A Draft Documentary History of Trackside Industries in Johnson City

Part 7:
Industries and Businesses Along the Southern Railway Mainline from the
"Mountain Branch, National Home for Disabled Volunteer Soldiers" to the Watauga Tannery,
1858 – Present

By William C. Schneck, Jr. (as of 8 June 2026)

Southern Railway #5236 "Santa Fe" (2-10-2)
waits on the mainline, just west of downtown Johnson City.

1. Introduction

This is a draft documentary history of the industries and businesses along the E.T. & V./ E.T.V. & G./Southern Railway mainline from the "Mountain Branch, National Home for Disabled Volunteer Soldiers," through downtown Johnson City, to the Watauga Tannery (Baxter Street). The large amount of information available on trackside businesses in downtown has caused me to place the bulk of that material in a separate series of five documentary histories, which are called: "A Draft Documentary History of Businesses Along the E.T. & V./E.T.V. & G./Southern Railway in Downtown Johnson City," parts 1 through 5.

This volume is the seventh and last part of the series on trackside industries in Johnson City. This volume addresses "Industries and Businesses Along the Southern Railway Mainline from the 'Mountain Branch, National Home for Disabled Volunteer Soldiers' to the Watauga Tannery, 1858 – Present." In the interest of continuity, the present volume includes most of the photographs of the businesses in downtown. However, to reduce the size of the present volume, I have excluded text, maps, and advertisements from the downtown section. Nevertheless, the industries and businesses to the east and west of downtown are addressed in the same detailed

manner employed in the other six volumes. The present volume also does not cover enterprises on the south side of the Southern and Clinchfield mainlines, west of downtown. Some of the enterprises not included in this volume: Clinchfield Products Corporation, Johnson City Foundry and Machine Company (at this location 1909 – 1984), Washington County Gas Company, Johnson City Lumber & Manufacturing Company, Standard Oak Veneer Company, and the Model Mill. The above enterprises are addressed in "Part 1: Industries along the E.T. & W.N.C. and Clinchfield Railroads, West of Sevier Street, between West Walnut Street and the Barrett Railroad Yard, 1901 – 1946." Also, in the interest of reducing the size of the present volume, I have chosen to develop and produce two separate documents on the history of the "Mountain Branch, National Home for Disabled Volunteer Soldiers" and the ET&V, ETV&G, and Southern Railway in Johnson City.

For the present document, I have attempted to collect relevant documents and place them in roughly chronological order for each geographic location. Maps and figures of the exterior of the buildings for each location are generally grouped together and presented first, while figures of the interior and advertisements are generally integrated with the text and are presented second.

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

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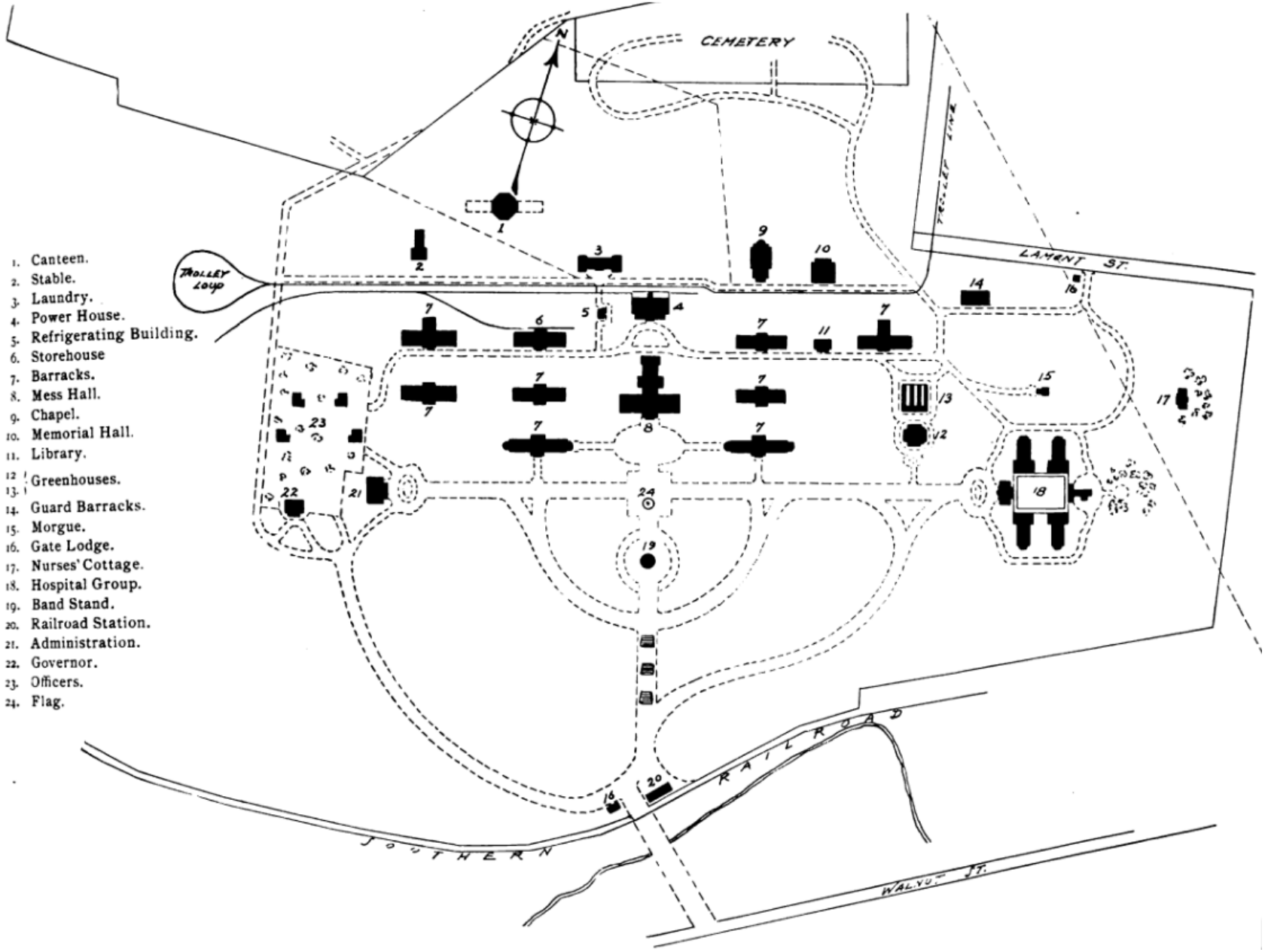
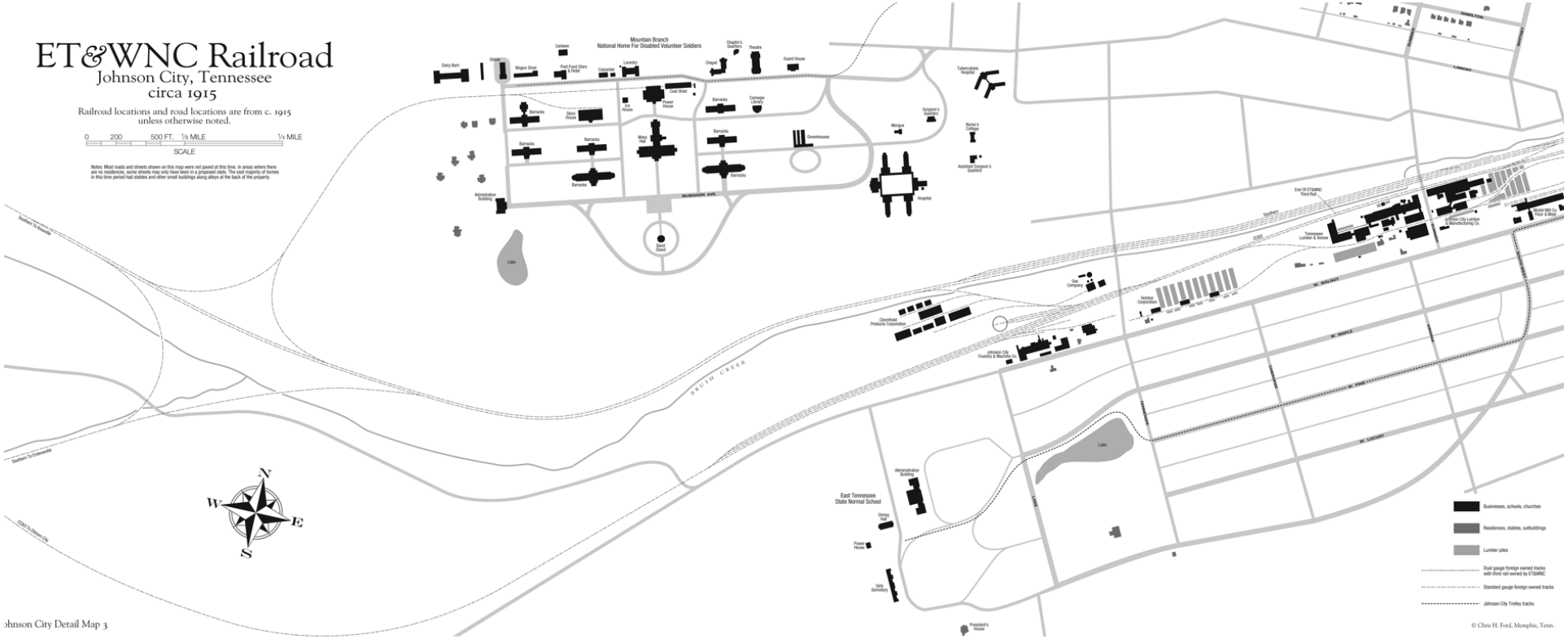
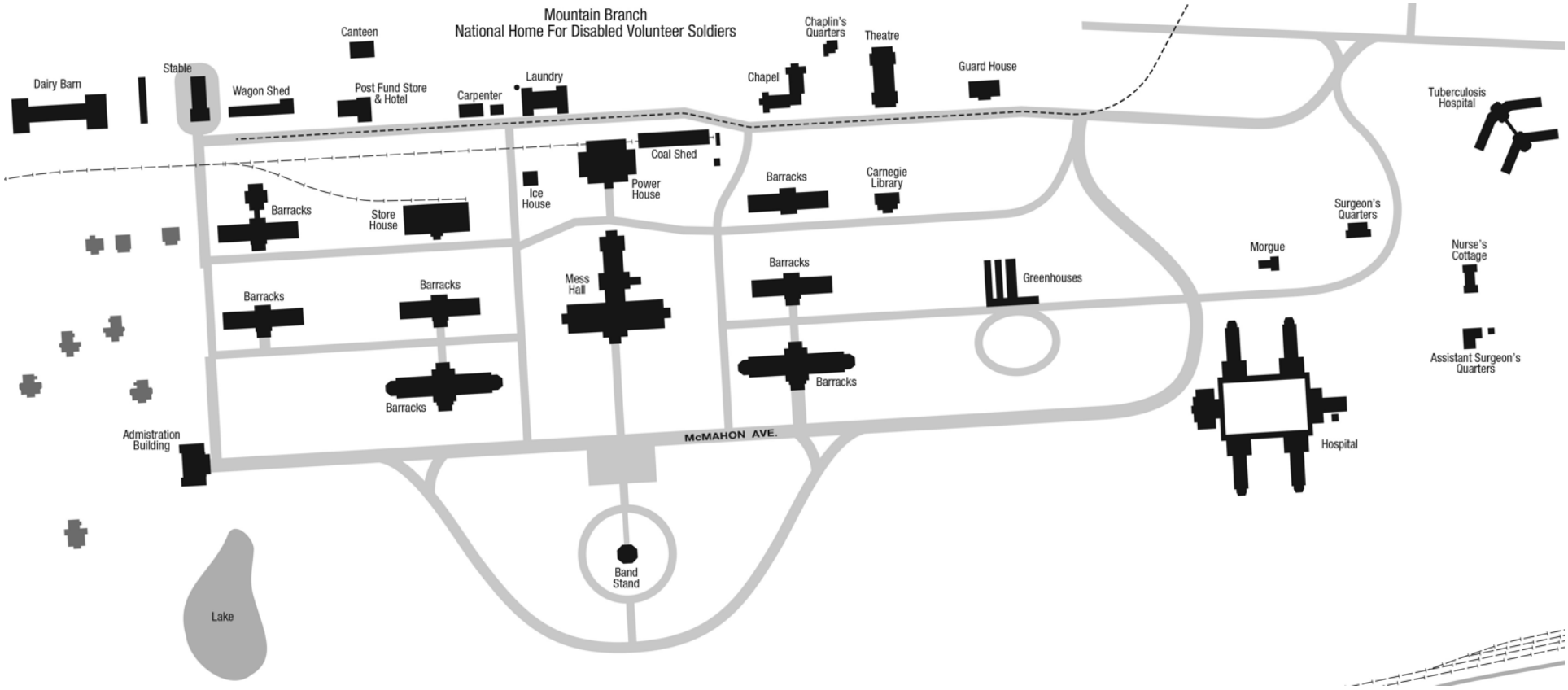
2. Trackside Structures at the
"Mountain Branch, National Home for Disabled Volunteer Soldiers," 1902 – Present



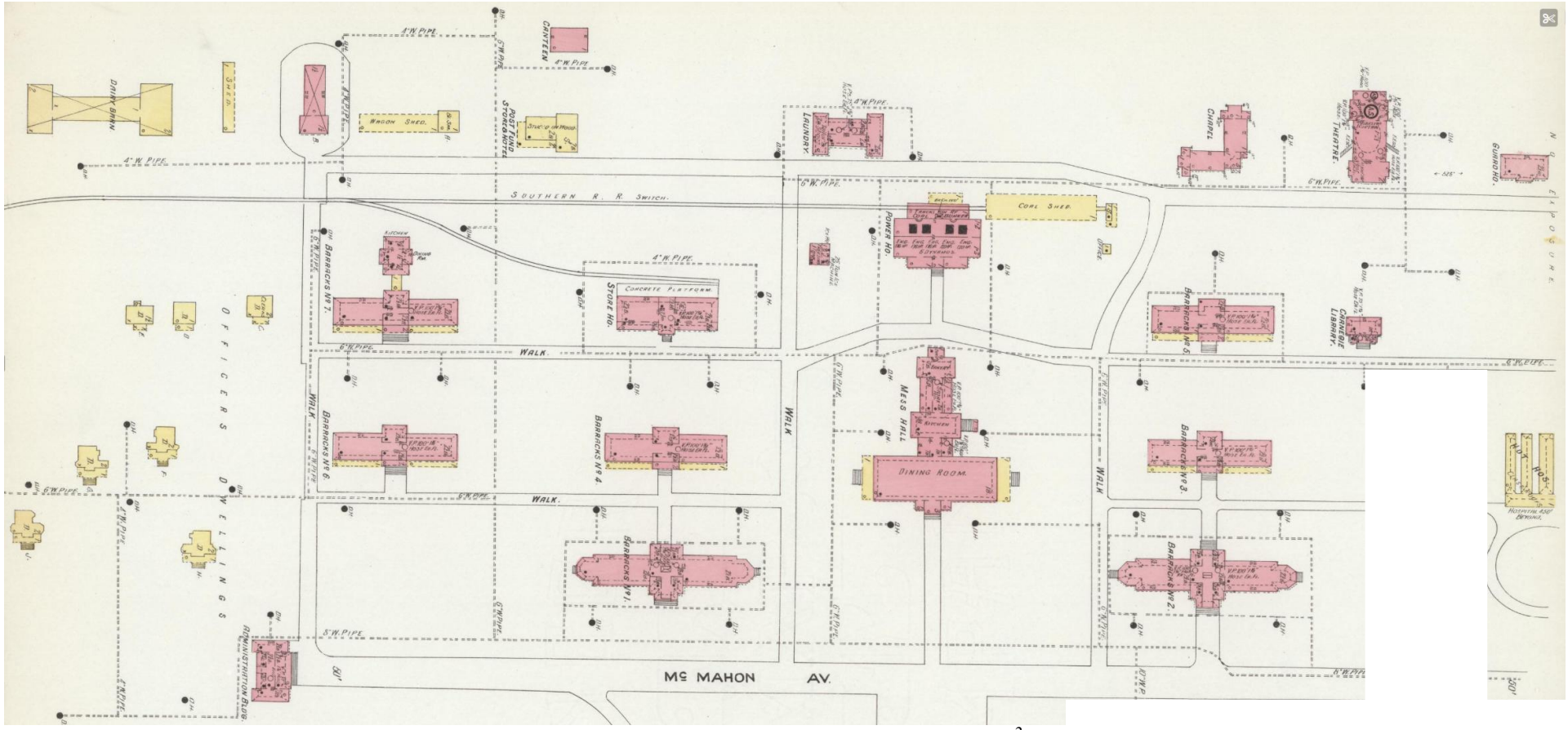
Map 1. The "Mountain Branch, National Home for Disabled Volunteer Soldiers," in April 1906. Note: "20. Railroad Station," along the "Southern Railroad," and the "Trolley Loop" track (upper left).[1]



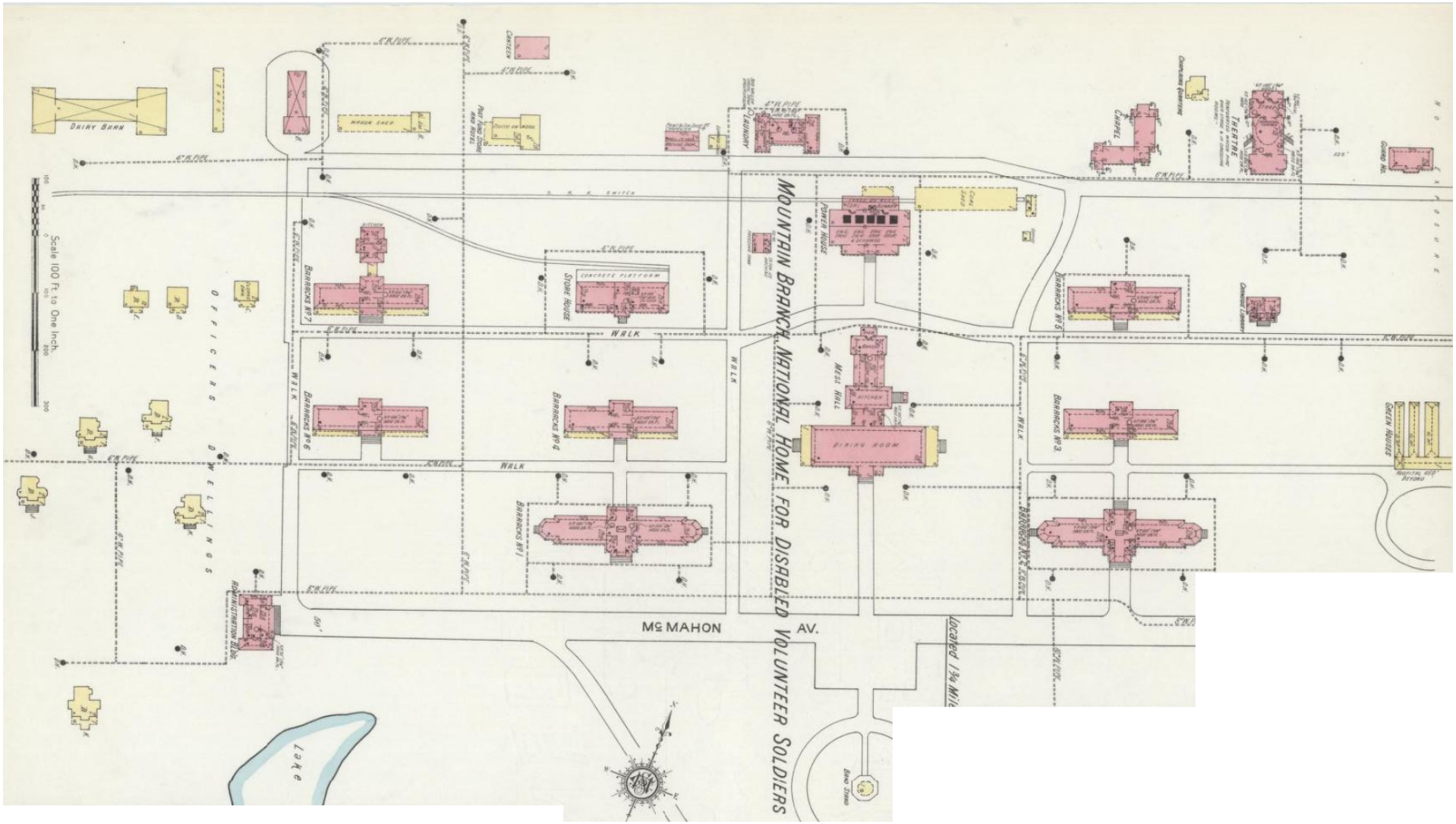
Map 2. The Western Approach to Johnson City, Circa 1915, by Chris Ford.[2]



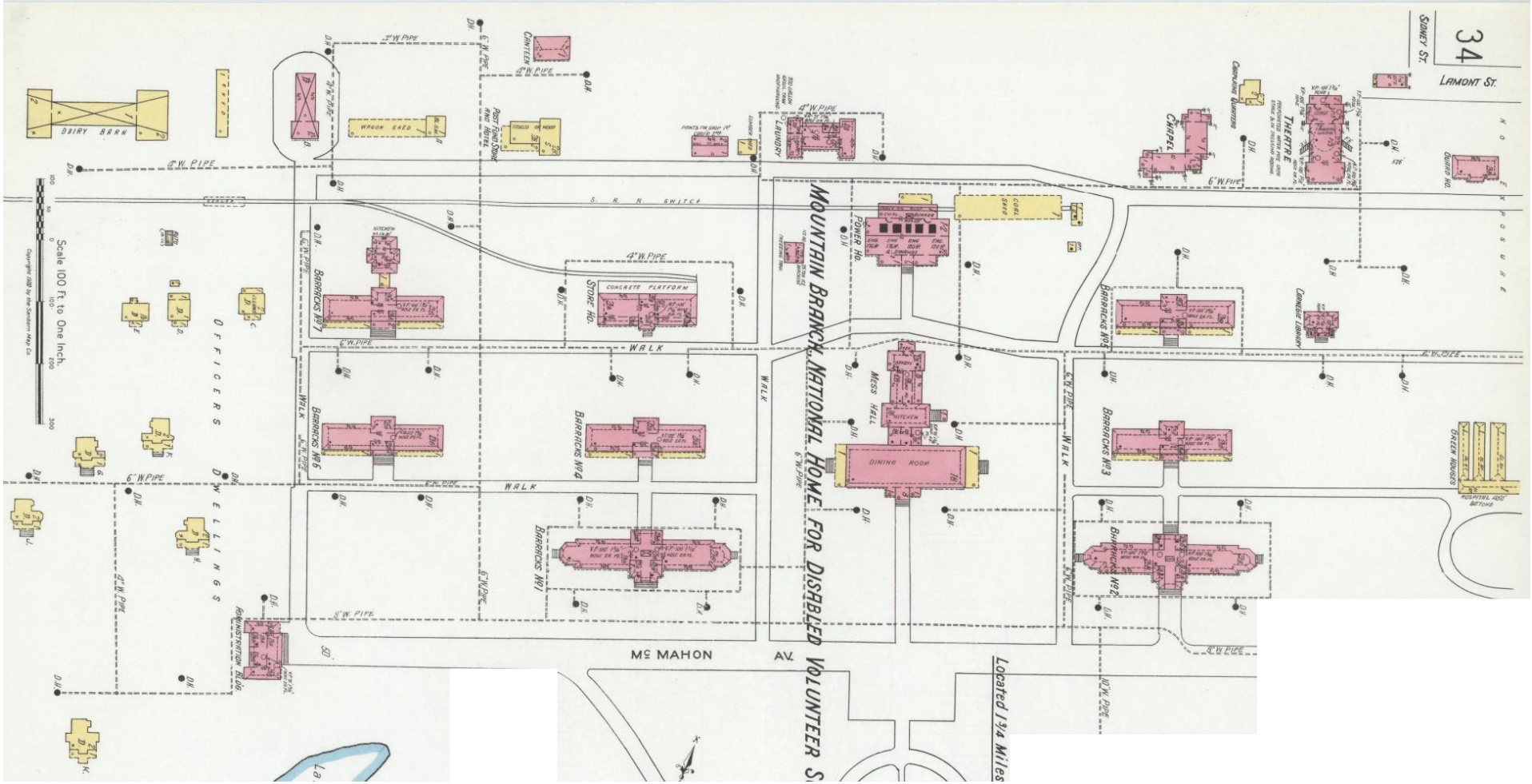
Map 2A. "Mountain Branch" "National Home for Disabled Volunteer Soldiers," Circa 1915. Note that this map depicts a slightly different route for the trolley track as it enters the Soldiers Home near the top right corner, see Map 1.



Map 3. "Mountain Branch, National Home for Disabled Volunteer Soldiers," December 1908.[3] Note the Southern Railways spur that entered this complex, on the left side of the map, to service the "Store Ho.", as well as the "Power Ho." and "Coal Shed". Additionally, a spur of the Johnson City Traction Company (not shown on this map) entered this complex from the right and paralleled the Southern Railway spur to the end of the trolley track, across the street from the "Wagon Shed," see maps 1 and 2A.



Map 4. "Mountain Branch, National Home for Disabled Volunteer Soldiers," July 1913. Note that the following structures have been added to this area: a brick building containing a "Machine Shop," "Paint & Tin Shop 1st" and "Carpenter 2nd," as well as a wooden "Lumber Shed," to the left (west) of the "Laundry" building. Also note that the "Chaplains Quarters" have been added between the "Chapel" and the "Theatre."[4]



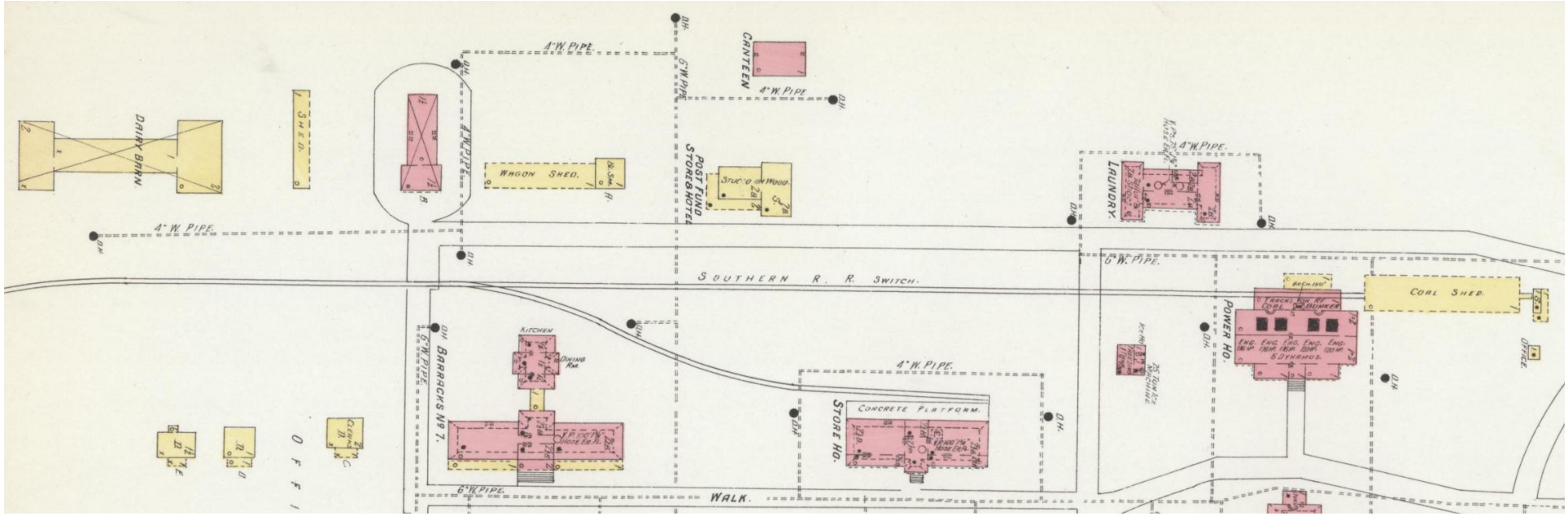
Map 5. "Mountain Branch, National Home for Disabled Volunteer Soldiers," February 1920. Note that a "Gro." has been constructed to the right (east) of the "Theatre;" however, this grocery store was not on the grounds of the National Soldiers Home.[5]

Figure 1. "This photograph of the construction site at Mountain Home is the earliest one known of the present Veterans Administration Medical Center."[6]

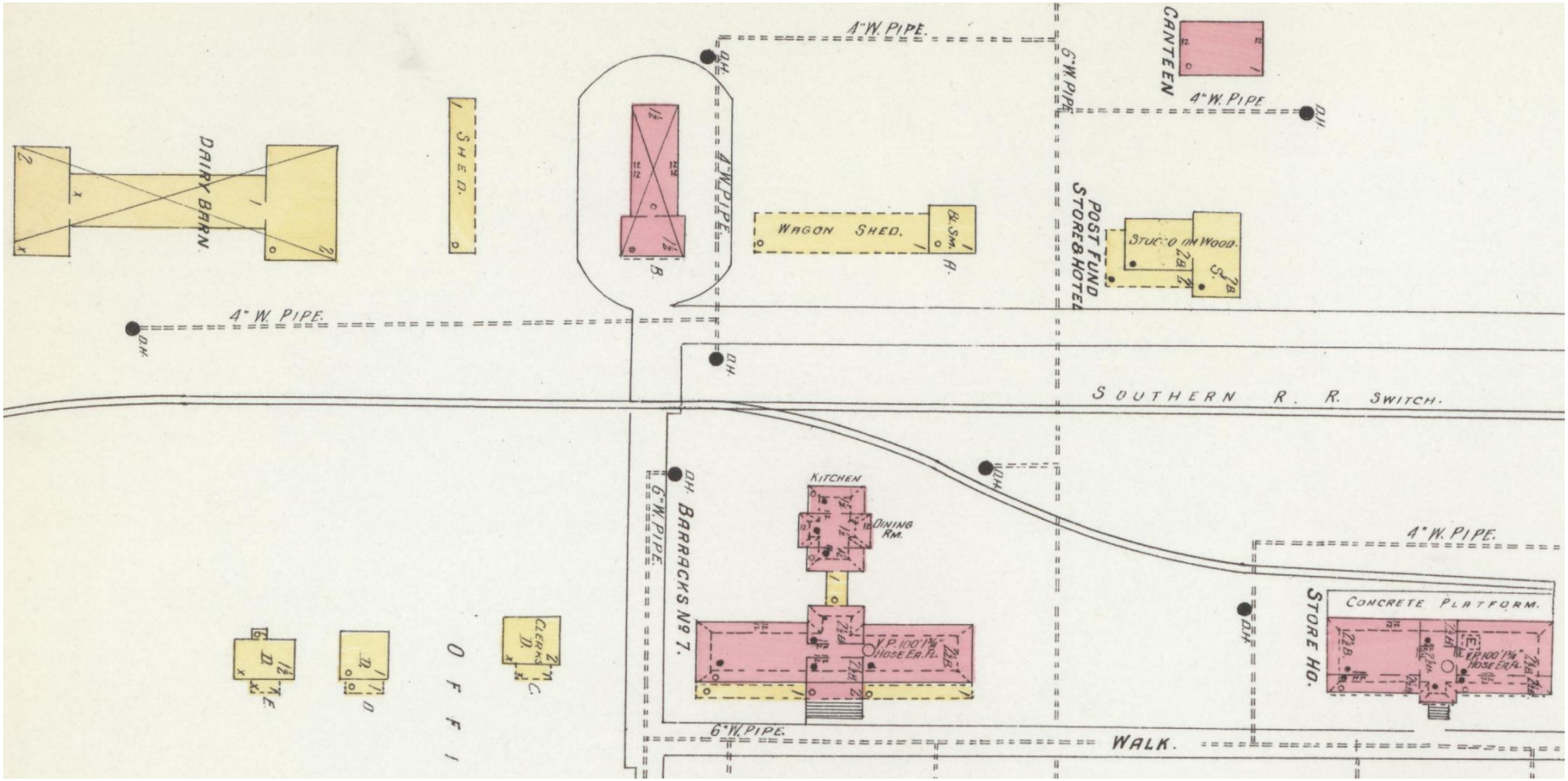
Figure 2. This view looks east toward the "Hospital Group." The middle structure is the headquarters/administration building. The two flanking buildings house two of the four hospital wards. Note what appears to be the temporary standard gauge trackage that was placed by the Southern Railway. This photograph appears to date to 1902.[7]

Figure 3. This view looks east toward the "Hospital Group." The middle structure is the headquarters/administration building. The two flanking buildings house two of the four hospital wards. Note what appears to be a gondola on the track between the headquarters/administration building and the hospital ward on the left. Also note the Southern Railway trackage in the foreground. Given the lack of roof on the headquarters/administration building, this photograph predates that in Figure 2, above, and also dates to 1902.[8]

Figure 4. This view looks east toward the "Hospital Group." The building on the right is the headquarters/administration building. The building on the left houses one of the four hospital wards. Note the Southern Railway spur above the men on the left, with a boxcar between the two buildings. Given the structures on the top of the headquarters building, this image appears to post-date that in Figure 2.[9]



Map 3A. A detail of the buildings of the "Mountain Branch, National Home for Disabled Volunteer Soldiers" along the permanent Southern Railway spur in December 1908. From left to right across the top: the wood-framed "Dairy Barn" (built in 1905 or later), a wood-framed shed, the brick stable (not marked), a wood-framed "Wagon Shed" and "Bl. Sm." (blacksmith), the wood-framed "Post Fund Store & Hotel" (with the brick "Canteen" behind it), and the brick "Laundry." From left to right along the bottom: three wood-framed officers' quarters, brick "Barracks No. 7," the brick Quartermaster and Commissary Storehouse ("Store Ho."), the "Ice Ho.," the "Power Ho.," and the "Coal Shed" (with a small office and what appears to be a scale adjacent to it).[10]



Map 3B. Another detail of the buildings of the "Mountain Branch, National Home for Disabled Volunteer Soldiers" along the permanent Southern Railway spur in December 1908. From left to right across the top: the wood-framed "Dairy Barn" (built in 1905 or later), a wood-framed shed, the brick stable (not marked), a wood-framed "Wagon Shed" and "Bl. Sm." (blacksmith), and the wood-framed "Post Fund Store & Hotel" (with the brick "Canteen" behind it). From left to right along the bottom: three wood-framed officers' quarters, brick "Barracks No. 7" (for invalid veterans, this building combined the barracks with a "Kitchen" and "Dining Rm"), and the brick Quartermaster and Commissary Storehouse ("Store Ho.").[11]

Figure 5. A view looking south toward the "Band Stand" (built in 1905 or 1906), note the four cannons with caissons. Also note the Southern Railway freight cars in the left background.[12]

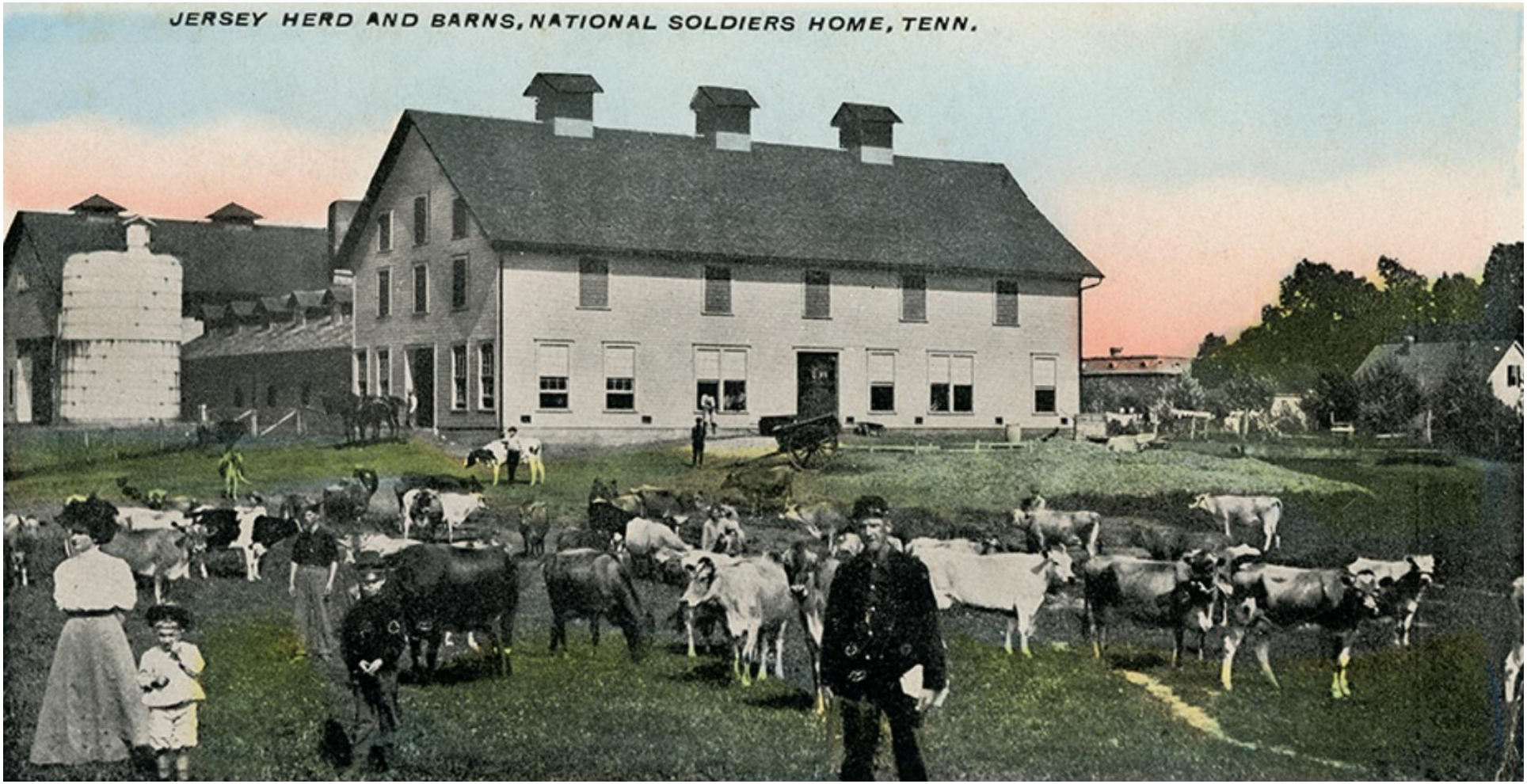


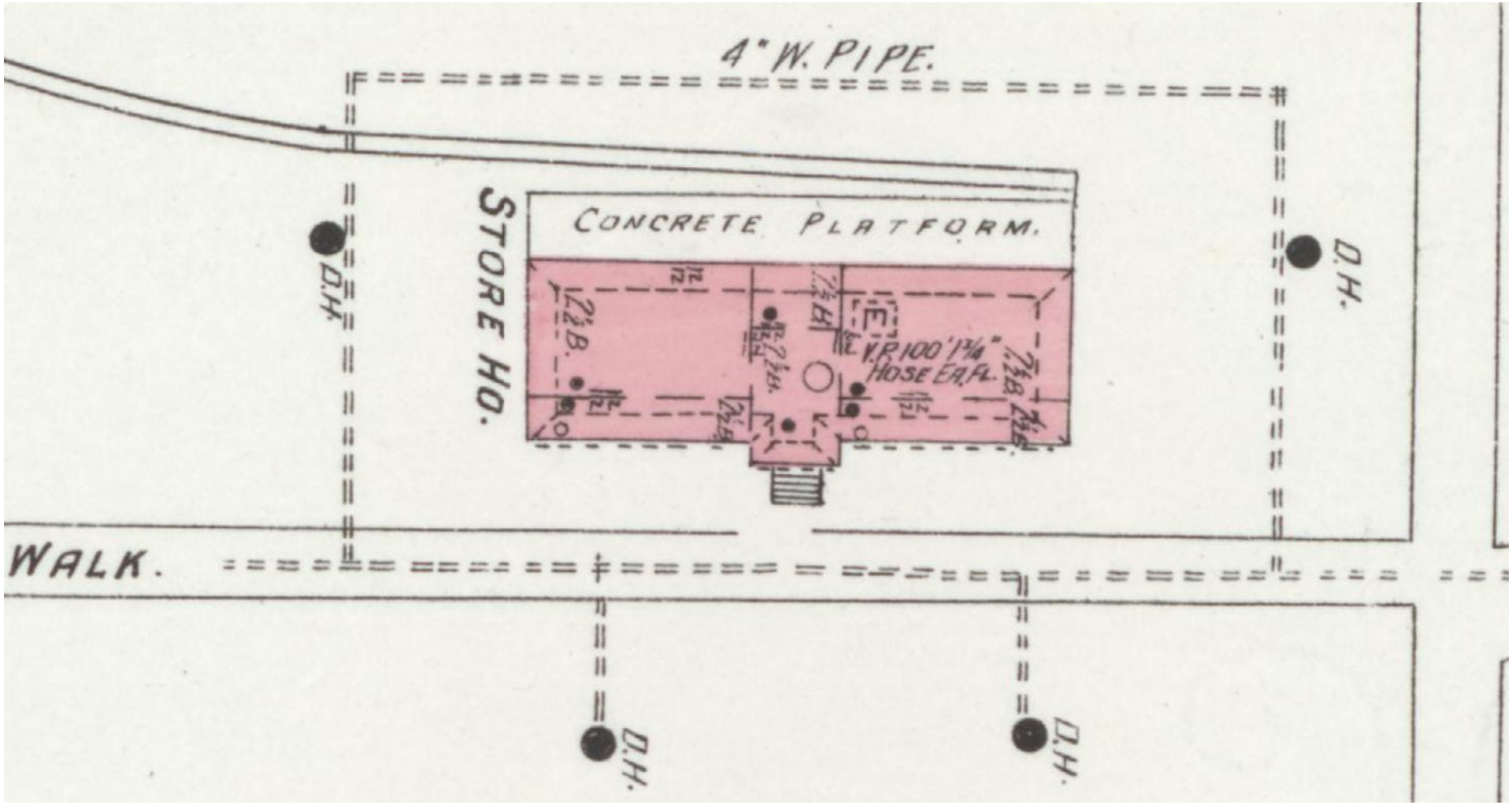
Figure 6. "Jersey Herd and Barns," built between 1905 and 1908. The building to the immediate right of the barn appears to be Barracks No. 7, which housed invalided veterans. Note "Clerks" dwelling further to the right. Historian Thomas Roberts captioned this image: "'Dairy Dept.' As a self-sufficient facility, the Soldiers' Home ran its own farm and diary, growing produce tended by able-bodied residents and managing a large herd of cows including purebred Jersey cows for dairy products and meat. The money earned by the 'inmates' working the garden supplemented their pensions." This dairy barn was built by J.T. Linville, of Johnson City.[13]

Figure 7. Note the shed, stable and the smokestack of the power house behind the barn, in the left background.[14]

Figure 8. "Trolley at Mountain Home, Tenn., 1920." Note that this trolley is at the end of track, visible just to the left of the trolley.[15] Also note the Dairy Barn and shed in the left background and the stable, in the right background, behind the trolley. Apparently when the trolley was first extended to the Soldiers' Home it turned on a "balloon" loop, see maps 1 and 2A.

Figure 8A. A clearer, but more cropped version of the same photograph.[16]

Figure 8B. A detail of Street Car Number 2 from 1920. Note the logo of the Johnson City Traction Company on the side of this trolley.



Map 3C. A detail of the Quartermaster and Commissary Storehouse ("Store Ho.") in December 1908.

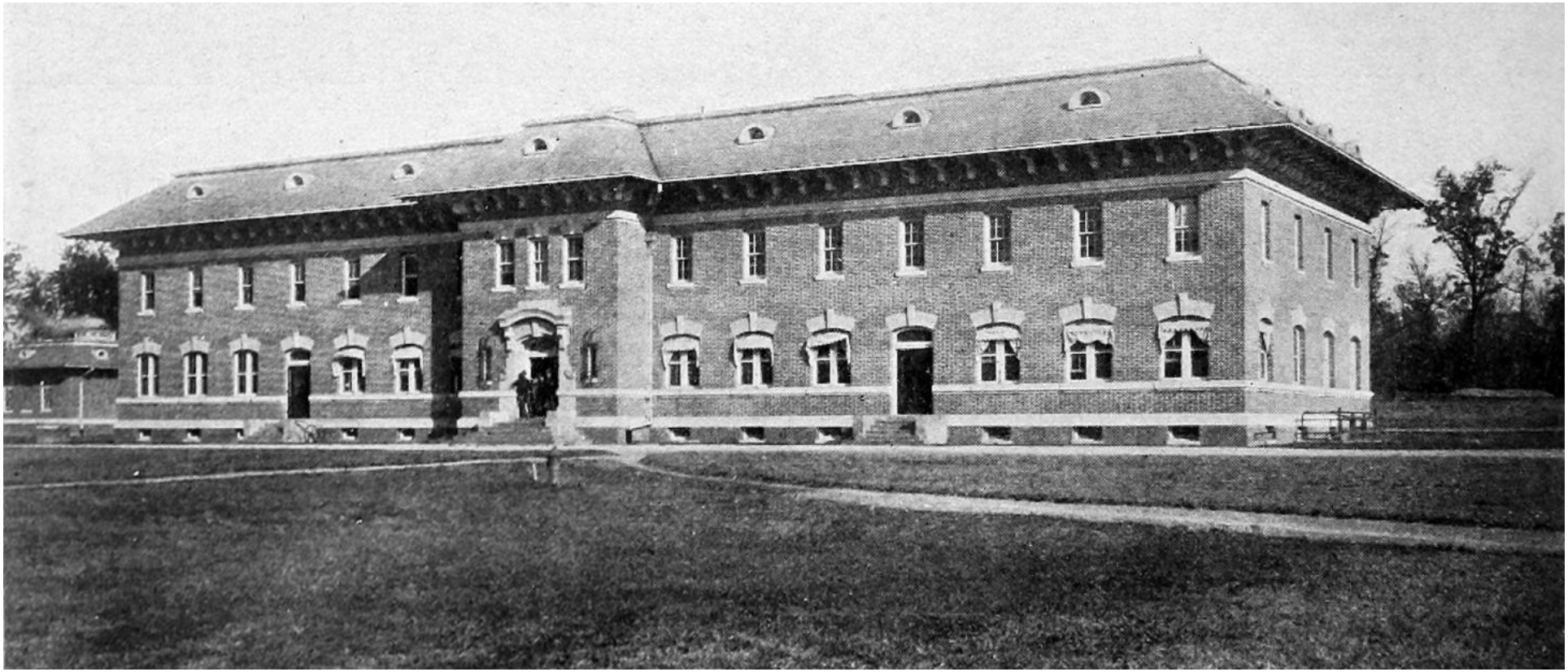
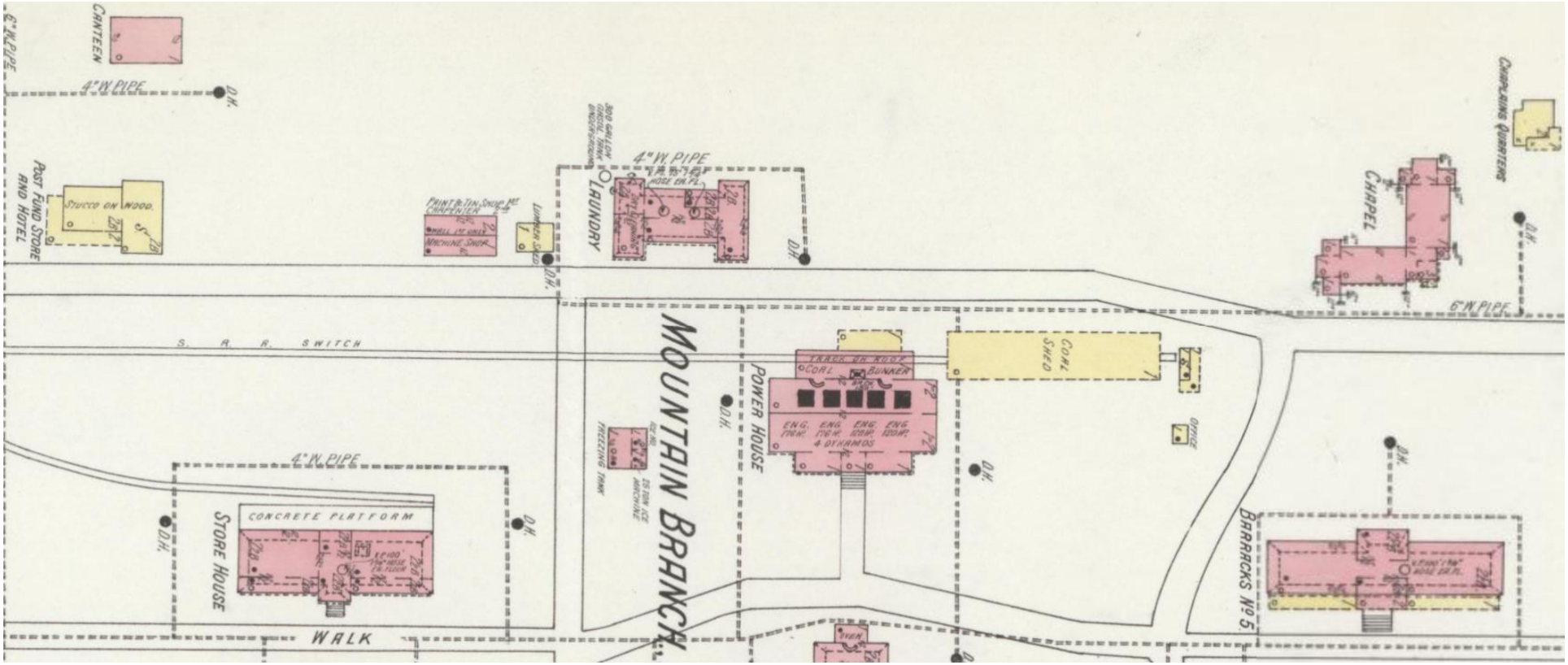
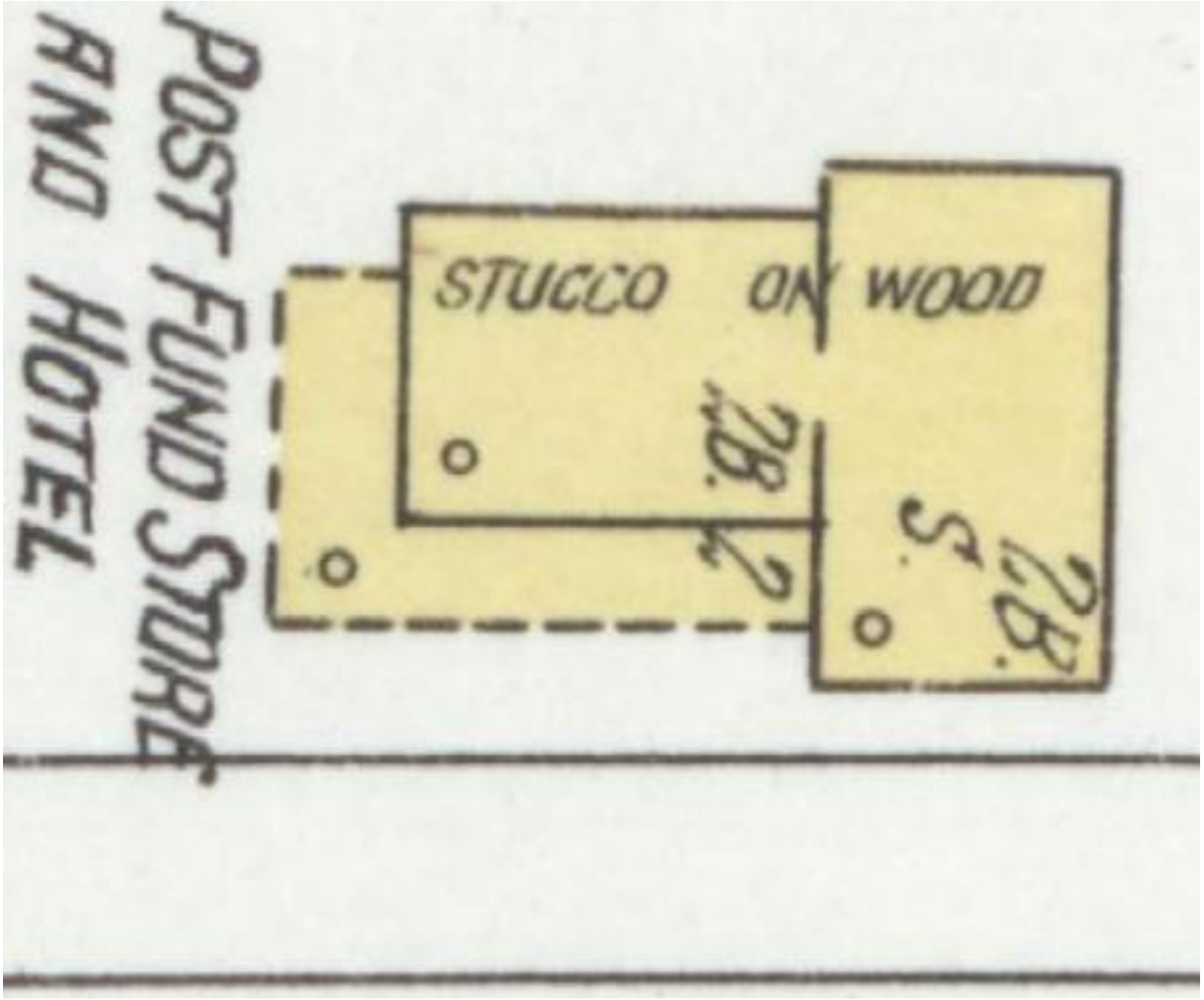


Figure 9. The front (south) side of the Quartermaster and Commissary Storehouse. The building in the left background appears to be the kitchen and dining room of Barracks No. 7. This photograph dates to between 1903 and 1911.[17]

Figure 10. Quartermaster and Commissary Storehouse (built in 1903), apparently the back (north) side, note the Southern Railway trackage on the right. See Map 3C.[18]



Map 4A. A detail of the "Mountain Branch, National Home for Disabled Volunteer Soldiers" in July 1913. Note that the following structures have been added to this area: a brick building containing a "Machine Shop," "Paint & Tin Shop 1st" and "Carpenter 2nd," as well as a wooden "Lumber Shed" have been constructed to the left (west) of the "Laundry" building.[19] Across the top, from left to right: the "Post Fund Store and Hotel" (with the "new" "Canteen" behind it), "Paint & Tin Shop 1st" floor and "Carp'r 2nd" floor, "Lumber Shed," "Laundry," "Chapel," and "Chaplains Quarters." Across the bottom, from left to right: Quartermaster and Commissary "Store Ho.," "Ice Ho." ("25 ton ice machine" and "freezing tank"), "Power Ho.," "Coal Shed" (with an office and scales (apparently) adjacent) and "Barracks No.5"



Map 4B. A detail of the “Post Fund Store and Hotel,” July 1913.

Figure 11. An aerial view of the "Veterans Administration Center" (previously known as the "Mountain Branch, National Home for Disabled Volunteer Soldiers"), looking east. Note the post fund store/hotel, workshop, "Laundry," Quartermaster's and Commissary Building, and Power House along the left side of the photograph.[20]

Figure 12. The "Post Fund Store and Hotel" on left. Note the dirt road, trolley track and the coal bunker of the Power House (on right). According to the Sanborn Fire Insurance Company map, the "driveways" of the Soldiers' Home were macadamized between July 1913 and February 1920. The buildings to the immediate right of the hotel appear to be a workshop, the "Laundry", and the "Chapel" (visible to the right of the tree), see Map 4A. Based on the Sanborn Fire Insurance Company map, the workshop appears to have been built between 1908 and 1913; while the "Laundry" behind it was completed in 1904. Consequently, this image appears to date to between 1908 and 1920. Historian L. Thomas Roberts captioned this image: "The Hotel at Soldiers Home. The hotel, razed sometime in the 1960s, provided accommodations for guests visiting loved ones but also contained a post exchange, post office, and a bowling alley/poolroom in the basement. Midcentury, the building housed a canteen with a manager's office on the ground floor, along with a hot snack kitchen and dining area where the vets could buy lunch until 4:30 p.m. In the basement were a barbershop, shoe repair shop, and post office."[21]

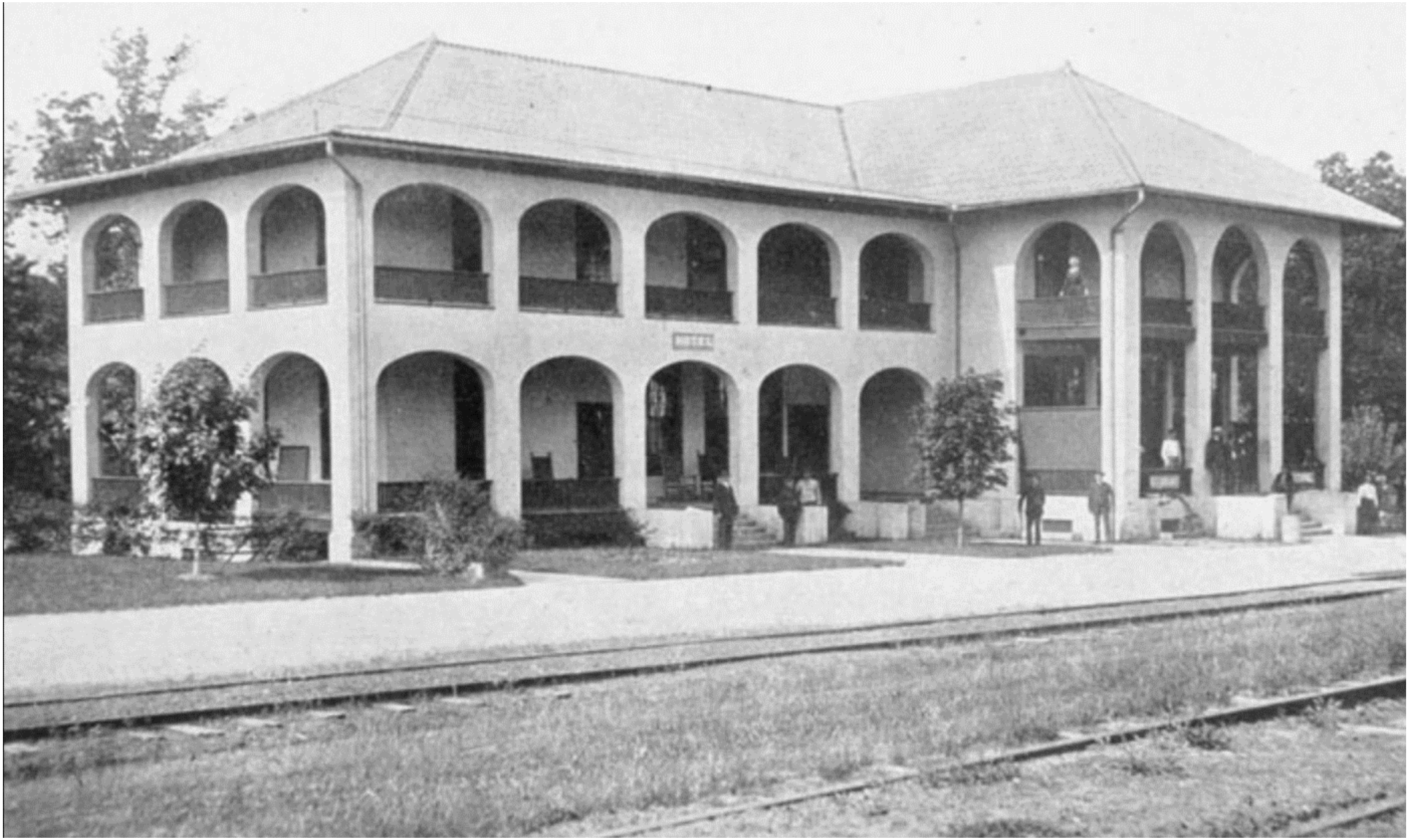


Figure 13. “Hotel, Post Office and Store,” note the tracks of the Johnson City Traction Company (apparently removed around 1931) and the Southern Railway in the foreground. Also note the “Hotel” sign on the building. Finally, note the addition of vegetation and what appears to be a macadamized road. Consequently, it appears that this photograph dates to between 1913 and 1931.[22]

Figure 14. "Hotel and canteen at the Mountain Branch of the National Home for Disabled Volunteer Soldiers," reportedly taken "approximately between 1900 and 1930." Note the trolley track in the foreground (apparently removed around 1931) and the 1920s (?) vintage automobile on the right. Also notice the improvements to the road. The building in the right background is the canteeen, see Map 4A. Also note the tree in front of the bulding, as compared with figures 12 and 13. Consequently, this photograph actually appears to date to the 1920s or early 1930s.[23]

Figure 15. The hotel and canteen.[24] Note the Southern Railway spur to the power house, in the foreground. Also note the changes on the right of the building. This image is very similar to that in Figure 16, and consequently appears to date to the same time frame of perhaps the early 1950s.

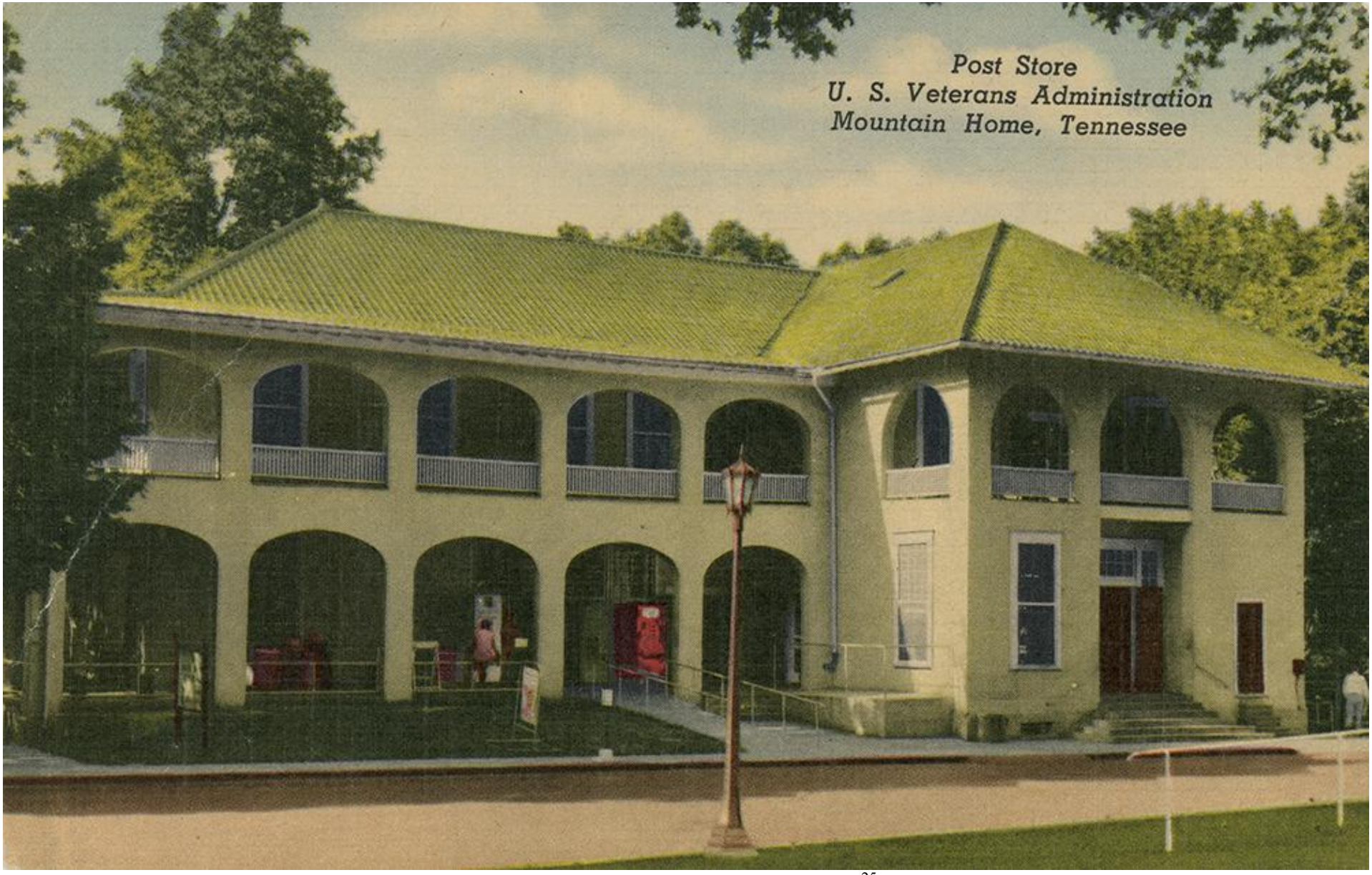
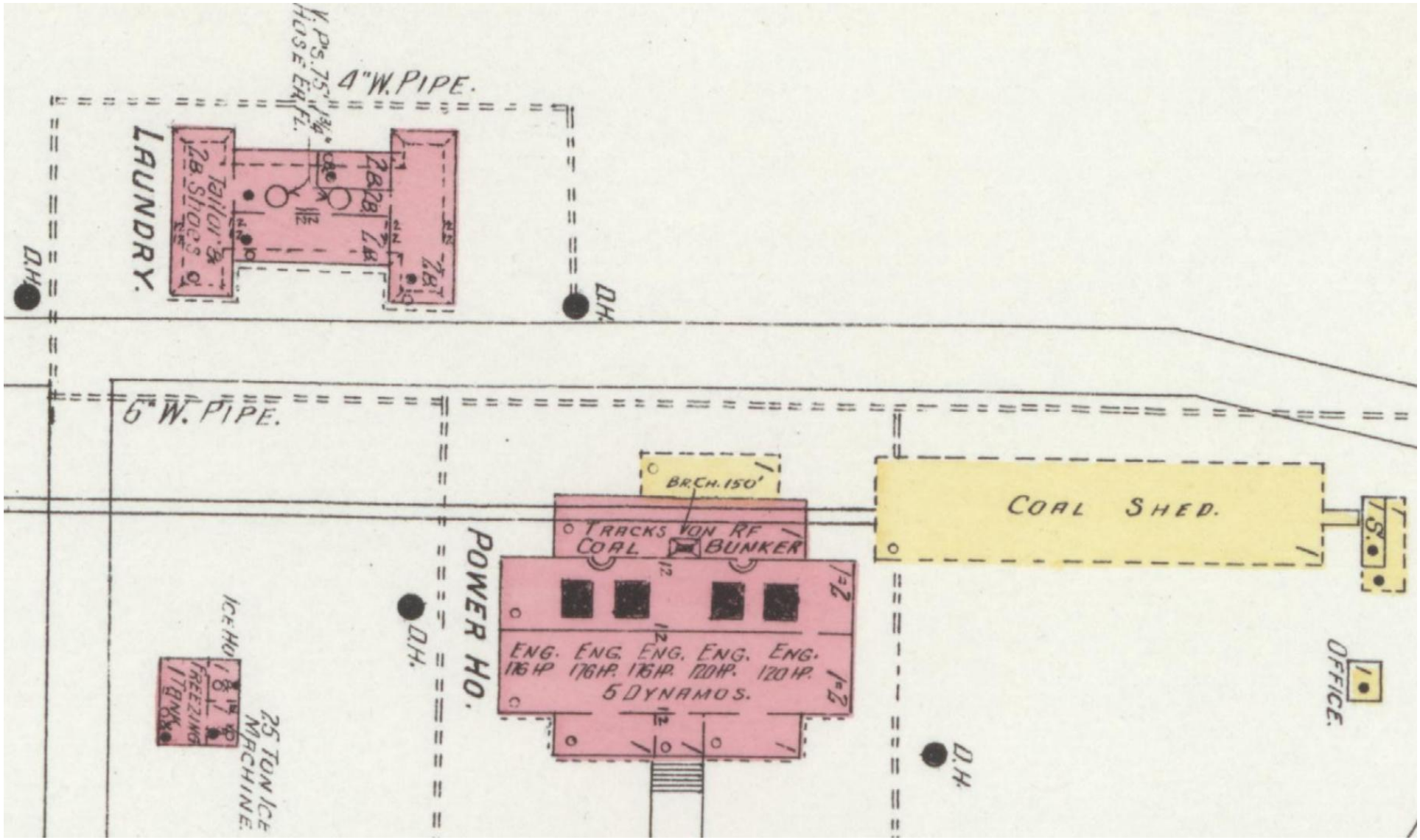


Figure 16. "Post Store, U.S. Veterans Administration Center," postmarked 1953.[25] This building had also served as a hotel.



