, Tenn., has made plans for the enlargement of its power plant. A new boiler house is being erected, and contracts will be let shortly for two additional boilers [from Babcock and Wilcox]. A new turbine has already been purchased [from General Electric]. The company is anticipating the probable construction of an interurban line between Johnson City and Jonesboro, Tenn.”¹³¹

31 August 1911. The Johnson City Comet.

“Railroad Property Assessed By Commissioners

The state railroad commission has made its assessments for 1911 – 1912 and has made a total increased in valuations of all property assessed by it of \$7,917,944.36. The local properties assessed as follows: C.C. & O. Ry \$987,578.00, E.T. & W.N.C. Ry., \$285,900, and Johnson City Traction Co., \$30,702”

2 September 1911. Electrical Review and Western Electrician.

“Johnson City, Tenn. – The power plant of the Johnson City Traction Company is being enlarged. A new boiler room is being built and new boilers will be installed. Recently a [General Electric] steam turbine was placed in this plant taking the place of the two [Corliss] engines which have been in use there for some time.”¹³²

16 September 1911. Electrical World.

“Jonesboro, Tenn. – At an election held recently in Jonesboro the citizens voted to issue \$25,000 in bonds to aid in building an electric railway from Jonesboro to Johnson City, a distance of about 8 miles. The cost of the proposed railway is estimated at about \$40,000.”¹³³

28 September 1911. The Johnson City Comet.

“Street Car Extension Nearly Completed. One of the quickest jobs of engineering work carried out in the south is the new car line to the normal school. The school opens on Monday next and Manager Aimi Smith, of the Traction Co., says he will have the cars running Monday morning. The gangs of track layers and wire stringers are now putting in some thirteen hours a day.” See figures 25 to 28, and Map 3.

“Much of the route was through farmland. After negotiating the final hill, the line ended beside the library and the side entrance of the old administration building. Here the conductor; usually Dee ‘Spot’ Cash, would turn the car and reverse the seat backs to face the opposite direction. The motorman, ‘Uncle John’ Lusk would move to the other end of the car to operate it as it traveled back downtown. The same turning procedure was followed at the other end of the line in front of the Horace Miller Drug Store on Main Street. The trolley crew would stay at each end of the line for about five minutes. The trip over the line lasted thirty minutes. Cash stood in the vestibule of the car at the opposite end from the motorman. He wore a moneychanger on his belt and the passengers dropped their fare into a metal box. The trolley men knew most of the people along the line and they often allowed broke college students to ride without dropping a coin in the box. There were regular stops, but stopping in the middle of a block to allow a customer to board or get off wasn’t uncommon. One professor’s wife would have the car stop and wait while she ran into the post office to pick up her mail.”¹³⁴



Figure 25. “The line to the state Normal School, built in 1911, runs down the middle of Buffalo Street as it crossed the tracks of the East Tennessee & Western North Carolina and Clinchfield railroads. The Clinchfield depot is just across the tracks on the right. The ET&WNC depot is out of sight, just to the right of the 1920s era automobiles. Photo from the Burr Harrison Collection, courtesy of the Archives of Appalachia, East Tennessee State University.”¹³⁵

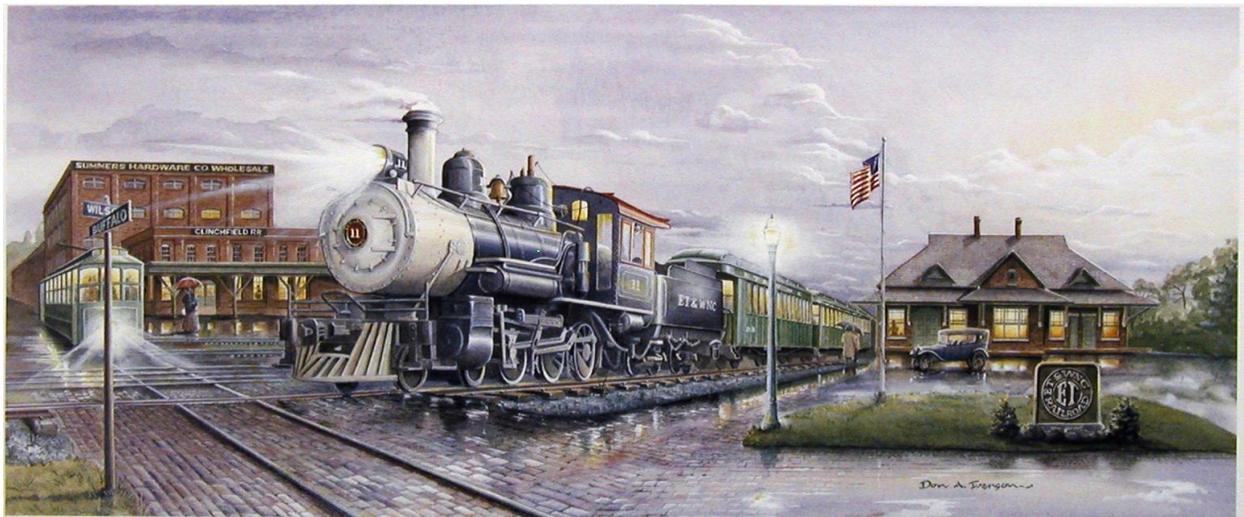


Figure 26. “Tweetsie Glory” by Don Iverson¹³⁶



Figure 27. “Streetcar No. 8 on its way to State Teachers College in Johnson City” 1912. “Old no. 8 was the first car to make the trip from Johnson City to college in the fall of 1911. **D.M. Lilly (conductor)** was in charge and **Frank Mitchell** at the control. This was a great moment in the building of Johnson City.”¹³⁷ This trolley appears to be of the same type as No. 7 (Figure 18, above).

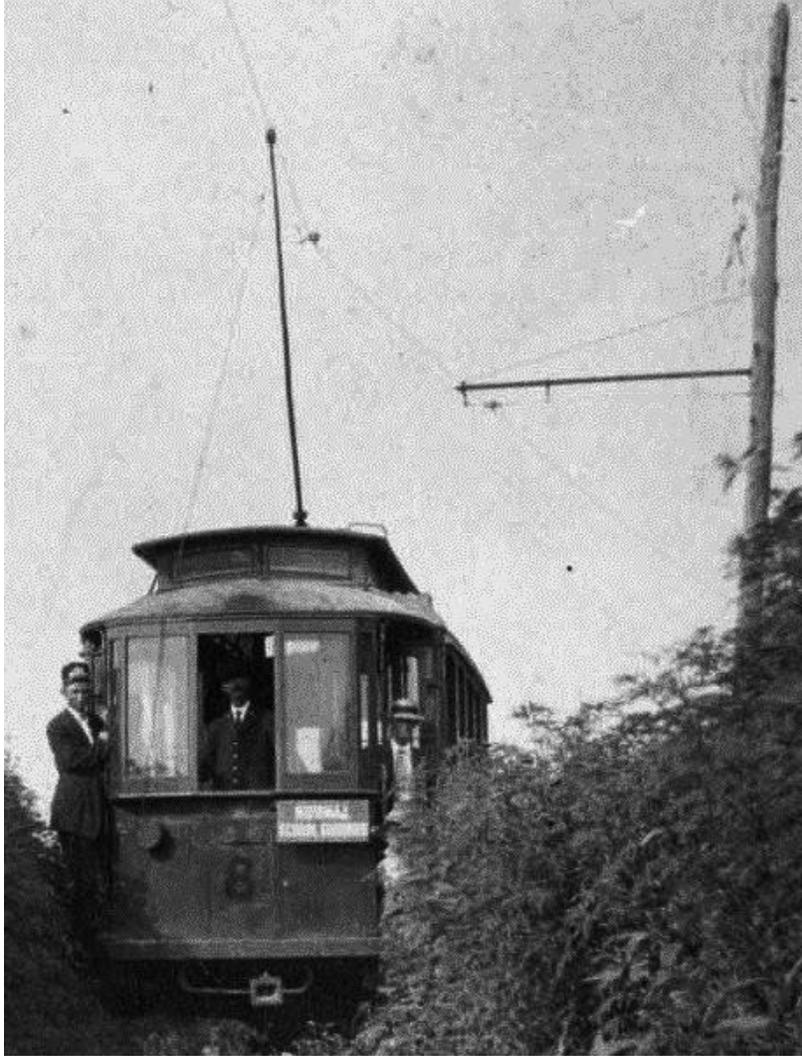


Figure 27A. An enlargement of the above photo, which better shows the wiring. The placard appears to read, in part, “Normal School...”



Figure 28. “Administration Building, State Teachers College, Johnson City, Tennessee”¹³⁸



© Chris H. Ford, Memphis, Tenn.



Map 3. Trolley Line to the East Tennessee State Normal School, by Chris Ford.¹³⁹

28 September 1911. The Johnson City Comet.

“Passenger on Street Car Drops Dead. Tuesday evening Lewis Wetzell died on a street car while returning from the Soldiers’ Home. He was the young man who was stabbed on the 17 instant by a negro boy at the ice plant. The wound was dressed and gave so little pain that Wetzell was never confined to his bed. Tuesday evening he went to the Home on the car and helped the conductor turn the seat backs.

As soon as he finished this slight effort he said ‘I am going blind,’ and lay down on the seat and expired before the car could reach town for medical aid. An autopsy disclosed the fact that internal bleeding from the wound caused the death.

The negro boy who did the stabbing is being looked for and will be arrested and tried for murder.”

26 October 1911. The Johnson City Comet.

“Capt. **Monroe Lilley, a popular street car conductor**, is so proud over the arrival of a son that he rings up all fares and forgets to collect.”

21 December 1911. The Johnson City Comet.

“It will soon be Christmas again and while you are making yourself happy by generous giving The Comet suggests that you do not overlook the street car conductors and motormen. They get salaries, of course, for operating the cars, but are not paid for the many acts of kindness they do for you and yours during the year. If you feel grateful for the kindly attentions, just evidence that fact by giving the conductor ten cents or more when you pay your fare and tell him to keep the change, as it is Christmas day. This will make all concerned happy and the boys will understand that what they have done in the past for your comfort and convenience has not been entirely overlooked.”

1911. McGraw Electric Railway Manual.

“Johnson City. Population in 1900, 4,645; in 1910, 8,502.

Johnson City Traction Co. – Charter and municipal franchise granted in 1903 in perpetuity, exclusive for 20 years. The road connects Johnson City with the Soldiers’ Home and Carnegie.

Capital Stock, authorized \$50,000, issued \$10,000; par \$100.

Funded Debt. – First mortgage 5 p.c. gold coupon bonds, authorized, \$20,000; dated June 1, 1903, due 1923; denom. \$100; int. payable June and Dec.; Banking & Trust Co., Jonesboro, Tenn., trustee.

Track and Equipment. – Miles of track (electric), 4; 13 motor cars, 2 trailers, 1 work car.

Officers. – Pres. S.C. Williams; Sec., Gen. Mgr. 8: Pur. Agt. Amzi Smith, Jr.; Audr. Carl F. Whitlock; Elec. Engr. & Mast. Mech. G.C. Sanders; Ch. Engr. Power Station, Karl Thornburg.

Directors. – Amzi Smith, Jr., K.M. King, S.C. Williams, Johnson City, Tenn.; S.S. Kirkpatrick, A.L. Shipley, Jonesboro, Tenn.

General Office, Power Station and Repair Shop, Johnson City, Tenn.”¹⁴⁰

February 1912. Electric Railway Edition.

“Johnson City. 8,502.

1111 – Johnson City Traction Co. Office, Johnson City. Connects Johnson City and Carnegie.

Pres. S.C. Williams	Johnson City
V. Pres. Sec. Gen. Mgr. & Pur. Agt. Amzi Smith	
Audr. Carl F. Whitlock	[Johnson City]
Supt. Elec. Engr. & Roadmaster, G. C. Sanders	[Johnson City]
Ch. Engr. Karl Thornburg	[Johnson City]
M.M.H.H. Collins	[Johnson City]

Power sta. equip. 2 a.c. G.E. tot. 650 kw. 3 ph. 60 cys; 500 hp.e. Allis-C; 900 hp. B. C. & Z, Bab. & W); 500 kw. stm. Turb. G.E; trans. volt. 2300 v; trolley volt. 600 v.

Power sta. and repair shops at Roane St., Johnson City.

Reaches National Soldiers' Home.

6 miles; 4-8½ g; 13 motor and 3 other cars. Company does lighting through Watauga Elec. Co.”¹⁴¹

29 February 1912. The Johnson City Comet.

“Ordinance No. 43. An ordinance to eliminate all street car, telephone and electric light poles from any and all of the streets, to have any and all poles put and erected in the alleys, where so ordered by the board of mayor and aldermen.

Be it ordained by the board of mayor and aldermen of the city of Johnson City, Tennessee:

Section 1. That it shall be unlawful for any street cat company, electric light company, or any other like nature erect or maintain more than one line set of poles for ‘phones, lights, motor power wires, or for any other like purposes on either side of the streets hereafter mentioned or described, or any alley, provided said poles are erected on said streets, and said poles shall not be less than fifty (50) feet apart in line on the same side of said street, and many as two companies or parties can or shall use the same line poles on either side of said street, or any alley...

Ordinance No. 47.

An ordinance to safe guard persons boarding and leaving street cars.

Be it ordained by the board of mayor and aldermen of the city of Johnson City,

Sec. 1. It shall be unlawful for any person to drive an automobile, wagon carriage or vehicle of any sort, or to ride between a street car standing to discharge or admit passengers and the sidewalks opposite the car. Provided nothing herein shall be construed to prevent vehicles, etc., passing a car standing on a side track, after such car has been at a standstill thirty seconds or passing a car which has stood at any other point one minute or more.

Sec. 2. Any person violating any of the provisions of this ordinance shall be subject to the payment of a fine of two nor more than twenty-five dollars.

Sec. 3. Be it further ordained, That this ordinance take effect from and after its passage, the welfare of the city demanding it.

Passed on first reading Jan. 24, 1912.

Passed on second reading Jan. 29, 1912

Passed on third reading Feb. 15, 1912.
Approved February 16, 1912.

W.A. Dickinson, Mayor.

Attest:

Wm. R. Pouder, Recorder.”



Figure 29. “May Day was celebrated in front of the administration building at East Tennessee Normal School in 1912. Visitors arrived in three different modes of transportation – horse and buggy, automobile, and trolley cars. The school president’s home is seen in the center background of the picture. Photo courtesy of Archives of Appalachia, East Tennessee State University.”¹⁴² The cars may be No. 7 and No. 8 (the two short cars), as well as either No. 2 or No. 3 for the long, two truck, car. Cars No. 5 and No. 6 were intended to operate on the Soldiers’ Home route.

27 June 1912. The Johnson City Comet.

“Electric Co. Sells Out to Big Concern – Means Much for this Section – In Way of Development – Watauga Electric Co. and Johnson City Traction Co. Both Sold to Tenn. Eastern Electric Co.

Both the Watauga Electric Co., and the Johnson City Traction Co., have been sold to the Tennessee Eastern Electric Co., and a company with millions of capital behind it will undertake an industrial development in East Tennessee that means much for this section. Warren, Tucker & Co., Boston bankers, are furnishing the money for the enterprise, and W.V. Powelson, an eminent engineer of New York, and formerly president and general manager of the Union Electric Light and Power Co., of St. Louis, will furnish the plans and build the development. He will also exercise general executive supervision over the affairs of the company as its president.

Mr. Amzi Smith, the capable manager of the Watauga Electric Co., has been selected as general manager of the Tennessee Eastern Electric Co.

The Tennessee Eastern Electric Co. is to build a hydro-electric plant large enough to supply the present market with transmission distance. Its efforts will be devoted to the development of Eastern Tennessee by aiding in bringing new industries to the communities it serves and its policy will be always to keep its supply ahead of the demand for power. The banking interests behind the new company are strong, they believe in the future of East Tennessee and will be ready to furnish capital for extensions and additions to its system just as fast as the market conditions warrant.

The Tennessee Eastern Electric Co. has also purchased the Greeneville Electric Light Co., where it has just been granted a fifty year franchise and its plans contemplate application for franchises in Jonesboro, Erwin and Morristown.

The initial development will be about 6,000 to 7,500 horse-power, at a cost of nearly \$500,000 will soon be expended in this territory by the syndicate.

A transmission line will be built to Johnson City, Greeneville, Morristown, Jonesboro and Erwin.

It has only been a few weeks since the owners of the Carolina, Clinchfield & Ohio railway started work on the extension of the Clinchfield from Dante, to Elkhorn City. When this is completed next year Johnson City will have competitive railroads, something few cities in the country are blessed with. Again the waterworks tangle has been untangled, the contract let, the bonds sold and \$210,000 with which to give this city sufficient water for 40,000 people is now ready to be paid out as the work progresses. The good road system inaugurated in Washington county and the street paving in the city at an initial cost of half a million are in progress and are being pushed as rapidly as men, money and machinery can do it. This would cause many people to speculate, but nothing of the kind prevails in Johnson City.”

28 June 1912. The Columbia Herald.

“East Tennessee to have Revolution in Electric Power – Plants acquired in several Towns – Companies from the East. May Inaugurate Car System – Applications made for Franchises and Half a Million to be Expended in Building a Dam Across the Nolachucky River.

Johnson City, Tenn., June 26. – A deal that means much to Johnson City and the development of upper East Tennessee, has just been closed. The Tennessee Eastern Electric Company, financed by Warner, Tucker & Co., of Boston, Mass., has purchased the electric lighting plant at Greenville and the Watauga Electric Co., and Johnson City Traction Co., of

Johnson City. For this property it paid in the neighborhood of \$500,000... Besides the transmission of electricity the Tennessee Eastern Electric Company has plans for a system of interurban cars and it may be but a few years until the leading cities of this end of the state are connected...

The Watauga Electric Company and the Johnson City Traction Company were owned by the estate of Congressman Walter P. Brownlow and Attorney S.C. Williams. The car line extends from the city to the new state normal, with an enrollment of 400, to the national soldiers home with 2,000 members and to Carnegie, a resident suburb of Johnson City that has the general offices of the Carolina, Clinchfield & Ohio railroad. They have been paying investments since the time of their construction in 1903.”

4 July 1912. The Tradesman.

“Boston Concern Buys Watauga Electric Company. Johnson City. Tenn. – The Watauga Electric Company and the Johnson City Traction Company’s property has been sold to Boston capitalists, the deal being closed Saturday. The price paid for this property is said to be \$325,000. The plant of the Watauga Company was purchased in 1901 for \$20,000 by the late Col. W.P. Brownlow and associates.

The traction company was organized at that time, and six miles of street railway have been put-down, two miles of which have been put down in granitoid pavement. It is said the new company plans to enlarge the system. A dam is to be built in the Chucky river below Embreeville at which a plant will be erected, which will furnish 20,000 horsepower.

Johnson City and surrounding towns will be lighted from this plant. Car lines are to be built from Johnson City to Elizabethton, ten miles and to Jonesboro, eight miles. Also a loop from the state normal to the Soldiers’ Home will be built. J.W. Ross, W.V.W. Powelson, E.H. Shudro, of New York and William T. Pearson, of Boston, Mass. are interested in the Johnson City deal.

Power for East Tennessee Towns. Johnson City, Tenn. – A deal of gigantic magnitude to Johnson City and the territory of which it is the hub has just been consummated. It involves one of a half million dollars, and has for its consideration the construction of a hydro-electric plant on the Nolachucky river, eight miles south of Greeneville, from which will be transmitted 6,000 to 7,000 horsepower to Greeneville, Jonesboro, Limestone, Morristown and Erwin.

The Tennessee Eastern Electric Company is the name of the company in charge of this enterprise, and work has already started on the plant, and it is understood it will be in operation by April 1, 1913.

Preparatory to the completion of the plant the company has purchased the Greeneville electric light plant, the Johnson City Traction Company and the Watauga Electric Company, the latter of this city. Franchises have been applied for at Morristown, Erwin, Jonesboro and Limestone.

Warner Tucker & Co., bankers of Boston, are furnishing the money for the enterprise, and W.V.N. Powelson, constructing engineer of New York, formerly president and general manager of the Union Electric Light and Power Company, of St. Louis, will furnish the plans for and build the structures. He will also exercise general executive supervision over the affairs of the company as its president. Mr. Amzi Smith, general manager of the Watauga Electric Company, has been selected general manager of the Tennessee Eastern Electric Company.”¹⁴³

6 July 1912. Electric Railway Journal.

“Johnson City (Tenn.) Traction Company. – The property of the Johnson City Traction Company has been sold to the Tennessee Eastern Electric Company, which has been formed by Eastern capitalists, chief among whom are Warner, Tucker & Company, Boston, Mass. Arrangements are being made to build a water-power plant on the Nolachucky River, near Greeneville, Tenn., which will supply current to operate the Johnson City system. The company plans also to construct a number of interurban railway lines, probably to Greeneville, Morristown, Erwin and Jonesboro. The new owners have also acquired the property of the Watauga Power Company, Johnson City, which has been owned and operated by the same interests as control the railway. The work of designing the power plant is in the hands of W.V.N. Powelson, New York, N.Y., who has established quarters at Johnson City and will be in charge of the work. The cost of the proposed new plant will be \$500,000.”¹⁴⁴

“Johnson City (Tenn.) Traction Company. – A power plant with capacity of 7500 hp, to cost approximately \$500,000, will be built by the interests which have taken over the Johnson City Traction Company, referred to in the department ‘Financial and Corporate’ elsewhere in this issue. W.V.N. Powelson, New York, N.Y., will be engineer in charge of construction.”¹⁴⁵

13 July 1912. Electrical Review and Western Electrician.

“Johnson City, Tenn. – E.M. Runnels, of the Bristol Board of Trade, is negotiating with the recently organized Johnson City Traction Company for the construction of a 25-mile line connecting the two cities. The Johnson City company took over the street-railway system there. It will be served in the near future from a power plant on the Nolachucky River, which will make the operation of an interurban line less expensive than it would otherwise be.”¹⁴⁶

18 July 1912. The Johnson City Comet.

“The Public will be Accommodated – The Johnson City Traction Company is arranging to take care of its passengers at various points along the line. Neat and substantial waiting stations will be erected at the terminals in Carnegie and the Soldiers Home and at Cherokee Heights. Arrangements are also being perfected for a commodious waiting station at the Normal junction on Buffalo and Main streets. All of these improvement are badly needed, none more so than the latter, and the public will be duly grateful accommadations. A leomet representative was told that the company has many other improvements under advisement, chief among which is the extension of the line to the furnace. This is a greatly needed addition to the line and would easily be a rememerative investment.” See Figure 30.

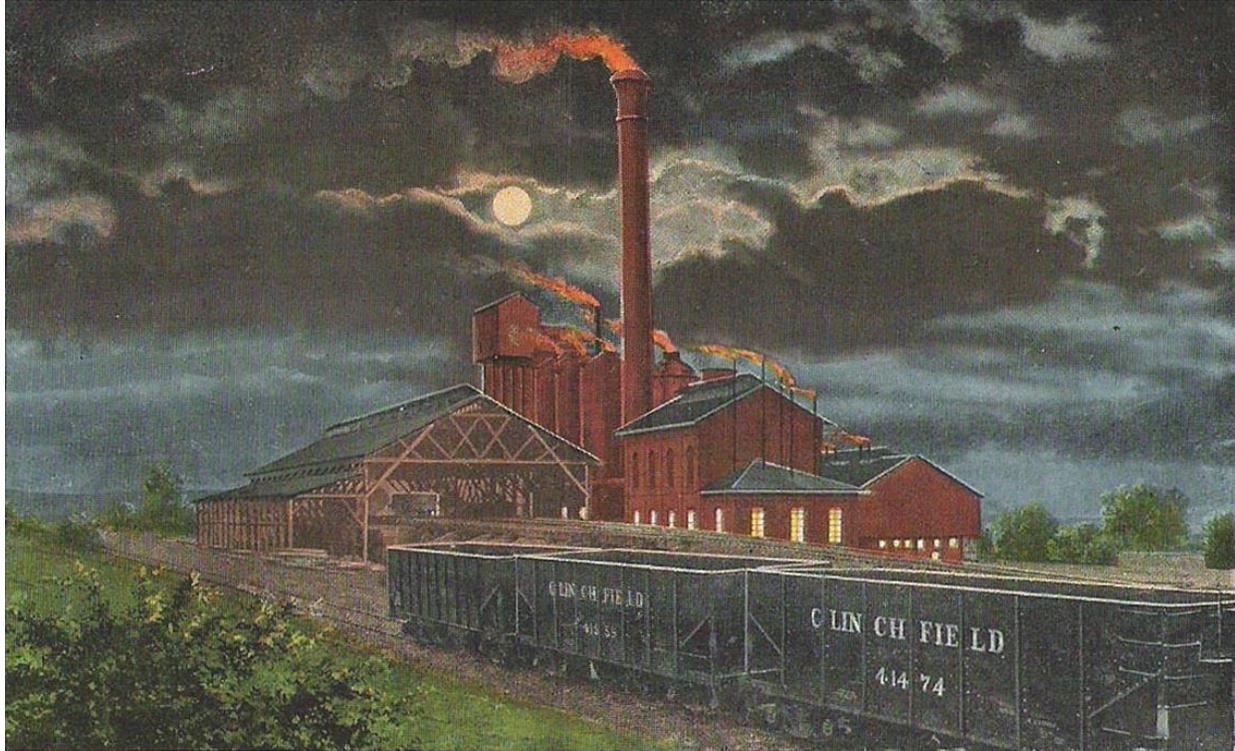


Figure 30. “Cranberry Furnace, by Night, Johnson City, Tenn.”¹⁴⁷

18 July 1912. The Johnson City Comet.

“Edward Smith, twenty-eight years old and a member of Company ‘H,’ National guard of Tennessee, is at St. Luke’s hospital in a state of coma, as a result of having received a blow on the head early Tuesday morning before the special train reached Bristol... Smith formerly lived in Bristol, but removed to Johnson City some months ago and is employed as a motorman by the Johnson City Traction Company. He came back here to attend the annual encampment with the local company. His wife was notified of the accident... Bristol Herald-Courier.”

August 1912. Electric Railway Edition. (Same as February 1912, above).

“Johnson City. 8,502.

1111 – Johnson City Traction Co. Office, Johnson City. Connects Johnson City and Carnegie.

Pres. S.C. Williams	Johnson City
V. Pres. Sec. Gen. Mgr. & Pur. Agt. Amzi Smith	
Audr. Carl F. Whitlock	[Johnson City]
Supt. Elec. Engr. & Roadmaster, G.C. Sanders	[Johnson City]
Ch. Engr. Karl Thornburg	[Johnson City]
M.M.H.H. Collins	[Johnson City]

Power sta. equip. 2 a.c. G.E. tot. 650 kw. 3 ph. 60 cys; 500 hp .e. Allis-C; 900 hp. b. C. & Z, Bab. & W; 500 kw. stm. turb. G.E; trans. volt. 2300 v; trolley volt. 600 v.

Power sta. and repair shops at Roane St., Johnson City.

Reaches National Soldiers' Home.

6 miles; 4-8½ g; 13 motor and 3 other cars. Company does lighting through Watauga Elec. Co.”¹⁴⁸

5 September 1912. The Tradesman.

“Free Power is Offered to Infant Industries, Johnson City, Tenn. – Power is to be brought to Johnson City from a hydro-electric plant, which will be built near Greeneville. About 200 men are now at work on the dam.

W.V.N. Powelson, president of the Eastern Hydro-Electric Company, has written president of the commercial club H.D. Gamp, that his company will give free power for a stated period to new manufacturing enterprises. This is the company which recently purchased the Watauga Electric Company and Johnson City Traction Company's holdings at \$325,000.”¹⁴⁹

19 September 1912. The Johnson City Comet.

“Card of Thanks. Mrs. W.J. Winesett, wishes to thank the general public, the I.O.O.F. lodge and the Johnson Chapter U.D.C. for their kindness to her during the illness and death of her late husband. Especial mention should be made of Rev. Mr. Dobbs, who has given his individual attention for the past months and Dr. West for his special kindness and care. The same should be said of Mrs. George Hardin, Mrs. Waring, Mrs. Henry Hale and Mr. and Mrs. J.T. Hall, also the street car conductors and motormen for the kindness shown at all times...”

17 October 1912. The Johnson City Comet.

“Waiting Station Now Assured

The public will not have to wait on the curb in good or bad weather when transferring to or from the Normal line. The Johnson City Traction Company has rented the room on Main street now occupied by Kemble-Cochran Co. and will fit it up for a transfer waiting station and uptown office of the company. The Normal cars will be run to the corner of Main and Roan streets and save passengers a long walk as compared with the present arrangement. The public will find this new arrangement ideal and will duly appreciate the effort of the company to provide for their comfort and pleasure.”

7 November 1912. The Johnson City Comet.

“Tipton's Dray Wagon Struck by Street Car. What might have proved to be a fatal accident occurred shortly after six o'clock Wednesday evening when a street car in charge of conductor Lonnie Miller and motorman Geo. Carter, collided with John Tipton's dray wagon, killing his horse instantly and injuring him severely. The accident occurred at the corner of Buffalo and main streets as the car was going towards the Soldiers home.

It appears that Tipton attempted to cross the tracks in front of the car with the above results. It is also alleged that Tipton was under the influence of intoxicants. His wounds were dressed by a physician and he is reported to be rapidly recovering.”

August 1913. McGraw Directory of Electric Railways.

“Johnson City. 8,502.

1111 – Johnson City Traction Corpn. – Office Main St., Johnson City. Connects Johnson City and Carnegie.

Pres. N.V.N. Powelson 60 Wall St., New York, N.Y.

V. Pres. A. Henderson 85 Devonshire St., Boston, Mass.

Sec. T.B Sweeny [85 Devonshire St., Boston, Mass.]

Tress. R.L. Warner [85 Devonshire St., Boston, Mass.]

Audr. Carl F. Whitlock Johnson City.

Gen.Mgr. & Pur. Agt. Amzi Smiths [Johnson City.]

Supt. G.C. Sanders [Johnson City.]

Ch. Engr. Karl Thornburg [Johnson City.]

M.M. H.H. Collins [Johnson City.]

Power sta. equip. 2 a.c. G.E. tot. 650 kw. 3 ph. 60 cys; 500 hp.e. Allis-C; 900 hp. b. C. & Z, Bab. & W; 500 kw. stm. turb. G.E; trans, volt. 2800 v; trolley volt. 600 v.

Power sta. and repair shops at Roane St., Johnson City.

Reaches National Soldiers' Home.