Map 3D. Note the "Ice Ho." to the left of the "Power Ho." This map depicts five dynamos, three of 176 horsepower and two of 120 horsepower, as well as the brick chimney being 150 feet tall.

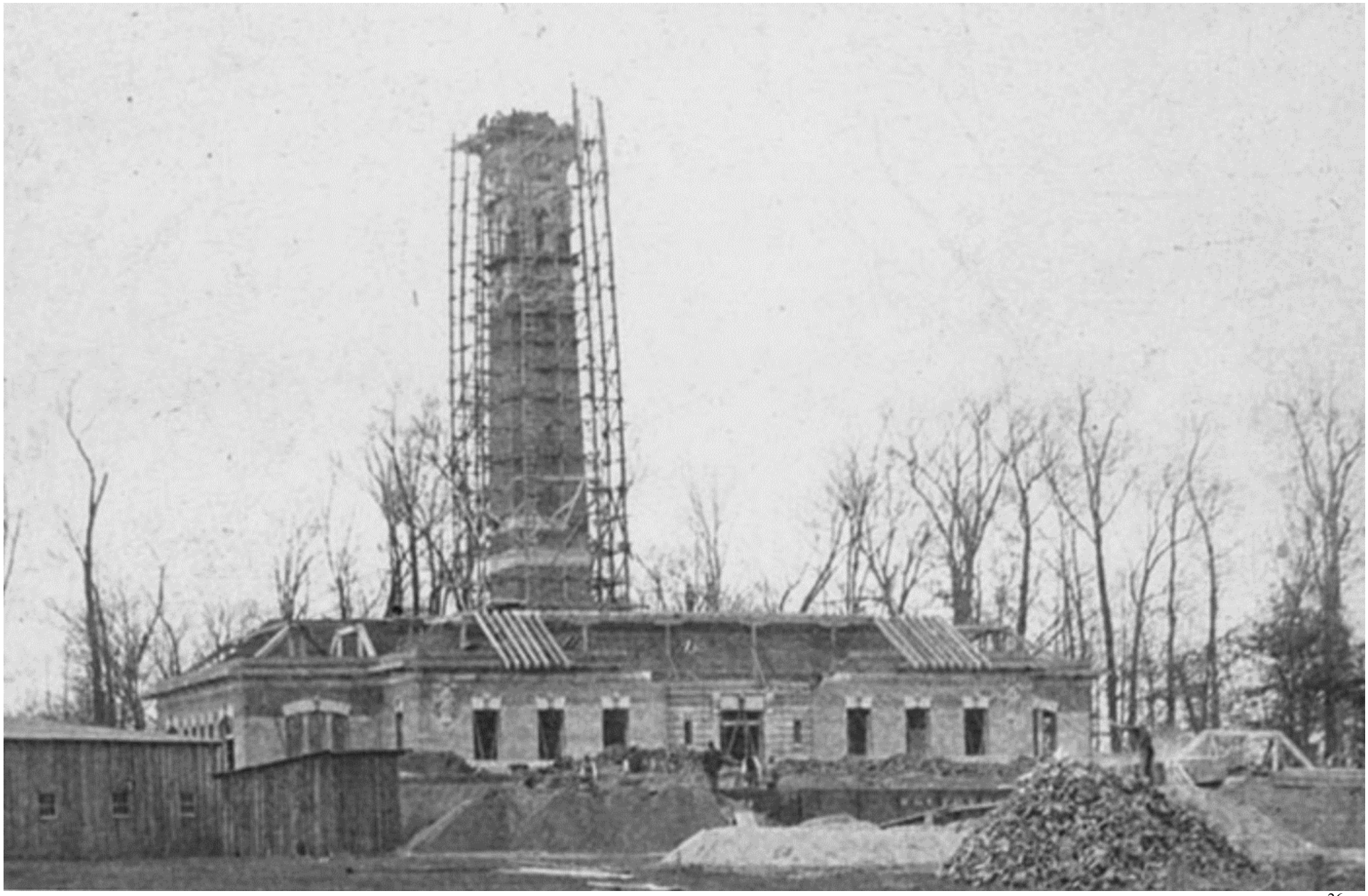


Figure 17. Power House under construction, probably in 1903. Note what appears to be a gondola in front of the right side of the Power House.[26]

Figure 18. "Power House, N.H.D.V.S."[27] The small building on the left of this image should be the icehouse. Note that the coal shed does not appear to be present (perhaps it is just out of the image to the right; also, note what may be an elevated trestle), see Map 3D.

Figure 19. The Power House. Note what appear to be hopper cars (perhaps on a trestle) on the right. Also note that the coal shed has not yet been constructed.

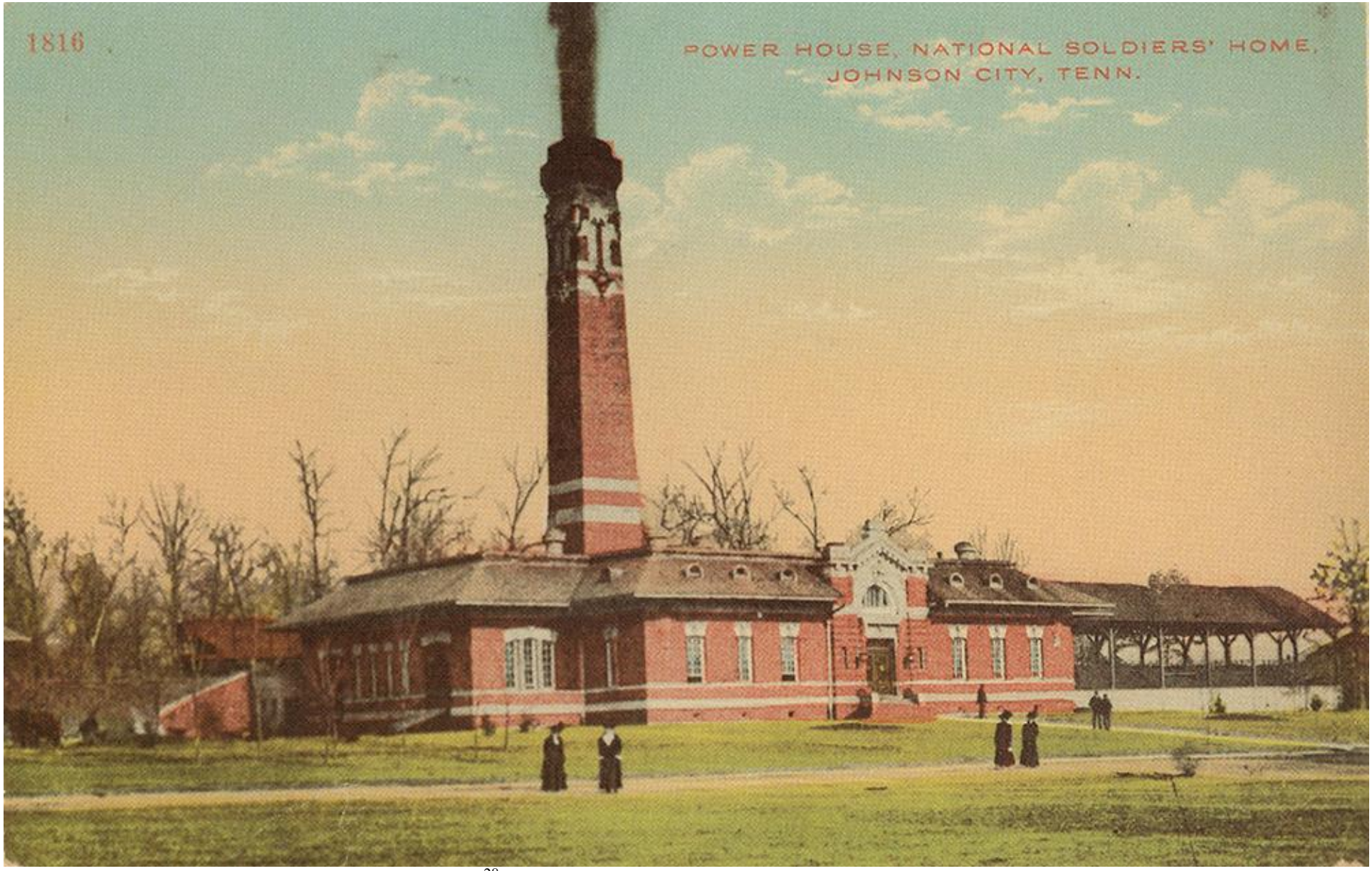


Figure 20. "Power House National Soldiers Home".[28] Note the coal shed on the right (built in 1905 or later) and the hopper on the left of this image.

Figure 21. Power House.[29] Note ivy on the building, as well as the coal shed to the right. The coal shed remained until at least 1926.

Figure 22. Power House.[30] Note that it appears that the coal shed, as well as the ivy, have been removed. The author has not identified the building in right background.

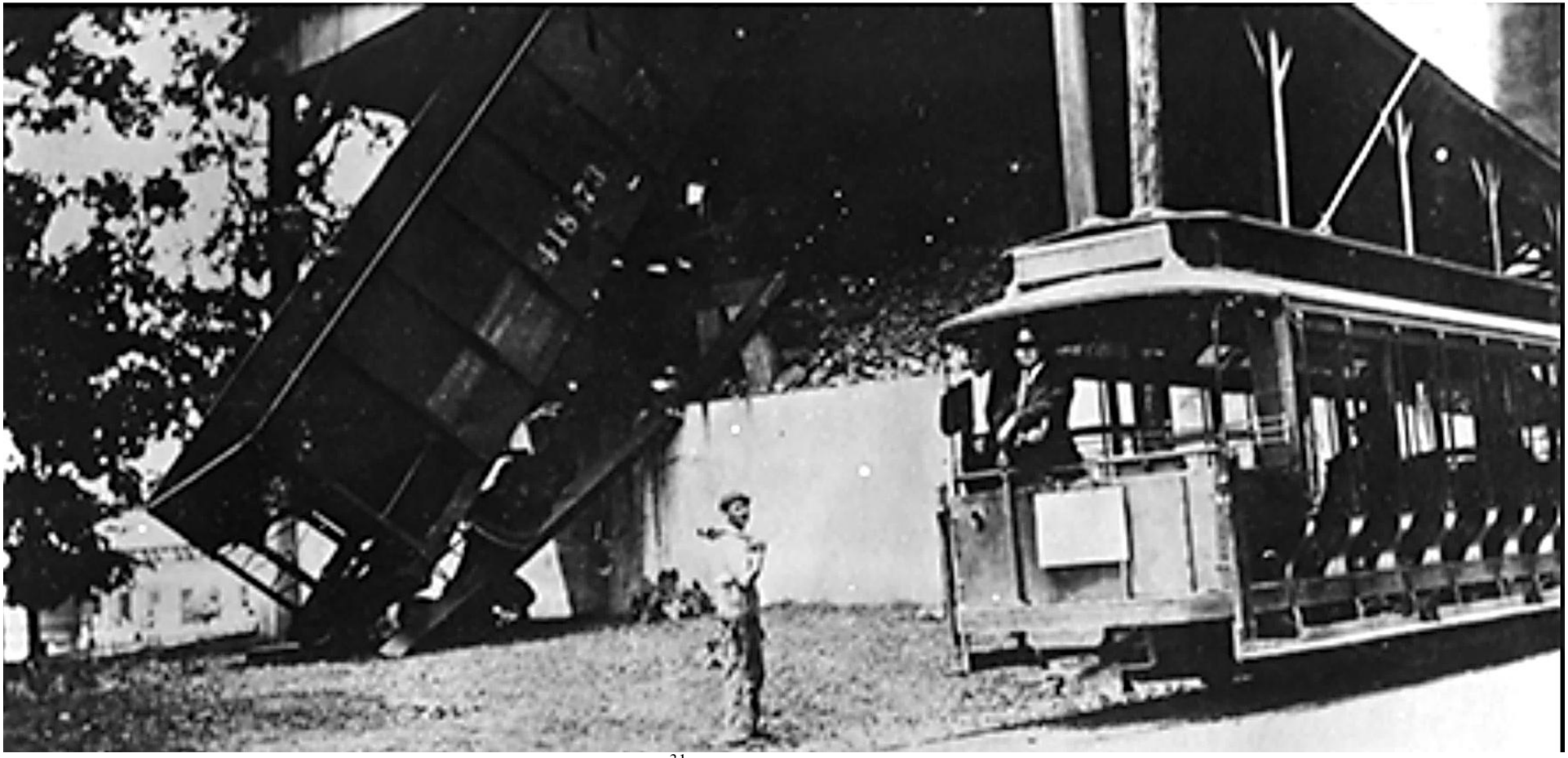
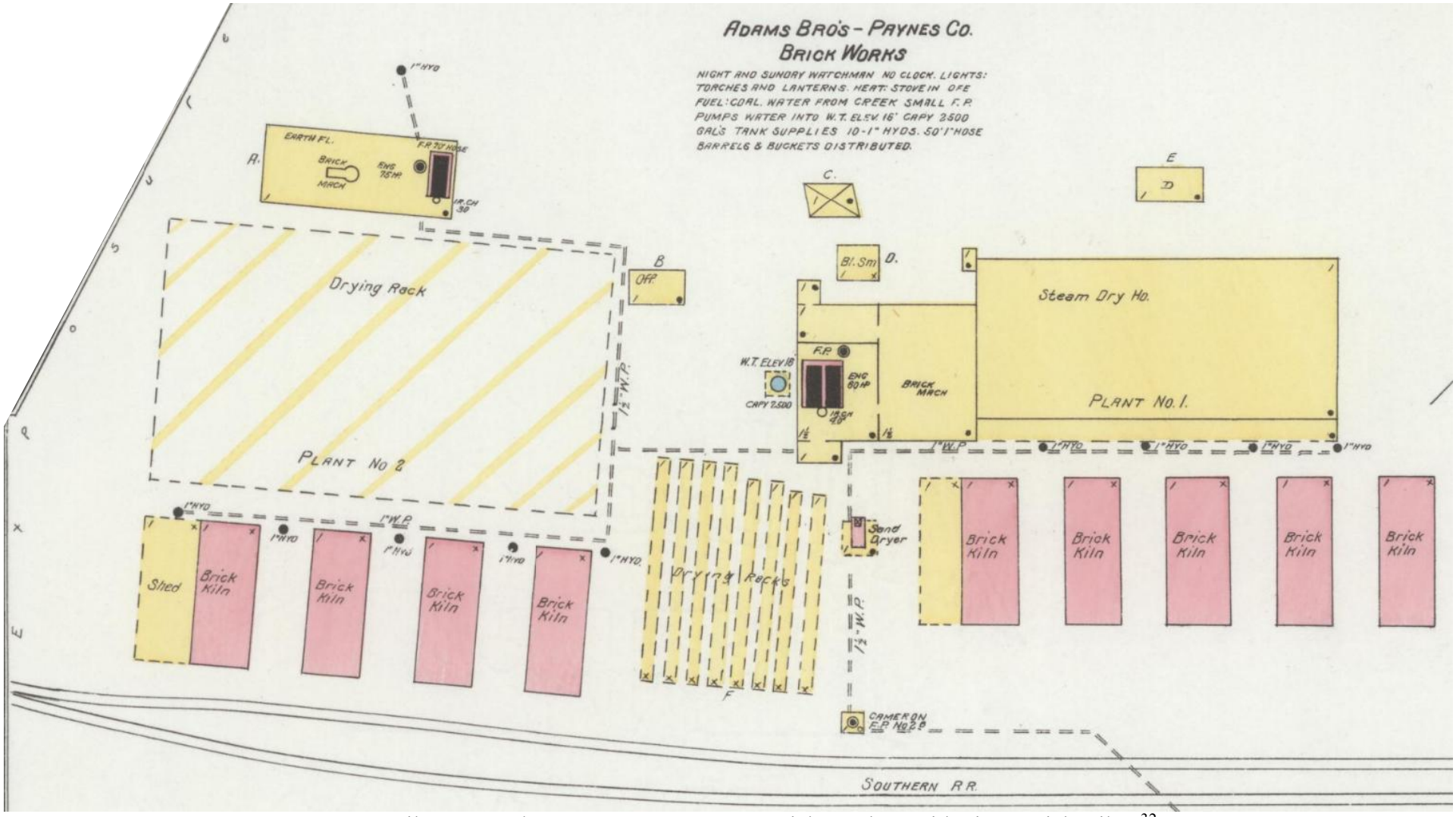


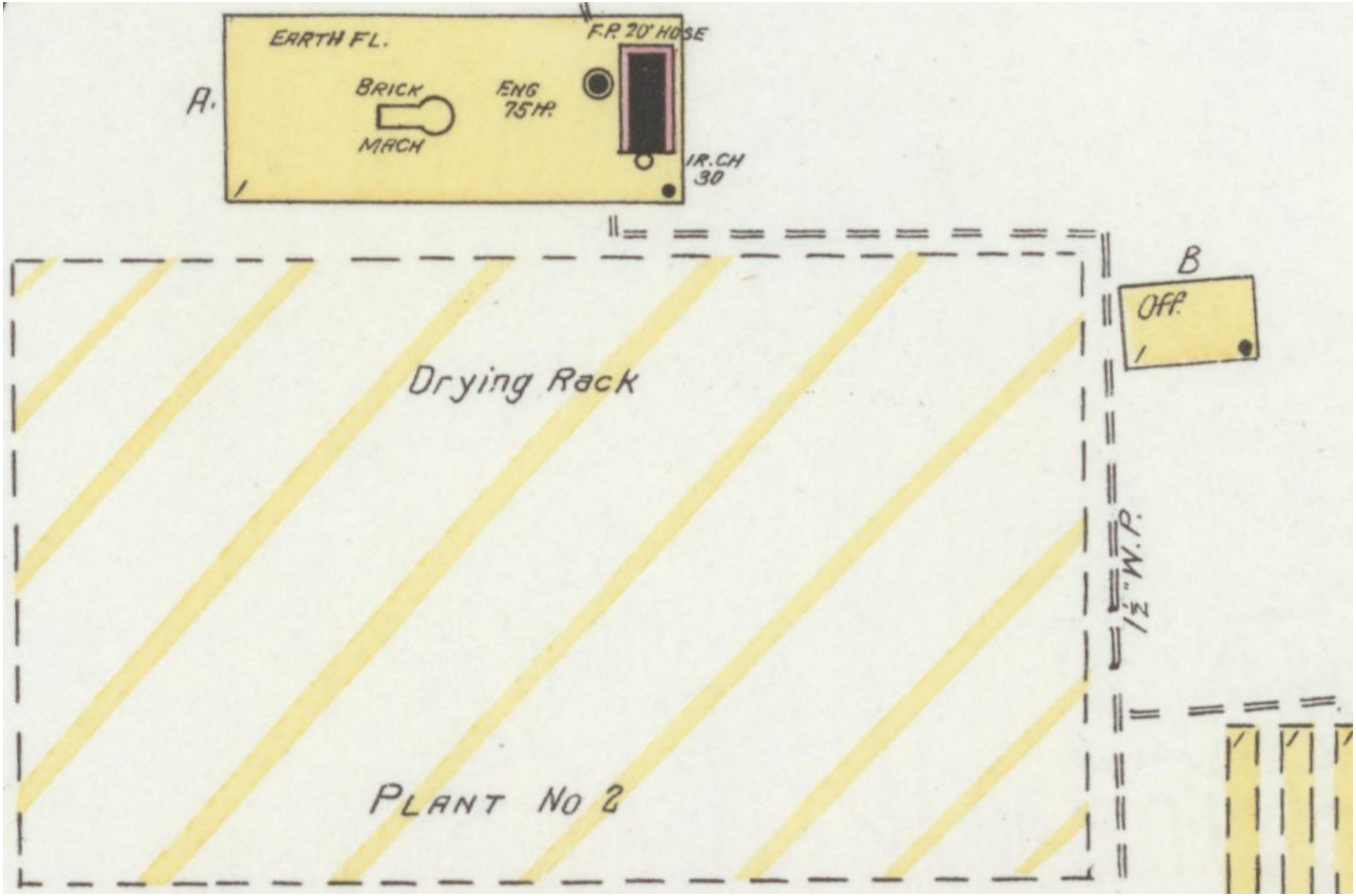
Figure 23. Open air "Trolley at Mountain Home, Tenn., 1920."[31] Regrettably, this appears to be a poor copy of a previous image. Notice the hopper that has gone past the end of track (Southern Railway), indicating that this photograph was taken looking southwest at the "Coal Shed" adjacent to the "Power House."

3. Adams Brothers – Paynes Company Brick Works, 1903 – 1904
Near the location where Tennessee Street would eventually cross the Southern Railway mainline

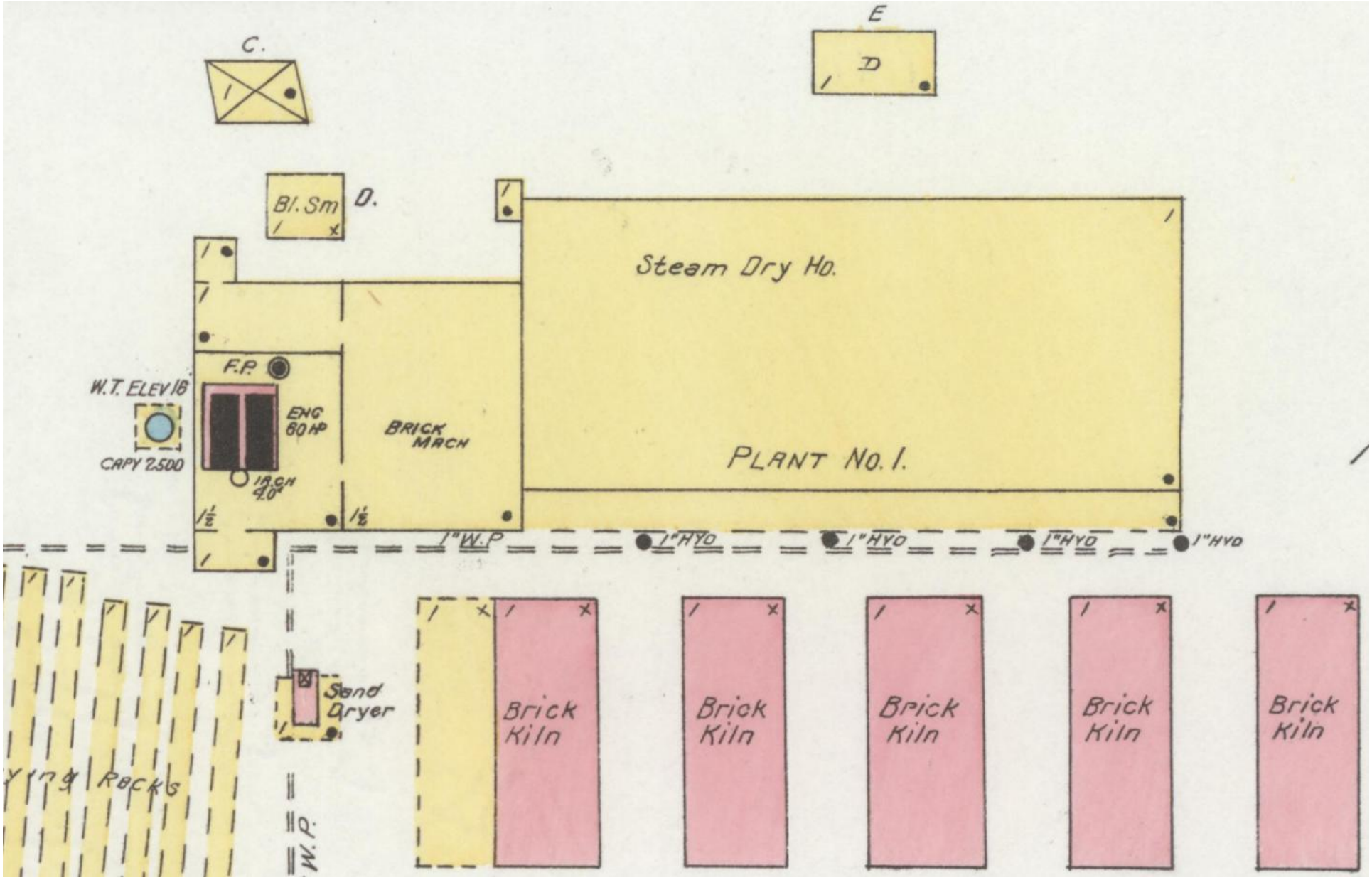
Regrettably, the author has not located any images of this facility.



Map 6. April 1903. "Adams Bro's – Paynes Co. Brick Works," with nine "Brick Kiln."[32]



Map 6A. A detail of "Plant No 2." Note the single-story, wood-framed structure occupied by the "Brick Mach.," a boiler with a 30-foot chimney, and "Eng 75 Hp." Also note the office ("Off.") on the right.



Map 6B. A detail of "Plant No. 1." In the largest structure, a single-story, wood-framed building, note "Brick Mach.," a boiler room with 40-foot chimney, "Eng 60 Hp," and "Steam Dry Ho." Also note the outbuildings, which include a "W.T. Elev 16' Capy 2500" presumably gallons, a black smith ("Bl. Sm.") shed, a "Sand Dryer," five "Brick Kiln," and a dwelling.

3. Adams Brothers – Paynes Company Brick Works, 1903 – 1904
Near the location where Tennessee Street would eventually cross the Southern Railway mainline

3 April 1902. Johnson City Comet.

"Brick Plants. The Adam-Bros. Paynes Co. brick plant has been put in operation just west of the city near the Soldiers Home. This company will make brick for the contractors on the government work and all others who desire them."[33]

16 August 1904. Clay Record.

"The Adams – Payne Brick Co., Johnson City, Tenn., has closed its plant on account of the supply of clay giving out. The machinery will be moved to one of the other plants of the company."[34]

4. An Unidentified Facility, Apparently Built after 1920
North of the Southern Railway Mainline and West of Summer Street

Note: Since no facility was depicted in this area by any of the Sanborn Fire Insurance Company maps available through the Library of Congress website, it seems likely that this facility was built after February 1920.

Figure 24. "Southern No. 646" 2-8-0 ("Consolidation") on the Southern Railway mainline, dated 20 February 1948.[35] Note the Summers Hardware building behind the string of freight cars on the Clinchfield mainline on the right. The author has not identified the facility on the left. It is located north of the Southern Railway mainline and, apparently, north of Brush Creek, and west of Summer Street, see figures 25, 26 and 27. Also note the six tank cars ahead of the engine. Finally, note that this facility is not a good match for that which was once occupied by the Southern Lumber Company, see Map 7A.

Figure 24A. A detail.

Figure 25. "Southern No. 5236," 2-10-2 ("Santa Fe") with a freight train, dated 6 May 1948. The facility on the left and behind the train appears to be the same as that in figures 24, 26 and 27. The presence of the creek in the foreground indicates that this unidentified facility was just west of where Brush Creek crossed under the Southern Railway mainline at Summer Street.[36]

Figure 26. "Southern No. 4130" with a passenger train on 6 May 1948.[37] The unidentified facility on the left and behind the train appears to be the same one that is in figures 24, 25 and 27. Apparently, the homes in the left background are along Highland or Summer streets.

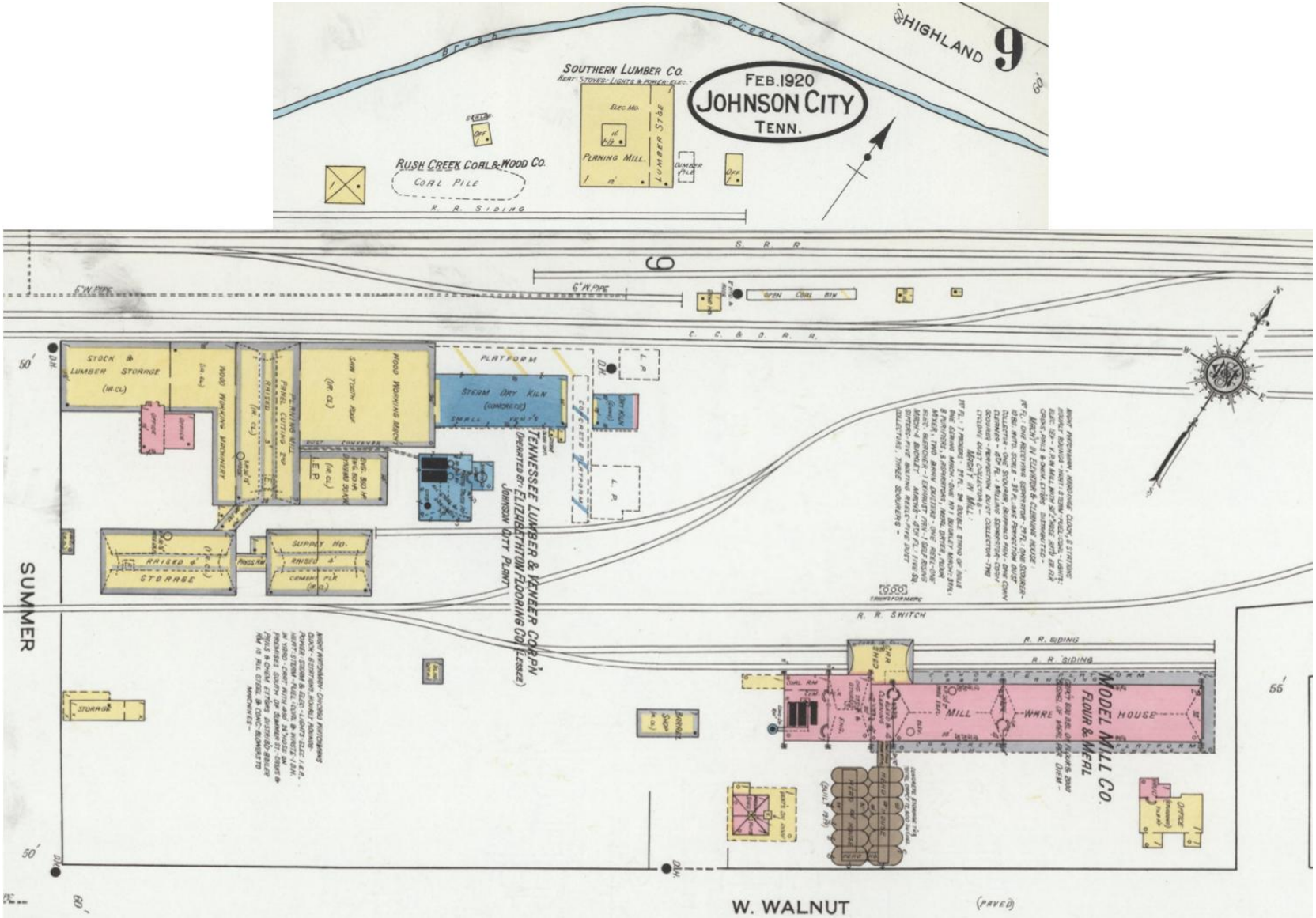
Figure 27. The light-colored building on the left of this photograph appears to be the same one that is depicted on the left of figures 24 and 25. Note what appears to be the Fabrication Division building of the Johnson City Foundry and Machine Works, as well as what appears to be the administration building of the East Tennessee State Normal School in the right background. Also note the houses in the left background, which appear to be typical of those found in the Carter Addition. This geometry appears consistent with this facility lying just north of the Southern Railway mainline and just west of Summer Street.[38]

Figure 27A. A detail. This appears to be the north side of the same building that is depicted on the left of figures 24A and 25.

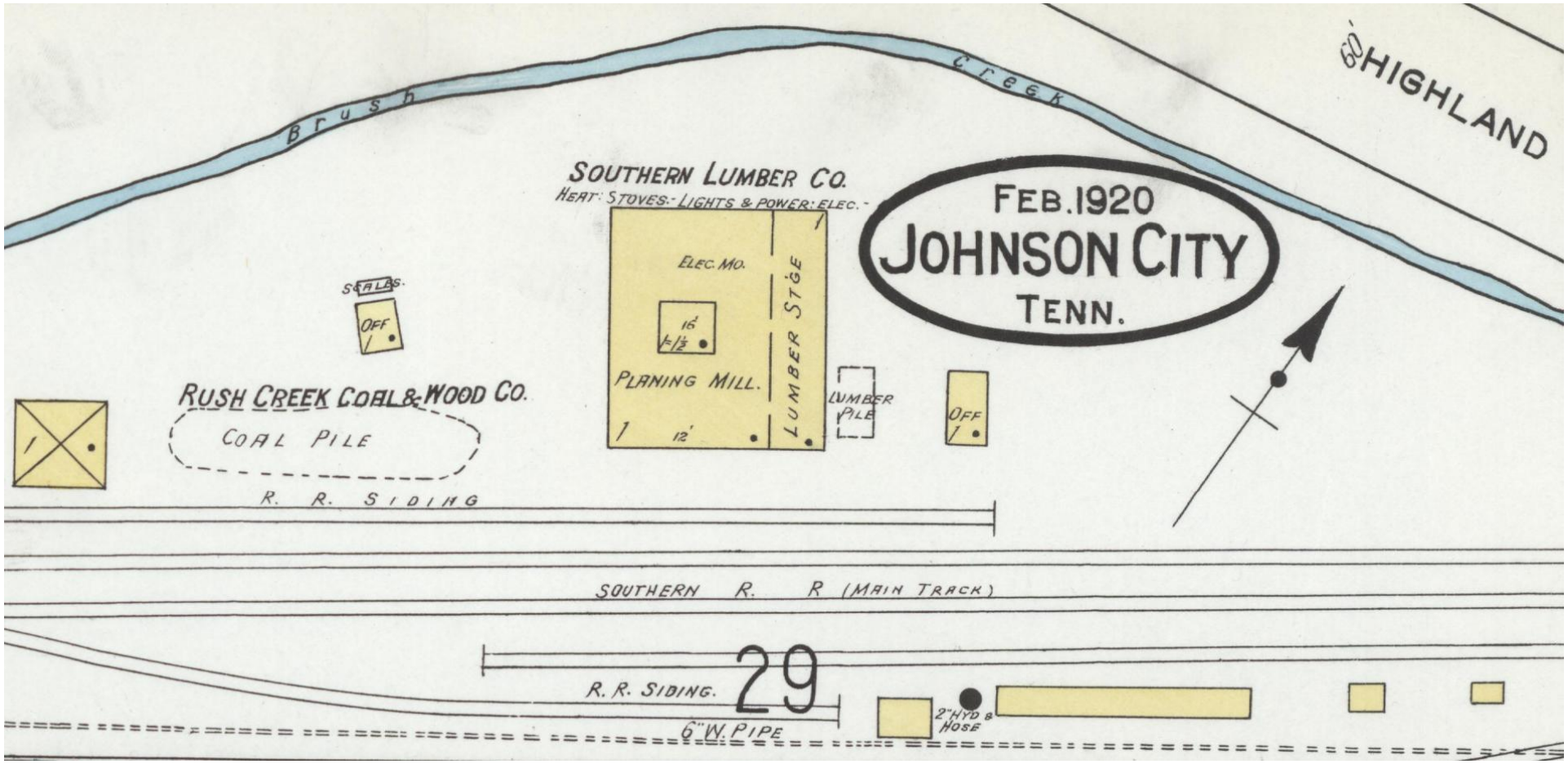
Figure 27B. A detail. Note what appear to be 1920s vintage automobiles. Also note, in the right background, what appears to be the Fabrication Division building of the Johnson City Foundry and Machine Works, as well as what appears to be the administration building of the East Tennessee State Normal School.

5. Rush Creek Coal & Wood Company, by 1920
Southern Lumber Company, 1916 to at least 1938
Along the Southern Railway Mainline Line, Between Summer and Sevier Street

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



Map 7. February 1920. Across the top from left to right, along the north side of the Clinchfield and Southern mainlines: "Rush Creek Coal & Wood Co." and "Southern Lumber Co." Across the bottom from left to right: "Tennessee Lumber & Veneer Corp'n (operated by Elizabethton Flooring Co. Lessee)" and "Model Mill Co. Flour & Meal," for more information on these last two enterprises see: "A Draft Documentary History of Industries along the Railroads through Johnson City, Part 1: Industries along the E.T. & W.N.C. and Clinchfield Railroads, West of Sevier Street, between West Walnut Street and the Barrett Railroad Yard, 1901 – 1946."[39]



Map 7A. February 1920. A detail from left to right, along the north side of the Clinchfield and Southern mainlines: "Rush Creek Coal & Wood Co." and "Southern Lumber Co.," between Summer and Sevier streets. These two facilities were across the mainline from "Tennessee Lumber & Veneer Corp'n (operated by Elizabethton Flooring Co. Lessee)" and "Model Mill Co. Flour & Meal." Regrettably, the author did not locate any additional information on the "Rush Creek Coal & Wood Co." Note that Brush Creek is north of these enterprises on this map.[40]

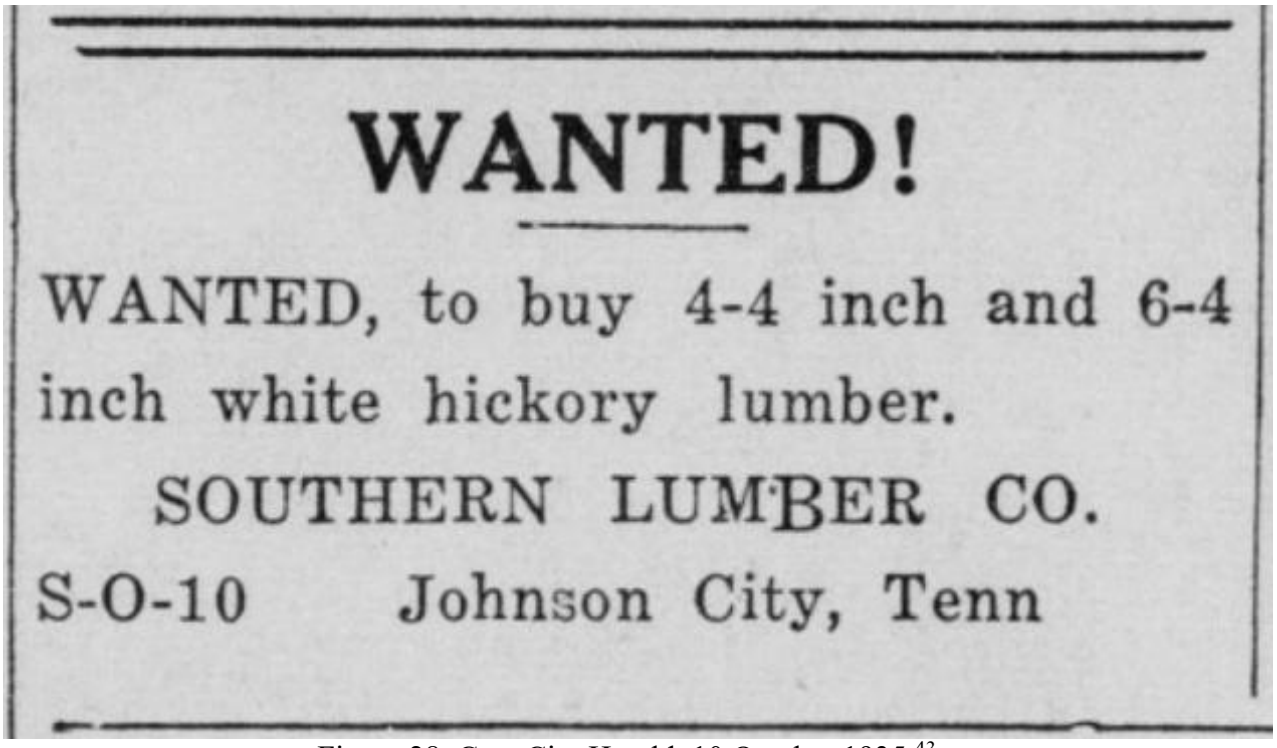
5. Rush Creek Coal & Wood Company, 1920
Southern Lumber Company, 1916 to at least 1938
Along the Southern Railway Mainline Line, Between Summer and Sevier Streets

28 September 1916. The Iron Age.

"The Southern Lumber Company, Johnson City, Tenn., has been incorporated with capital stock of $10,000. E.C. Wallin, E.F. Atell, Will E. Lewis, and others, are incorporators."[41]

15 October 1916. The St. Louis Lumberman.

"Johnson City, Tenn. – The Southern Lumber Co.; capital stock, $10,000. Incorporators – S.C. Miller, J.S. Brown, E.C. Wallin, W.L. Lewis and E.F. Steels."[42]


WANTED!

WANTED, to buy 4-4 inch and 6-4 inch white hickory lumber.

SOUTHERN LUMBER CO.

S-O-10 Johnson City, Tenn

Figure 28. Gate City Herald, 10 October 1935.[43]

1938. Willing-to-Certify Sources of Supply of Hardwood Softwood Lumber and Timber.

"Southern Lumber Co., E.C. Wallin, Treas., Johnson City…"[44]

6. Johnson City Spring & Bedding Company, here 1934 to no later than 1948
Anderson – Webb Wholesale, by 1948 to at least 1953
Along the Southern Railway Mainline, Just West of Sevier Street

Note: This building is tentatively placed here since the facility that appears to its east in several photographs appears to be the Standard Oil Company complex.

Figure 29. "Southern No. 647" 2-8-0 ("Consolidation") pointed toward Johnson City and switching a boxcar and two tank cars (perhaps destined for the Standard Oil Company facility). Note the Anderson-Webb building on right. Also note the hill and homes on the left. The road is apparently Whitney Street. This photograph was dated 6 May 1948.[45]

Figure 30. "Clinchfield Engine 151" pulling a passenger train toward Johnson City.[46] Engine #151, a Baldwin 4-6-2 Pacific, was built in June 1910, with an empty weight of 117½ tons. The Clinchfield employed Pacific type engines in passenger service north of Erwin, Tennessee. This engine was retired on 22 June 1951 and scrapped. Note the "Anderson-Webb" building, this company was a wholesaler of eggs, butter and cheese. It was in business by 1949. Consequently, this photograph appears to date to between 1949 and 1951.

Figure 31. "Train No. 46, the Tennessean. Photographed: at Johnson City, Tenn., June 24, 1950," by Otto C. Perry. The engines are "a pair of Alco DL-107s." This training is heading toward Johnson City.[47]

Figure 32. "Johnson City Spring and Bedding Company," the faintly visible captions along the bottom of this photograph appear to read (from left to right): "From: Hill – Summer" and "1932 Chevrolet Truck." In 1935, the Tennessee Department of Labor reported 7 employees at this enterprise. "Johnson City Bedding was founded in 1934 by the Allison family. They had learned the mattress business working for the Nashville Bedding Company, and moved to Johnson City to start their company. The Allisons created and sustained a growing business one mattress at a time for the next 38 years…" By 1948, this enterprise had relocated. By 1969, this enterprise was located at 2300 West Walnut Street.[48] Note that the windows and doors are different from those in figures 30, 31 and 33.

Figure 33. "Southern No. 646," 2-8-0 ("Consolidation") with a tank car, dated 2 October 1948. Engine 646 is pointed toward Johnson City. Note what appears to be the 100,000-gallon tank of the Standard Oil Company complex behind the engine, as well as what appears to be an office building of that complex. The road on the left of the image appears to be Sevier Street. See Map 11A.[49]

Figure 34. "Clinchfield Railway No. 305" on 17 April 1948. No. 305 is pointed toward Johnson City and was an H-4 class 2-8-0 ("Consolidation"), built by Baldwin in January 1909 (#33140) and sold for scrap 9 August 1953. It appears that the Clinchfield employed their H-4 Consolidations primarily as switcher, helper and local freight engines. Note the Anderson – Webb Wholesale building in the left background and the Southern Pacific boxcar on the right. Note what appears to be one of vertical tanks of the Standard Oil Company complex behind the engine; and, perhaps, two of the horizontal "Iron Oil Tanks" between the engine and the boxcar, see Map 11A.[50]

6. Johnson City Spring & Bedding Company, here 1934 to no later than 1948
Anderson – Webb Wholesale, by 1948 to at least 1953
Along the Southern Railway Mainline, Just West of Sevier Street

Note: This building is tentatively placed here since the facility to its east appears to be the Standard Oil Company complex.

18 October 1934. Johnson City Chronicle.

"Fire Damages Mattress Plant; Match Blamed – Large Stock of Material on Second Floor Heavily damaged – Fire at the Johnson City Spring and Bedding Co., Bowman street, did heavy damage to a large stock of material on the second floor of the building, about 1:30 p.m. Wednesday.

The exact source of the fire was not determined, one workman employed on the floor at the time, stated that he believed a match, possibly inside of a tick or mattress, was ignited, and that the blaze had smouldered for sometime before bursting into flame.

A cleaning and filling machine was damaged slightly. Firemen extinguished the blaze in less than ten minutes, but the water damage to cotton stored in the room was comparatively heavy. Attaches stated that the loss was covered by insurance. Engines Number 2, 3, 4 and the salvage truck answered the alarm."[51]

Note: The author did not locate any more information on the location of "Bowman Street."

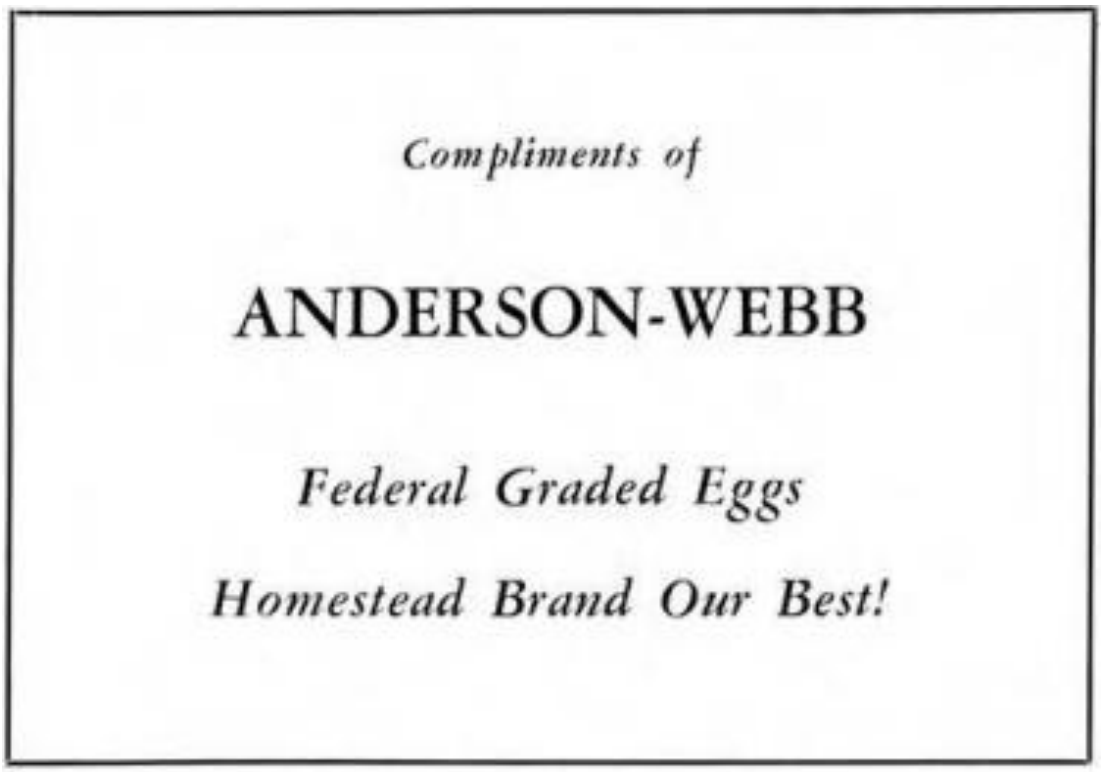
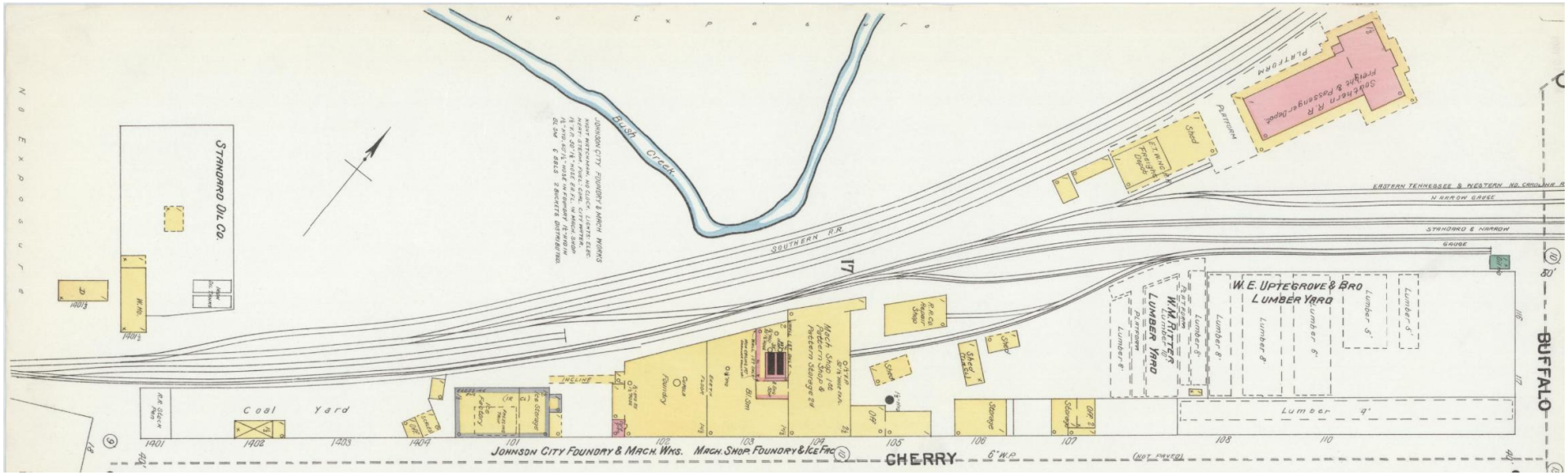


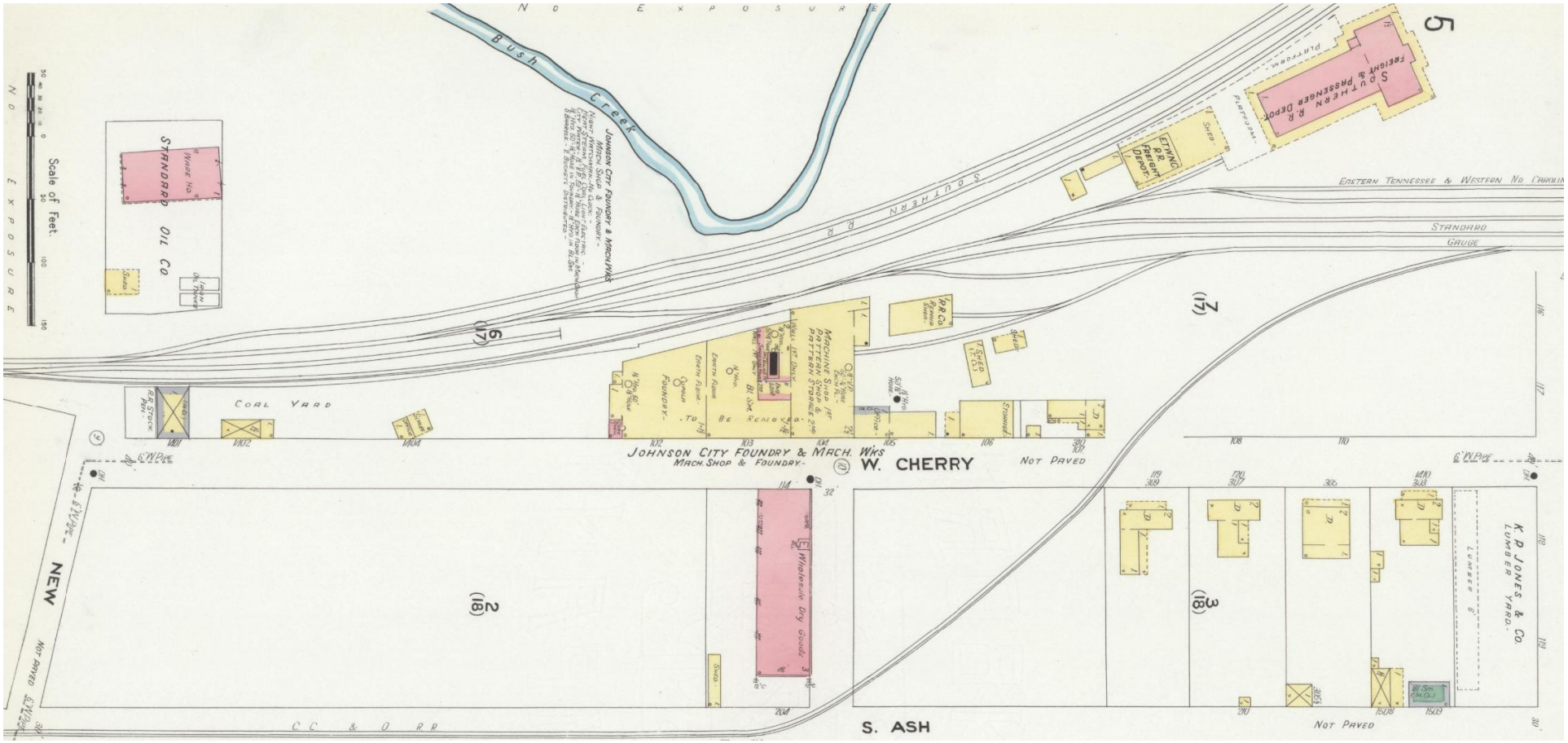
Figure 35. The Buccaneer, 1952.[52]
This advertisement ran until at least 1953.

7. Standard Oil Company, Bulk Distribution Facility, 1898 to at least 1920
Along the Southern Railway Mainline, Just East of Sevier Street

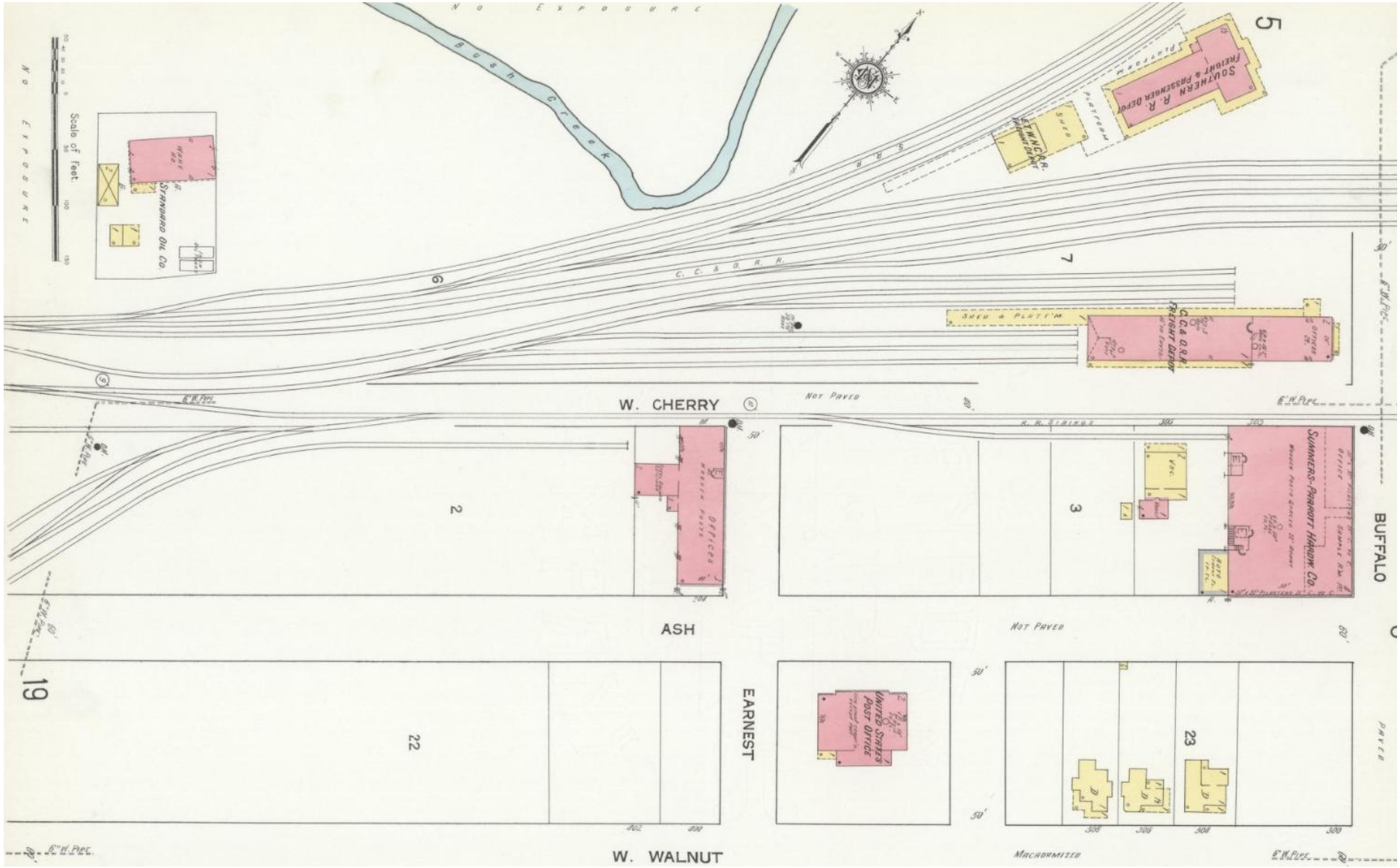
Regrettably, the author has not located any good images of this facility (see figures 33A and 34A).



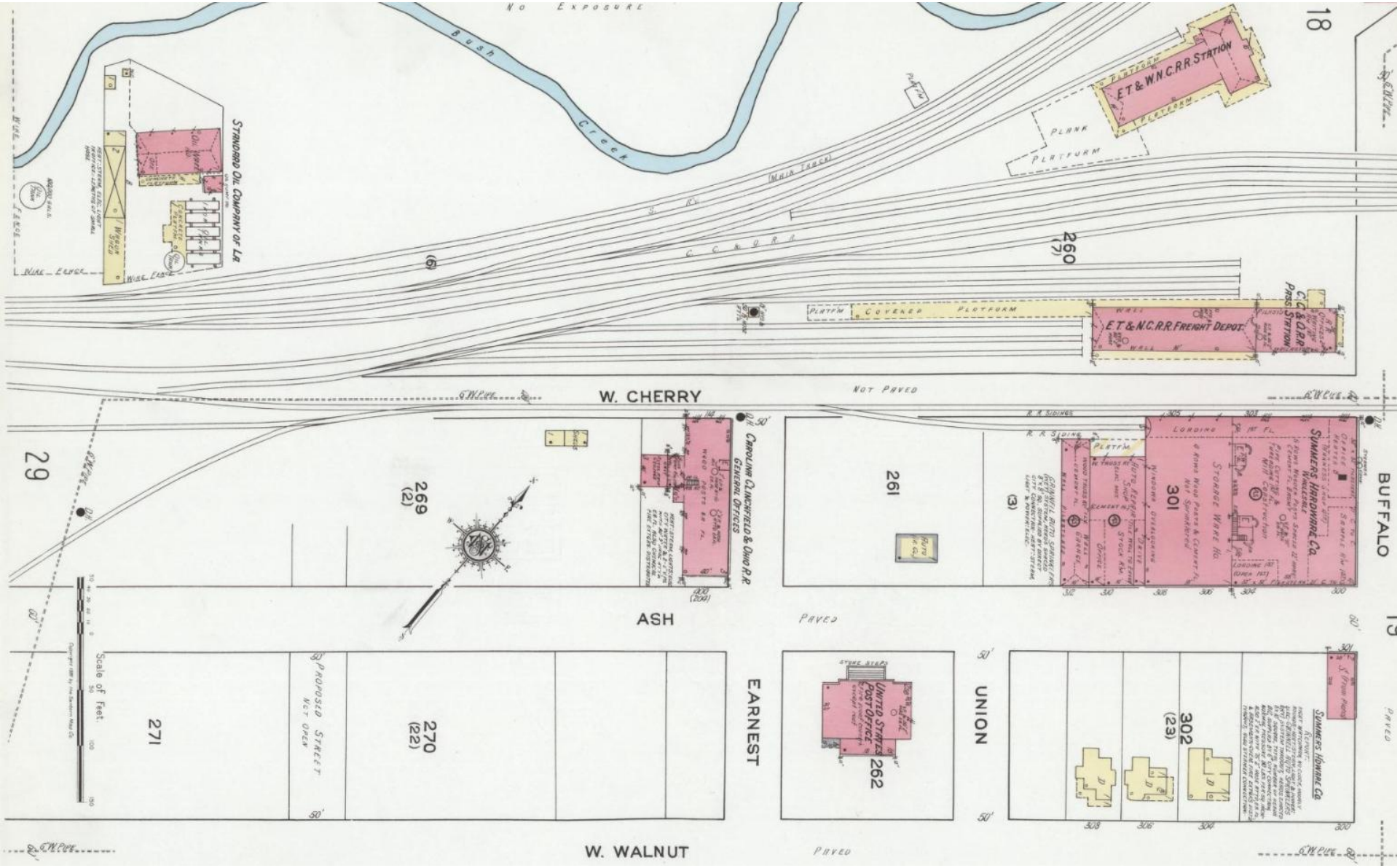
Map 8. April 1903. Note the Standard Oil Company complex on the left. Also note, from left to right along Cherry Street: "R.R. Stock Pen," "Coal Yard," "Ice Factory," "Johnson City Foundry & Mach. Wks.," "W.M. Ritter Lumber Yard," and "W.E. Uptegrove & Bro Lumber Yard." Also note the "E.T.W.N.C. R.R. Freight Depot" and "Southern R.R. Freight & Passenger Depot" in the top right corner.[53]



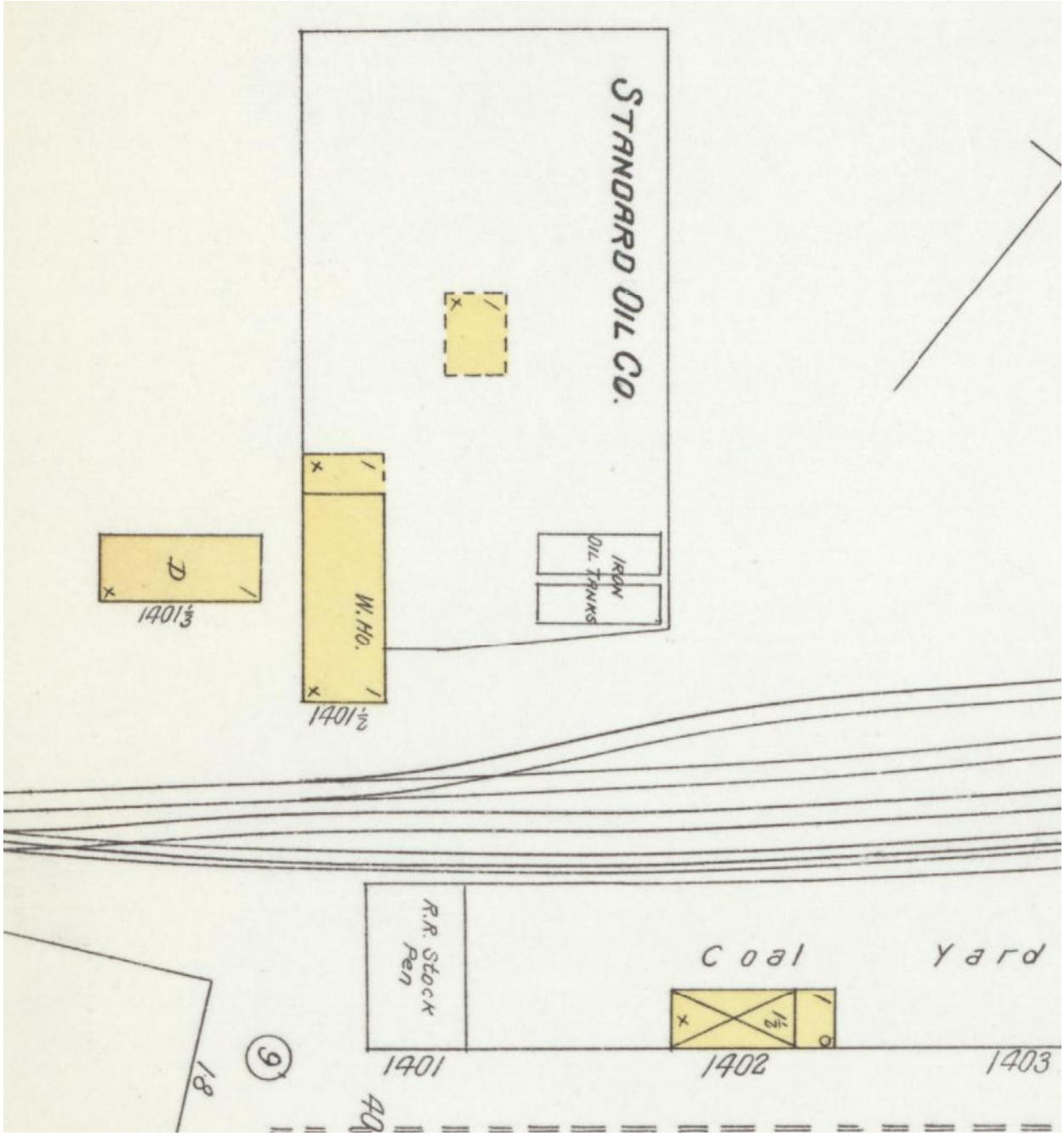
Map 9. December 1908. Note the Standard Oil Company complex on the left. Also note, from left to right along West Cherry Street: "R.R. Stock Pen," "Coal Yard," "Johnson City Foundry & Mach. W'ks." ("To be Removed"), and the brick building of "Love – Thomas" "Wholesale Dry Goods" Company. Also note the "E.T.W.N.C. R.R. Freight Depot" and "Southern R.R. Freight & Passenger Depot" near the top right corner.[54]



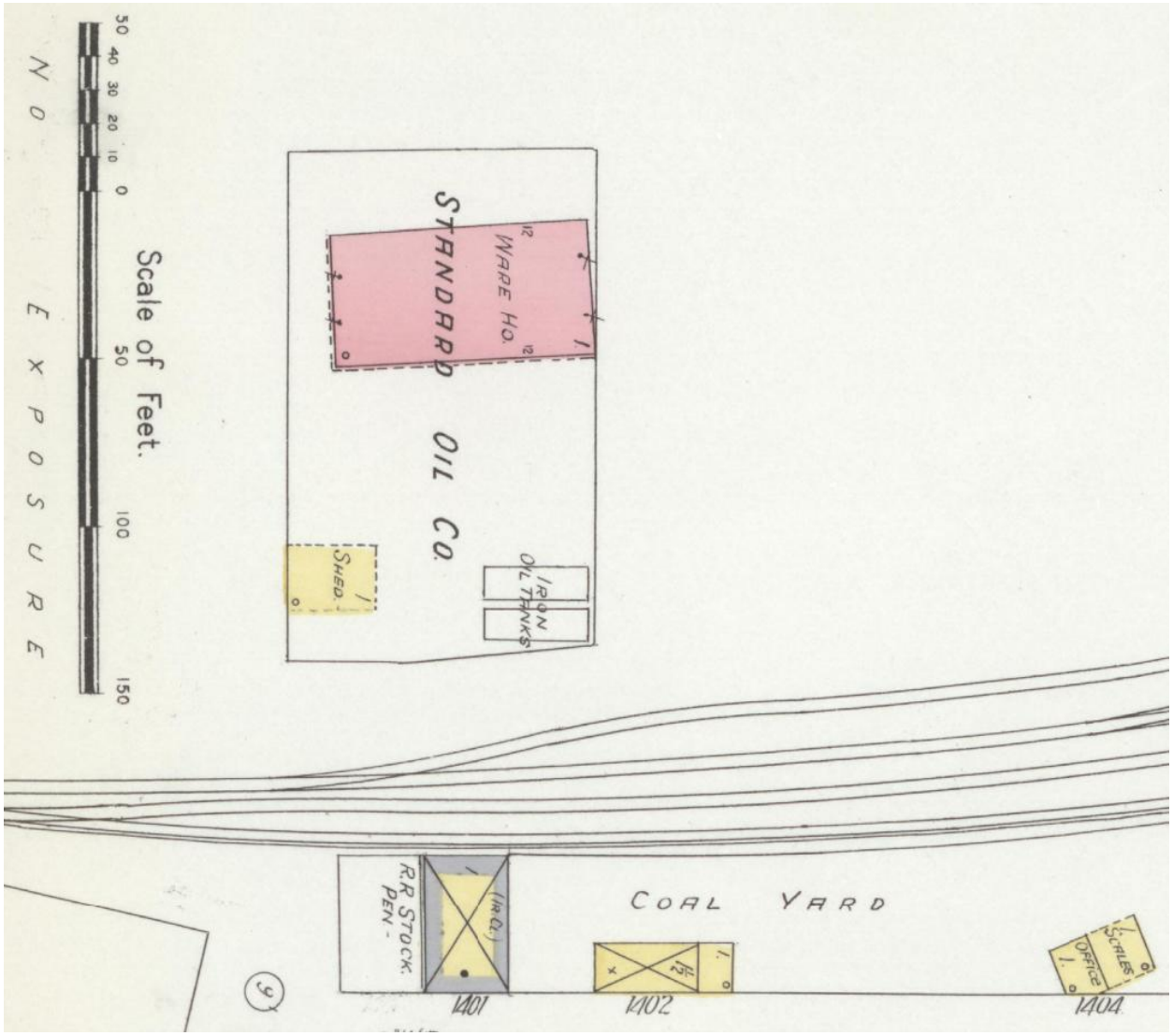
Map 10. July 1913. Note the Standard Oil Company complex on the left. Also note, from left to right along West Cherry Street: the brick "Offices" building (previously occupied by the "Love – Thomas Wholesale Dry Goods Company"), the brick "Summers – Parrott Hardw. Co." building, and the "C.C. & O. R.R. Freight Depot." Also note the "E.T.W.N.C. R.R. Freight Depot" and "Southern R.R. Freight & Passenger Depot" near the top right corner, as well as the "new" brick United States Post Office on the southeast corner of Ash and Earnest streets.[55]



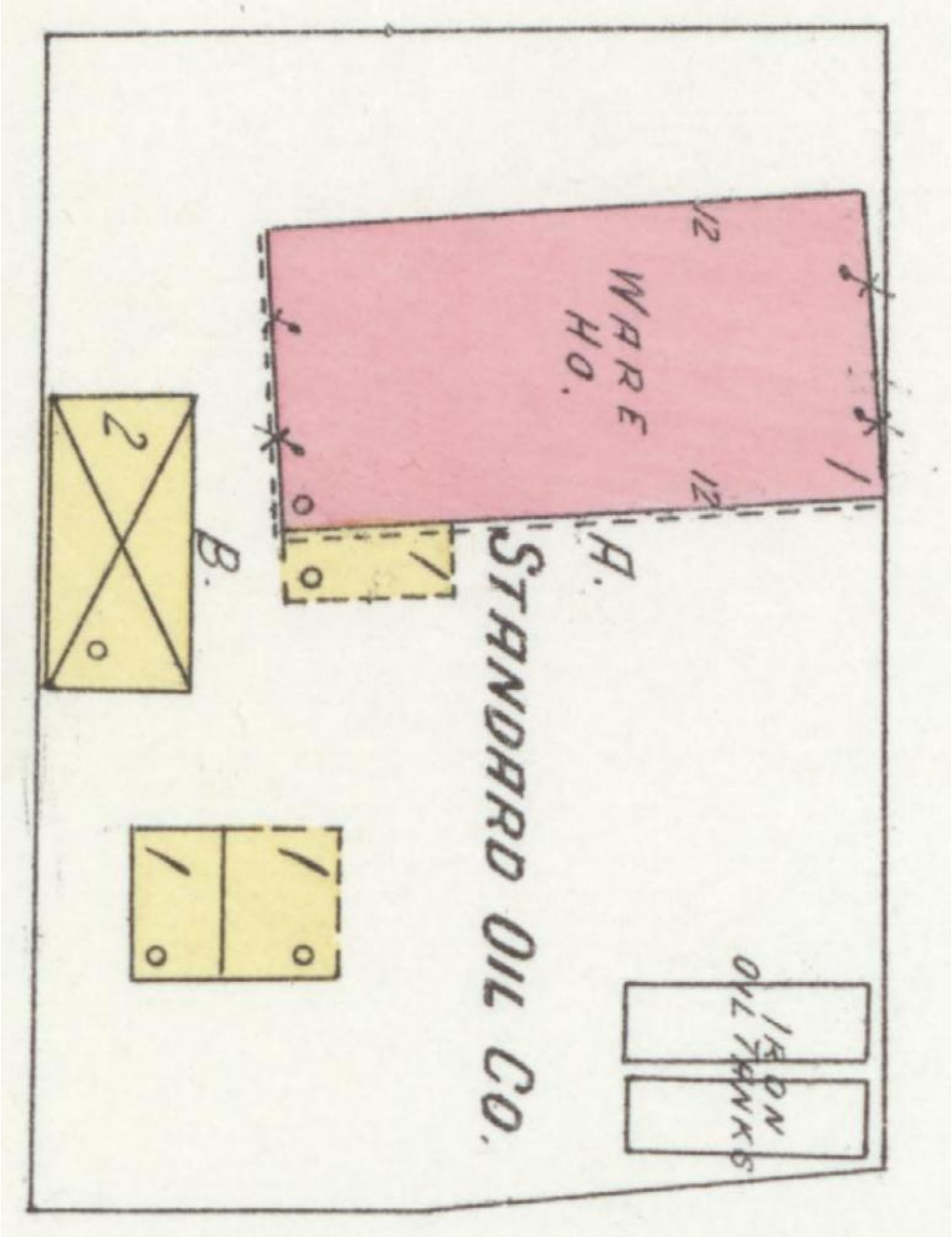
Map 11. February 1920. Note the Standard Oil Company complex on the left. Also note, from left to right along West Cherry Street: the brick "Carolina, Clinchfield & Ohio R.R. General Offices," the brick "Summers Hardware Co." building, and the brick "C.C. & O. R.R. Pass. Station"/"E.T. & W.N.C. R.R. Freight Depot." Also note the "E.T.W.N.C. R.R. Station" near the top right corner, as well as the brick United States Post Office on the southeast corner of Ash and Earnest streets.[56]



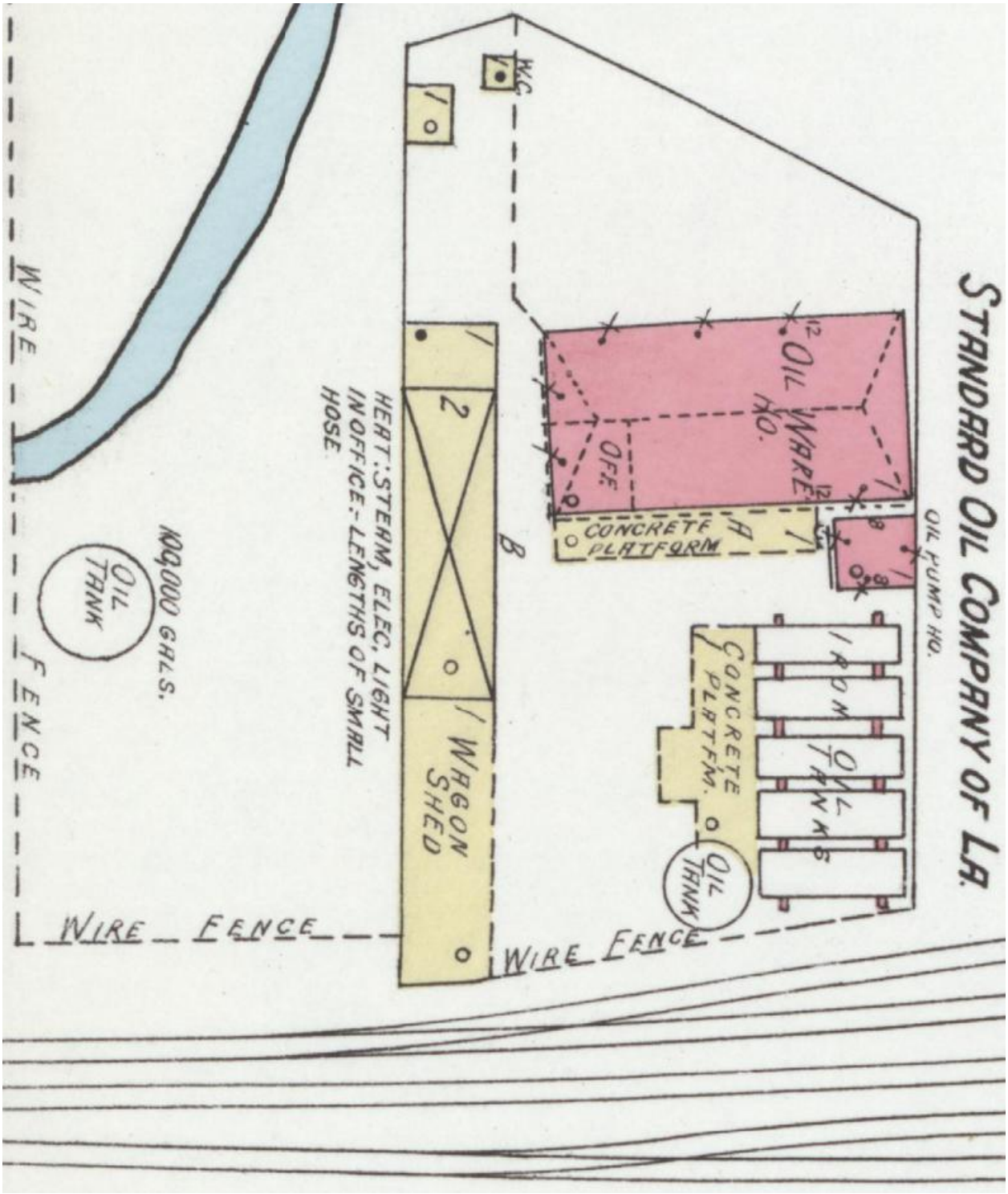
Map 8A. A detail of the Standard Oil Company complex along the Southern Railway mainline, just east of Sevier Street in April 1903. On 5 May 1898, the Johnson City Comet included: "The Standard Oil company has purchased of N.C. Love a lot 90 x 125 feet on which they will locate a 'Bulk Station.' Work will begin on this plant within the next ten days. Two large tanks with a [total?] capacity of fifteen thousand gallons will be used… They will also carry in stock machine oil of all kinds, candles, axle grease, etc. Mr. W.A. Hunter, who has been with the Standard Oil company for several years, is to be manager…" On 4 August 1898, the Johnson City Comet included: "Oil Tanks Put In…" Within the fenced compound note: a one-story, wood-framed "W. Ho.," and two horizontal "Iron Oil Tanks" (1500-gallon total (?) capacity). Also note the "R.R. Stock Pen," as well as the "Coal Yard" of the Home Ice and Coal Company along the bottom of the map.



Map 9A. A detail of the Standard Oil Company complex along the Southern Railway mainline, just east of Sevier Street in December 1908. Within the fenced compound note: a one-story brick "Ware Ho.," a one-story, wood-framed "Shed," and two horizontal "Iron Oil Tanks" (probably still with a (total?) capacity of fifteen thousand gallons. Also note that the warehouse and dwelling, depicted on Map 8A from 1903, were destroyed by a fire in January 1908. Finally, note the "R.R. Stock Pen" and "Coal Yard" along the bottom of the map.



Map 10A. A detail of the Standard Oil Company complex along the Southern Railway mainline, just east of Sevier Street in July 1913. Within the fenced compound note: a one-story brick "Ware Ho.," a two-story, wood-framed building with a basement, another one-story, wood-framed building (with no function identified for it), and two horizontal "Iron Oil Tanks" (still 1500-gallon (total?) capacity?).



Map 11A. A detail of the "Standard Oil Company of La." complex along the Southern Railway mainline, just east of Sevier Street in February 1920. Within the fenced compound note: a one-story brick "Ware Ho.," a one-story brick "Oil Pump Ho.," a two-story, wood-framed building with a basement (with a one-story, wood-framed "Wagon Shed" extended toward the Southern Railway mainline, five horizontal "Iron Oil Tanks" beside a "Concrete Platform," and two vertical "Oil Tank" (one with a capacity of "100,000 Gals.").

Figure 36. "Southern No. 5241," 2-10-2 ("Santa Fe"), heading away from Johnson City. This photograph was dated 17 April 1948.[57] Note the Summers Hardware building in the left background. The Love – Thomas Building appears to be visible between the Summers Hardware building and the rear of the tender. The fenced compound on the left appears to be part of the Standard Oil Company complex (assuming it was still present in 1948, note the two tank cars on the trackage adjacent to the fenced area), see figures 33A and 34A. The road in the foreground appears to be Sevier Street. Regrettably, the author has not identified the two buildings behind the railroad signals to the right of the locomotive.

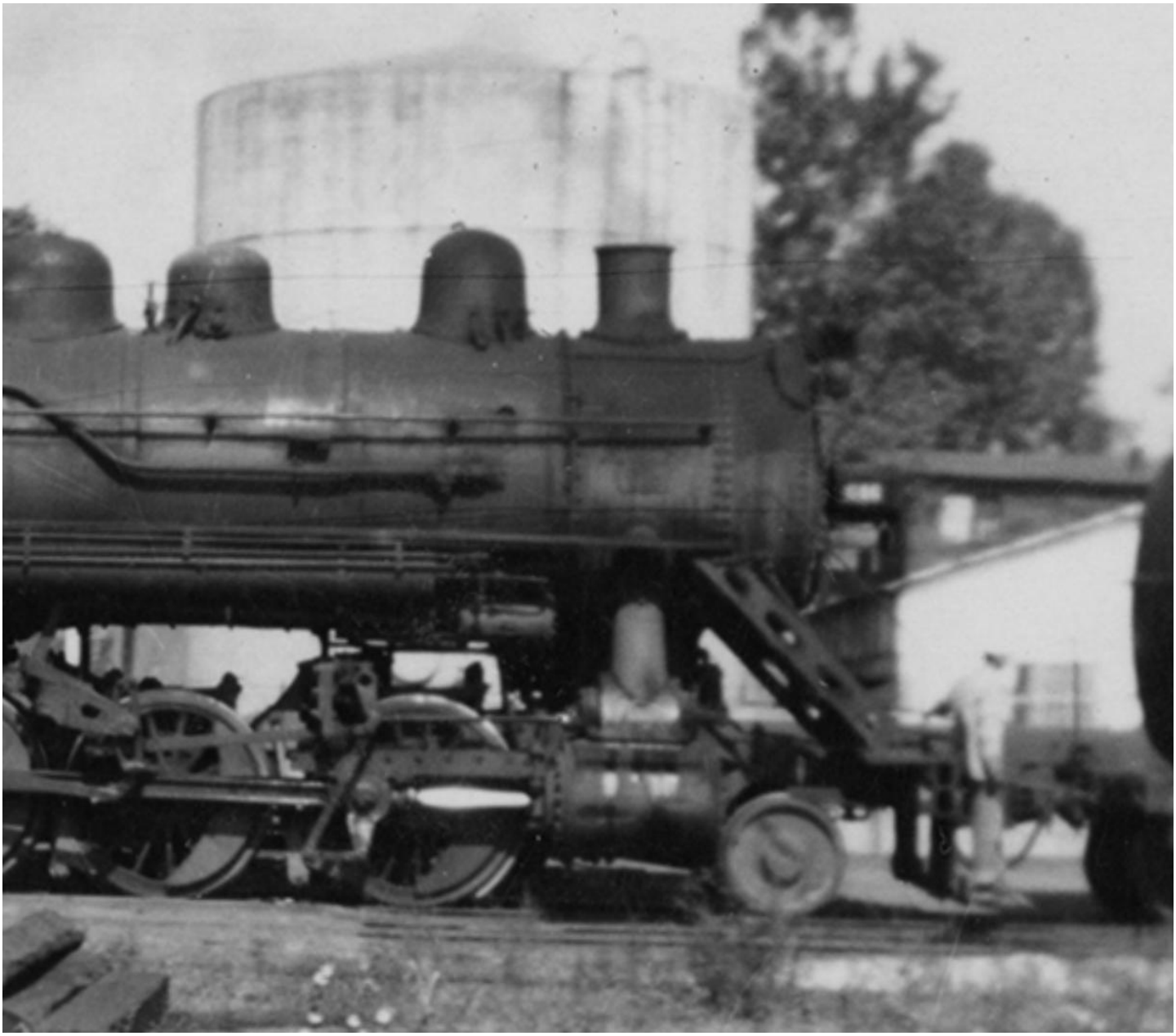


Figure 33A A detail of "Southern No. 646," 2-8-0 ("Consolidation") with a tank car, dated 2 October 1948. Engine 646 is pointed toward Johnson City. Note what appears to be the 100,000-gallon tank of the Standard Oil Company complex behind the engine, as well as what appears to be an office building of that complex. See Map 11A. Note that the map and this photograph are separated by 28 years.[58]

Figure 34A. A detail of "Clinchfield Railway No. 305" on 17 April 1948. No. 305 is pointed toward Johnson City. Note what appears to be one of the vertical tanks of the Standard Oil Company complex behind the engine; and, perhaps, two of the horizontal "Iron Oil Tanks" between the engine and the boxcar, see Map 11A. Note that the map and this photograph are separated by 28 years.[59]

7. Standard Oil Company, Bulk Distribution Facility, 1898 to at least 1920
Along the Southern Railway Mainline Line, Just East of Sevier Street

19 April 1894. Johnson City Comet.

"The Standard Oil Company has torn down its old oil house on the East Tennessee road near the foundry and is building a larger one on the same spot."

5 May 1898. Johnson City Comet.

"Lot Purchased by Standard Oil Company. The Standard Oil company has purchased of N.C. Love a lot 90 x 125 feet on which they will locate a 'Bulk Station.' Work will begin on this plant within the next ten days. Two large tanks with a capacity of fifteen thousand gallons will be used. Johnson City will be a distributing point between Bluff City and Rogersville and on the E.T. & W.N.C.R.R. and also the Ohio River and Charleston road. They will also carry in stock machine oil of all kinds, candles, axle grease, etc. Mr. W.A. Hunter, who has been with the Standard Oil company for several years, is to be manager at this point. The Gov. of Tennessee has not yet appointed an inspector but will in a few days. This will be a nice position for some one, and there will doubtless be a number to apply for it."

4 August 1898. Johnson City Comet.

"Oil Tanks Put In. The Standard Oil Company has put in oil tanks at this place and have commenced the delivery of oil to merchants by wagon. The surrounding territory will be supplied from this point instead of Bristol. Jonesboro and Elizabethton will be supplied by wagon delivery. Other points in barrels.

Horace Miller has been appointed Coal Oil Inspector and has entered upon the discharge of his duties."

24 August 1899. Johnson City Comet.

"Standard Oil Co. vs. the Watauga Lighting and Power Co. This suit was brought by the Standard Oil Co. to recover for two barrels of machine oil sold under a guarantee to give satisfaction. Defendant resisted on the ground that the oil was not satisfactory. The case was tried before a Justice of the Peace and appealed to the Law Court by the Standard Oil Co. The appeal was dismissed and the plaintiff taxed with the cost."

4 October 1900. Johnson City Comet.

"The Standard Oil Co., has made a considerable reduction in their selling prices for engine oils on the following well known brands: Eldorado Castor Oil, Eldorado Engine Oil, Atlantic Red Engine Oil, Solar Red Engine oil."

April 1903. The Sanborn Fire Insurance Company map for this "Standard Oil Co." facility depicts a one-story, wood-framed "W. Ho.," and two horizontal "Iron Oil Tanks," within a fenced compound.

2 January 1908. Johnson City Comet.

"Standard Oil Scorched. – The warehouse of the Standard Oil Co., on the Southern railway, was destroyed by fire last Tuesday night and a hundred or more barrels of lubricating oil were consumed besides a number of empties. A dwelling adjoining the property on the west, occupied by the families of Frank Carter and Murray Overstreet, was also destroyed. The fire occurred after midnight and is supposed to have caught from sparks from an engine."

19 March 1908. Johnson City Comet.

"One of the tanks belonging to the Standard Oil Co. sprung a leak Wednesday, oil running into a pond near by. Some one in passing threw a lighted match into the pond, which caused some fire, a whole lot of smoke and more or less excitement, but no damage was done."

4 June 1908. Johnson City Comet.

"The warehouse of H.W. Pardue and T.E. Hurst on the Southern road were submerged and much flour, chop and barrels of sugar dampened. The Arlington hotel was surrounded by water and the Planters had the porch covered. Buffalo street from the depot to the Square carried two feet of water and barrels and ties floated from around the express office out over the track. Almost 500 empty barrels belonging to the Standard Oil Co., passed out to the open sea. The Southern main line and Embreville branch has several wash outs and was damaged about $3,000 but trains were not delayed."

December 1908. The Sanborn Fire Insurance Company map for this "Standard Oil Co." facility depicts a one-story brick "Ware Ho.," a one-story, wood-framed "Shed," and two horizontal "Iron Oil Tanks" (still 1500-gallon (total?) capacity?) within a fenced compound. The one-story, wood-framed warehouse and adjacent dwelling, depicted on Map 8A from 1903, were destroyed by a fire in January 1908.

July 1913. The Sanborn Fire Insurance Company map for this "Standard Oil Co." facility depicts a one-story brick "Ware Ho.," a two-story, wood-framed building with a basement, another one-story, wood-framed building (with no function identified for it), and two horizontal "Iron Oil Tanks" (still 1500-gallon (total?) capacity?) within a fenced compound.

21 September 1916. Johnson City Comet.

"New Coal Yard Near Standard Oil Plant – J.D. Adams, formerly with the Home Ice and Coal company, has opened a coal yard on the Love lot next to the Standard Oil company's plant, known as the J.D. Adams Coal Co."

Regrettably, the author has not located any more information on the J.D. Adams Coal Company.

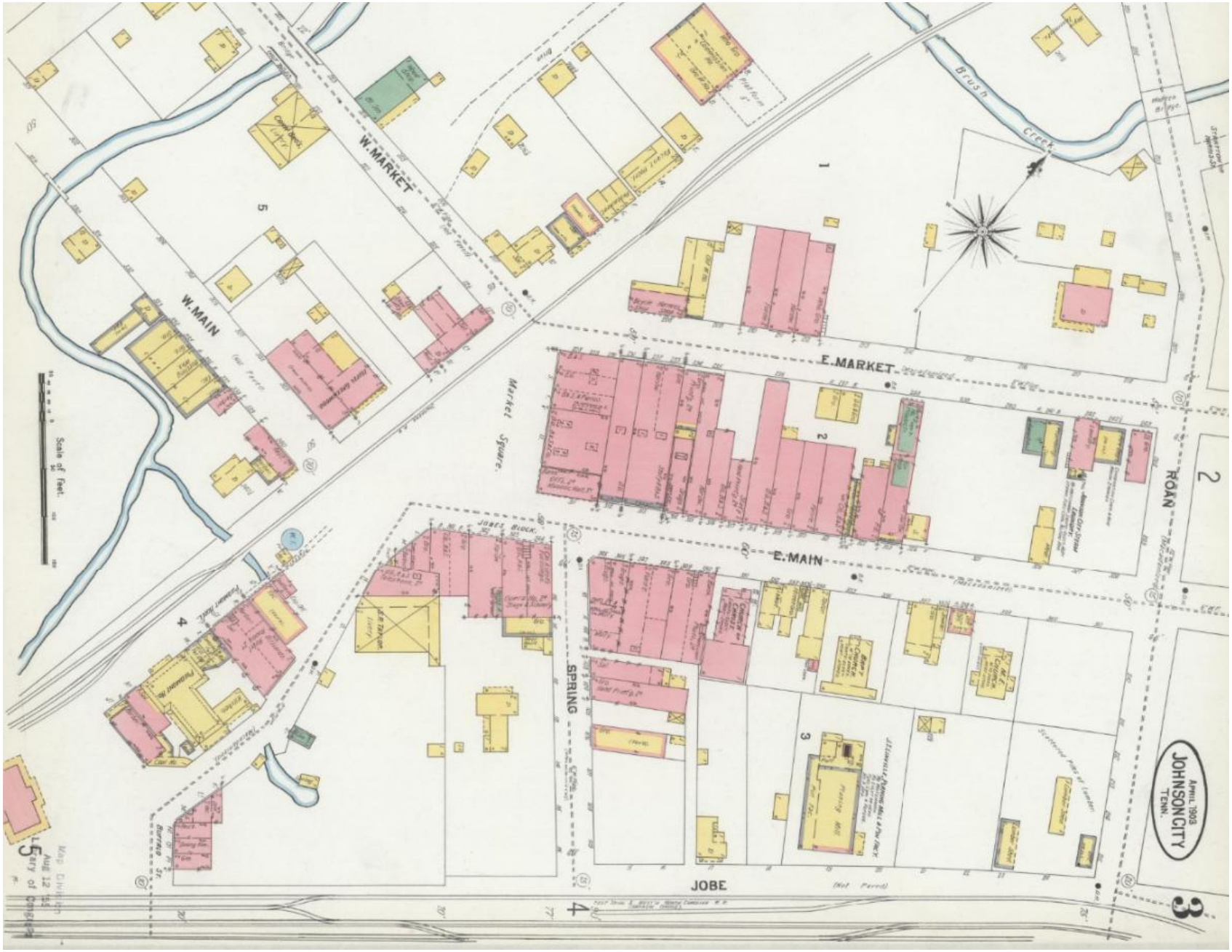
February 1920. The Sanborn Fire Insurance Company map for this "Standard Oil Company of La." facility depicts a one-story brick "Ware Ho.," a one-story brick "Oil Pump Ho.," a two-story, wood-framed building with a basement (with a one-story, wood-framed "Wagon Shed" extended toward the Southern Railway mainline, five horizontal "Iron Oil Tanks" beside a "Concrete Platform," and two vertical "Oil Tank" (one with a capacity of "100,000 Gals."), all within a compound surrounded by a wire fence.

8. A Visual Survey of Downtown Johnson City

8.1. Maps and Aerial Photographs of Downtown Johnson City, 1891 – 2006

Map 12. Downtown Johnson City, January 1891.[60]

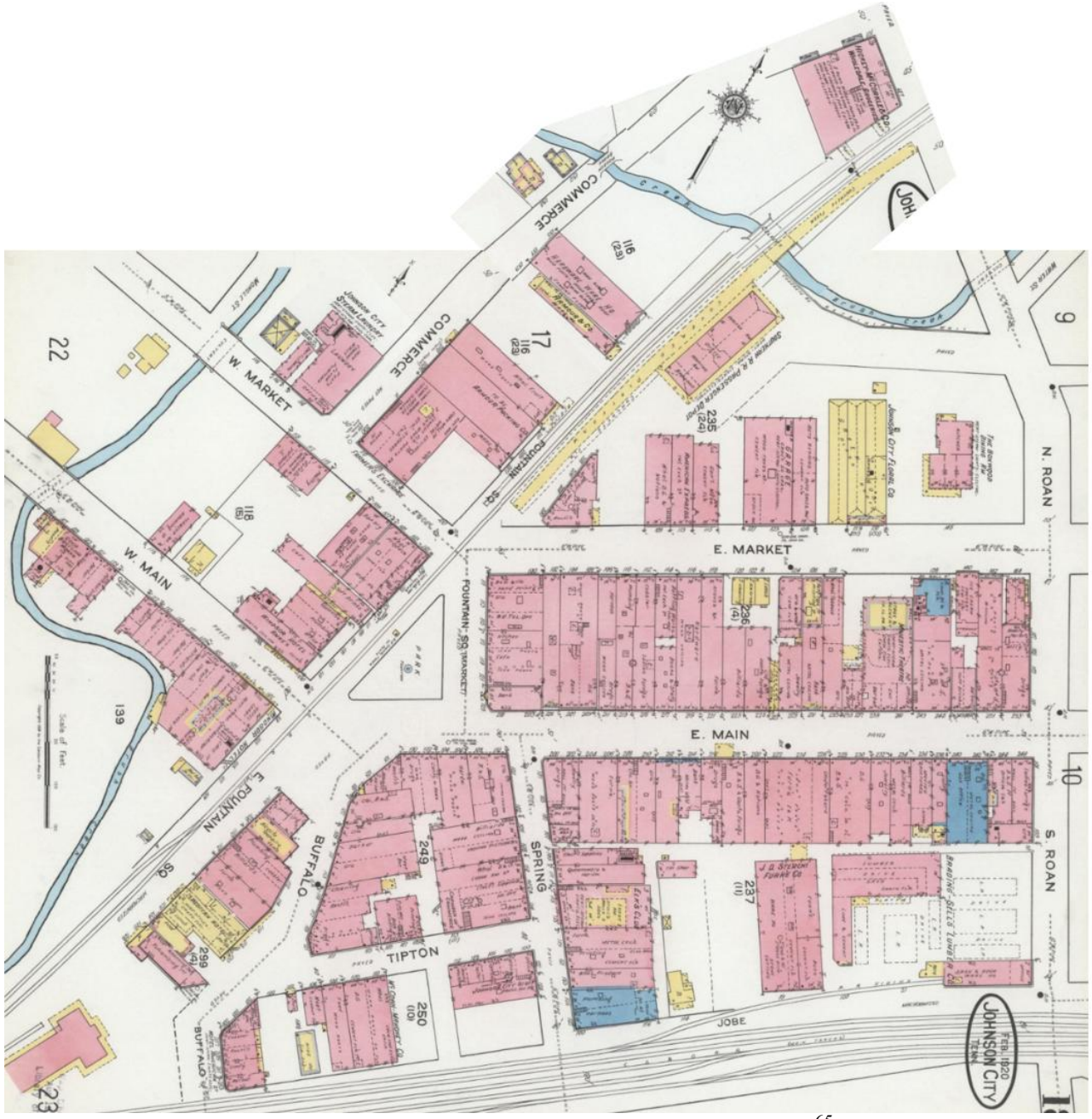
Map 13. Downtown Johnson City, May 1897.[61]



Map 14. Downtown Johnson City, April 1903.[62]

Map 15. Downtown Johnson City, December 1908.[63]

Map 16. Downtown Johnson City, July 1913.[64]



Map 17. Downtown Johnson City, February 1920.[65]

Map 18. Downtown Johnson City, June 1927.[66]

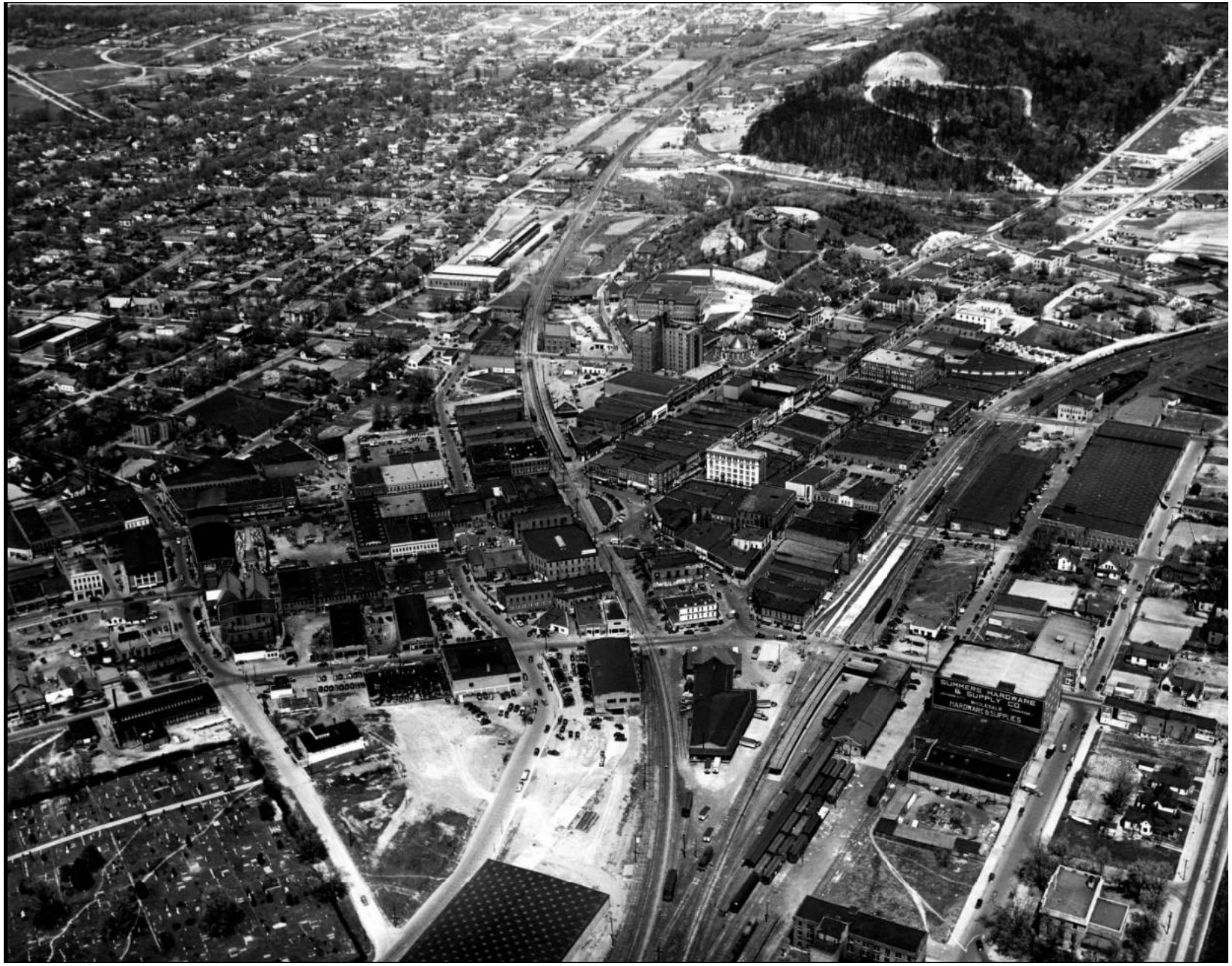


Figure 37. "An aerial view of Johnson City, Tennessee," 19 April 1941, looking north along the Southern Railway mainline through downtown.[67]

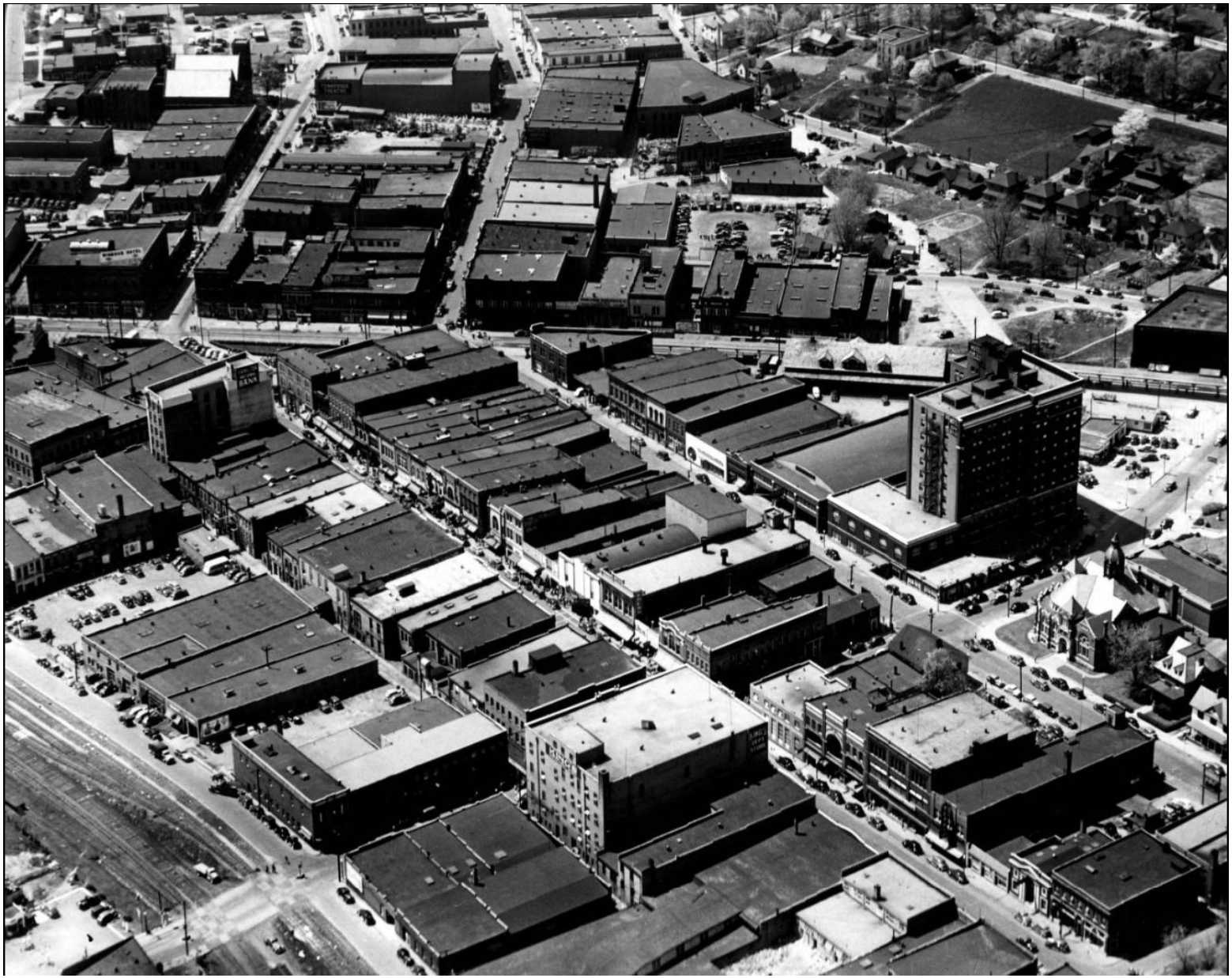


Figure 38. "An aerial view of Johnson City, Tennessee," 19 April 1941, looking west. Note the Southern Railway mainline cutting across the upper portion of this photograph. Also note the Clinchfield and E.T. & W.N.C. dual-gauge yard in the lower left, as well as the John Sevier Hotel on the right.[68]

Figure 39. "An aerial view of Johnson City, Tennessee," 1 March 1947, looking north with the Summers Hardware Building in the left foreground and the John Sevier Hotel visible near the center of the image.[69]

Figure 40. "1958 Aerial Photo – Downtown," looking east, with the John Sevier Hotel is visible toward the top left of this image.[70]

Figure 41. "Downtown Johnson City (Aerial View)," looking east, with the Clinchfield depot and its curved platform on the right. The John Sevier Hotel is visible toward the top left of this image. This photograph was undated but appears to have been taken after that in Figure 40 (which dates to 1958).[71]

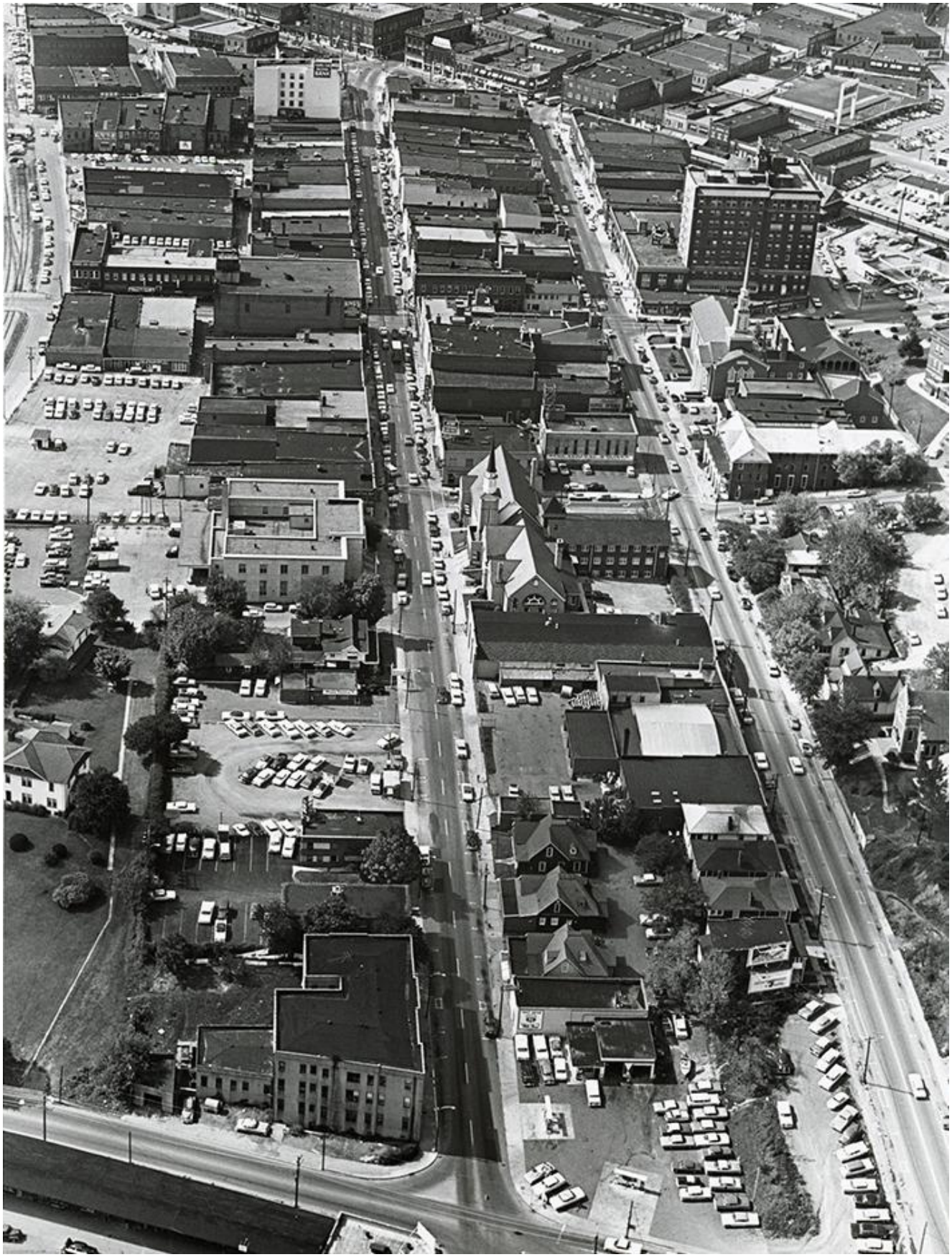


Figure 42. "Aerial View, 'Downtown Johnson City 1960s,'" looking west along East Main Street, with the Hamilton Bank building and the John Sevier Hotel visible near the top the of the image.[72]

Figure 43. A color aerial view of downtown Johnson City, taken by 1966. This view looks east, with the Summers Hardware Building on the right. The John Sevier Hotel and the Science Hill High School are visible toward the top left of this image.[73]

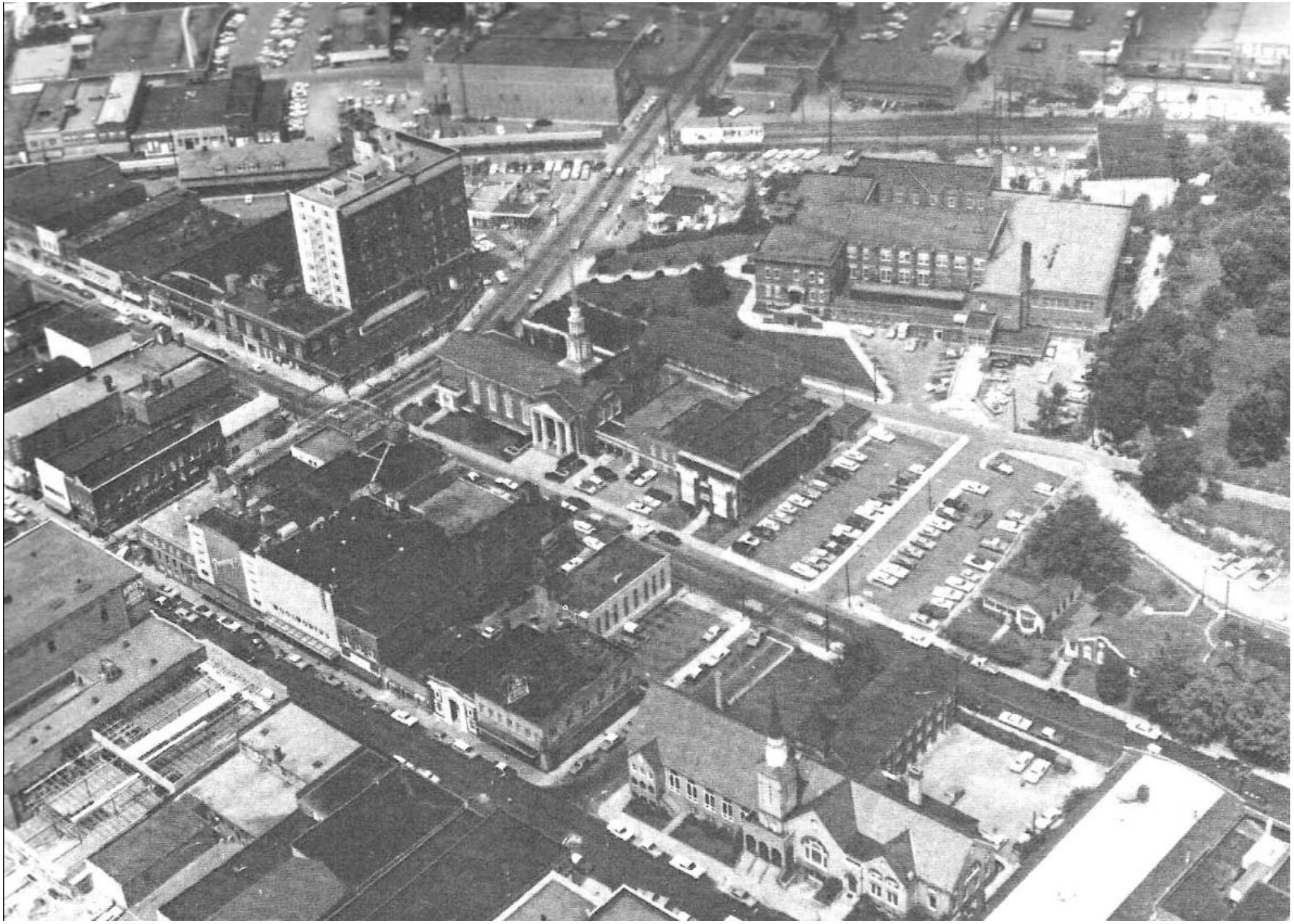


Figure 44. "Downtown Aerial… John Sevier Hotel in left middle of photo." Note the Southern Railway Passenger Depot to the left of the Sevier Hotel.[74] Given the apparent absence of the "Gump/Hackney building" on South Roan Street, this image appears to date to 1966 to 1973, see Figure 43.

Figure 45. "Downtown Johnson City – 2006," looking north with the Summers Hardware Building on the left and the John Sevier Hotel visible near the left center of the image.[75]

8.2. Lamont Street to the Windsor Hotel (West Side of the Southern Railway Mainline)

8.2.1. Young's Warehouse, by 1941 – 2012

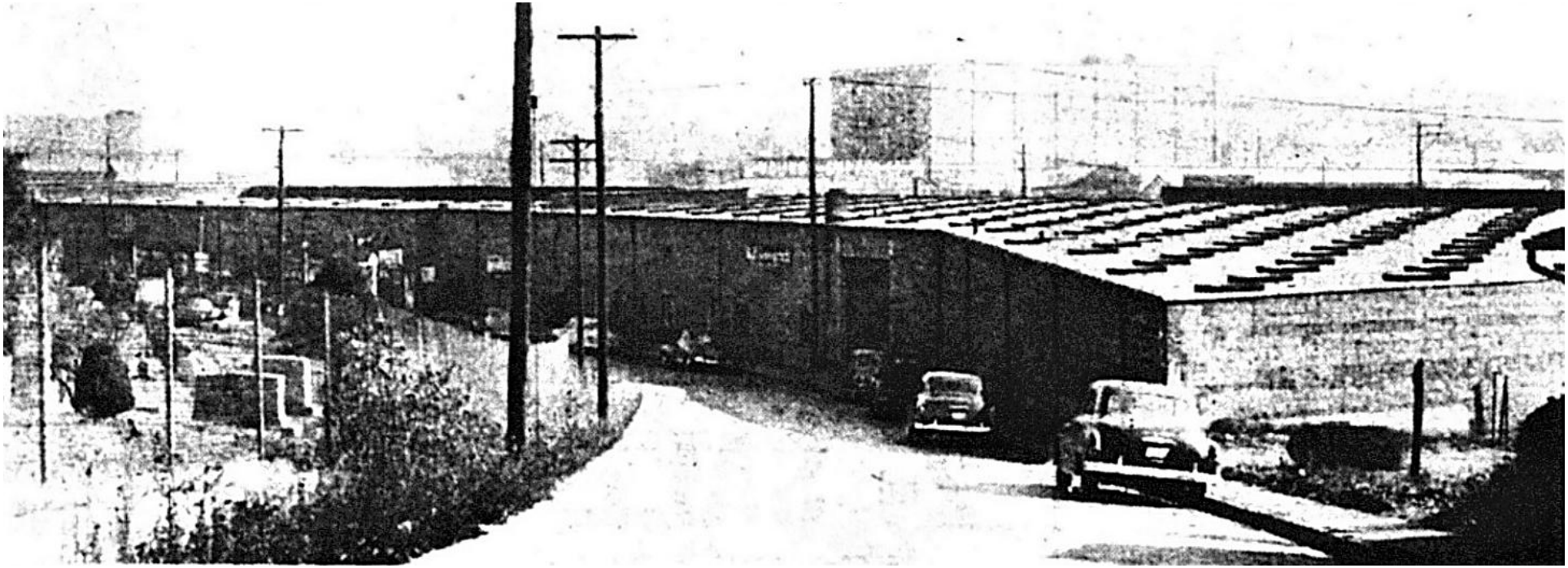


Figure 46. 17 "November 1954 – Young's Warehouse on Lamont Street. This warehouse was located where Founder's Park is now located along Lamont Street. If you were traveling in the direction this picture was taken, you would be coming up on the intersection of Lamont and Wilson where the old Chevrolet Dealership was located on the opposite side of Lamont from the warehouse and the present location of Wild Wing Cafe. During the 50's and early 60's, Roy Faircloth of Faircloth Chevrolet would have Roy Acuff and his Band, Johnny Cash and June Carter to perform free to the public on occasions in this warehouse…" "Young's Warehouse, Lamont St., is the largest warehouse in Johnson City, having 108,836 square feet of floor space. It is managed by Louis Young." The northern portion of this building (at least) was constructed between 1941 and 1947. Note the Oak Hill Cemetery on the left.[76]

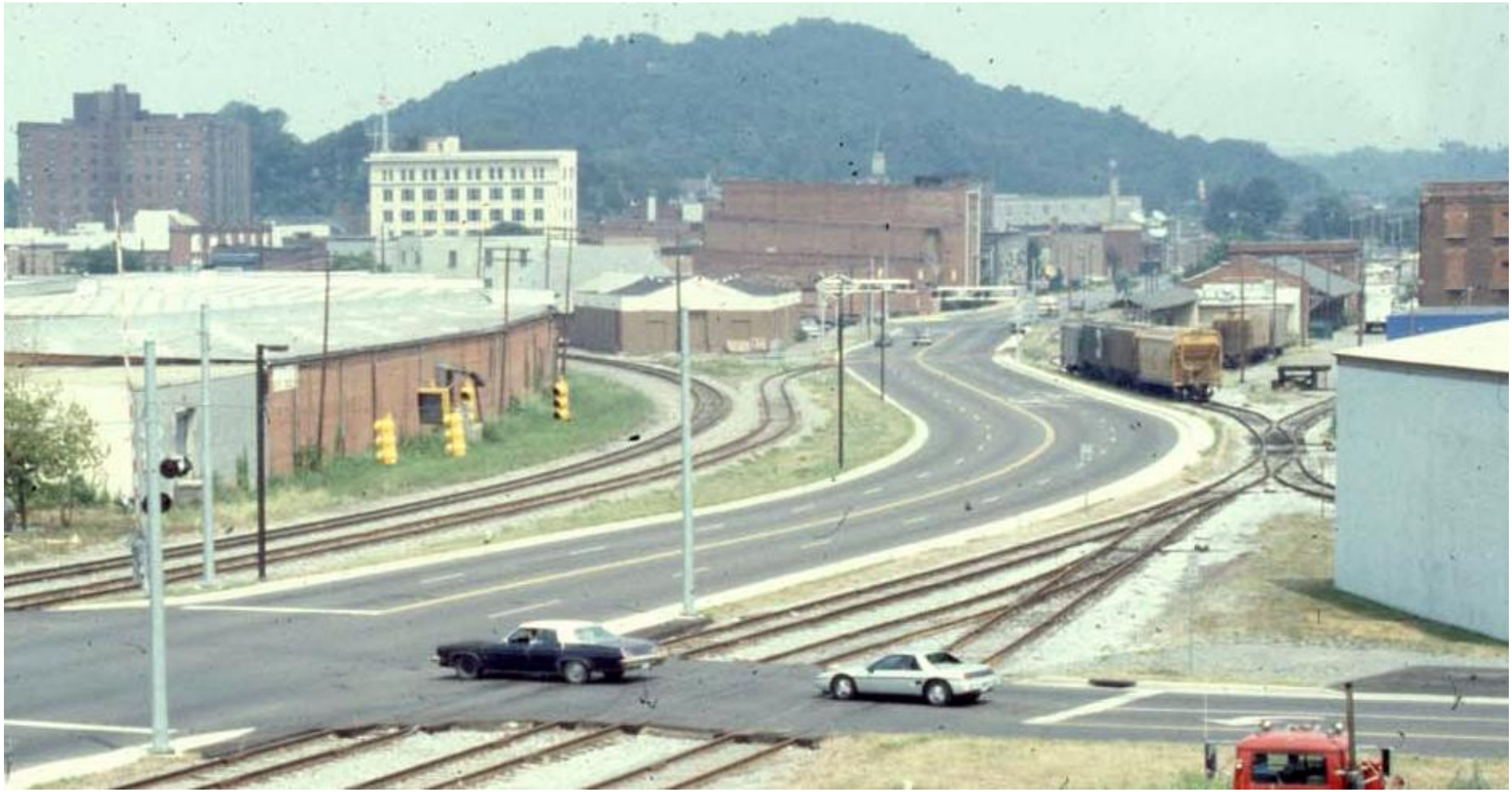


Figure 47. This view looks east across South Commerce Street and along West State of Franklin Road toward downtown Johnson City, apparently in the 1970s. From left to right: "Young's Warehouse;" the E.T. & W.N.C. depot (apparently still occupied by the Free Service Tire Company); the buildings along Tipton Street, once occupied by the Taylor Feed Company store, McCown – Mahoney, and Hannah Brothers; the Clinchfield Depot; and the Love – Thomas Building (partially visible on the right edge). Note the John Sevier Hotel and the white Unaka and City (later Hamilton) National Bank Building in the left background. See Figure 45.[77]

8.2.2. “Chevrolet Sales Company Building,” 1926 – 2012
103 Wilson Avenue

Figure 48. A Google Maps view, across the former Southern Railway mainline, of the east side of the "Chevrolet Sales Company Building" at 103 Wilson Avenue. This image was taken in April 2012; later that month, this building was demolished.

Figure 49. A Google Maps view of the north side of the "Chevrolet Sales Company Building" at 103 Wilson Avenue. Note the "Auto Sales Corporation" sign can be made out along the top of the building. Also note the former E.T. & W.N.C. depot and the Southern Railway mainline in the left background. This image was taken in April 2012; later that month, this building was demolished.

Figure 50. A Google Maps view of the north and west sides of the "Chevrolet Sales Company Building" at 103 Wilson Avenue. Note the "Used Cars" sign along the top of the west side of this building. Also note the Southern Railway crossing signal and track in the left background, as well as a portion of "Young's Warehouse," on the right side of this image. This image was taken in April 2012; later that month, this building was demolished.

8.2.3. Free Service Tire Company Facilities, by 1927 to no later than 2018
100 and 102 Wilson Street

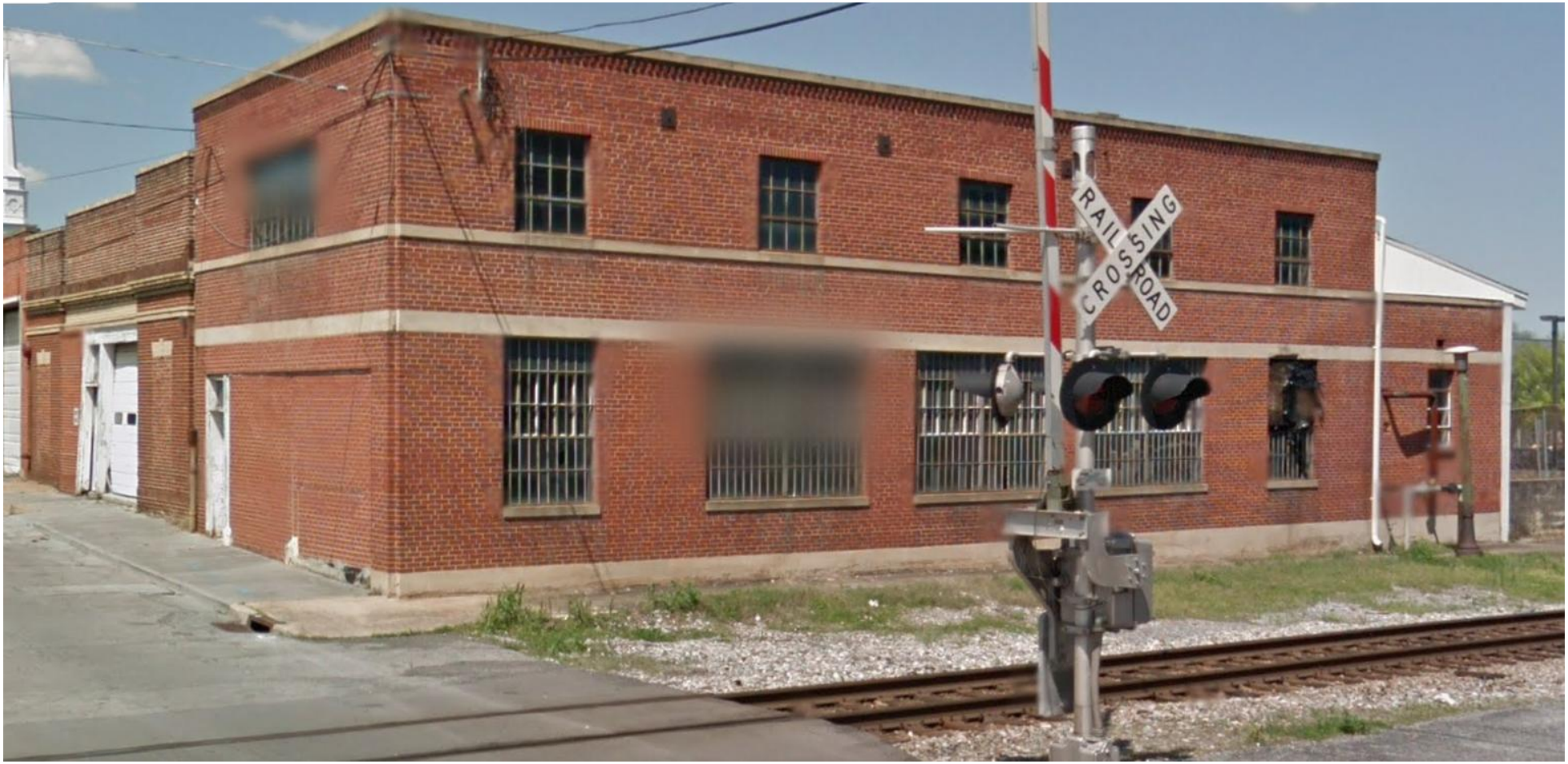


Figure 51. A Google Maps image of the south and east sides of the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 Wilson Avenue from April 2012. To its left, one can see the Free Service Tire Company building at 102 Wilson Avenue. According to the 1927 Sanborn Fire Insurance Company map, the one-story structure on the right housed the boiler room ("Blr Rm") for this facility. These two buildings were demolished by September 2018.

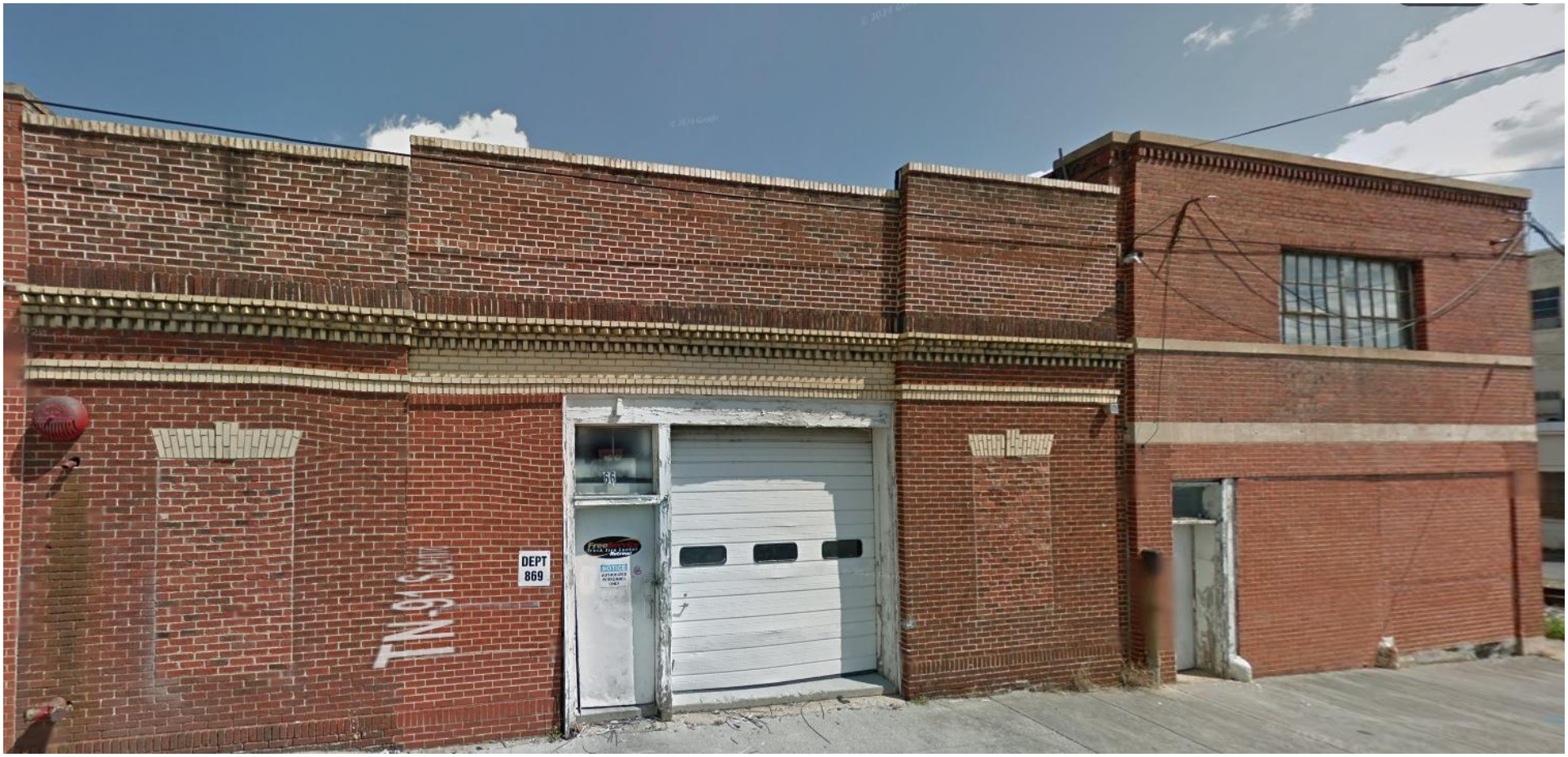


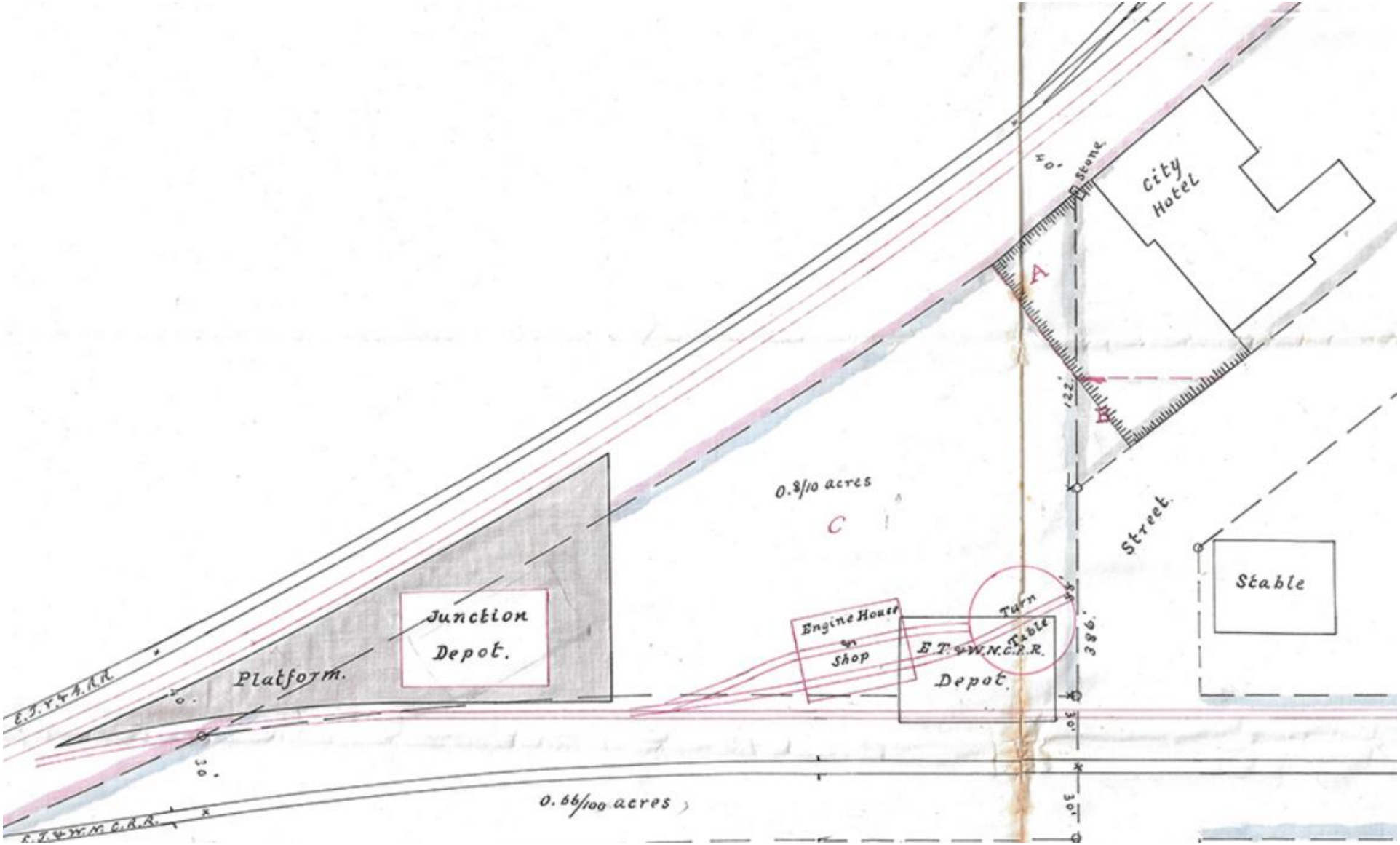
Figure 52. A Google Maps image of the south side of the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 and 102 Wilson Avenue (right to left, respectively), from April 2012. These two buildings were demolished by September 2018. The "TN-91…" on the building at 102 Wilson Avenue is an artefact imposed on the image by Google.