6 miles; 4-8½ g; 15 motor and 3 other cars. Company does lighting through Tennessee Eastern Elec. Co.”¹⁵⁰

1913. Poor's Manual of Public Utilities.

“Johnson City Traction Co. Length of line, 5.0 miles. Gauge, 4 ft. 8½ in – Rail (T), 70 and 90 lbs. Cars (motor, 15; trail, 3), 18. Power rented. Power station, 1; engines to generate power, 2 – all owned by the Watauga Electric Co., an allied corporation.

History. – Chartered in 1902, under the laws of Tennessee; organized in May, 1903; road opened July 4, 1903. Charter secures to the company exclusive use of the streets for twenty years. Municipal franchise secures exclus. right of way over streets, for 20 years; thereafter non-exclusive and perpetual, except as to one mile for which franchise is exclusive for twelve years and non-exclusive for ninety-nine years

Capital Stock. – Authorized, \$50,000; outstanding, \$10,000. Shares, \$100.

Funded Debt outstanding, \$7,000 1st mtge. 5 p.c. 20-yr. gold bonds, due 1923, interest June and December, at Unaka National Bank, Johnson City, Tenn. Coupon bonds, \$1,000 each. Authorized amount, \$20,000. Trustee, The Banking and Trust Co., Jonesboro, Tenn.

Directors. – S.C. Williams, A.L. Shipley, A. Smith, S.S. Kirkpatrick, K.M. King, Johnson City, Tenn. Officers: S.C. Williams, Pres; A. Smith, Jr., Sec. and Gen. Mgr., Johnson City, Tenn. Office, Johnson, City, Tenn.”¹⁵¹



Figure 31. Southern Railroad Station, built in 1913, looking toward the trolley crossing along Roan Avenue.¹⁵²

10 January 1914. United States Investor.

“Tennessee Eastern Electric Co. – This company has notified the Massachusetts commissioner of corporations that it will increase its capital stock from \$1,650,000 to \$2,250,000 by the issue of 3,000 shares of preferred and 3,000 shares of common stock at \$100 a share. Of this number 1,500 shares of preferred will be issued at once for cash, and 1,400 shares of common stock will be issued for exchange of the capital stock of the Johnson City Traction Corporation, for the par value of which is \$140,000. The balance of the stock will be issued at the discretion of the directors.”¹⁵³

11 April 1914. Electrical World.

“Johnson City, Tenn. – Arrangements, it is reported, are being made by John W. Hunter for the installation of an electric-light plant to furnish electricity for lighting, street railway and domestic purposes in Johnson City.”¹⁵⁴

25 April 1914. Electrical World.

“Johnson City, Tenn. – John W. Hunter, of Johnson City, who is making arrangements to furnish electrical service here and also to furnish electricity to operate the street railway system in Johnson City, will either purchase the local plant or build a new one.”¹⁵⁵

August 1914. "Recent Water Power Developments in Tennessee."

"One by one the water horses of Tennessee are quietly slipping into harness. Recently three lusty spans of these unwilling servants of man have bent to his will; and two of them within the same week. In October, 1913, the Nolichucky River for the first time in its history put on the hydro-electric harness, and the Ocoee River for the second time yielded to the persistence and skill of the engineer-driver. Again, in November, the mightiest of our southern rivers, the Tennessee, after a struggle lasting for eight years, accepted the bit, and the great power house at Hale's Bar began to assume the load and perform a task beyond the strength of fifty thousand horses.

On the Nolichucky River, the plant of the Tennessee Eastern Electric Company; on the Ocoee, the second development of the Tennessee Power Company; and at Hale's Bar the imposing lock and dam of the Chattanooga and Tennessee River Power Company passed into commission. The first of these plants will develop at present 3,600, but ultimately 16,000 horse power; the second, at present 20,000 and ultimately 30,000 horse power; and the third, now equipped to produce 40,000 electrical horse power, will ultimately have capacity to produce 56,000.

The plant of the Tennessee Eastern Electric Company is located 9 miles from Greeneville. Later, it is the design to carry the dam to an ultimate height of 70 feet. With this in view the foundation was built to low water level of an adequate width; and the down-stream face of the dam was built stepped, so that when the additional concrete is laid the finished structure will be monolithic. The power house, up to the generator floor, is built of concrete, but the superstructure is of brick. To minimize the necessary hauling of material over the nine-mile stretch of road from Greeneville, the brick for the power house were manufactured on the spot.

The turbines, of which two are installed, are vertical shaft, scroll case, single runner machines, with direct-connected generators, the revolving parts being supported from the top by self-oiling thrust bearings. These turbines were built by the Allis-Chalmers Company, although designed by Mr. W.N.N. Powelson. Mr. Powelson is Chief Engineer and a principal stockholder of the Tennessee Eastern Electric Company. The entire equipment, turbines, generators and governors, are of Allis-Chalmers manufacture. It is said that these turbines are the first to be built by this company fitted with steel scroll cases. When the dam is raised to the 70-foot height, the turbines will be adapted to the higher head by merely substituting new runners for those now installed. The generators are built of sufficient capacity for the higher head and the change will be made whenever the company finds the demand for power is in excess of the present capacity of the plant. Provision is made for the accommodation of two additional units. The ultimate capacity of the plant, when these are installed and the dam is built to its final elevation, will be 16,000 horse power. The two units now in place yield with the present height of dam, 3,600 horse power. Power from the plant is transmitted at 44,000 volts over 43 miles of line and furnishes the power requirements of Greeneville, Jonesboro and Johnson City. The company owns the steam generating stations in Greeneville and Johnson City, and holds these plants in reserve for auxiliary power.

The hydro-electric plant is extremely interesting, being in every respect fully abreast of the best present day hydro-electric practice. In construction, the plant is typical of moderate head developments. It has a concrete dam and short penstocks leading to the turbines, which are housed in the power house close to, or even integral with the dam itself...¹⁵⁶

10 December 1914. The Johnson City Comet.

“William Chinoweth Killed by Street Car. William Chinoweth, aged 72 years, died at 4 o’clock Sunday afternoon as a result of being run down by a street car near the postoffice. The accident occurred at 1 o’clock.

Mr. Chinoweth was crossing the car track at an angle, and it is supposed that he did not hear the car bell ring as it approached him. He was struck just as he stepped onto the track.

The deceased was one of the early settlers of Johnson City...”

1914. McGraw Electric Railway Manual.

“Johnson City.

Population in 1910, 8,502.

Johnson City Traction Corporation. – Connects Johnson City and Carnegie and reaches National Soldiers’ Home.

Track And Equipment. – Miles of track, 6; 15 motor and 3 other cars.

Officers. – Pres. W.A. Leland, Johnson City, Tenn.; V. Pres. T.B. Sweeny; Treas. R.L. Warner; Audr. W.J. Magee, all of Boston, Mass.; Gen. Mgr. & Pur. Agt. Amzi Smith; Supt. G.C. Sanders; Ch. Engr. Karl Thornburg; Mast. Mech. H.H. Collins, all of Johnson City, Tenn.

General Office, Main St., Johnson City; power station and repair shops at Roane St., Johnson City, Tenn.”¹⁵⁷

1914. Poor’s Manual of Public Utilities.

“Company Controlled by Tennessee Eastern Electric Company.

Johnson City Traction Corp – Length of line, 5.25 miles. Sidings, 500 ft. Gauge, 4 ft. 8½ in. Rail, 70 and 90 lbs. Cars – passenger (closed, 10; open, 4; 14; other 2 – total, 16. Power purchased from Tennessee Eastern Electric Co.

History. – Chartered in 1913, in Tennessee, as successor to Johnson City Traction Co. (for latest statement see Manual of Public Utilities for 1913, page 617). Franchise of the old company was granted in 1903; non-exclusive franchise perpetual and exclusive franchise for 20 years on one line; on a second line granted January 5, 1911, 13 years exclusive and 99 years non-exclusive.

Control. – Controlled by Tennessee Eastern Electric Corp., through ownership of entire capital stock.

Capital Stock – Authorized and outstanding, \$150,000. Shares, \$10. All owned by Tennessee Eastern Electric Co. Transfer agent and registrar of stock, treasurer of company. Annual meeting, first Tuesday in September, at Johnson City, Tenn. Books do not close.

Directors. – R.L. Warner, R.F. Tucker, A. Henderson, T.B. Sweeny, Boston, Mass., W.A. Leland, Johnson City Tenn. Officers: W.A. Leland, Pres., Johnson City, Tenn.; A. Henderson, Vice-Pres.; L. Warner, Treas.; T.B. Sweeny, Sec., Boston, Mass.; A. Smith, Gen. Mgr., Johnson City, Tenn. Office, Johnson City, Tenn.”¹⁵⁸

13 February 1915. Electric Railway Journal.

“Jonesboro, Tenn. – In the interest of the project to connect Jonesboro and Johnson City, 7 miles distant, by an electric railway, Mayor A.S. Murray has appointed a committee composed

of J.H. Epps, J.H. Anderson, R.M. May, A.L. Shipley and J.S. Pritchett to confer with representatives of Johnson City and the Tennessee Eastern Electric Company. Jonesboro has voted bonds of \$25,000 to further the project, and it is proposed that Johnson City issue an equal amount and that the electric company make up the remainder. Six miles of railway would be necessary to connect with the Johnson City line, and it is estimated that construction and equipment would cost from \$75,000 to \$100,000.”¹⁵⁹

13 March 1915. Electric Railway Journal.

“Johnson City, Tenn. – Representatives of this city and Jonesboro, which would be connected by a projected electric railway to be constructed at a cost of \$80,000 between the two cities, met recently in the interests of the project. Mayor S.E. Miller, Johnson City, presided, and among those who attended were Mayor A.S. Murray, Jonesboro; R.M. May, J.H. Anderson, A.L. Shipley and J.S. Pritchett, all of Jonesboro. (E.R.J., Feb. 13, ‘15.)”¹⁶⁰

9 December 1915. The Johnson City Comet.

“Railroads – Johnson City Traction Co. and Tel. Co’s. of Johnson City – Assessed valuation, \$287,297.00; annual tax, \$1,292.83.”

1915. Poor’s Manual of Public Utilities.

“Tennessee Eastern Electric Co. – Incorporated in June 1912, in Massachusetts, and acquired the property of the Watauga Electric Co., Jonesboro Electric Co., and Greenville Electric Co. Controls, through ownership of the entire capital stock, the Johnson City Traction Corporation and the Tennessee Eastern Power Co. Property consists of a hydro-electric development with an installed capacity of 5,000 kw. and with provision for an increase to 10,000 kw. Also owns modern steam power station of 1,100 kw. capacity, 52 miles of 44,000 volt transmission line and 5.85 miles of street railway lines. Supplied Johnson City, Jonesboro and Greenville, Tenn., serving a population of about 20,000.

Capital Stock-Authorized, \$1,500,000 common and \$750,000 6 p.c. cumulative preferred – total, \$2,250,000 (increased in Jan, 1914, from \$450,000 preferred and \$1,200,000 common). Outstanding, Jan. 1, 1915, \$1,275,000 common and \$600,000 preferred – total, \$1,875,000. Preferred stock has full voting power, is subject to redemption at 120 and accrued dividends, and is entitled to the same amount in liquidation. Regular quarterly dividends have been paid at the rate of 6 p.c. per annum on the preferred stock since Dec. 1, 1912. Payments, March 1, etc., at American Trust Co., Boston, Mass. Stock not listed.

Transfer Agent, Etc. – Transfer agent, American Trust Co., Boston, Mass. Registrar of stock, Boston Safe Deposit and Trust Co., Boston, Mass. Annual meeting, second Tuesday in February, at Boston, Mass. Books do not close.

Funded Debt issued Jan. 1, 1915: \$800,000 first mort age improvement fund 5 p.c. gold bonds, dated Feb. 1 1913; due Feb. 1, 1943; interest Feb. and August 1, at office of the trustee, American Trust Co., Boston, Mass. Coupon bonds, \$1,000, registrable as to principal. Redeemable on any interest date to August 1, 1937, at 105 and interest; thereafter on a 4 p.c. income basis. Improvement fund, 1 p.c. of bonds outstanding each year, beginning Feb. 1, 1918.

Secured by first mortgage on all the property of the company now owned or hereafter acquired. Authorized, \$3,000,000; issued, \$800,000, of which \$665,000 held in treasury.

Interest on above bonds payable in full without deduction of normal United States Income Tax.

Directors. – Willard E. Glazieer, Charles F. Bancroft, Frederick P. Cabot, Robert E. Goodwin, Charles T. Main, Meldon H. Merrill, Alexander Henderson John C. Rice, Richard M. Saltonstall, Thos. B. Sweeny, Randolph F. Tucker, Robert L. Warner, Boston, Mass.; Warren A. Leland, Johnson City, Tenn. Officers: W.A. Leland, Pres. Johnson City, Tenn. John C. Rice, Vice-Pres; M.H. Merrill, Vice-Pres. and Pur. Agt.; R.L. Warner, Treas; T.B. Sweeny, Sec.; H.W. Rogers, Asst. Sec., Boston, Mass. Offices, 50 Congress Street, Boston, Mass, and Johnson City, Tenn.

Company Controlled by Tennessee Eastern Electric Company.

Johnson Traction Corp. – Length of line, 5.85 miles. Sidings, 500 ft. Gauge, 4 ft. 8½ in. Rail, 70 and 90 lbs. Cars – passenger (closed, 10; open, 4), 14; other 2 – total, 16. Power purchased from Tennessee Eastern Electric Co.

History. – Chartered in 1913, in Tennessee, as successor to Johnson City Traction Co. (for latest statement see Manual of Public Utilities for 1913, page 617). Franchise of the old company was granted in 1903; non-exclusive franchise perpetual and exclusive franchise for 20 years on one line; on a second line granted January 5, 1911, 13 years exclusive and 99 years non-exclusive.

Control. – Controlled by Tennessee Eastern Electric Corp, through ownership of entire capital stock except directors' qualifying shares.

Capital Stock. – Authorized and outstanding, \$150,000, all owned by Tennessee Eastern Electric Co., except directors qualifying shares. Shares, \$10. Transfer agent and registrar of stock, treasurer of company. Annual meeting, first Tuesday in September, at Johnson City, Tenn. Books do not close.

Directors. – R.L. Warner, R.F. Tucker, A. Henderson, T.B. Sweeney, Boston, Mass.; W.A. Leland, Johnson City, Tenn. Officers: W.A. Leland, Pres., Johnson City, Tenn.; A. Henderson, Vice-Pres.; R.L. Warner, Treas.; T.B. Sweeney, Sec.; H.W. Rogers, Asst Sec., Boston, Mass.; A. Smith, Gen. Mgr., Johnson City, Tenn. Office, Johnson City, Tenn.”¹⁶¹

2 March 1916. The Johnson City Comet.

“An accident happened to a soldier yesterday. While about to enter a car for the Home he dropped a bundle of laundry and broke all four bottles.”

The Johnson City Comet coverage, available through the Library of Congress, ended in mid-1917 on 28 September 2018.

Between 1917 and 1920, the different editions of the
Electric Railway Directory showed only minor Changes (see highlights)

August 1917. McGraw Electric Railway Directory.

“Johnson City. 8,502. 1071 – Johnson City Traction Corpn. – Office **Main St.** Johnson City. (Connects Johnson City and Carnegie.) .

Pres. W.A. Leland – Johnson City

V. Pres. & Pur. Agt. M.H. Merrill – 50 Congress St., Boston, Mass.

*Sec. W.H. Rogers. [50 Congress St., Boston, Mass.]

Treas. R.F. Tucker. [50 Congress St., Boston, Mass.]

Audr. R.C. Clarke – Johnson City

*Gen. Mgr. Amzi Smith [Johnson City]

Supt. G. C. Sanders [Johnson City]

Ch. Engr. Pwr. Sta. Robt. Carrier [Johnson City]

M.M., H.H. Collins [Johnson City]

Power sta. equip. 2 a.c. G.E. tot. 650 kw. 3 ph. 60 cys; 500 hp.e. Allis-C; 900 hp. b. C.&Z, Bab. & W; 500 kw, stm. turb. G.E.; trans. volt. 2300 v; trolley volt. 600 v.

Power sta. and repair shops at Roane St., Johnson City.

Reaches National Soldiers' Home.

6 miles; 4-8½ g; 15 motor and 3 other Cars.”¹⁶²

February 1918. McGraw Electric Railway Directory.

“Johnson City. **8,502**. 1071 – Johnson City Traction Corpn. – Office **Roan St.**, Johnson City. (Connects Johnson City and Carnegie.) .

Pres. W.A. Leland – Johnson City

V. Pres. & Pur. Agt. M.H. Merrill – 50 Congress St., Boston, Mass.

*Sec. W.H. Rogers. [50 Congress St., Boston, Mass.]

Treas. R.F. Tucker. [50 Congress St., Boston, Mass.]

Audr. R.C. Clarke – Johnson City

Gen. Mgr. Amzi Smith [Johnson City]

Supt. G.C. Sanders [Johnson City]

Ch. Engr. Pwr. Sta. **Robt. Carrier** [Johnson City]

M.M., H.H. Collins [Johnson City]

Power sta. equip. 2 a.c. G.E. tot. 650 kw. 3 ph. 60 cys; 500 hp.e. Allis-C; 900 hp. b. C.&Z, Bab. & W; 500 kw, stm. turb. G.E.; trans. volt. 2300 v; trolley volt. 600 v.

Power sta. and repair shops at Roane St., Johnson City.

Reaches National Soldiers' Home.

6 miles; 4-8½ g; 15 motor and 3 other Cars.”¹⁶³

July 1918. “McGraw Hill Directory 1918:

Johnson City Traction Corp; Roan St.

Treas. – R. F. Tucker (Boston); Audr. R. M. Clark; GM – Amzi Smith; Supt. – G. C.

Sanders; Ch. Engr. Pwr. Stn – Robt. Carrier; M. M. M. H. Collins.

6 miles; 15 motor pax and 3 other motor cars.
Date of information July 1918...”¹⁶⁴

August 1919. McGraw Electric Railway Directory.

“Johnson City. 10,925 (1916) 1071 – Johnson City Traction Corpn. – Office Roan St., Johnson City. (Connects Johnson City and Carnegie.)
Pres. W.A. Leland, Charlestown, S.C.
Treas. R.F. Tucker, 50 State St., Boston, Mass
Audr. R.M. Clark – Johnson City
Gen. Mgr. Amzi Smith [Johnson City]
Supt. G.C. Sanders [Johnson City]
Ch. Engr. Pwr. Sta. Walter Wagner [Johnson City]
M.M., M.H. Collins [Johnson City]
Power sta. equip. 2 a.c. G.E. tot. 650 kw. 3 ph. 60 cys; 500 hp.e. Allis-C; 900 hp. b. C.&Z, Bab. & W; 500 kw stm. turb. G.E; trans, volt. 2300 v; trolley volt. 600 v.
Power sta. and repair shops at Roan St., Johnson City.
Reaches National Soldiers’ Home.
6 miles; 4-8½ g; 15 motor pass, and 3 other motor cars.”¹⁶⁵

3 September 1919. The News Scimitar of Memphis, Tennessee

“States Assesses Roads up to \$94,162,794 – Nashville, Tenn., Sept. 3... The Railroad and Public Utilities Commission has completed the assessment of the properties assessable by it and has sent its figures to the Board of Equalization which has until the third Monday in October to complete its work.

In addition to the assessments heretofore made by the board the last legislature passed an act making the railroad and utilities board the assessment board for express companies, electric light companies, gas companies and foreign gas companies. In the report made public today the electric light companies in the larger cities are assessed with the street railway property...

Figures on the street railway properties are... Johnson City Traction company \$32,158...”

27 January 1920, Order from Brill¹⁶⁶

Order	B	Company	St	No	Type	Type 2	End	Roof	Tr	Length	Car Nos	Date	Truck	Notes
20994	B	Johnson City Traction	TN	1	Closed	Birney	DE	Arch	ST	28' 1" OA		27 Jan 20	Brill 79E1	x 9010

August 1920. McGraw Electric Railway Directory.

“Johnson City. 10,925 (1916) 1071 – Johnson City Traction Corpn. – Office Roan St., Johnson City. (Connects Johnson City and Carnegie.)
Pres. Thad A. Cox – Johnson City
V. Pres. M.H. Merrill – Boston, Mass.
Treas. R.F. Tucker, 50 State St., Boston, Mass

Audr. R.M. Clark – Johnson City
Gen. Mgr. Amzi Smith [Johnson City]
Supt. G.C. Sanders [Johnson City]
Ch. Engr. Pwr. Sta. Walter Wagner [Johnson City]
M.M., M.H. Collins [Johnson City]
Power sta. equip. 2 a.c. G.E. tot. 650 kw. 3 ph. 60 cys; 500 hp.e. Allis-C; 900 hp. b.
C.&Z, Bab. & W; 500 kw stm. turb. G.E; trans, volt. 2300 v; trolley volt. 600 y.
Power sta. and repair shops at Roan St., Johnson City.
Reaches National Soldiers' Home.
6 miles; 4-8½ g; 15 motor pass, and 3 other motor cars.”¹⁶⁷

1920. Poor's Manual of Railroads and Corporations Securities.

“Johnson City Traction Corp. (Controlled by Stock Ownership). – Inc. 1912, in Tenn.; successor to the Johnson City Traction Co. Franchise was granted in 1903, and is exclusive for 20 years on one line; on a second line granted Jan 25, 1911, 13 years exclusive and 99 years non-exclusive. Owns and operates 6.2 miles of track connecting Johnson City, Tenn., with the Soldiers' Home and Cranberry Furnace. Gauge, standard. Rails, 70 lbs. Motor cars, 14; other cars, 2. Power rented. Population served, 15,000.

Capital Stock. – Authorized and outstanding, \$150,000; par, \$10. All owned by Tennessee Eastern Electric Co. No funded debt.

Officers: Thad. A. Cox, Pres, Johnson City, Tenn.; M.H. Merrill, V-P & Pur. Agt.; R.F. Tucker, Treas.; A.T. Baldwin, Sec., Boston, Mass.; Amzi Smith, Gen. Mgr., Johnson City, Tenn. Directors: M.H. Merrill, Amzi Smith, Thad. A. Cox, A.T. Baldwin, R.F. Tucker.

Office, Johnson City, Tenn. Annual Meeting, first Monday in June.”¹⁶⁸

1921. Moody's Manual of Railroads and Corporation Securities.

“Tennessee Eastern Electric Co. – Inc. July 1, 1912, in Mass.; successor to Watauga Electric Co., Jonesboro Electric Co. and Greeneville Electric Co. Owns entire capital stock, except directors' shares of Tennessee Eastern Power Co. and Johnson City Traction Corp. Property consists of hydro-electric development 5,000 k. w. capacity, with provision for increase to 10,000 k.w. Has also modern steam power station of 1,100 k.w. capacity, 71 miles of 44,000 volt transmission line, and 6 1-5 miles of street railway lines. Supplies Johnson City, Jonesboro and Greeneville, Tenn., serving a population of about 23,000. Franchises in Johnson City are unlimited in term. In Greeneville and Jonesboro, fifty-year franchises granted in 1912...

Johnson City Traction Corp. (Controlled by Stock Ownership). – Inc. 1912, in Tenn.; successor to the Johnson City Traction Co. Franchise was granted in 1903, and is exclusive for 20 years on one line; on a second line granted Jan 25, 1911, 13 years exclusive and 99 years non-exclusive. Owns and operates 6.2 miles of track connecting Johnson City, Tenn., with the Soldiers' Home and Cranberry Furnace. Gauge, standard. Rails, 70 lbs. Motor cars, 14; other cars, 2. Power rented. Population served, 15,000.

Capital Stock – Authorized and outstanding, \$150,000; par, \$10. All owned by Tennessee Eastern Electric Co. No funded debt.

Officers: Thad. A. Cox, Pres., Johnson City, Tenn.; M.H. Merrill, V-P & Pur. Agt.; R.F. Tucker, Treas.; A.T. Baldwin, Sec, Boston, Mass; Amzi Smith, Gen. Mgr., Johnson City, Tenn. Directors: M.H. Merrill, Amzi Smith, Thad. A. Cox, A.T. Baldwin, R.F. Tucker.

Office, Johnson City, Tenn. Annual Meeting, first Monday in June.”¹⁶⁹

18 May 1922. Manufacturers’ Record.

“Tenn., Watauga – Tennessee Eastern Electric Co., 50 State St., Boston, Mass. and Johnson City, Tenn.; W.A. Leland, Engr., for contractor; power plant at Watauga River. 5 mi. from Johnson City, steel frame, brick curtain wall, cost \$300,000. construct 5 mi. transmission line, cost \$10,000; develop 4500 H.P.; Caroline Engineering Construction Co., Johnson City, Gen. Contr.; Allis Chalmers Co., Milwaukee, Wis, contrs. for turbine, Heine Safety Boiler Co., St. Louis. Mo. for boilers. (See Mchy. Wanted – Bridge Timbers and Building Materials)”¹⁷⁰

1922. Moody’s Manual of Railroads and Corporation Securities.

“Johnson City Traction Corp. (Controlled by Stock Ownership). – Inc. 1912, in Tenn.; successor to the Johnson City Traction Co. Franchise was granted in 1903, and is exclusive for 20 years on one line; on a second line granted Jan 25, 1911, 13 years exclusive and 99 years non-exclusive. Owns and operates 6.2 miles of track connecting Johnson City, Tenn., with the Soldiers’ Home and Cranberry Furnace. Gauge, standard. Rails, 70 lbs. Motor cars, 14; other cars, 2. Power rented. Population served, 15,000.

Capital Stock. – Authorized and outstanding, \$150,000; par, \$10. All owned by Tennessee Eastern Electric Co. No funded debt.

Officers: Thad. A. Cox, Pres., Johnson City, Tenn.; M.H. Merrill, V-P, Boston, Mass.; Amzi Smith, V-P & Gen. Mgr., Johnson City, Tenn.; R.L. Warner, Treas.; A.T. Baldwin, Sec. & Asst. Treas., Boston, Mass. Directors: M.H. Merrill, Amzi Smith, Thad. A. Cox, A.T. Baldwin, R.L. Warner.

Office, Johnson City, Tenn. Annual Meeting, first Monday in June.”¹⁷¹

December 1923. “McGraw Hill Directory 1924:

Johnson City Traction Corp.

Pres. - Thad A. Cox; VP and Pur Agt. - A. T. Baldwin (Boston); VP & GM - Amzi

Smith; Sec. - Miss Baldwin; Treas. - R. L. Warner (50 State St, Boston); Audr. - R. M.

Clark; Supt. - G. C. Sanders; Ch. Engr. & Engr. Pwr. Stn. - Tom Hargress; Elec. Engr. -D.

R. Sherer; M. M. - S. T. Williams.

6 miles, of which 3½ are in paved street; 15 motor pax (no 1-man) and 3 other motor; fare 5 cents.

Date of information 12/23”¹⁷²

21 July 1924. “In the mid-1920s, the East Tennessee & Western North Carolina Railroad was interested in using railcars for shuttle service between Johnson City and Elizabethton. In 1923, F.M. ‘Cap’ Allison, the general manager of the railroad, located a second-hand gasoline motor passenger coach near Washington, D.C. It was owned by the United States government. The

Board of Directors authorized him to look into purchasing it. After some consideration the company decided to build their own railcar.

The 'Jitney' car was built using a secondhand Peerless truck motor and an old streetcar body acquired from the Johnson City Traction Company. It was placed in service on July 21, 1924. The new shuttle service was so successful that in September, the Board of Directors decided to extend the service to Hampton. A wye was constructed there to turn the railcar. Special trains were often run because of demand or due to the frequent breakdowns of the Jitney car.

The success of the Jitney service was short-lived. In October 1924, a new highway between Johnson City and Elizabethton was completed. Almost immediately passenger traffic on that section of the line dropped 40%. To make matters worse, a bus company initiated service between the two cities in late 1924.

The Jitney service was soon dropped and the railcar was sold to the East Broad Top Railroad on October 15, 1926. It was rebuilt in that railroad's Orbisonia shops and designated railcar M-2. It was a maintenance nightmare. It constantly broke down, and in less than two years it was retired.¹⁷³ See figures 32 to 35.

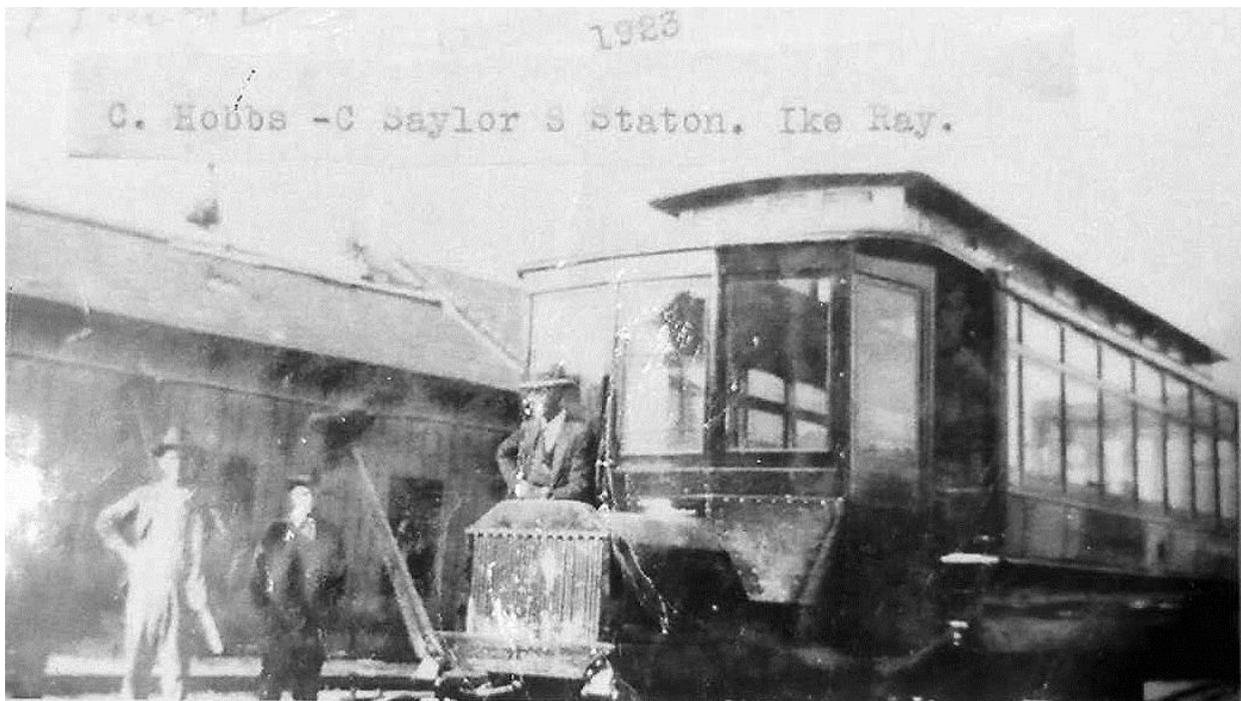


Figure 32. The "Jitney" 1923.¹⁷⁴

The trolley portion of this vehicle appears to have come from Johnson City Traction Car No. 2.



Figure 33. The "Jitney"¹⁷⁵

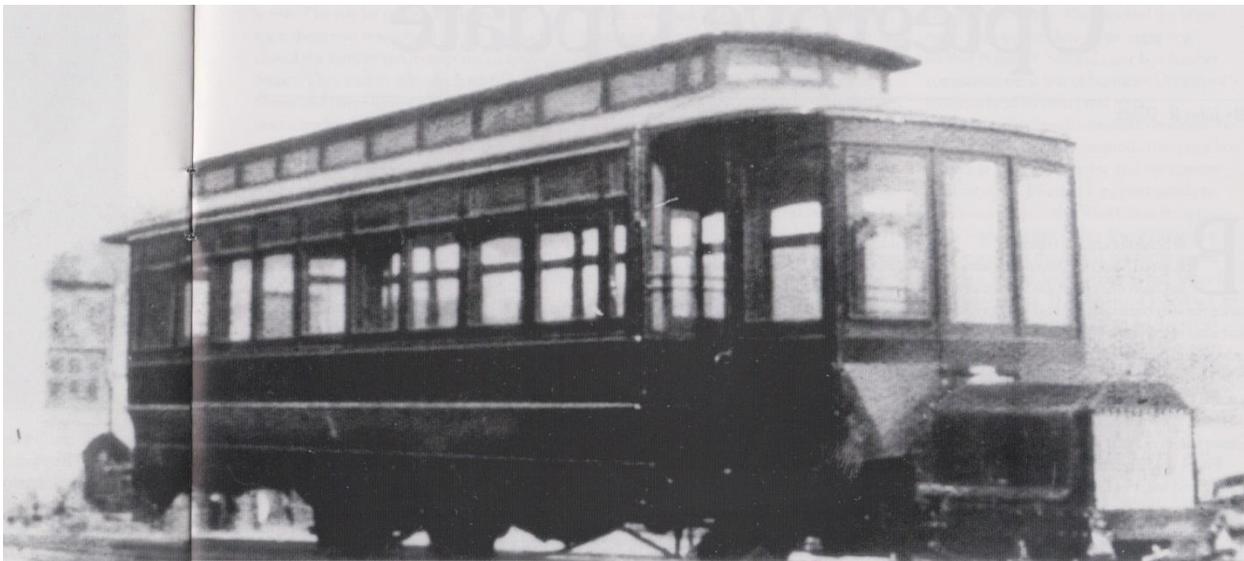


Figure 34. "The 'Jitney' car shown in this poor quality photo from 1924 was built to haul passengers between Johnson City and Elizabethton. Photo from Ed Bond Collection."¹⁷⁶

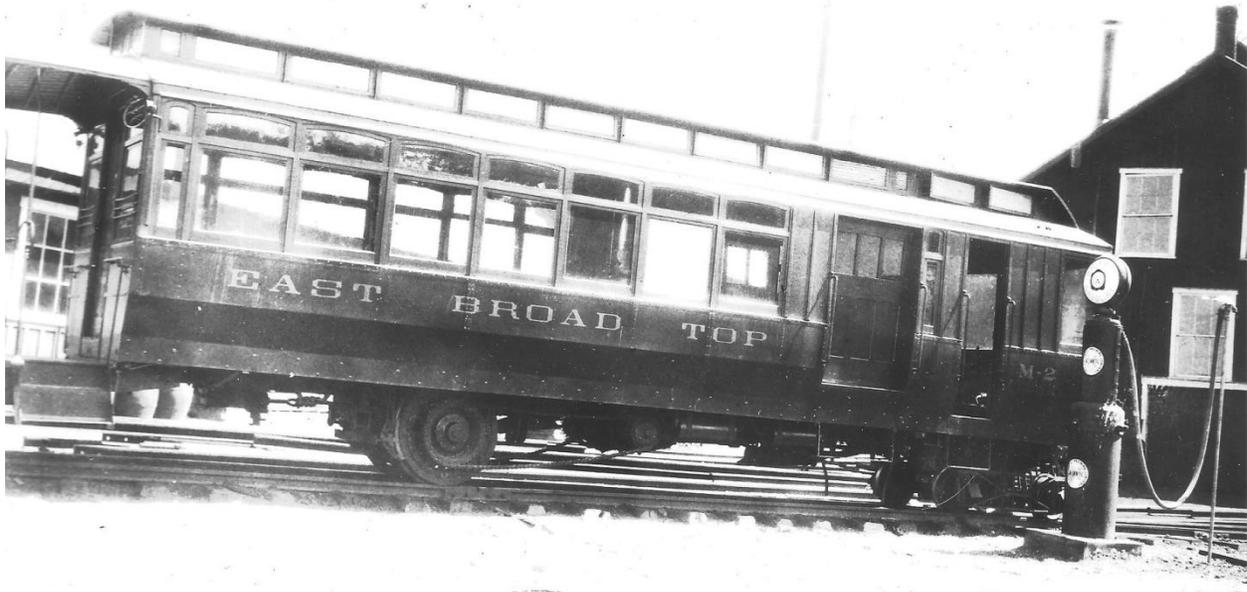


Figure 35. The ET&WNC “Jitney” after it was modified into the “M-2” for the East Broad Top Railroad.¹⁷⁷

1 June 1920 to 10 August 1926. Extract from “Tennessee Eastern Electric Company and Johnson City Traction Corporation, Valuations and Rates. Docket 579.”

“Applications were filed before the Commission on June 1, 1920, by the Tennessee Eastern Electric Company and the Johnson City Traction Corporation asking for an increase of electric rates and street car fares... When all of the evidence had been presented, and after all exhibits asked for had been filed, the Commission, considering all of the evidence presented before it since the hearing began in 1920, issued an order August 10, 1926, establishing the valuation on the properties of the Tennessee Eastern Electric Company and the Johnson City Traction Corporation...

History of the Company.

The Tennessee Eastern Electric Company is a Massachusetts corporation, organized in 1912 and acquired the properties of the Watauga Electric Company and the stock of the Johnson City Traction Corporation. The Watauga Electric Company was organized in 1902 and acquired the properties of the Watauga Lighting & Power Company, which was organized in 1892, to supply electric current in Johnson City. The Johnson City Traction Corporation was organized for the purpose of operating an electric street railway in the Town of Johnson City. The Tennessee Eastern Electric Company and the Johnson City Traction Corporation are separate corporations, but all of the stock of the Johnson City Traction Corporation is owned by the Tennessee Eastern Electric Company, and it is operated as a department of the Tennessee Eastern Electric Company, and has been so considered and treated by the Commission heretofore in the investigation of the rates of the Tennessee Eastern Electric Company.

The properties of the Tennessee Eastern Electric Company consist, generally speaking, of a hydro-electric development on the Nolichucky River in Greene County, Tennessee, a steam-generating plant on the Watauga River in Washington County near Johnson City. It serves

electric light and power to Johnson City, Greeneville and Jonesboro, and furnishes a portion of the demand of other utilities serving Elizabethton, Bluff City, Bristol and Erwin, and owns transmission lines necessary to this purpose. The Johnson City Traction Corporation provides street railway service in the town of Johnson City. The Tennessee Eastern Electric Company is controlled by Mr. R.L. Warner, who owns or controls a large majority of its common stock...

Carolina Engineering Construction Company Contract.

As has already been seen, Mr. R.L. Warner has owned or controlled a majority of the capital stock of the Tennessee Eastern Electric Company since its organization, and has since this proceeding was begun, and is now, the Treasurer of that Company, and the proof shows conclusively that he has been the dominant force in the management of all of the Company's affairs, and nothing has been done except by his direction. This proceeding was begun in 1920, and the necessity for the construction of a steam auxiliary plant very early appeared and was discussed.

According to Mr. W.A. Leland, the Carolina Engineering Construction Company was organized in January or February of 1922. According to this witness, in the fall of 1921, Mr. R.L. Warner visited him at Charleston, South Carolina, and suggested the formation of the Carolina Engineering Construction Company primarily to take over and develop a body of timber in South Carolina, that in the meantime the Tennessee Eastern Electric Company planned building the steam plant on the Watauga River, and the Carolina Engineering Construction Company was engaged to do that work, and that it has done continuous work for the Tennessee Eastern Electric Company since that time. The Carolina Engineering Construction Company had no equipment and no organization until after they began on the Watauga steam plant. As Mr. Leland expresses it, when they began work the organization consisted of 'only bare bones.' It does not appear what the capital stock of the Carolina Engineering Construction Company was, but it does appear that the Tennessee Eastern Electric Company advanced to the Carolina Engineering Construction Company, prior to its incorporation, sums of money which were advanced to Mr. Leland and repaid by the Carolina Engineering Construction Company. Apparently these advances were for the purpose of defraying the expenses of getting the organization together. A written contract was entered into consisting of letters by which the Tennessee Eastern Electric Company agreed to pay to the Carolina Engineering Construction Company a percentage of 10% of the cost of construction work. This percentage was afterward increased to 12½%. The amount paid to the Carolina Engineering Construction Company under this percentage agreement was \$100,860.89 to December 31, 1924.

The Construction Company assumed no risk in connection with the construction work, and furnished no services or paid for any equipment, etc., for which the Construction Company was not reimbursed, with the exception of the general officers of the Construction Company who were, with the exception of Mr. Leland, general officers of the Tennessee Eastern Electric Company. Mr. Leland was paid a salary of \$7,200.00 per year which was reimbursed by the Electric Company. Mr. Leland was also to receive 10% of the net profits, but Mr. Leland, in testifying before the Commission, was unable to state how much of the net profits he had received during this period, or how the net profits were computed.

Mr. R.L. Warner is Treasurer and Chairman of the Board of Directors of the Tennessee Eastern Electric Company, and President of the Carolina Engineering Construction Company. Mr. Wm. H. Baldwin is First Vice-president of the Tennessee Eastern Electric Company, and

was Vice-president and Purchasing Agent of the Carolina Engineering Construction Company until early in 1926, when he resigned.

Mr. R.L. Warner is apparently the sole member of Warner, Tucker and Company, a banking firm of Boston, Massachusetts, which received from the Tennessee Eastern Electric Company an annual management fee, in 1924, of \$24,000.00.

Mr. Uhle, who testified for the Company, is a director of the Carolina Engineering Construction Company, and was elected to succeed Mr. Wm. H. Baldwin, who resigned during this investigation, and is also a stockholder of the Tennessee Eastern Electric Company. He is also a member of the Chas. T. Main and Company, a firm of Engineers of Boston, Massachusetts, which does the engineering for the Tennessee Eastern Electric Company, and Mr. Uhle has personally acted for his firm in this connection as the Engineer and thus is compelled to pass upon work of the Carolina Engineering Construction Company, of which he is a director.

We think it is apparent from the proof that this contract was made at the instance of Mr. R.L. Warner. He is the only one of the officers of the Tennessee Eastern Electric Company who discussed the contract, or the organization of this Company with Mr. Leland. We are convinced that he dominates the Carolina Engineering Construction Company, as he does the Tennessee Eastern Electric Company. As evidence of this fact, Mr. Uhle testified that he became a director of that Company at the request of, and as an accommodation to Mr. Warner. Neither Mr. Uhle nor Mr. Leland know whether or not they own any of the stock of the Carolina Engineering Construction Company and although Mr. Leland has been a director of that Company since it was organized, and thinks he has been a stockholder, he has never received any dividends upon his stock, nor has he ever attended any of the meetings of the Directors or stockholders of that organization.

Mr. R.L. Warner receives an annual salary of \$6,000.00 from the Tennessee Eastern Electric Company as Treasurer, which is in addition to the \$24,000.00 annual management fee paid to Warner, Tucker and Company. The Carolina Engineering and Construction Company occupies the same offices as Warner, Tucker and Company.

In our opinion the management fee of \$24,000.00, together with \$6,000.00 salary paid Mr. R.L. Warner, should be amply sufficient to compensate competent officials to Supervise the operation and construction of property of this size, inasmuch as these payments are over and above the administrative salaries paid to officials in Tennessee.

According to Mr. Leland, services rendered by Mr. Warner and Mr. Baldwin consisted largely of purchasing machinery and equipment in Boston, he having himself purchased brick, cement and other materials that went into the building locally. He found the assistance and advice of Mr. Warner invaluable.

The contract was loosely drawn and provided for a percentage compensation upon almost every conceivable item. We do not believe that any other Electric Company would have entered into such a contract with the Carolina Engineering Construction Company as it existed when this contract was made.

Mr. Leland, who is Vice-president and a Director of the Carolina Engineering Construction Company, did not know what the capital stock of that Company was, or how much had been paid into its Treasury. He had very little knowledge of the making of the contract, and says that Mr. R.L. Warner merely told him that the Tennessee Eastern Electric Company desired to contract with the Carolina Engineering Construction Company to do its work. Percentage payment was made to the Construction Company upon engineering fees, but the Electric

Company now agrees that this was improper, and states that an adjustment has been made, and that this item should be excluded.

Mr. R.L. Warner, testifying for the Company, stated to the Commission that he would not give the Commission's representatives access to the books of the Carolina Engineering Construction Company so that the Commission could determine what services, if any, were rendered by the Construction Company, which were not paid for by the Electric Company.

We recognize that we are not the financial managers of the Tennessee Eastern Electric Company, and that we are not empowered to substitute our judgment for that of the Directors of that Company, but we do believe and find that the making of this contract was an abuse of discretion on the part of the Directors of that Company, and that the percentage provided for in that contract should not go into the rate base as a part of the value of the properties of that Company.

We recognize that the Tennessee Eastern Electric Company did receive valuable services by reason of Mr. Leland's connection with this work, and we believe and find that the cost of his services, being \$7,200.00 per year, and one-tenth of the net profits under the contract, should go into the rate base as a part of the value of the properties of the Tennessee Eastern Electric Company. Mr. Leland's salary is already included in the cost of the additions from June 30, 1921, to December 31, 1924, as well as all of the contractor's profits; namely, \$100,860.89. It does not appear from the proof what the net profits of the Carolina Engineering Construction Company amounted to, but the gross profits was the above sum of \$100,860.89, and one-tenth of that sum would be \$10,086.09, which deducted from total payment leaves the sum of \$90,774.80, which will be deducted from the net additions to the Tennessee Eastern Electric Company from June 30, 1921, to December 31, 1924, amounting to \$1,255,191.44, leaving the sum of \$1,164,416.64, which we find to be the amount which should be added to the appraisal of June 30, 1921, to represent property additions...

Order

It is therefore ordered, That the fair value of the properties of the Tennessee Eastern Electric Company for ratemaking purposes as of December 31, 1924, be and the same is hereby fixed and established at the sum of \$2,500,000.00¹⁷⁸ See Appendix H for the complete text.

July 1924. "Petition of Johnson City Traction Corporation for increase in street care fare. Docket 874"

"This petition, praying for an increase in street car fares, was filed in July, 1924, but was agreed to be allowed to be suspended until the fixing of the valuation on the properties of the Johnson City Traction Corporation and The Tennessee Eastern Electric Company.

On September 23, 1926, the Commission issued an order allowing the company to put into effect and charge a fare of seven (7c) cents when additional cars were put into operation upon the lines of said company. The company excepted to and protested against the entry of said order, stating that it had in no wise complied with said order nor taken advantage of its allowed increase in street car fare."¹⁷⁹

18 August 1925. Extract “Exceptions Made to Assessments of Public Utilities Fixed by the Commission for the Years 1925 – 1926.”¹⁸⁰

Name of Company Excepting	Tentative Assessment	Final Assessment	Date of Order
Johnson City Traction Co.	164,000.00	99,000.00	Aug. 18 1925

1925 – 1926. Extract “Tabular Statement Showing the Assessed Value for Taxation of Transmission Line Power Companies and Electric Railways in Tennessee for the Years 1925 – 1926.”¹⁸¹

Name of Company	Mileage	Assessed Value Distributable Property Per Mile	Assessed Value of Property		Total Assessed Value
			Distributable	Localized	
Johnson City Traction Co...	5.78	16,900.00	97,682.00	1,318.00	99,000.00

1924 to 1926. Extract “List of Privately Owned Utilities Operating Street Railways and Interurban Railways in the State of Tennessee”¹⁸²

Name of Utility	Address	Representative	Official Title
Johnson City Traction Corporation	Johnson City	D.R. Shearer	Vice-Pres. & Gen’l. Manager

1924 to 1926. “List of Cities and Towns Furnished Electric, Gas, Water and Street Car Service by Privately Owned Public Utilities”¹⁸³

Name of City or Town	Population 1920	Operating Company	Service Furnished
Johnson City	12,442	Tennessee Eastern Electric Co.	Electric
		Johnson City Traction Corporation	Street Rwy.
		Washington County Gas Co.	Gas.

13 March 1926. Electric Railway Journal.

“Permission Sought to Acquire Tennessee Line. – The Tennessee Eastern Electric Company, Johnson City, Tenn., recently applied to the State Railroad and Public Utilities Commission for permission to acquire the Johnson City Traction Corporation, operating 6 miles of line. The electric company already owns a majority of the traction stock.”¹⁸⁴

5 March 1927. Electric Railway Journal.

“Higher Fare in Johnson City. – A 7-cent fare for Johnson City, Tenn., was announced recently by D.R. Shearer, vice-president and general manager of the Johnson City Traction Company, following approval of the new rate by the State Railroad and Public Utilities Commission. An appeal for aid was prompted by the continued decrease in traffic, the deterioration of the cars and need for repairs to the tracks. Mr. Shearer said that at the present time the indebtedness was about \$30,000. If the people would co-operate, he said he would put a plan in effect calling for a ten-minute schedule throughout the system and eventually would

install buses to points of the city which are not now reached by the street cars. Any added income is to be diverted to improving the physical property.”¹⁸⁵

2 April 1927. Electric Railway Journal.

“Would Suffer the Little Children. – A reduction in fare from 7 cents to 5 cents for children under 15 years of age was authorized on March 25 on the lines of the Johnson City Traction Company, Johnson City, Tenn., by the State Railroad & Public Utilities Commission. The commission also authorized the company to issue weekly passes to sell for \$1.25 and allowed the sale of fifteen tickets for \$1. The Johnson City Traction Company recently raised fares by the consent of the commission and discovered that it lost the business of the school children, who walked rather than pay 7 cents. It is with the desire of restoring the patronage of the children that the fare has been reduced.”¹⁸⁶

23 April 1927. Electric Railway Journal.

“Johnson City Traction Company, Johnson City, Tenn., is reported to have **bought two new cars.**”¹⁸⁷ The Boston Elevated Railway Company sold Birney “Car 9010 sold to Johnson City Traction Company, Tennessee, in 1927.”¹⁸⁸

1927. Electric Railway Journal “Annual Statistics: 1927 Junked 2 City Motors (only entry 1906 – 1929)”¹⁸⁹

3 March 1928. Electric Railway Journal.

“The Johnson City Traction Company, Johnson City, Tenn., has petitioned the Tennessee Railroad & Public Utilities Commission for a modification of its order of Jan. 4, 1927, allowing the company to charge a 7-cent fare instead of 5 cents on condition that the extra revenue would be used in **the immediate purchase of four one-man cars,** and making other improvements to equipment. The company says that two of the cars have been purchased and that other conditions of the order have been partially met, but that the company is without funds to meet its current expenses. It is asking the commission to make it optional with the company as to when additional cars shall be purchased.”¹⁹⁰

1929 – 1930. Extract “Tabular Statement Showing the Assessed Value for Taxation of Transmission Line Power Companies and Electric Railways in Tennessee for the Years 1929 – 1930.”¹⁹¹

Name of Company	Mileage	Assessed Value Distributable Property Per Mile	Assessed Value of Property		Total Assessed Value
			Distributable	Localized	
Johnson City Traction Corp. (Elec. Rwy.)	5.78	8,600.00	49,708.00	292.00	50,000.00

7 – 25 November 1930. “In Re: Petition of the Johnson City Traction Corporation for Authority to abandon Operation of Street Car System in Johnson City and Operate a Bus System in said City. Docket 1603.”

“Opinion and Order

This cause came to be and was heard before the Railroad and Public Utilities Commission of the State of Tennessee, in its offices in Nashville, Tennessee, on November 25, 1930, upon the petition of the Johnson City Traction Corporation filed with this Commission November 7, 1930.

The Petitioner, the Johnson City Traction Corporation, prayed that approval be given it to abandon its street car system operated in Johnson City, Tennessee, and that a permit be given it to operate a bus system in said city in lieu of the street railway transportation system.

It appears from the petition and from the hearing and evidence in this case, that the Johnson City Traction Corporation, has been operating street cars in the City of Johnson City for several years, and that the Petitioner has lost money, and the longer it has operated the more loss it has sustained, the result being that it has reached the point where it is impossible to furnish adequate service and make any improvements and receive a sufficient return upon its investment to justify the continuance of Operation.

It further appears that the Johnson City Traction Corporation has been granted a bus franchise by the City of Johnson City in ordinance No. 794, certified copy of which franchise is attached to the petition and made an exhibit...

The Petitioner further sets forth that it will continue to operate the street car system until buses have been acquired and have been put into operation.

The Commission is of the opinion that the prayer of the Petitioner should be granted in that it be permitted to abandon the operation of its street car system and to substitute in lieu thereof bus service...

It is Further Ordered, That the Johnson City Traction Corporation be and it hereby is authorized to abandon and dismantle or otherwise dispose of its street railway property in Johnson City, deducting the value of the same from its Fixed Capital Account and charging the Retirement Reserve a like amount less the salvage value of the abandoned property, the value of the Johnson City Traction Corporation at this time being the valuation established upon said property by order of this Commission plus such net additions as have been added since the date of said valuation...¹⁹² See Appendix I for the complete text of this document.

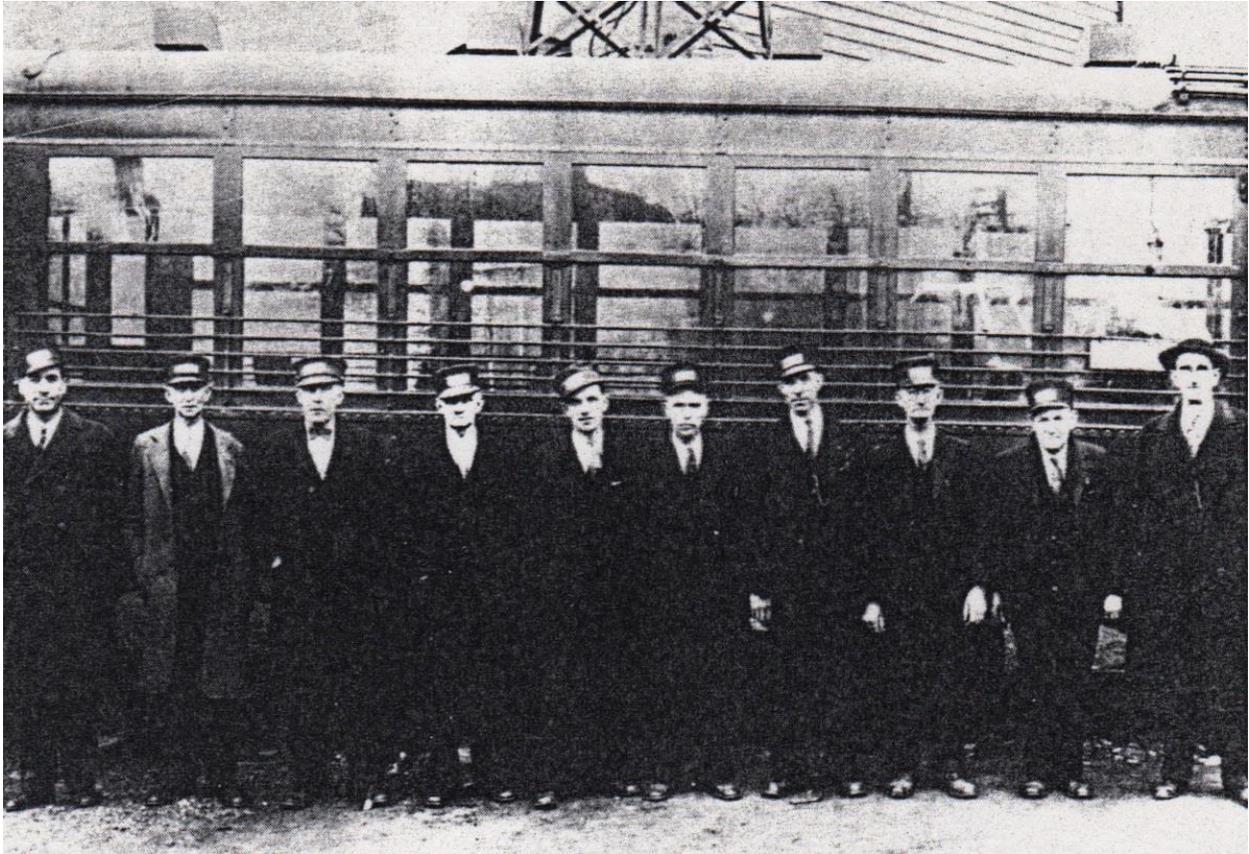


Figure 36. "Picture here are the motormen and conductors on the trolley cars in 1930. They were, left to right: D.T. Cash, Charles Barnes, O.D. Whitlock, Teddy Branscomb, Frank Land, George Carder, Fred White, Polly Meadows, John Lusk, and superintendent Tom Land. The trolleys were owned by the Johnson City Traction Company, a subsidiary of the East Tennessee Light and Power Company. Photo courtesy of Robert T. Carder"¹⁹³ This trolley appears to be a "Birney Safety Car."¹⁹⁴

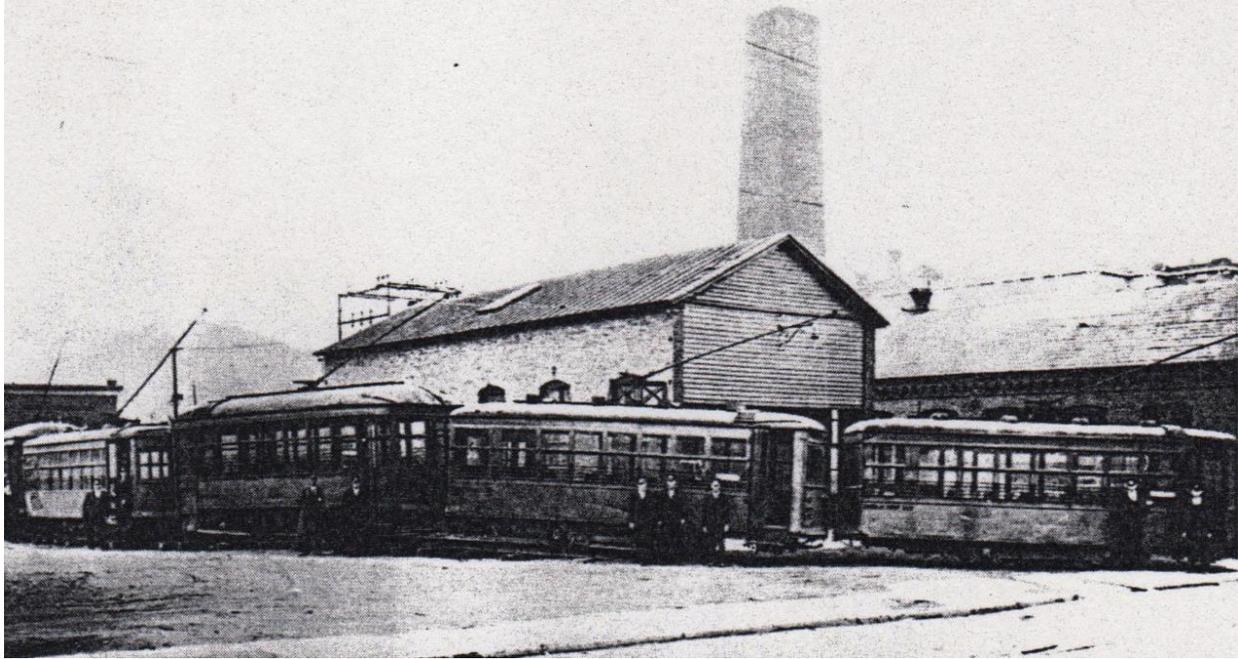


Figure 37. “Five trolley cars of the Johnson City Traction Company were lined up outside of the carbarn on North Roan Street (present location of the Johnson City Power Board (for the last run in 1930. The trolley system was dissolved in favor of motor buses, which were also operated by the Traction Company. However, after a few years of operation, the company discontinued the operation of buses. Photo courtesy of Robert T. Carder”¹⁹⁵ The four trolleys clear visible in this photo appear to be “Birney Safety Cars.”¹⁹⁶

1931. Bus Transportation.

“Trolley Lines Out of Johnson City, Tenn. – Johnson City, Tenn., on Jan. 1, scrapped its street car system and now rides in buses under terms of a twenty-year city franchise to the Johnson City Traction Company. Car tracks, wires, and poles will be removed. The city will receive 1 per cent in addition to ad valorem tax for paving assessments for five years. The fare will be four tickets for 30 cents, single fare not to exceed 10 cents.”¹⁹⁷

January 1931. Electric Railway Journal.

Extract “Summary of Bus Equipment and Operations by Electric Railways...”¹⁹⁸

Company	Total Buses Operated Jan. 1, 1931	Total Bought in 1931	No. Each Type	Chassis	Body	Seats
Johnson City Traction Corp.	5	5	5	Mack	Mack	21

April 1931. Electric Railway Journal.

“Johnson City, Tenn. – Schedules and routes for the new city bus lines are now being worked out by the Johnson City Traction Company. In general the buses are following the routes of the former rail lines with the exception of the down town districts. The company says several weeks will be needed to work out schedule and route details after which the bus lines will be officially put in service, succeeding the rail operation.”¹⁹⁹

1931. “Buses take the Place of Johnson City Street Cars, New Type 21 Passenger Buses Replace Worn Out Street Car System in Johnson City Tenn., to Permit Expansion into Unserved Territory at Small Cost

Confronted with the alternative of either buying new streets cars, laying new tracks and extending existing lines to the suburbs or giving up its franchise, the management of the Johnson City Traction Company proposed to the city authorities the plan of replacing the obsolete street car equipment with new buses. The city agreed to the plan and as a result five of the new BG type, 21-passenger Mack buses were placed in service, replacing an equal number of street cars. A much improved service is possible with the bus equipment as the track and cars were worn out and did not adequately serve the city due to the fact that no new lines had been built into recently developed territory. On the other hand, the new buses will be run over experimental routes covering these newer communities in order to determine the best possible service for the city. Most of the street car operators will be retained as bus drivers.