8.2.4. The Windsor Way Block, by 1927 – 1971
106 to 118 Windsor Way

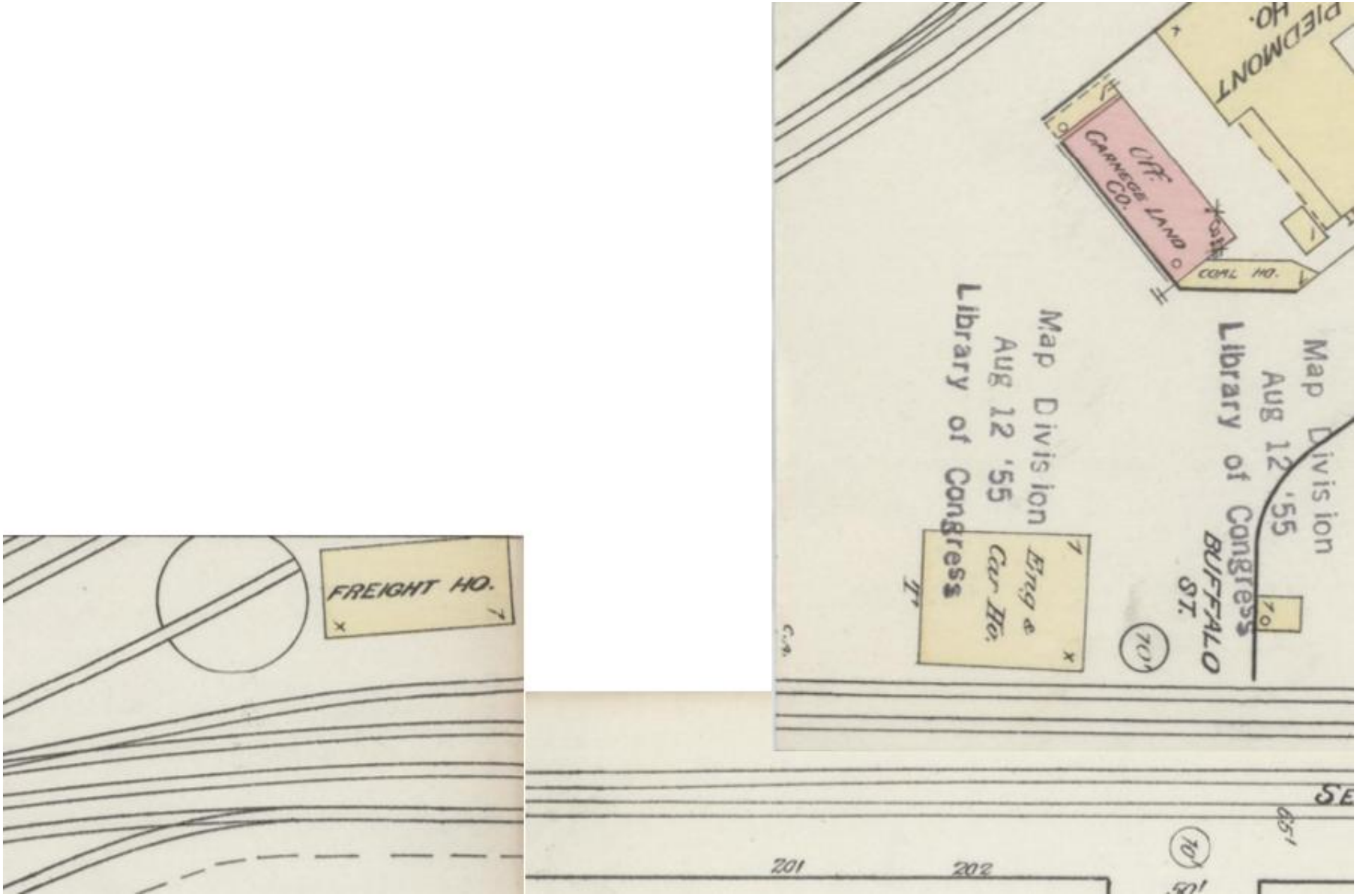
Figure 53. "Hotel Windsor." From left to right: the "Chevrolet Sales Company Building" at 103 Wilson Avenue (interestingly, the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 Wilson Avenue is not visible in this photograph), the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?), and the Fountain Square Furniture Company at 116 Windsor Way (1927 – 1971), the Hotel Windsor (with a sign on top that predates 4 March 1939, see Figure 257), the Fountain Square Statue (removed about 1937), and the Arlington Hotel and its annex (on the right). Consequently, this photograph appears to date to 1927 – 1937.[78]

8.3. Union Station to Market Street (East Side of the Southern Railway Mainline)

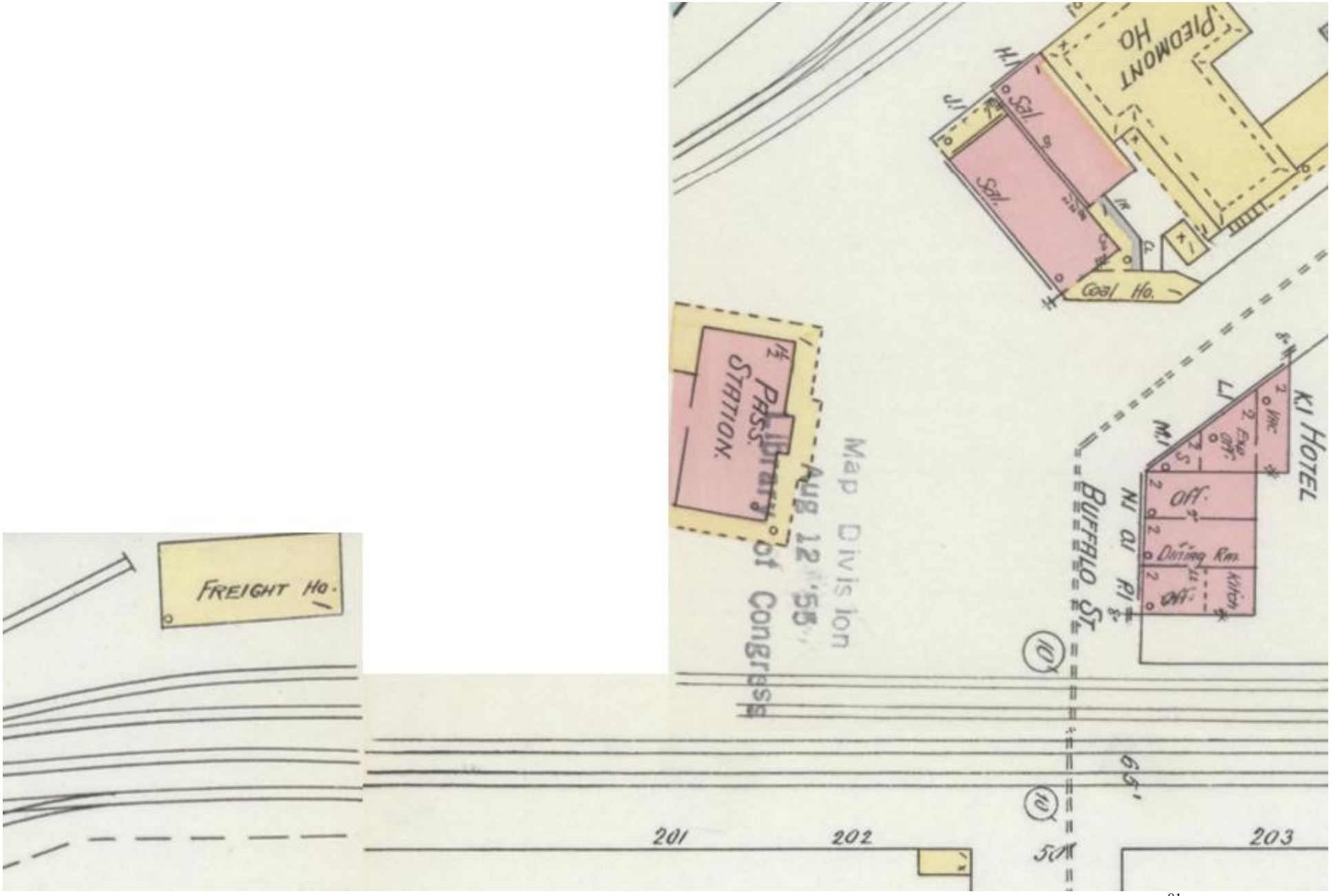
8.3.1. Union Station, 1891 to about 1913
E.T. & W.N.C. Depot, about 1913 to the 1940s



Map 19A. "Engineering Drawings" with proposed changes in red. Historian Johnny Graybeal captioned this image: "This map dates from approximately 1880, and shows the original 1868 locations of the ET&WNC depot in Johnson City… The depot on the right was the true location. The depot/platform on the left was the proposed new location for that structure. The engine house and turntable were only proposed at that time, and weren't built until 1882. The turntable ended up to the left of the new depot, and was used by both the ET&WNC and the ETV&G. Courtesy Susan Henry Collection." See Map 12A below, for the "as built" result.[79]



Map 12A. A composite map depicting the E.T. & W.N.C. turntable, "Freight Ho." and "Eng & Car Ho." in January 1891. The turntable and "Eng & Car Ho." were both removed later in 1891.[80]



Map 13A. A composite map depicting the E.T. & W.N.C. "Freight Ho." and the union "Pass. Station" in May 1897.[81]

Figure 54. A view of the E.T. & W.N.C. depot, looking south from the tracks of the Southern Railway. Note the Grocers' Baking Company building with the sign reading "Honey Krust Bread" on it, on the left side of the photograph, as well as the Clinchfield Depot and the "Summers Hardware & Supply Co." building (this name came into use in 1936), both in the left center of this photograph. Historian Johnny Graybeal captioned this photograph: "Here is the Johnson City depot in its last years as a passenger station. Several buses stop here now daily, but no trains. Note the curved supports for the lower section of the roof. It appears that the brick was painted Pearl Gray and the trim left dark. The vehicles suggest the early fifties. George Allison Collection." Another source captioned this photograph: "1930 View with Buses."[82]

Figure 55. The union depot at Johnson City. This photograph was taken from near the tracks of the E.T.V. & G., looking southwest.[83] Reportedly, this photograph was taken in 1891, however, this is inconsistent with the information depicted on the Sanborn Fire Insurance Company maps, which indicate that it was taken no earlier than 1897 to 1903, based on the location of the freight depot on the right. Apparently, the building on the left edge of this image was at one time the office of the Carnegie Land Company; later, it was occupied by a saloon, followed by a barbershop and the Free Service Tire Company.

Figure 56. The Johnson City union depot, looking south. Note the Clinchfield depot, built in 1909, in the left background. Consequently, it appears that this photograph dates to 1909 or later. "Today, the depot is home to the White Duck Taco Company and Yee-Haw Brewing. (Frank Tannewitz Jr. collection.)."[84]

Figure 57. "Johnson City Depot."[85] The bus is marked "E.T.&W.N.C. Motor Transportation Co." and this photograph appears to include a marginal note that this was Bus #32, which was purchased in May 1933. Also, note the Clinchfield depot and the Summers Hardware building in the left background of the photograph. Historian Johnny Graybeal noted: "the ET&WNC went into the bus business when it formed the ET&WNC Motor Transportation Company in December 1926. The depot became a bus terminal as well as a train station. The following May, the grounds around the depot were paved with concrete."[86] Consequently, it appears that this photograph dates to May 1933 or later.

Figure 58. "1914 – E.T. & W.N.C.R. Station, Johnson City, Tenn."[87] Note the Love – Thomas Building behind the boxcar in the left background. Also note that this building was actually the Johnson City union station until the Southern Railway opened its new passenger station in about 1913.

Figure 59. "Early Johnson City Depot,"[88] looking west. Historian Johnny Graybeal captioned this photograph: "Another photo showing the Johnson City depot as a Southern Railway structure. The city sign on the corner of the building is in the SR style. A passenger train from Bristol is shown here waiting for baggage to be unloaded from the combine while hacks wait to haul passengers to their hotel. APA Collection, Archives of Appalachia, ETSU." Note: the E.T.V. & G. became part of the Southern Railway in 1894; thus, this photograph appears to date to 1894 or later.[89]

Figure 60. "Coaches used are White Parlor Type," by January 1928.[90]

Figure 61. "The Railroad Station in Johnson City is also a Union Highway Terminal," by January 1928. Note the "Chevrolet Sales Company Building" at 103 Wilson Avenue, to the right of the station.[91]

Figure 62. "Clinchfield Engine with ET&WNC Depot in the Background, Johnson City, TN."[92] A southbound passenger train waits at the Clinchfield depot, with what appears to be a 4-6-2 Pacific (P-1 Class) engine at its head. The P-1 Class was retired in 1951. Note the "Plymouth Desoto" sign on the Auto Sales and Services Company Building at 103 Wilson Avenue. Also note that the dual-gauge trackage that remains in place near the E.T. & W.N.C. depot is somewhat overgrown. "In September 1946, the third rail between Johnson City and Elizabethton was removed," thus, this photograph predates 1946.[93]

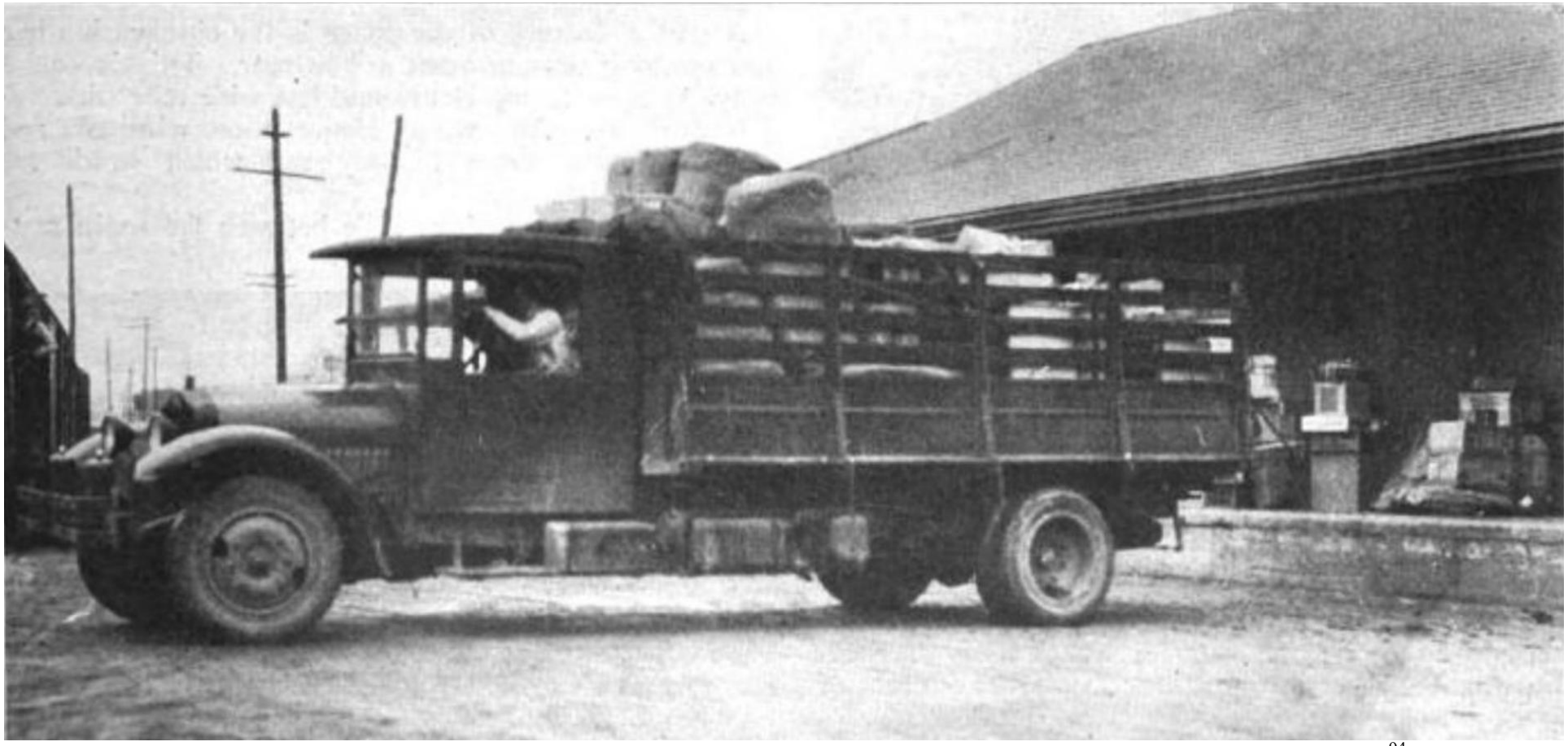


Figure 63. "The Company is entering the Freight Business, Using Truck Bodies on Coach Chassis," by January 1928.[94]

Figure 64. "Engine with two Linville River Railway Coaches at Johnson City; note front of bus at right of photo in front of station." Also note that this photograph is dated 1930.[95] Historian Johnny Graybeal noted: "In November [1927], a basement was excavated under the freight area 18' x 24' x 7', and a hot water and heating system installed. By this time, the Transportation Company was also expanding into the trucking business. The freight portion of the depot was enlarged in December 1927 by the construction of a large brick addition and turned into a shipping point for trucks. A gasoline storage tank was installed to provide fuel for truck and buses, and the concrete paving was expanded even further."[96]

Figure 65. Historian Johnny Graybeal noted that this photo shows "the south side of the ET&WNC passenger depot in [March] 1932. Note that a large addition has been added to the building since the Valuation shot of 1916. The wooden platforms have been removed and replaced with concrete… Buses now park in front of the building, even as a SR passenger train stops to drop off express and perhaps passengers… ICC Valuation Update photos, National Archives, College Park, MD." Note the "R (?) N" on the "Chevrolet Sales Company Building," to the right of the E.T. & W.N.C. depot, at 103 Wilson Avenue. The author does not have a reasonable guess at what the whole sign might read. It appears that this building was occupied by either the Chevrolet Sales Company (1926 to no later than 1932) or the Automobile/Auto Sales and Service Company/Corporation (by 1932 to at least 1954) at the time this photograph. Note that it appears that the trolley track is still in place. Also note the "Western Union" sign by the depot.[97]

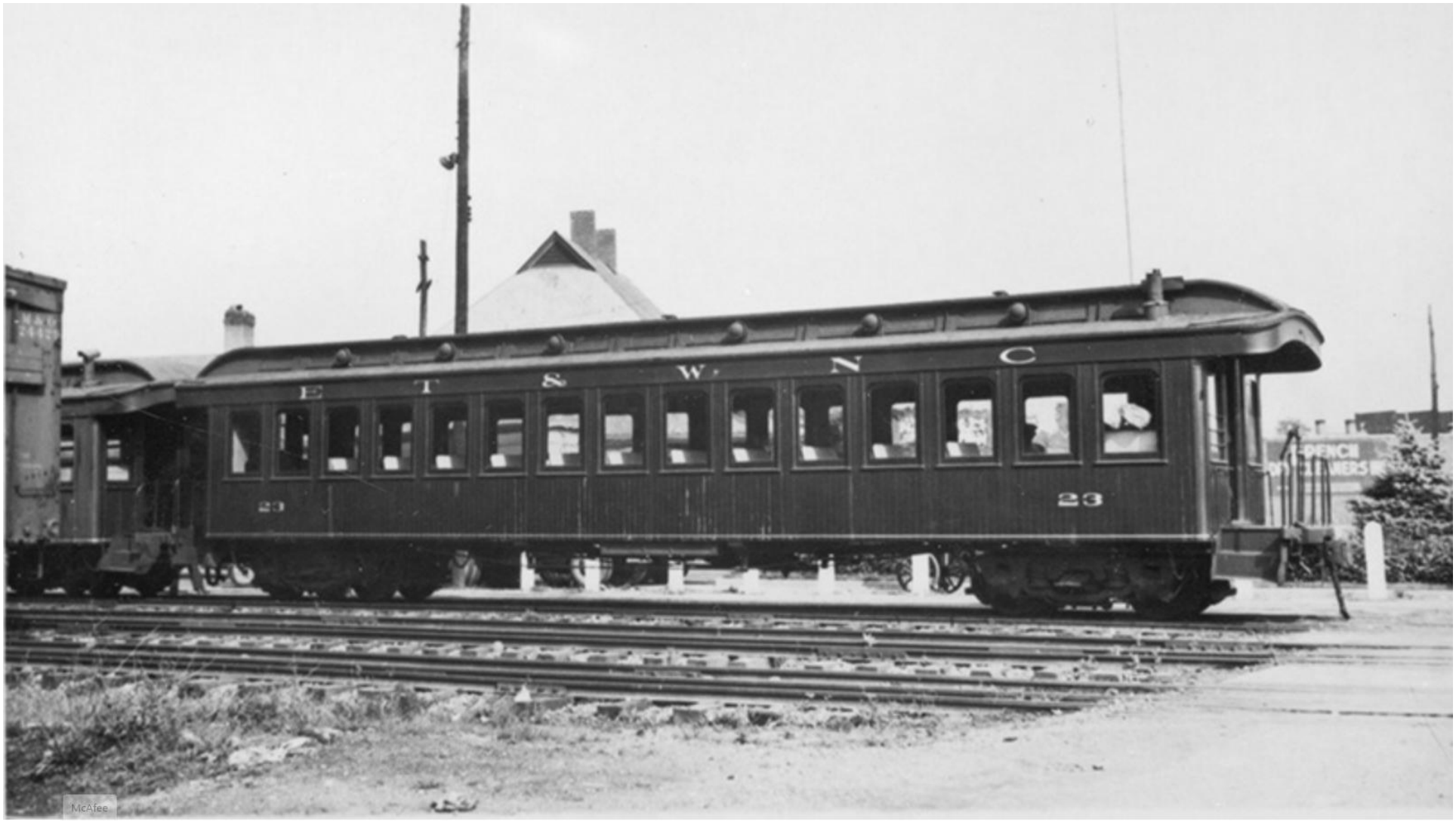


Figure 66. "Coach #23 at Johnson City Depot."[98] Note the sign to the right of the coach, which appears to read: "French Dry Cleaners…" The author did not find any further information on a "French Dry Cleaners" at this location. Coach 23 was delivered to the E.T. & W.N.C. Railroad in November 1923. Historian Johnny Graybeal captioned this photograph: "Coach 23 is parked in front of the Johnson City depot, waiting for train time and another excursion. At some point, the car was resided with tongue & groove siding, instead of the board & batten used on the other cars. Note that the panels above the windows are solid pieces, like the other cars. Coach 23 was retired in 1940. Ed Bond Collection." Consequently, this photograph appears to date to 1923 – 1940.

Figure 67. "Roller (side view), [E.T. & W.N.C.] digger in background at Johnson City, making street repairs after 3rd rail removed,"[99] "In September 1946, the third rail between Johnson City and Elizabethton was removed."[100] Also note the crossing signal and the Free Service Tire Company building on the right of this photograph. The sign on the E.T. & W.N.C. depot reads: "Bus Terminal."

Figure 68. "Roller… at Johnson City – making street repairs to Buffalo Street after 3rd rail removal."[101] "In September 1946, the third rail between Johnson City and Elizabethton was removed."[102] Also note the E.T. & W.N.C. "digger" behind the roller.

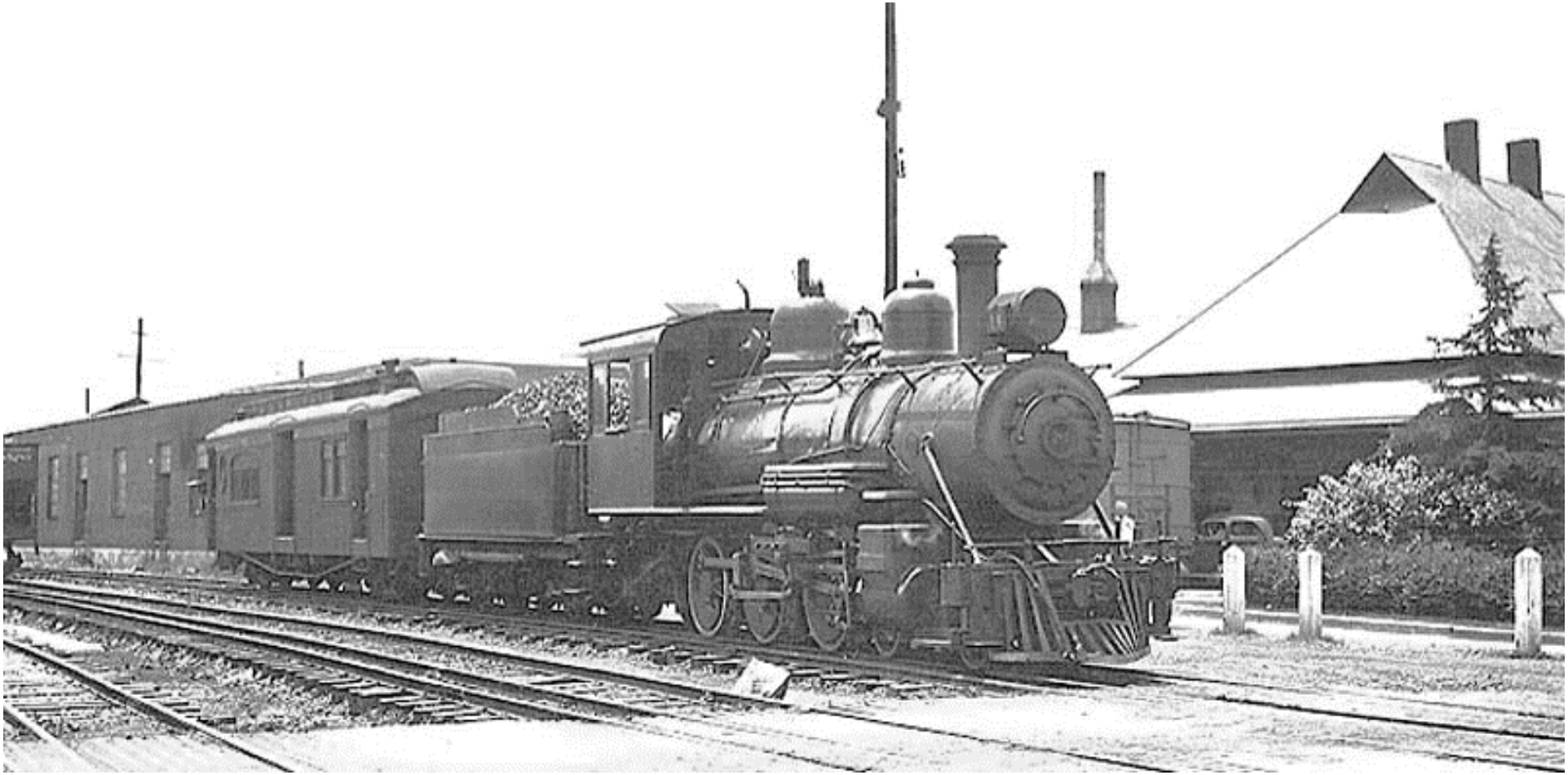


Figure 69. "Another shot of the daily train at Johnson City. When the train would come into Johnson City from Elizabethton, they would 'run the wye' track out by the shop and turn the whole train around. It would then back into the depot across Roan, Spring, and Buffalo Streets. The cars could be swept out and if any attention needed to be paid to the locomotive it could be cut off and taken back down to Legion Street for service." This photograph was dated to the 1930s.[103] Note that this photograph appears to have been taken after the one above (Figure 65), but before the one below (Figure 70).

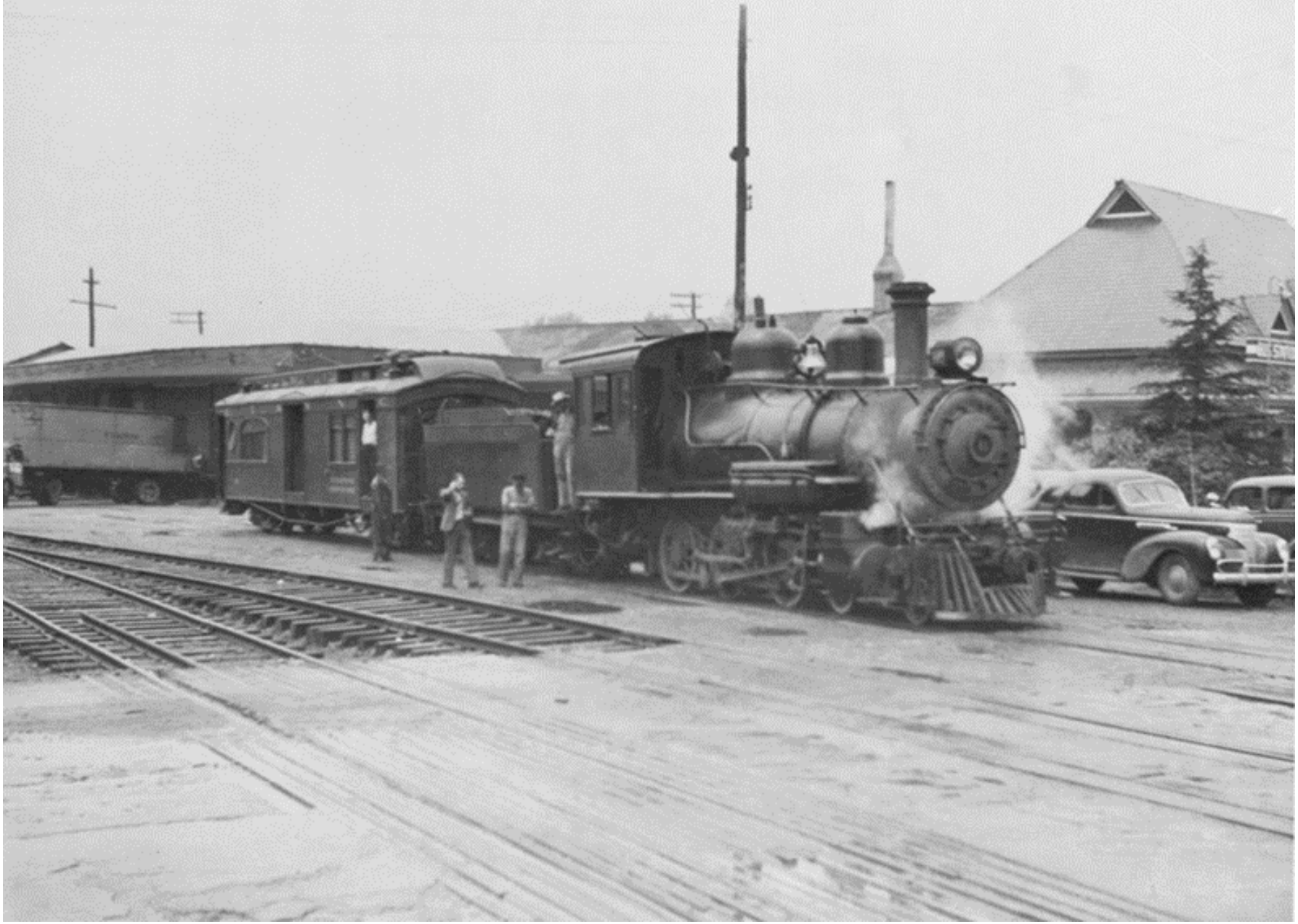


Figure 70. "Engine #11 at Johnson City Depot, morning mail train".[104] Note the sign reading "Bus Station," on the right. Based on the automobiles, this photograph appears to date to the 1940s.

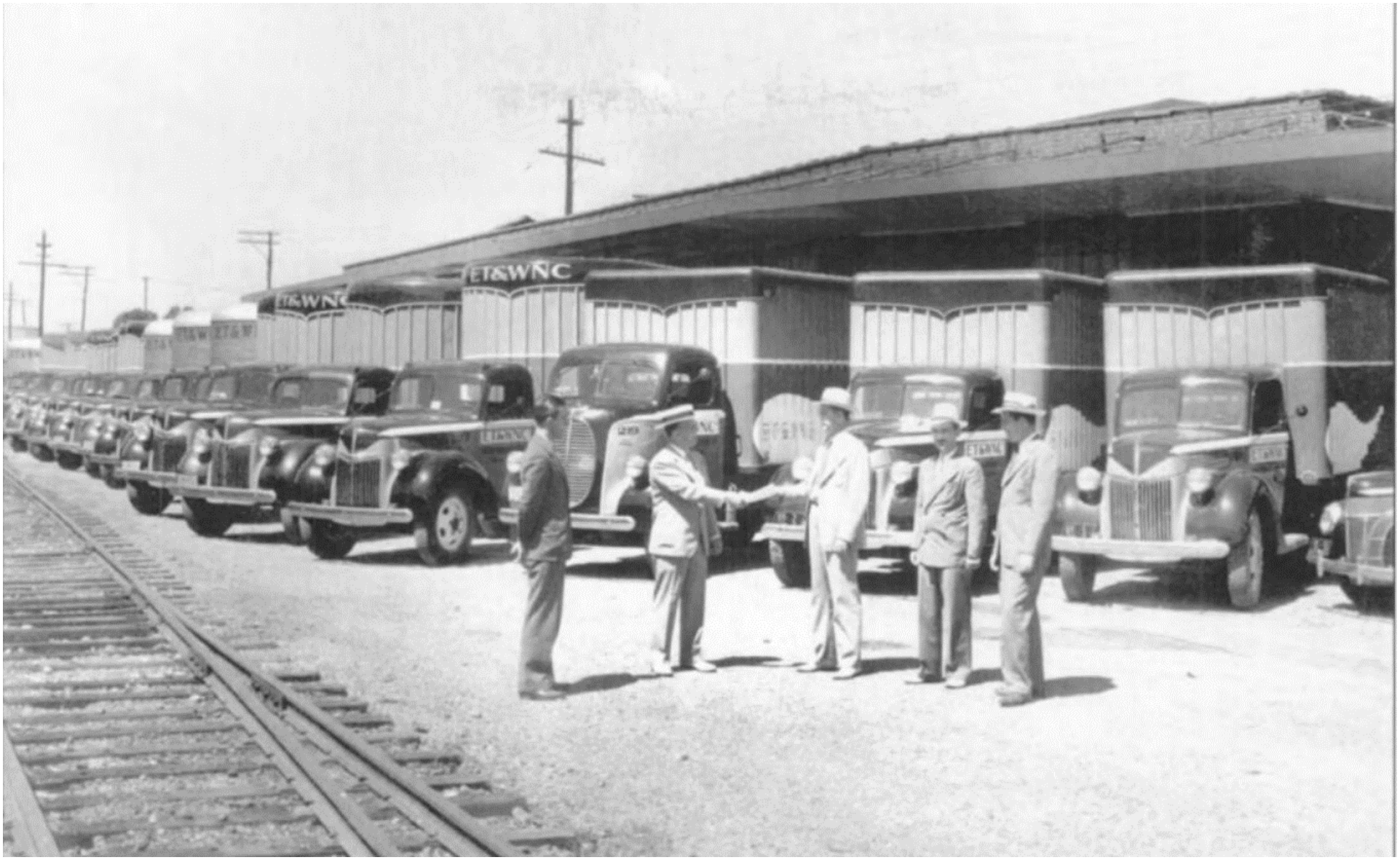


Figure 71. "Kidd Motor Company sold and delivered trucks to the East Tennessee & Western North Carolina (ET & WNC) Transportation Company. New delivery trucks are being presented to the company in this photograph. (Courtesy of Bruce and Mildred Kidd.)" Note the standard gauge track on the left and the fact that it is not dual gauge, indicating that this photograph was taken in 1946 or later.[105]

Figure 72. "Roller (front view) at Johnson City making repairs to Buffalo Street after 3rd rail removal".[106] Note the E.T. & W.N.C. Freight depot in the middle background and E.T. & W.N.C. trailers in the left background.

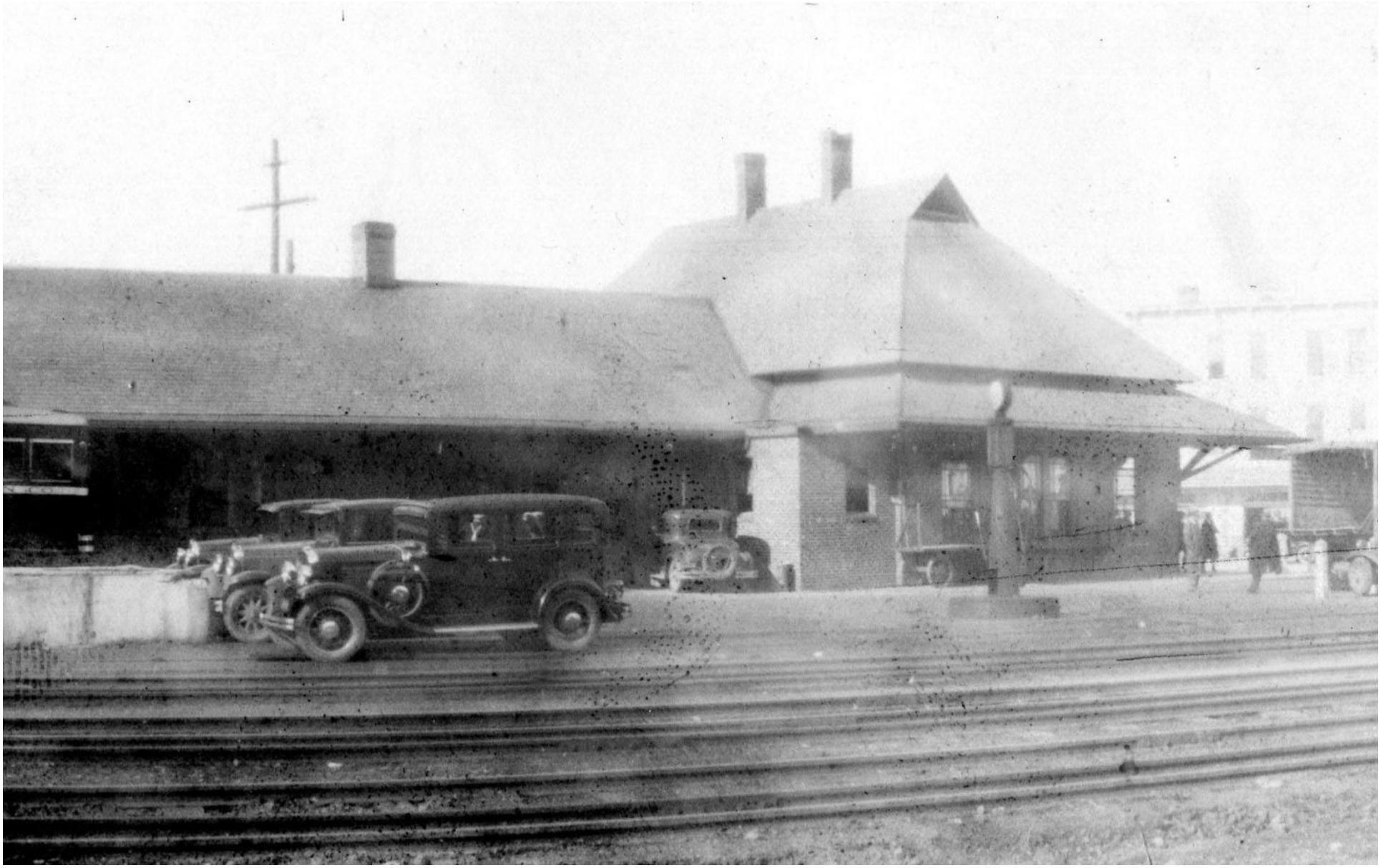


Figure 73. A view of the south side of the E.T. & W.N.C. depot. Note the dual gauge trackage and gas pump. Also note the Free Service Tire Company building in the right background.[107]

Figure 74. "East Tennessee & Western North Carolina #10; Johnson City, Tennessee Depot…" Historian Johnny Graybeal captioned this photograph: "No. 10 displays the Twenties paint and lettering schemes on June 20, 1925. The lettering is in gold, the paint is black, the boiler jacket is planished (unpainted), the smokebox is graphited, and the rods are unpainted but wiped clean. Very clean and next but about as colorful as a Model T. Jim Dowdy Collection via Mike Dowdy."[108]

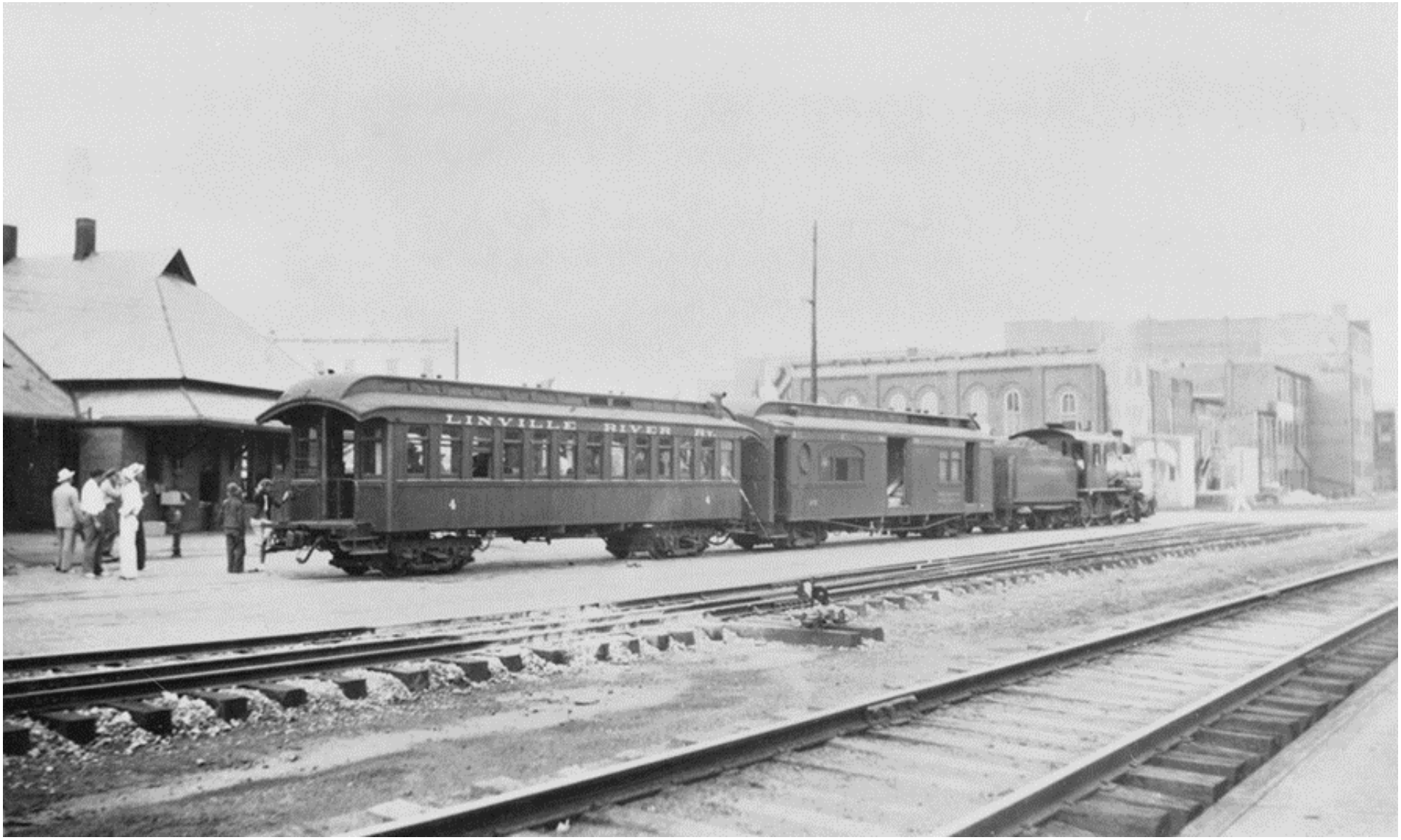


Figure 75. "Engine #8, Combine #15, Linville River Railway Coach #4, Morning Mail Train at Johnson City, TN." Note the Hannah – Dosser building in the right background, which was built in 1923, and the Ferguson Transfer Company building, which was reportedly built in 1925.[109]

Figure 76. This photograph, taken by 1966, shows the former E.T. & W.N.C. depot, then occupied by the "Free Service Tire Co."[110] Note that the Free Service Tire Company has also occupied the "Chevrolet Sales Company Building" at 103 Wilson Avenue, which was previously (by 1932 to at least 1954) occupied by the Automobile/Auto Sales and Service Company/Corporation, with the signs reading: "Free Service Tire Co. Warehouse," "Goodyear," and "Farm Tire Service." Finally, note the Free Service Tire Company Building at 124 and 126 Buffalo Street (with the Hotel Windsor visible above it), and the "Free Service Tire Company Tire Sales and Recapping Facility Building," on the northwest corner of Wilson Avenue and Southern Railway, at 100 and 102 Wilson Avenue, with signs reading: "Free Service Tire Co.," "Recapping Plant," and "Goodyear."

Figure 77. "Southern Railway 2-8-0 No. 12 is parked with a freight train at the ET&WNC interchange track in Johnson City. This engine was originally built for the Richmond & Danville by Schenectady in 1887. Very faint SOUTHERN lettering is on the cab and a large 12 is on the tender. This engine was not scrapped until 1928. Courtesy Jack Williams Collection."[111] Note the dual gauge trackage on the right. This photograph dates to after 1900.

8.3.2. The “Carnegie Land Company” Building, 1887 to Present
126 and 128 Fountain Square

Figure 78. This appears to be a photograph of the Carnegie Land Company Building, constructed in 1887 and 1888. Note that this building appears to be vacant. The relevant Sanborn map indicates that this building was vacant in July 1913. By 1919, the Free Service Tire Company had occupied this building.[112] Note the posters which include "Sept. 26" and apparently "Tuesday" and "Robinson" (also note the banner partially visible on the left of this image, which also appears to read "Robinson"). The John Robinson Circus was scheduled to perform in Johnson City on Tuesday, September 26, in 1916, see Johnson City Comet, 21 September 1916. Also note the garden, which appears to be the same one depicted in Figure 58, which dates to 1914. Consequently, this photograph appears to date to 1916.[113]

Figure 79. A tractor (which appears to be No. 125) with a trailer. Note the Free Service Tire Company building on the left, and the William Harr building and E.T. & W.N.C. depot on the right. Tractor No. 125 was acquired in August 1934 and was wrecked on 31 July 1938, which would indicate that this photograph dates to between 1934 and 1938. Since the tractor looks new, this photograph may have been taken about the time of the tractor's arrival in 1934.[114]

Figure 80. "Tractor Trailer Front View Johnson City, Free Service Tire Store in Background." This appears to be the same tractor depicted in Figure 79 and, if so, this photograph was almost certainly taken at about the same.[115]

Figure 81. "Non-ET&WNC Bus at Johnson City Terminal, Knoxville Bound Bus, Side Reads: New York, Pittsburgh, Chicago, Jacksonville, New Orleans, Mexico, Tennessee Coach Co. #65."[116] The sign along the top of the bus appears to read "Tennessee Coach Express …" Note the Free Service Tire Company facility in the background, with the light-colored paint and overhead cover, which indicates that this photograph dates to 1927 or later.

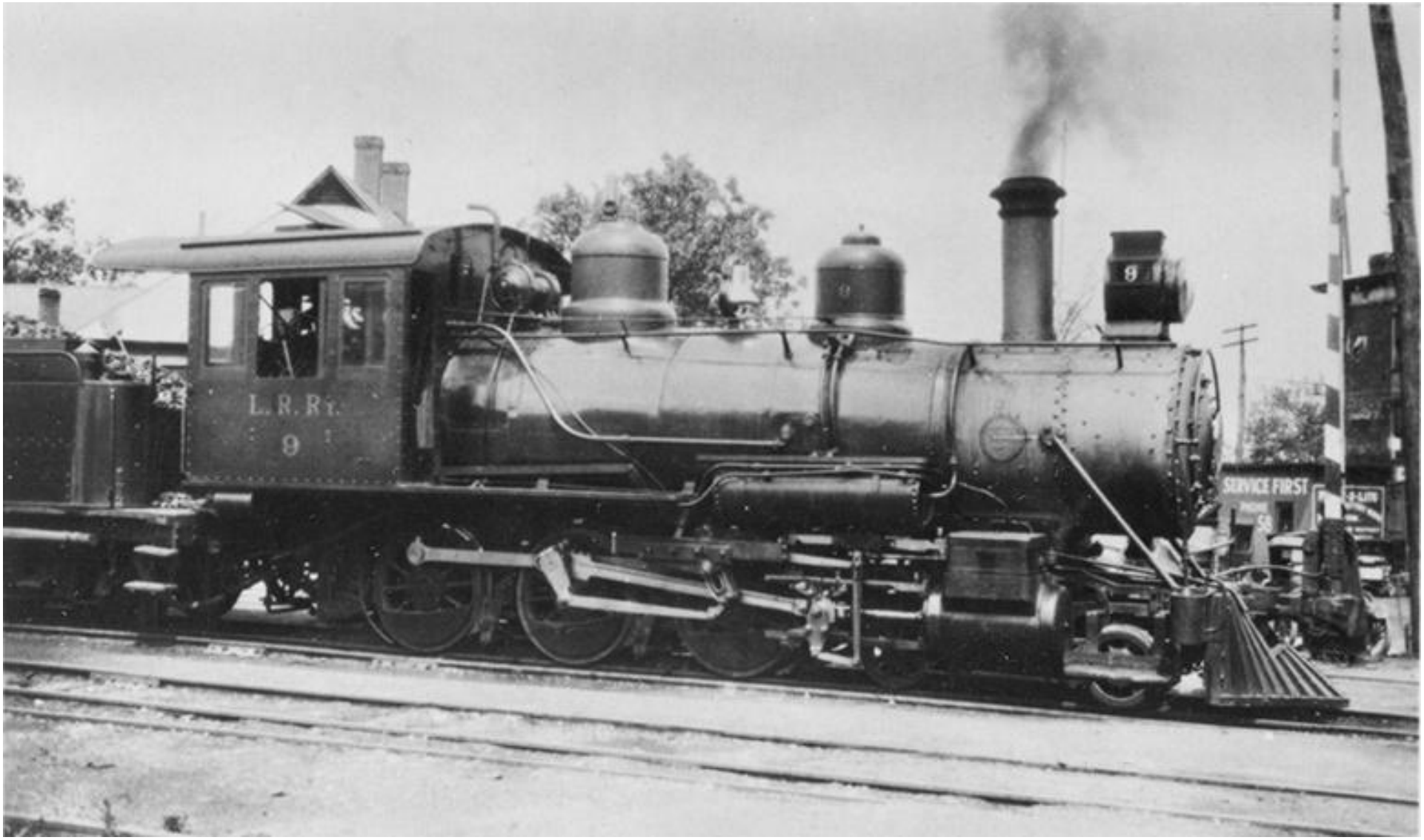


Figure 82. Engine #9, Linville River Railway, by the E.T. & W.N.C. depot. Note the Free Service Tire Company building in the right background. There appears to be a previously unseen (and undocumented) single-story structure in front of it, with signs that read in part: "Service First" and "Phone 58." The paint scheme of the Free Service Tire Company building is consistent with the early 1920s.[117]

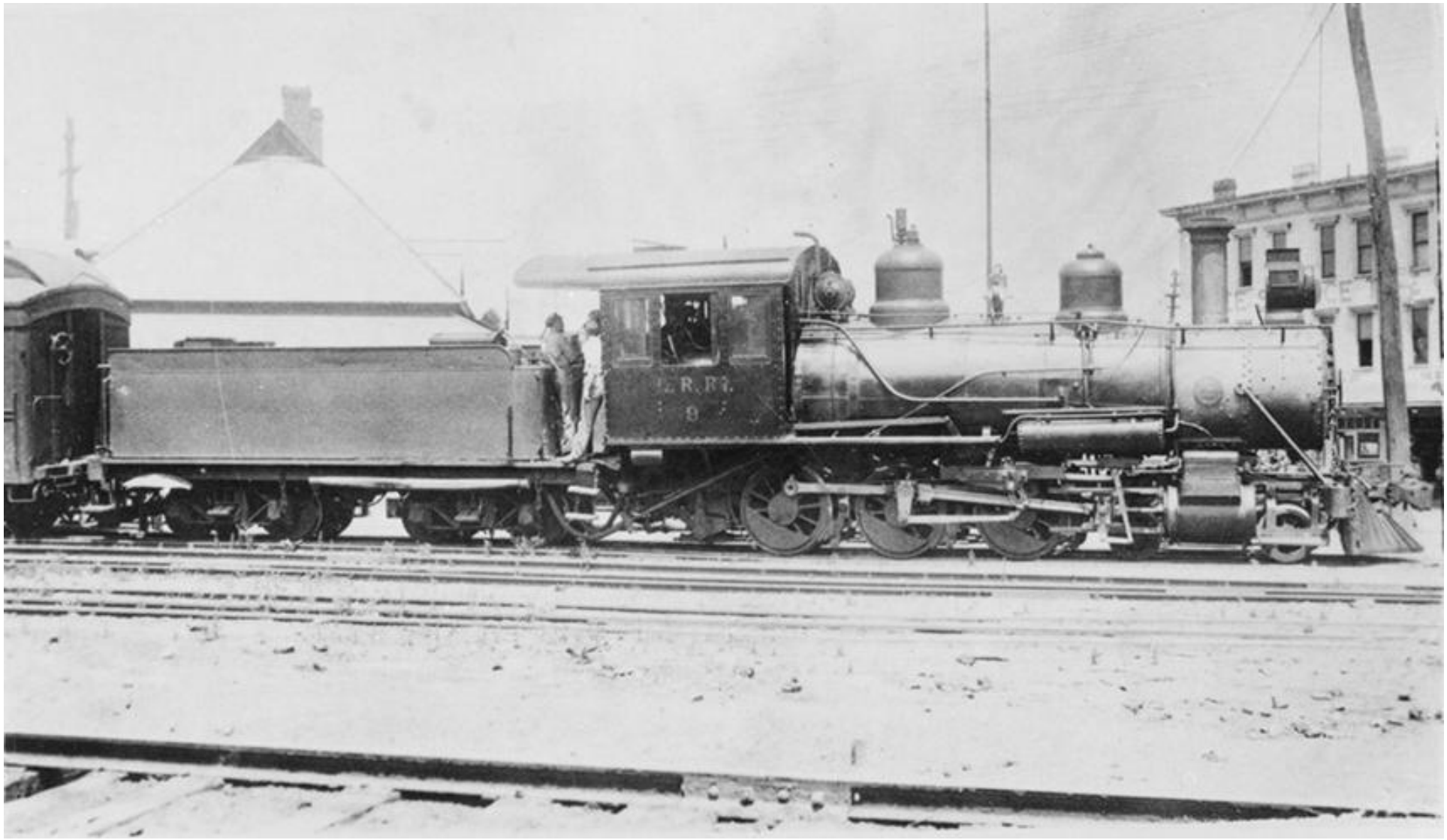


Figure 83. Historian Johnny Graybeal captioned this photograph: "L.R.Ry. No. 9 has just backed a string of coaches down to the Johnson City depot, ready to board passengers on Train 4, bound for Boone in June 1932. This was a common sight, for the engine handled this assignment regularly for several years during the Twenties. Ed Bond Collection."[118]

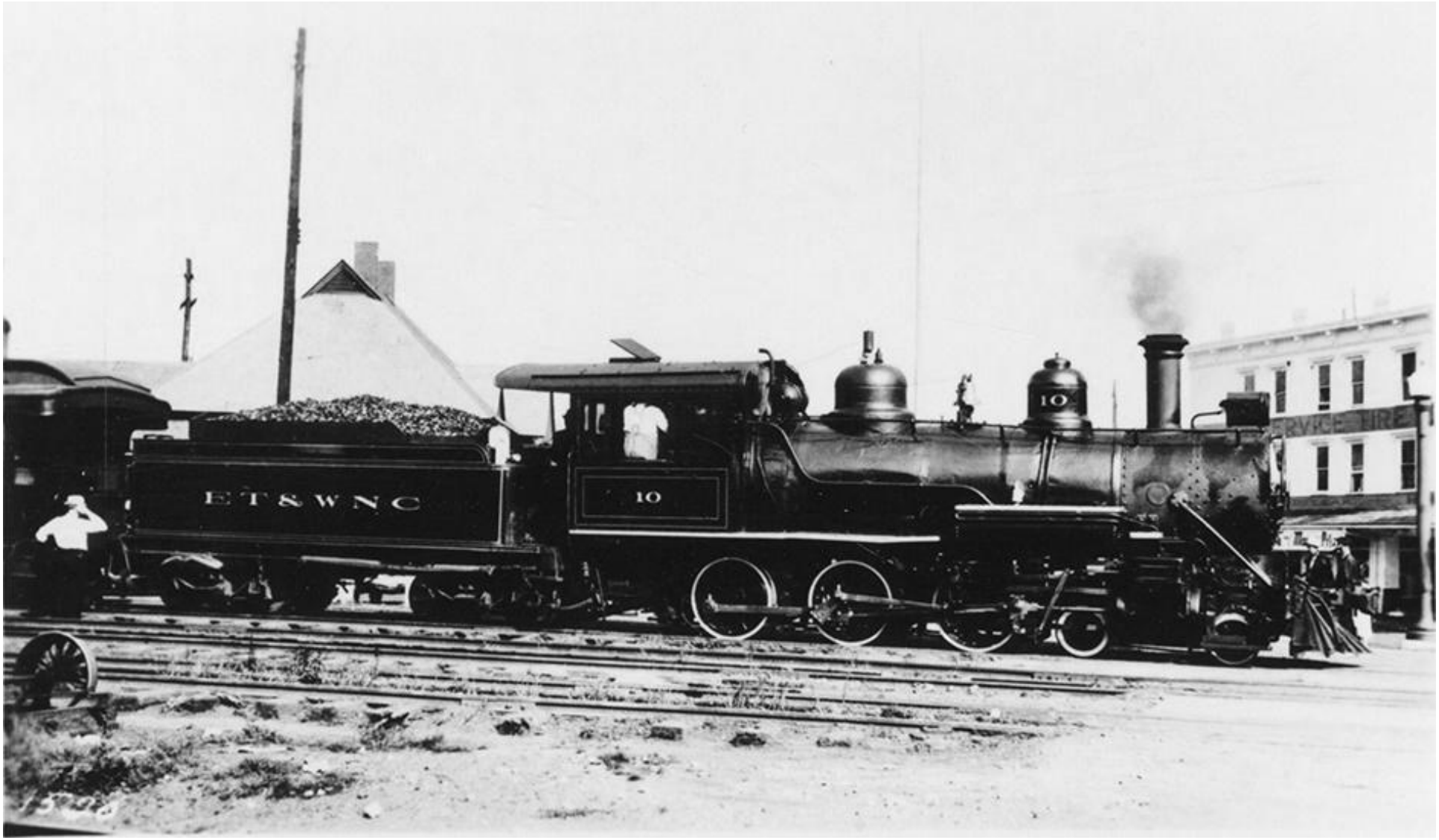


Figure 84. Historian Johnny Graybeal captioned a very similar photograph: "No. 10 prepares to pull out with an excursion train on August 15, 1937. The engine is spotless, and some of the graphite on the smokebox has just been applied. Note the edging on the tires and running boards. L.I. Norton photo, Roy McClain Collection."[119]

Figure 85. "Engine #12 at Johnson City."[120] Note the Free Service Tire Company building in the right background, with a vertical "Goodyear" sign. Note the lettering on the cab of #12. Historian Johnny Graybeal wrote: "In 1938 this lettering scheme was modified slightly. An oval 'ET&WNC RAILROAD' herald was painted around the number on the cab."[121] Consequently, this photograph dates to between 1938 and 1946.

Figure 86. From left to right: the E.T. & W.N.C. depot, the Free Service Tire Company building, the William Harr Building, an unidentified building, the two-story building once occupied by the Taylor Feed Company, the three-story building once occupied by McCown – Mahoney, the four-story once occupied by Hannah – Dosser/Hannah Brothers, and the two-story building once occupied by the Ferguson Transfer Company. Also note the W.O. Phillips building, in the background, to the right of the Free Service Tire Company building. Finally, note the absence of the Western Hotel, which was demolished in 1927. This indicates that this photograph dates to 1927 or later.[122]

Figure 87. Historian Johnny Graybeal captioned this photograph: "No. 8 is shiny all over in this scene at the Johnson City depot. The engine's unique lettering scheme was a combination of the 1902 – 1906 scheme, with the lettering high on the tender, and post 1909 scheme with the lettering on the cab. The absence of a generator for electric lights sets this scene prior to 1911. Ed Bond Collection." On the left, note the roof of the union depot, the trees behind the locomotive, and on the right edge note the corner of the Harr Building. Since No. 8 arrived at Johnson City in 1907, this photograph appears to date to between 1907 and 1911.[123]

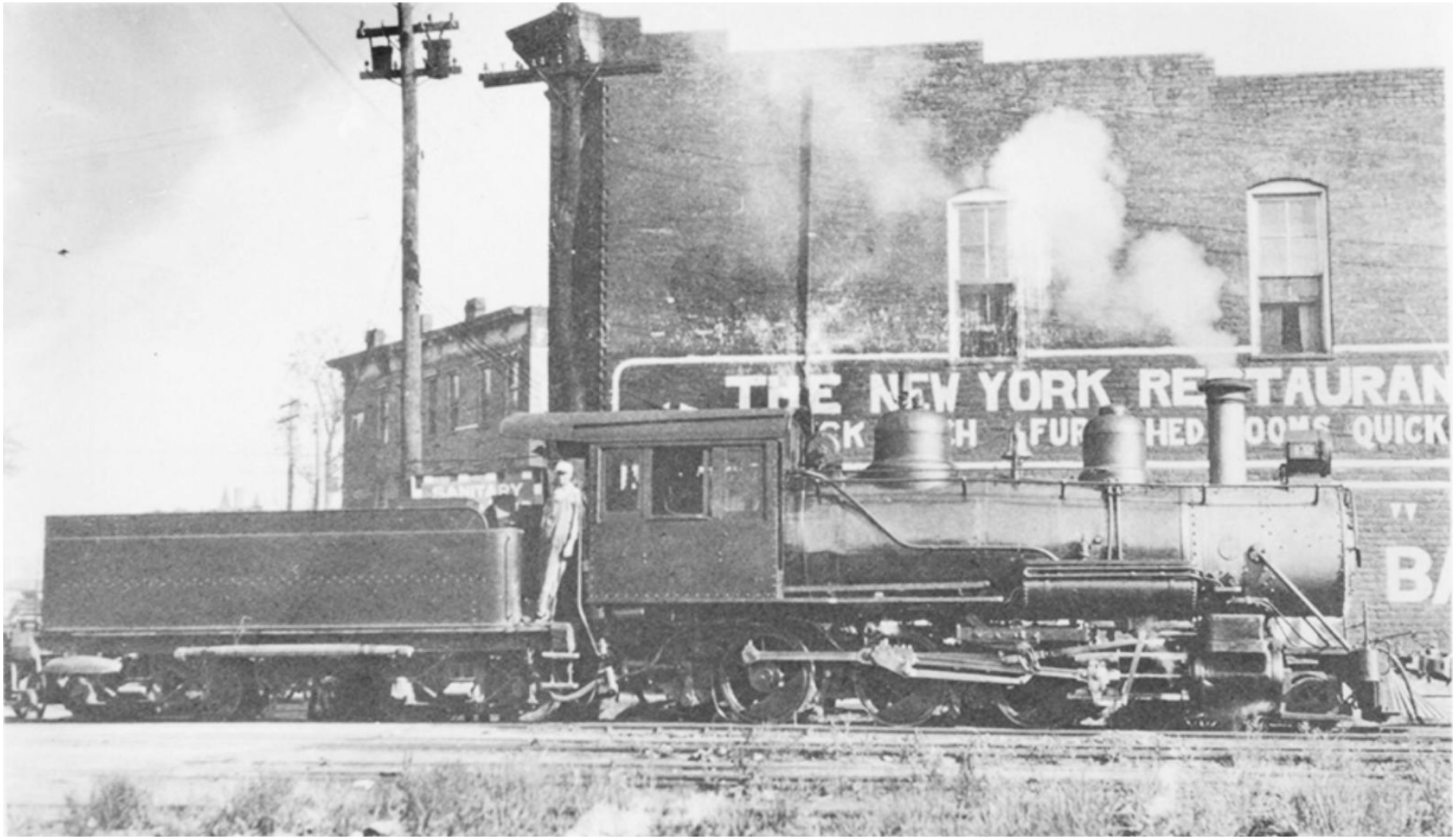


Figure 88. "Engine #12."[124] Historian Johnny Graybeal wrote of this photograph: "dated June 20, 1925, a short two weeks after the accident. The front section of the engine is clean and there is fresh paint on the cylinder casings. The lettering on the tender is almost completely faded out however… photo Curtis Brookshire Collection."[125] Note the Free Service Tire Company building in the left background (formerly the Carnegie Land Company building), which does not appear to have been painted a lighter color by this time. Also note "The New York Restaurant" sign on the south side of the William Harr building. The portion below reads in part: "CK CH FUR HED OOMS QUICK…", and perhaps reads: "Quick Lunch Furnished Rooms Quickly…" The Sanborn Fire Insurance Company map for this area in February 1920 shows a barber shop at 213 Buffalo Street (northeast corner of Buffalo and Jobe streets). In 1923, Old Hickory included an advertisement for the "Sanitary Barber Shop… Buffalo Street – Near C.C. and O. Ry. Station," with other advertisements appearing until at least 1925.[126]

Figure 89. This photograph looks north on Buffalo Street. Note the Free Service Tire Company on the left and the William Harr building (with what appears to be "Worley's Shoe Repair Shop," at 207 Buffalo Street by 1925 to at least 1938) on the right, with the Jones – Vance Drug store to its left, across Tipton Street. The Jones – Vance Drug store was at this location from 1912 to between 1931 and 1935 (when it moved to 110 East Main Street, in the old Tennessee National Bank building). The two-story building behind the Free Service Tire Company appears to be the W.O. Phillips building at 110 and 112 East Fountain Square and 112 and 114 Buffalo Street. Also note that the trolley tracks, which were reportedly removed in 1931, do not appear to be present. Consequently, this photograph appears to date to 1931 and 1935.[127]

Figure 90. "The building that housed the Free Service Tire Company in this early 1920s photo… and is now part of the corporate office building at the corner of Buffalo Street and Wilson Street. The grand opening announcement for Free Service Tire Company advertised 'service of the automobile public from daylight to midnight.' (Courtesy of Lewis Wexler Sr.)"[128] Note the lighter color of paint which begins at the second floor. The building in the right background appears to be the Western Hotel, formerly the Hotel Piedmont, which was demolished in 1927.