All of the routes over which the street car lines have been running will be repaired by the company, open track being torn up and the overhead and supports removed.

Inauguration of the bus service in Johnson City, Tenn., a city of over 25,000 population, was made the occasion for real civic celebration. Officials of the city, company, and civic leaders assembled at the John Sevier Market street bus terminal where a 15-minute band concert was given by the National Soldiers’ Band. Chas. E. Ide, vice president of the East Tennessee Light & Power Company, representing the parent company, presented the key to the official bus to Mayor W.B. Ellison, turning over to Johnson City its newest public utility. Following this Ceremony, Mayor Ellison accompanied by city officials and executives of the company, boarded the official bus, the mayor turning the starter key which officially opened the bus lines. During the day the official bus was used to entertain civic leaders, visiting officials and educators with short trips demonstrating the advantages of the new system.

Traffic on the street cars continued to grow until 1821, when over 1,125,000 passengers were carried and 218,000 car miles operated. Since that time, however, there has been a steady decline, largely brought about by the increase in the use of the private automobile.

Details of Bus Equipment

In the accompanying illustrations are shown exterior and interior views.”²⁰⁰

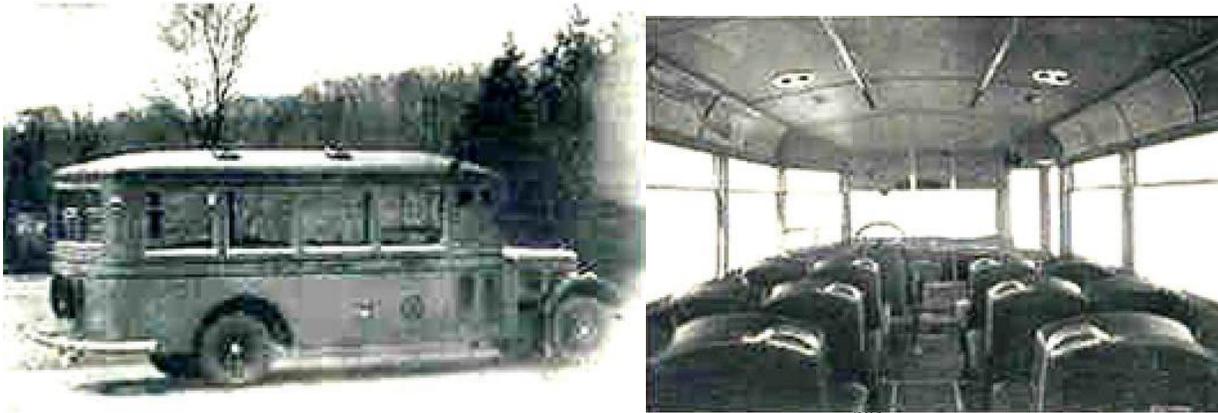


Figure 38. Exterior and Interior Views²⁰¹

April 1931. "Motor Coach Orders Johnson City Traction Company, Johnson City, Tennessee, recently received five Mack model BG buses with 21-passenger city type bodies."²⁰²

Traction Company of Johnson City, Tenn.

Selects Mack Small-Capacity Buses



Five Mack Model BG Buses are now being operated by The Johnson City Traction Company.

The Johnson City Traction Company insisted upon offering transportation equal to that expected in the more congested areas. They required small-capacity buses but—they insisted upon large-capacity standards of quality and performance.

In studying the different makes available, they naturally considered the new Mack Model BG, and found Mack large-capacity standards were now available in a small-capacity bus. The Model BG met every requirement so—Johnson City Traction Company purchased five.

Mack Model BG long life, reliability, low-cost depreciation and low maintenance will assure increased profits for Johnson City as surely as other Mack Models always have in larger-capacity service.

If you are thinking of buying small-capacity buses, get the facts on this completely Mack-built bus. It's a six—designed to handle 24 seated passengers profitably in city service or 17 passengers for parlor car service. No longer is it necessary to accept inferior equipment for your small-capacity light routes.

Mack Trucks, Inc.
25 Broadway New York

Mack

Figure 39. “Five Mack Model BG Busses are now being operated by The Johnson City Traction Company”

June 1931. Electric Railway Journal.

“The Johnson City Traction Company insisted upon offering transportation equal to that expected in the more congested areas. They required small-capacity buses but – they insisted upon large-capacity standards of quality and performance.

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1932. Extract “Statement of Utility Fees Assessed for Year 1932.”²⁰⁴

Name of Utility	Amount of Fee
Johnson City Traction Corporation	53.45

1932. Extract “Tabular Statement Showing the Assessed Value for Taxation of Transmission Line power Companies and Electric Street Railways in Tennessee for the Years 1932 – 1933.”²⁰⁵

Name of Company	Total Assessed Value
Johnson City Traction Company	15,000.00

1933 – 1934. Extract “Statement of Public Utilities Fees Assessed”²⁰⁶

Name of Public Utility	Fee Year 1933	Fee Year 1934
Johnson City Traction Corporation	37.67	-

1934 – 1935. Extract “Tabular Statement Showing Assessment of Bus Companies in Tennessee for the Years 1934 – 1935.”²⁰⁷

Johnson City Traction Company	10,000.00
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22 January to 2 February 1935. Extract from “Record of Formal Utility Dockets, December 1, 1934 to November 30, 1936”²⁰⁸

Minute Book No. 24	Docket Number	Date	Name of Company	In Re:
250	1889	1/22/35	Johnson City Traction Corporation	Abandonment of Service
273	1889	2/2/35	Johnson City Traction Corporation	Order

1934 – 1978. “In 1934, David R. Patrick founded the Johnson City Transit Company, which took over transportation in Johnson City. The company continued under the management of his sons, Wade, Howard and Dana Patrick from 1941 until 1978. The company sold the Bluff City line to the Yellow Cab and Coach Company of Bristol, Virginia/Tennessee in 1945. After 1978 the city then began operating Johnson City Transit Service on scheduled routes through the major portions of Johnson City.”²⁰⁹

Appendices

A Draft Documentary History of the Johnson City & Carnegie Street Railway (1890 – 1902) And the Johnson City Traction Company (1902 – 1935)

Appendix A. Illustrations pertaining to the Trolleys of Johnson City

Appendix B. Missing References

Appendix C. Open Questions

Appendix D. The Ellis Car Company

Appendix E. Birney Body Types

Appendix F. Corliss Engine Specifications

Appendix G. Street Car Franchise, 1902

Appendix H. Tennessee Eastern Electric Company and Johnson City Traction Corporation Valuations and Rates. Docket 579. 1926

Appendix I. “Petition of the Johnson City Traction Corporation for Authority to abandon Operation of Street Car System in Johnson City and Operate a Bus System... Docket 1603,” November 1930

Appendix A.
Illustrations pertaining to the Trolleys of Johnson City



Figure 40. "Fountain Square, Johnson City, Tenn.," between 1909 and 1913.²¹⁰



Figure 41. "Hotel Pardue (Windsor)" Post Card dated 6 July 1911.²¹¹



Figure 42. "Hotel Windsor, Formerly Hotel Pardue", renamed by 1913.²¹²



Figure 43. "Hotel Windsor," after 1913.²¹³



Figure 44. "Windsor Hotel – Prior to Razing" in 1971.²¹⁴



Figure 45. "Fountain Square with Hotel Pardue"²¹⁵
The trolley is probably returning from the Soldiers' Home, between 1909 and 1913.



Figure 46. "Fountain Square, Johnson City, Tenn."²¹⁶
The trolley is probably returning from the Soldiers' Home, between 1909 and 1913.



Figure 47. "Hotel Windsor Block", after 1913.²¹⁷



Figure 48. “This photograph from the middle 1920s shows Main Street facing west from Fountain Square. At the left is the Windsor Hotel...”²¹⁸ These tracks lead to the Soldiers’ Home.



Figure 49. “Arlington Hotel” Post Card dated 7 August 1906, this Hotel opened in 1903.²¹⁹ The trolley is probably returning from the Soldiers’ Home.



Figure 50. "Fountain Square, Johnson City, photo by Tunnell's studio"²²⁰



Figure 51. "World War I Victory Celebration"²²¹
Note the trolley at the right of the photo, about 1919.



Figure 52. "Fountain Square: The Center of the City"²²² Note the trolley at the right of the photo.



Figure 53. Ellis "Trolley at Main Street," apparently from 1903.²²³
This car appears to be different from Car No. 3 and may be Car No. 2.



Figure 54. "Main Street – 1903"²²⁴ Note the trolley.

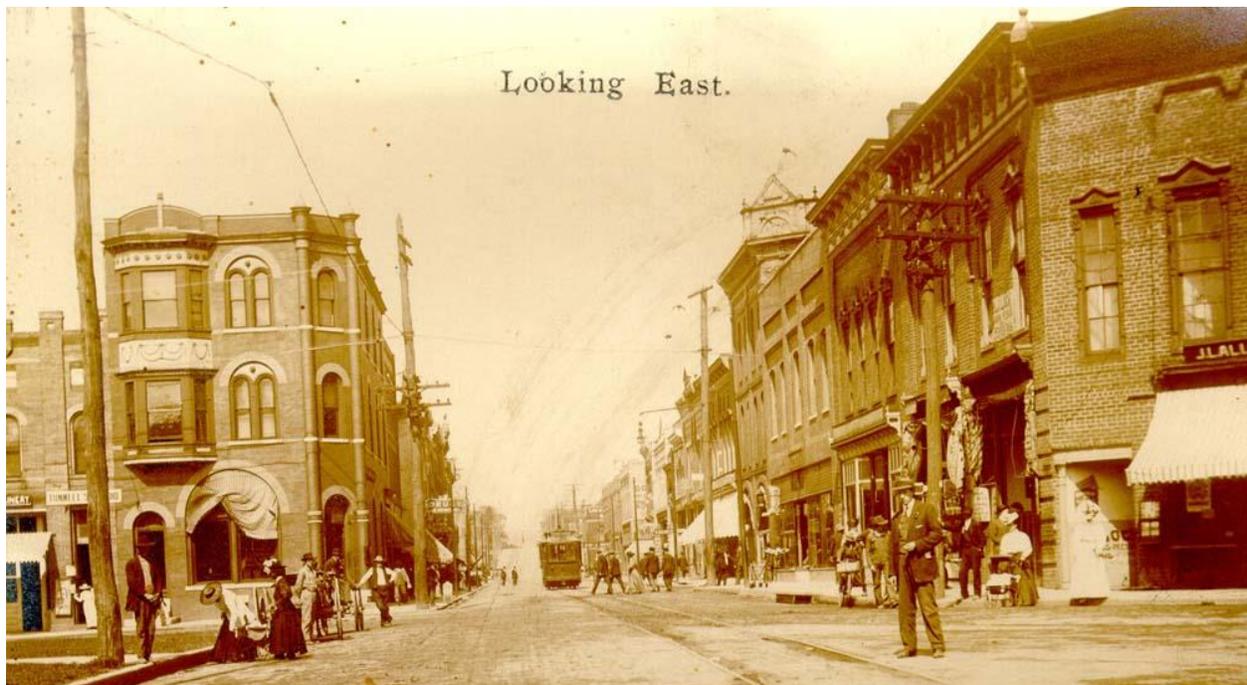


Figure 55. "Main Street 1908"²²⁵ Note the trolley.



Figure 56. "Main Street 1908 newly paved with bricks!"²²⁶



Figure 57. "Fountain Square," about 1900.²²⁷

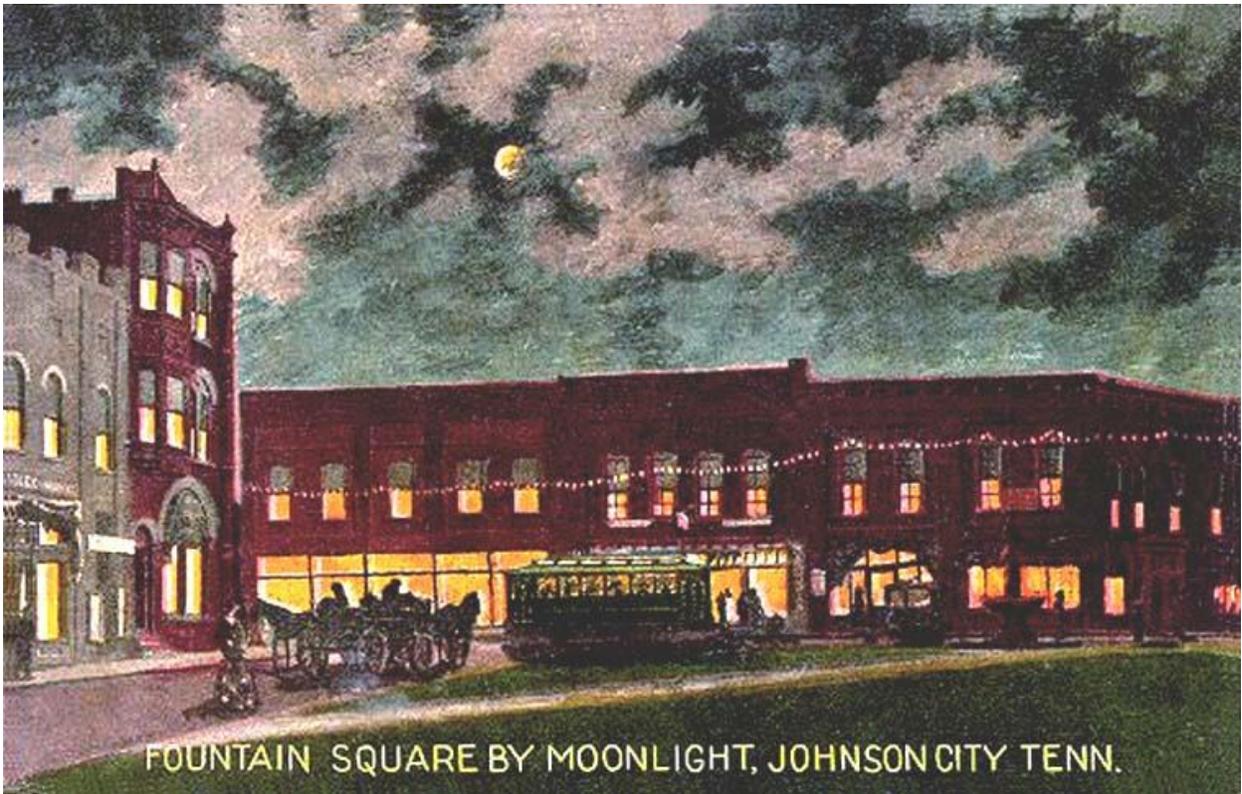


Figure 58. "Postcard of Fountain Square around 1900: Night View"²²⁸



Figure 59. "Main Street, Looking West, Johnson City, Tenn.," postmarked 1922.²²⁹

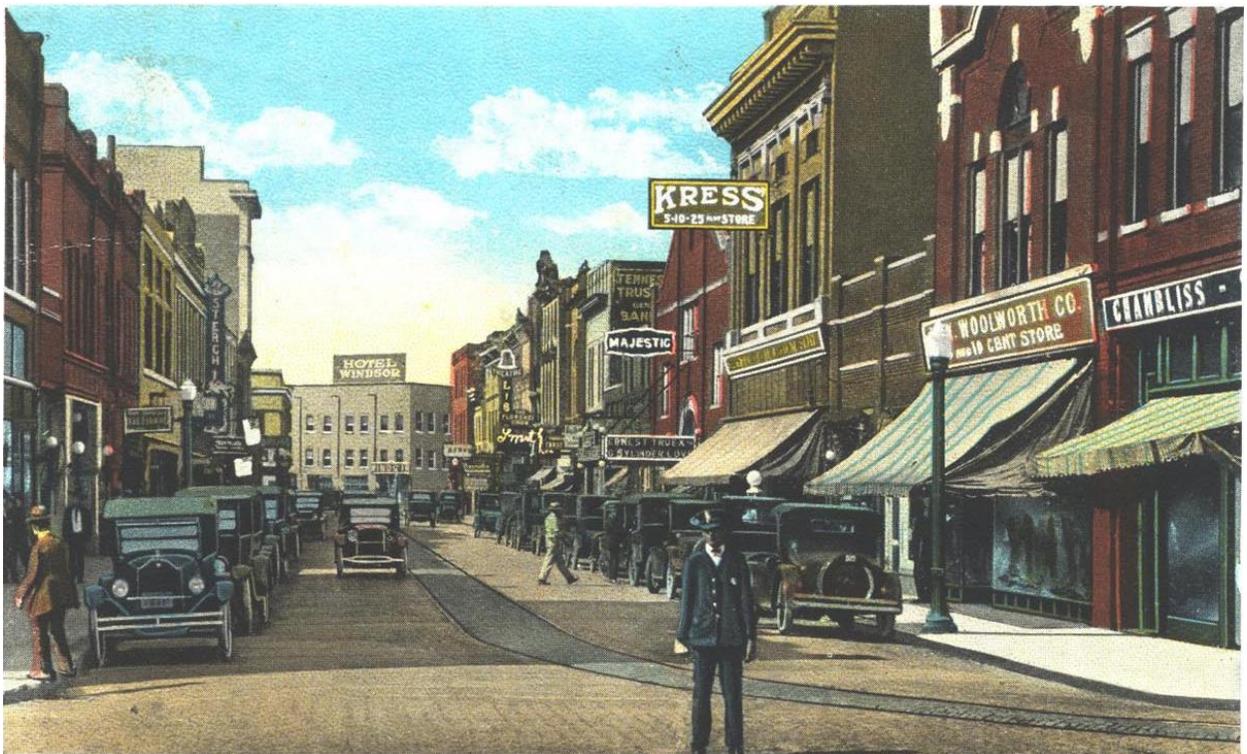


Figure 60. "Main Street, Looking West, Johnson City, Tenn.," dated 1 September 1926.²³⁰



Figure 61. "Main Street, Johnson City, Tenn.," about 1903.²³¹

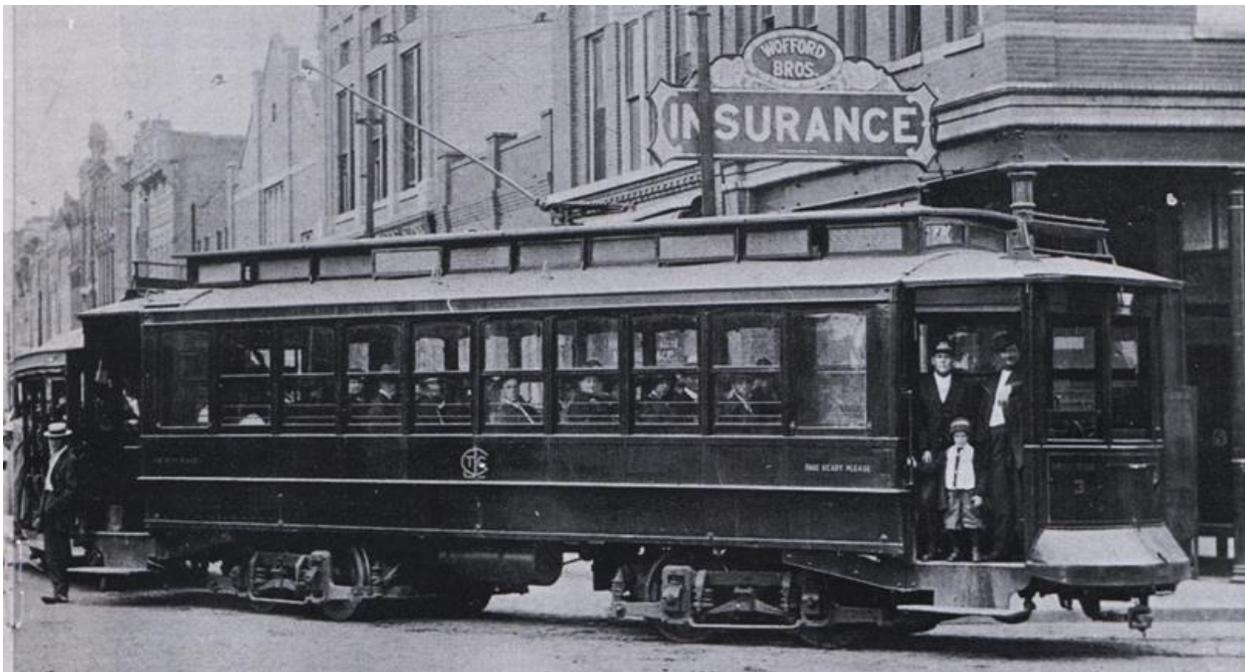


Figure 62. "Trolley: Main and Roan Streets," about 1903.²³²
"Winter" Trolley Car No. 3, with a trailer (probably Car No.1 or Car No. 4).



Figure 63. "Inside the Trolley"²³³



Figure 64. Trackage along Watauga Avenue.²³⁴



Figure 65. "Dam and Power House"²³⁵

Additional Links to Similar and Related Images

<http://www.stateoffranklin.net/johnsons/images/postcards/post1/main6bw1.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/mainst1a.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/1903jcstreetw.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/ftnsq.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/jc1911a.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/jcmain4.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/watauave.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/mainbynight.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/hotelwindsor1.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/mainst4color1.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/kress1.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post4/windsornite.jpg>
<http://www.stateoffranklin.net/johnsons/images/photos/photos1/cbd1901.jpg>
http://www.stateoffranklin.net/johnsons/images/photos/photos1/jc_1908a.jpg
<http://www.stateoffranklin.net/johnsons/images/photos/photos2/gatsbysblock.jpg>
<http://www.stateoffranklin.net/johnsons/images/photos/photos2/watauga3.JPG>
<http://www.stateoffranklin.net/johnsons/images/photos/photos2/whitecity1.jpg>
<http://www.stateoffranklin.net/johnsons/images/photos/photos3/jc1931.jpg>
<http://www.stateoffranklin.net/johnsons/images/photos/photos3/parade.jpg>
http://www.stateoffranklin.net/johnsons/images/photos/photos3/main_roan.jpg
<http://www.stateoffranklin.net/johnsons/images/photos/photos3/unakabank.jpg>
<http://www.stateoffranklin.net/johnsons/images/photos/photos4/watauga1.jpg>
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/mainbynight.jpg>

Links to Detailed Maps of Johnson City

<http://www.stateoffranklin.net/johnsons/maps/jcfire1891.pdf>
<http://www.stateoffranklin.net/johnsons/maps/jcfire1897.pdf>
<http://www.stateoffranklin.net/johnsons/maps/jcfire1903.pdf>
<http://www.stateoffranklin.net/johnsons/maps/jcfire1908.pdf>
<http://www.stateoffranklin.net/johnsons/maps/jcfire1913.pdf>
<http://www.stateoffranklin.net/johnsons/maps/jcfire1920.pdf>
<http://www.stateoffranklin.net/johnsons/maps/jcfire1927.pdf>

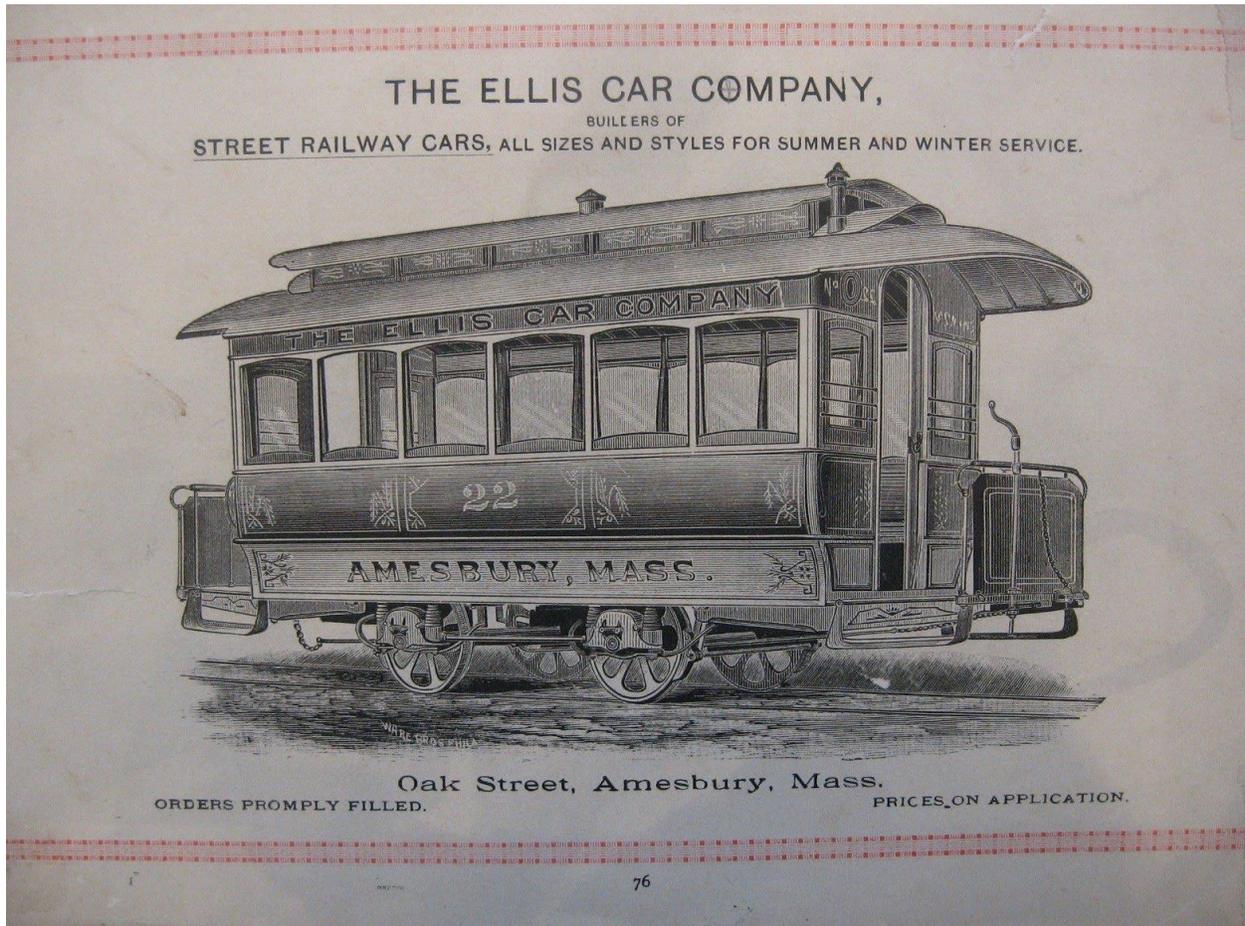
Appendix B.
Missing References

1. How to Generate Steam Economically: A Catalogue of the Zell Improved Water Tube Safety Boiler: Manufactured by Campbell & Zell Co. Baltimore, Maryland, 1894.
2. The Johnson City Comet coverage, available through the Library of Congress, ended in mid-1917 on 28 September 2018.
3. The Engineers' report on the valuation of the Johnson City Traction Corporation to the Tennessee Commission on Railroads and Public Utilities, dated 8 October 1925.
4. 1889 charter for the "City Railway Company"
5. General City Ordinance "regulating grants of rights of way to corporations for street railway purposes", dated 21 February 1890.

Appendix C.
Open Questions

1. What was the roster of rolling stock for the Johnson City and Carnegie Street Railway and the Johnson City Traction Corporation? Manufacturers? Specifications? Periods of Service?
2. What was the paint scheme used on the rolling stock of the Johnson City and Carnegie Street Railway and the Johnson City Traction Corporation (before 1916)?
3. Was the trolley line actually extended to the Carnegie/Cranberry Furnace? If so, what dates was it in operation?

Appendix D.
The Ellis Car Company



“A Forgotten Industry is the history of three streetcar builders, the Newburyport Car Manufacturing Company of Newburyport and the Ellis Car Company and the Briggs Carriage Company of Amesbury in the northeast corner of Massachusetts Essex County. All three ceased production prior to 1905 and so completely have they been forgotten that any mention of them today to Newburyport and Amesbury residents supposedly knowledgeable about local history frequently is greeted by a blank stare and sometimes a ‘Huh!’... The Ellis Car Company came into being in 1889... While Ellis was forced to quit as a result of a fire in April 1894, the Newburyport Car Manufacturing Company and Briggs flourished until shortly after the turn of the century... No physical traces of either the Newburyport or Ellis plants exist today... No Ellis-built cars or car bodies are known to exist.”²³⁶

Appendix E.

“Birney Body Types

Body types are based on major dimensions and door arrangements. Minor variants, such as use of side destination signs and enclosed steps, have not been used as the basis for a separate class. Cars with no offside doors are carried under the class derived from the door arrangement on the entry side of the car.

Body Type	A	B	C – D*	E – F*	G – H – I – J*	K	L	M	N
Length over body	See note	17' 4"	17' 9½"	17' 9½"	17' 9½"	15' 5"	17' 7 7/8"	17' 9"	?
over dash	22' 3"	22' 3"	26' 9½"	26' 9½"	26' 9½"	24' 5"	29' 3½"	28' 9"	27' 6½"
over bumpers	22' 10"*	22' 10"*	27' 9½"	27' 9½"	28' 0½"	25' 10"	30' 3½"	29' 9"	28' 6½"
Width over side sheets	7' 6"	7' 6"	7' 6"	7' 8"	7' 8"	7' 8"	8' 4"	8' 3"	8' 3"
Height (24" wheels)				(26 inches)	(26 inches)	(26 inches)	(26 in.)	(26 in.)	(26 in.)
rail over roof	10' 0"	10' 0"	10' 0"	9' 9 5/8"	9' 9 5/8"	9' 9 5/8"	10" 4 5/16"	10' 8 11/16"	10' 5"
track to step	15"	15"	15"	15" 7/8"	15" 7/8"	15" 7/8"	14' 1/8"	?	?
step to floor	12 1/16"	12 1/16"	12 5/16"	12 1/16"	12 1/16"	12 1/16"	12 1/16"	13½"	
Side windows – Body*	5 – 28½"	6 – 28½"	5 – 28½"	5 – 28½"	5 – 28½"	4 – 28½"	7 – 28½"	7 – 28"	7 – 28½"
No. & width	1 – 34 1/8"		2 – 34 1/8"	2 – 34 1/8"	2 – 34 1/8"	2 – 34 1/8"			
Back platform*	1 – 21 7/8"	1 – 28½"	1 – 34 1/8"	1 – 34 1/8"	1 – 34 1/8"	1 – 34 1/8"	2 – 28½"	2 – ?	1 – 34 1/8"
Doors Front – No. Leaves	Two	Two	Two	Two	Two	Two	Four	Four	Four
Width of opening	30"	30"	30"	30"	30"	30"	54"	49"	?
Doors Rear – No. Leaves	One	None	C – Twp D – None	E – Twp F – None	G-I - Two H-J – None	None	None	None	Two
Width of opening	22"	None	C – 30"	E – 30"	G-I – 30"	None	None	None	?
Normal trucks	78-M-1		78-M-1	Various	Various	79-E-1	79-E-2	79-E-2	79-E-1
Approx. weight of car*	9966 pounds	10400 lbs.	SE-12400 lbs DE-13000 lbs	SE-14800 lbs DE-15400 lbs	SE-16000 lbs DE-16600 lbs	?	26000 lbs.	20500 lbs.	18000 lbs.