Figure 91. "Free Service Tire employee, c. 1920". The weathering of the "Free Water" sign indicates that this photograph was taken after that depicted in Figure 90.[129]

Figure 92. A Free Service Tire Company advertisement from mid-August 1927. Note the absence of overhead cover at the ground floor, indicating that this photograph predates those depicted in figures 86, 89, 93, and 94. The building in the right background appears to be the Western Hotel, formerly the Hotel Piedmont. The Western Hotel was reportedly demolished in 1927, apparently within five months of when this photograph was taken.[130]

Figure 93. A view of the southside of the Free Service Tire Company building on the northwest corner of Buffalo and Wilson streets, by December 1928.[131]

Figure 94. A view of the south and east sides of the Free Service Tire Company building on the northwest corner of Buffalo and Wilson streets, by December 1928.[132] Note that the vertical sign includes: "Goodyear" and the sign painted on the building includes: "Goodyear Service Station…" The structure in the right background appears to be the Phillips Building. Note that Western Hotel building has been removed.

Figure 95. "Buffalo Street," looking north.[133] This photograph appears to date to the 1960s. Note the Diamond Cab Company on the left.

Figure 96. This photograph depicts the Diamond Cab Company, which was at 116 Buffalo Street. Note the view of the north side of the Free Service Tire Company building, which appears to have a Goodyear sign on its east side between the second and third floors. Also note the three-story building between the Free Service Tire Company and the Diamond Cab Company, which appears to have been an addition that was built on top of a single – story building that was attached to the Fire Service Tire Company building between 1941 and 1946. The Diamond Cab Company was at this location by 1942 and remained here until at least about 1976. This photograph dates to 1952 or earlier.[134]

Figure 97. “Circa 1976 – The Diamond Cab Company at 116 Buffalo in downtown Johnson City. Photo courtesy of Marion Howell.” Note the partially visible “Free Service Tire Company” banner, visible near the top right corner.[135]

Photographs from Google Maps of the Free Service Tire Company Building at 126 and 128 Fountain Square, 2012 – 2024

Figure 98. This view looks across the Southern Railway mainline at the northern and western sides of the building formerly occupied by the Free Service Tire Company building and its three-story addition, in January 2024. In 1926, the Free Service Tire Company constructed a one-story building at this location. Note the difference in brick color on the addition, which appears to indicate that the top two stories were added at a later date. Also note the former E.T. & W.N.C. depot in the right background.

Figure 99. A view of the western and southern sides of the building formerly occupied by the Free Service Tire Company and its three-story addition, in September 2018. Note the Southern Railway mainline on the left side of the image.

Figure 100. A view of the southern side of the building formerly occupied by the Free Service Tire Company, in April 2012.

Figure 101. A view of the southern side of the building formerly occupied by the Free Service Tire Company, in September 2018. Note that the windows on the second and third floors have been restored. Also note that the trim along the roofline have been restored since the image in Figure 100 was taken in 2012. Finally, note that the white paint has been removed.

Figure 102. A view of the southern and eastern sides of the building formerly occupied by the Free Service Tire Company, in April 2012. Also note the building that was once occupied by the recapping facility of the Free Service Tire Company in the left background, just across the Southern Railway mainline.

Figure 103. A view of the southern and eastern sides of the building formerly occupied by the Free Service Tire Company, in September 2018.

Figure 104. A view of the eastern side of the building formerly occupied by the Free Service Tire Company, in September 2018.

Figure 105. A view of the eastern side of the building formerly occupied by the Free Service Tire Company, in April 2012. Note the former E.T. & W.N.C. depot in the left background.

Figure 106. A view of the northern side of the three-story addition to the building formerly occupied by the Free Service Tire Company, in January 2024.

8.3.3. Piedmont Hotel Building Block

Figure 107. Historian Johnny Graybeal captioned this photograph: "This view of the City Hotel and the Hart – Range Saddle and Harness Shop dates from the 1870s. The photographer is set up in what was known then as Market Square, a large open area at East Main Street and the ETV&G Railroad. The building on the extreme right of the photo is the back side of the ETGV&G passenger depot, a two story affair that was also an eating establishment. The freight depot is to the right of the camera and the water tank is just out of view beyond the depot. Clifford Maxwell Collection, Archives of Appalachia, ETSU." Note, one version of this photograph was annotated "1880." It appears that Henry Hart and Peter Range operated this "Saddle and Harness Shop" and that the "Hart – Range Saddle and Harness Shop" building had been removed prior to the construction of the new buildings near the southeast corner of Main and Buffalo streets in the late 1880s.[136] Of note, it appears that the building on the right was not used as a passenger depot until after 1887. On 15 December 1887, the Johnson City Comet included: "Mr. Platt, road master of the E.T.V. & G.R.R., was in the city last week making arrangements to have the old Aiken house turned into a ticket office and waiting room. It is intended to be used only temporarily but will be fixed up comfortably and separate waiting rooms arranged for ladies, gentlemen and colored people. This will be a convenience long needed here. Heretofore passengers have been at the mercy of the hotels as there is no waiting room in the depot..." Previously, on 30 May 1885, the Johnson City Comet included: "The old depot and the old railroad house now occupied by Jno. W. Eakin [and T.J. Jobe] are soon to be torn down and cleared away..." which indicates that this structure had been associated with the E.T.V. & G. Railroad prior to its conversion into their passenger at Johnson City. The "Piedmont Hotel (originally 'City Hotel' built by Colonel Robert Love, Elijah Simerly, W.M. Taylor, and others; three story building with 40 rooms; stood on the south side of the railroad between the public square and Wilson Avenue)" in 1871. The structure between the "Hart and Range" shop and the hotel, above and behind the wooden (?) retaining wall along Brush Creek, appears to be the part of the hotel that was later (by 1903) used as a kitchen. The lightly colored building behind the tree on the right appears to have been one of the structures owned by the O'Brien Brothers and Nat Hyder, which burned down in December 1884.[137]

Figure 108. On the right side of this photograph is a portion of the union passenger station and freight depot. The relevant Sanborn map indicates that the other buildings (from left to right) in this photograph are the "Southern Express," the "Box Ball Alley" (occupied by the "Star Bottling Works" according to the signs), the first floor of the next building was occupied by a barbershop (on the left) and a pool hall (on the right), a gap of about 35 feet (occupied by two small buildings housing a sample room and a Western Union Telegraph Company office in 1903), and then the "Planters Hotel." Out of sight beyond the hotel are Mike Dyer's (?) pool hall as well as the Watauga Hotel and Restaurant. Of note, the "Star Bottling Works" only operated in 1908, thus this photograph can be dated to 1908.[138]

Figure 109. Southern Railway #5249 2-10-2 ("Santa Fe") on 18 May 1933. The structure on the right is the William Harr Building, the structure above the engine is the top of the Free Service Tire Company building, and the structure on the left is the W.O. Phillips building. Note that the Western Hotel, which would have been visible between the Free Service Tire Company building and the W.O. Phillips building, had been removed in 1927.[139]

Figure 110. This photograph looks north along Buffalo Street toward Main Street, with Tipton Street on the right. The partially visible sign on the left side of this image appears to read "Western Hotel," which operated from 1914 to 1927. The building to the right of the "Western Hotel" appears to be the one-story brick building at 116 Buffalo Street, which was occupied by an unidentified furniture enterprise in February 1920, according to the Sanborn Fire Insurance Company map for this area. This structure was not present on the map from 1913. The next building to the right is the two-story brick W.O. Phillips building at 110 and 112 East Fountain Square and 112 and 114 Buffalo Street (this is one of only a few images that the author has found of the east side of this building). The two-story building on the right (east) side of Buffalo Street appears to be the one at 109 Buffalo Street, which was occupied by a clothing store in February 1920, according to the Sanborn Fire insurance Company map for this area. The Jones – Vance Drug Company, with a sign reading "Drugs" on the right of this photograph, was established on the northeast corner of Buffalo and Tipton streets by 1912 and continued in operation here until sometime between 1931 and 1935. Also note the presence of the trolley track, which was reportedly removed in 1931 and the 1920s (?) vintage automobiles. Consequently, this photograph appears to date to 1920 – 1927.[140]

Figure 111. "July 1962 – A picture taken on Buffalo during flooding. Directly to the right (not in the photo) would be the old city bus terminal, you can see the Good Year Tire Sign lit up at Free Service Tire Co. in the background." Johnson City Press, 4 July 1962. From left to right: the building just west of the Harr building, the Goodyear sign, and the "Jones Hardware" (with a "Western Union" sign, appears to be in the building that replaced the Phillips Building). The Buffalo Grill, in the center, appears to be in the O'Boyle building (see figures 114 and 198A). Note the "City Terminal News Stand" on the right, with signs reading: "Newspapers" "Magazines" "Candies."[141]

Figure 112. "Fountain Square Train" that appears to be a Southern Railway passenger train that has stopped at the union depot, which indicates that this photograph was taken before the new Southern Railway passenger station began operations in 1913. One sign, hanging off the right side of the buildings to the left of the Southern Railway mainline, appears to read "Central Restaurant & Café," which was at 108 East Fountain Square/110 Buffalo Street and only appears to have been in business in 1910. In 1910, the one-story building (at 106 East Fountain Square/106 Buffalo Street), closest to the camera, was occupied by the Southern Express Company; while the two-story Phillips building (at 110 and 112 East Fountain Square/112 and 114 Buffalo Street) in the background was probably occupied by the Antiseptic Barber Shop and a pool hall. Note the small ironclad building, which was occupied by an unidentified barber shop in December 1908 and July 1913, to the left of the Hotel Pardue. Also note the absence of the crossing gates at Main Street and Southern Railway. These were installed at the end of 1910. Consequently, this photograph appears to date to 1910.[142] Also in the background, to the left of the train, can be seen the roof of the union depot.

8.3.3.1. Johnson City Bus Terminal, by 1949 to at least 1962

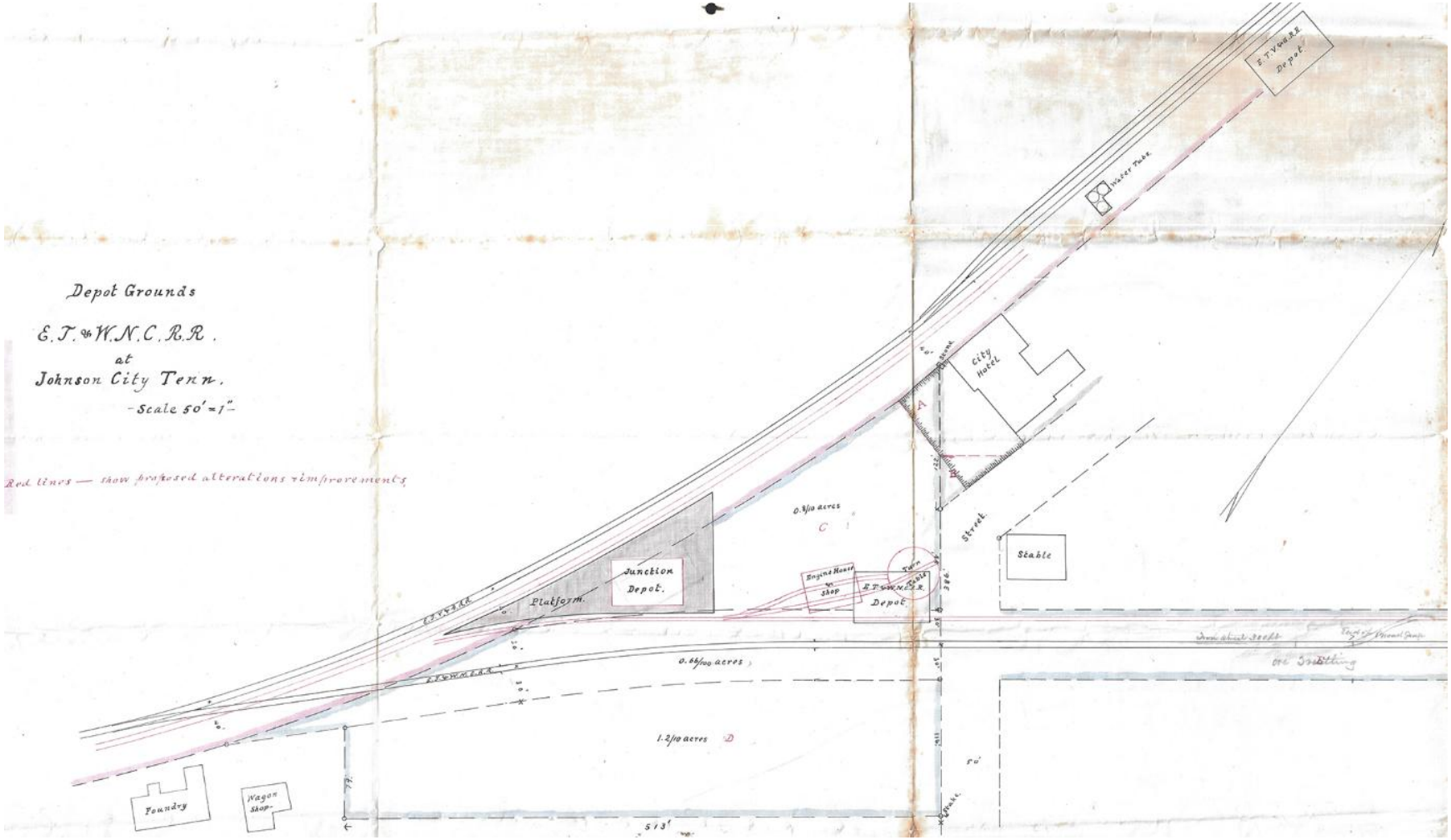
Figure 113. "March 1949 – The Junior High Band in the Kiwanis Karnival Parade held Saturday March 26th, 1949. They are traveling east across the Northern RR tracks onto Fountain Square. The building on the right of the photo is the Windsor Hotel (present location of the Farmers Pavillion), the building to it's left is Fountain Square Furniture at 116 Windsor Way. The building with the Coca-Cola sign on it is the Johnson City Transit Bus Station, all these buildings have been razed. This photo 1 of 4 of the Kiwanis Karnival." Johnson City Press, 27 March 1949. "Photo by Jimmy Ellis."[143]

Figure 198A. A view, taken in 1952, from Fountain Square south along Buffalo Street. The Johnson City bus station is on the right. Note what appears to be a two-story brick building on the right (perhaps the former O'Boyle building at 108 East Fountain Square/110 Buffalo Street). Also note the restaurant on the left, which appears to be at 100 Tipton Street, adjacent to the William Harr building, on the southeast corner of Tipton and Buffalo streets. Finally, note the Summers Hardware building in the background. See figures 114 and 115.[144]

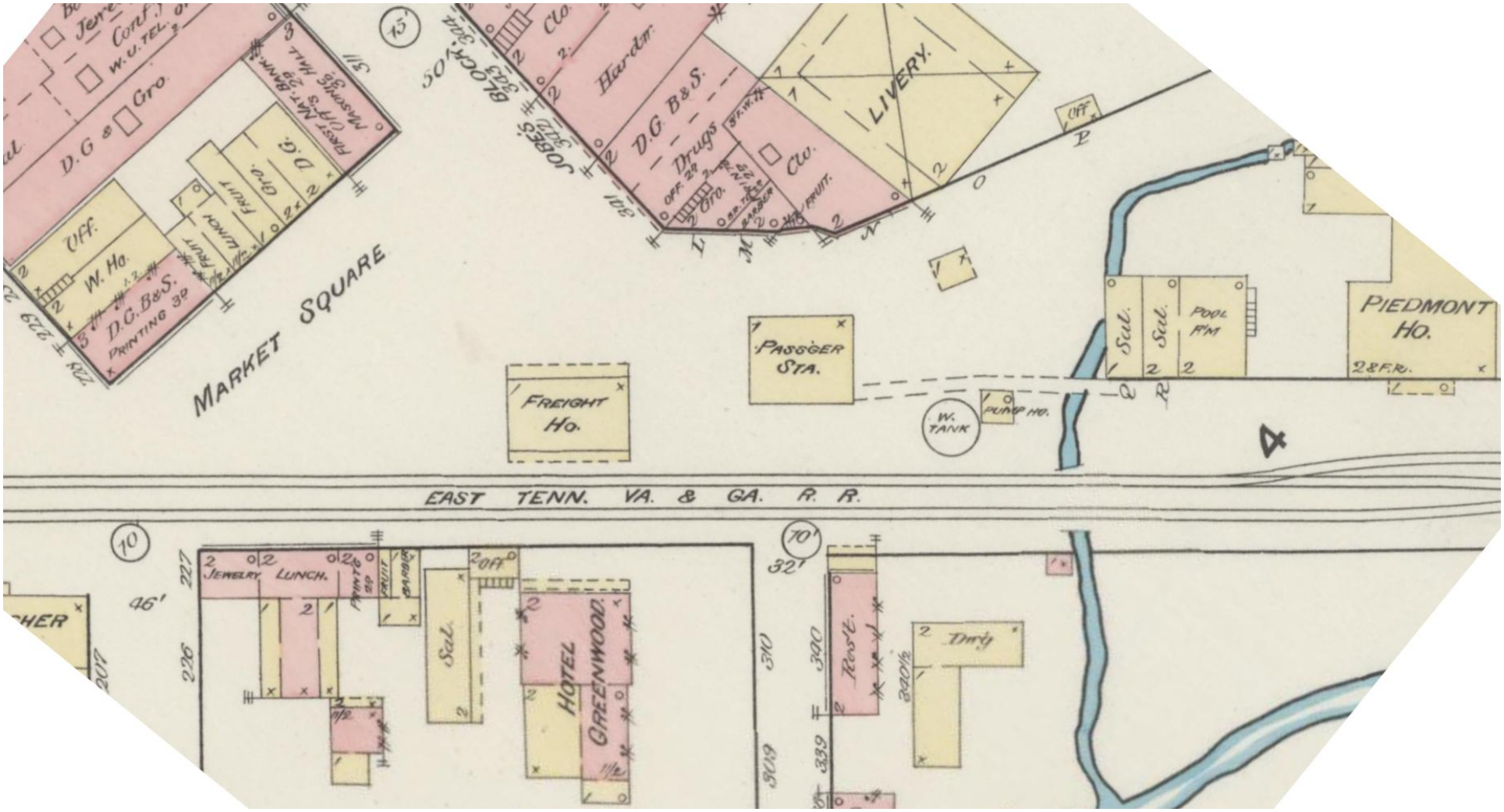
Figure 114. The Johnson City bus station is on the right (with a Coca-Cola advertisement on the roof). Note what appears to be a two-story brick building behind the bus station (perhaps the former O'Boyle building at 108 East Fountain Square/110 Buffalo Street). See figures 198A and 115.[145] Based on the automobile in the background, this photograph appears to date to the 1950s or 1960s.

Figure 115. "May 1962 – Commander John Exum is honored by Johnson City with a parade up Main Street in this picture looking southwest from Fountain Square from Main and Buffalo across the Southern RR Tracks. The building in the far background is Fountain Square Furniture and you can see a small portion of the Windsor Hotel to the far right. That area is presently the location of the Johnson City Farmer's Market Pavilion. You can see one of the city transit buses coming out from the city bus station onto a street named Windsor Way (presently a grassy area). The city bus station has the Sprite Sign on top and this was also around the time Sprite was introduced in the U.S. and bottled by the Coca-Cola Bottling Company. The area of the bus station is presently a grassy area with trees and benches…" Johnson City Press, 6 May 1962. "Cmdr. Exum, skipper of the USS Noa [DD-841], the destroyer which picked up John Glenn from the ocean after his tri-orbital flight, rides in the back of the seat of a convertible. His family rode with him."[146]

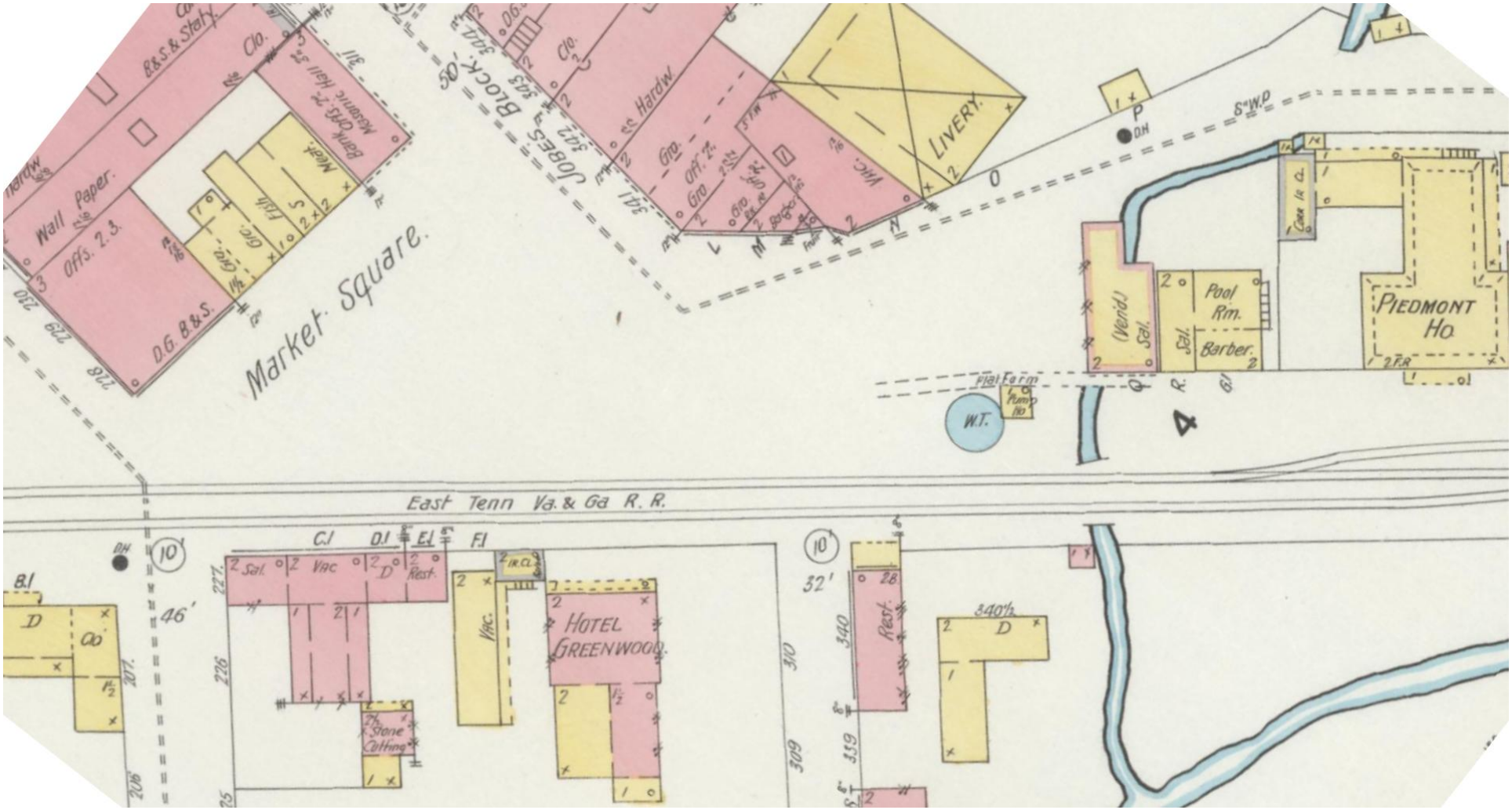
8.3.4. Southern Railway Facilities on Market Square, Downtown Johnson City, 1857 – 1920



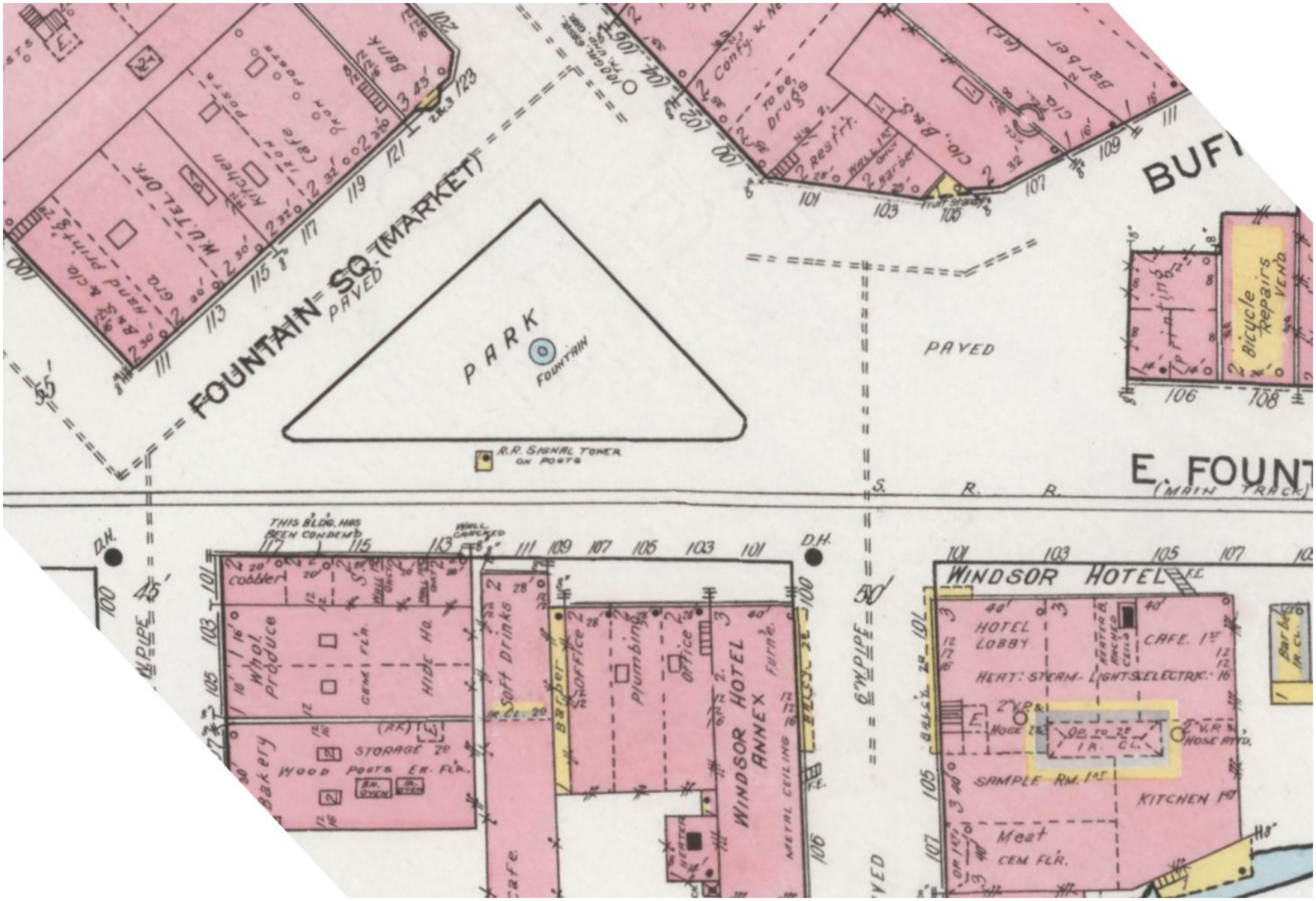
Map 19. "Engineering Drawings" with proposed changes in red. Historian Johnny Graybeal captioned this image: "This map dates from approximately 1880, and shows the original 1868 locations of the ET&WNC depot in Johnson City… The depot on the right was the true location. The depot/platform on the left was the proposed new location for that structure. The engine house and turntable were only proposed at that time, and weren't built until 1882. The turntable ended up to the left of the new depot, and was used by both the ET&WNC and the ETV&G…" "A water tank [upper right, between the "City Hotel" and the "E.T.V. & G.R.R. [freight] Depot"] was located at Johnson's Depot as early as 1858. Water was provided from Jobe's spring, and pumped into the tank by a water wheel arrangement. This… is the only map found to date that shows the arrangement of the water tanks at Johnson's Depot. Courtesy Susan Henry Collection."[147] Note that on 16 February 1888, the Johnson City Comet included: "The new tank is finished and is the largest on the line of road. It holds 67,000 gallons." Also note the "Foundry" (built in 1883) and the "Wagon Shop" in the lower left portion of this map. Finally, note that this map does not depict an E.T.V. & G. railroad passenger station by the water tank.



Map 12B. Downtown Johnson City, January 1891. Just above (east) of the "East Tenn. Va. & Ga. R.R." mainline, note the presence of the "Freight Ho." (one-story, wood-framed); and the "Pass'ger Sta." (marked as a one-story, wood-framed building but see Figure 116); as well as the "W. Tank" ("Johnson's Tank") and a one-story, wood-framed "Pump Ho." Also note across the top, from left to right: the three-story brick Hart Building, the wood-framed buildings of the Crouch Block, and the Crandall Building (all facing Market Square); the two-story brick "Jobe's Block" (and associated structures, also all facing Market Square); and the two wood-framed saloons, the pool room, and the Piedmont Ho. (all facing the railroad mainline). Across the bottom (west of the mainline), from left to right, note: the two-story brick "Worley/O'Boyle Building," the mostly brick two-story "Hotel Greenwood," and the two-story brick building of S.T. Harris (occupied by the San Marco "Res't." at this time).[148]



Map 13B. Downtown Johnson City, May 1897. Just above (east) of the "East Tenn. Va. & Ga. R.R." mainline, note that the "Freight Ho." and the "Pass'ger Sta." have been removed (see Map 12B), with "W.T." ("Johnson's Tank") and the one-story, wood-framed "Pump Ho." remaining in place. Also note across the top, from left to right: the "new" three-story brick Hart Building, the wood-framed buildings of the Crouch Block, and the Crandall Building (all facing Market Square); the two-story brick "Jobe's Block" (and associated structures, also all facing Market Square); and the two saloons, a pool room, a barber shop, and the Piedmont Ho. (all facing the railroad mainline). Across the bottom (west of the mainline), from left to right, note: the two-story brick "Worley/O'Boyle Building," the mostly brick two-story "Hotel Greenwood," and the two-story brick building of S.T. Harris (occupied by Richard Emmett's "Res't." at this time).[149]



Map 16A Downtown Johnson City, July 1913. Note the "R.R. Signal Tower on Posts" between the "Park" and the Southern Railway mainline near the center of this image. Across the top from left to right: the Hart Building, the Crouch Building and the Crandall Building (all facing "Fountain Sq. (Market)") and the Jobe Block (and associated buildings, also all facing Fountain Square). Across the bottom (west of the mainline), from left to right, note: the two-story brick "Worley/O'Boyle Building," the "Windsor Hotel Annex" (Arlington Hotel and its annex), and the "Windsor Hotel."[150]

Figure 116. One version of this photograph was annotated "Old Jobe Home (Dudley) then R.R. Station." In 1885, the Johnson City Comet referred to this building as the "old railroad house," which was occupied by J.W. Eakin/Aiken and T.J. Jobe. This building was converted into a temporary passenger depot by 1888 and used as such until 1891 (when the new union depot opened). It appears that this building was removed in 1892. The building on the left was, perhaps, occupied by a saloon that was operated by John Gregg in January 1891. The building on the right appears to be the S.T. Harris Building (completed in 1889) on the southwest corner of West Main Street and the E.T.V. & G. Railroad. Consequently, it appears that this photograph was taken between 1889 and 1892 (although it could be as late as 1897). The author found no primary source information linking this building to Henry Johnson.[151]

Figure 107A. This photograph of the building that became the E.T.V.&G. passenger depot appears to have been taken prior to that in Figure 116. Note the presence of exterior stairs up to the second floor.[152]

Figure 117. The Johnson City Comet, 15 April 1909, captioned this photograph: "The First Railroad Station Ever Erected in Johnson City – It was built by the East Tennessee and Virginia railroad before the war and stood in the Square, opposite the old Hoss House, now the Arlington Hotel, until about 1892, when it was torn down after the completion of the present union depot for the Southern and E.T. & W.N.C. railroads. This photograph was taken for The Comet back in 1886 and shows a typical scene. The covered wagons from North Carolina were around this old station every day to haul freight to merchants now reached by the C., C. & O. Ry. The mud in the foreground you will easily recognize. The editor of The Comet is standing in the wagon in his short sleeves and 'Kildee' Jobe is sitting on the end gate, 'Sorreltop' Hickey in the center and Bascom Crumley holding the team. The wagon on the right contains 'Bummer' Lusk, 'Shusky' Rogers, 'stemwinder' Hodge, 'Clay't' Moore and Franklin Sefton. The depot platform was filled with the usual crowd of bankers and professional men who assembled in those days to see the 'cyars' pass. The view was taken from a point near the City Barber Shop looking north."[153] The two chimneys, visible above the depot roof, belong to the Hoss House/Hotel Greenwood. Note E.T.V. & G. boxcar #194in the right background.

Figure 118. This image looks south from Market Square. From left to right, the buildings are the City/Piedmont Hotel, the temporary E.T.V. & G. Railroad passenger station, and the E.T.V. & G. "Freight Ho." The building behind the boxcars on the E.T.V. & G. Railroad mainline, with the two chimneys, on the right, is the Hoss House/Hotel Greenwood, while the light-colored building was a saloon in 1891. The passenger station and the freight house were apparently demolished in about 1892 (certainly no later than 1897). Also note that the "25 x 35" foot building, constructed for Will M. Patton in 1887 (and visible between the Hoss House/Hotel Greenwood and adjacent to the track in Figure 253) does not appear to be present. indicating that this photograph predates 1887.[154]

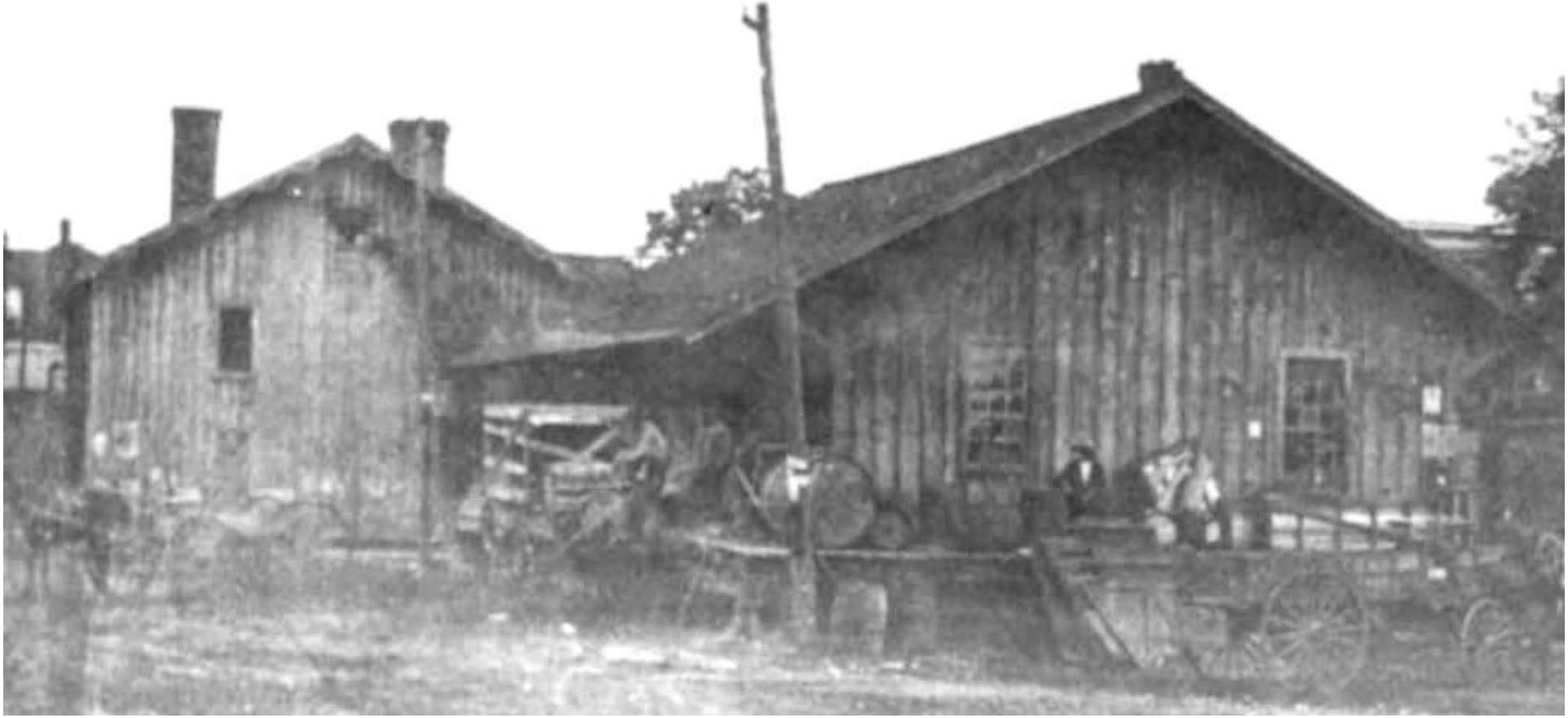


Figure 118A. A detail.

Figure 119. "World War I soldiers at Fountain Square, Johnson City, Tenn., 1917." Note the buildings in background, from left to right: the Mike Dyer Building (perhaps still occupied by the Odeon Theatre in 1917), the Southern Railway "Signal Tower" (behind the fountain statue), and the "Worley/O'Boyle Building" (which appears to be occupied by the "Silver Moon Restaurant" and the "Market Square Pressing Club" (on the right)). Also note the Farmers Exchange Building in the right background. This "Signal Tower," constructed by December 1910, was apparently removed at some time between 1920 and 1927.[155]

Figure 120. "Welcome Home Parade for Soldiers of World War I" on 16 April 1919.[156] From left to right, note the partially visible Southern Railway tower (by 1910 to between 1920 and 1927), the "Western Union Telegraph" office (in the Hart Building at 115 East Fountain Square, by 1912 to at least 1920), the Busy Bee Restaurant (at 117, 119, and 121 East Fountain Square, Crouch Building), Tunnell's Studio (second floor of the Crouch Building, here 1908 to at least 1921), and the Crandall Building (occupied by the Unaka National Bank, 1901 to 1920 or 1921). Also note the changes made to the windows and doors of the Crandall Building, which were completed in 1918. Finally, note the trolley under the "Welcome Home" sign.

Figure 119A. A detail, taken in 1917, of the "Signal Tower," constructed by December 1910 on Fountain Square. Apparently, it was removed at some time between 1920 and 1927. See Map 16A.

Figure 120A. Another detail of the "Signal Tower" (on the left edge of the image), taken 16 April 1919. Apparently, this tower was removed at some time between 1920 and 1927. Note the Western Union Telegraph office in the Hart Building in the right background. See Map 16A.[157]

8.3.5. East Fountain Square

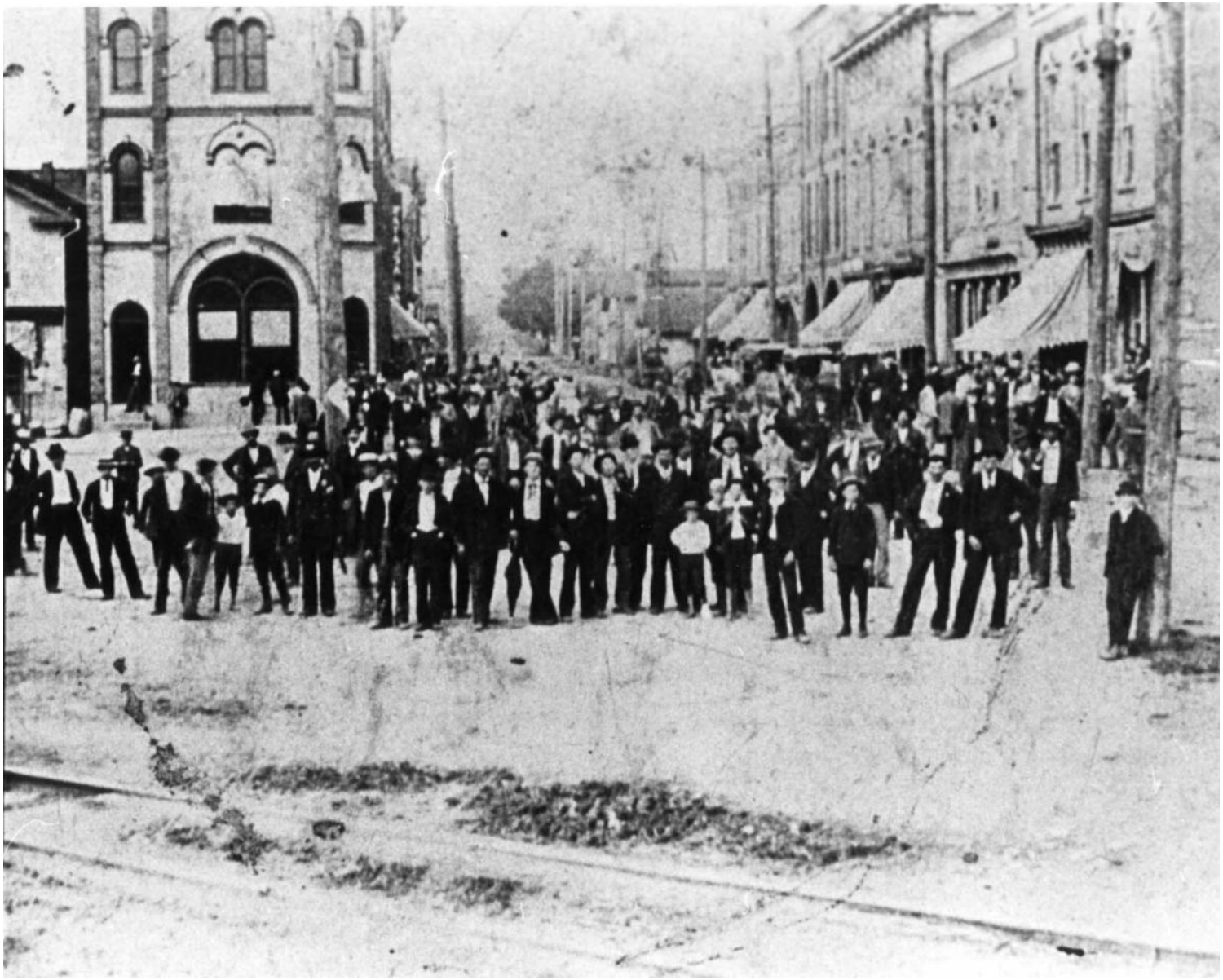


Figure 121. A photograph of the Crandall Building (on the left, here 1888 to present) and the Jobe Block (on the right, 1884 to present, with much modification). Note one of the wooden buildings of the Crouch Block on the left (here 1884? – 1897). Consequently, the author can only date this photograph to 1888 to 1897. Note the E.T.V. & G./Southern Railway mainline track in the foreground.[158] Also note that the bank building appears to be a different color.

Figure 122. Note the "Rhea, Wood & Co." awning (to the left of the Crandall Building, occupied by the First National Bank). Rhea, Wood & Company only operated between 1889 and 1891. Shipway & Johnson, real estate agents, occupied the building with the awning to the left of Rhea, Wood & Company. It appears that Shipway & Johnson only operated in 1890. Note the building under construction, immediately behind (east) of the bank. On 8 May 1890, the Johnson City Comet included: "J.F. Crumley and G.C. Harris are preparing to build a store house on Main Street adjoining the National Bank 23 x 160 feet…" Consequently, this photograph appears to date to 1890.[159] The three-story brick building on the left of this photograph belonged to H.C. Hart. The building in front of it was occupied, in part, by R.D. Grigg, Jr., who operated a drug store.

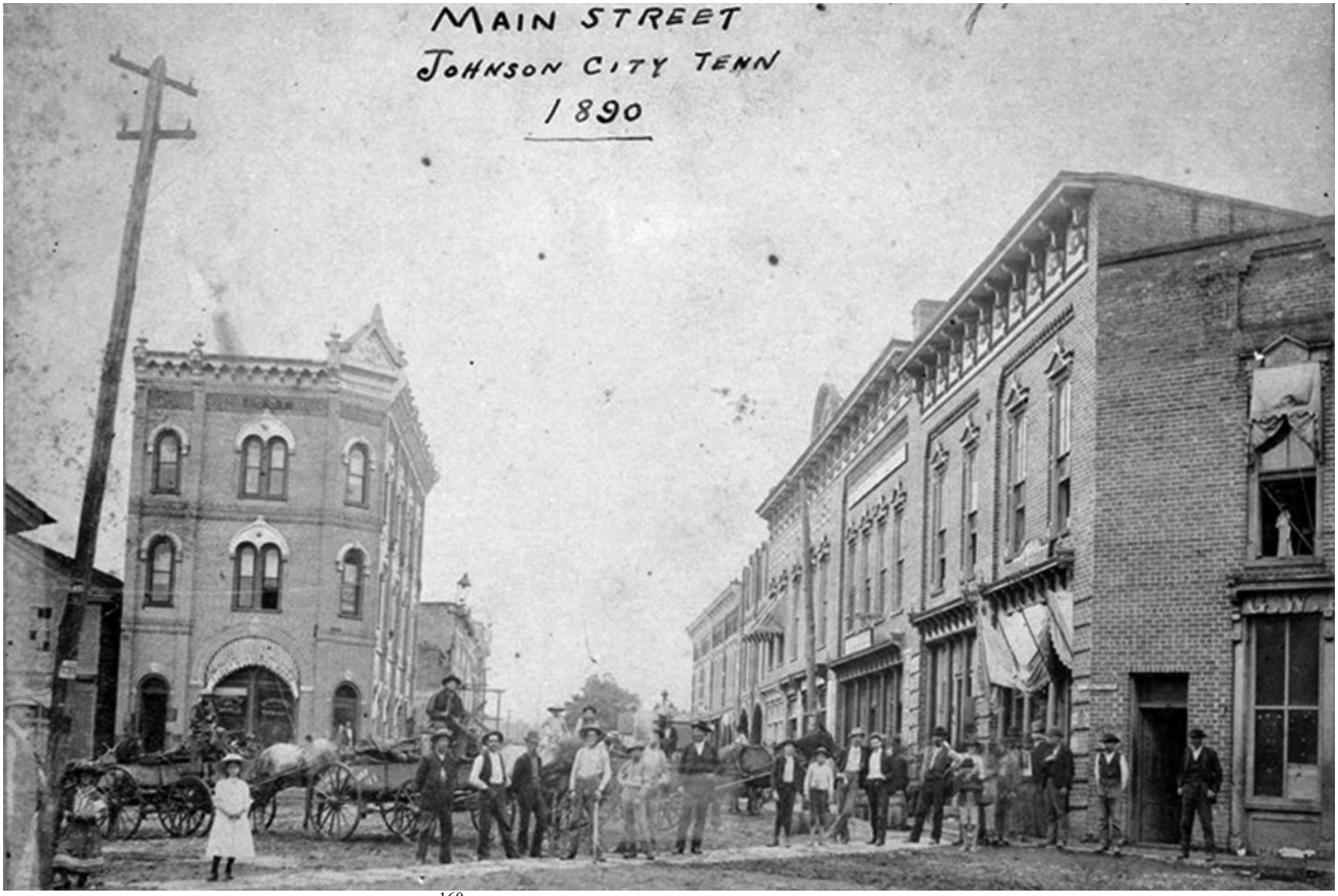


Figure 123. "Main Street Johnson City Tenn 1890."[160] From the left edge of this image, the first store should be occupied by Rhea, Wood & Company. The three-story Crandall Building was occupied by the First National Bank in 1890. In the Jobe Block, from left to right, should be Hurst & Penland (110 East Main Street, 1888 – 1891), Gumps (108 East Main Street, 1888 – 1901), C.K. Lide Hardware (104 and 106 East Main Street, 1887 – 1894), unidentified (102 East Main Street, 1889 – 1894?), and McFarland's drug store (100 East Main Street, 1888 to at least 1893). The sign with "G.W." on it, on the right edge of this image, probably belongs to the G.W. Hickey Grocery store, which was at 101 Buffalo Street from at least 1888 to 1891.

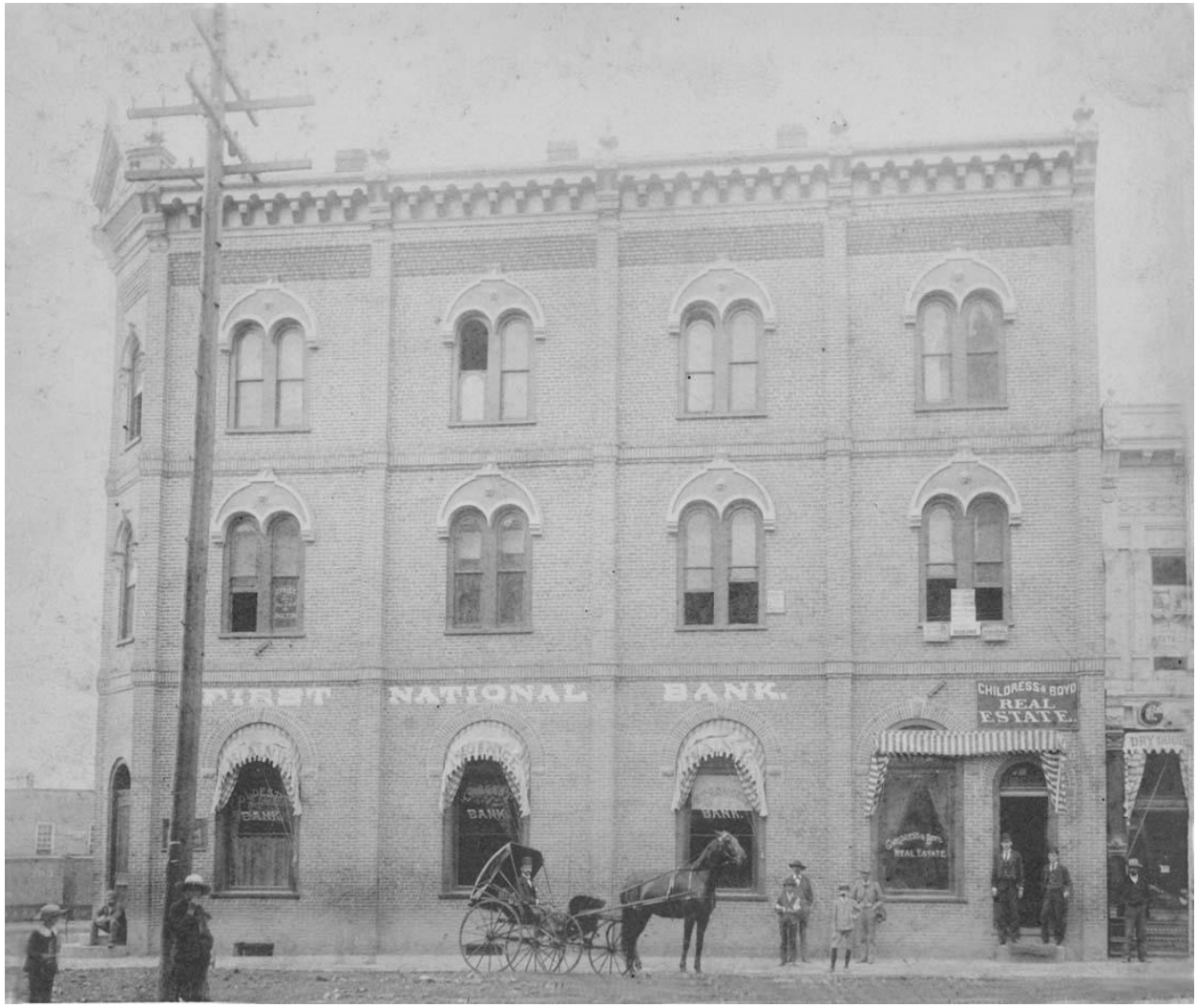


Figure 124. A view of the south side of the Crandall Building, occupied by the First National Bank. Note: the "Childress & Boyd Real Estate" sign above the door on the right. This enterprise advertised in the Johnson City Comet by 16 October 1890 and continued to do so until at least 24 September 1891. Also note that the signs on the windows of the first floor read, from left to right "Oldest Bank," "Largest Bank," "Strongest Bank," and "Childress & Boyd" "Real Estate," while the window sign on the left side of the second floor appears to read in part "… Doctor." The brick building in the left background, behind the boxcars, appears to be part of the Worley Block. At this time, the visible portion of the Worley Building was probably occupied by W.B. Balthis' grocery store and T.M. Chritzman's jewelry store. The building visible on the right appears to be that of G.C. Harris. On 8 May 1890, the Johnson City Comet included: "J.F. Crumley and G.C. Harris are preparing to build a store house on Main Street adjoining the National Bank 23 x 160 feet…" Note that the awning reads, in part, "Dry Goods."[161] Consequently, this photograph appears to date to 1890 – 1891.

Figure 125. "Rhea & Woods Co." (first awning from the right) only operated from 1889 to 1891. "Shipway & Johnson" (second awning from the right) appears to have only operated in 1890. Note the barber pole between Rhea & Wood and Shipway & Johnson. "R.D. Grigg, Jr." operated at drugstore in the second store from the left, while W.M. Patton operated a bakery out of the right side of the same building (1888 – 1890). Also note Redman (?) & Morris Clothiers occupies the ground floor of H.C. Hart's three-story brick building on the left side of this image.[162]

Figure 126. "Big Rag Time Opera Street Fair," "circa 1900."[163] Note the "T.J. Cox" sign on the right, this pawn shop operated here by 1900 to at least 1901. Note that the "Jno. D. Cox" sign is not present on this building. Also note that a portion of the barber shop is visible on the right side of this image. Also note that the trolley tracks, which were laid in June 1903, do not appear to be present in this image. On the left, note the Crouch and Crandall buildings, occupied by Bruner's Department Store and the Unaka National Bank at this time. This appears to be the earliest photograph of the "new" Crouch Building and the remodeled Crandall Building, found by the author. On 26 September 1901, the Johnson City Comet included: "There will be a Ragtime Concert at the Opera House next Monday evening [30 September]. Some of the best talent in the city will appear. The proceeds are for the public library fund. Admission 15, 25, and 35. Seats on sale at Gump's." Consequently, this photograph appears to date to 30 September 1901.

Figure 127. "Three Men in Front Store With H.W. Lyle & Co. Signage." H.W. Lyle & Company was at 102 East Main Street from 1900 to 1906. This store was occupied by John D. Longmire from 1908 to at least 1920, see Figure 163.[164]

Figure 128. Note the Unaka National Bank on the left (in this building from 1901 to 1920 or 1921). Note the apparent lack of trolley track on Main Street, which would be re-laid here in June 1903.[165] The sign behind the utility pole appears to read "Preston" ("Pr-ston"); the next two, under the "Jobe's Opera House" sign are: "Gump Bros" (at just 110 East Main Street 1901 – 1906), followed by "Frank Taylor" "Clothing" (vertical) (at 108 East Main Street 1902 – 1905), and finally "Summers, Barton & Parrott" "Hardware" (vertical) (104 and 106 East Main Street, 1897 – 1904). The sign across the 2nd story windows appears to read, at least in part "Oliver Chilled Plows…" Johnson City Comet, 6 March 1902, included: "City Drug Store Sold. The City Drug Store has been sold to G.F. Preston of Knoxville…" Consequently, this image appears to date to 1902 to early 1903. Note the architectural details of the second floor windows under the "Jobe's Opera House" sign.

Figure 129. "Men Posing in Front of Hardware Store…" It appears that this photograph is of the hardware store at 104 and 106 East Main Street, before the front was renovated in 1905. Note the two vertical "Hardware" signs (on the left and right), as well as the columns, windows and other architectural details, which are consistent with those visible in Figure 130. Consequently, this photograph appears to date to 1905 or earlier.[166]

Figure 130. A photograph of the Crouch Building, the Crandall Building, and the Jobe Block. From left to right, the Crouch Building (117/119/121 East Fountain Square) and the Crandall Building (Unaka National Bank, here 1901 to 1920 or 1921). In "Jobe's Opera House" under the sign, are the stores of Gump Brothers (men's clothing store, at 110 East Main Street beginning in 1901) and the Frank Taylor store (108 East Main Street, 1902 – 1905). To the right of the opera house is the "Summers, Barton & Parrott" hardware store (104/106 East Main Street, 1897 – 1904). Consequently, this photograph appears to date to between 1902 and 1904.[167] Of note, there was a fire on 23 August 1903 that destroyed the stock of Bruner's Department Store, which occupied the entire Crouch Building. Perhaps this photograph was taken shortly the fire was extinguished.

Figure 131. "Fountain Square, Then Unaka National Bank."[168] Note in the Crouch Building (on the left side of this image): the partially visible awning at 118 East Fountain Square that appears to read, in part: "Tailor" and which indicates the presence of W.B. Crouch, Tailor, who occupied this address from late 1903 to 1906. Also note "W.A. Johnston & Co." on the awning at 121 East Fountain Square (here 1903 to early 1906), while the Unaka National Bank occupies the Crandall Building at 123 East Fountain Square (here 1901 to 1920 or 1921). Finally, note that Fountain Square is an open space (the fountain was not installed until July 1909). Thus, this photograph appears to date to late 1903 to 1906, with 1904 to 1905 appearing to be the most likely.

Figure 132. This image appeared in the Johnson City Comet on 30 September 1909; however, note that the fountain has not yet been added. Also note the presence of S.E. Guinn's grocery store on the right (101 Buffalo, 1904 – 1908), as well as the fact that the façade of Jobe's Opera House has not been remodeled and the streets have not been paved. The sign on the post near the center of this image appears to read "Band Concert 7 P.M. Soldiers Home." Finally, note that Summers – Parrott appears to occupy 104 – 106 East Main Street (which was from 1904 to 1912). The buildings and other details are remarkably similar to those in figures 133 and 134.[169] Note the crossing of the trolley track and the Southern Railway. This image appears to date to between 1904 and 1906, with 1906 appearing to be the most likely date.

Figure 133. From left to right, note that the Crouch Building looks remarkably similar to figures 132 and 134. Also note the absence of the fountain (installed in 1909), the presence of the trolley and its overhead wiring (the track was re-laid in 1903), as well as the presence of S.E. Guinn's grocery store on the right (101 Buffalo, 1904 – 1908). The sign on the post in the left of this image appears to read "Band Concert 7 P.M. Soldiers Home." Consequently, this image appears to date to between 1904 and 1906, with 1906 appearing to be the most likely date.[170]

Figure 134. "Trolley, Downtown Johnson City" at the trolley crossing of the Southern Railway. On the right, note "S.E. Guinn Groceries" (here 1904 – 1908) and the barber pole of the "City Barber Shop" (here 1898 to at least 1916). Note that the "Jno. D. Cox" sign is now present on this building (added after 1901 (perhaps by 1906) to at least 1909). This image appears to date to between 1904 and 1906, with 1906 appearing to be the most likely date. The sign on the post in front of the bank reads "Band Concert 7 P.M. Soldiers Home." Note that the Crouch Block appears remarkably similar to figures 132 and 133.[171]

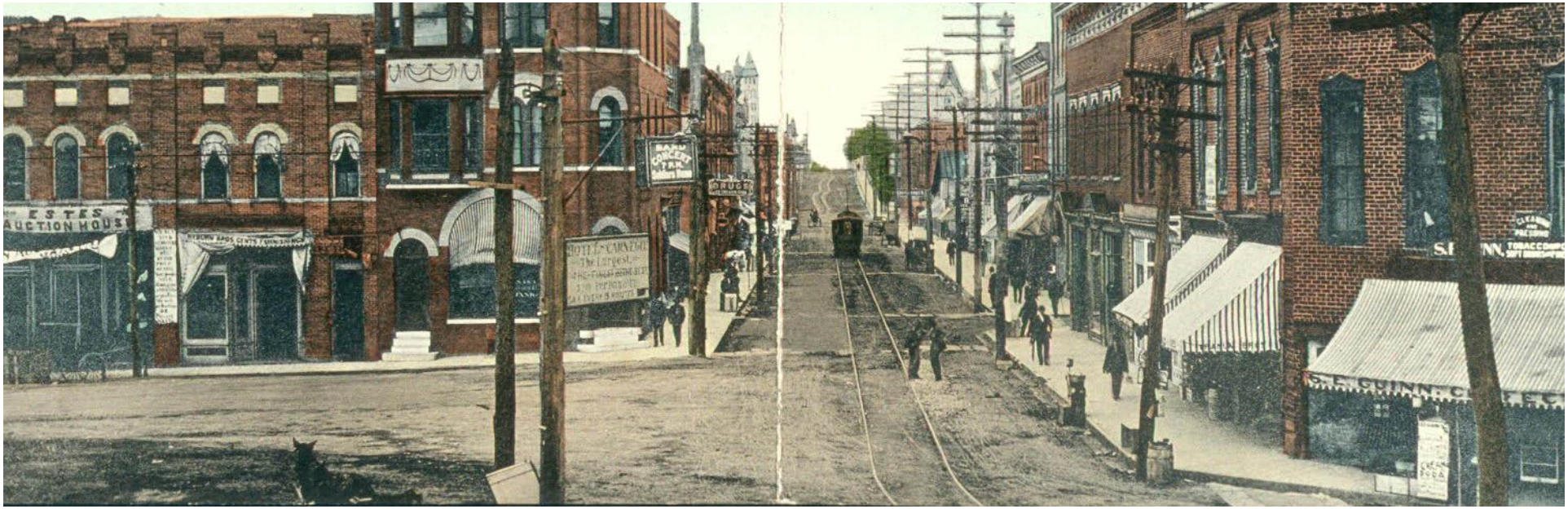


Figure 135. This view looks east along East Main Street, with the East Fountain Square Block on the left and the Jobe Block on the right. Note, from left to right in the East Fountain Square Block: the "Estes Auction House" (here at 119 Fountain Square, 1907 to 1909, the twisted banner appears to read, in part: "Big… Southern…"), "Ryburn Bros. Gents Furnishings" (here at 121 Fountain Square, 1907 – 1910), and the Unaka National Bank (here in the Crandall Building at 123 Fountain Square, 1901 to 1920 or 1921). One sign reads: "Hotel Carlisle – The Largest – The Finest and The Best – $2.00 Per Day & Up – Car Every 15 Minutes," while the other reads "Band Concert – 7 P.M. – Soldiers Home" (regrettably, the author did not find any information on the date of this concert, perhaps it was a recurring event). Also note that Main Street is unpaved in this image. The portion of Main Street depicted in this image was paved between August and October 1908. In the Jobe Block, note "Tranum Bros." (100 East Main Street, 1907? to at least 1916) on the one awning and "S.E. Guinn Confections" (101 Buffalo Street, 1904 – 1908) on the other, with the signs above reading "Cleaning and Pressing" and "S.E. Guinn, Tobacco and Cigars Soft Drinks… Candies." During this time, the three stores to the left of the Tranum Brothers were occupied by J.B. Worley's grocery store (102 East Main Street, 1907 – 1908), Summers – Parrot Hardware (104 and 106 East Main Street, 1904 – 1912) and the Gump Brothers' clothing store (108 and 110 East Main Street, at both addresses since 1906). Note the two signs above "Gumps," as well as the fact that the "Jobe's Opera House" sign appears to have been removed. Consequently, this image appears to date to between 1907 and the first half of 1908. Additionally, this postcard appears to be based on the photograph in Figure 136, below.[172]

Figure 136. "Main Street" in 1907 or the first half of 1908.[173] Figure 135, above, and Figure 137, below, appear to be based on this photograph.

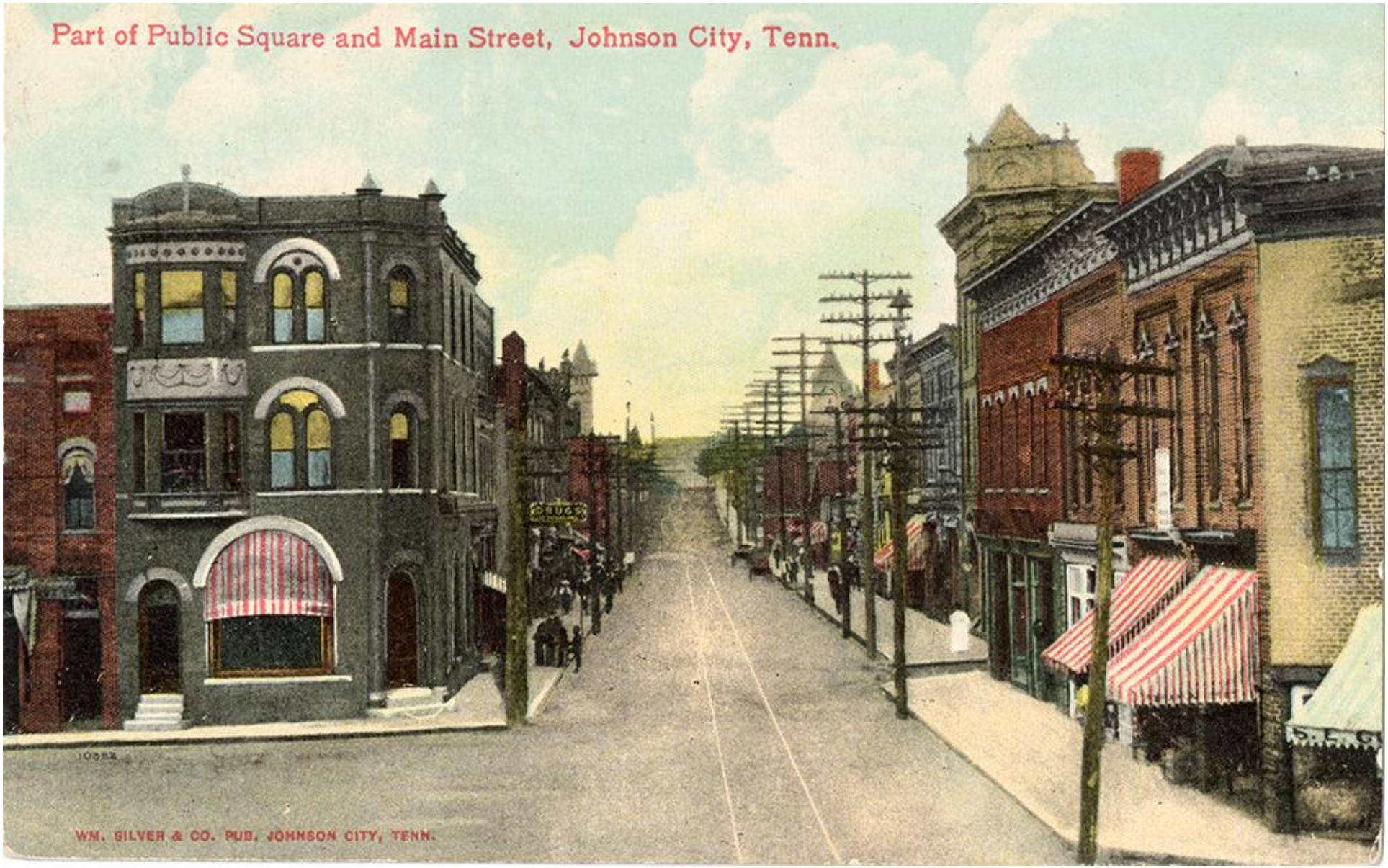


Figure 137. "Main Street Part of Public Square." Note the presence of "S.E. G…" (probably "S.E. Guinn") on the awning on the right side of this image (101 Buffalo Street, 1904 – 1908). See Figure 136, above, which appears to date this image to 1907 or the first half of 1908.[174]

Figure 138. "Street Scene, Johnson City, Tenn.," postmarked 17 May 1909.[175] Note that the unpaved portion of Main Street depicted in this image was not paved until late 1908 (between August and October 1908). Also note the Crandall Building on the left. Consequently, this image dates to early 1908 or earlier (the trolley tracks were re-laid in June 1903).