Body Type	O	P	Q	R	S	T	U	V	W
Length over body	17' 9½"	17' 9½"	18' 4"	13' 2½"	17' 4½"	16' 7½"	17' 0"	16' 8 3/8"	16' 8 3/8"
over dash	26' 8"	26' 9½"	27' 4"	26' 9½"	28' 4½"	26' 9½"	28' 0"	28' 11½"	26' 0"
over bumpers	27' 9 7/8"	28' 0½"	28' 4"	28' 0½"	29' 4½"	28' 0½"	29' 6"	30' 2½"	27' 0"
Width over side sheets	7' 8"	7' 8"	7' 9"?	7' 8"	8' 0"	7' 8"	7' 10"	8' 0"	8' 0"
Height (26 in. wheels)									
rail over roof	10' 3 13/16"	9' 9 5/8"	10' 6 1/8"	9' 10 13/16"	10' 6"	9' 9 5/8"	9' 9 5/8"	10' 2 7/8"	10' 2 7/8"
track to step	14"	15 7/8"	14½"	15 7/8"	14"	15 7/8"	15 7/8"	?	?
step to floor	15 1/16"	12 1/16"	12 5/8"	12 1/16"	13 3/16"	12 1/16"	12 1/16"		
Side wind. Body No.	7 – 28½"	7 – 28½"	7 – 28½"	5 – 28½"	7 – 28½"	7 – 28½"	7 – 28½"	7 – 28½"	7 – 28½"
Back platform	1 – 28½"	2 – 28½"	1 – 34½"	1 – 39; 1 – 28½"	2 – 28½"	None	2 – 28½"	?	1 – 28½"
Doors Front – No. Leaves	Two	Four	Two	Four	Four	Four	Four	Four	Two
Width of opening	30"	49"	36"	60"	50½"	49"	48"	?	30"
Doors Rear – No. Leaves	None	None	None	None	None	Two – 30"	None	None	None
Normal trucks	OB 25-96	79-E-1	Taylor	7	79-E-1	79-E-1	79-E-1	90	90
Approx. weight complete	16000 lbs.	17300 lbs.	17000 lbs.	19500 lbs.	16375 lbs.	16000 lbs.	19700 lbs.	?	?

Body Type	X	Y	Z	AA	AB	AC	AD	AE	AF
Length over body	17' 9½"	17' 9½"	16' 7½"	16' 10¼"	?	20' 6"	20' 6½"	16' 10¼"	?
over dash	26' 9½"	29' 9½"	27' 0½"	28' 10"	?	26' 9"	31' 7½"	28' 10"	?
over bumpers	28' 0½"	30' 9½"	28' 3"	30' 1"	29' 8½"	27' 7"	32' 10½"	30' 1"	30' 9½"
Width over side sheets	?	7' 8"	7' 8"	8' 0"	?	8' 5"	8' 1"	8' 0"	8' 0"
Height (24" wheels)		(24 in.)							
rail over roof	?	9' 9"	9' 9 5/8"	9' 9 5/8"	?	10' 2½"	10' 7½"	9' 9 5/8"	?
track to step	?	15"	15 7/8"	15 7/8"	?	?	?	15 7/8"	?
step to floor	?	12' 5/16"	12' 1/16"	12' 1/16"	?	?	?	12' 1/16"	?
Side windows – Body	5 – 28½"	5 – 28½"	7 – 28½"	7 – 28½"	8 – ?	7 – 31"	8 – 29"	5 – 28½"	7 – ?
No. & width	2 – 34 1/8"	2 – 34 1/8"						2 – 20½"	
Back platform*	1 – ?	None	1 – 34 1/8"	2 – 28½"	None	No platform	None	2 – 28½"	2 – ?
Doors Front – No. Leaves	Four	Four	Four	Four	Two	Four	Four	Four	Four
Width of opening	30"	?	49"	49"	?	54"	49"	49"	?
Doors Rear – No. Leaves	None	Four – ?	Two – 30"	None	Two – ?	None	Two – 30"	None	None
Normal trucks	79-E-1	78-M-1	79-E-1	79-E-1	79-E-2	7	79-E-2	79-E-1	C.C.F.
Approx. weight complete	?	?	18000 lbs.	17350 lbs.	?	19440 lbs.	22166 lbs.	18000 lbs.	15500 lbs.

Class AG Length over body – 16' 10¼"; over bumpers – 30' 1"; width over side sheets – 8'; Height unknown; Side windows 7 in body, 2 on rear platform, all 28½" wide. Four leaf front doors with 49" opening. No rear door. 79-E-1 trucks. Approximate weight – 17200 pounds; No picture shown.

Notes

Car types C, G, E and I were normally single end with doors on only one side of the car. There were variations including double end cars with doors at all four corners end and, in Oil City, Pennsylvania and St. Johns, Newfoundland, double end cars with all doors on one side.

Car types D, F, H and J were normally double end. Single end models inevitably retained offside doors in the rear as an emergency exit.

Width of car windows is measured to center of window post. This was also the seat spacing on all Birney cars.

Window widths on back platform are also applicable to off-side windows in those styles where there is a back door.

Weights vary wildly according to electrical equipment, trucks, single or double-end operation and the like. Weights given here are approximations for comparative purposes.

Class A was built as a single unit without a definable body as distinct from platforms.

Classes A, B, C and D had draw-bar connectors, but no bumpers. Class A had no rear connector. Measurements are over draw-bar connector for these cars.

Classes I and J were identical with G and H respectively except for installation of small window in corner post of car.

In addition to groups noted, we have used designations Sf and Sh. These are identical with Classes F and H except for the addition of out-size anticlimbers. These extend 18 inches beyond each dash compared with the normal 6 inches for class F and 7½ inches for Class H. All other dimensions are unchanged. Length over anti-climbers – 29 ft. 9½ in.

Accurate weights are difficult, if not impossible to determine. An example can be seen from the cars received in Madison, Wisconsin on 1 September 1920. These were all body type AG and were built simultaneously. Their weight varied from 17085 pounds for the lightest to almost 17205 for the heaviest, a difference of 120 pounds for identically built and equipped cars. This was increased almost 100 pounds average by such simple change as replacing springless seats with cushion seats.

Body type Z was a single-end design with platforms of unequal length. Truck was shifted forward under body to compensate for this peculiarity.

Body type AC was a single-end design with no definable rear platform. Also car had no bumpers or anti-climbers but was equipped with a spring fender attached to the front of the car.²³⁷

Appendix F.
Corliss Engine Specifications²³⁸

Horse-Power and General Dimensions

Size of Cylinders	Indicate H.P. for				Number of Rev. Per Minute.	Band Fly Wheel.			Shaft.		Length of Shaft from Centre Line of Cylinder to End, in feet.	Distance from Centre of Crank Shaft to back end of Cylinder Head.	Steam Pipe Dia.	Exhaust Pipe Dia.	Total Weight of Engine lbs.
	80 lbs. Boiler Pr. Cutting off at		90 lbs. Boiler Pr. Cutting off at						Dia. of Crank Shaft.	Centre of Shaft above Foundation Stone.					
	0.2	0.3	0.2	0.3		Dia. Ft.	Face. Ins.	Weight. Lbs.							
10 x 30	41	56	48	64	100	9	12	5,000	5	22	7.6	13.0	3	5	15,000
12 x 30	55	76	65	87	93	10	16	7,000	6	22	8.0	13.0	3½	5	16,500
12 x 36	64	88	75	101	90	10	18	9,000	6½	24	8.0	13.6	3½	5	18,000
14 x 36	82	100	96	128	85	11	20	10,000	7	24	8.0	14.0	4	5	20,000
14 x 42	93	113	109	147	80	11	20	10,000	7½	24	8.0	14.0	4	5	22,000
16 x 30	117	137	123	166	90	12	22	12,000	8	24	8.6	14.0	4	5	24,000
16 x 36	129	149	138	185	85	12	22	12,000	8½	26	8.6	14.0	5	6	26,000
16 x 48	149	168	151	204	80	14	24	18,000	8½	26	9.0	13.0	5	6	27,500
18 x 36	164	184	162	219	85	16	24	18,000	9	28	9.0	14.0	6	7	28,000
18 x 42	170	194	174	235	80	16	30	20,000	9½	28	9.6	13.0	6	7	32,000
18 x 48	180	210	185	265	70	18	30	22,000	9½	28	10.0	14.0	6	7	36,000
20 x 42	185	200	206	281	80	18	36	24,000	10	30	10.0	14.0	7	8	38,000
20 x 48	195	215	228	297	70	20	38	30,000	10½	30	10.0	13.0	7	8	39,000
22 x 42	230	250	247	330	80	20	38	30,000	11	30	12.0	14.0	8	10	42,000
22 x 48	240	260	267	360	70	20	38	30,000	11½	32	12.0	14.0	8	10	48,000
22 x 60	265	280	302	405	65	22	42	32,000	11½	32	12.0	13.0	8	10	52,000
24 x 48	265	280	311	416	70	22	42	32,000	12	34	13.0	13.0	8	10	58,000
24 x 60	308	328	360	483	65	22	42	32,000	12½	34	13.0	13.0	10	12	72,000
26 x 48	311	330	365	490	70	24	48	34,000	13	36	14.0	13.0	10	12	74,000
26 x 60	356	376	390	559	65	24	48	34,000	13½	36	14.0	14.0	12	14	77,000
28 x 48	356	376	435	580	70	22	42	32,000	14	36	14.0	14.0	12	14	80,000
28 x 60	420	450	460	600	65	24	48	34,000	14½	36	15.0	15.0	14	16	85,000
30 x 48	420	476	480	650	70	24	50	36,000	15	36	14.0	14.0	14	16	90,000
30 x 60	500	550	546	785	63	24	56	40,000	15	36	15.0	15.0	14	16	98,000

The Principal Dimensions of Corliss Engines.

	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	
Stroke in inches	30	30	36	36	42	42	42	48	48	60	60	
Diameter of Cylinder	10	12	14	16	18	20	22	24	26	28	30	
Main Bearing	Diameter	4 15/16	5 15/16	6 15/16	7 15/16	8 15/16	9 15/16	10 15/16	11 15/16	12 15/16	13 15/16	14 15/16
	Length	10	12	14	16	18	20	20	22	22	26	26
Steam Pipe	Diameter	3	3½	4	4½	5	6	6	7	7	8	9
Exhaust Pipe	Diameter	3½	4	5	6	6	7	8	9	9	9	10
Steam Ports	Width	0¾	0¾	0 13/16	0 7/8	0 15/16	1 1/16	1 1/8	1 3/16	1 3/8	1½	1 15/16
	Length	9	11	12½	14½	16½	18½	21	23	25	27	29
Exhaust Ports	Width	1 3/16	1 3/16	1 5/16	1 7/16	1 9/16	1¾	1 7/8	2	2 1/8	2 15/16	2½
	Length	9	11	12½	14½	16½	18½	21	23	25	27	29
Crank Pin	Diameter	2 7/16	2 15/16	3 7/15	3 15/16	4 7/16	4 15/16	5 7/16	5 15/16	5 15/16	6 7/16	7 7/16
	Length	3¼	3¾	3¾	4 3/8	5	5 3/8	5 5/8	7 7/8	7 7/8	9	9
Crosshead Pin	Diameter	2 7/16	2 15/16	2 15/16	3 15/16	3 15/16	4 15/16	4 15/16	5 15/16	5 15/16	6 7/16	6 7/16
	Length	3¾	3¾	3¾	4 3/8	4¾	5 1/8	5 1/8	5 7/8	5 7/8	6 3/8	6 3/8
Valve Chamber	Diameter	3½	3¾	4 1/8	4½	5	5½	6	6½	7	7½	8½
Vale Stem	Diameter	1 3/16	1 5/16	1 5/16	1 7/16	1 9/16	1 11/16	1 11/16	1 15/16	1 15/16	2 3/16	2 3/16
Piston Rod	Diameter	1 15/16	2 3/16	2 7/16	2 15/16	3 3/16	3 7/16	3 15/16	4 3/16	4 7/16	4 5/8	4¾

Appendix G.
Street Car Franchise, 1902.

“Street Car Franchise. Full Text of the Ordinance as it Passed its Third and Final Reading. Whereas, W. T. Brownlow of Jonesboro, in the county of Washington, state of Tennessee, did on the 21st day of November, 1901, make application to the Board of Mayor and Aldermen of the town of Johnson City, for the sole and exclusive right, privilege and franchise of constructing, building and maintaining an electric street car or tramway line within and upon certain streets within the town of Johnson City Tennessee, to be operated by animal, steam, or electricity as a motive power for passenger traffic, together with the right to erect and maintain poles, wires and other appliances therefor; and

Whereas, On the 24th day of July, 1890, Alden M. Young of the city of Waterburg, New Haven county, Conn., did obtain a franchise upon the following streets in the town of Johnson City, to-wit: Buffalo to intersection of Pine, Roan to intersection of Division; East Roan to intersection of Division; East Main, West Main, West Market, Boone, King, Pine between Buffalo and Roan, Fair, North Main, Queen, and Prince streets, and Broadway to East Tennessee, Virginia and Georgia Railroad, on the east Watauga and Fourth avenues, Railroad and First avenues, Fairview and Second avenues, and any extensions of above named streets; also on any street or streets, or alleys, running from East Main or East Market streets reaching Broadway,’ with the further provisions as follows: ‘Provided, That if at any time after five years from the date of this franchise any reliable or responsible company proposes to build, maintain and operate a street railroad over to East Market street, thence along any of said streets, not then occupied by said Young, his successors and assigns, have not occupied said streets thus applied for their right to such street shall be forfeited, if said company applying shall build said street railroad within six months from the expiration of said twelve months’; and

Whereas, The said Alden M. Young his associates, successors and assigns, have not maintained nor operated a railroad over any of said streets within the last five years, and have not occupied same and the said W.P. Brownlow having proposed to build, maintain and operate a street railway over said streets which the said Alden M. Young, his successors and assigns, have no franchise, viz.: Walnut street, Spring, Cherry and West streets, the Public Square, East Market, Division and Elm streets, Unaka and Holston avenues, Montgomery, Summer, Lamont, West Market, Boone and Oak streets, and over Lamont street near where the entrance is proposed into the National Soldiers’ Home, and on Miller street, or the street running from Lamont street by the residence of the late W.P. Miller, across the Southern Railroad track to Walnut street, and on such streets as the said Alden M. Young, his successors and assigns, have forfeited or may forfeit their franchise.

Section 1. – Now, therefore, be it ordained by the Board of Mayor and Aldermen of the Town of Johnson City, Tennessee, convened, that the said W.P. Brownlow, his successors and assigns, be and are hereby granted, for the period hereinafter named, the right, power and franchise to construct, build, maintain and operate a street railway, with such side-tracks, switches and turnouts and connections as the Board of Mayor and Aldermen may authorize and locate, to be operated as a street railway by electricity upon, over, and along the following named streets to-wit: Walnut street, the Public Square, East Market, Division and Elm streets, Unaka and Holston avenues. Fifth and Sixth avenues, Montgomery street and Myrtle avenue, and Centre street; and notice having been given to the said Alden M. Young, his successors and

assigns, as provided in the franchise to him, as it appears in the Charter and General Ordinance Book of the town of Johnson City, on pages 117 and 118, now, Therefore

Be it further ordained, by the Board of Mayor and Aldermen of the town of Johnson City, That if the said Alden M. Young, his successors and assigns, do not, within twelve months from the date of said notice, occupy and operate under their franchise a street railway upon said streets which their franchise covers, then the said W.P. Brownlow, his successors and assigns, are hereby granted the further right, power and franchise to construct, build and maintain and operate an electric street rail way upon, over and along the following additional named streets, to-wit: Roan street, Watauga avenue, Fourth avenue, Second avenue, New street, and North Main street.

Said railway shall be constructed in accordance with the regular grades of said streets as they now exist, or may hereafter be adopted and changed, and in constructing and operating said railway and its appliances said Brownlow, his successors and assigns, shall restore the streets through which the same may pass to as good condition as they were in before said right was exercised. The poles and wires put up by the grantee herein shall be located and erected under the supervision of the street committee.

Sec. 2. The gauge of such street railway track shall be four feet and nine inches; and in laying the track a T rail may be used on all unpaved streets, and shall be laid so as not to project above the surface of the streets. And when said W.P. Brownlow, his successors and assigns, shall lay their tracks on any of said streets, in consideration of the privileges herein conveyed, agrees and binds himself, his successors and assigns, to keep in ordinary good repair and with like material to, or the same material as, that used by the city, that portion of the streets inside of the rails, and eighteen (18) inches on the outside of the rails of its tracks, where there are single tracks, and where there are double tracks switches, or turnouts, that part of the street or streets between the outer rails of said double track, switches and turnouts, and eighteen (18) inches outside of each outer rail, and to keep the same in as good repair as the other portion of such streets are kept by the city, it being understood that when said track or tracks, switches and turnouts are on paved streets, said grantee herein shall keep such part of the said street or streets in good repair with the same material as that with which said street or streets are paved; and in case of failure so to do said grantee herein shall be liable for a fine for each day of default, after notice from the Chief of Police of the city, of not less than three nor more than fifty dollars.

Sec. 3. The corporation of the Board of Mayor and Aldermen of the town of Johnson City, Tenn., shall in no way be responsible for any damages that may be done by said W.P. Brownlow, his successors and assigns, in laying or relaying tracks, to gas, water, sewer or other pipes or other structures on, above, or under the surface of the streets, whether belonging to the city or any other firm, person, or corporation, or for any damage whatever arising from the construction, maintenance or operation of said railway, or from its failure to keep its tracks and rail way in proper and sufficient repair. The person, firm, or corporation taking and operating under this franchise hereby agree and bind themselves to assume all responsibility and to discharge all liability for the things in this section mentioned, and for all loss and damage that may or might accrue to the city by default, negligence or wrong of said W.P. Brownlow, his successors and assigns and to hold the city harmless.

Sec. 4. If said W.P. Brownlow his successors and assigns, shall use the right of way herein granted, and in said use any new bridges are required, or if the present bridges require strengthening or rebuilding, the said grantee herein shall pay his proportionate part of the cost of same, and shall at all times keep in repair the right of way across all bridges to the same extent as

the streets, in the same manner and with the same material as that used by the city on their part of the bridges.

Sec. 5. – Be it further ordained, That whenever the city shall hereafter pave with brick or any other material any street, the roadway of which is not now paved, and which is occupied by the grantee herein at the time such paving is done, then it shall be the duty of the grantee herein to pave at his own expense that part of the street which he is required herein to keep in repair (by section 2), with the same material as that used by the city for paving, and thereafter to keep same in repair as in this ordinance provided. And when such paving is done, the grantee herein shall be required to take up all T rails, on such streets as are to be paved, and relay said tracks with the regulation girder street car line rail, of the latest improved model.

Sec. 6. Provided further, that no double tracks shall be laid on streets less than sixty (60) feet in width, nor no turn-outs nor switches in streets less than fifty (50) feet in width, unless by the permission of the Board of Mayor and Aldermen, and no turn-out shall be more than three car lengths between clearance points. But nothing in this shall prevent any manufacturing establishment from crossing streets, or having sidings put in on their own grounds for the transportation of business, and nothing in this shall give the right to any other street or streets, except, as named in this ordinance granting franchise. And all streets not being built and operated upon within three years from the date of the granting of this franchise shall be forfeited and the franchise to such street or streets shall be inoperative and void.

Sec. 7. – Provided further, That in granting this franchise that no right to tax as property said railway, under the general laws of the state, is waived or surrendered by the corporate authorities of the town of Johnson City.

Sec. 8. This ordinance shall in all its provisions, if said W.P. Brownlow, his successors or assigns, build or acquire and operate a street railway under these provisions, have the full force and effect of a written contract, duly signed by the city and the said W.P. Brownlow, his successors and assigns.

Sec. 9. The franchises hereby granted shall continue for and during the term of twenty years, unless sooner forfeited by the failure of the grantee to comply with the terms of this ordinance or abandoned or otherwise terminated by operation of law.

Sec. 10. Provided further, That if the said W.P. Brownlow, his successors and assigns, fails to maintain and operate said lines of railway, as specified in section 15, or any others that may be built, for a period of ninety (90) days, then this franchise shall be void and inoperative, and all rights, powers and privileges herein granted shall be forfeited.

Sec. 11. Provided further, That the charge for single fares shall not exceed five cents, and that no more than this amount shall be charged for one continuous ride from any part of the City to the National Soldiers Home, and shall be subject to all future statutory requirements of the state.

Sec. 12. Provided further, That sections one and two of article one of the general ordinances passed February 21, 1890, regulating grants of rights of way to corporations for street railway purposes, be and are hereby suspended, in the case of the granting of this franchise to W.P. Brownlow, his successors and assigns.

Sec. 13. Provided further, That said general ordinance be and is hereby repealed in so far as it conflicts with the provisions and rights granted in this franchise to W.P. Brownlow, his successors and assigns.

Sec. 14. Provided further, That the said W.P. Brownlow, his successors and assigns, are hereby granted the privilege of building a power plant, for the purpose of operating said street

railway line within the corporate limits of Johnson City. But if the said power plant is located outside the corporate limits of the city, then it is expressly stipulated and provided, and is a component part of this franchise, that it shall not be located further than one and one-half (1½) miles from the corporation line of said city.

It is further stipulated, That in event this franchise is assigned by said W.P. Brownlow to a corporation, then it is made a condition to the vestiture and continuance of said franchise in said corporation that the home office, and principal place of business of said corporation, shall be fixed by charter and corporation in Johnson City and so continued throughout the life of this franchise.

Section 15. Provided further, that the said W.P. Brownlow, his successors and assigns, shall be required to construct, build, maintain and operate an electric street railway upon, over and along the following named streets and divisions, to wit:

Division No. 1. From public square to East Market street, thence along East Market street to Division street, thence on and along Division street to Walnut street, thence on and along Walnut street westward to the corporation line. Provided that work shall be commenced in good faith on this division within four months from the date of the granting of this franchise, and be completed and in operation within twelve months from the expiration of the said four months.

Division No. 2. From public square to West Market street, thence on and along West Market street to Boone street, thence on and along Boone street to Unaka avenue, thence on and along Unaka avenue to Oak street, thence on and along Oak street to Myrtle avenue to New street. Provided that work on this division shall be commenced in good faith within 12 months from the date of the granting of this franchise, and be completed and operated within two years from said date. Provided further, that a failure to commence and complete divisions No. 1 and 2 of this section, and have same in operation within the time and manner herein provided, shall work a forfeiture of this entire franchise.

Division No. 3. – From New street to the Carnegie Hotel on such streets as the board of Mayor and Aldermen shall direct in writing. Work on this division to be commenced within eighteen months and completed within thirty months from the date of the granting of this franchise. Provided, that a failure to commence and complete and operate said division as herein set out, shall work a forfeiture of the franchise on the streets within the town of Johnson City.

Sec. 16. – Provided further, it being a part of the consideration for the granting of this franchise, and grant of powers, that all the rights, powers, privileges, immunities and franchises, granted and given by this ordinance, shall be inoperative and void, unless the said W.P. Brownlow, his successors and assigns, shall faithfully comply with each and every of the foregoing provisions, and at the times and in the manner hereinbefore fully set out.

Section 17. Provided further, that the granting of this franchise will vest in the said W.P. Brownlow, his successors and assigns, the exclusive right privilege and franchise to build, maintain and operate an electric street railway, on the streets and divisions herein named, and upon the terms and conditions of this ordinance for a period of 20 years. Provided further, that this ordinance shall not take effect for 20 days after its passage, and within 15 days any person or company shall deposit a certified check for one hundred dollars with the recorder, as an earnest of their desire to bid on this franchise, and in the event such deposit is made, the recorder will receive bids for 5 days, and this franchise shall then be granted upon the terms of this ordinance, to the highest bidder.

Sec. 18. That said Brownlow, his successors and assigns shall, as each section of said road is completed and put in operation as provided in section 15 of this ordinance, cause at least

one of its cars to pass a given point at least once each half hour for as much as ten hours per day. Provided that this section shall not take effect until 18 months after the passage of this ordinance.

Section 19. Provided further, that if any person or corporation shall, in addition to paying said highest bid, agree and bind themselves in a bond equal to the amount of said highest bid, to build and operate said car line to the town of Jonesboro, within 3 years from the granting of this franchise, then said person or corporation shall be granted the exclusive franchise over all other bidders. But it is expressly understood that whether there be any competition bids or not, as provided herein, it is nevertheless expressly understood that the person or corporation accepting or receiving this franchise shall build the said street railway line to the town of Jonesboro within three years from the date of the granting of this franchise, and in case of failure so to do, this entire franchise and grant of powers shall be void and in operation, and forfeited.”²³⁹

However, W.P. Brownlow failed to begin construction. Consequently on 29 January 1903, The Johnson City Comet reported: “Street Car Franchise. Thursday evening of this week the city council passed upon its third and final reading the street car franchise asked for by the Johnson City Street Railway Co. after several amendments had been adopted. Under the provisions of the franchise work is to be commenced in thirty days, but there is no forfeiture unless they fail to begin work within six months after the expiration of thirty days. Mr. A.M. Young of New York [and formerly one of the directors of the Johnson City & Carnegie Street Railway Company] is largely interested in the enterprise and there is little doubt that work will be started in good faith upon that portion of the line to be built to the Soldiers Home as soon as the weather will permit. The Comet can assure the citizens of Johnson City and those who are to become residents that we are soon to have a modern street railway covering the populated portion of the city.”

Appendix H.

“Formal and Informal Cases...

Tennessee Eastern Electric Company and Johnson City Traction Corporation Valuations and Rates. Docket 579.

Applications were filed before the Commission on June 1, 1920, by the Tennessee Eastern Electric Company and the Johnson City Traction Corporation asking for an increase of electric rates and street car fares.

This case was set for hearing before the Commission on various dates, at which times proof was introduced as to the valuation of the properties, together with statements of earnings and expenses over a period of years. The petitioners, and certain citizens and power users at Johnson City agreed upon a schedule of rates in which certain increases were allowed the Tennessee Eastern Electric Company pending the final outcome of the valuation of petitioners' property, which rates have since been charged.

Finally, after all evidence had been presented by the Companies and by Johnson City, the Commission ordered its Engineers to make an analysis of the evidence submitted, and to file their report with the Commission. The Engineers filed their report with the Commission on October 8, 1925, and the Commission furnished both the Tennessee Eastern Electric Company and the municipality of Johnson City with a copy of said report. The Tennessee Eastern Electric Company did not agree with the recommendations submitted by the Engineers, and requested the privilege of examining the Engineers who made the report. The Commission granted this privilege to the Tennessee Eastern Electric Company, and set a date for hearing on November 30, 1925. This hearing lasted several days and was adjourned until February 24, 1926, when the Tennessee Eastern Electric Company concluded its examination of the Commission's Engineers.

At this hearing the Tennessee Eastern Electric Company was allowed to present new evidence before the Commission relative to the valuation of petitioners' property. When all of the evidence had been presented, and after all exhibits asked for had been filed, the Commission, considering all of the evidence presented before it since the hearing began in 1920, issued an order August 10, 1926, establishing the valuation on the properties of the Tennessee Eastern Electric Company and the Johnson City Traction Corporation.

After the Commission had fixed the valuation on the petitioners' properties the Tennessee Eastern Electric Company filed petition for certiorari and supersedeas in the Circuit Court, which petition was granted staying all further proceedings in the matter of valuation of the properties of Petitioners and the fixing of rates on said valuations. This matter is now in the Courts and the Commission is stayed from making any change in the rate schedules until this matter is settled.

The following order was issued in this case:

Opinion

This proceeding began in 1920 with the application of the Tennessee Eastern Electric Company for an increase in its rates, and an inventory and appraisal of its properties used and useful in the public service was ordered, in order that proper rates might be established by the Commission.

On October 25, 1920, the Commission issued an order directing an appraisal to be made, and on November 15, 1920, Mr. Alfred E. Forstall was appointed as the Engineer to represent the Commission in the preparation of the appraisal.

On November 29, 1920, Mr. Thad A. Cox, Counsel for the Company, notified the Commission that an agreement might be reached with the City of Johnson City which was protesting the increase in rates, and suggesting that the appraisal be postponed. Mr. Forstall was then notified by the Commission to await further instructions.

On September 7, 1921, the Company filed a detailed appraisal of the properties involved, which was made by the Company's own Engineer, Mr. W.E. Miller, under the direction of Mr. F.W. Doolittle.

On September 16, 1921, another hearing was held when Mr. W.E. Miller, Mr. F.W. Doolittle, Mr. R.L. Warner and Mr. Amzi Smith testified for the Company.

On December 15, 1921, another hearing was held, and on the urgent insistence of the Company and certain citizens and power users at Johnson City, an order was entered, being dated April 8, 1922, permitting the Company to put into effect certain increases in its rates, which have since been charged. Since that time at the request of the Company the fixing of the value for rate-making purposes has been postponed from time to time until January 21, 1925, when the Company was notified that the valuation must be proceeded with and determined. Thereafter other hearings were held, the latest hearing being in February, 1926, the briefs having been filed May 12, 1926.

History of the Company.

The Tennessee Eastern Electric Company is a Massachusetts corporation, organized in 1912 and acquired the properties of the Watauga Electric Company and the stock of the Johnson City Traction Corporation. The Watauga Electric Company was organized in 1902 and acquired the properties of the Watauga Lighting & Power Company, which was organized in 1892, to supply electric current in Johnson City. The Johnson City Traction Corporation was organized for the purpose of operating an electric street railway in the Town of Johnson City. The Tennessee Eastern Electric Company and the Johnson City Traction Corporation are separate corporations, but all of the stock of the Johnson City Traction Corporation is owned by the Tennessee Eastern Electric Company, and it is operated as a department of the Tennessee Eastern Electric Company, and has been so considered and treated by the Commission heretofore in the investigation of the rates of the Tennessee Eastern Electric Company.

The properties of the Tennessee Eastern Electric Company consist, generally speaking, of a hydro-electric development on the Nolichucky River in Greene County, Tennessee, a steam-generating plant on the Watauga River in Washington County near Johnson City. It serves electric light and power to Johnson City, Greeneville and Jonesboro, and furnishes a portion of the demand of other utilities serving Elizabethton, Bluff City, Bristol and Erwin, and owns transmission lines necessary to this purpose. The Johnson City Traction Corporation provides street railway service in the town of Johnson City. The Tennessee Eastern Electric Company is controlled by Mr. R.L. Warner, who owns or controls a large majority of its common stock.

The value of these properties for rate-making purposes is to be fixed as of December 31, 1924.

Valuation.

The Tennessee Eastern Electric Company insists that the value of the combined properties of the two corporations as of December 31, 1924, is and should be fixed at \$6,695,878.00, while the Commission's Engineers have recommended that the value should be fixed at \$2,693,000.00. This difference does not result from a consideration upon either the original cost of the property without depreciation, or the reproduction cost less depreciation, as shown by the appraisals filed in the case.

Tables on pages 120 and 121 of the brief filed by the Counsel for the Company May 12, 1926, show that very little difference results in that way. These tables are as follows:

(a) Cost of Reproduction Less Depreciation:

	As Claimed by Company	As Claimed by Commission Engineers
Cost of Reproduction New: 1921 (Miller)		
Electric	\$1,673,718.00	\$1,673,718.00
Traction	351,816.00	351,816.00
Total	\$2,025,534.00	\$2,025,534.00
Additions, 1921 to 1924:		
Electric	\$1,259,726.00	\$1,154,330.00
Traction	10,245.00	9,184.00
Total	\$1,269,971.00	\$1,163,514.00
Total Cost December 31, 1924		
	\$3,295,505.00	\$3,189,048.00
Accrued Depreciation December 31, 1924:		
Electric	(Not Itemized)	\$383,378.00
Traction	(Not Itemized)	148,500.00
Total	\$313,598.00	\$531,878.00
Total Property (less depreciation)		
	\$2,981,907.00	\$2,657,170.00
Retirements 1921 to 1924 (less depreciation):		
Electric		\$137,426.00
Traction		9,301.00
Total		\$146,727.00
Total Property December 31, 1924		
	\$2,981,907.00	\$2,510,443.00

(b) Historic Cost, Without Depreciation:

	As Shown by The Evidence	As Claimed by Commission Engineers
Historic Cost, 1921 (Miller):		
Electric	\$1,055,296.00	\$1,055,296.00
Traction	204,826.00	204,826.00
Total	\$1,260,122.00	\$1,260,122.00
Additions, 1921 to 1924:		
Electric	\$1,259,726.00	\$1,154,330.00
Traction	10,245.00	9,184.00
Total	\$1,269,971.00	\$1,163,514.00

Total Cost December 31, 1924	\$2,530,093.00	\$2,423,636.00
Retirements, 1921 to 1924:		
Electric		\$133,985.00
Traction		14,288.00
Total		\$148,273.00
Total Property December 31, 1924	\$2,530,093.00	\$2,275,363.00

It will thus be seen that the difference between the value claimed by the Company on the reproduction cost less depreciation basis and that recommended by the Commission's Engineers is \$471,464.00, while on the historic cost basis the difference is \$254,730.00.

This difference on the reproduction less depreciation basis arises partly from differences between the amount of depreciation applied, the Company claiming that the depreciation was the sum of \$313,598.00, the amount carried on the Tennessee Eastern Electric Company's books in its depreciation reserve account, while the Commission's Engineers recommend the sum of \$531,878.00, being based upon the testimony of Mr. F.W. Doolittle and Mr. W.E. Miller, Engineers representing the Company and testifying in this case. This difference results also in part from a consideration of the amount to be added for net additions between June 30, 1921, and December 31, 1924, and retirements of property during the same period.

The balance of this difference grows out of intangible values claimed by the Company, viz., water power value of \$2,000,000 resulting from its water power value on the Nolichucky River.

Compensation to promoters and cost of financing	\$ 400,000
Compensation for added risk to which the Company subjected its property between 1921 and 1924 by enlarging it to nearly double size	254,254
Going value	776,519
The Company's claim of working capital	247,198
As against the Company's claim of For water power value, the Commission's Engineers recommend that no allowance for such values be made over and above the estimated present-day cost of acquiring the land and water rights.	2,000,000
As against the Company's claim of For compensation to promoters and cost of financing they recommend no allowance except that included in the allowance of approximately 22% of reproduction cost of physical properties for construction overheads.	400,000
As against the Company's claim for	254,254
For added risk they recommend no allowance. Instead of	247,198
As claimed by the Company as working capital they recommend the sum of	50,000
Approximately two months operating expenses, plus material and supplies on hand for the Electric Company and For the Traction Corporation.	3,000
As against the Company's claim of	776,519
For going value the Commission's Engineers recommend an allowance of	220,000
For the Electric Company and For the Traction Corporation.	20,000

The foregoing will serve to point out the reason for the controversy involved in this proceeding.

The Appraisals.

On September 7, 1921, the Tennessee Eastern Electric Company filed a detailed appraisal of both properties made by its own Engineer, Mr. W.E. Miller, under the direction of Mr. F.W. Doolittle.

At the conclusion of the hearing on September 16, 1921, the City of Johnson City requested a continuance to provide an opportunity for it to make an analysis of the appraisal and analysis filed with the Commission, and on December 13, 1921, the City filed an appraisal and analysis of accounts and books made by Mr. W.H. Corddry of Gannett, Seeyle and Fleming of Memphis, Tennessee. The value of the properties is to be fixed as of December 31, 1924. This will be done by a consideration of the appraisals filed showing the property as of June 30, 1921, and by adding such net additions as have been made between that date and December 31, 1924.

Mr. Miller's appraisal of the electric properties as of June 30, 1921, on the reproduction cost less depreciation basis arrived at a figure of	\$1,290,340.00
And on the historic cost basis	1,055,296.00
The figure reached by Mr. Corddry, representing the City, on the reproduction cost depreciation basis was	1,156,436.00
As of October 1, 1921; and on the historic cost basis	896,643.00
As of the same date.	
Mr. Corddry's Exhibit 'A' shows net additions to the electric properties between June 30, 1921, and October 1, 1921, amounting to	9,767.28
Mr. Miller arrived at a figure For the Traction Corporation on the reproduction cost less depreciation basis as of June 30, 1921.	203,316.00
Mr. Miller arrived at a figure for the Johnson City Traction properties as of June 30, 1921, on the historic cost basis of	204,826.00
Mr. Corddry made no report on the Traction properties.	

In fixing the values of these properties we recognize that we must exercise a fair and reasonable judgment based upon all relevant facts presented to us. A public utility is entitled to a fair return upon the fair value of its property used for the convenience of the public. Ascertainment of that value is not controlled by artificial rules. It is not a matter of formulas, but must be the result of a reasonable judgment having its basis in a proper consideration of all relevant facts. Minnesota rate cases 230, U. S. 334-434, 33 S. Ct. 729-754, 57 L. Ed., 151, 48 L. R. A. (N.S.), 1151. Ann. Cas. 1916, A-18.

We recognize also that what was said in the case of City of Winnona vs. Wisconsin-Minnesota Light & Power Company, 276 F1001, in discussing language used in the Minnesota rate cases.

'But it does mean that all of these methods used and others may be resorted to as aids in forming a judgment as to what is the present reasonable value. That there can be no mathematical certainty in such cases goes without saying; nor does any formula exist which can be used in all cases. The most that can be expected, quoting the language of Justice Hughes in the Minnesota rate cases, is a reasonable judgment having its basis in a proper consideration of all relevant facts.'

Applying these principles we now proceed to a consideration of the intangible values claimed by the Company.

Water Power Value.

As already seen, the Company claims not less than \$2,000,000.00 for this supposed element of value.

There has been a wide difference of opinion among the Company's own witnesses as to the amount that should be added to the rate base for this supposed element of value. Mr. Doolittle for the Company testified that in his opinion \$197,000.00 represented the water power value that should be added to the rate base, that sum representing one-half of the saving of generation by hydro over steam generation, capitalized at 10%, this witness conceding one-half of such saving to the public.

Mr. Baldwin arrived at a figure of \$600,000.00, capitalizing the supposed saving at a different percentage figure, while Mr. Wm. F. Uhle arrived at a figure of \$2,000,000.00 in his testimony on February 26, 1926.

Mr. Fleming, an Engineer who testified for the City, said that the value of the water power might be as much as \$41,000.00 on the capitalized steam saving basis, but by other methods of calculating it might be shown to be a liability instead of an asset.

The Company now abandons the figures of all its witnesses save Mr. Uhle, and now insists upon his figure of \$2,000,000.00.

Mr. Uhle used four methods in arriving at his figure, which, briefly stated, are as follows:

(1) By capitalizing the saving in expense by producing electrical energy by water power with an auxiliary steam plant over the expense of producing it in a steam plant alone.

(2) By a consideration of the savings possible over all steam production on the assumption that the Company's market was sufficiently developed to dispose of the entire Output.

(3) By assuming that the dam was raised to its full possible height, and assuming further that instead of devoting the plant to public utility service, it was devoted to the production of ten-hour per day power for sale to other public utilities without the operation of an auxiliary steam plant.

(4) By computing the water power value on the steam savings basis, assuming the ultimate water power development with the dam raised, devoting it to public utility service, and assuming also a market sufficient to take the possible output and the use of a steam auxiliary large enough to take care of the entire deficiency during the low water periods.

Upon the first basis he assigned as the value of the water power	\$1,350,000.00
On the second	2,000,000.00
On the third	1,305,000.00
On the fourth	2,328,000.00

Mr. Uhle, as well as other witnesses mentioned, used the method of capitalizing the supposed savings of hydro generation over steam generation and Mr. Uhle gave as his opinion that that was the proper method to use, and stated that he used his other methods merely for the consideration of the Commission.

On the other hand, Mr. F.G. Proutt and Mr. McGregor Smith, Engineers of the Commission, testified in the case and expressed the opinion that the property had no water power

value. Mr. Proutt, a Consulting Engineer of Memphis, Tennessee, a man of broad experience in the construction, operation and economics of public utilities, gave as his opinion that the generation of the Electric Company could be done more cheaply by steam alone than by the methods used, that of combined generation by steam and hydro. According to Mr. Proutt, based upon the actual operations of 1924, if the generation had altogether been by steam there would have been a saving of \$12,158.00 over the cost of the combined operations.

On the other hand, Mr. Uhle testified that all the steam generation would have cost \$107,926.00 more than the actual generation by combined hydro and steam.

For the year 1924, according to Mr. Uhle's Exhibit 'B,' the Company's peak load was 5,200 kilowatts, the total generation was	17,825,000 kilowatt hours
Generation by the Watauga Steam Plant was	2,697,000 kilowatt hours
That by the Hydro Plant	15,128,000 kilowatt hours
During August, 1925, the hydro generation, because of low water, was reduced to	400 kilowatts
The Steam Plant was run to practically its full capacity of	3,600 kilowatts
Past experience has shown that it is impossible to operate the hydro plant without the steam plant because of the variation in the stream flow of the Nolichucky River. As an illustration of this, in August, 1925, the hydro plant generated only	323,000 kilowatt hours
as against by the steam plant.	1,285,510 kilowatt hours

Mr. Proutt estimated the cost of a steam plant of 7,500-kilowatt capacity to be \$825,000.00, and the total generating cost, including fixed charges figured upon the entire output of the Company for 1924 would have been	\$238,749.20
or a saving over the actual combined operation plus fixed charges for that year of more than	12,000.00
or a saving by the operation of a plant of 8,500-kilowatt capacity of about \$8,000.00. Mr. Proutt's figures for the cost of the combined operation in that year, including fixed charges, being	\$250,907.41

Mr. Smith expressed a similar view, and both witnesses, Mr. Proutt particularly, went into these comparisons at considerable length and in detail.

Mr. A.P. Singer, Superintendent of Power of Memphis Power & Light Company, testified January 7, 1926. Mr. Singer is an Engineer of broad experience. He testified that a modern steam generating plant of 7,500-kilowatt capacity could be constructed now for from \$100.00 to \$105.00 per kilowatt, and an 8,500 kilowatt capacity plant for very little more, and that the cost at the switchboard on such plant should not be more than seven mills per kilowatt hour, based upon coal costing as much as \$5.00 per ton, delivered. This witness went into his estimate in detail, and gave as his opinion that electricity could be generated by steam alone cheaper than by the combined operation of a steam and hydro plant by a utility situated as is the Tennessee Eastern Electric Company.

We think that the fallacy of Mr. Uhle's position is in the fact that he has assumed a steam plant of a size not demanded by the load of this Company, a 11,500-kilowatt plant, and one considerably in excess of the combined capacity of both the hydro and steam plant actually

operated by the Company in 1924. Why would it be necessary to assume for the purpose of comparing costs a plant of 11,500-kilowatt capacity to take care of a load of 5,200 kilowatts? This is what Mr. Uhle did.

In our own judgment a steam plant of 8,500-kilowatt capacity which would have provided 3,300-kilowatt capacity in excess of the Company's load for 1924, would have been ample to take care of its load and provide for reasonable and fair increases in its load.

The Company does not deny that its switchboard generation cost on the steam plant during the low water months of 1925 was less than 7 mills per kilowatt hour, and there is no reason why it should exceed 7 mills per kilowatt hour if its entire generation were by steam.

We are not prepared to adopt the steam savings method even where saving in generating cost is shown to result from hydro generation over steam, or a combination of the two. On such a basis water power is too indefinite, speculative and conjectural, and depends upon too many variable items. For instance, taxes, an item not considered by Mr. Uhle at all and which he admits would reduce his water power value by \$250,000.00; upon the stream flow, which in 1925 got down so low that in August of that year the hydro plant generated only 400 kilowatts; upon coal prices, which is a large and great variable item entering into the calculation.

According to Mr. Uhle, water power value assigned by him might not be the value six months, a year, or five years from that time. It is constantly changing. A reduction of rates of one mill upon one of his methods would reduce the water power value assigned by him to this Company \$500,000.00. Many other items and conditions could be mentioned, which would affect this supposed element of value.

We do not think the steam savings method a proper measure of water power value, particularly in a territory where there are numerous hydro developments and undeveloped water power, and we decline to adopt it in this case.

There is, however, no satisfactory proof in the record that a combined operation of the hydro and the steam plant effects a saving over generation by steam alone.

What has been said about Mr. Uhle's first basis of calculations applies equally to his second method. His third and fourth methods are, in our judgment, equally unsound.

On his third method he assumed that the dam was raised to its possible height, and further that it was devoted to the production of ten hour per day power for sale to other public utilities without the aid of a steam auxiliary. On this basis he arrives at a value of \$1,305,000.00

On his fourth method he undertook to compute the value of the water power on the steam savings basis, assuming an ultimate water power development with the dam raised devoting the property to public utility service, assuming a market to take the possible output of the plant, and using a steam auxiliary large enough to take care of the deficiency during low water months. On this basis he reached a value of \$2,328,000.00. Neither of these methods take into consideration actual operating conditions as they now exist, or have existed in the past. They are based entirely upon assumed operating conditions such as have never existed in the case of any utility in Tennessee, and like all of the methods used by this witness, are entirely uncertain, speculative and conjectural. Nor does the testimony of the other witnesses show any water power value which should be added to the rate base. None of the Company's witnesses agree in the amount of this value, or upon the methods of arriving at it.

Compensation for Added Risk.

The Company claims for this item the sum of \$254,254.00 for the risk incurred by it in enlarging its plants between 1921 and 1924. The enlargement was made to keep step with the

community it serves. During the whole period the Company was subject to regulation by the State and knew that it was only entitled to earn a fair return on the value of its property used for the public convenience.

We know of no principle that would entitle the Company to such an allowance in the rate base. There was no risk involved in the enlargement of the Company's plant other than is ordinarily involved in such enterprises, nor was there any other risk involved in enlarging the plant than there was when the plant was first constructed. Whatever risks were involved were those risks ordinarily incident to the business and applying to all other like public utilities, and the Company understood at all times that it was entitled to a fair return and no more, and this return is based in part upon the risk incident to the business. The claim for this element of value is disallowed.

Going Value.

This element of value is present in every going concern. 'This element of value is a property right and should be considered in determining the value of the property upon which the owner has the right to make a fair return and when the same is privately owned, although dedicated to the public use.' *Des Moines Gas Company vs. Des Moines*, 239 U.S. 153, 35 S. Ct. 811, P.U.R. 1915-D 577.

As expressed in *Knoxville vs. Knoxville Water Company*, 255 U.S. 1, 29 S. Ct. 148, 'Going value is the added value of a plant as a whole, over the sum of the value of its component parts, which is attached to it because it is in active and successful operation and earning a return.'

Going value, however, is what its name implies, an element of value, and a company which has failed during a period of years to secure sufficient earnings cannot erect out of past losses a legal basis for this element of value. *Galveston Electric Company vs. Galveston*, 258 U.S. 368, P.U.R. 1922-D, 159.

Mr. Doolittle, for the Company, undertook to arrive at going value upon the historic cost basis by capitalizing past losses and failure to earn depreciation, and upon reproduction cost basis he assumed that the losses would be approximately 25% on the reproduction cost now plus working capital on the electric property, and 10% on the reproduction cost now plus working capital on the railway property, that being the deficiency in earnings he estimated would exist during the development period if the property were reproduced today. On this basis the witness arrived at the 'cost of developing the business being a measure of going value' of \$476,500.00 based on a physical valuation undepreciated of \$2,011,417.00, and on the historic basis by capitalizing the past losses as shown by the books, failure to earn depreciation, taking the annual return at 10% arrived at a figure of \$938,500.00, based upon a physical valuation of \$1,246,005.00. This evidence presents a situation where the going value upon a total valuation of physical properties of \$1,246,005.00 is approximately double the going value on a total valuation of \$2,011,417.00, which we find it impossible to accept. The witness' testimony and exhibits show that he worked entirely upon the theory of capitalizing either actual or estimated losses.

In our opinion his evidence is of little value in enabling us to determine this particular element of value. Mr. Baldwin arrived at his basis of the Company's claim by taking Doolittle's figures as his basis and applying approximately the same percentage figures to the additions up to December 31, 1924. What we have said about Mr. Doolittle's testimony and exhibits would apply likewise to Mr. Baldwin for the reason that he used Mr. Doolittle's percentage as a basis of his calculation.

Mr. Corddry, for the City, takes the position that there was no development cost, therefore, nothing should be added for going value for the reason that according to his calculation the Company had earned a sufficient return throughout the development period assumed by Mr. Doolittle.

In our judgment, however, the element of going value is present in every going concern having customers attached and in successful operation, and some amount should be included for this element of value. Our judgment is that \$220,000.00 as going value for the Tennessee Eastern Electric Company and \$20,000.00 as going value for the Johnson City Traction Corporation as nearly approximates this value as can be done, and we will allow those amounts as going value for the two companies. At any rate the amounts named represent our judgment as to those two elements of value, after a careful consideration of all the evidence in the case.

Compensation to Promoters and Cost of Financing.

The Company claims for this item \$400,000.00 made up on the reproduction cost basis of 10% of the reproduction cost now as of June 30, 1921, for compensation to promoters and 10% for cost of financing. The compensation to promoters is made up of the compensation to the man or group of men who 'through technical and financial skill brought the enterprise from a mere conception to a going concern.' The cost of financing is for services rendered in 'financing the concern and funding the expenditures into a permanent form.' On the historic cost basis, Mr. Doolittle reached a figure of \$249,200.00 based upon the same percentages applied to the historic cost of the property.

There is nothing in the evidence to indicate that any allowance should be made for this item further than the sum included in the overheads of 22%, about 5% being included therein for 'miscellaneous before and during construction.' The claim for cost of financing is based upon the discount at which the Company's securities were sold in the early days of the organization or brokerage fees.

Bond discount and cost of marketing securities is not a proper item in a valuation, and should not be included in the rate base. It is a part of the interest rate. (Galveston Electric Company vs. Galveston, 258 U.S. 388, P.U.R. 1922-D 159. Arkansas Water Company vs. Little Rock... F... P.U.R. 1924-C 73. Colorado Power Company vs. Halderman, 295 F. 178, P.U.R. 1924-D 789. Charleston vs. Public Service Commission, 120 S.E. 398, P.U.R. 1924-B 601.

Additions to Property from June 30, 1921, to December 31, 1924.

The additions to property made by the Electric Company between June 30, 1921, and December 31, 1924, amount to \$1,289,584.72 as shown by the audit made by Wilson, Cameron & Company, from which there was excluded by the Auditors items not properly chargeable to plant account aggregating \$34,393.28, making total net additions to property as shown by the Company's books \$1,255,191.44.

The Johnson City Traction Corporation plant additions for the same period amounted to \$10,617.74 as shown by the books, from which there was deducted by the Auditors items aggregating \$1,433.92, leaving \$9,183.82 net capital additions for that period as shown by the books.

These figures for net property additions will be used in case of both the companies in arriving at the value as of December 31, 1924.

Depreciation.

At the hearing of September 16, 1921, Mr. Doolittle, for the Company, set up a figure of \$531,878.00 as accrued depreciation, being \$383,378.00 depreciation on property of the Tennessee Eastern Electric Company, and \$148,500.00 depreciation upon the property of the Johnson City Traction Corporation. These figures were furnished by the Company's own witness, based upon the detailed inventory and appraisal made under his supervision, and were accepted and acquiesced in by the Company as correct until April 27, 1925, when Mr. W.H. Baldwin, an officer of the Electric Company, testified setting up for accrued depreciation on the combined properties \$313,598.00, claiming that the amount carried on the Company's books in its depreciation reserve account was the proper amount to be taken off for depreciation and had been set up by the Company as actual depreciation. This is contrary to the testimony of Mr. R.L. Warner, who stated in his testimony that the Company had not had sufficient earnings to set aside proper depreciation reserves. Mr. Baldwin failed to detail figures separating his estimate of actual depreciation, but did testify that he was familiar with the properties and that his figures represented the exact amount of depreciation based upon his knowledge of the properties. If, as a matter of fact, the depreciation reserve account had been set up to take care of actual depreciation it would have represented the depreciation in the investment or original cost of the property and not in any estimate of the reproduction cost based on present prices. Mr. Baldwin, however, deducts this depreciation reserve from the reproduction cost new of the property, and not from the historical cost. If the depreciation reserve for the Electric Company and the Traction Corporation had been set up with a view of taking care of actual depreciation, then it would be necessary to add to Mr. Baldwin's figure of \$313,598.00 the sum of \$59,445.00, which is the balance in the depreciation reserve account of the Johnson City Traction Corporation December 31, 1924, as shown by the Auditor's report, inasmuch as Mr. Baldwin took the figures in the Electric Company's reserve and deducted this figure from the combined valuation of the two companies. It is objected by the Company at this time that Mr. Doolittle's figures should not be followed for the reason that he used what is known as the straight life method. We should not be understood as saying that this method should be applied in every case, or to all classes of property, but there are certain classes of property, such as poles, which have fairly uniform lives, to which it can be correctly applied. However, Mr. Doolittle's estimate of depreciation was made after a detailed inventory and appraisal, and his evidence given at a time when the condition of the property must have been strongly impressed upon his mind, and we regard it as being entitled to more weight in the investigation of this question than that of Mr. Baldwin and Mr. Uhle.

It is true that in applying his method Mr. Doolittle might have depreciated some units excessively as compared with the result that would have been reached by other methods, but on the other hand, his method would result in applying too little depreciation on other units, which would have a tendency to compensate for excessive depreciation, as well as too little depreciation. This is indicated by the fact that a large portion of the property in existence at the time of his appraisal has since been entirely abandoned by the Company.

According to the appraisal submitted by Miller and Doolittle there was used for depreciation against the property abandoned from June 30, 1921, to December 31, 1924, approximately \$115,692.00 which, deducted from Mr. Doolittle's total depreciation on the electric property of \$383,378.00, leaves \$267,686.00 against property existing as of December 31, 1924, of the Electric Company inasmuch as no depreciation has been figured against additions made from June 30, 1921, to December 31, 1924. This figure of \$267,686.00 is less

than the depreciation reserve balance carried by the Tennessee Eastern Electric Company as of December 31, 1924, and the figure used by Mr. Baldwin.

Mr. Doolittle's depreciation against the Traction property was \$148,500.00 and the evidence all the way through tends to show that the Traction property is not in good operating condition, and the Company admits that it is in poor condition.

Working Capital.

The Company's claim for a working capital allowance of \$247,198.00 is based, to a very large extent, upon cash on hand December 31, 1924. Cash carried by a public utility may represent money for very many purposes, which would not be properly called working capital; for example, cash carried on hand to meet taxes which are accrued far in advance, cash for bond interest, cash for dividends, payments of notes, construction, and other like purposes, which does not in our opinion represent working capital. The Company must carry a certain amount of materials and supplies, and also in the case of an electric utility which renders service in advance of collections, must carry a certain amount of cash with which to meet the operating disbursements prior to collecting revenue. In the case of the Electric Company about 45 days elapse from the beginning of service until revenue is collected therefrom, and the Company must have sufficient cash to bridge this gap. Ordinarily, approximately two months operating expenses should be sufficient to meet this requirement. In addition to such an allowance the Company will necessarily have cash on hand which represents accruals for taxes, renewals and replacements, and other deferred payments, which cash the Company may carry in the bank if it so desires to meet banking requirements for cash balances for loans.

The Traction Corporation is different from the Electric Company, inasmuch as it collects its revenue on the day that it renders service, and the only working capital allowance needed for such a utility is a working fund. We find from the evidence that a proper allowance for working capital for the Tennessee Eastern Electric Company is \$50,000.00, and for the Johnson City Traction Corporation \$3,000.00.

Retirements Between June 30, 1921, and December 31, 1924.

Certain property of both the Tennessee Eastern Electric Company and the Johnson City Traction Corporation was abandoned between June 30, 1921, the date of the Miller and Doolittle Appraisal, and December 31, 1924. All of the property abandoned was in existence on June 30, 1921, and is carried into the appraisal made as of that date by Miller and Doolittle.

The evidence shows that the property of the Tennessee Eastern Electric Company abandoned during this period was \$133,985.00 upon the historic cost basis, and upon the reproduction cost basis new \$253,118.00, of which there had been written out as depreciation in the Miller and Doolittle appraisal approximately \$115,692.00, which would leave the reproduction cost new less depreciation of these retirements \$137,426.00.

The retirements during the same period of the Johnson City Traction Corporation amounted to \$14,288.00 on the historic cost basis, and on the reproduction cost basis new less depreciation \$9,301.00.

Inasmuch as this property was not in existence December 31, 1924, as of which date the value of the property is to be fixed, and was included in the appraisal made by Miller and Doolittle as of June 30, 1921, we will use these figures as a reduction of Miller and Doolittle figures.

Carolina Engineering Construction Company Contract.

As has already been seen, Mr. R.L. Warner has owned or controlled a majority of the capital stock of the Tennessee Eastern Electric Company since its organization, and has since this proceeding was begun, and is now, the Treasurer of that Company, and the proof shows conclusively that he has been the dominant force in the management of all of the Company's affairs, and nothing has been done except by his direction. This proceeding was begun in 1920, and the necessity for the construction of a steam auxiliary plant very early appeared and was discussed.

According to Mr. W.A. Leland, the Carolina Engineering Construction Company was organized in January or February of 1922. According to this witness, in the fall of 1921, Mr. R.L. Warner visited him at Charleston, South Carolina, and suggested the formation of the Carolina Engineering Construction Company primarily to take over and develop a body of timber in South Carolina, that in the meantime the Tennessee Eastern Electric Company planned building the steam plant on the Watauga River, and the Carolina Engineering Construction Company was engaged to do that work, and that it has done continuous work for the Tennessee Eastern Electric Company since that time. The Carolina Engineering Construction Company had no equipment and no organization until after they began on the Watauga steam plant. As Mr. Leland expresses it, when they began work the organization consisted of 'only bare bones.' It does not appear what the capital stock of the Carolina Engineering Construction Company was, but it does appear that the Tennessee Eastern Electric Company advanced to the Carolina Engineering Construction Company, prior to its incorporation, sums of money which were advanced to Mr. Leland and repaid by the Carolina Engineering Construction Company. Apparently these advances were for the purpose of defraying the expenses of getting the organization together. A written contract was entered into consisting of letters by which the Tennessee Eastern Electric Company agreed to pay to the Carolina Engineering Construction Company a percentage of 10% of the cost of construction work. This percentage was afterward increased to 12½%. The amount paid to the Carolina Engineering Construction Company under this percentage agreement was \$100,860.89 to December 31, 1924.

The Construction Company assumed no risk in connection with the construction work, and furnished no services or paid for any equipment, etc., for which the Construction Company was not reimbursed, with the exception of the general officers of the Construction Company who were, with the exception of Mr. Leland, general officers of the Tennessee Eastern Electric Company. Mr. Leland was paid a salary of \$7,200.00 per year which was reimbursed by the Electric Company. Mr. Leland was also to receive 10% of the net profits, but Mr. Leland, in testifying before the Commission, was unable to state how much of the net profits he had received during this period, or how the net profits were computed.

Mr. R.L. Warner is Treasurer and Chairman of the Board of Directors of the Tennessee Eastern Electric Company, and President of the Carolina Engineering Construction Company. Mr. Wm. H. Baldwin is First Vice-president of the Tennessee Eastern Electric Company, and was Vice-president and Purchasing Agent of the Carolina Engineering Construction Company until early in 1926, when he resigned.

Mr. R.L. Warner is apparently the sole member of Warner, Tucker and Company, a banking firm of Boston, Massachusetts, which received from the Tennessee Eastern Electric Company an annual management fee, in 1924, of \$24,000.00.

Mr. Uhle, who testified for the Company, is a director of the Carolina Engineering Construction Company, and was elected to succeed Mr. Wm. H. Baldwin, who resigned during

this investigation, and is also a stockholder of the Tennessee Eastern Electric Company. He is also a member of the Chas. T. Main and Company, a firm of Engineers of Boston, Massachusetts, which does the engineering for the Tennessee Eastern Electric Company, and Mr. Uhle has personally acted for his firm in this connection as the Engineer and thus is compelled to pass upon work of the Carolina Engineering Construction Company, of which he is a director.