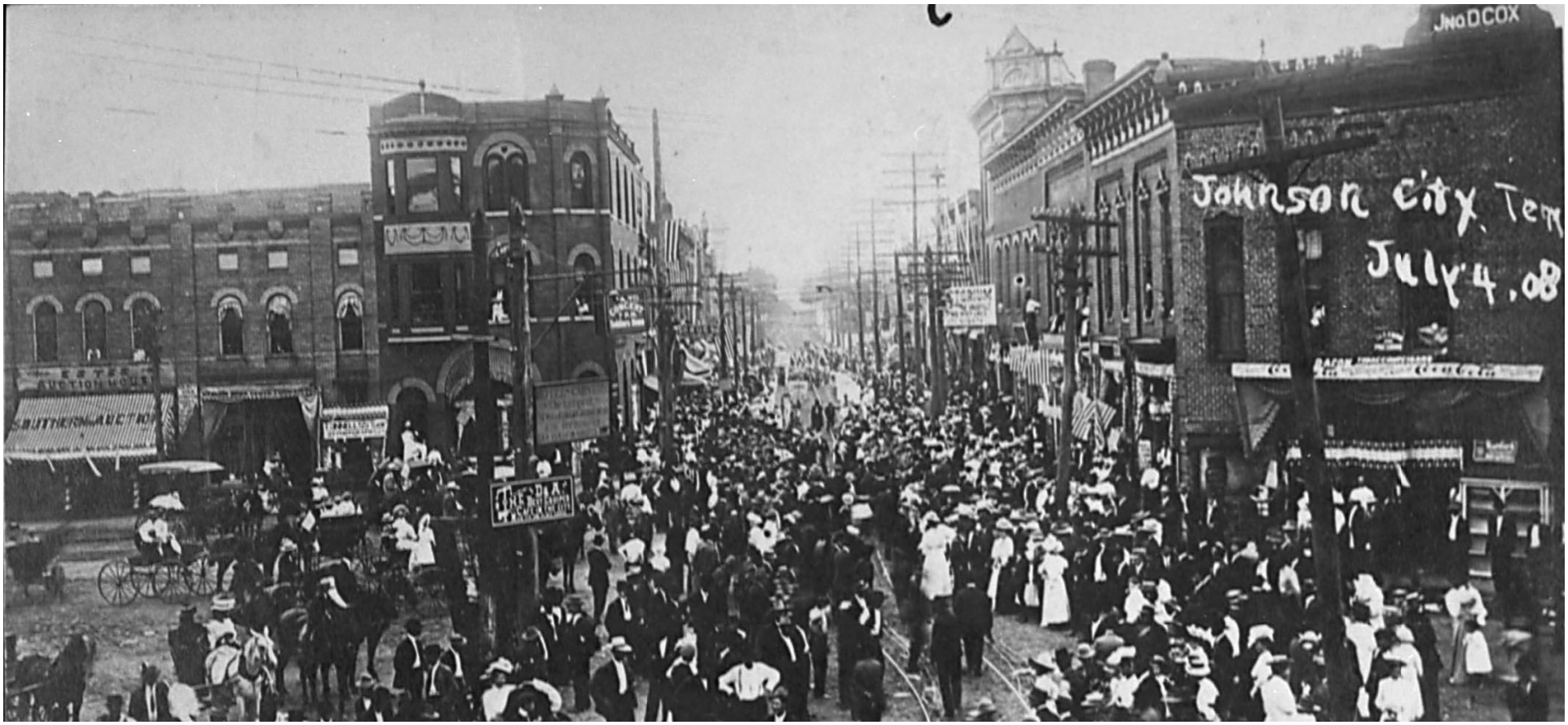


Figure 139. The writing on this photograph indicates that it was taken on 4 July 1908. Note in the Crouch Building, from left to right: the "Estes Auction House" with an awning that reads "Southern Auction" (119 East Fountain Square from 1907 to 1909), Ryburn Brothers (121 East Fountain Square from 1907 to 1910), and what appears to be Tunnell's Studio (here from 1908 to at least 1921). The Crandall Building, occupied by the Unaka National Bank, is just to the right of the Tunnell's Studio sign. On the right edge, the banner to the right of the utility pole appears to read "Coca – Cola," and "Bacon," presumably for "C.C. Bacon," whose grocery store was here from June 1908 to 1910.[176] Also note the "Jno. D. Cox" sign on top of this building (added after 1901 (perhaps by 1906) to at least 1909). Finally, note the sign in front of the Crandall Building that appears to read in part: "The 'D & A' Best… Cafe in the City…" (this enterprise only operated in 1908), the Carlisle Hotel sign (above the D & A café sign) that probably reads "Hotel Carlisle – The Largest – The Finest and The Best – $2.00 Per Day & Up – Car Every 15 Minutes" (see Figure 135), and the sign above it and to the right that appears to read "Band Concert – 7 P.M. – Soldiers Home" (see figures 132, 133, 134, 135, and 136; regrettably, the author did not find any information on the date of this concert, perhaps it was a recurring event).

Figure 140. "Main Street, July 4, 1908." Note, from right to left in the Jobe Block: Summers – Parrot Hardware (104 and 106 East Main Street, 1904 – 1912) and Gump's clothing store (108 and 110 East Main Street, at both addresses since 1906).[177] Also note the trolley on an unpaved Main Street and the Unaka National Bank (in the Crandall Building, on the left). Finally, note that changes to the façade of the Gump Brothers, made in 1905, can be seen in this photograph, and include different windows on the second floor, as well as changes to the architectural details above the windows and the apparent removal of the "Jobe's Opera House" sign from above the second-floor windows, compare with figures 128, 130, and 131.

Figure 141. Historian L. Thomas Roberts captioned this photograph: "Spring Street. This early-1900s image, taken just north of the intersection of Spring and Tipton Streets, looks northwest toward Main Street and the Unaka National Bank (Freiberg's Restaurant today). The building on the corner (right) housed the City Drug Company and would be razed for the erection of the Unaka and City (later Hamilton) National Bank Building."[178] Postmarked 8 (?) January 1910.

Figure 142. "John Robinson Show Johnson City Tenn July 28th," postmarked 3 August 1908.[179] Note the Crandall Building, occupied by the Unaka National Bank (here 1901 to 1920 or 1921), on the left; and "The Bee Hive" on the right. Also note the trolley tracks on an unpaved Main Street on the right of the image. This portion of Main Street was not paved until late 1908 (between August and October 1908).

Figure 143. "Main Street John Robinson Show." The John Robinson Circus is parading passed the Jobe Block on 28 July 1908. Note, from left to right in the Jobe Block: the Gump Brothers (at 108 and 110 East Main Street, with its pre-1909 façade) and the Summers – Parrott Hardware store (104 and 106 Main Street).[180]

Figure 144. "Main Street," postmarked 22 June 1909. Note Tunnell's Studio (here 1908 to at least 1921), the trolley on Main Street and the awning on the right, which appears to read "C.C. Bacon" (101 Buffalo Street, 1908 – 1910). Also note that Gump Brothers has its pre-1909 façade. Also note that the sign to the left of C.C. Bacon appears to read "All the News" and "Johnson City Staff." The relevant Sanborn map indicates that there was a printing operation on the second floor of 100 East Main Street in December 1908. Finally, note the improvements being made to Fountain Square, which were undertaken in June and July of 1909. Consequently, this image appears to date to June 1909.[181]

Figure 145. "Main Street." This is a colorized version of Figure 144. Note the overhead trolley wire and the subtle "artistic" changes to the image.[182]

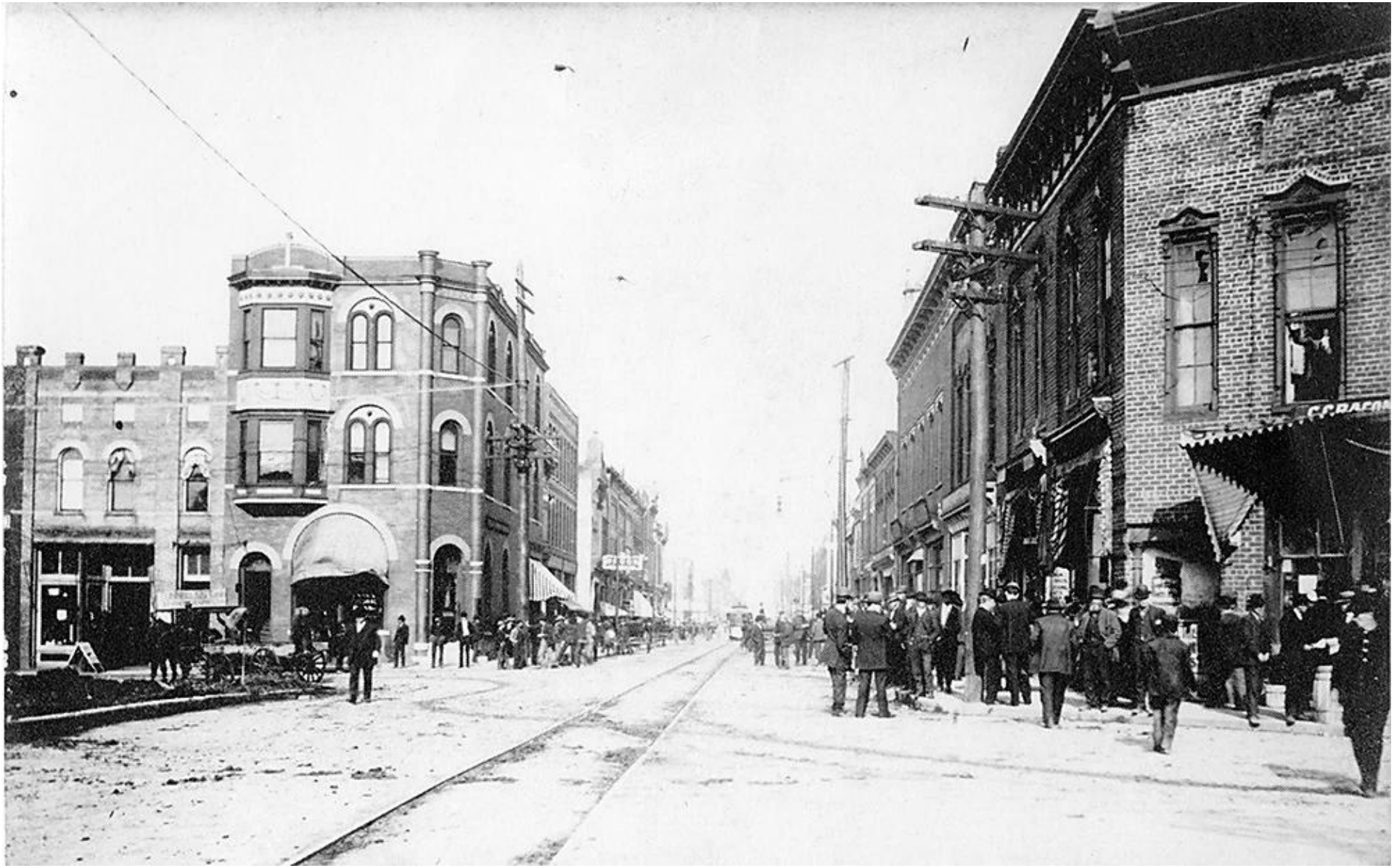


Figure 146. "Main Street."[183] Note Tunnell's Studio (here from 1908 to at least 1921) to the left of the Crandall Building, as well as the awning on the right, which appears to read "C.C. Bacon" (here 1908 – 1910). Also note that Gump Brothers has its pre-1909 façade, as well as the trolley on Main Street and the improvements that were made to Fountain Square in 1909. Consequently, this photograph appears to date to between June and September 1909.

Figure 147. "Barnum & Bailey, Johnson City, Oct 8th" 1909.[184] The Barnum and Bailey Circus performed in Johnson City on Friday, 8 October 1909. This image looks west on East Main Street. From left to right note: Bowman's "Dental Office" and the Hotel Pardue (later Hotel Windsor) in the left background, both on the south side of Main Street. On the north side of Main Street: the Crandall Building (occupied by the Unaka National Bank from 1901 to 1920 or 1921), the G.C. Harris Building, "The Bee Hive," and an unidentified drug store.

Figure 148. "Main Street," postmarked 20 January 1911. Note, from left to right, Tunnell's Studio and the Crandall Building (occupied by the Unaka National Bank, 1901 to 1920 or 1921). Also note that Gump Brothers (108 and 110 East Main Street) still has its pre-September 1909 façade and the curb at Fountain Square, which appears to have been placed in mid-1909. Consequently, this photograph appears to date to July or August 1909. In 1909, the rest of the Jobe Block: 104 and 106 East Main Street was occupied by the Summers – Parrott Hardware store; 102 East Main Street was occupied by John Longmire, and 100 East Main Street was occupied by the Tranum Brothers.[185]

Figure 149. "Fountain Square." "Johnson City, Tenn. Photo by Tunnell's studio." From left to right in the Hart Building note: the "Hart & Houston – Annex," at 113 East Fountain Square (with the extended awning), which was here from 1909 to 1910; as well as the Jackson Grocery store, at 115 East Fountain Square (immediately to the right of the Hart & Houston Annex) here from 1909 to at least 1910. In the Crouch Building note: the "Singer & Wheeler & Wilson Sewing Machines" store, at 117 East Fountain Square (immediately to the right of the Jackson Grocery), which was here from 1906 to at least 1910; the "Estes' Bargain House", at 119 East Fountain Square, (immediately to the right of the Singer store), which was here from 1907 to September 1909. Tunnell's Studio (immediately to the left of the Crandall Building) opened at this location in 1908. The fountain was installed in July 1909. Consequently, this photograph dates to July – September 1909, which would indicate that the shop at 121 East Fountain Square (between Estes' and Tunnell's) should be occupied by the Ryburn Brothers, which was here from 1907 to 1910.[186]

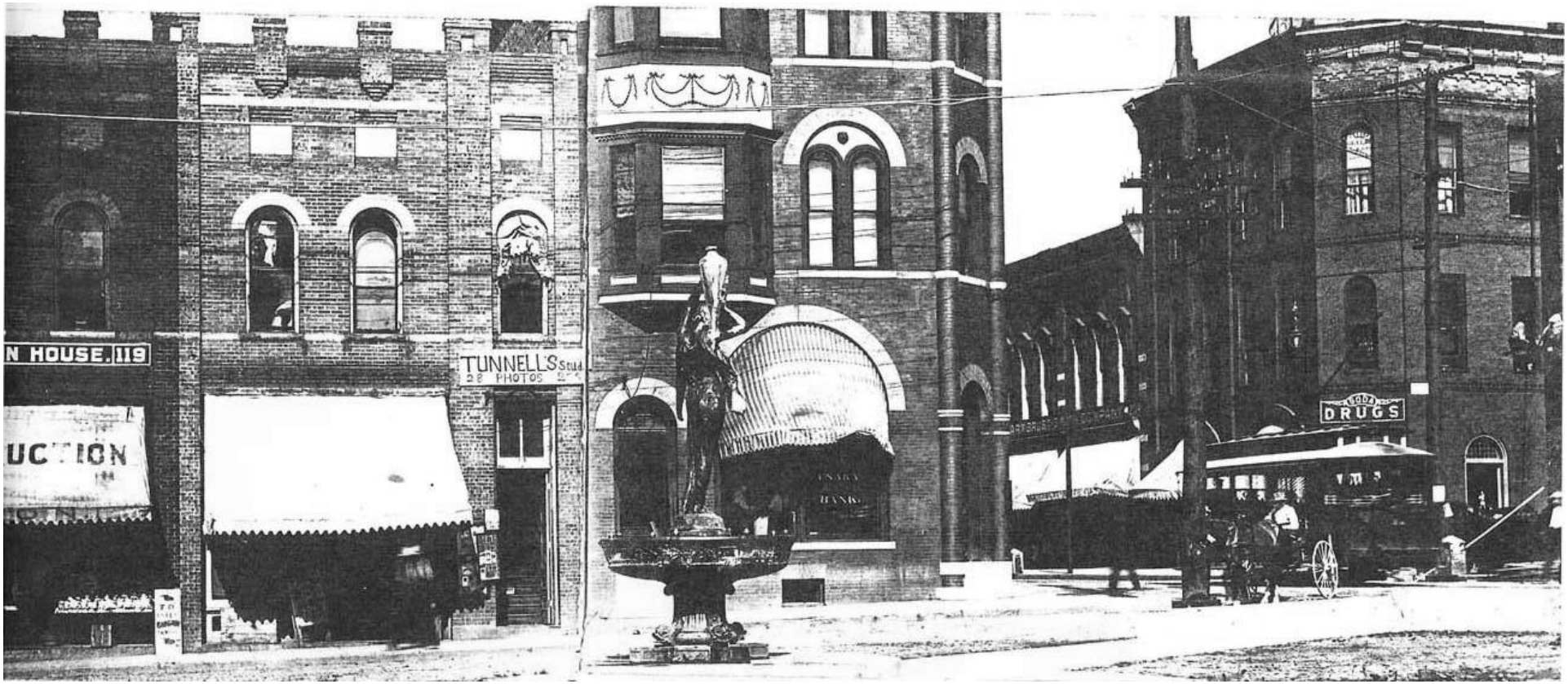


Figure 150. The building on the left appears to be the Estes "Bargain House," with the awning appearing to read in part: "Auction." This enterprise was located here from 1907 to 1909. Note the trolley (track re-laid in 1903) and fountain (added in July 1909). Tunnell's Studio appears to have operated at this location from 1908 until at least 1921. Consequently, this photograph appears to date to late 1909. The building to the right of the Crandall Building appears to be the Armbrust & Smith Company (1898 to at least 1918). The store between Tunnell's Studio and the "Bargain House" should be Ryburn Brothers dry goods store at this time.[187] Also note that Fountain Square has grass and sidewalks.

Figure 151. "Main Street Elks Bazaar," postmarked 1 December 1909. The portion of Main Street depicted in this image was paved between August and October 1908. Note the trolley tracks and the presence of C.C. Bacon on the right (101 Buffalo Street, 1908 – 1910), as well as that the square has been improved with walk ways and grass (also 1909) and that the façade on Gump Brothers (108 and 110 East Main Street) has been remodeled (September 1909). Above C.C. Bacon, in the building on the right, is a sign by the second-floor window reading "Cleaning and Pressing." Note the "Jno. D. Cox" sign on top of the building (added after 1901 (perhaps by 1906) to at least 1909). Also note that the sign to the left of C.C. Bacon appears to read in part: "Blalock… Cleaning…" (which appears to have been on the 2nd floor of 100 East Main Street, by 1909 until perhaps 1913 or later). The Johnson City Comet, 18 November 1909, included: "Wait and Watch for Elk's Bazaar – Dec. 7 to 11 Inclusive – A Great Feast in Store for You." Consequently, this photograph appears to date to late 1909, between September and November.[188]

Figure 152. "Gumps Storefront," with its new façade, annotated 1 September 1909.[189]

Figure 153. "Central Business District…," note that this image appears to be the same as that in Figure 151 with a wider field of view, but with less resolution.[190] Note that the sign at 119 East Fountain Square (on the left) appears to match that of the Estes Bargain House (here 1907 – 1909).

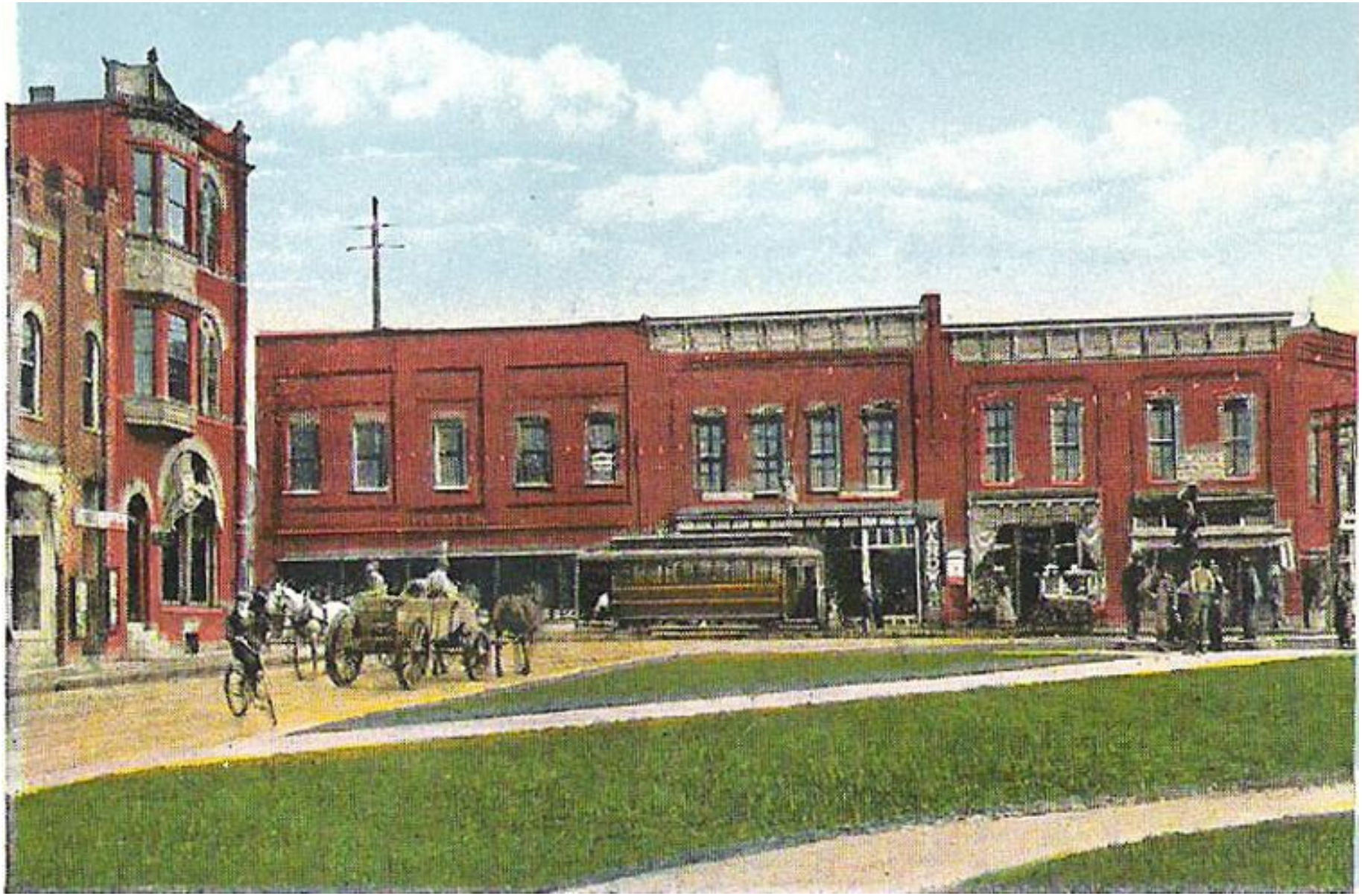


Figure 154. "Fountain Square," note the dark green color of the trolley, with yellow/gold trim; the presence of the fountain on the square and that Gump Brothers has its post-September 1909 façade. Also note that the Crandall Building has its pre-1918 façade. The awning at 121 East Fountain Square appears to pre-date that used by Hart & Houston, which first occupied this location in 1910 (see Figure 155). Also, the placement of the Tunnell's Studio sign indicates that this image was taken in or before 1909. Consequently, this image appears to date to late 1909.[191]

Figure 155. From left to right: the awnings appear to read: Singer & Wheeler & Wilson Sewing "Machine Co." (1906 to at least 1910); and "Hart & Houston – Annex" (1910 – 1914). Next, the sign for "Tunnell's Studio" (here 1908 to at least 1921); the Crandall Building, occupied by the Unaka National Bank (here 1901 to 1920 or 1921); Gump Brothers with its new façade that was remodeled in 1909; and the Summers – Parrott hardware store, at this location from 1904 to 1912. The sign above the "Summers – Parrott Hardware Co." sign appears to read "Retail Department." Perhaps this was the grand opening of the "Hart & Houston Annex," which occurred on 16 March 1910. Consequently, this photograph appears to date to 1910, but no later than 1912.[192]

Figure 156. "Fountain Square." From left to right in the Hart Building, this image appears to include the Braswell Dry Goods Company (here in 1910), and the "Jackson Grocery Company" (here from 1909 to at least 1910). In the Crouch Building, the "Singer & Wheeler & Wilson Sewing Machines" store, at 117 East Fountain Square (immediately to the left of "The Hart & Houston Annex", here between 1906 to at least 1910); "The Hart & Houston Annex," (opened here on 16 March 1910 and remained here to 1914); and Tunnell's Studio (here from 1908). The Crandall Building, occupied by the Unaka National Bank (here 1901 to 1920 or 1921), is on the right. Consequently, this image appears to date to 1910.[193]

Figure 157. From left to right, the Hart & Houston Annex (119 and 121 East Fountain Square, 1910 – 1914); Tunnell's Studio (here from 1908 to at least 1921); the Crandall Building (occupied by the Unaka National Bank, 1901 to 1920 or 1921); the drug store on the southeast corner of Main and Spring Street; Gump Brothers (108 and 110 East Main Street, with its post-1909 façade); and the Summers – Parrott hardware store (104 and 106 East Main Street, 1904 – 1912). One version of this card was postmarked 30 May 1910. Consequently, this photograph appears to date to early 1910, between March and May.[194]

Figure 158. From left to right, note the partially visible sign on 121 East Fountain Square (which reads "nery") indicating that Hart & Houston are the current occupants (here 1910 – 1914); Tunnell's Studio (here 1908 to at least 1921); the Crandall Building; the trolley on Main Street; Gump Brothers (with its post-1909 façade); and J.L. Allen (101 Buffalo Street, 1910, the Sanborn Fire Insurance map for 1913 shows that this address was still occupied by "Tobacco & Conf'y", so, perhaps J.L. Allen remained in business here to 1913 or later), on the right. Consequently, this photograph appears to date to 1910 – 1914. Note what appears to be signs for "Blalock… Cleaning…" to the left of J.L. Allen and between the two 2nd floor windows of 100 East Main Street. This enterprise appears to have been at this location by 1909 and to have remained there until perhaps 1914 or later.[195]

Figure 159. "Main Street, July 4, 1910." Note, from left to right in the Crouch Building: The Hart & Houston Annex (119 and 121 East Fountain Square, here 1910 – 1914) and Tunnell's Studio (here 1908 to at least 1921); and the Crandall Building (123 East Fountain Square, occupied by the Unaka National Bank at this time). Also note the sign on 101 Buffalo Street, above the awning, that appears to read "J.L. Allen." Finally, note that the City Barber Shop is partially visible on the right edge of this image [196]

Figure 160. "Main St. Johnson City…" one version of this was postmarked 29 September 1910.[197] Note the remodeled Gump Store, Summers – Parrott Hardware Co., and J.D. Longmire. Historian L. Thomas Roberts captioned this image: "just prior to Summers-Parrott Hardware (104 – 106, second building on the right) moving to their new location on Buffalo street. The third building on the right at the corner of Spring Street is Gump Brothers (108 – 110), which sold men's clothing in this location from about 1880 to 1921)." However, this enterprise was at 108 and/or 110 East Main from 1888 to, perhaps, 1923. This image appears to date to between September 1909 and September 1910.

Figure 161. "Rare Early Color Postcard – Main Street," postmarked 30 August 1911. Note that Gump Brothers (108 and 110 East Main Street) has its post-September 1909 façade. Consequently, this image appears to date to between September 1909 and August 1911.[198]

Figure 162. Near the center of the image, note the trolley, the post-September 1909 façade on the Gump Brothers store (108 and 110 East Main Street), and the "Mountcastle – Phlegar Hardware Co." (at 104 and 106 East Main Street from 1912 to 1914). Consequently, this photograph appears to date to 1912 – 1914. Also note that the retracted awning on the building at 102 East Main Street, to the right of "Mountcastle – Phlegar Hardware Co." appears to read "J.D. Longmire" (here 1908 apparently to at least 1920).[199]

Figure 163. "J.D. Longmire and Wife: Grocery…" Note the "102" over the door and between the bananas. Also note the partial vertical sign on the left that appears to read "Hardware" and the "TR" on the right, which is almost certainly for Tranum Brothers. Finally, it appears that the entrance to this store has been modified, compare with Figure 127. The J.D. Longmire store was at 102 East Main Street from 1908 apparently to at least 1920.[200]

Figure 164. Main Street, looking east.[201] In the Jobe Block (from left to right): Gump Brothers clothing store (108 and 110 East Main Street, with its post-September 1909 façade, here to perhaps 1923), "Mountcastle-Phlegar Hardware Co." (104 and 106 East Main Street, 1912 – 1914), "J.D. Longmire" (102 East Main Street, 1908 apparently to at least 1920), and "Tranum Bros. Gents Furniture" (100 East Main Street, 1907? to at least 1916). Note the sign between the two second story windows above Tranum Brothers, which appears to read "Blalock… Cleaning/Pressing and Repairing." The Blalock enterprise appears to have been at this location by 1909 and to have remained here until perhaps 1914 or later. Consequently, this image dates from 1912 to perhaps 1914. Note the trolley track.

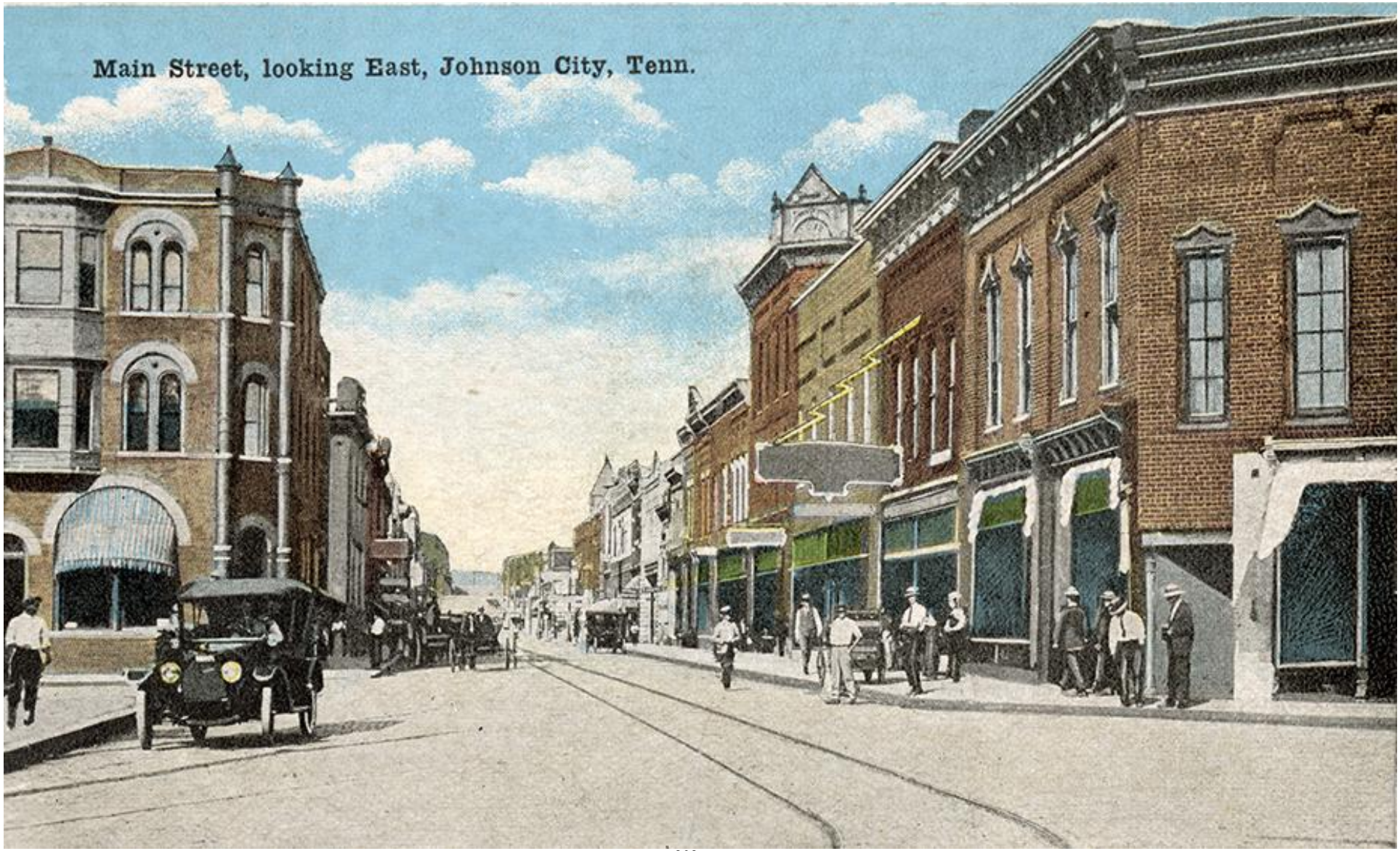


Figure 165. "Main Street Looking East."[202] This image appears to date to 1912 – 1914.

Figure 166. This appears to be a photograph of the parade of "Ringling Brothers' World's Greatest Show" before their performance in Johnson City on 25 September 1914. Note that the "Hart & Houston Annex" sign has been removed from the Crouch Building (on the left), indicating that they had recently made their September 1914 move to a new location (315/317 East Main Street?), and that the space at 119 and 121 East Fountain Square is vacant. Also note Tunnell's Studio (here from 1908 to at least 1921) and the "Mountcastle – Phlegar Hardware Co." sign on the right (104 and 106 East Main Street, 1912 – 1914). Consequently, this photograph appears to date to 25 September 1914.[203]

Figure 167. The sign on the left on the Crouch Building appears to read "Pressing…" Note the trolley in the left foreground. Also note that the sign has been removed from the Hart & Houston Annex, apparently indicating that they had recently made their move in 1914. Also note Tunnell's Studio (here from 1908 to at least 1921). Interestingly, there does not appear to be a sign on the Western Union Telegraph Company office, at 115 East Fountain Square. This appears to be the same circus parade as that depicted in Figure 166. Consequently, this photograph appears to 25 September 1914.[204]

Figure 168. From left to right: the East Fountain Square Block and the Jobe Opera House Block.[205] In the East Fountain Square Block, (from left to right): the Hart and Crouch buildings, including Tunnell's Studio (here from 1908 to at least 1921), as well as the Crandall Building (occupied by the Unaka National Bank, here 1901 to 1920 or 1921), but prior to the changes to the exterior that occurred in 1918. Note that the "Hart & Houston Annex," which was at 119 and 121 East Fountain Square from 1910 to 1914, appears to be absent. Also note what appears to be a "Western Union Telegraph" sign at 115 East Fountain Square, as well as what appears to be the same "Pressing" sign at 117 East Fountain Square as seen in Figure 167. In the Jobe Block (from left to right), Gump Brothers (108 and 110 East Main Street, with its post-September 1909 façade), the Mountcastle – Phlegar Hardware Company (104 and 106 East Main, 1912 – 1914), the John D. Longmire store (102 East Main, 1908 apparently to at least 1920), and the Tranum Brothers' "Gents Furnishings" store (100 East Main Street, here by 1907 to at least 1916). Also note the sign that reads "Blalock" "Cleaning, Pressing and Repairing" (by 1909 to until perhaps 1914 or later), as well as the trolley switch for Buffalo Street, in the foreground. The trolley line to the southwest addition was built in 1911. Consequently, this photograph appears to date to late 1914.

Figure 168A. From left to right in the Jobe Block, Gump Brothers (108 and 110 East Main Street, with its post-September 1909 façade), the Mountcastle – Phlegar Hardware Company (104 and 106 East Main, 1912 – 1914), the John D. Longmire store (102 East Main, 1908 apparently to at least 1920), and the Tranum Brothers' "Gents Furnishings" store (100 East Main Street, here by 1907 to at least 1916). Also note the sign that reads "Blalock" "Cleaning, Pressing and Repairing" (by 1909 to at least 1914), as well as the trolley switch for Buffalo Street, in the foreground. This image appears to date to 1914."[206]

Figure 168B. This detail depicts, from left to right, the "warehouse block," the Hart and Crouch buildings, including Tunnell's Studio (here from 1908 to at least 1921), as well as the Crandall Building, occupied by the Unaka National Bank (here 1901 to 1920 or 1921, but prior to the changes to the exterior that occurred in 1918). Note that the "Hart & Houston Annex," which was at 119 and 121 East Fountain Square from 1910 to 1914, appears to be absent. Also note what appears to be a "Western Union Telegraph" sign at 115 East Fountain Square, as well as what appears to be the same "Pressing" sign at 117 East Fountain Square as seen in Figure 167.

Figure 169. "Unaka National Bank" in the Crandall Building at 123 East Fountain Square, 1901 to 1920 or 1921.[207] Note Tunnell's Studio (on the left), which did not open until perhaps July 1908, as well as the trolley track in the right foreground. Also note that the portion of Main Street depicted in this image was not paved until late 1908 (between August and October 1908). This photograph also appeared in the Johnson City Comet on 30 September 1909. Consequently, this photograph appears to date to the middle of 1908.

Figure 170. The sign in the double window, facing Fountain Square reads: "Unaka National Bank U.S. Depository." The Unaka National Bank was here, in the Crandall Building, 1901 to 1920 or 1921. Note that Main Street has been paved. Also note the trolley track and Tunnell's Studio (on the left, here from 1908 to at least 1921). The signs painted on the second-floor windows both read "Lee F. Miller" "Lawyer," here by 1913 to at least 1918. And the sign on the building along Main Street, as well as the one on the column to the left of the door, read: "Unaka National Bank."[208] Consequently, this image appears to date from perhaps 1913 to no later than 1921.

Figure 171. "Tunnell's Studio" "Kodak Developing" "Printing and Supplies" "Your Photos Made to Order" (?). This image appears to date from 1914 to 1918, or perhaps 1921.[209]

Figure 120 (reproduced here for convenience). "Welcome Home Parade for Soldiers of World War I" on 16 April 1919.[210] From left to right, note the partially visible Southern Railway tower, the "Western Union Telegraph" office (in the Hart Building at 115 East Fountain Square, by 1912 to at least 1920), the Busy Bee Restaurant (at 117, 119, and 121 East Fountain Square, Crouch Building), Tunnell's Studio (second floor of the Crouch Building, here 1908 to at least 1921), and the Crandall Building (occupied by the Unaka National Bank, 1901 to 1920 or 1921). Note the changes made to the windows and doors of the Crandall Building, which were completed in 1918. Finally, note the trolley under the "Welcome Home" sign on the right.

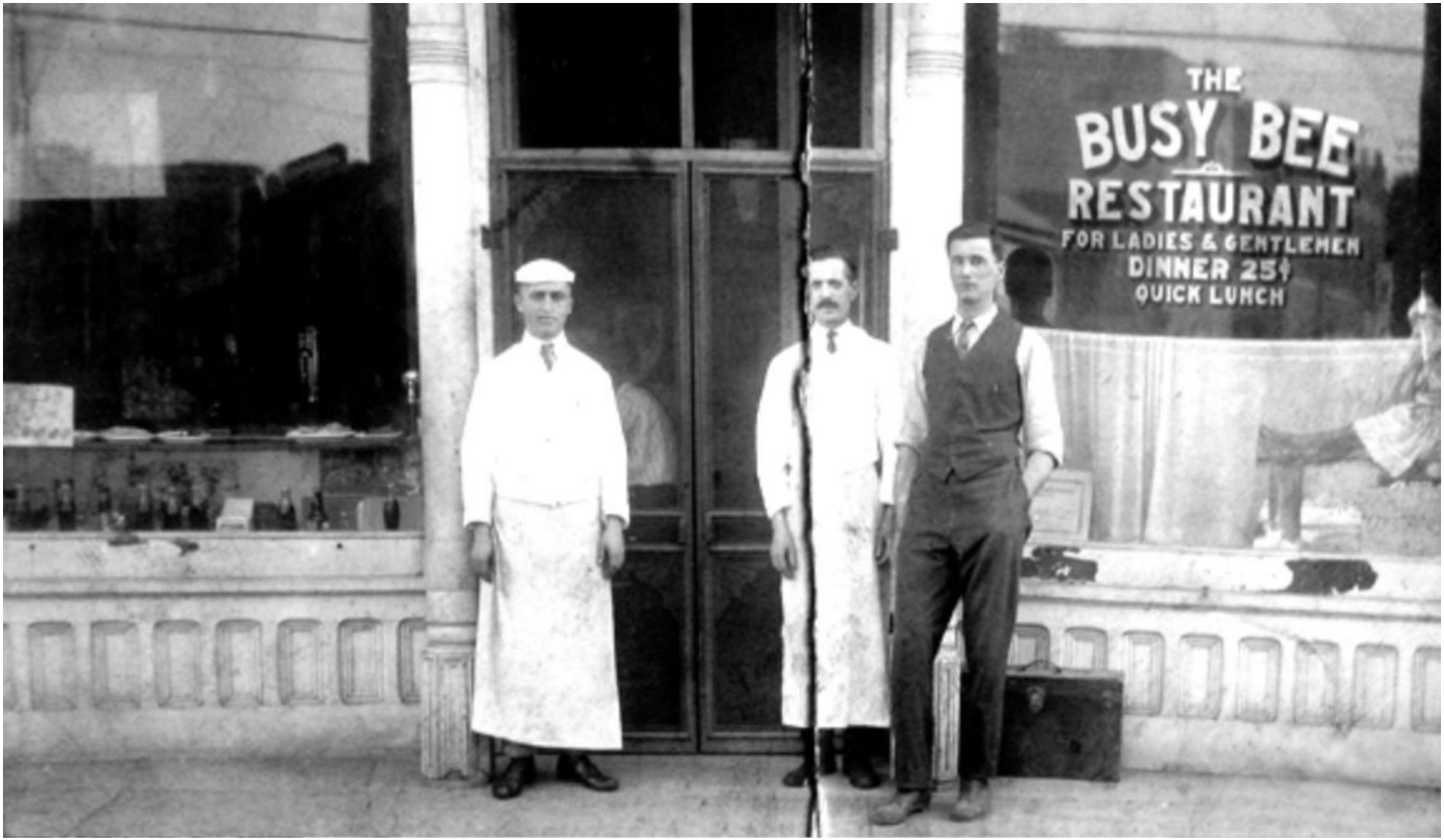


Figure 172. "The Busy Bee Restaurant. John Buda is on the left and his brother, Charles, is on the right." "John and his brother, Charles, initially went to work for Mike Dimma at his Busy Bee Restaurant located at 119-21 Fountain Square. Painted on the store window were the words: 'For Ladies and Gentlemen, Dinner 25 Cents, Quick Lunch.' A small sign along the left side of the window advertised 'Fresh Pies.'" "In 1922, John opened his own restaurant, the New York Café, at 209 Buffalo Street near Wilson Avenue."[211] Interestingly, this photograph doesn't seem to match their location in the Crouch Building, see Figure 120.

Figure 173. "Main Street Looking East." Note the Busy Bee Restaurant (117 and 121 East Fountain Square in the Crouch Building, 1915 to no later than 1927), the Crandall Building (without the "Savoy" sign that was added in 1924), the Unaka and City National Bank building (built in 1921), Gump Brothers (at 108 and 110 East Main Street until perhaps 1923), Taylor – Anderson – Smalling Co. Hardware (104 and 106 East Main Street, 1919 – 1923), an unidentified enterprise (102 East Main Street), the "Gregory Drug Co." (100 East Main Street, 1920 – 1928), and an unidentified "Café" (101 Buffalo Street). Note that the buildings at 100 and 102 East Main Street have new façades, which were apparently remodeled in 1922.[212] Consequently, this image appears to date to 1922 or perhaps early 1923. Note that sign at 101 Buffalo Street appears to read "Clean Café."

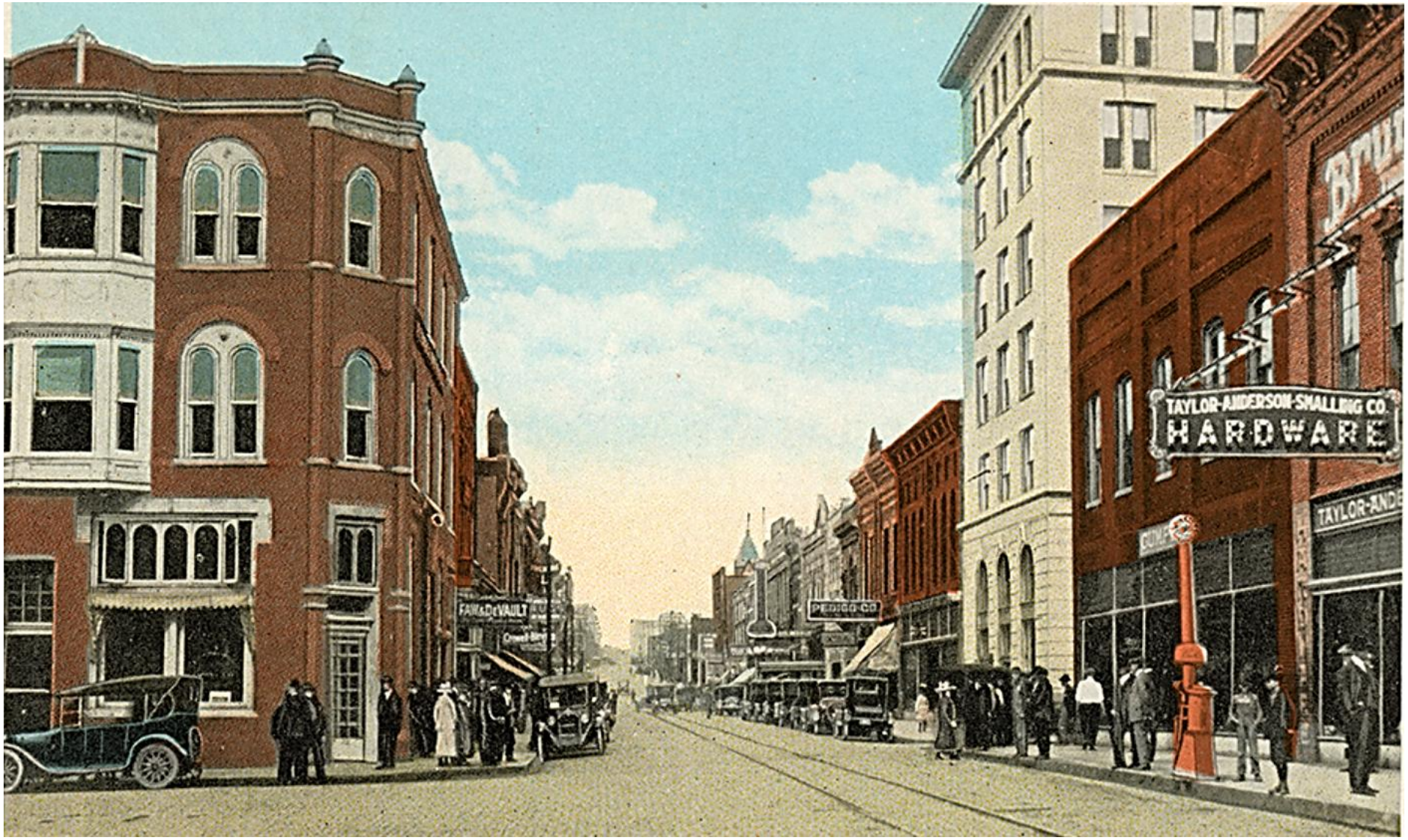


Figure 174. "Main Street Looking East." Note, from left to right: the Crandall Building (123 East Fountain Square, without the Savoy Drug Company sign, which was added in 1924), the Unaka and City National Bank building (built in 1921), Gump Brothers (at 108 and 110 East Main Street until perhaps 1923), and Taylor – Anderson – Smalling Co. Hardware (104 and 106 East Main Street, 1919 – 1923). Note the sign painted above the second-floor windows of the Taylor – Anderson – Smalling Company that reads, in part: "Brun," perhaps "Brunswick," as well as the unusual mechanism on the sidewalk. See also Figure 175. Consequently, this image appears to date to 1921 to 1923.[213]

Figure 175. "Downtown Johnson City, Tenn…" Note on the left side of this photograph that the sign of the Savoy Drug Company has not been added to the Crandall Building, indicating that this photograph was taken in 1923 or earlier. Also note on the right side of the image: the Unaka & City National Bank (built in 1921), Gump Brothers (108 and 110 East Main Street, at both addresses 1906 to perhaps 1923), and the Taylor – Anderson – Smalling Co. Hardware" store (104 and 106 East Main Street, 1919 – 1923, note the sign partially above the second floor windows that begins with a "B," probably "Brunswick," see Figure 174). The building occupied by Gump Brothers was demolished by 1923 to make room for the new Tennessee National Bank building. Consequently, this image appears to date to 1921 – 1923. Also note the trolley tracks.[214]

Figure 176. "Soldiers Home Band – State Legion Convention – Johnson City Tenn. 1924." From left to right: The Unaka & City National Bank (built in 1921), the Tennessee National Bank (built in 1923), and the "Taylor – Anderson – Smalling Co. Hardware" store. The signs on the hardware store windows read: "D&M Sporting Goods" and "Hardware." The banner over the street reads: "Welcome Buddies." Apparently, the "Taylor – Anderson – Smalling Co. Hardware" sign had not been removed after this enterprise became "Anderson Hardware Co." by March 1923.[215]

Figure 177. "Downtown Johnson City Street Scene." Note the Savoy Drug Company sign on the right side of the Crandall Building, indicating that this enterprise has apparently occupied 123 East Fountain Square (1924 – 1927). Across East Main Street are the Unaka and City National Bank (built in 1921), the Tennessee National Bank (108 and 110 East Main Street, built in late 1923), the Taylor – Anderson – Smalling Co. Hardware store (104 and 106 East Main Street, 1919 – 1923), an unidentified enterprise (102 East Main Street), "Gregory Drug Co." (100 East Main Street, 1920 – 1928), and another unidentified enterprise (101 Buffalo Street, perhaps still the "White House Restaurant," see Figure 243). Note that the buildings at 100 and 102 East Main Street have new façades, which were apparently remodeled in 1922. The banner across Main Street that appears to read: "Welcome AMRA Grotto (?)." Consequently, this photograph appears to date to 1924. Apparently, the "Taylor – Anderson – Smalling Co. Hardware" sign had not been removed after this enterprise became "Anderson Hardware Co." by March 1923.[216]

Figure 178. "Main Street Johnson City 1924." From left to right: The "Savoy Drug Co.," the Tennessee National Bank, "Taylor – Anderson – Smalling Co. Hardware," an unidentified enterprise (102 East Main Street) and the "Gregory Drug Co." Also note the overhead trolley wire.[217] Apparently, the "Taylor – Anderson – Smalling Co. Hardware" sign had not been removed after this enterprise became "Anderson Hardware Co." by March 1923.

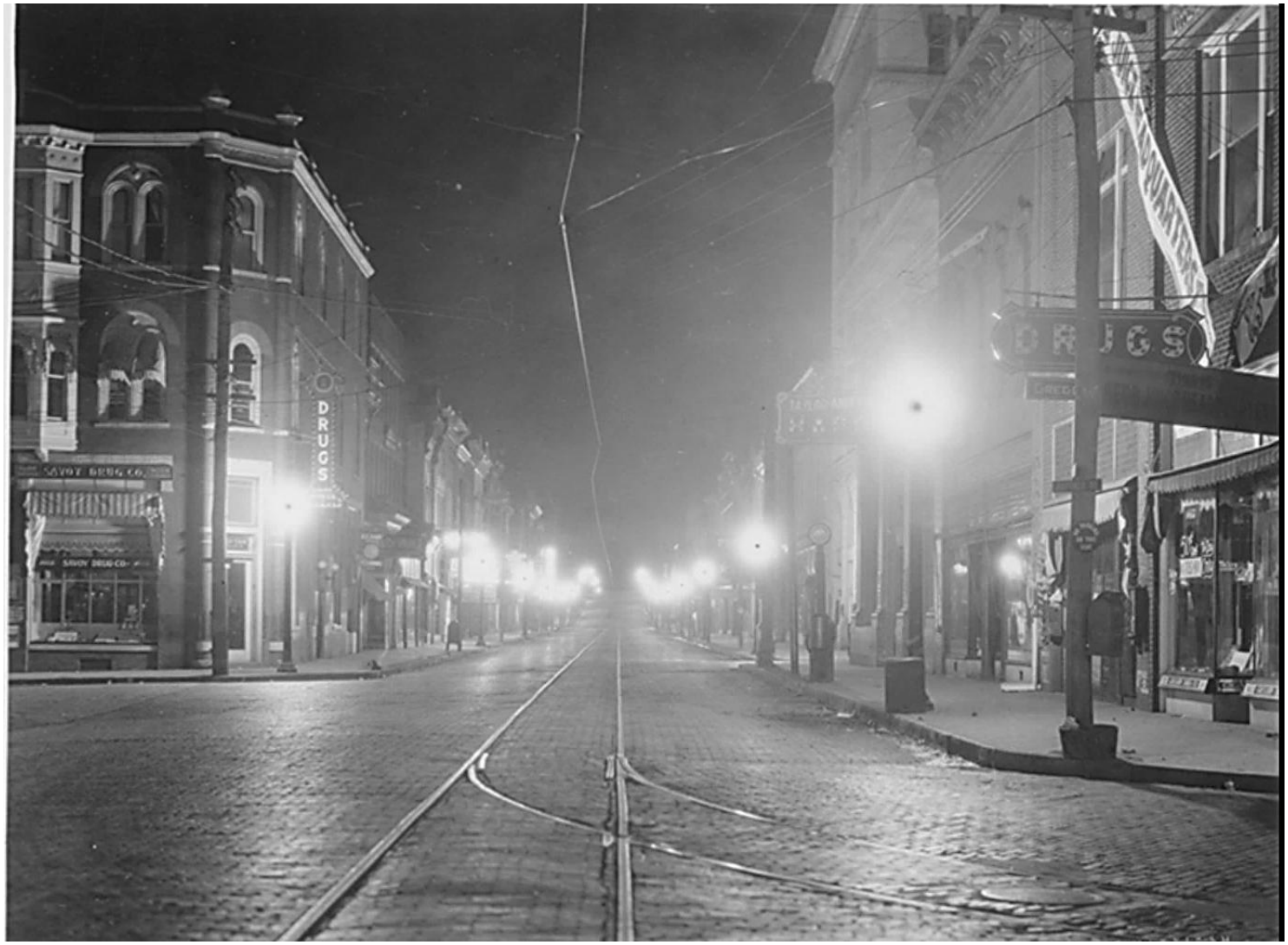


Figure 179. From left to right: the "Savoy Drug Co." (1924 to 1927, in the Crandall Building, 123 East Fountain Square), the Unaka and City National Bank (built in 1921), the Tennessee National Bank (built in late 1923, 108 and 110 East Main Street), "Taylor – Anderson – Smalling Co. Hardware" (104 and 106 East Main Street, 1919 – 1923), an unidentified enterprise (102 East Main Street) and the Gregory Drug Company (100 East Main Street, 1920 to 1928). Note the new façades on 100 and 102 East Main Street (which were apparently remodeled in 1922), as well as the trolley switch for Main and Buffalo Street. Consequently, this image appears to date to 1924.[218] The sign on the right appears to read: "This is Neds Juice Headquarters" and the banner on the Gregory Drug store appears to read "… Juice Headquarters." Apparently, the "Taylor – Anderson – Smalling Co. Hardware" sign had not been removed after this enterprise became "Anderson Hardware Co." by March 1923.

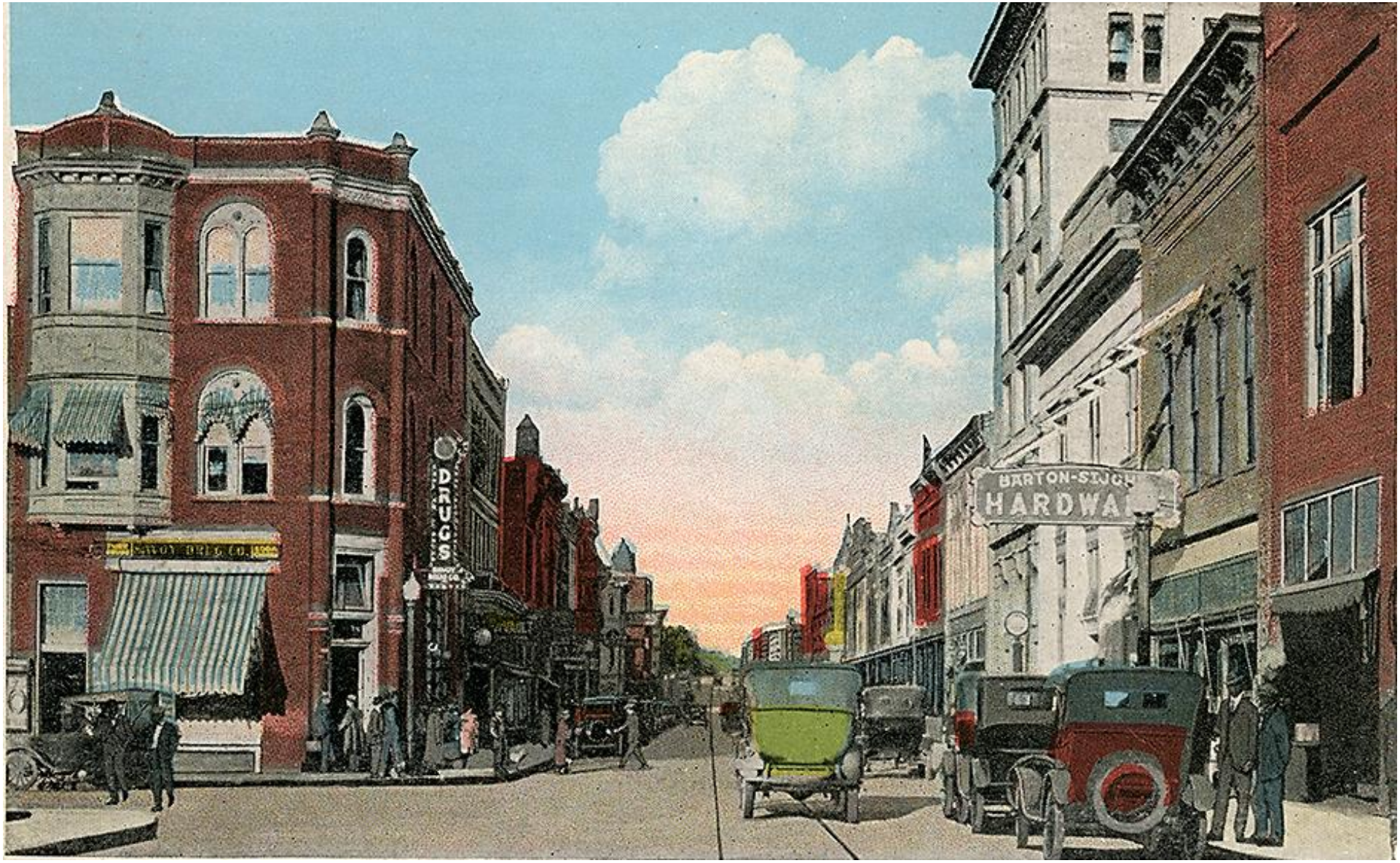


Figure 180. "Main Street, Johnson City, Tenn." From left to right, the Savoy Drug Company (1924 to 1927, 123 East Fountain Square, in the Crandall Building). Across East Main Street: the Unaka & City National Bank (built in 1921), the Tennessee National Bank building (built in late 1923), the Barton – St. John Hardware store (here at 104 and 106 East Main Street, by 1925 to 1926) and the unmarked building on the right with a new façade (remodeled in 1922, 102 East Main Street). Consequently, this image appears to date from about 1925 to 1926.[219] Note the trolley track.