We think it is apparent from the proof that this contract was made at the instance of Mr. R.L. Warner. He is the only one of the officers of the Tennessee Eastern Electric Company who discussed the contract, or the organization of this Company with Mr. Leland. We are convinced that he dominates the Carolina Engineering Construction Company, as he does the Tennessee Eastern Electric Company. As evidence of this fact, Mr. Uhle testified that he became a director of that Company at the request of, and as an accommodation to Mr. Warner. Neither Mr. Uhle nor Mr. Leland know whether or not they own any of the stock of the Carolina Engineering Construction Company and although Mr. Leland has been a director of that Company since it was organized, and thinks he has been a stockholder, he has never received any dividends upon his stock, nor has he ever attended any of the meetings of the Directors or stockholders of that organization.

Mr. R.L. Warner receives an annual salary of \$6,000.00 from the Tennessee Eastern Electric Company as Treasurer, which is in addition to the \$24,000.00 annual management fee paid to Warner, Tucker and Company. The Carolina Engineering and Construction Company occupies the same offices as Warner, Tucker and Company.

In our opinion the management fee of \$24,000.00, together with \$6,000.00 salary paid Mr. R.L. Warner, should be amply sufficient to compensate competent officials to Supervise the operation and construction of property of this size, inasmuch as these payments are over and above the administrative salaries paid to officials in Tennessee.

According to Mr. Leland, services rendered by Mr. Warner and Mr. Baldwin consisted largely of purchasing machinery and equipment in Boston, he having himself purchased brick, cement and other materials that went into the building locally. He found the assistance and advice of Mr. Warner invaluable.

The contract was loosely drawn and provided for a percentage compensation upon almost every conceivable item. We do not believe that any other Electric Company would have entered into such a contract with the Carolina Engineering Construction Company as it existed when this contract was made.

Mr. Leland, who is Vice-president and a Director of the Carolina Engineering Construction Company, did not know what the capital stock of that Company was, or how much had been paid into its Treasury. He had very little knowledge of the making of the contract, and says that Mr. R.L. Warner merely told him that the Tennessee Eastern Electric Company desired to contract with the Carolina Engineering Construction Company to do its work. Percentage payment was made to the Construction Company upon engineering fees, but the Electric Company now agrees that this was improper, and states that an adjustment has been made, and that this item should be excluded.

Mr. R.L. Warner, testifying for the Company, stated to the Commission that he would not give the Commission's representatives access to the books of the Carolina Engineering Construction Company so that the Commission could determine what services, if any, were rendered by the Construction Company, which were not paid for by the Electric Company.

We recognize that we are not the financial managers of the Tennessee Eastern Electric Company, and that we are not empowered to substitute our judgment for that of the Directors of

that Company, but we do believe and find that the making of this contract was an abuse of discretion on the part of the Directors of that Company, and that the percentage provided for in that contract should not go into the rate base as a part of the value of the properties of that Company.

We recognize that the Tennessee Eastern Electric Company did receive valuable services by reason of Mr. Leland's connection with this work, and we believe and find that the cost of his services, being \$7,200.00 per year, and one-tenth of the net profits under the contract, should go into the rate base as a part of the value of the properties of the Tennessee Eastern Electric Company. Mr. Leland's salary is already included in the cost of the additions from June 30, 1921, to December 31, 1924, as well as all of the contractor's profits; namely, \$100,860.89. It does not appear from the proof what the net profits of the Carolina Engineering Construction Company amounted to, but the gross profits was the above sum of \$100,860.89, and one-tenth of that sum would be \$10,086.09, which deducted from total payment leaves the sum of \$90,774.80, which will be deducted from the net additions to the Tennessee Eastern Electric Company from June 30, 1921, to December 31, 1924, amounting to \$1,255,191.44, leaving the sum of \$1,164,416.64, which we find to be the amount which should be added to the appraisal of June 30, 1921, to represent property additions.

Summary.

Summing up our findings, we have the following for the Tennessee Eastern Electric Company:

Reproduction Cost Basis:	
Miller – Reproduction Cost as of June 30, 1921, less depreciation	\$1,290,340.00
Less retirements, reproduction cost less depreciation	137,426.00
Leaves balance of	1,152,914.00
Plus additions to property from June 30, 1921, to December 31, 1924	1,164,416.64
Gives physical property used and useful as of December 31, 1924, on this basis	2,317,330.64

Historic Cost Basis:	
Miller – Historic Cost Basis as of June 30, 1921	1,055,296.00
Less retirements, historic cost basis	133,985.00
Leaves balance of	921,311.00
Plus additions to property from June 30, 1921, to December 31, 1924	1,164,416.64
Gives physical property used and useful as of December 31, 1924, on this basis	2,085,727.64
Going Concern Value	220,000.00
Working Capital	50,000.00

After a careful consideration of all of the proof in the record, and all the relevant facts presented to us, we are of the opinion and find that the fair value of the properties of the Tennessee Eastern Electric Company used and useful in the public service as of December 31, 1924, is the sum of \$2,500,000.00.

Summing up our findings, we have the following for the Johnson City Traction Corporation:

Reproduction Cost Basis:	
Miller – Reproduction Cost as of June 30, 1921, less depreciation	\$ 203,316.00
Less retirement, reproduction cost less depreciation	9,301.00
Leaves balance of	194,015.00
Plus additions to property from June 30, 1921, to December 31, 1924	9,183.82
Gives physical property used and useful as of December 31, 1924, on this basis	203,198.82

Historic Cost Basis:	
Miller – Historic Cost Basis as of June 30, 1921	204,826.00
Less retirements, historic cost basis	14,288.00
Leaves balance of	190,538.00
Plus additions to property from June 30, 1921, to December 31, 1924	9,183.82
Gives physical property used and useful as of December 31, 1924, on this basis	199,721.82
Going Value	20,000.00
Working Capital	3,000.00

After a careful consideration of all of the proof in the record, and all the relevant facts presented to us, we are of the opinion and find that the fair value of the properties of the Johnson City Traction Corporation used and useful in the public service as of December 31, 1924, is the sum of \$225,000.00.

We are further of the opinion and find that the depreciable property of the Tennessee Eastern Electric Company for the purpose of computing charges for the retirement reserve as of December 31, 1924, is the sum of \$1,750,000.00, and that the value of the depreciable property of the Johnson City Traction Corporation for the purpose of computing charges for the retirement reserve as of December 31, 1924, is the sum of \$170,000.00.

We are further of the opinion and find that the Tennessee Eastern Electric Company should charge retirement expense each month with an amount equal to one-twelfth of 2½% of its depreciable property, and credit same to the retirement reserve.

We are further of the opinion and find that the Johnson City Traction Corporation should charge retirement expense each month with an amount equal to one-twelfth of 5% of its depreciable property, and credit same to the retirement reserve.

Order

It is therefore ordered, That the fair value of the properties of the Tennessee Eastern Electric Company for rate-making purposes as of December 31, 1924, be and the same is hereby fixed and established at the sum of \$2,500,000.00.

It is further ordered, That the value of the depreciable property of the Tennessee Eastern Electric Company as of December 31, 1924, for the purpose of computing charges to the retirement reserve, be and the same is hereby fixed and established at the sum of \$1,750,000.00.

It is further ordered, That effective July 1, 1926, the Tennessee Eastern Electric Company shall establish a retirement reserve by crediting such retirement reserve, and charging retirement expense monthly with one-twelfth of 2½% upon the value of the depreciable property as of December 31, 1924, plus such amounts as have been, or may be added, and less such amounts as have been, or may be deducted, on and after December 31, 1924, as investment in depreciable property, in accordance with the accounting methods prescribed by the Commission.

It is further ordered, That the fair value of the properties of the Johnson City Traction Corporation for rate-making purposes as of December 31, 1924, be and the same is hereby fixed and established at the sum of \$225,000.00.

It is further ordered, That the value of the depreciable property of the Johnson City Traction Corporation as of December 31, 1924, for the purpose of computing charges to the retirement reserve, be, and the same is hereby fixed and established at the sum of \$170,000.00.

It is further ordered, That effective July 1, 1926, the Johnson City Traction Corporation shall establish a retirement reserve by crediting such retirement reserve, and charging retirement expense monthly with one-twelfth of 5% upon the value of the depreciable property as of December 31, 1924, plus such amounts as have been, or may be added, and less such amounts as have been, or may be deducted, on and after December 31, 1924, as investment in depreciable property, in accordance with the accounting methods prescribed by the Commission.

It is further ordered, That the Commission retain jurisdiction in this cause and issue such further and future orders as it may deem necessary from time to time.²⁴⁰

Appendix I.

“Petition of the Johnson City Traction Corporation for Authority to abandon Operation of Street Car System in Johnson City and Operate a Bus System”, November 1930

“In Re: Petition of the Johnson City Traction Corporation for Authority to abandon Operation of Street Car System in Johnson City and Operate a Bus System in said City. Docket 1603.”

“Opinion and Order

This cause came to be and was heard before the Railroad and Public Utilities Commission of the State of Tennessee, in its offices in Nashville, Tennessee, on November 25, 1930, upon the petition of the Johnson City Traction Corporation filed with this Commission November 7, 1930.

The Petitioner, the Johnson City Traction Corporation, prayed that approval be given it to abandon its street car system operated in Johnson City, Tennessee, and that a permit be given it to operate a bus system in said city in lieu of the street railway transportation system.

It appears from the petition and from the hearing and evidence in this case, that the Johnson City Traction Corporation, has been operating street cars in the City of Johnson City for several years, and that the Petitioner has lost money, and the longer it has operated the more loss it has sustained, the result being that it has reached the point where it is impossible to furnish adequate service and make any improvements and receive a sufficient return upon its investment to justify the continuance of Operation.

It further appears that the Johnson City Traction Corporation has been granted a bus franchise by the City of Johnson City in ordinance No. 794, certified copy of which franchise is attached to the petition and made an exhibit.

The Petitioner sets forth that it is ready and willing to comply with the provisions of Chapter 58 of the Tennessee Public Acts of 1929, and to comply with all orders and regulations prescribed by this Commission, and also to comply with all of the conditions and provisions set out in the copy of said franchise. The Petitioner proposes in its operation of a bus system in Johnson City, to carry on business practically on the same routes as where the street cars have been operating, and to extend the bus system to such other parts of the City as may be justified.

The Petitioner further sets forth that it will continue to operate the street car system until buses have been acquired and have been put into operation.

The Commission is of the opinion that the prayer of the Petitioner should be granted in that it be permitted to abandon the operation of its street car system and to substitute in lieu thereof bus service.

The Commission is further of the opinion that the value of the property of the Johnson City Traction Corporation, which is to be retired from its plant account, and which will be no longer used or useful in rendering service to the public should be written out of its Fixed Capital Account at the value placed upon same by this Commission in a previous order plus such net additions as have been added since the date of the valuation, and charging the Retirement Reserve of the Johnson City Traction Corporation a like amount less the salvage of the abandoned property.

The Commission is further of the opinion that the franchise ordinance No. 794 of Johnson City granting a franchise to the Johnson City Traction Corporation to operate motor

buses on its streets for a period of twenty years, should be approved except as to Section 12, which section authorizes by ordinance rates to be charged by the Johnson City Traction Corporation for operation in Johnson City.

The Commission is further of the opinion that Section 12 should be disapproved as it has declined at all times in passing upon franchises and contracts to approve rate schedules, but reserves the right to put into effect at any time just and reasonable rates as it is required to do under the law.

The rates and service of every public utility in Tennessee are subject to the regulation and control of this Commission under Chapter 49 of Public Acts of 1919, and this Commission cannot be deprived and denuded of its powers and duties under that Act, or any future legislation by the contract of parties establishing rates to be maintained, and all rates of every utility as defined by that Act are subject to regulation of this Commission.

The Commission is therefore of the opinion that it is inconsistent with its duties under the law to approve the rates fixed by the ordinance for the franchise period, or for any definite term of years, and it is manifestly to the public interest that rates of public utilities change with changing conditions. For that reason the Commission is of the opinion that the provisions of the franchise ordinance fixing rates to be charged by the Johnson City Traction Corporation should not be approved, but that the Johnson City Traction Corporation shall be permitted for the present to put in and charge the rates set out in Section 12, subject to the jurisdiction of this Commission, to fix reasonable rates and to put into effect other and different rates at any time in the future that may be necessary.

The Commission is further of the opinion that it is to the interest of the Johnson City Traction Corporation and to the interest of the public in Johnson City, that a permit be issued to the Johnson City Traction Corporation permitting it to operate a bus transportation system in the city of Johnson City in lieu of its present railway system.

It is Therefore Ordered by the Commission, That the Johnson City Traction Corporation, be, and it hereby is issued a Certificate of Convenience and Necessity to operate a bus transportation system in the City of Johnson City, said bus transportation system to be substituted for the street railway transportation system now in operation, which street car system the Johnson City Traction Corporation is permitted to abandon.

It is Further Ordered, That said franchise ordinance No. 794 of Johnson City granting to the Johnson City Traction Corporation a franchise to operate motor buses on its streets, be, and the same is hereby approved except as to Section 12 of said franchise ordinance, which sets forth rates to be charged by the Johnson City Traction Corporation for the period of the franchise, which section this Commission disapproves. The Commission expressly reserves all of the powers and duties imposed on it by law to put into effect at any time such rates as it may deem fair and reasonable.

It is Further Ordered, That the Johnson City Traction Corporation may put into effect and charge until further ordered by this Commission the rates set out in Section 12 of the franchise ordinance No. 794, but nothing in this order shall be construed as an approval of the rates for the term set out in the franchise.

It is Further Ordered, That the Johnson City Traction Corporation be and it hereby is authorized to abandon and dismantle or otherwise dispose of its street railway property in Johnson City, deducting the value of the same from its Fixed Capital Account and charging the Retirement Reserve a like amount less the salvage value of the abandoned property, the value of the Johnson City Traction Corporation at this time being the valuation established upon said

property by order of this Commission plus such net additions as have been added since the date of said valuation.

It is Further Ordered, That the Commission retain jurisdiction in this cause, and issue such further and future orders as it may deem necessary from time to time.”²⁴¹

Endnotes

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- ¹ Figures 14 and 27A show some detail of the overhead trolley wire.
- ² Electric Railway Systems, Electric-Railway Line Construction, Track Construction, Electric-Railway Calculations, Railway Motors, Electric-Car Equipment, Speed Control, Efficiency Tests, Switchgear, Electric Stations, Electric Substations, Operation of Electrical Machinery, International Textbook Company, Scranton, 1915, available online at: <https://hdl.handle.net/2027/wu.89071911051>, appears to have much useful information on the subject of electric railways.
- ³ “Chronicling America,” available online at: <https://chroniclingamerica.loc.gov/>. Many newspaper articles are included in this history. All of them can be reached through this link.
- ⁴ The Street Railway Journal, May 1889 (Volume V, No. 5), page 135, available online at: <https://books.google.com/books?id=E2BNAAAAYAAJ>.
- ⁵ The Johnson City Comet. 6 February 1902, available online at: <http://chroniclingamerica.loc.gov/lccn/sn89058128/1902-02-06/ed-1/seq-3/>. The Optical Character Recognition (OCR) of this particular file was problematic, consequently, transcription errors are more likely for this document.
- ⁶ “Manufacturers,” in American Machinist, Journal for Machinists, Engineers, Founders, Boiler Makers, Pattern Makers and Blacksmiths, 10 July 1890 (Volume 13, no. 28), page 10, available online at: <https://books.google.com/books?id=VSFEAQAAIAAJ>.
- ⁷ The Johnson City Comet. 6 February 1902, available online at: <http://chroniclingamerica.loc.gov/lccn/sn89058128/1902-02-06/ed-1/seq-3/>. The Optical Character Recognition (OCR) of this particular file was problematic, consequently, transcription errors are more likely for this document.
- ⁸ “Southern Notes,” in The Electrical World, 23 August 1890, (Volume 16, No. 8), page 126, available online at: <https://books.google.com/books?id=yItMAAAAYAAJ>.
- ⁹ “Correspondence,” in Western Electrician, 13 September 1890 (Volume VII, No. 11), page 145, available online at: <https://books.google.com/books?id=m3oxAQAAMAAJ>.
- ¹⁰ “New England Notes,” in The Electrical World, 20 September 1890, (Volume 16, No. 12), page 212, available online at: <https://books.google.com/books?id=yItMAAAAYAAJ>, which includes: “The purpose for which it is organized is to engage in the business of building, equipping, supplying and operating works or plants for electric lighting and motive power; to build, equip and operate electric railways and stations; to build and equip telephone and telegraph lines and to manufacture electric supplies of all kinds. The company has already commenced to build a four-story brick building 96 x 10 and will occupy two stories of it as soon as ready. It has already secured the contract to build and equip an electric railway six and one-half miles long between Waterbury and Naugatuck, and will commence work on it as soon as the route is approved...”
- ¹¹ The Corliss Engine, by John T. Henthorn, 1894, page 95, available online at: <https://books.google.com/books?id=i7lKAAAAMAAJ>. See also Corliss Steam Engine,” available online at: https://en.wikipedia.org/wiki/Corliss_steam_engine.
- ¹² “Philadelphia Notes,” in The Electrical World, 27 September 1890, (Volume 16, No. 13), page 234, available online at: <https://books.google.com/books?id=yItMAAAAYAAJ>.
- ¹³ Power – Steam, November 1891 (Volume XI, No. XI), page 32, and Power – Steam, December 1891 (Volume XI, No. XII), page 48, both available online at: <https://books.google.com/books?id=tZUKAQAAMAAJ>.

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- ¹⁴ Acts of the State of Tennessee Passed by the Forty-Seventh General Assembly, 1891, page 585, available online at: <https://books.google.com/books?id=Z8Q4AAAAIAAJ>.
- ¹⁵ “Southern Notes,” in The Electrical World, 10 January 1891 (Volume XVII, No. 2), page 31, available online at: <https://books.google.com/books?id=o88hAQAAAMAAJ>.
- ¹⁶ “Electric Railway News,” in Electric Power, January 1891 (Volume III, No. 25), page 33, available online at: <https://books.google.com/books?id=uTs8AQAAAMAAJ>.
- ¹⁷ Detail from Sanborn Insurance Company Map, January 1891, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. As previously noted, “fire-proof brick building; one story high, 97x64, with wing 17x37; the main building (30x100 feet) will be occupied by the shafting and dynamos; Car House (60x110 feet); Stack – 80 foot.
- ¹⁸ The Johnson City Comet, 19 March 1891, available online at: <http://chroniclingamerica.loc.gov/lccn/sn89058128/1891-03-19/ed-1/seq-2/>.
- ¹⁹ “Southern Notes,” in The Electrical World, 28 March 1891 (Volume XVII, No. 13), page 250, available online at: <https://books.google.com/books?id=o88hAQAAAMAAJ>.
- ²⁰ “Industrial and Trade Notes,” in The Electrical World, 4 April 1891 (Volume XVII, No. 14), page 267, available online at: <https://books.google.com/books?id=o88hAQAAAMAAJ>.
- ²¹ “New England Notes,” in The Electrical World, 9 May 1891 (Volume XVII, No. 19), page 350, available online at: <https://books.google.com/books?id=o88hAQAAAMAAJ>, which includes: “The main floor is devoted to offices, drafting rooms, etc., and the others to supplies, etc., used in the company’s large and growing business...”
- ²² “Equipment Notes,” in The Street Railway Journal, July 1891 (Volume VII, No. 7), page 386, available online at: <https://books.google.com/books?id=OoZNAAYAAJ>, which included: “have recently opened offices in New York, occupying rooms 209 and 210 Electrical Exchange Building, with Mr. C.E. Ainsworth in charge. This company report a number of large orders recently...”
- ²³ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 150.
- ²⁴ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, pages 150 – 151. The compiler was not able to locate a copy of this article. Note: The Ellis street cars were built in Amesbury, Massachusetts.
- ²⁵ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, pages 150 – 151. The compiler was not able to locate a copy of this article. “Chronicling America” does not have a copy of the 30 August 1891 edition of the Comet available online, see <https://chroniclingamerica.loc.gov/lccn/sn89058128/issues/1891/>. However, the Comet was a weekly paper that was published every Thursday in 1891, and 30 August 1891 fell on a Sunday. Perhaps the article appeared in the 27 August 1891 edition, which is not available through the “Chronicling America” website.
- ²⁶ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 151. The compiler was not able to locate a copy of this article in “Chronicling America.”
- ²⁷ “Carnegie, Tennessee,” by Robbie D. Jones, “Originally published in The Blue Ridge Stemwinder, Journal of the ET&WNC Historical Society, Fall 1998,” page 6, available online at: <http://www.stateoffranklin.net/johnsons/carnegietn.pdf>. The “fine print” reads: “Johnson City & Carnegie Street Railway No. 39 500 Passage Ticket. Issued to and to be used only by Mr. W.L. McFarland and family, whose signature appears on last page. Good for 500 passages on the Johnson City and Carnegie Street Railway when officially stamped, and upon the conditions named in the contract attached to and made hereof. This ticket will not be accepted for fares after one year from date stamped hereon by issuing agent. J.E. Brading Treasurer. Good only when stamped here by issuing agent.”

²⁸ The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, 2003, pages 76 – 77.

²⁹ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/carnghotel.jpg>,
see also <http://www.stateoffranklin.net/johnsons/links/carnegiehotel.pdf>,
and <http://www.stateoffranklin.net/johnsons/images/photos/photos1/carnhotel1.jpg>.

³⁰ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 151. The compiler was not able to locate a copy of this article in “Chronicling America.”

³¹ The Johnson City Comet, 4 February 1892, available online at:
<http://chroniclingamerica.loc.gov/lccn/sn89058128/1892-02-04/ed-1/seq-2/>.

³² “In the East Tennessee Valley,” in Forest and Stream, 4 August 1892, (Volume XXXIX, No. 5), page 107, available online at: <https://books.google.com/books?id=T0IhAQAAAJ>. The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 152, states: “Lake Watausee was built around 1892 by the Connecticut Land Company, to beautify their land at the end of the trolley line.”

³³ “Extensions and Improvements,” in The Street Railway Journal, September 1892 (Volume VIII, No. 9), page 557, available online at: <https://books.google.com/books?id=3oFNAAAAYAAJ>.

³⁴ The Manual of Statistics, 1893, Stock Exchange Hand-Book, Railroads, Street Railways, Grain and Produce; Cotton; Petroleum; Mining; Banks; Trust Companies and Insurance; Revised to December 31, 1892, page 442, available online at: <http://books.google.com/books?id=L4g7AAAAYAAJ>.

³⁵ “Directory of Street Railways in the United States and Canada,” in The Street Railway Journal, Index to Volume VIII, page X, available online at: <https://books.google.com/books?id=3oFNAAAAYAAJ>.

³⁶ Poor’s Directory of Railway Officials, 1892, “Seventh Annual Number,” page 361, available online at: <https://books.google.com/books?id=2u1hWXA5rGIC>.

³⁷ “Directory of Electric Railways in North America,” in Electrical Industries, 1892, (Volume III), page 87, available online at: <https://books.google.com/books?id=xCkxAQAAMAAJ>.

³⁸ Note that this advertisement appears in a number of subsequent editions of The Comet. The last one located dates to 28 September 1893.

³⁹ Note that versions of this advertisement appear in a number of subsequent editions of The Comet. The last one located dates to 24 January 1895.

⁴⁰ Note that this advertisement appears in a number of subsequent editions of The Comet. The last one located dates to 1 November 1894.

⁴¹ “Directory of Street Railways in the United States and Canada,” in Index to Volume IX, The Street Railway Journal, 1893, page xi, available online at: <https://books.google.com/books?id=d4ZNAAAAYAAJ>.

⁴² American Street Railway Investments, A Supplement to the Street Railway Journal, 1894, page 63, available online at: <https://books.google.com/books?id=wB04AQAAMAAJ>.

⁴³ The Street Railway Journal, September 1894 (Volume X, No. 9), page 595, available online at: <https://books.google.com/books?id=EQpBAQAIAAJ>.

⁴⁴ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 152.

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- ⁴⁵ Note that this advertisement also appeared in the 22 and 29 November 1894 editions.
- ⁴⁶ “Street Railways: Electric, Horse, Etc.,” in Johnston’s Electrical and Street Railway Directory, 1894, page 325, available online at: <https://books.google.com/books?id=HwcXAQAAIAAJ>.
- ⁴⁷ “Directory of Street Railways in the United States and Canada,” in “Index to Volume X,” The Street Railway Journal, 1894, (Volume X), page XVI, available online at: <https://books.google.com/books?id=23BNAAAAYAAJ>.
- ⁴⁸ This advertisement also appeared in the following editions of the Johnson City Comet: 11, 18, and 25 June, 2, 9, 16, and 30 July, as well as 20 and 27 August 1896.
- ⁴⁹ American Street Railway Investments, A Supplement to the Street Railway Journal, 1897, page 121, available online at: <https://books.google.com/books?id=Ch44AQAAIAAJ>.
- ⁵⁰ “Directory of Street Railways in the United States and Canada,” in The Street Railway Journal, 1897, page 27, available online at: <https://books.google.com/books?id=YYhNAAAAYAAJ>.
- ⁵¹ Railway World, 8 May 1897 (Volume 23, No. 19), page 471, available online at: <https://books.google.com/books?id=1841AQAAIAAJ>.
- ⁵² “Electric Railway Notes,” in Illustrated Electrical Review, A Journal of Scientific and Electrical Progress, 19 May 1897 (Volume 30, No. 20), page 232, available online at: <https://books.google.com/books?id=sUs1AQAAIAAJ>.
- ⁵³ Detail from Sanborn Insurance Company Map, May 1897, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. As previously noted, “fire-proof brick building; one story high, 97x64, with wing 17x37; the main building (30x100 feet) will be occupied by the shafting and dynamos; Car House (60x110 feet); Stack – 80 foot.
- ⁵⁴ The Johnson City Comet, 16 August 1906.
- ⁵⁵ “Finance,” in Index to Volume XIII, The Street Railway Journal, July 1897 (Volume XIII, No. 7), page 452, available online at: <https://books.google.com/books?id=YYhNAAAAYAAJ>.
- ⁵⁶ American Street Railway Investments, A Supplement to the Street Railway Journal, 1899, page 128, available online at: <https://books.google.com/books?id=Cx44AQAAIAAJ>.
- ⁵⁷ “Electric Light and Power,” in Engineering News and American Railway Journal, Supplement – 5 October 1899 (Volume XLII, No. 14), page 108, available online at: <https://books.google.com/books?id=qzMxAQAAMAAJ>.
- ⁵⁸ “Power Transmission,” in Western Electrician, 28 October 1899, (Volume XXV, No. 18), page 263, available online at: <https://books.google.com/books?id=8XwxAQAAIAAJ>.
- ⁵⁹ “Electric Light and Power,” in Electrical World and Engineer, 18 November 1899 (Volume XXXIV, No. 21) page 803, available online at: <https://books.google.com/books?id=HiQzAQAAIAAJ>.
- ⁶⁰ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 153.
- ⁶¹ “Directory of Street Railways of the World,” in “Index to Volume X,” The Street Railway Review, 1900, page 118, available online at: <https://books.google.com/books?id=1-A0AQAAIAAJ>.
- ⁶² Poor’s Manual of the Railroads of the United States, 1900 (Volume 33), pages 1030 – 1031, available online at: <https://books.google.com/books?id=MPocAAAIAAJ>.

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- ⁶³ American Street Railway Investments, A Supplement to the Street Railway Journal, 1901, page 128, available online at: <https://books.google.com/books?id=RB44AQAAAJ>.
- ⁶⁴ “The Electric Railway,” in The Electrical World and Engineer, 6 July 1901 (Volume XXXVIII, No. 1), page 45, available online at: <https://books.google.com/books?id=ntlQAAAAYAAJ>.
- ⁶⁵ The Johnson City Comet, 6 February 1902, available online at: <http://chroniclingamerica.loc.gov/lccn/sn89058128/1902-02-06/ed-1/seq-3/>. The Optical Character Recognition (OCR) of this particular file was problematic, consequently, transcription errors are more likely for this document.
- ⁶⁶ The Tradesman, 4 July 1912 (Volume LXVIII, No. 1), page 29, available online at: <https://books.google.com/books?id=WA-AQAAMAAJ>.
- ⁶⁷ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 154, noted of this new service: “While the streetcar situation developed, competition moved in.”
- ⁶⁸ Electric Traction Weekly, 6 February 1908, (Volume IV, No. 6), page 148, available online at: <https://books.google.com/books?id=NHtQAAAAYAAJ>.
- ⁶⁹ “Streetcars of Johnson City,” by Cliff Ward and John Waite, The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., April, May, June 1994 (Volume 6, Number 4), page 6.
- ⁷⁰ “Brill Order List from 1900 – 1909,” available online at: <http://streetcars.telcen.com/rosters/Brill1900-09.html>.
- ⁷¹ “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos2/trolticket.jpg>. The “fine print” on this ticket appears to read: “Johnson City Traction Corp. Johnson City, Tennessee 004943 This is not a stop-over, is not transferable, and is good only from party accepting it taking car at junction where transfer is made. It is the duty of the person receiving it and if one of the conditions upon which it is accepted, that the passenger examine date and time and see that same are correct, and comply with its conditions, otherwise it is void. In case of controversy about this ticket, the passenger agrees to pay fare and apply for redress, within three days at the office of the Company. Must be presented at Point of Transfer.”
- ⁷² The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 159.
- ⁷³ The Johnson City Comet, 23 January 1902, available online at: <http://chroniclingamerica.loc.gov/lccn/sn89058128/1902-01-23/ed-1/seq-3/>. The Optical Character Recognition (OCR) of this particular file was problematic, additionally, given the close similarities between this and the 6 February 1902 approved text, the compiler has decided not to transcribe this document at this point.
- ⁷⁴ “Street Railways,” in Electricity, 5 February 1902 (Volume 22, No. 5), page 68, available online at: <https://books.google.com/books?id=R800AQAAAJ>.
- ⁷⁵ The Johnson City Comet, 6 February 1902, available online at: <http://chroniclingamerica.loc.gov/lccn/sn89058128/1902-02-06/ed-1/seq-3/>. The Optical Character Recognition (OCR) of this particular file was problematic, consequently, transcription errors are more likely for this document.
- ⁷⁶ “The Electric Railway,” in The Electrical World and Engineer, 15 February 1902, (Volume XXXIX, No. 7), page 326, available online at: <https://books.google.com/books?id=DLdQAAAAYAAJ>.
- ⁷⁷ American Street Railway Investments, A Supplement to the Street Railway Journal, 1902, page 132, available online at: <https://books.google.com/books?id=r1BEZCLLuUcC>.