Figure 181. From left to right: perhaps, "Fields Clothing and Hardware" had occupied 104 and 106 East Main Street at the time this photograph was taken (the Barton Hardware Company had occupied this location from 1927 to 1928). According to an advertisement, Fields was at this location by 1934 (perhaps the signage reads: "The Supply Store" "Sale on Shoes" "Outdoor Clothing and Shoes" "Army Supply Store" "Give…" "… Now Christmas" "The Christmas Store… Gifts" "… Will buy more here"), the next enterprise was "J.A. Meredith" (102 East Main Street, apparently a produce merchant), and finally, the Snyder – Jones Pharmacy (100 East Main Street, by perhaps 1930 to at least 1978). Note the trolley tracks are still in place (reportedly, these were removed in 1931). Consequently, this photograph appears to date to 1930 or 1931.[220]

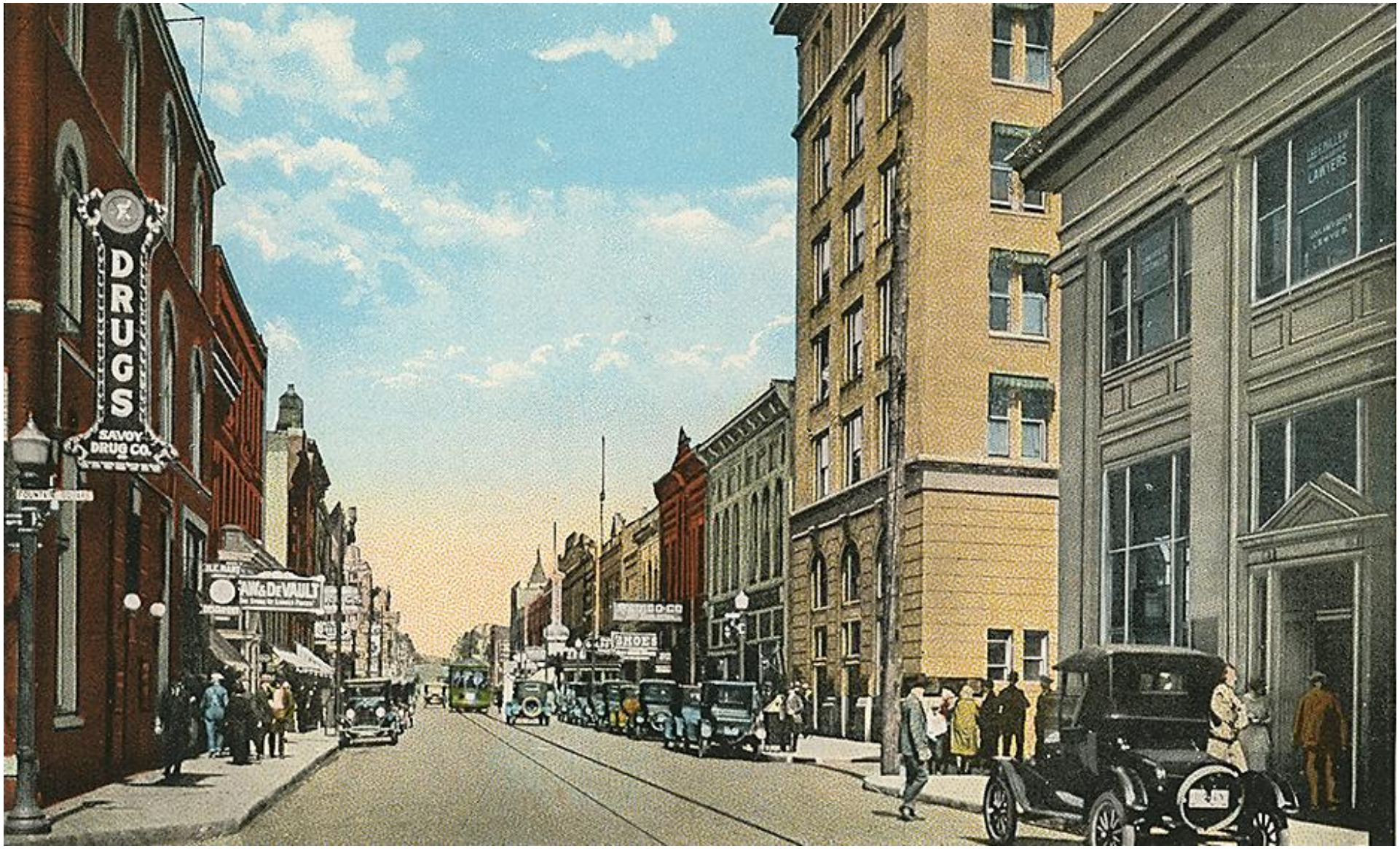


Figure 182. "Main Street, Looking East." Note, from left to right, the "Savoy Drug Co." (1924 to 1927, 123 East Fountain Square, in the Crandall Building), a green trolley car, the Unaka and City National Bank (the tan building on the southeast corner of Main and Spring streets, built in 1921) and Tennessee National Bank (108 and 110 East Main Street, built in late 1923). Consequently, this image appears to date to 1924 – 1927. The sign on the second-floor window, above the entrance to the Tennessee National Bank, appears to read in part "Lee F. Miller… Lawyers."[221]

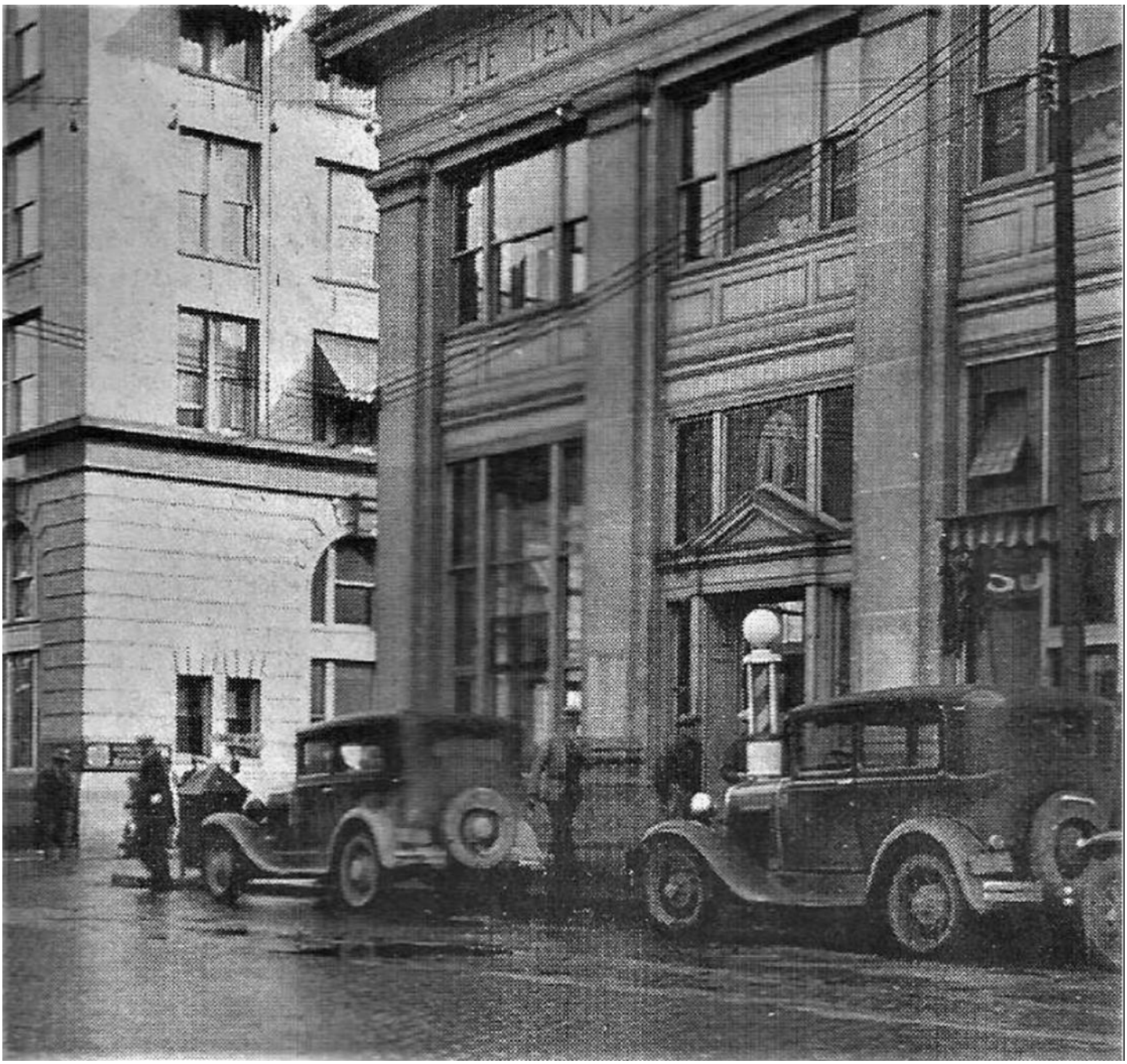


Figure 183. "Looking in a southeast direction across Main Street from Fountain Square in an undated photo with what looks like Model A Fords… Retrieved from the Johnson City Press where it was given by Evan and Kathy Meade after being found at an estate sale of William McDonald, a local architect." The Tennessee National Bank's "original offices consisted of one small room…" "This was located on the first floor of the Elks building on Spring Street." "On January 1, 1924 Tennessee National opened what was then described as 'one of the finest and most completely equipped exclusive bank buildings in the South.'" "An estimated four thousand people attended the public reception that first day of operation." Finally, note what appears to be a barber pole by the front door, as well as automobiles that appears to date to the 1920s.[222]

Figure 184. "Tennessee National Bank, corner East Main and Spring Streets," built in late 1923 at 108 and 110 East Main Street, in the place previously occupied by Gumps. Note the trolley track in the foreground, which indicates that this photograph was taken by 1931. The building at 104 and 106 East Main Street (with signs reading "Hardware" and "Ba…"), on the right side of this image, appears to be occupied by Barton – St. John Hardware Company or Barton Hardware Company (both here 1925 to perhaps 1928). Consequently, this photograph appears to date to 1925 to perhaps 1928.[223]

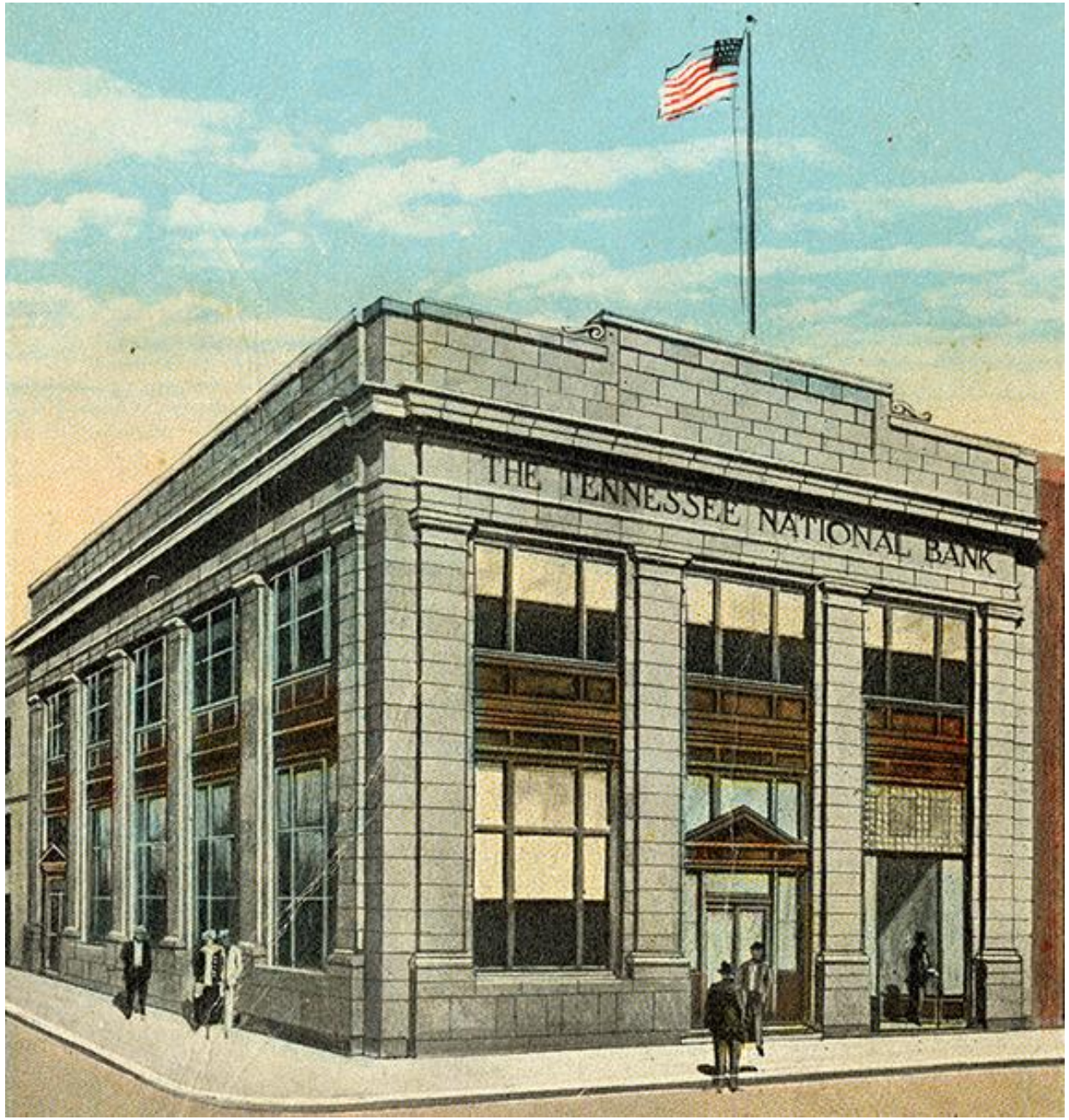


Figure 185. "The Tennessee National Bank," 108 and 110 East Main Street.[224]

Figure 186. The Tennessee National Bank, by 1926.[225]

Figure 187. "Spring Street", looking south, with the Unaka and City National Bank on the left (built in 1921) and the Tennessee National Bank on the right (built in late 1923).[226]

Figure 188. A recent view of the side of the building facing Spring Street, previously occupied by the Tennessee National Bank, now occupied by the "Jones and Vance Restaurant." Note the Crandall Building on the right side of this photograph.[227]

Figure 189. A view of the East Fountain Square Block from 1938. From left to right, in the Hart Building: J.A. Meredith ("the 1939 Johnson City Telephone Directory has Meredith Confectionery listed at 113 Fountain Square, telephone 245"), while 115 East Fountain Square is occupied by an unidentified enterprise or is vacant; in the Crouch Building: an unidentified enterprise is at 117 East Fountain Square, and the Mecca Cafe (119 East Fountain Square, here by 1936 to 1950), while 121 East Fountain Square is occupied by an unidentified enterprise (or perhaps this address was vacant at this time); and the Crandall Building is occupied by the Anderson Drug Company (123 East Fountain Square, by 1934 to at least 1963, note that the sign reads "Anderson Drugs"). Also note that the fountain had been removed from Fountain Square, in "about 1937 when the city needed to alter parking and traffic flow around Fountain Square, necessitating the use of the site where the statue stood. Workmen came and abruptly separated her from the fountain she had always known. While the base was summarily discarded, she was spared the same destiny, instead being relocated to the north entrance of Roosevelt Stadium (now Memorial Stadium)."[228]

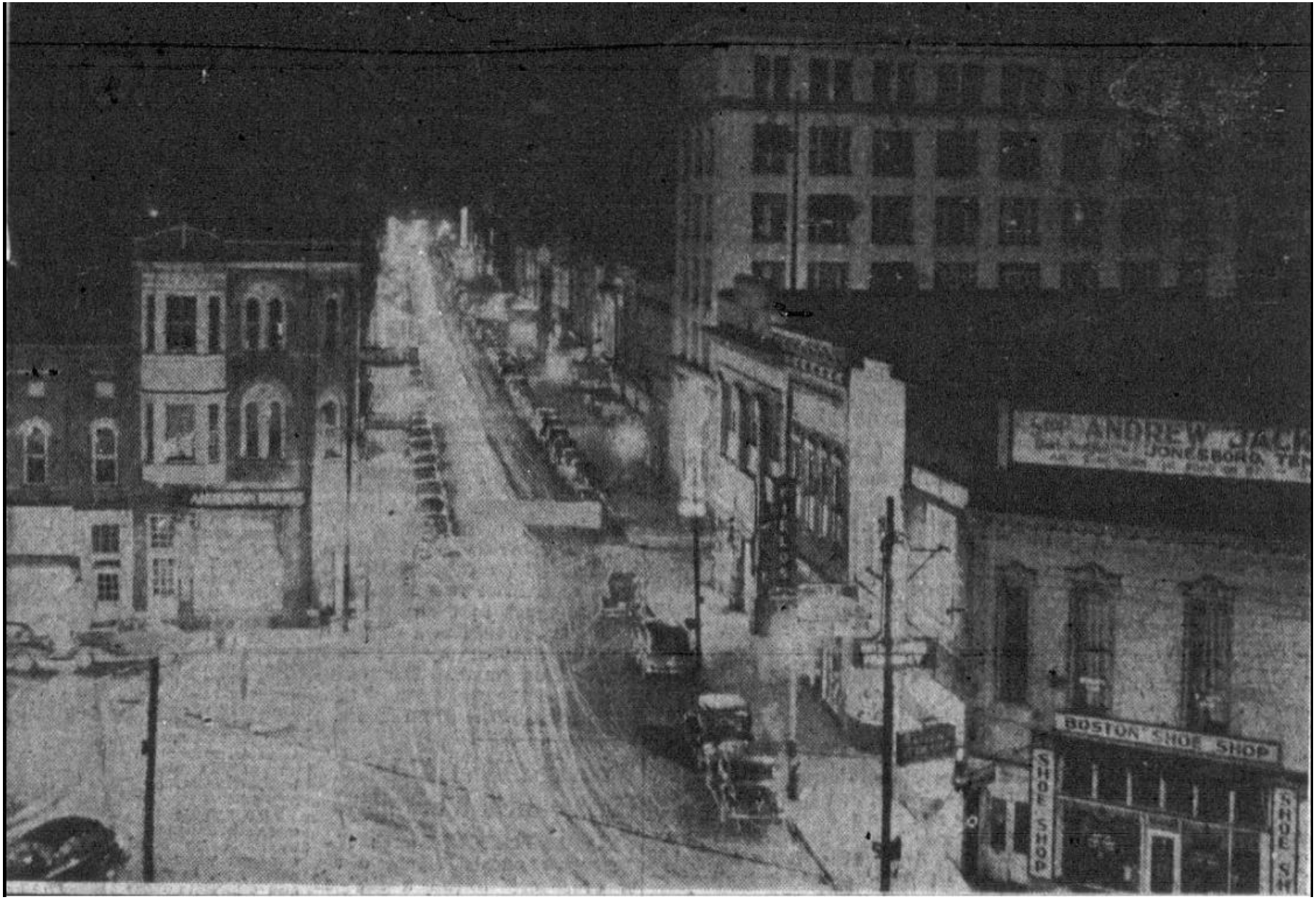


Figure 190. "Photo taken looking east down Main Street from Fountain Square just before the first blackout during WWII." Johnson City Press, 18 March 1942. Note the "Anderson Drugs" sign on the Crandall Building. Also note the signs at 101 Buffalo Street: "Boston Shoe Shop," as well as "Stop" "Andrew Jack[son?]" "Jonesboro, Ten…" across the top of the building.[229]

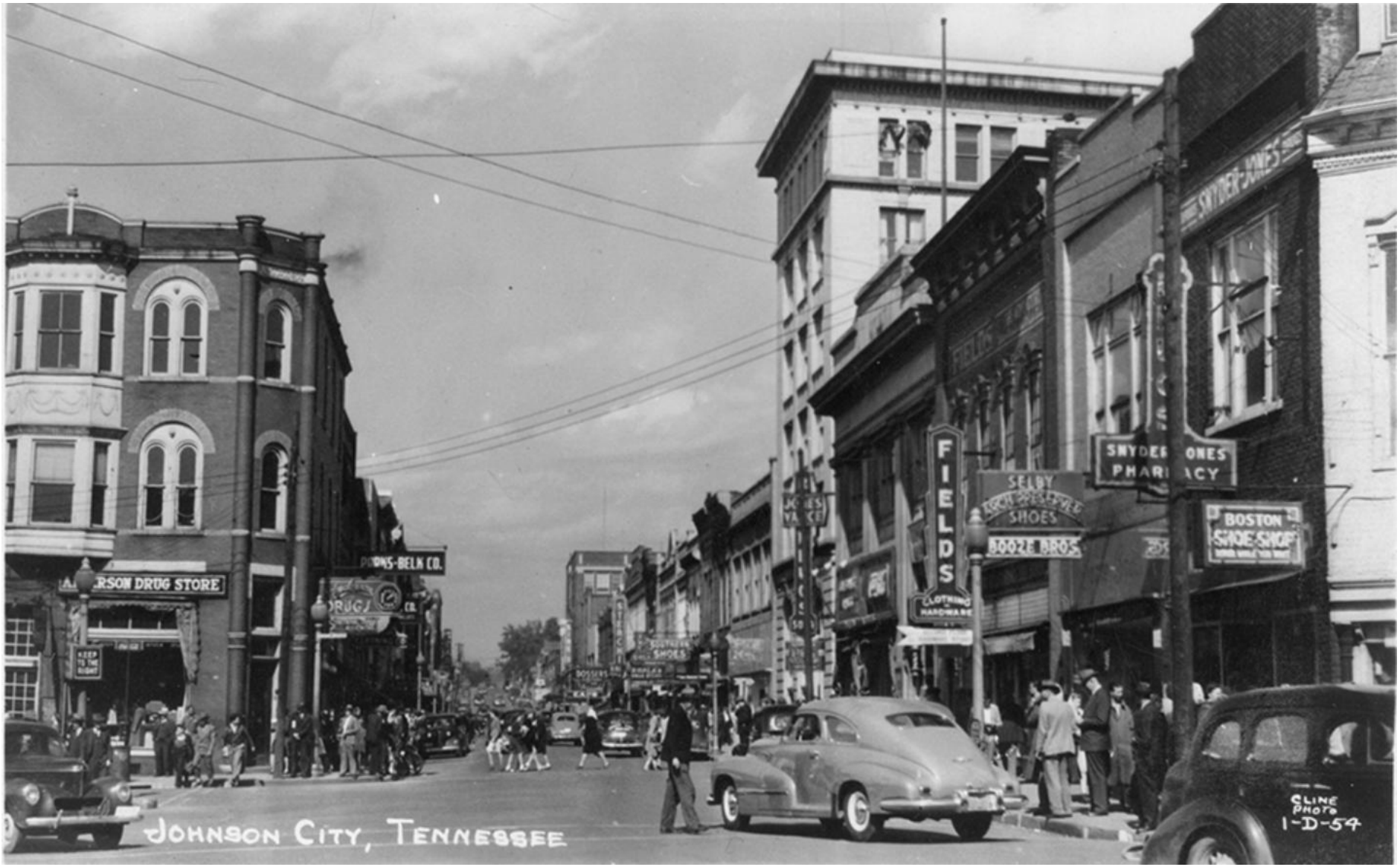


Figure 191. From left to right: "Anderson Drug Store" (Crandall Building, note that the sign has changed compared to that in 1942 and would change again by 1947, see Figure 192), Jones – Vance drug store (110 East Main Street, 1931? to at least 1971), "Fields Clothing and Hardware" (104 and 106 East Main Street, by perhaps 1930 to perhaps 1969, note the sign painted above the second-floor windows that reads in part: "Fields…"), "Booze Bros." shoe store ("Selby Arch Preserver Shoes" at 102 East Main Street, 1941 to 1947), Snyder – Jones Pharmacy (100 East Main Street by about 1930 to at least 1978), and "Boston Shoe Shop" (101 Buffalo Street, by 1942 to perhaps 1957). Consequently, this photograph appears to date to 1942 to 1947.[230]

Figure 192. "Johnson City 1947." The Mecca Restaurant (here by 1936 to at least 1950), is on the left. Note that the Crandall Building still has its bay windows (removed in 1959) and that there is not a jewelry store at 121 Fountain Square (added by 1957). In the old Jobe Block, there are signs up for Fields (here by perhaps 1930 to perhaps 1969, but retains its old façade), "Booze Bros." shoe store (at 102 East Main Street, 1941 to perhaps 1947), the Snyder – Jones Pharmacy (by about 1930 to at least 1978), and the Boston Shoe Shop (by 1942 to perhaps 1957).[231]

Figure 193. "Main St. Looking East, Johnson City, Tennessee." This appears to be a colorized picture postcard version of Figure 192.[232]

Figure 194. "Fields Clothing – Hardware," Johnson City Press, 1 January 1947. Note that the façade has been painted a light color.[233]

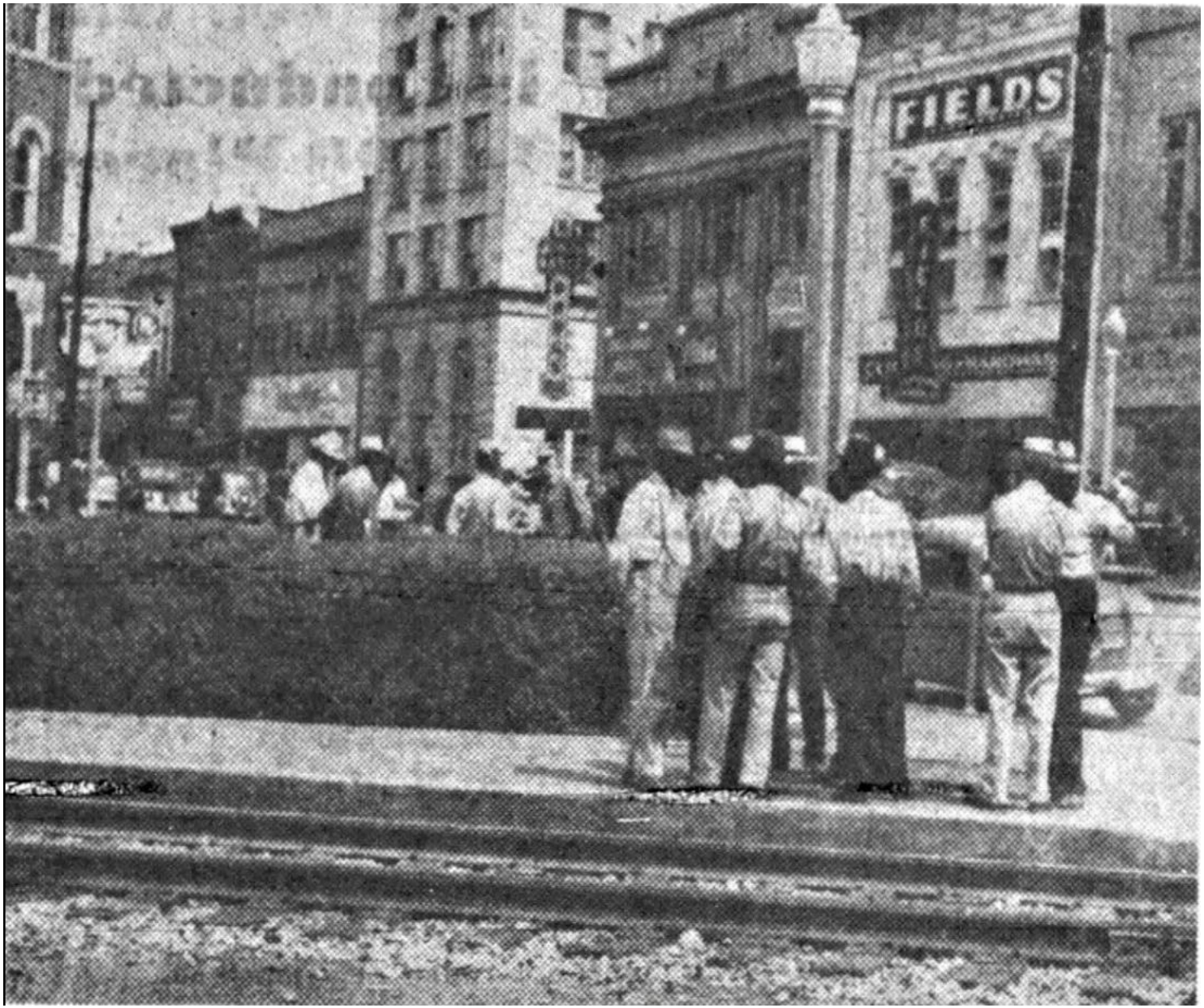


Figure 195. "Looking east across the Southern RR Tracks and across Fountain Square and Main Street in downtown Johnson City." Johnson City Press, 24 August 1947. From left to right in the Jobe Block: Jones – Vance drug store (in the old Tennessee National Bank building, 1931? to at least 1971) and the Fields store (here by perhaps 1930 to perhaps 1969). It appears that the Calfee and Swann photography is present on the right.[234]

Figure 196. "The Southern's southbound 'Pelican' begins to pick up speed as it crosses Fountain Square. (In the background is the Southern's passenger station.)" This photograph was taken by February 1950.[235] From left to right: the covered platform of the Southern Railway's passenger station, the Summers building (the two-story brick building to the left of the Parks – Belk Company addition). The light-colored Parks – Belk Company addition (a part of larger store with its primary entrances on Main and Market streets) was built by 1947, on the site occupied by the Hart Building until at least 1941 (111 and 113 East Fountain Square). Note the small, unidentified shop at the lower right of the Parks – Belk addition (115 East Fountain Square). On the right is the Crouch Building, which appears to be occupied, from left to right, by an unidentified enterprise (117 East Fountain Square), the Mecca Restaurant (by 1936 to 1950, 119 East Fountain Square), and Mullins Jewelers (by 1947 to at least 1950, 121 East Fountain Square). Also note the "Parks – Belk Co." sign above the Crouch Building, the lower portion of which reads: "Home of Better Values."

Figure 197. This 1949 image depicts, from left to right, in the Crouch Building: the Mecca Restaurant (119 East Fountain Square, here by 1936 to 1950), and Mullins Jewelry Store (121 East Fountain Square, by 1947 to at least 1950); in the Crandall Building: the Anderson Drug Store (123 East Fountain Square, by 1934 to at least 1963); in the Jobe Block: the Jones – Vance Pharmacy (in the old Tennessee National Bank building at 110 East Main Street, 1931? to at least 1971) and "Fields" (104 and 106 East Main Street, by perhaps 1930 to no later than 1969, note the "new" façade on this building, which was remodeled in late 1948). Note that the "Anderson Drug Store" sign is not present, see Figure 192.[236]

Figure 198. "Political Rally – 1950s." Frank G. Clements (Democrat) ran for governor of Tennessee in 1952 and 1962. He won both times, serving from 1953 to 1957 and from 1963 to 1967. In the Jobe Block, from left to right: the former building of the Tennessee National Bank (108 and 110 East Main Street, built in 1923), Fields (104 and 106 East Main Street, by perhaps 1930 to perhaps 1969), Calfee and Swann (photography store, 102 East Main Street, here by 1947 to perhaps 1962), and Snyder – Jones Pharmacy (100 East Main Street, by about 1930 to at least 1978). Note that Fields' façade has been remodeled (which occurred in 1948 and 1949). Also note that the Crandall Building still has its bay windows, which were removed in 1959. Consequently, this photograph dates to 1952.[237]

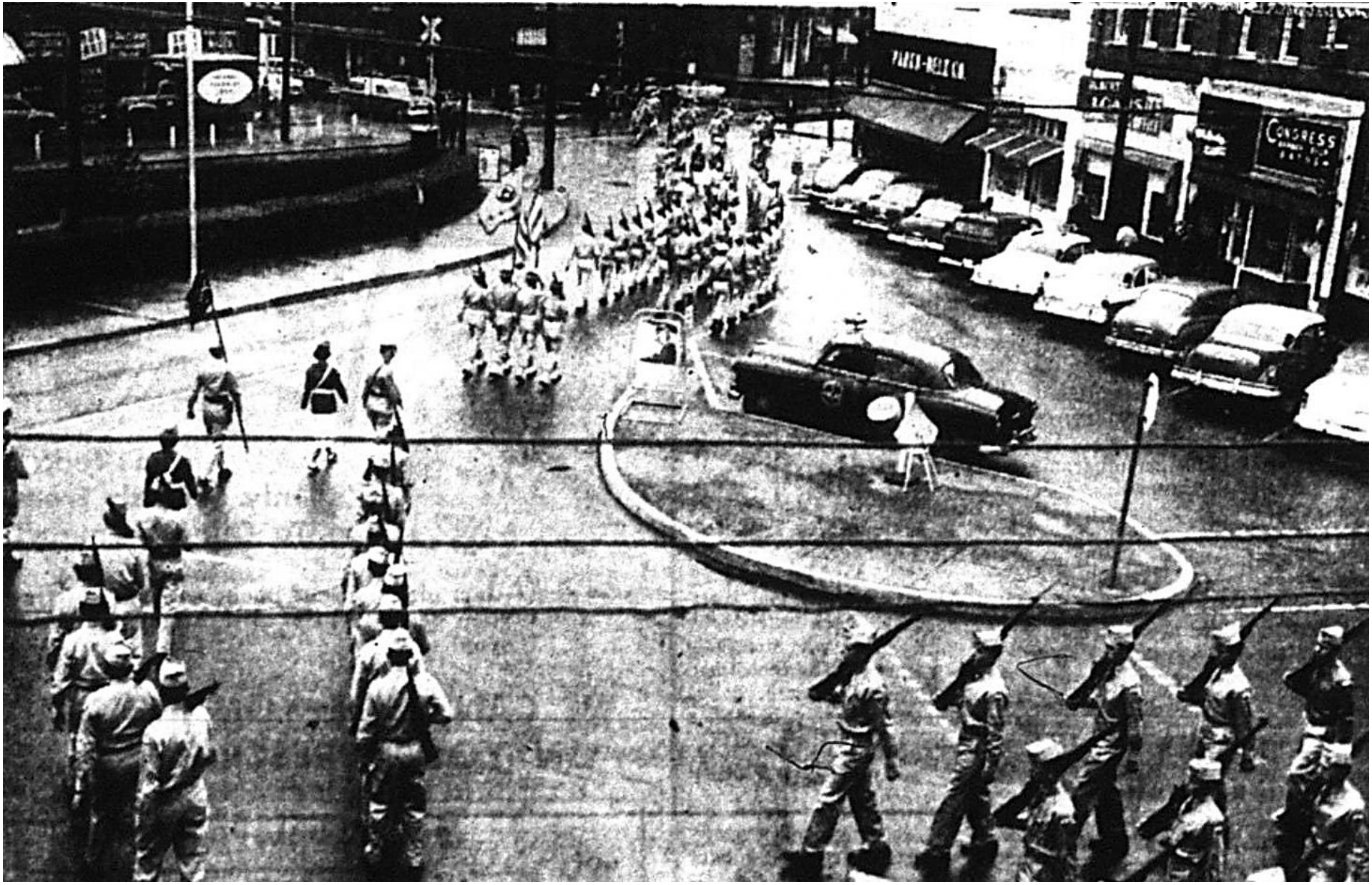


Figure 199. This view of Fountain Square, taken on 17 October 1955, gives an excellent idea of how this area was organized at this time. From left to right: the Parks – Belk Company addition (111 and 113 East Fountain Square, by 1947 to at least 1971), "Albert's Loans" (117 East Fountain Square, by 1954 to at least 1968) and the Congress Barber Shop (119 East Fountain Square, by 1955 to at least 1961) are visible.[238]

Figure 200. From left to right, the Parks – Belk Company addition (constructed at 111 and 113 East Fountain Square between 1941 and 1947 to at least 1971), the Crouch Building: Albert's Loans (117 East Fountain Square, by 1954 to at least 1968), the Congress Barber Shop (119 East Fountain Square, by 1955 to at least 1961), and the Davis – Mottern Jewelry store (121 East Fountain Square, mentioned in 1957) and the Crandall Building (123 East Fountain Square, occupied by the Anderson Drug Store, by 1934 to at least 1963). This photograph appears to date to about 1957.[239]

Figure 201. A float from the 1957 E.T.S.U. homecoming parade. Note Fields (104 and 106 East Main Street, by perhaps 1930 to no later than 1969), "Calfee and Swann Inc." "Everything Photographic" (102 East Main Street, here by 1947 to perhaps 1962), as well as the Snyder – Jones Pharmacy (100 East Main Street, by about 1930 to at least 1978) in the left background. Also note what appears to be a shoe store (at 101, and apparently 103, Buffalo Street) in the right background, perhaps still the Boston Shoe Shop (by 1942 to perhaps 1960).[240]

Figure 202. "Business Section – Johnson City, Tenn." Note the Anderson Drug store in the Crandall Building, as well as the Jones – Vance Drug store at 110 East Main Street (here 1931? to at least 1971), and "Fields" at 104 and 106 East Main Street (here by perhaps 1930 to no later than 1969, note that the façade has been remodeled (which occurred in 1948 and 1949)).[241] The façade on the Crandall building would be changed in 1959; consequently, this photograph dates to between 1949 and 1959.

Figure 203. "Street Scene – Johnson City, Tenn." Note the Anderson Drug store in the Crandall Building, as well as the Jones – Vance Drug store at 110 East Main Street (here 1931? to at least 1971).[242] The façade on the Crandall building was changed in 1959; consequently, this photograph dates to 1959 or earlier.

Figure 204. Armed Forces Day, 17 May 1958. From left to right: the Parks – Belk Company addition (111 and 113 East Fountain Square, here by 1947 to at least 1971), Albert's Loans (117 East Fountain Square, by 1954 to at least 1968), the Congress Barber Shop (119 East Fountain Square, by 1955 to at least 1961), and the Crandall Building (123 East Fountain Square, occupied by the Anderson Drug Store, by 1934 to at least 1963).[243] Note that it appears that the Ed Mottern Jewelry store has not yet occupied 121 East Fountain Square. Regrettably, the author could not identify the occupant of 115 East Fountain Square in this photograph.

Figure 205. "Christmas Parade – 1958."[244] From left to right, the Parks – Belk Company addition (111 and 113 East Fountain Square, here by 1947 to at least 1971), "Albert's Loans" (117 East Fountain Square, by 1954 to at least 1968), the Congress Barber Shop (119 East Fountain Square, here by 1955 to at least 1960, notice that the barber shop has a different sign, see figures 199, 200, and 204), Ed Mottern Jewelry store (121 East Fountain Square, 1958 to no later than 1962), and the Anderson Drug Store (Crandall Building, 123 East Fountain Square, by 1934 to at least 1963). Note the bay windows are still present on the Crandall Building (these were removed in 1959), on the right.

Figure 206. "The Langston High Band."[245] Note that the bay windows remain on the Crandall Building (which were removed in 1959), the Congress Barber Shop (119 East Fountain Square, here by 1955 to at least 1961), and the Ed Mottern Jewelry store (121 East Fountain Square, 1958 to no later than 1962). In the Jobe Block, note the Jones – Vance drug store (in the old Tennessee National Bank building, 1931? to at least 1971), the Fields store (here by perhaps 1930 to no later than 1969), the Calfee & Swann photography store (here by 1947 to perhaps 1962), and the Snyder – Jones Pharmacy (by about 1930 to at least 1978). Consequently, this image appears to date to 1958 or 1959.

Figure 207. From left to right, the Congress Barber Shop (by 1955 to at least 1961, 119 East Fountain Square), Ed Mottern Jewelers (1958 to no later than 1962 when "Bowman's Jewelry" occupied 121 East Fountain Square), and the Anderson Drug Store (in the Crandall Building by 1934 to at least 1963, 123 East Fountain Square). Note that the second-floor bay window has been removed from the Crandall Building. This photograph appeared in the Johnson City Press on 31 December 1959.[246]

Figure 208. "A new look for Fountain Square. You are looking north from Main Street across Fountain Square with Buffalo being to the left and Market being in the background and the Southern RR Tracks being to the left." Johnson City Press, 8 May 1960.[247]

Figure 209. From left to right, note the Ed Mottern Jewelry store (1958 to no later than early 1962), as well as the Anderson drug store. Also note that the bay windows have been removed from the old bank building, which occurred in 1959. In the Jobe Block, note the Jones – Vance drug store (in the old Tennessee National Bank building, 1931? to at least 1971), the Fields store (here by perhaps 1930 to no later than 1969), the Calfee & Swann photography store (here by 1947 to perhaps 1962), and the Snyder – Jones Pharmacy (by about 1930 to at least 1978). Consequently, this image appears to date to 1959 to 1960 or perhaps 1962. Note the road sign on the right with "Elizabethton" and "Erwin."[248]

Figure 210. ETSU homecoming parade in 1960. Note that 101 Buffalo Street appears to be vacant (the Boston Shoe Store appears to be gone, while "Ed's Town House" does not appear to have moved in yet). Also note the "Rainwater Barber Shop" (by 1957 to at least 1960), see Figure 217.[249]

Figure 211. A postcard, postmarked 3 July 1965. Note the Anderson drug store in the Crandall Building (by 1934 to at least 1963, with its post-1959 façade), the Fields store (by 1934 to perhaps 1969, 104 and 106 East Main Street), and the Calfee & Swann photography store (here by 1947 to perhaps 1962, 102 East Main Street). Finally, note that the Jones – Vance Pharmacy occupies 110 East Main Street (the Tennessee National Bank building, 1931? to at least 1971). "Photograph by Joyce L. Haynes."[250] Consequently, this photograph appears to date to 1959 to perhaps 1962.

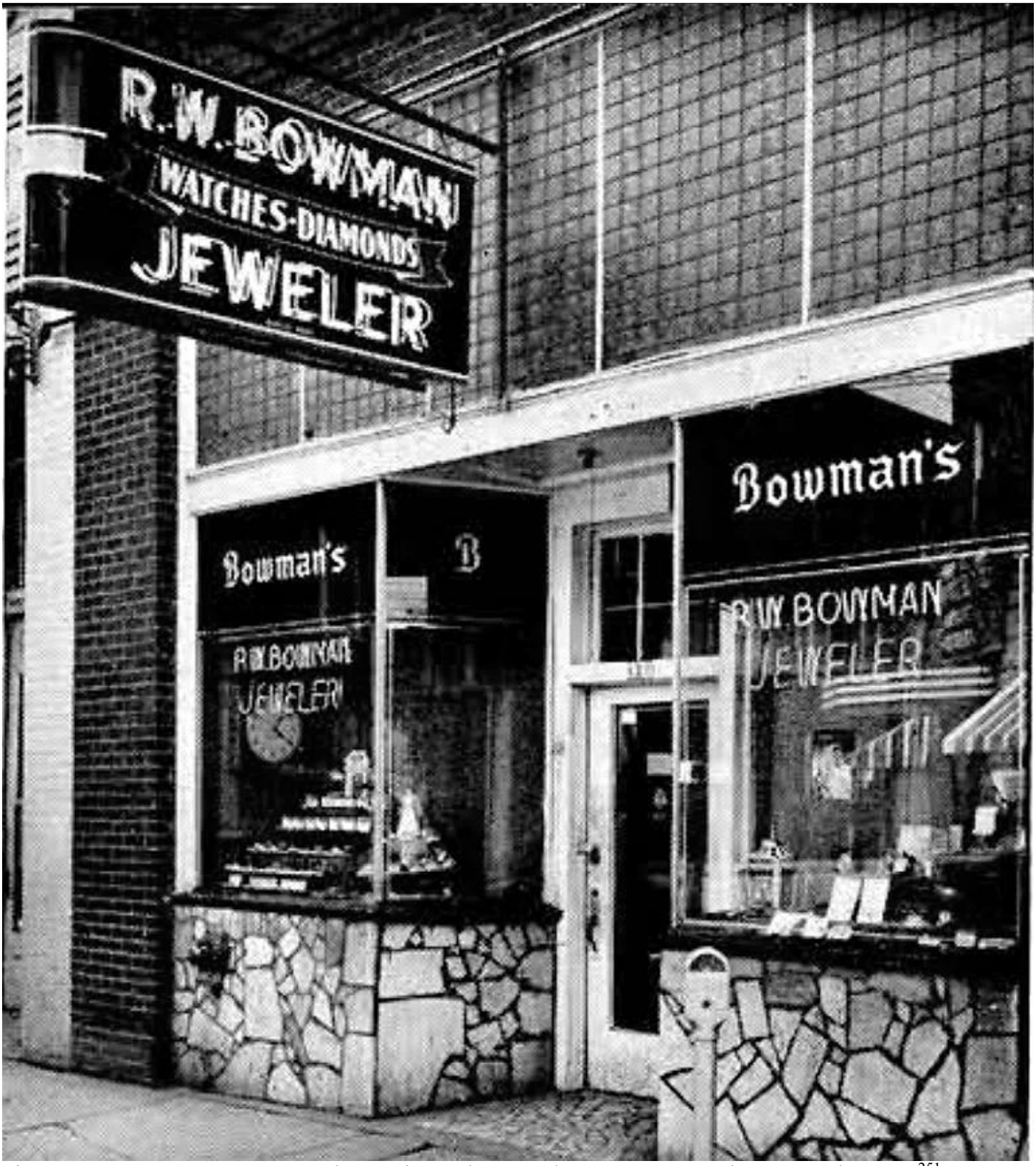


Figure 212. "R.W. Bowman" "Watches – Diamonds" "Jeweler" "at 121 Fountain Square," by 1951.[251] By 1957, the Davis Mottern Jewelry Store had moved into 121 East Fountain Square. In 1962 and 1963, a "Bowman's Jewelry" had (re-?) occupied 121 (and, at some point, 119) East Fountain Square, sees figures 218, 221, 223, 227, and 228. Interestingly, this photograph does not seem to match their location in the Crouch Building, see Figure 197.

Figure 213. Note that the bay windows have been removed from the Crandall Building (done in 1959). The Snyder – Jones Pharmacy (here by about 1930 to at least 1978) is present at 100 East Main Street. Also note the "Royal Crown Cola – Best by Taste Test" sign on the building at 101 Buffalo Street. The building at 102 East Main Street, which was previously occupied by the Calfee & Swann photography store (here by 1947 to perhaps 1962) appears to have a different sign and, perhaps, a new occupant (probably "Fairway Loans," which was here by 1962 to at least 1971), see Figure 216, and the sign for "Ed's Town House" at 101 Buffalo Street (1962 to perhaps 1969) does not appear to be present. Finally, note that the license plate on the Volkswagen reads "62," indicating that this photograph was taken in 1962.[252]

Figure 214. "Downtown Johnson City, Market Street, Early 1960s." Note, from left to right: the Parks – Belk Company addition and the north end of Piedmont Hotel block; as well as across the Southern Railway mainline, the Hotel Windsor, the Arlington Hotel, the West Fountain Square Block, and the Western Auto store.[253]

Figure 215. "August 1969 – These vintage autos are traveling west on Market Street in downtown Johnson City coming across the Southern RR Tracks on their way to the Appalachian District Fair…" Note the Parks – Belk Company addition in the right background.[254]

Figure 216. Note that the sign of the Congress Barber shop has been removed from 119 Fountain Square and appears to be on the ground in front of the store. Also note the Ed Mottern Jewelry store (here 1958 to no later than 1962), as well as the Anderson Drug store, which has a new sign (by 1934 to at least 1963). Finally, note that the bay windows have been removed from the old bank building (done in 1959). Also note that the Calfee & Swann photography store (here by 1947 to perhaps 1962) has been replaced by "Fairway Loans" (by 1962 to at least 1971). The sign above "Ed's Town House" (1962 to perhaps 1969) appears to read "Royal Crown – Best by Taste Test." Consequently, this photograph appears to date to 1962.

Figure 217. A view looking east along West Main Street toward the S.T. Harris Block on Buffalo Street. In the S.T. Harris Block (from left to right): "Ed's Town House" (101 Buffalo Street, 1962 to perhaps 1969), the "Ideal Barber Shop" (103 Buffalo Street, previously occupied by the "Rainwater Barber shop," by 1957 to at least 1960), and the facility previously occupied by the "fruit stand" to its right (105 Buffalo Street); as well as the "Royal Crown Cola" "the fresher refresher" sign. The corner of Ike Jobe's two-story brick building at 107 Buffalo Street is also visible, just to the left of the Hotel Windsor. This image appears to date to the early to mid-1960s.[255]

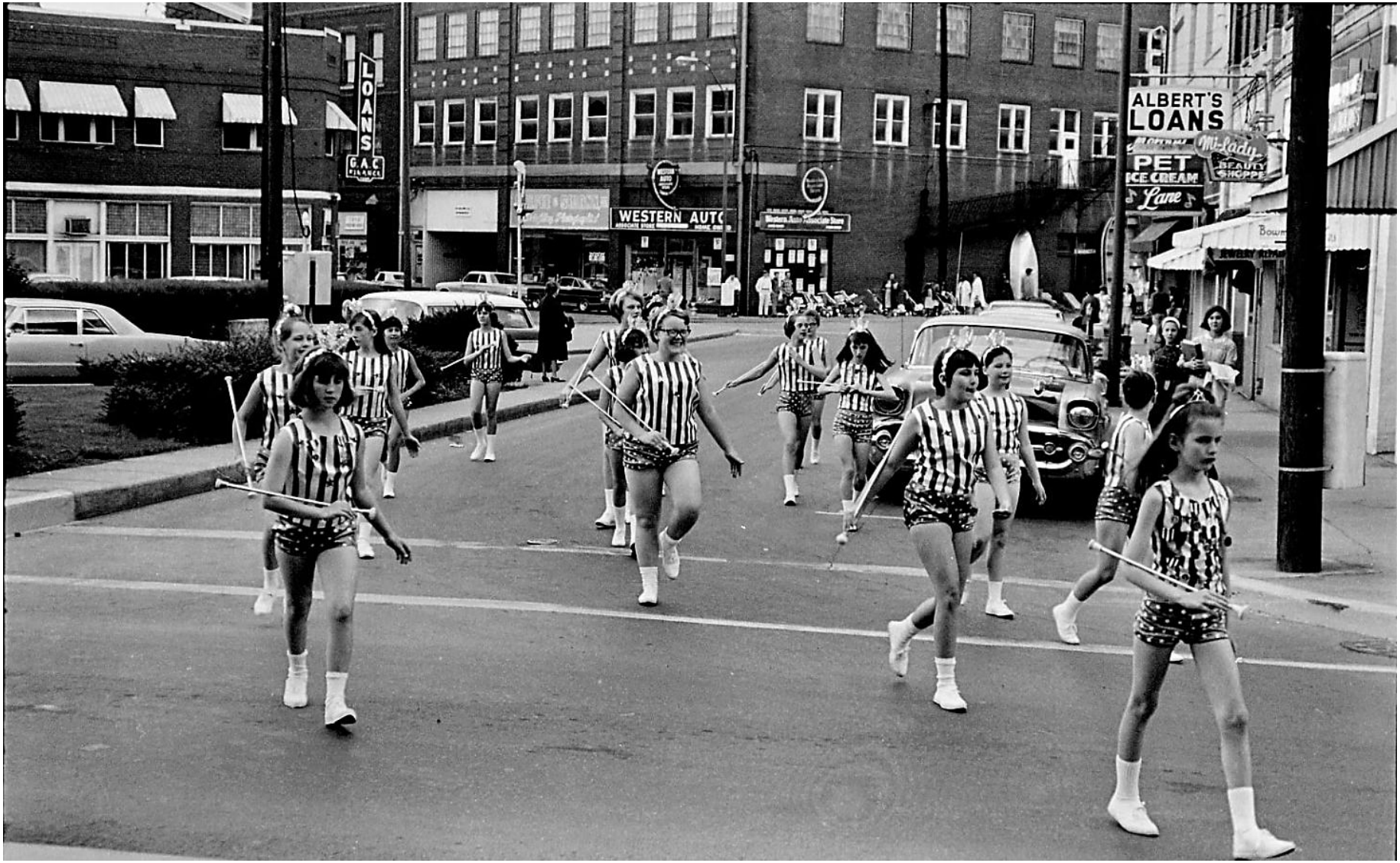


Figure 218. "Chris's Twirlettes parading through Fountain Square in downtown Johnson City. Looking in a northwest direction from Main across Fountain Square toward Market Street. The building on the far left was razed in 1969 [actually in 1971] and is presently a parking lot..."[256] From left to right, the West Fountain Square Block, the Farmers Exchange Building, the "Western Auto" store (in the Taylor Brothers Building on the northwest corner of Market Street and Southern Railway), and the East Fountain Square Block, circa September 1968 (perhaps during the "Children's Day Parade"). Note the signs on the Crouch Building that read: "Albert's Loans," "Pet Ice Cream," "Lane," and "Mi-Lady Beauty Shoppe." Bowman's "Jewelry Repair" is also visible on the right.[257]

Figure 219. "Downtown Johnson City – 1969." Johnson City Press, 25 May 1969. In the Jobe Block, from left to right: note the Jones – Vance drug store (in the old Tennessee National Bank building, 1931? to at least 1971), the "Dollar General Store" (104 and 106 East Main Street, here by 1969 to at least 1978, this location was previously occupied by "Fields"), "Fairway Loans" (102 East Main Street, by 1962 to at least 1971), and the Snyder – Jones Pharmacy (100 East Main Street, by about 1930 to at least 1978). Also note that it appears Ed's Town House (1962 to perhaps 1969) is still at 101 Buffalo Street.[258]

Figure 220. "Looking east on Main Street across Fountain Square at the Science Hill High School Topper Band in the 1970 Christmas Parade." Johnson City Press, 1 December 1970. In the Jobe Block, from left to right: note the Jones – Vance drug store (in the old Tennessee National Bank building, 1931? to at least 1971), the "Dollar General Store" (104 and 106 East Main Street, here by 1969 to at least 1978), "Fairway Loans" (102 East Main Street, by 1962 to at least 1971), and the Snyder – Jones Pharmacy (100 East Main Street, by about 1930 to at least 1978). Also note that it appears Ed's Town House is no longer at 101 Buffalo Street (at least the sign appears to have been removed). Interestingly, note that the Parks – Belk Company addition does not appear to be present, see Figure 222, below.[259]

Figure 221. A view of the Parks – Belk Company addition and the Crouch Building in June 1971.[260] The sign on the Crouch Building is appears to read "Bowman." It appears that the Parks – Belk Company addition was removed in the early 1970s, see Figure 220, above. The author cannot reconcile the dates given for figures 220 and 221 with respect to the removal of the Parks – Belk Company addition.

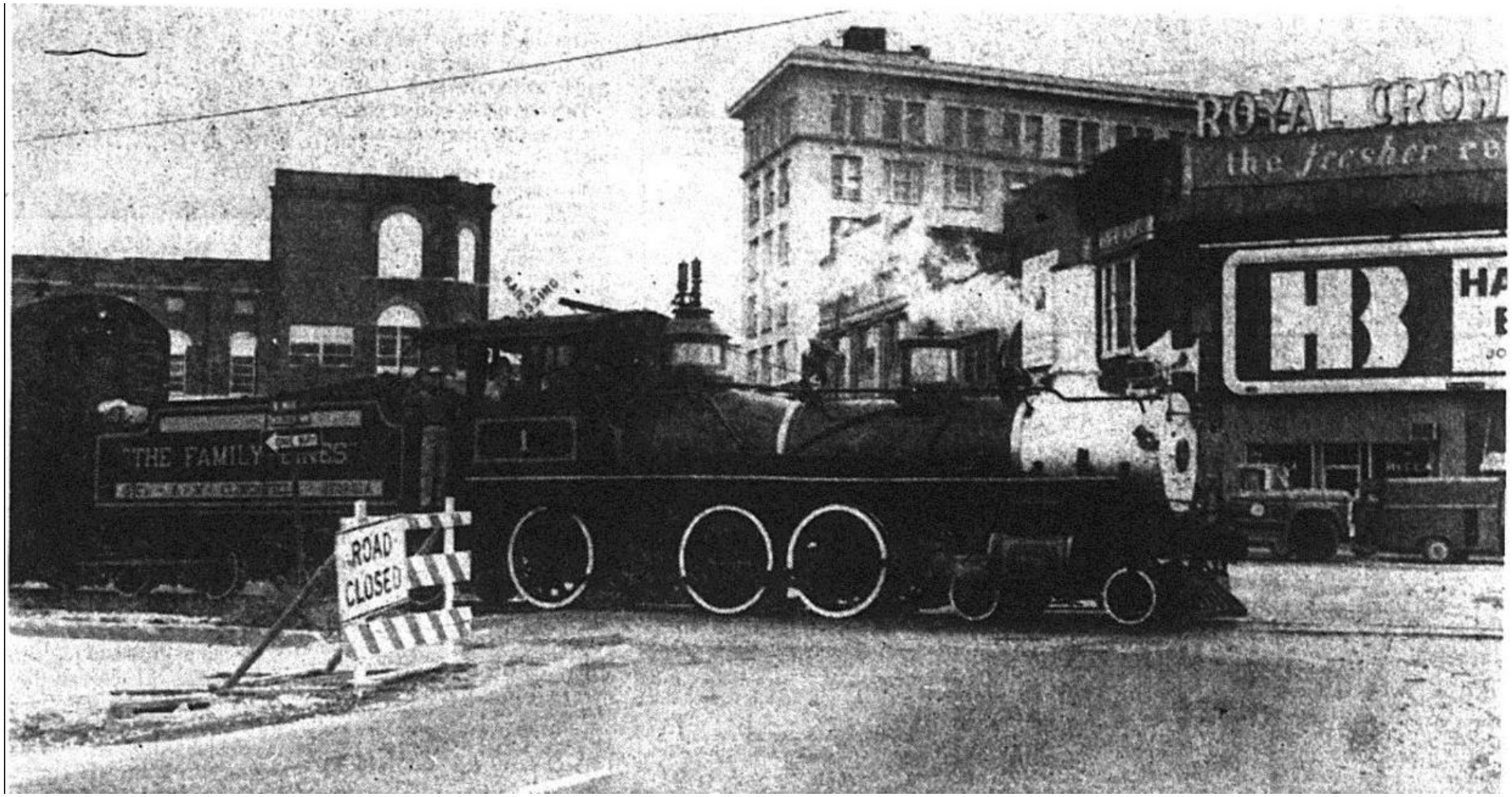


Figure 222. "Old No. 1 – And when's the last time you saw a steam locomotive going through Fountain Square on the Southern Railway tracks? But that was the scene yesterday…" Johnson City Press, 29 August 1975. Note the "HB" sign painted on the old S.T. Harris block on Buffalo Street. Also note that the "Royal Crown Cola" sign has been changed to read "the fresher refresher."[261]

Figure 223. "This is a photo of Bowman Jewelers on Fountain Square Downtown Johnson City in 1977… as we were celebrating 50th Anniversary in business. This was our last home, the building attached to the Freiburg's restaurant on Fountain Square. The building was sold when we moved to North Roan in 1998." Also note "Mi Lady Beauty Shoppe," on the left.[262]

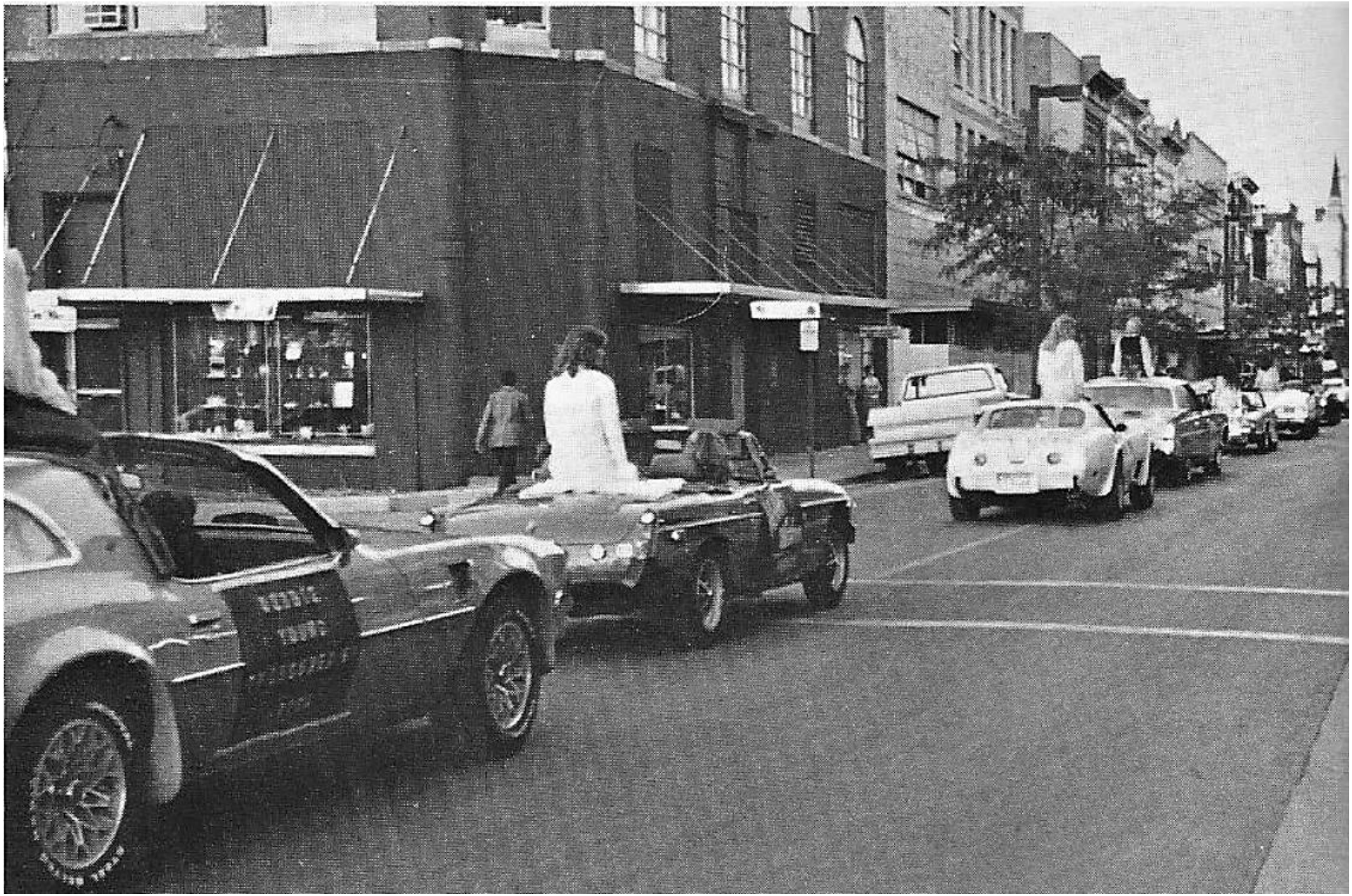


Figure 224. A view of the Crandall Building, on the left, during the 1977 Science Hill Homecoming Parade. The author has not identified the occupant of this building in 1977.[263]

Figure 225. "Looking south across Main Street on Fountain Square are 1978 Science Hill High School Juniors posing in front of the Dandelion Fountain in downtown Johnson City."[264] Note that 104 and 106 East Main Street is no longer occupied by Fields, the sign to reads: "Dollar General Store" (here by 1969). Also note the Snyder – Jones Pharmacy is still at 100 East Main Street (by about 1930) and that "Fairway Loans" (here by 1962 to at least 1971) does not appear to be 102 East Main Street any longer.

Figure 226. In this photograph (taken by 1985), the Crandall Building appears to be occupied by "Best Blueprint." Note that the Jones – Vance sign has been removed from the old Tennessee National Bank building at 108 and 110 East Main Street. In 1993, the "Jones – Vance Restaurant" occupied this location. It operated for 12 years. The building at 104 – 106 East Main Street (in the old Jobe Block and once occupied by Fields, here by 1934 to no later than 1969, followed later by the Dollar General Store, here by 1969 to at least 1978) has a new façade (changed between 1978 and by 1985). Also note that the buildings at 100 and 102 East Main Street appear to retain the façades that were put in place in 1922. Finally, note that the window of the building on the right (101 Buffalo Street) has a sign in the window that appears to read "Me-ca," perhaps indicating that the name "Mecca Restaurant" had been revived.[265]

Figure 227. From left to right, in the Crouch Building: 117 East Fountain Square (unidentified occupant) and Bowman Jewelers (119 and 121 East Fountain Square, here 1962 to 1998); and the Crandall Building (123 East Fountain Square, occupied by the "Best Blueprint & Supply" "928-8050." Note that the Parks – Belk Company addition has been removed (as well as the signs for Parks – Belk on East Main Street, east of the Crandall Building). This photograph was taken by 1985.[266]

Figure 228. Bowman Jewelers. It appears that this photograph was taken by 1985 or later.[267]

Figure 229. A modern Google Maps image of the Crouch Building, with Mel's Stamps & Coins at 119 and 121 East Fountain Square, the Crandall Building (123 East Fountain Square, occupied by Freiberg's German Restaurant since 2008), the Unaka and City National Bank Building, and the Tennessee National Bank building, in May 2018. Note that the old Fountain Square statue has been returned and placed in front of the Crandall Building.[268]

Figure 230. A modern (May 2018) image from Google Maps of the Jobe Block and the John Harr Block. Visible, from left to right, is the Unaka and City National Bank building (constructed in 1921), the Tennessee National Bank building (constructed in 1923, 108 and 110 East Main Street), the building formerly occupied by the Fields store (104 and 106 East Main Street, with a remodeled façade), the building formerly occupied by the Calfee and Swann photography store (102 East Main Street) and the building formerly occupied by the Snyder – Jones Pharmacy (occupied in this image by the "Main Street Title Company," 100 East Main Street). In this image, the buildings at 102, 104 and 106 East Main Street are occupied by the "Law Offices – Herndon, Coleman, Brading & McKee – 104 East Main."

Figure 231. A modern (January 2024) image from Google Maps of the S.T. Harris Block on Buffalo Street. Visible, from left to right, is the Korean Taco House at 101 Buffalo Street (built in 1888 and frequently used as a grocery store), 96 Kickz Boutique at 103 Buffalo Street (built in 1887 and frequently used as a barber shop), 105 Buffalo Street (apparently unoccupied at the time this photograph was taken, this space was typically used as a fruit stand), and 107 Buffalo Street (built in 1888? (according to the top of the structure) and apparently unoccupied at the time this photograph was taken, this facility was used by a variety of enterprises, including as a restaurant: the Eureka (1907), H.W. Pardue's Café (1908), and Dolan's (1909 to at least 1910). However, note that the Johnson City Comet appears to indicate that Ike Jobe had this building constructed in 1890.

Figure 232. The structures on the southeast corner of East Main and Buffalo streets, from left to right: a portion of the two-story S.T. Harris building (101 and 103 Buffalo Street). The small single-story structure wedged between the two taller buildings occupied 105 Buffalo Street and was once occupied by a fruit stand. The two-story structure on the right, with a "date stone" of 1888 occupied 107 Buffalo Street. It was apparently built by Mayor Ike T. Jobe in 1890 on a portion of the lot that was occupied by his livery stable. In 1985, this address was occupied by "The Keg."[269]

8.4. Main Street to Roan Street (West Side of the Southern Railway Mainline)

8.4.1. The S.T. Harris Building, 1887 – 1909
Pardue/Windsor Hotel Building, 1909 – 1971

Figure 233. "Main Street, Johnson City" looking west toward the S.T. Harris building. Note the trolley track (which was re-laid in June 1903), as well as the fact that this portion of East Main Street is unpaved (this part was paved between August and October 1908). Also note the building on the left, with a sign that reads: "The Globe" "Dry Goods, Notions & Shoes" "Devault & Hannah, Props." Devault & Hannah operated out of the Adams Building at 220 East Main Street from late 1906 to 1908 (across the street from the Post Office (231 East Main Street). The space to the east of this building was occupied by a Baptist Church at this time (out of frame to the left). Consequently, this image appears to date to between late 1906 and May 1908.[270]

Figure 234. The S.T. Harris building on the southwest corner of West Main and the Southern Railway mainline. The John Robinson Circus is parading passed the building on 28 July 1908.[271] The sign on the right appears to be for Selz Royal Blue Shoes.

Figure 235. "High water at Johnson City May 29th 08, from Public Square towards depot."[272] Note the water running over the trolley tracks, as well as the boxcars at the union depot and the Johnson City Foundry and Machine works to the right of the boxcars. On 4 June 1908, the Johnson City Comet included: "The Arlington hotel was surrounded by water and the Planters [Hotel] had the porch covered. Buffalo street from the depot to the Square carried two feet of water and barrels and ties floated from around the express office out over the track..."

Figure 236. "Fountain Square," with the new Hotel Pardue in the background. This card was postmarked 8 September 1909.[273] The fountain was installed in July 1909. Consequently, this photograph appears to date to between July and September 1909.

Figure 237. "Fountain Square Show Day." The Barnum and Bailey Circus performed in Johnson City on Friday, 8 October 1909. This card was dated 26 October 1909.[274]

Figure 238. "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."[275] 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. Note the absence of the crossing gates at Main Street and the Southern Railway mainline. These gates were installed at the end of 1910. Consequently, this photograph appears to date to late 1909 – 1910.

Figure 239. "At first glance, it would appear that this photo was taken at the same time as the previous photo [Figure 238], 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."[276] However, this is the same photograph as the one below in Figure 240, with better clarity and different cropping. 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. Note the absence of the crossing gates at Main Street and the Southern Railway mainline. These gates were installed at the end of 1910. Consequently, this photograph appears to date to late 1909 – 1910.

Figure 240. "Main Street with Cameo."[277] Note the absence of the crossing gates at Main Street and the Southern Railway mainline. These gates were installed at the end of 1910. Consequently, this photograph appears to date to late 1909 – 1910.

Figure 241. Historian L. Thomas Roberts captioned this photograph: "Pardue and Windsor Hotel. The 50-room Hotel Pardue, built in 1909 by Henry Wilson Pardue, was located at 101 – 103 West Main Street prior to being demolished in the summer of 1971. The three-story brick building was across the street from Fountain Square and convenient to nearby passenger railway stations. Sometime during 1913, the ownership changed along with the name. The newly christened Windsor hotel, sometimes known as Hotel Windsor, was run by William F. Green and his wife Reba. They were also the proprietors of the Pineola Inn in North Carolina and offered two-day excursion trips by rail for $5 a person that covered fare, meals, and room. The business was so successful that by 1917 through the mid-1920s, they annexed the Arlington Hotel for additional rooms and referred to the business as the Windsor Hotel & Annex. By 1935, James H. Preas Jr. and his brother Ralph A. Preas were proprietors." "65 rooms at $1.00, 50 rooms with private bath at $1.50. Dining room in connection. R.L. Green, Proprietor." Note the "Hotel Pardue" sign, as well as the trolley track running to the left, down Buffalo Street. Also, note the absence of the crossing gates at Main Street and Southern Railway. These gates were installed at the end of 1910. Consequently, this photograph appears to date to late 1909 – 1910. Finally, note the ghost images, perhaps indicating a double exposure.[278]

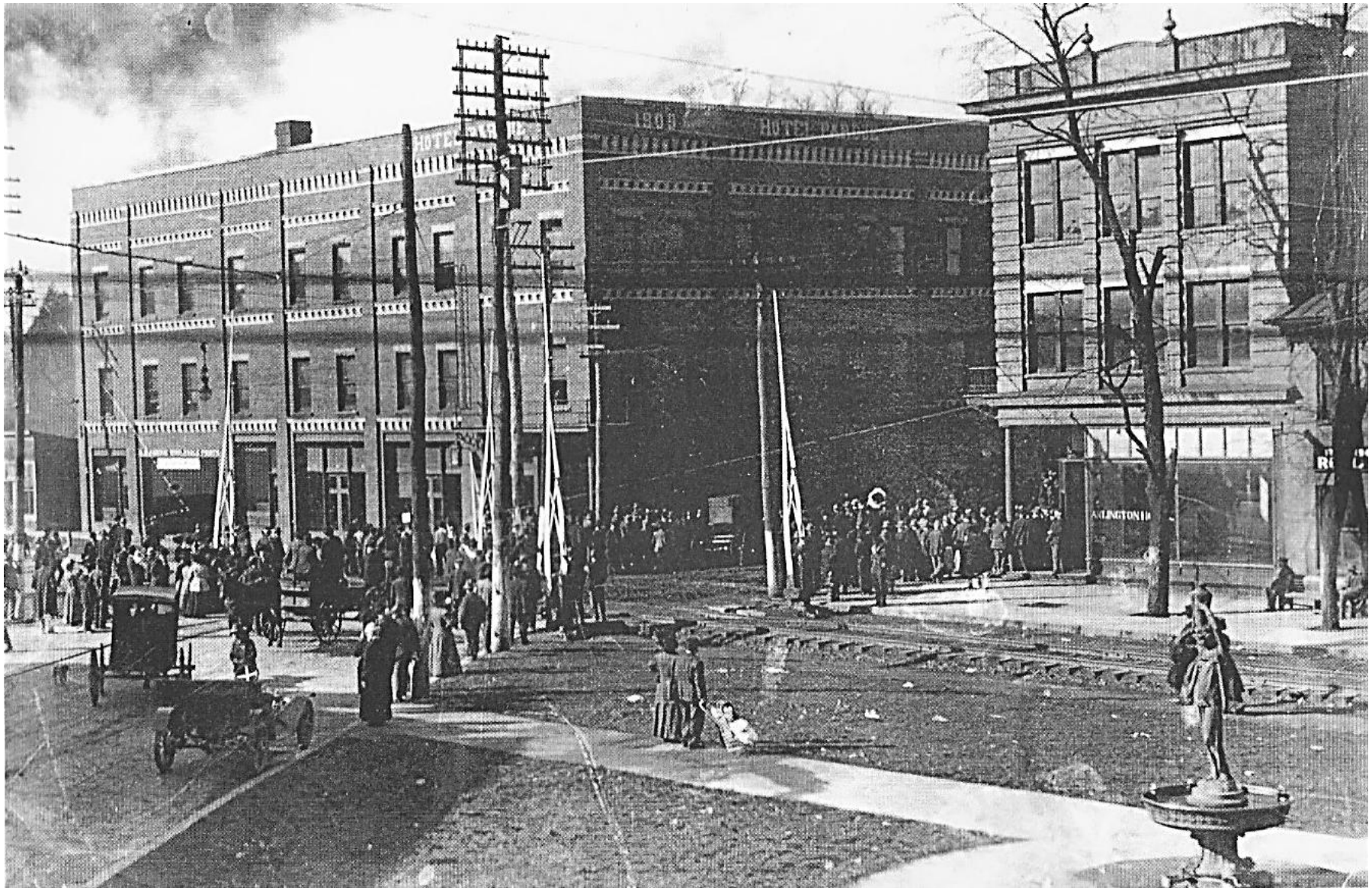


Figure 242. "Undated photo of Fountain Square looking south-west across the Southern Railroad Tracks toward The Pardue Hotel that later became The Windsor with a portion of The Arlington Hotel across Main St. to the right. The Lady of the Fountain showing to the lower right in the photo. Photo from the Anne Newton Collection – Courtesy of Archives of Appalachia – ETSU."[279] Note the crossing gates at Main Street and Southern Railway, which were installed at the end of 1910. Thus, this photograph appears to date to between 1911 and 1913, with 1913 appearing to be most likely.