⁷⁸ Engineering Record, Building Record and Sanitary Engineer, 20 December 1902 (Volume XLVI, No. 25), page 597, available online at: <https://books.google.com/books?id=tcFIDMVwbbgC>.

⁷⁹ “Electric Railways,” in The Engineering Record, Building Record and the Sanitary Engineer, 17 January 1903 (Volume 47, No. 3), page 93, available online at: <https://books.google.com/books?id=dagvAAAAyAAJ>.

⁸⁰ This article continued: “It is given out that the Cranberry Furnace Co. has let the contract for another 250-ton furnace, and it is rumored that the same company intends putting in a steel plant in the near future. (A telegram from the Cranberry Furnace Co. at Johnson City to the Manufacturers’ Record disclaims knowledge of the undertakings rumored.) – Manufacturers’ Record.”

⁸¹ “Construction Notes,” in Street Railway Journal, 21 February 1903 (Volume XXI, No. 8), page xvi, available online at: <https://books.google.com/books?id=HL1FAQAAMAAJ>.

⁸² American Street Railway Investments, 1903 (Tenth Annual Volume), page 277, available online at: <https://books.google.com/books?id=S3wpAAAAyAAJ>.

⁸³ “Construction Notes,” in Street Railway Journal, 9 May 1903 (Volume XXI, No. 19), page xxvi, available online at: <https://books.google.com/books?id=HL1FAQAAMAAJ>.

⁸⁴ “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos1/trolley1.jpg>.

⁸⁵ “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos2/bannerstreet.jpg>. See also http://www.stateoffranklin.net/johnsons/images/photos/photos2/sign_dated.jpg. Also in Greater Johnson City, A Pictorial History, by Ray Stahl, page 127, which includes: “The corner of Main and Roan streets has always been a busy place in Downtown Johnson City. This picture, circa 1900, shows the streetcar making its turn from Main Street onto Roan to go to Carnegie and Wataussee Lake, a regular run for the trolley, begun in 1892. Burr Harrison photo; courtesy of Johnson City Insurance Company.” However, No. 3 is marked for the Johnson City Traction Company, which did not begin operation until 1903.

⁸⁶ The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, 2003, pages 60, 92 – 93.

⁸⁷ “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post1/soldhome3.jpg>. See also: <http://www.stateoffranklin.net/johnsons/images/postcards/post1/tnsoldiers1.jpg> <http://www.stateoffranklin.net/johnsons/images/postcards/post1/soldhome5.jpg> <http://www.stateoffranklin.net/johnsons/images/postcards/post1/soldhome1.jpg> <http://www.stateoffranklin.net/johnsons/va100/postcards.htm> <http://www.stateoffranklin.net/johnsons/images/postcards/post1/greetings05a.jpg> http://www.stateoffranklin.net/johnsons/images/postcards/post2/va_admin1.jpg <http://www.stateoffranklin.net/johnsons/images/postcards/post2/vatheatre.jpg> <http://www.stateoffranklin.net/johnsons/images/postcards/post2/messhall.JPG> <http://www.stateoffranklin.net/johnsons/images/postcards/post2/soldhomehotel.JPG> <http://www.stateoffranklin.net/johnsons/images/postcards/post2/greenhouse1.jpg> <http://www.stateoffranklin.net/johnsons/images/photos/photos2/tunneldig.jpg> <http://www.stateoffranklin.net/johnsons/images/photos/photos2/va3const.jpg> <http://www.stateoffranklin.net/johnsons/images/photos/photos2/va1a.jpg> <http://www.stateoffranklin.net/johnsons/images/photos/photos2/shomehospital.jpg>

⁸⁸ “Brill Order List from 1900 – 1909,” available online at: <http://streetcars.telcen.com/rosters/Brill1900-09.html>. Apparently, these cars were manufactured by the American Car Company of St. Louis, Missouri (which had been acquired by the J.G. Brill Company of Philadelphia,

Pennsylvania, in 1902). On the acquisition of the American Car Company by J.G. Brill, see “American Car Company (St. Louis),” available online at: https://www.midcontinent.org/rollingstock/builders/american_carco.htm. The assessment that the new cars (nos. 5 and 6, perhaps also 7 and 8) had been manufactured by the American Car Company is based on the statement that the cars no. 5 and 6 came from St. Louis, but appear to be listed as Brill cars in later reports.

⁸⁹ Electrical World and Engineer, 9 January 1904 (Volume XLIII, No. 2), page 113, available online at: <https://books.google.com/books?id=fAZKAQAAMAAJ>.

⁹⁰ “Railroad Construction,” in Manufacturers’ Record, 3 March 1904 (Volume XLV, No. 7), page 145, available online at: <https://books.google.com/books?id=F3I9AQAAMAAJ>.

⁹¹ “Street Railways,” in Manufacturers’ Record, 7 April 1904 (Volume XLV, No. 12), page 268, available online at: <https://books.google.com/books?id=F3I9AQAAMAAJ>.

⁹² American Street Railway Investments, Eleventh Annual Volume, 1904, pages 324 – 325, available online at: <https://hdl.handle.net/2027/mdp.39015089286242>. Note the trolley cars acquired by the Johnson City Traction Company, beside the initial four, are unlikely to have been acquired from the Ellis Car Company, which ceased production in 1894.

⁹³ Poor’s Directory of Railway Officials (Steam, Electric and Other) Containing Lists of the Officials of all the Railroads in Operation in the United States, Canada and Mexico, Edition of January 1905 (Nineteenth Annual Compilation), page 125, available online at: <https://books.google.com/books?id=r1E9AAAYAAJ>.

⁹⁴ American Street Railway Investments, 1905 (“Twelfth Annual Volume”), page 373, available online at: <https://books.google.com/books?id=kx44AQAAMAAJ>.

⁹⁵ “State of Franklin,” available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/wat_roan.jpg. See also <http://www.stateoffranklin.net/johnsons/images/postcards/post1/watauga.jpg>. Also in Greater Johnson City, A Pictorial History, by Ray Stahl, page 88, which includes: “While wagon and buggies struggled through axle-deep mud on downtown streets, pleasure-bent citizens in 1890 would board a summer streetcar for Lake Wataussee (Cox’s Lake). The trolley traveled from downtown, out Roan Street to Watauga Avenue, and on to the Carnegie Hotel. At the hotel a passenger received a transfer to Lake Wataussee, where he would find boating, picnicking, and other forms of entertainment. Photo courtesy of Clifford Maxwell.”

⁹⁶ “Streetcars of Johnson City,” by Cliff Ward and John Waite, The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., April, May, June 1994 (Volume 6, Number 4), page 6, which notes: “Photo courtesy of the Archives of Appalachia, East Tennessee State University.” This photo is also available at “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos2/streetcar7.jpg>.

⁹⁷ The Street Railway Review, 1905 (Volume XV), index 1140, available online at: <https://books.google.com/books?id=OPE2AQAAMAAJ>, note “M. 4 – C. 9.: seems to indicate 4 miles of track and nine cars.

⁹⁸ American Street Railway Investments, 1906 (“Thirteenth Annual Volume”), pages 377 – 380, available online at: <https://books.google.com/books?id=1R44AQAAMAAJ>.

⁹⁹ “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post1/arlinghoteljc.jpg>.

¹⁰⁰ Electric Railway Directory and Buyers’ Manual, February 1907, page 110, available online at: <https://books.google.com/books?id=EzDZnbazLpgC>.

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- ¹⁰¹ American Street Railway Investments, 1907 (“Fourteenth Annual Volume”), page 390, available online at: <https://books.google.com/books?id=KB84AQAAMAAJ>.
- ¹⁰² Electric Railway Directory and Buyers’ Manual, November 1907, page 115, available online at: <https://books.google.com/books?id=EnEeLcq17M8C>.
- ¹⁰³ Street and Electric Railways, 1907, Special Reports, Department of Commerce and Labor, Bureau of the Census, 1910, pages 380 – 381, 418 – 419, 450 – 451, 514 – 515, available online at: <https://books.google.com/books?id=DDmAAAAMAAJ>.
- ¹⁰⁴ Electric Traction Weekly, 6 February 1908, (Volume IV, No. 6), page 148, available online at: <https://books.google.com/books?id=NHtQAAAAYAAJ>.
- ¹⁰⁵ Electric Railway Directory and Buyers’ Manual, First Quarter, February 1908, page 118, available online at: <https://books.google.com/books?id=Fih9AdIGICKC>.
- ¹⁰⁶ American Street Railway Investments, 1908 (“Fifteenth Annual Volume”), page 402, available online at: <https://books.google.com/books?id=bh84AQAAMAAJ>.
- ¹⁰⁷ See also The Johnson City Comet, 2 July 1908, available online at: <http://chroniclingamerica.loc.gov/lccn/sn89058128/1908-07-02/ed-1/seq-1/>.
- ¹⁰⁸ “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos2/wataugatrolley1.jpg>. See also “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post2/watrolley.jpg>. Other than the telephone poles, this appears to be the same photo shown previously.
- ¹⁰⁹ “Contracts,” in Electric Traction Weekly, 5 December 1908 (Volume IV, No. 49), page 1298, available online at: <https://books.google.com/books?id=hmtJAAAAYAAJ>.
- ¹¹⁰ “Contracts,” in Electric Traction Weekly, 12 December 1908 (Volume IV, No. 50), page 1322, available online at: <https://books.google.com/books?id=hmtJAAAAYAAJ>.
- ¹¹¹ Electric Railway Journal, 2 January 1909 (Volume XXXIII, No. 1), page 19, available online at: <https://archive.org/details/electricrailway331909newy/page/n3>.
- ¹¹² Electric Railway Journal, 27 February 1909 (Volume XXXIII, No. 9), page 395, available online at: <https://archive.org/details/electricrailway331909newy/page/n3>.
- ¹¹³ The “fine print” reads: “We are equipped to furnish you Light or Power for all purposes and will be pleased to make an estimate for either. We have recently installed machinery that equips us to meet the demands of Johnson City for several years, even at its present rapid rate of progress and want to furnish your current.
The new street railway extension will soon be in operation and we take pride in announcing that Johnson City will then have an adequate street car system, and one a much larger place could well be pleased with. We can be depended upon at all times to keep up our end of the march of progress.”
- ¹¹⁴ Municipal Journal and Engineer, 19 May 1909 (Volume XXVI, No. 20), page 913, available online at: <https://books.google.com/books?id=U5VMAAAAYAAJ>.
- ¹¹⁵ “Construction News,” in Electric Railway Journal, 29 May 1909 (Volume XXXIII, No. 22), page 1006, available online at: <https://books.google.com/books?id=moxMAAAAYAAJ>. Also in Electric Railway Journal, 29 May 1909 (Volume XXXIII, No. 9), page 1006, available online at: <https://archive.org/details/electricrailway331909newy/page/n3>.
- ¹¹⁶ American Street Railway Investments, 1909 (“Sixteenth Annual Volume”), page 420, available online at:

<https://books.google.com/books?id=vR84AQAAMAAJ>.

¹¹⁷ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 158. Also at “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post1/fsquare5.jpg>, an image of a menu from the Pardue Hotel is available online at:

http://www.stateoffranklin.net/johnsons/images/postcards/post1/pardue_lunch1.jpg. The Hotel Pardue opened in 1909.

¹¹⁸ The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 158. Also in “Johnson City’s Fountain Square, 1904 – 1938, A Pictorial Album,” available online at:

<http://www.stateoffranklin.net/johnsons/ftnsquare.htm>.

¹¹⁹ Johnson City, The Way We were, by J.O. Lewis, Secretary of the Commercial Club, (1989 reprint of the 1909 original), page 27.

¹²⁰ “State of Franklin,” available online at:

<http://www.stateoffranklin.net/johnsons/images/postcards/post2/clinchedpot1.jpg>. See also:

<http://www.stateoffranklin.net/johnsons/images/photos/photos2/clinchedpot.jpg> and

<http://www.stateoffranklin.net/johnsons/images/photos/photos3/clichtrain.jpg>.

¹²¹ “News and Construction Notes,” in Southern Engineer, May 1910, page 438, available online at:

<https://books.google.com/books?id=N5nmAAAAMAAJ>.

¹²² American Street Railway Investments, The Electric Railway Red Book, 1910 (“Seventeenth Annual Number”), page 414, available online at: <https://books.google.com/books?id=NiA4AQAAMAAJ>.

¹²³ Electric Railway Journal, 3 December 1910 (Volume XXXVI, No. 23), page 1131, available online at:

https://books.google.com/books?id=9j8_AQAAMAAJ.

¹²⁴ Electric Railway Journal, 7 January 1911 (Volume XXXVII, No. 1), page 18, available online at:

<https://archive.org/details/electricrailway371911newy/page/n7>.

¹²⁵ Electric Railway Journal, 4 February 1911 (Volume XXXVII, No. 5), page 244, available online at:

<https://archive.org/details/electricrailway371911newy/page/n7>.

¹²⁶ Electric Railway Journal, 11 February 1911 (Volume XXXVII, No. 6), page 286, available online at:

<https://archive.org/details/electricrailway371911newy/page/n7>.

¹²⁷ Electric Railway Journal, 18 March 1911 (Volume XXXVII, No. 11), page 484, available online at:

<https://archive.org/details/electricrailway371911newy/page/n7>.

¹²⁸ Engineering & Contracting, 19 April 1911 (Volume XXXV, No. 16), page 38, available online at:

<https://books.google.com/books?id=tWk3AQAAMAAJ>.

¹²⁹ Electric Railway Journal, 22 April 1911 (Volume XXXVII, No. 16), page 732, available online at:

<https://archive.org/details/electricrailway371911newy/page/n7>.

¹³⁰ “Construction News,” in Electrical World, 19 August 1911, (Volume 58, No. 8), page 469, available online at:

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

¹³¹ The Iron Age, 24 August 1911 (Volume 88, No. 8), page 440, available online at:

<https://books.google.com/books?id=es4cAQAAMAAJ>.

¹³² Electrical Review and Western Electrician, 2 September 1911 (Volume LIX, No. 10), page 492, available online at:

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- ¹³³ “Construction News,” in Electrical World, 16 September 1911, (Volume 58, No. 12), page 715, available online at: <https://books.google.com/books?id=TOBQAAAAAYAAJ>.
- ¹³⁴ “Streetcars of Johnson City,” by Cliff Ward and John Waite, The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., April, May, June 1994 (Volume 6, Number 4), pages 5 – 6.
- ¹³⁵ “Streetcars of Johnson City,” by Cliff Ward and John Waite, The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., April, May, June 1994 (Volume 6, Number 4), page 3. This photo is also available at “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/photos/photos3/cldepotjc1.jpg>.
- ¹³⁶ “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/postcards4.htm>.
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See also: <http://www.stateoffranklin.net/johnsons/images/photos/photos3/campus.jpg>.
- ¹³⁹ The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, 2003, pages 60, 92 – 93.
- ¹⁴⁰ McGraw Electric Railway Manual, Eleventh Annual Number, 1911, page 362, available online at: <https://hdl.handle.net/2027/mdp.39015089293065>.
- ¹⁴¹ Electric Railway Edition, Comprising Buyers’ Guide for Electric Railways and Electric Railways Directory, February 1912, page 154, available online at: <https://books.google.com/books?id=dYloBHZgWmsC>.
- ¹⁴² Greater Johnson City, A Pictorial History, by Ray Stahl, page 138.
- ¹⁴³ The Tradesman, 4 July 1912 (Volume LXVIII, No. 1), page 29, available online at: <https://books.google.com/books?id=WA-AQAAMAAJ>.
- ¹⁴⁴ “Financial and Corporate,” in Electric Railway Journal, 6 July 1912 (Volume XL, No. 1), page 37, available online at: <https://books.google.com/books?id=iY5MAAAAYAAJ>.
- ¹⁴⁵ “Financial and Corporate,” in Electric Railway Journal, 6 July 1912 (Volume XL, No. 1), page 43, available online at: <https://books.google.com/books?id=iY5MAAAAYAAJ>.
- ¹⁴⁶ “Electric Railways,” in Electrical Review and Western Electrician with which is Consolidated Electrocraft, 13 July 1912 (Volume 61, No. 2), pages 90 – 91, available online at: <https://books.google.com/books?id=7WY-AQAAMAAJ>.
- ¹⁴⁷ “State of Franklin,” available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/cran_furnace.jpg.
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- ¹⁵⁶ "Recent Water Power Developments in Tennessee," by J.A. Switzer in the "Resources of Tennessee," as published in The Water Power Chronicle Company, August 1914 (Volume IV, No. 2), pages 61 – 64, available online at: <https://books.google.com/books?id=RWUTAQAAMAJ>.
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- ¹⁶¹ Poor's Manual of Public Utilities, 1915 ("Third Annual Number"), pages 197, 198, available online at: <http://books.google.com/books?id=DWk3AQAAAJ>.
- ¹⁶² McGraw Electric Railway List, August, 1917, page 169, available online at: <https://hdl.handle.net/2027/mdp.39015015415162>.
- ¹⁶³ McGraw Electric Railway List, February, 1918, page 169, available online at: <https://hdl.handle.net/2027/mdp.39015021057784>.
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¹⁶⁶ “Brill Order List from 1910 – 1941,” available online at: <http://streetcars.telcen.com/rosters/Brill1910-41.html>. Note: “The largest producer of Birney Safety Cars was the American Car Company, a subsidiary of the J. G. Brill Company...”

¹⁶⁷ McGraw Electric Railway Directory, August 1920, page 169, available online at: <https://books.google.com/books?id=1BvW7ax1FAEC>.

¹⁶⁸ Poor’s Manual of Railroads and Corporations Securities, 1920, page 378, available online at: <https://books.google.com/books?id=VEFFAQAAMAAJ>.

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¹⁷⁰ Manufacturers’ Record, 18 May 1922 (Volume LXXXI, No. 20), page 73, available online at: <https://books.google.com/books?id=Dc0aAQAAMAAJ>.

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¹⁷² “Street Railways of Johnson City, Tennessee,” compiled by James H. Graebner, available online at: <http://www.stateoffranklin.net/johnsons/faq/streetcars.pdf>.

¹⁷³ “The ET & WNC ‘Jitney’ Car,” by John R. Waite, The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., January, February, March 2000 (Volume 12, Number 3), page 12. Similar in The Blue Ridge Stemwinder, An Illustrated History of the East Tennessee & Western North Carolina Railroad and the Linville River Railway, by John R. Waite, 2003, pages 152 – 153.

¹⁷⁴ “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 7: The End is Near for the Narrow Gauge,” by Ken Riddle, available online at: <http://www.stateoffranklin.net/johnsons/crumley/tour7.htm>, which notes: “The railroad took an old Johnson City streetcar body and mated it to a White truck running gear to make a jitney to run back and forth to Elizabethton and the new rayon plants. Well, it refused to stay on the track. Somebody sold it to the East Broad Top Railroad up in Pennsylvania (which still exists) and they had the same results. Mr. Crumley says that Clarence Hobbs, Hugh Saylor, Steve Staten, and Ike Ray are in the photo. Ike was the trainmaster at that time. Mr. Hobbs was over in the flash and you can't see him. The original of this photo is no longer in the collection.” Also in “The ET & WNC ‘Jitney’ Car,” by John R. Waite, The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., January, February, March 2000 (Volume 12, Number 3), pages 12 – 13, which notes: “East Tennessee & Western North Carolina Railroad officials and workers pose with the company’s home-built motor car c. 1924. Note that the ‘Jitney’ did not have headlights or a pilot. It is possible that it was not finished at the time of the photo. Photo from the Jim Hobbs Collection.”

¹⁷⁵ “The Cy Crumley Scrapbook, ET&WNC Railroad, Tour 7: The End is Near for the Narrow Gauge,” by Ken Riddle, available online at: <http://www.stateoffranklin.net/johnsons/crumley/images/tour7/jitney2a.jpg>.

¹⁷⁶ “The ET & WNC ‘Jitney’ Car,” by John R. Waite, The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., January, February, March 2000 (Volume 12, Number 3), pages 12 – 13.

¹⁷⁷ “Historic Military Vehicles Forum,” posted by Johnny Graybeal, available online at: <http://hmvf.co.uk/topic/39060-seeking-peerless-truck-experts/>. “EBT Locomotive Roster: M-2,” available online at: <http://www.spikesys.com/EBT/Loco/m2.html>, notes that the East Broad Top Railroad purchased the “Jitney” in 1927, it weighed 12,420 pounds, and the “M-2 was an attempt to build on the success of M-1, but use all EBT work. M-2 was reconstructed from a car bought from the Eastern Tennessee and Western North Carolina, who themselves... rebuilt it from a streetcar. M-2 had an unreliable mechanical chain drive which locked up on its one and only attempt to climb to Broad Top Mountain. She was assigned to the Shade Gap Branch where she excelled at braking down as well. Within a year the unit was out of service and later scrapped.”

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- ¹⁷⁸ Sixteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1924 to November 30, 1926, pages 43 – 70, available online at: <https://hdl.handle.net/2027/uc1.b2993117>.
- ¹⁷⁹ Sixteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1924 to November 30, 1926, pages 89 – 90, available online at: <https://hdl.handle.net/2027/uc1.b2993117>.
- ¹⁸⁰ Sixteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1924 to November 30, 1926, page 129, available online at: <https://hdl.handle.net/2027/uc1.b2993117>.
- ¹⁸¹ Sixteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1924 to November 30, 1926, page 143, available online at: <https://hdl.handle.net/2027/uc1.b2993117>.
- ¹⁸² The Sixteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1924 to November 30, 1926, page 353, available online at: <https://hdl.handle.net/2027/uc1.b2993117>.
- ¹⁸³ The Sixteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1924 to November 30, 1926, page 357, available online at: <https://hdl.handle.net/2027/uc1.b2993117>.
- ¹⁸⁴ Electric Railway Journal, 13 March 1926 (Volume 67, No. 11), page 466, available online at: <https://archive.org/details/electricrailwayj67mcgrrich/page/n0>.
- ¹⁸⁵ Electric Railway Journal, 5 March 1927 (Volume 69, No. 10), page 433, available online at: <https://archive.org/details/electricrailwayj691mcgrrich/page/n0>.
- ¹⁸⁶ Electric Railway Journal, 2 April 1927 (Volume 69, No. 14), page 627, available online at: <https://archive.org/details/electricrailwayj691mcgrrich/page/n0>.
- ¹⁸⁷ Electric Railway Journal, 23 April 1927 (Volume 69, No. 17), page 762, available online at: <https://archive.org/details/electricrailwayj691mcgrrich/page/n0>.
- ¹⁸⁸ The Birney Car, by Harold E. Cox, 1966, page 50, available online at: <http://streetcars.telcen.com/books/birney/50.html>.
- ¹⁸⁹ “Street Railways of Johnson City, Tennessee,” compiled by James H. Graebner, available online at: <http://www.stateoffranklin.net/johnsons/faq/streetcars.pdf>.
- ¹⁹⁰ Electric Railway Journal, 3 March 1928 (Volume 71, no. 9), page 371, available online at: <https://hdl.handle.net/2027/uc1.d0000795989>.
- ¹⁹¹ The Eighteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1928 to November 30, 1930, page 186 (similar on page 248), available online at: <https://hdl.handle.net/2027/uc1.b2993119>.
- ¹⁹² The Eighteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1928 to November 30, 1930, pages 114 – 117, available online at: <https://hdl.handle.net/2027/uc1.b2993119>.
- ¹⁹³ Greater Johnson City, A Pictorial History, by Ray Stahl, page 188.
- ¹⁹⁴ “American Car Company (St. Louis),” available online at: https://www.midcontinent.org/rollingstock/builders/american_carco.htm, see photo captioned “Typical Birney ‘Safety Car.’”

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- ¹⁹⁵ Greater Johnson City, A Pictorial History, by Ray Stahl, page 188.
- ¹⁹⁶ “American Car Company (St. Louis),” available online at: https://www.midcontinent.org/rollingstock/builders/american_carco.htm, see photo captioned “Typical Birney ‘Safety Car.’”
- ¹⁹⁷ Bus Transportation, Volume 10, 1931, page 44.
- ¹⁹⁸ Electric Railway Journal, January 1931 (Volume 75, No. 1), page 32, available online at: <http://www.archive.org/details/electricrailwayj75mcgrrich>.
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- ²⁰⁰ “Buses take the Place of Johnson City Street Cars, New Type 21 Passenger Buses Replace Worn Out Street Car System in Johnson City Tenn., to Permit Expansion into Unserved Territory at Small Cost,” Metropolitan, Volume 27, 1931, page 251.
- ²⁰¹ “Modern City Buses Once Silenced the Nostalgic Little Trolleys,” “Bob Cox’s Yesteryear,” available online at: <http://www.bcyesteryear.com/node/309>. It seems these photos were the same as those referenced in the preceding article.
- ²⁰² Traction Shop and Roadway, April 1931 (Volume 4), page 114.
- ²⁰³ Electric Railway Journal, June 1931 (Volume 75, No. 6), back cover, available online at: <https://archive.org/details/electricrailwayj752mcgrrich/page/n0>.
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- ²⁰⁶ The Twentieth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1932, to December 31, 1934, 1 January 1935, page 27, available online at: <https://hdl.handle.net/2027/mdp.35112103716124>.
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- ²⁰⁸ The Twenty-First Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1934, to December 31, 1936, 1 January 1937, page 60, available online at: <https://hdl.handle.net/2027/mdp.35112103716124>.
- ²⁰⁹ “Collecting Memories... Transit Badges.com,” available online at: <https://transitbadges.com/jkl/>.
- ²¹⁰ Available online at: <https://www.flickr.com/photos/archivesofappalachia/4439151464/in/album-72157623546300371/>.
- ²¹¹ “State of Franklin,” available online at: <http://www.stateoffranklin.net/johnsons/images/postcards/post1/hotelpardue1.jpg>. The Hotel Pardue opened in 1909.

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- 212 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos3/windsor.jpg>. The Hotel Pardue opened in 1909.
- 213 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/hotelwindsor1.jpg>. Renamed by 1913.
- 214 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos5/windsordemo1.jpg>.
See also: http://www.stateoffranklin.net/johnsons/images/photos/photos5/windsor_demise1.jpg.
- 215 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/fsquare5.jpg>, an image of a menu from the Pardue Hotel is available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/pardue_lunch1.jpg. The Hotel Pardue opened in 1909.
- 216 “Johnson City’s Fountain Square, 1904 – 1938, A Pictorial Album,” available online at:
<http://www.stateoffranklin.net/johnsons/ftnsquare.htm>.
- 217 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos3/windsor3.jpg>. Renamed by 1913.
- 218 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos3/market.jpg>. The photo description is from: Greater Johnson City, A Pictorial History, by Ray Stahl, page 161, which continues: “at the right is the Fountain Square Furniture Company (complete with its rocking chair sign), owned by Tranum Brothers. Other business establishments along the street were N.G. Garland and Sons, the Arlington Press Parlor, and the Tennessee Café. The parked cars bear 1925 license plates. Photo courtesy of Archives of Appalachia, East Tennessee State University”
- 219 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/arlighthouse1jc.jpg>.
- 220 Available online at:
<https://www.flickr.com/photos/archivesofappalachia/4438373961/in/album-72157623546300371/>.
- 221 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos4/wwia.jpg>. See also:
http://www.stateoffranklin.net/johnsons/ftnsquare/wwI_jc.pdf.
- 222 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos1/ftnsquare2a.jpg>.
- 223 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos1/trolley1.jpg>. The assessed date is based on the acute similarities to the photo below.
- 224 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/mainstr2a.jpg>.
- 225 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/main1908.jpg>.
- 226 “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos2/bhbuggy.jpg>.

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- ²²⁷ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/colorftnsq.jpg>.
- ²²⁸ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/moonlight.jpg>.
- ²²⁹ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/mainst3color1.jpg>.
- ²³⁰ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post2/mainst4color1.jpg>.
- ²³¹ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos1/main1902.jpg>. The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 153, captioned this photo as follows: “Streetcar tracks run down the center of one of Johnson City's downtown streets. The ties look freshly placed, suggesting the date of the scene as the 1904 period. The streets appear to be sufficiently wide enough for the traffic until the car comes through. The cars were silent, running on electricity provided by trolley pole overhead. Courtesy Clifford Maxwell Collection, Archives of Appalachia, ETSU.”
- ²³² “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos2/bannerstreet.jpg>. See also http://www.stateoffranklin.net/johnsons/images/photos/photos2/sign_dated.jpg. Also in Greater Johnson City, A Pictorial History, by Ray Stahl, page 127, which includes: “The corner of Main and Roan streets has always been a busy place in Downtown Johnson City. This picture, circa 1900, shows the streetcar making its turn from Main Street onto Roan to go to Carnegie and Wataussee Lake, a regular run for the trolley, begun in 1892. Burr Harrison photo; courtesy of Johnson City Insurance Company.” However, No. 3 is marked for the Johnson City Traction Company, which did not begin operation until 1903.
- ²³³ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos2/jctrolleyint.jpg>.
- ²³⁴ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/photos/photos4/watauga1.jpg>
- ²³⁵ “State of Franklin,” available online at:
<http://www.stateoffranklin.net/johnsons/images/postcards/post1/jcdam.jpg>.
- ²³⁶ “The Briggs Carriage Company, Amesbury, Massachusetts,” by O.R. Cummings, June 1994, available online at:
<http://www.hampton.lib.nh.us/hampton/history/trolleys/aforgottenindustry.htm>.
- ²³⁷ The Birney Car, by Harold E. Cox, 1966, pages 102 and 104, available online at:
<http://streetcars.telcen.com/books/birney/>, <http://streetcars.telcen.com/books/birney/102.html>, and <http://streetcars.telcen.com/books/birney/104.html>. Note: “The largest producer of Birney Safety Cars was the American Car Company, a subsidiary of the J. G. Brill Company...”
- ²³⁸ The Corliss Engine, by John T. Henthorn, 1894, pages 95 – 96, available online at:
<https://books.google.com/books?id=i7lKAAAAMAAJ>.
- ²³⁹ The Johnson City Comet. 6 February 1902, available online at:
<http://chroniclingamerica.loc.gov/lccn/sn89058128/1902-02-06/ed-1/seq-3/>. The Optical Character Recognition (OCR) of this particular file was problematic, consequently, transcription errors are more likely for this document.
- ²⁴⁰ Sixteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1924 to November 30, 1926, pages 43 – 70, available online at: <https://hdl.handle.net/2027/uc1.b2993117>.

²⁴¹ The Eighteenth Biennial Report of the Railroad and Public Utilities Commission of the State of Tennessee, December 1, 1928 to November 30, 1930, pages 114 – 117, available online at: <https://hdl.handle.net/2027/uc1.b2993119>.