Figure 243. "Crowd Gathering (End of World War I) …" This photograph appears to have been taken at the welcome home celebration given for the soldiers on 16 April 1919. The building on the left is at 100 East Main Street and had been occupied by the Tranum Brothers to at least 1916. Note the signs that read: "White House Restaurant" (apparently at 101 Buffalo Street), "The Comet – Job Printing" (106 East Fountain Square/108 Buffalo Street), and, perhaps, "H.M. Smith Co." (near the top left of the image, on the former O'Boyle building at 108 East Fountain Square/110 Buffalo Street). Also note the trolley cars and the "new" sign on the "Hotel Windsor" (on the right), which is partially obscured by an American flag. See figures 120 and 255.[280]

Figure 244. "Hotel Windsor." The image depicted on this postcard appears to date to between 1919 and 1925. Note the "new" "Hotel Windsor" sign (depicted in Figure 245) is not present, indicating that this image predates it. Also note the trolley tracks on West Main Street on the right. Reportedly, these tracks were removed in 1931. Finally, note that the Hotel Windsor had placed a number of advertising signs throughout the East Tennessee countryside.[281]

Figure 245. "Hotel Windsor (formerly Hotel Pardue), 103 West Main Street," "c. 1925." Note the overhead catenary wire for the trolley, as well as a "new" "Hotel Windsor" sign on the top of the building. The sign on the right of the building appears to read "N.G. Garland and Son." Also notice how open the ground is to the left of the Hotel Windsor, perhaps indicating that this photograph was taken a little earlier than 1925.[282]

Figure 246. "Main Street, looking west from Fountain Square," "c. 1925 – 1927." Hotel Windsor is on the left and the Arlington Hotel Building is on the right. This photograph was taken from near the Southern Railway crossing. The "Fountain Square Furniture Company" "Tranum Bros." (here by 1919 to at least 1927) announced the construction of a new building at 116 Windsor Way in the 16 June 1927 issue of the Manufacturers Record. Note the First Presbyterian Steeple on the left and the trolley track and overhead wire running along West Main Street toward the Soldiers' Home.[283]

Figure 247. An image of the Hotel Windsor, dated to 1955 – 1965. Note that the sign of the station wagon reads, in part: "Motor Parts Co. Phone…" Regrettably, the signs on the north side of the Hotel Windsor are not legible. The two-story shop at 107 West Main Street appears to have a "Double Cola" sign.[284]

Figure 248. "Windsor Hotel," 1955 – 1965.[285] Note that the sign on top reads: "Windsor Hotel." Also note the sign that reads, in part "Dis…" (presumably "Discount") on the Arlington Hotel, on the right, see also Figure 249, below.

Figure 249. "Windsor Hotel – Prior to Razing."[286] Demolition began on 13 July 1971. Note the Arlington Hotel Building on the right.

Figure 250. "Another giant step – The old building which once housed Eddie's Record Shop on [117] East Main Street [here by 1963] is all set for de-bricking as the city's downtown development program took another giant step. The platforms shown here will aid in the razing of the building. Eddie's Record Shop is now located next door to this building [at 119 and 121 West Main Street]." Johnson City Press, 19 November 1970. Note that a portion of the "Hotel Windsor" sign is visible in the top left corner. On the right is a photograph of the "Eddie's Record Shop" sign (as well as a "Pabst Blue Ribbon" sign at "Ken's," which was apparently at 115 West Main Street), from 31 August 1967.[287]

8.4.2. West Fountain Square

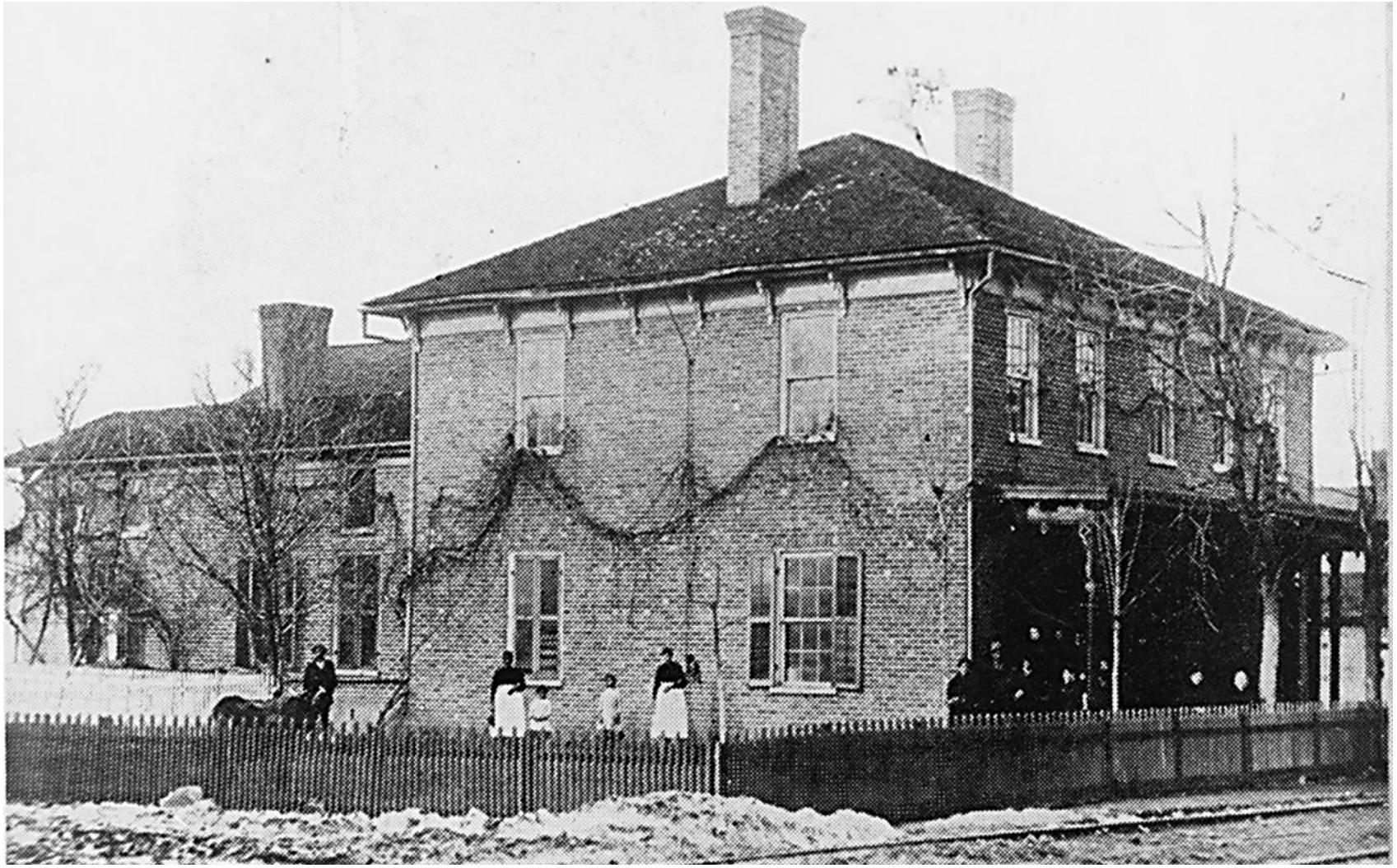


Figure 251. "Hoss House (Built 1871)." Historian Johnny Graybeal captioned this photograph: "This is the famous Hoss House, built by Elkanah Hoss on property purchased from Henry Johnson. For many years it was claimed that this was the site of Henry Johnson's brick depot. This building [Henry Johnson's brick depot] was located on the corner of the railroad and West Market Street. It is not known when the depot was torn down [apparently around 1922] but deed records show it still standing years after this building [the Hoss House] was built [by 1872]. Burr Harrison Collection, Archives of Appalachia, ETSU." Note the E.T.V. & G./Southern Railway mainline in the right foreground. Also note the interesting roofline on the left and the shingled roof, which indicates that this photograph predates that in Figure 252. The Arlington Hotel was built on the open land to the left of this building in 1902.[288] Finally, note the wood frame structure visible on the right, which was probably the southern end of the Worley Building. If this is correct, this image dates to 1897 or earlier. The "Hoss House" was demolished between 1913 and 1919, see Figure 255.

Figure 252. Behind the "Man with Horse and Cart," on the left is the E.T.V.&G. Railroad mainline and the S.T. Harris building (constructed in 1888), which was on West Main Street. The building on the right is the "Hoss House," now being operated under the name "Greenwood Hotel" (1890 – 1901). Note that there does not appear to be any trolley track on Main Street (laid here in June 1903). Consequently, this photograph dates to 1888 – 1901.[289]

Figure 253. President Benjamin Harrison speaking to the citizens of Johnson City on 14 April 1891. From left to right (based on January 1891 Sanborn map): the E.T.V. & G. freight depot, the S.T. Harris building (behind the depot), the Hotel Greenwood (formerly the Hoss House), an office ("W.M. Patton's Building" with people in the windows, just above the passenger car), and a saloon (the light-colored two-story wood-framed building on the right).[290]

Figure 254. "Arlington Hotel" postcard dated 7 August 1906. This hotel opened in 1903. Note the "Arlington Hotel" sign painted on the first-floor window. On 4 July 1903, regular street car service to and from the Soldiers' Home commenced. The trolley on the left appears to be car #4. Consequently, this image appears to date to 1903 – 1906. To the right of the Arlington Hotel is the Hoss House/Hotel Greenwood, which was apparently demolished between 1913 and 1919 (see figures 255, 256, and 257). Historian L. Thomas Roberts captioned this photograph: "Arlington Hotel. Located on Fountain Square across West Main Street from the Pardue/Windsor Hotel, the Arlington Hotel was part of the vibrant downtown during its heyday. It was built on the original property of Henry Johnson, who built the Hoss House on this same location in 1871. Johnson's brother-in-law Elkanah Hoss ran the Hoss House after Henry's death. The Arlington Hotel building was demolished in the summer of 1971, about the same time as the Windsor."[291]

Figure 255. "Soldiers returning home after World War I, 1919." This photograph probably dates to 16 April 1919, when the welcome home celebration occurred for the service members returning from the First World War. Note that the "Hoss House" and the trees have been removed, with the Hoss House replaced with the two-story brick "Arlington Hotel Annex Building" (which thus appears to have occurred between 1913 and 1919). Regrettably, none of the signs are legible. Perhaps the sign at 101 West Fountain Square reads: "Fountain Square Furniture Co." and the one at 103 West Fountain Square reads: "R.S. Boyd & Co." "Real Estate." Also note that bushes have not yet been planted around Fountain Square.[292]

Figure 256. A photograph of the Arlington Hotel building and annex. Note the partially visible sign behind the fountain, as well as the "Hotel" sign at 103 West Fountain Square. Given the presence of the fountain statue, as well as the bushes, this photograph dates to 1919 – 1937.[293]

Figure 257. Historian Sonya A. Haskins captioned this photograph: "A view of downtown between Market Street and Main Street, taken March 4, 1939, shows the Windsor Hotel on the left, the Arlington Hotel in the middle, and the Eatmore Cafe on the right. Under the Arlington Hotel is the Johnson City Bus Company waiting room. (Courtesy of Doug Thompson."[294] Note the "new" "Arlington Hotel" sign, as well as the "Johnson City Bus Co. Waiting Room" sign at 101 West Fountain Square. Also note the signs in the windows at 103 West Fountain Square appear to read: "Arlington Hotel." Also note the "Eatmore Cafe" at 105 West Fountain Square. The signs in the windows read, in part: "Oysters 25c" and "Beef Stew." Finally note that the sign that previously projected from the southeast corner of the Arlington Hotel is no longer present (compare with Figure 53).

Figure 258. "University of Tennessee's fine band caught the eye of Saturday's crowds in Johnson City yesterday when it paraded up Main Street shortly before noon on Saturday April 2nd, 1949…"[295] Note "Cannons Gro. Willingham Mkt." "Groceries," "Meats," "Frozen Foods" "Fruits," and "Vegetables." Also note, on the right, the "Hotel" sign, as well as the "Lecka Restaurant."

Figure 259. "The Army Marches – in celebration of Armed Forces Day, Co. C, 4th Battle Group, 81st Division, U.S. Army Reserve, marches as part of a 17-unit parade through downtown Johnson City. The parade, held yesterday morning [19 May 1962] was led by Sen. Albert Gore. It included armed forces units, scout groups and other area organizations." Note that "Nolan Farnsworth Furniture" occupies the first floor of the Arlington Hotel Building.[296]

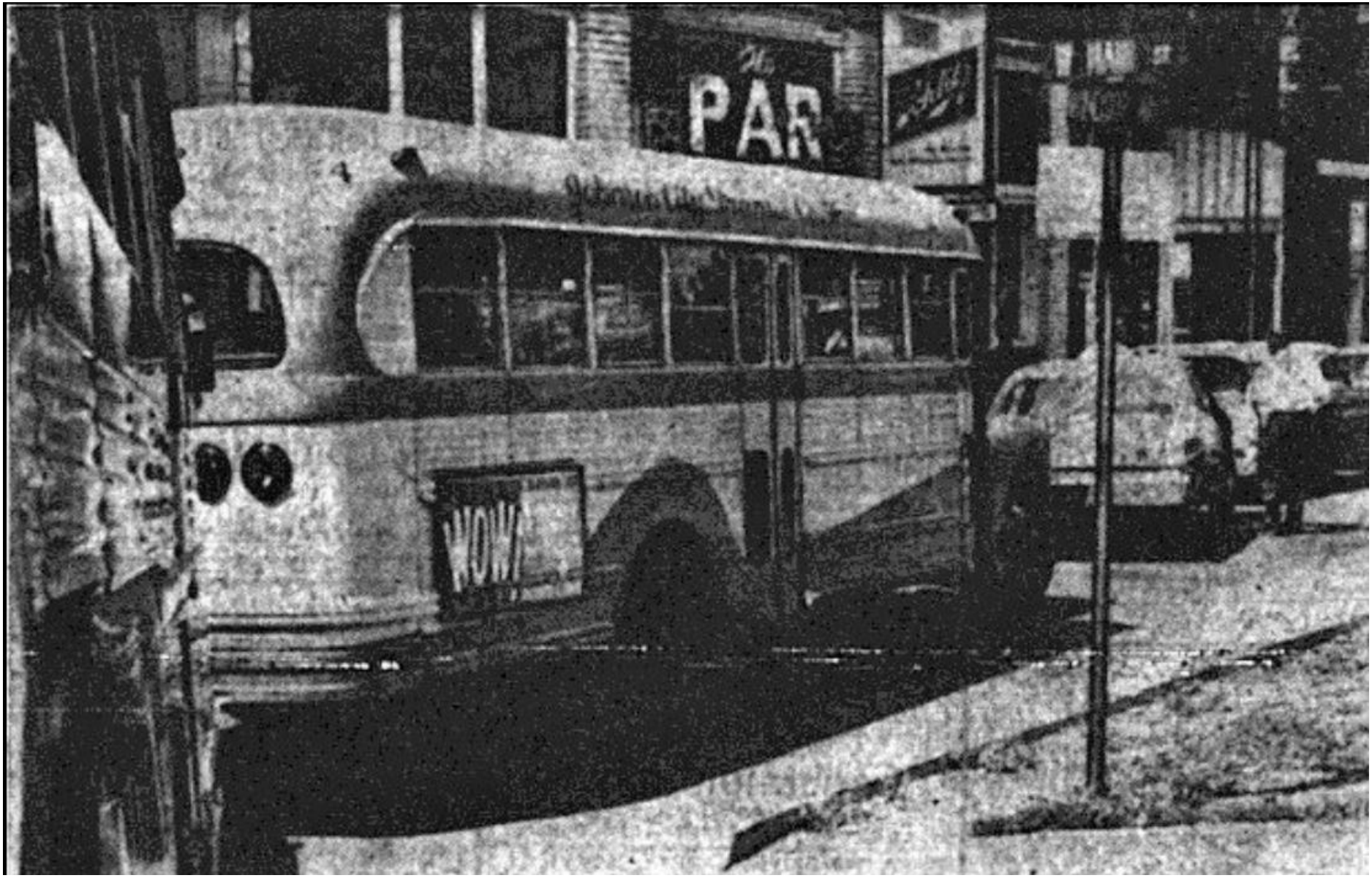


Figure 134. "Those green city buses coming out of the downtown bus station on to Windsor Way heading toward Main Street to cover their routes. This was between the Southern Railroad Tracks and where the Farmer's Pavilion is now located..." Johnson City Press, 14 August 1965. "The Par" was located at 105 West Fountain Square (occupied by the Lecka Restaurant by 1948 to at least 1952), note the "Schlitz" beer sign and the street sign for "W. Main St." (on the right).[297]

Figure 260. "Circus Parade…" which appears to date to 25 September 1914.[298] Note the Arlington Hotel in the background on the left side of West Main Street. Also note the Jobe Block, to the right of the Arlington Hotel, and the Hotel Windsor on the right edge of the image.

Figure 261. "April 1954 – From the ad I just posted dated April 20th, 1954 telling of the Budweiser Clydesdale Horses to be in Johnson City April the 21st through the 23rd, 1954, this is evidently when the 'Budweiser Clydesdale Horses came to the Blue Ribbon Café at 118 W. Main St. Francis Maricle, who owned the café for 46 years, was holding his son, Charles. Also pictured was the Piedmont Hotel…' This photo is looking east on the west side of W. Main just a short distance from the Southern RR tracks…"[299] The sign on the Arlington Hotel appears to read: "We are [?] Cheaper than Cheapest – United Sales and Salvage Stores Entrance → Around the Corner," while there also appears to be a "Double Cola" sign to the rear of the wagon.

Figure 262. A photograph of the fountain at Fountain Square, which was installed in July 1909. Note "The Brunswick Pool Room & Bowling Alley" directly behind the fountain. This enterprise only operated from 1906 until 1909. Also note the old "Hoss House" on left (which has a sheet metal roof) and the "Worley/O'Boyle Building" on the right. Finally, note that the "Railroad Signal Tower," which was constructed by December 1910, is not present, see Figure 119. Consequently, this photograph dates to the last half of 1909.[300] note the "The Brunswick Pool Room & Bowling Alley" sign on the window to the left of the statue. Also note the Southern Railway mainline in front of the buildings.

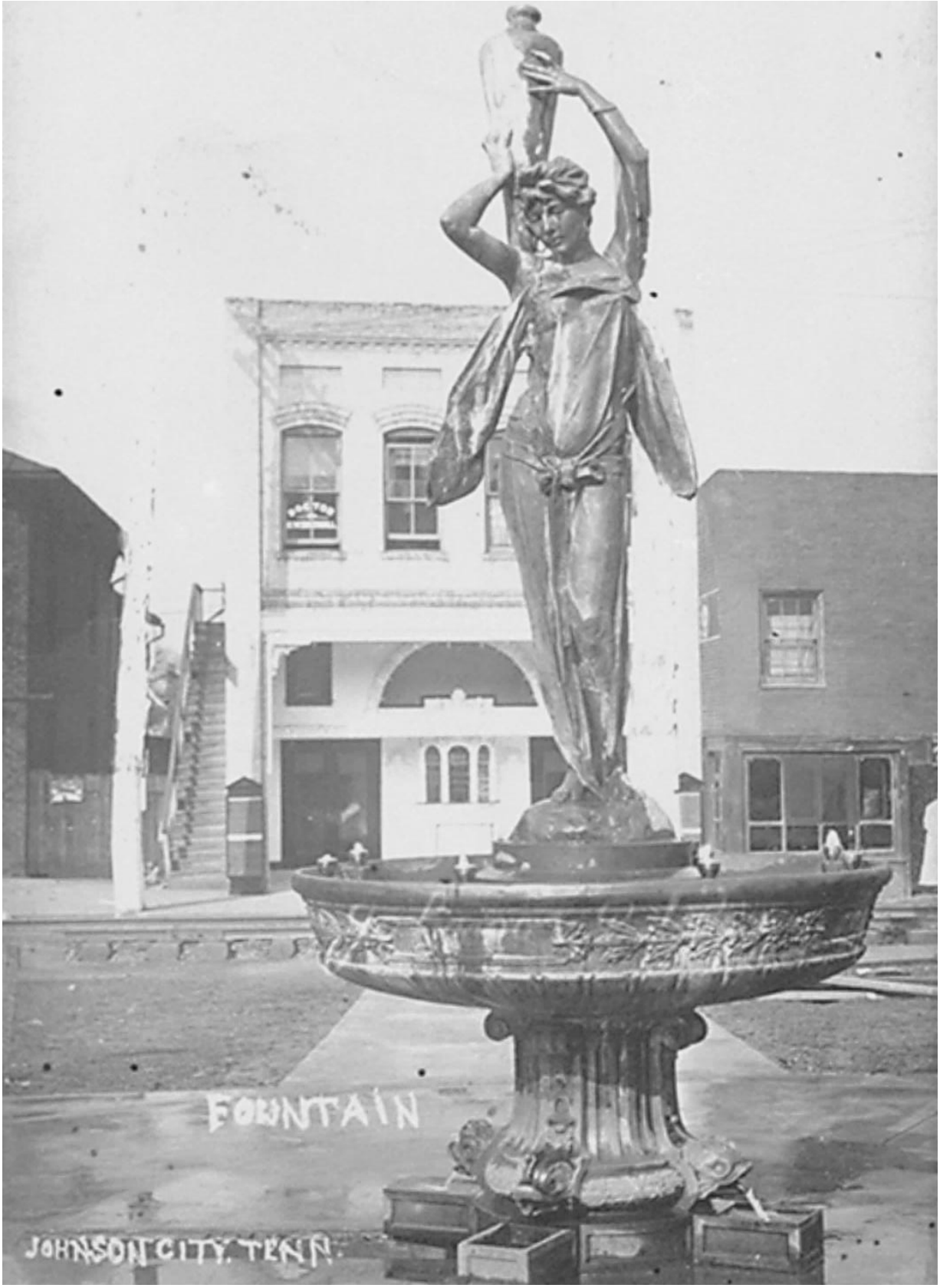


Figure 263. "Fountain Square."[301] Note what appears to be the Dixie/Odeon Theatre (note the changes to the first floor compared to Figure 262), which operated from October 1909 until at least 1916. The sign on the second story window begins "Doctor O.W…" Also note that the "Railroad Signal Tower," which was constructed in 1910, is not present, see Figure 119. Consequently, this photograph appears to date to July 1909 – 1910.

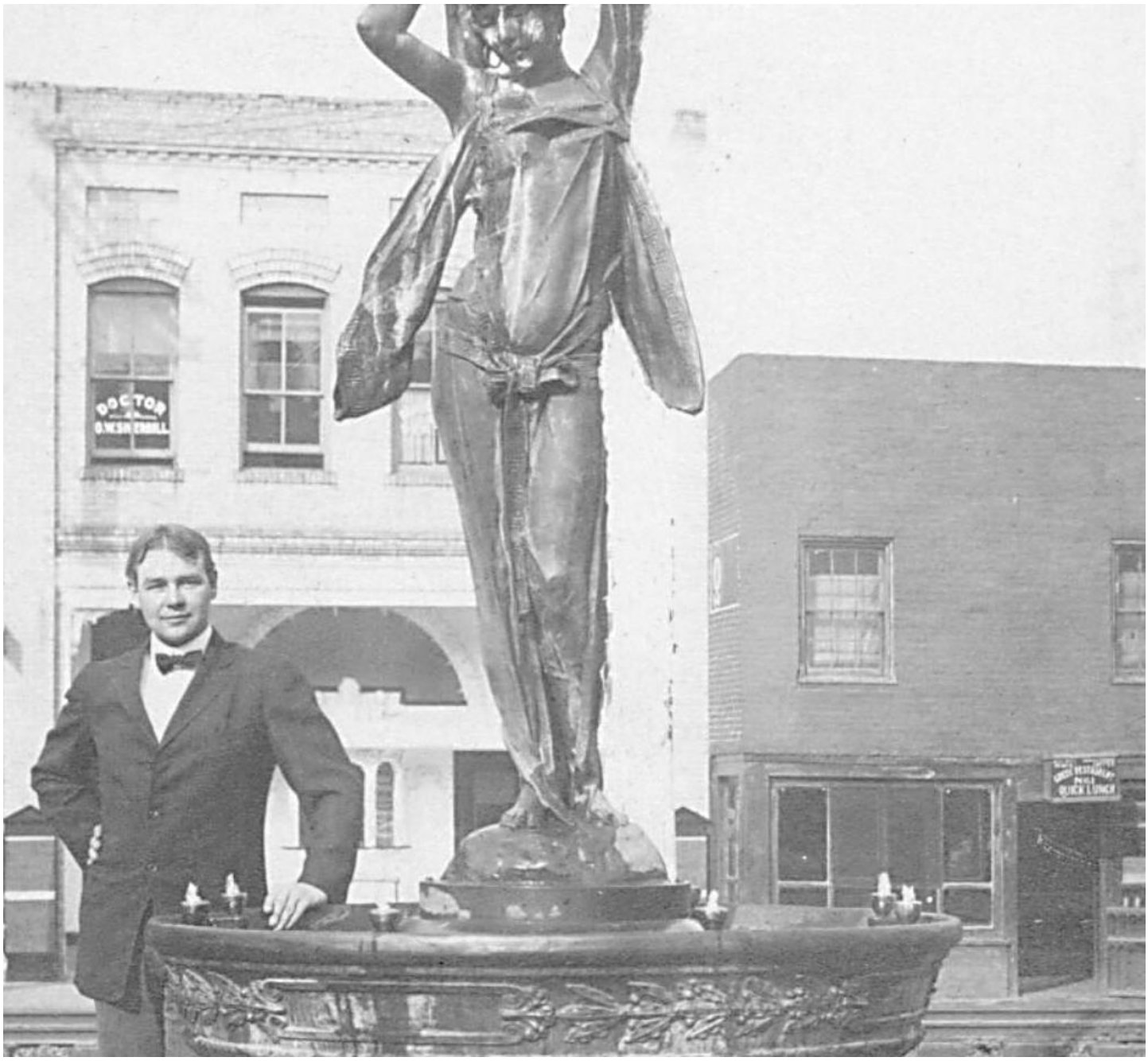


Figure 264. A similar photograph to that in Figure 263, but clearer in some respects. Note what appears to be the Dixie/Odeon Theatre, which operated from 1909 until at least 1916. The sign on the second story window begins "Doctor O.W…" The sign above the entrance to the building on the right appears to read "Greek Restaurant No. 1 Quick Lunch." The Greek Restaurant was here by 1909 to at least 1910 (by 1916, the Silver Moon Restaurant had occupied this location). Note that the "Railroad Signal Tower," which would be constructed by December 1910, is not present, see Figure 119. Consequently, this photograph appears to date to between July 1909 to 1910.[302]

Figure 265. The "Liberty Bell Train," 6 October 1895. At this time, Hugh O'Boyle's Saloon occupied the portion of the brick building (1894 – 1903?) under the "Pure Wines and Liquors. For Medicinal Purposes" sign. The author did not identify any other occupants in the O'Boyle Building at this time. Note the discontinuity in the roofline on the left (above and slightly to the right of the Liberty Bell), which perhaps marks the original extent of Henry Johnson's depot at this location. Also note the color difference in the brick, near the end of the passenger car, probably marking the place where a former wooden structure has been replaced with a brick structure (a change made between January 1891 and October 1895). The wooden building to the right appears to have been the one that was known at one time as the "Archer House." Finally, note the light-colored building partially visible on the left, which was occupied by an unidentified saloon in January 1891 and was vacant in May 1897. This image looks west from the square across the Southern Railway mainline, with West Market Street passing between O'Boyle's Saloon and the "Smith H. Hale/Archer Building" on the right.[303]

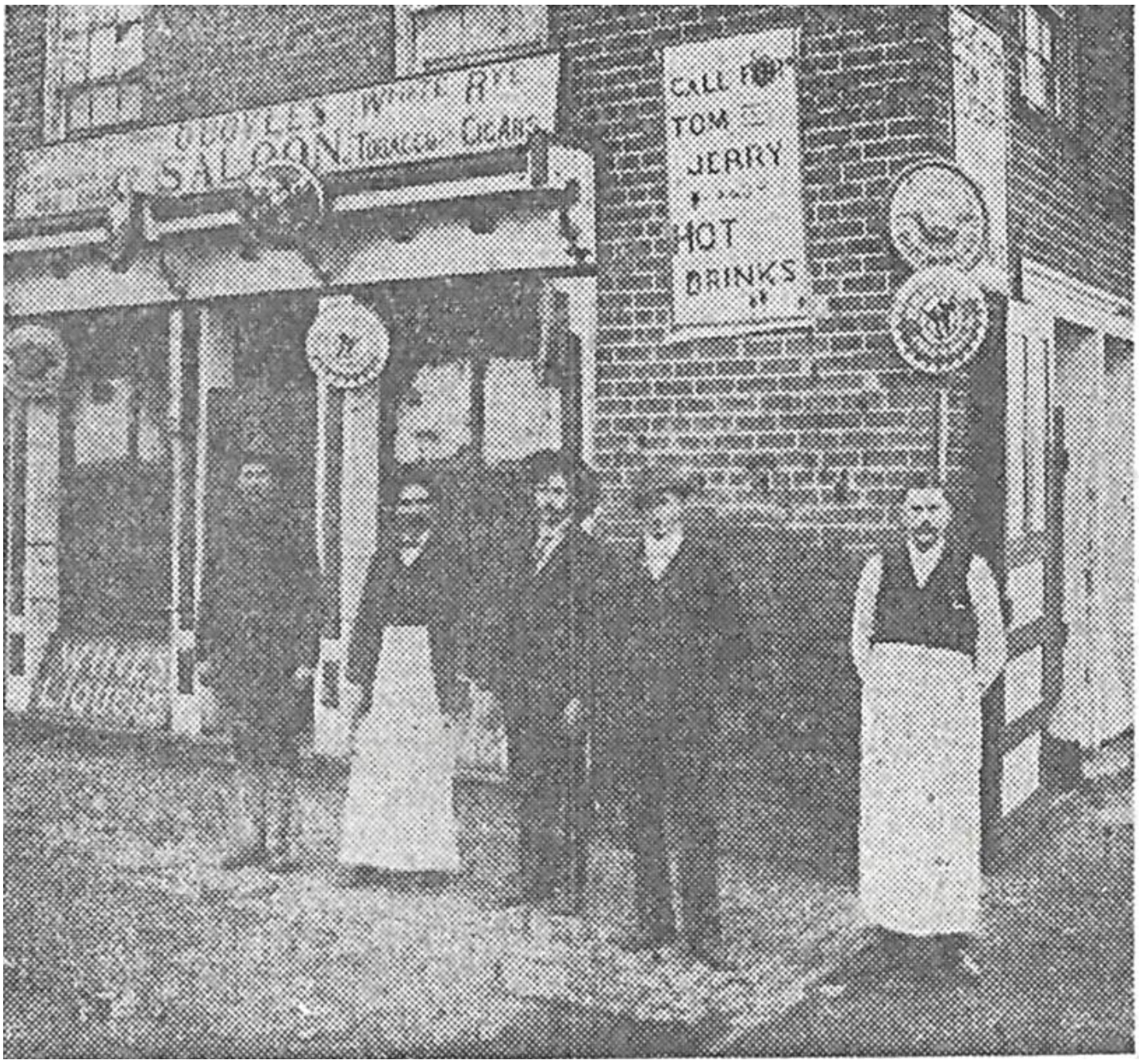


Figure 266. "Back in the 'Good Old Days' this old saloon stood… where the Southern railroad crosses Market street. A few old-timers can still remember it." Note the signs, which read in part "O'Boyle's Saloon – White Rye – Tobacco – Cigar," "Wines – Liquors" and "Call for Tom and Jerry… Hot Drinks." This image provides the only visual information on the appearance of the north (right) side of this building. The sign above the door on the left appears to be the same one that is visible in Figure 265. Note that Hugh O'Boyle's saloon had been forced out of business by local prohibition in 1903 and the entire "Worley/O'Boyle Building" was demolished between 1920 and 1927.[304] It appears that this building was originally constructed by Henry Johnson in about 1858 and was part of the original "Johnson's Depot."

Figure 267. "Fountain Square looking west..." The partially-visible light-colored Dyer Building on the left was built in 1906, and housed "The Brunswick Pool Room & Bowling Alley" (1906 – 1909), followed by the Dixie/Odeon Theatre (1909 to at least 1916). Note the "C.G. Hannah & Co." sign above the "Worley/O'Boyle Building" (this C.G. Hannah building was at 107 and 109 West Market Street by 1913 to 1917 or 1918; it was occupied by Lockett Brothers by 10 August 1918) and the Farmers Exchange Building (built at 106 – 110 West Market Street between July 1913 and 1914).[305] This "Silver Moon Restaurant" was here by 1916 (perhaps as early as 1910) to no later than February 1920 (when this address appears to have been vacant). The "Market Square Pressing Club" occupied the second floor by 1911. Regrettably, some of the signs are illegible. It appears that the bushes were added to Fountain Square after April 1919 (see figures 120, 243 and 255). Consequently, it appears that this photograph was taken between April 1919 and February 1920. The "Worley/O'Boyle Building" was demolished between 1920 and 1927.

8.4.2.1. Farnsworth Hotel Building, by 1927 – 1971

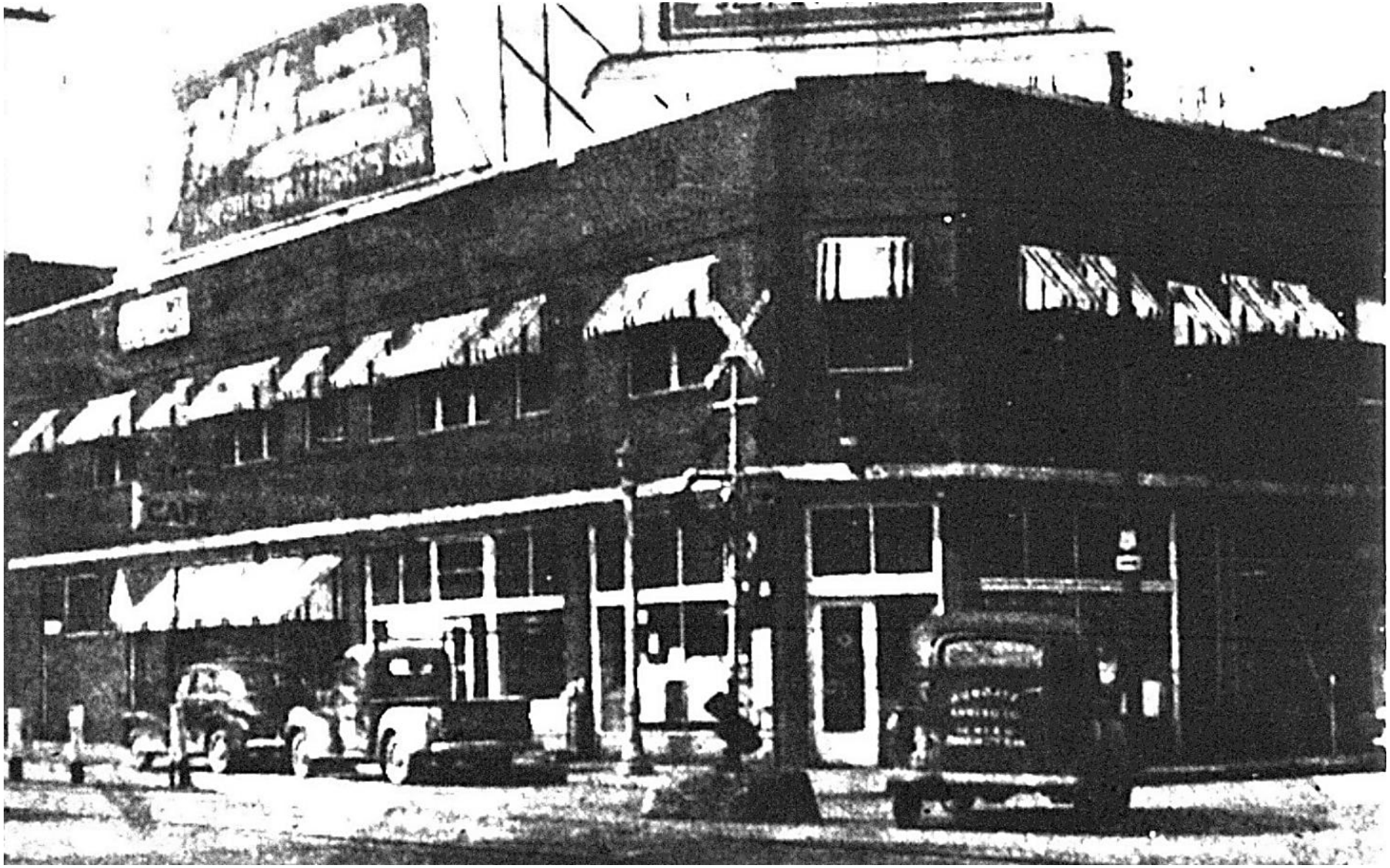


Figure 268. "May 1949 – Looking west across the Southern RR tracks on West Market Street in downtown Johnson City. The building you see was razed in 1971 and is now a parking lot between Main and Market [see Figure 281] and at that time [1 May 1949] this end was the Sevier Cafe and Grand Hotel [which apparently occupied the second floor of the building on West Market Street, behind the "Farnsworth Hotel Building"]. This picture was taken to show the addition of awnings on the windows..." Johnson City Press, 1 May 1949. Note the sign on top of the building, which appears to read, in part: "Milk."[306]

Figure 269. An image taken by 29 June 1959. Note, from left to right: across the Southern Railway mainline, the Windsor Hotel, the Arlington Hotel, the "Arlington Hotel Annex Building," the Fountain Square Hotel Building, and the "Farnsworth Hotel Building" on the southwest corner of West Market Street and Southern Railway (with the "Shoe Mart"). Also note the "Schlitz" sign (behind the railroad crossing signal), which apparently belonged to "The Par." "The Par" was at 105 West Fountain Square, in the Arlington Hotel Annex building by 1962 to at least 1965. The E.T. & W.N.C. depot and the Love – Thomas Building are visible in the left background.[307]

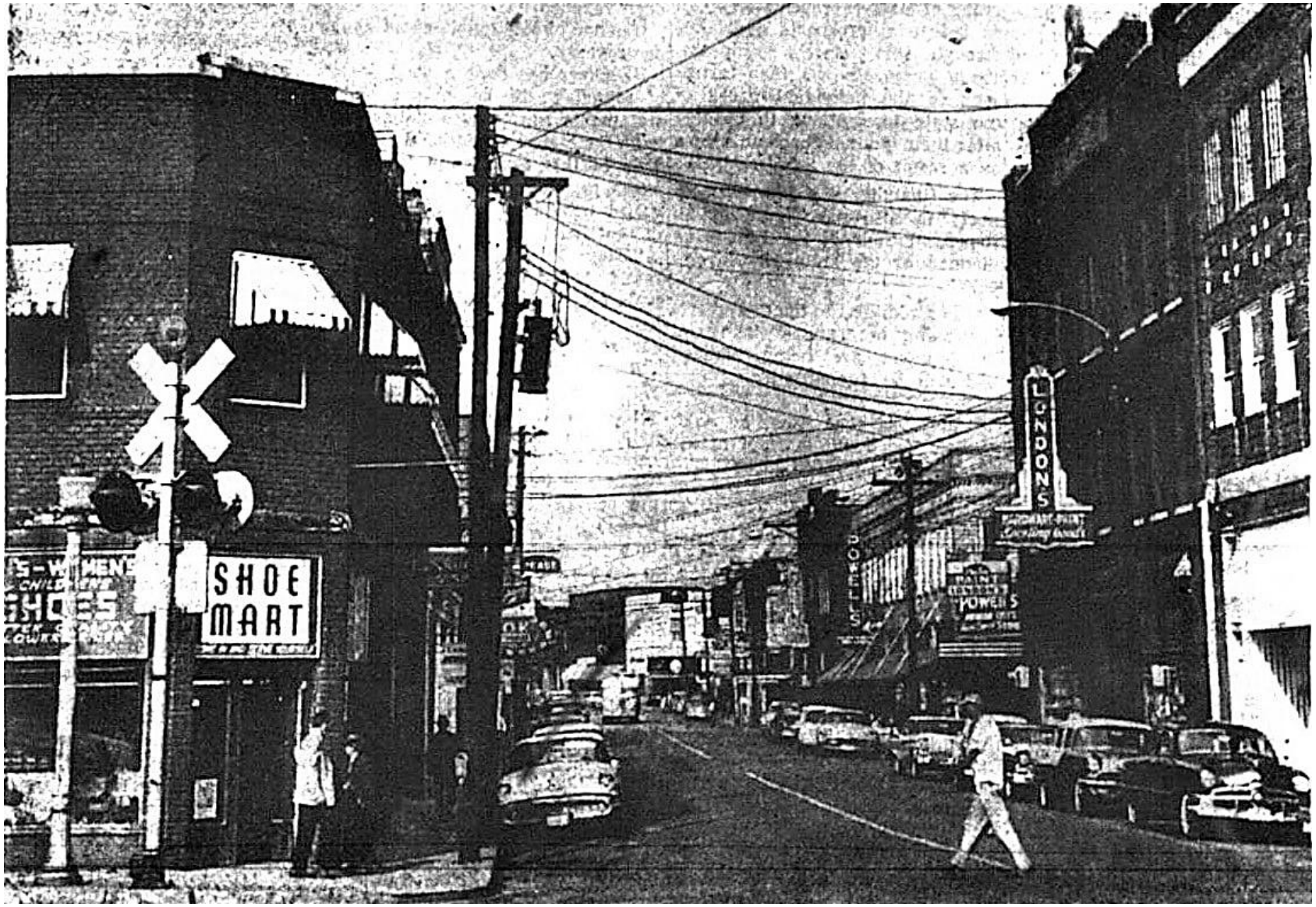


Figure 270. "October 1958 – Picture looking west up [West] Market Street from the Southern Railway tracks in 1958 in an article about power lines. The building on the left has been a parking lot since 1969 [actually 1971, see Figure 283], the building on the right was London's Hardware [in the old "Farmers Exchange"] and across Commerce St. was the original Little Stores and became Powell's in 1956, (presently Campbell's Morrell Music), and far in the background on the right across Boone was the white brick Jones Ear, Nose and Throat Hospital that has been demolished…" Johnson City Press, 16 October 1958. Also note that a portion of the "Taylor Brothers Building" is visible on the right.[308]

Figure 214A. A detail of "Downtown Johnson City, Market Street, Early 1960s." Note, from left to right: across the Southern Railway mainline, the Windsor Hotel, the Arlington Hotel, the "Arlington Hotel Annex Building," the Fountain Square Hotel Building, and the "Farnsworth Hotel Building" on the southwest corner of West Market Street and Southern Railway (with the "Pepsi-Cola" sign on top, and the "Loans" "G.A.C. Finance" sign below it). Also note what appears to be a "Schlitz" sign. Finally, note the "Western Auto…" sign on the Taylor Brothers Building on the right.[309]

Figure 271. "Downtown Johnson City, Corner of Commerce and [West] Market, Early 1960s." From left to right: the Farmers Exchange Building, the Parks – Belk addition, the Crouch Building (with the Hamilton Bank behind it), and the "Farnsworth Hotel Building" (with the "Loans" sign), as well as other buildings along West Market Street. Note the "Commerce St." sign on the left, as well as the Mecca Restaurant on the right, with the "Busch" sign.[310]

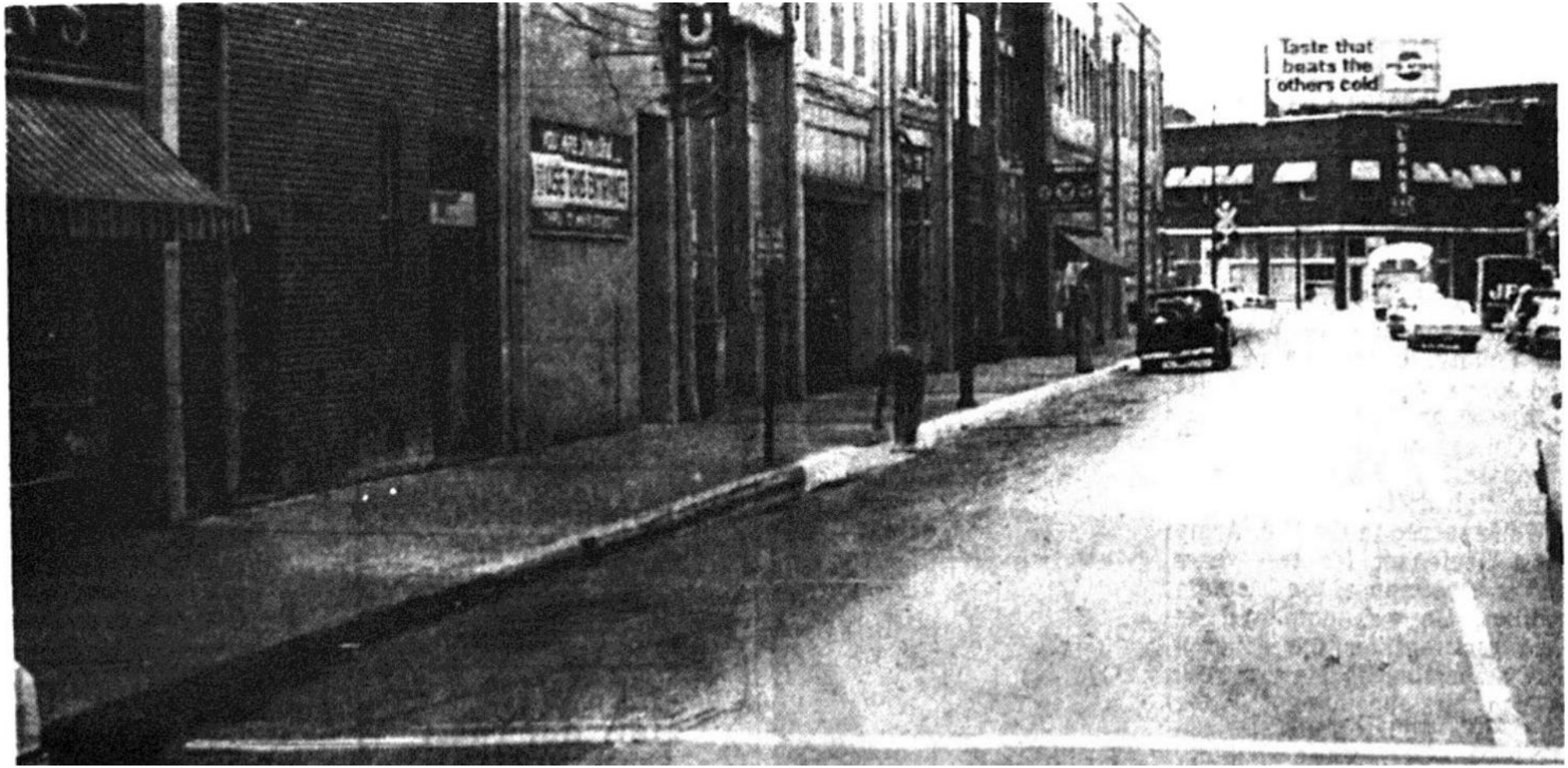


Figure 272. "In this photo in downtown Johnson City about a change in parking, you are looking west on [East] Market from McLellan's five and dime (now Numans) across the Southern RR Tracks where all those buildings were demolished in 1969 [actually 1971] and the area is presently occupied by parking lots." Johnson City Press, 20 September 1967. Note the "Farnsworth Hotel Building" in the right background. Also note that the "Pepsi-Cola" sign on the "Farnsworth Hotel Building" has been changed, see Figure 214A. [311]

Figure 273. A view of Fountain Square, looking north, around September 1968. Note the "Farnsworth Hotel Building" in the left background and the Taylor Brothers Building (partially occupied at this time by a Western Auto store) in the center (with the Farmers Exchange Building to its left), and the "East Fountain Square Block" on the right.[312]

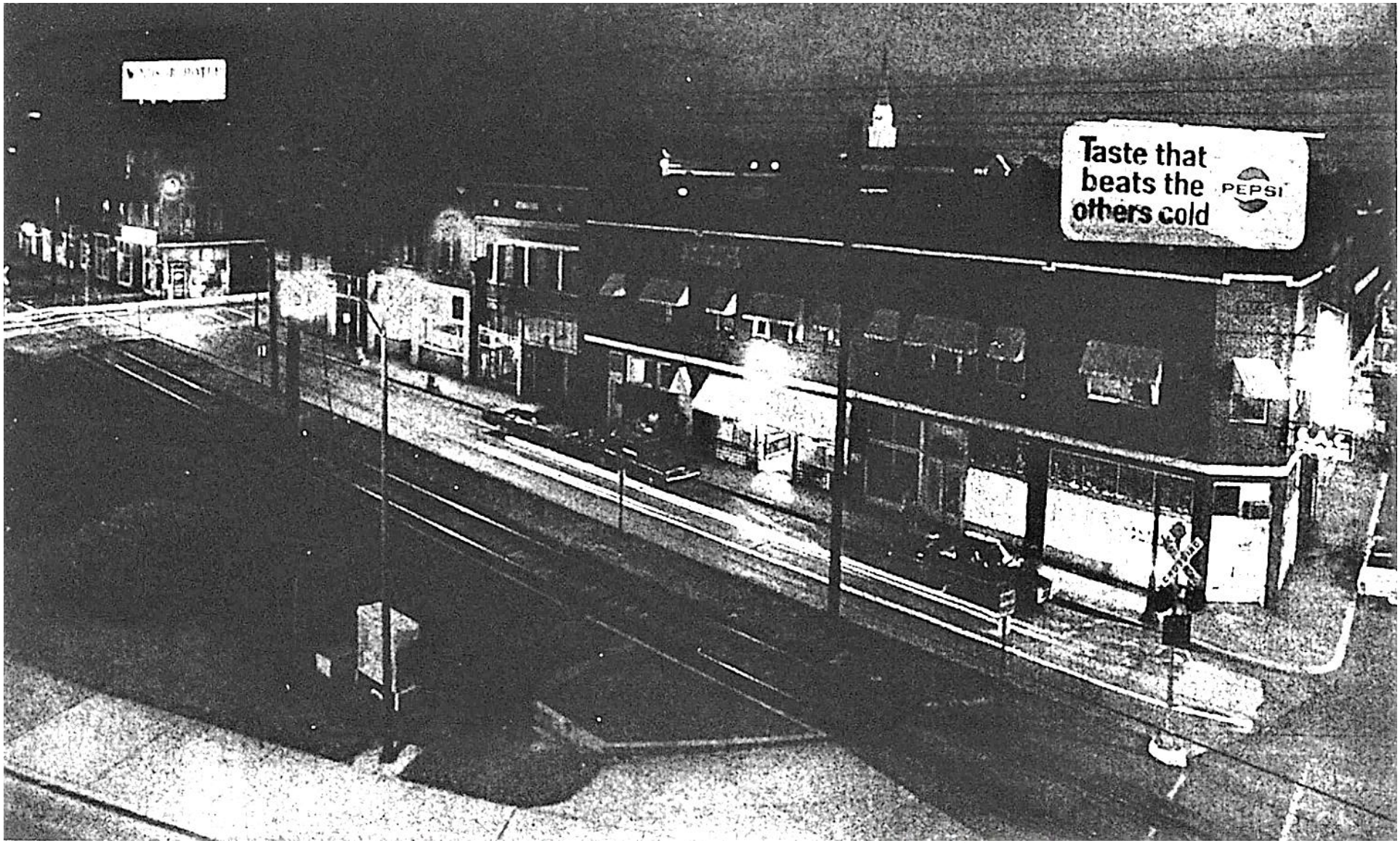


Figure 274. "Looking southwest across the Southern RR Tracks from Fountain Square dated August 30th, 1969 just before they were about to demolish those buildings between Main and Market and put in a parking lot. You can see the Windsor Hotel to the far left…" Johnson City Press, 30 August 1969.[313] Note that the "G.A.C. Loans" appears to still be present on the "Farnsworth Hotel Building" on the right. Also note that demolition did not take place until 1971.

8.4.3. The “Warehouse Block”

Figure 275. "Circa late 70's – The Dandelion Fountain on Fountain Square in downtown Johnson City..." This view looks from near the Crandall Building, across Fountain Square and the Southern Railway, toward the Taylor Brothers and Farmers Exchange buildings on West Market Street.[314]

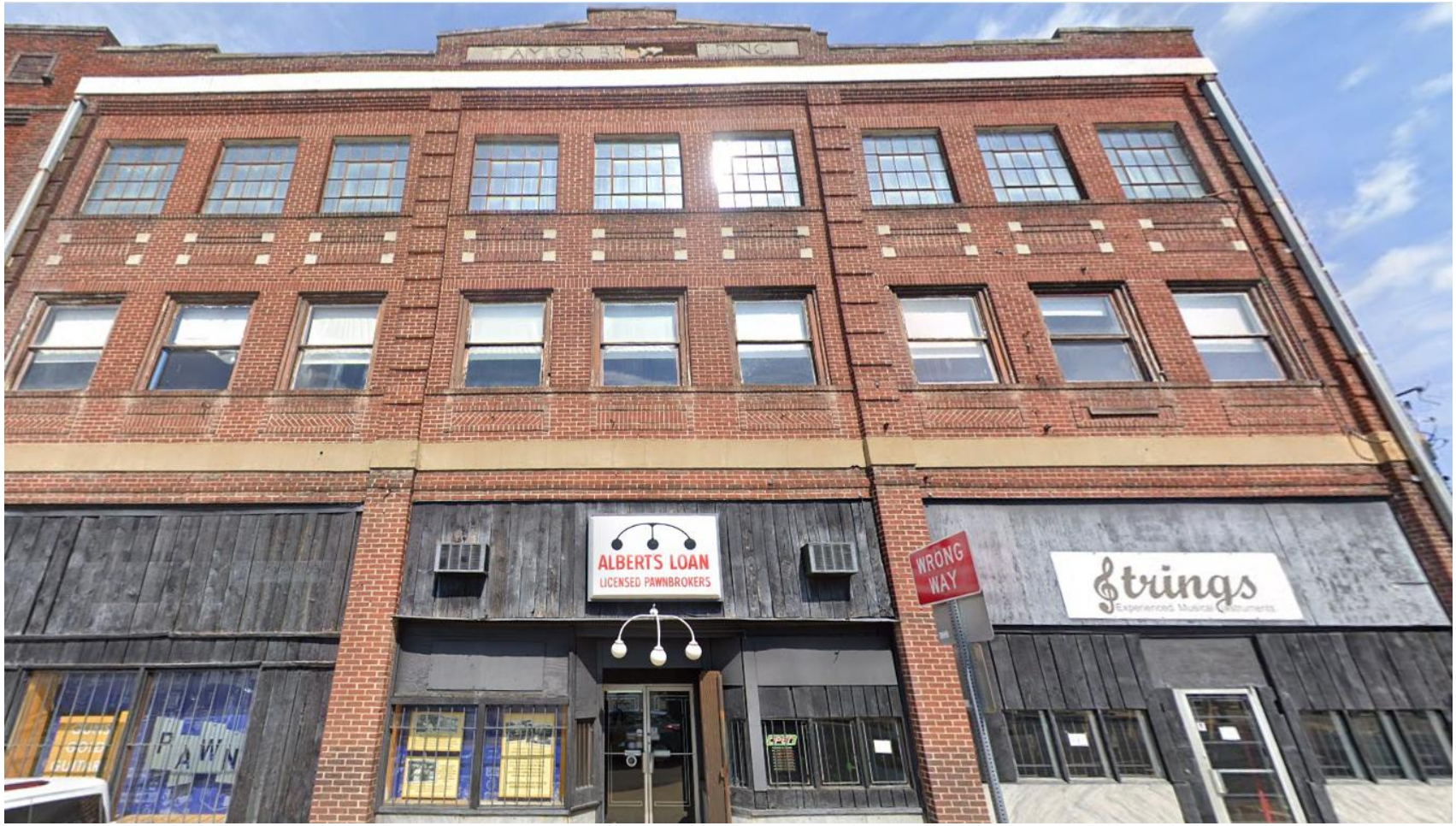


Figure 276. A Google Maps image of the south side of the Taylor Brothers Building (as it faces West Market Street) in September 2021. Note that the sign at the top of the building appears to read: "Taylor Br… lding." "Strings" occupies 100 West Market Street (on the right), and "Albert's Loan" "Licensed Pawnbrokers" occupies 102 West Market Street (and, perhaps, 104 West Market Street).

Figure 277. A Google Maps image of the Taylor Brothers Building, 100, 102 and 104 West Market Street, and the Farmers' Exchange Building, 106, 108 and 110 West Market Street, as well as 150 Railroad Street, in November 2023. Note the former Southern Railway (now Norfolk & Southern) mainline in the foreground. Also note the "Albert's Pawn" sign, which reads: "Albert's Pawn – Guns – Guitars – Jewelry & More" "Licensed & Trusted Pawnbrokers Since 1927." Perhaps this enterprise is related to the "Albert's Loans" that was located at 117 East Fountain Square, by 1954 to at least 1968. A previous, heavily weathered sign (in the same place in 2012) read: "Albert's Loan – We Rent Money – Around Corner – Licensed Pawnbroker." To the right (north) of the Taylor Brothers Building, from left to right (based on the Sanborn map from 1927): at 150 Railroad Street: a one-story brick "Ware Ho." part of the Farmers Exchange Building; at 148 and 146 Railroad Street (149 and 147 Commerce Street): a one-story, brick building that was built for the "Armour Packing Co.;" at 144 Railroad Street (145 Commerce Street) a two-story wholesale grocery warehouse.

Figure 278. A Google Maps image of the east side of the Taylor Brothers Building (as it faces the former Southern Railways mainline) in November 2023. Note that the loading door, once located under the fire escape, has been bricked up, as have several other openings on the ground floor of this building. Also note the red-brick single-story structure, to the immediate right of the Taylor Brothers Building that was once occupied by a warehouse (it is part of the Farmers Exchange Building), while the one-story "yellow" brick building to its right was apparently built as an "Armour Packing Co." facility after February 1920.

Figure 279. "Farmers Exchange… [from left to right: 110, 108 and 106 West] Market Street, corner of Commerce Street." The Farmers Exchange Building was built in 1914, before the Taylor Brothers Building was built, to its right, in 1921 (as can be seen on the right edge of this image).[315] Note the building that is partially visible on the left. It appears to be the one occupied by the "Johnson City Steam Laundry" by February 1920). Also note the truck on left is lettered "Farmers Exchange…" Although it appears that the Farmers Exchange Building is not a trackside business, it does have an attached warehouse, at 150 Railroad Street and is included in this document for that reason.

Figure 280. A photograph taken by 29 June 1959. Note London's hardware store (in the Farmers Exchange Building) and the "Loans" enterprise and Western Auto in the Taylor Brothers Building.[316]

Figure 281. "Our present store we have occupied since 1925. Centrally located in Johnson City at Market and Commerce, London's is the city's largest and leading retail hardware firm." Johnson City Press – Chronicle, 25 May 1969.[317]

Figure 282. "Employees [of London's Hardware Company] in front of store [in the Farmers Exchange Building] wearing Pee Gee Paint overalls and caps. Back Row, Second from Left: Bill Dyer, (William Mills Dyer, Sr.) second from Right, Mr. Couch, Right, Charlie Good. Front Row Second from Left Bob London (Robert Patterson London, Jr.)," "circa 1958 – 1961."[318]

Figure 283. "December 1971 – The new parking lot between Main and Market where the buildings were recently razed. The buildings in the background at the intersection of West Market and Commerce Streets are still there…" Johnson City Press, 10 December 1971. This photograph was captioned: "Filled to the brim" "A stitch in time – or maybe some other time-honored saying could well apply to the parking area now in use at Fountain Square. The section was recently cleared in the urban renewal effort and just in time to help Christmas City shoppers find that hard-to-get parking place. Today the lot was completely filled as shoppers remembered that there are only 12 shopping days left until Christmas." The building on the right was once the "Farmers Exchange."[319]

Figure 284. A Google Maps photograph from May 2018. The "Trek Bicycle Store" opened here in 2015 and remained until at least January 2024. Prior to this, in Google Maps photographs from 2012, the first floor of the Farmers Exchange Building was occupied by the "S.E. Regional Train Center," which had model trains displayed in the front windows.[320]

Figure 168C. A detail of the "Warehouse Block," which appears to date to late 1914. From left to right the following appear to be visible: the 1½-story brick dwelling at 207 Railroad Street, the brick one-story (20 foot tall) "W.W. Remine and J.W. Franklin building" ("Whol. Fruits & Vegetables" facility at 213/215 Railroad Street), the Shoun & Company warehouse (143 Commerce Street), the two-story brick "Fishback Hall" (at 139 Commerce Street), and the overhead cover of the Southern Railway Passenger Depot platform. Note the Hart Building and the Fountain Square statue on the right.[321]

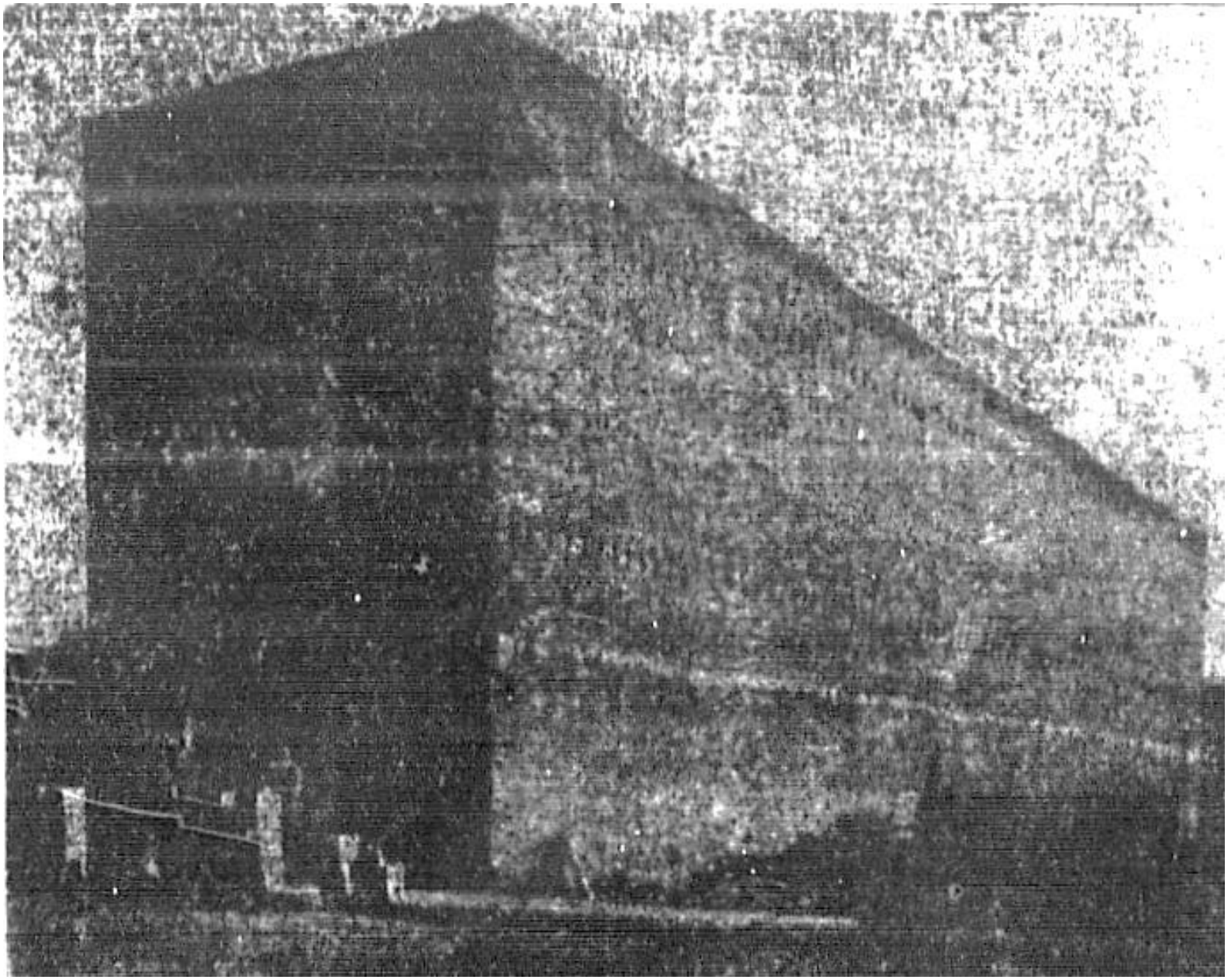


Figure 285. "G.H. Shoun & Company," Johnson City Comet, 30 September 1909. Note that this structure appears to be Building "E" at 143 Commerce Street, which was iron clad, and was removed between 1914 and 1920. Given the apparent southern exposure of this photograph, it appears that this photograph was taken from Commerce Street, looking east toward the Southern Railway mainline.

Figure 286. "W.D. Harmon" "Wholesale Produce" "Johnson City, Tenn." This appears to be a photograph of storerooms "C" and "B" (left to right) prior to the construction of a 50-foot platform (later enclosed) toward the Southern Railway mainline. If correct, the building front visible in this photograph was partially hidden or removed because of the one-story shed built over the extension by 1908. However, the building front seems closer than 50-foot to the railroad. Also, the buildings on the right may also appear on the 1908 Sanborn Fire Insurance Company map for this place. Note that the building on the left was probably occupied by H.W. Pardue as a Commission House at this time. W.D. Harmon only operated a "Wholesale Produce" enterprise in 1903 (perhaps indicating that the buildings in the right background were built after the information for the April 1903 map was collected). Consequently, this photograph appears to date to the latter part of 1903. Nevertheless, the author is uncertain that this building was in the "warehouse block."[322]

Figure 287. "This is not a hayfield but it is where 'Brush Creek' ran over the street car line during the flood Friday the 29th" May 1908. Note, the street car line crosses Brush Creek in only two locations, Roan Street and Main Street.[323]

Figure 287A. A detail, this image appears to look north from near M.I. Gump's wholesale grocery enterprise, on the right edge. If so, the buildings from left to right: Fischback's Hall (see Figure 288, below), the building with the peaked roof appears to have been occupied by the office and scales in one of the unidentified yards, the horsedrawn wagon and buggy are on Roan Street, and the small building with the peaked roof on the right can be seen on the Sanborn map of this area for December 1908. The small "hand rail" on the left also appears in Figure 288. Behind the large wagon, is the line of advertisements visible on the right of Figure 288.

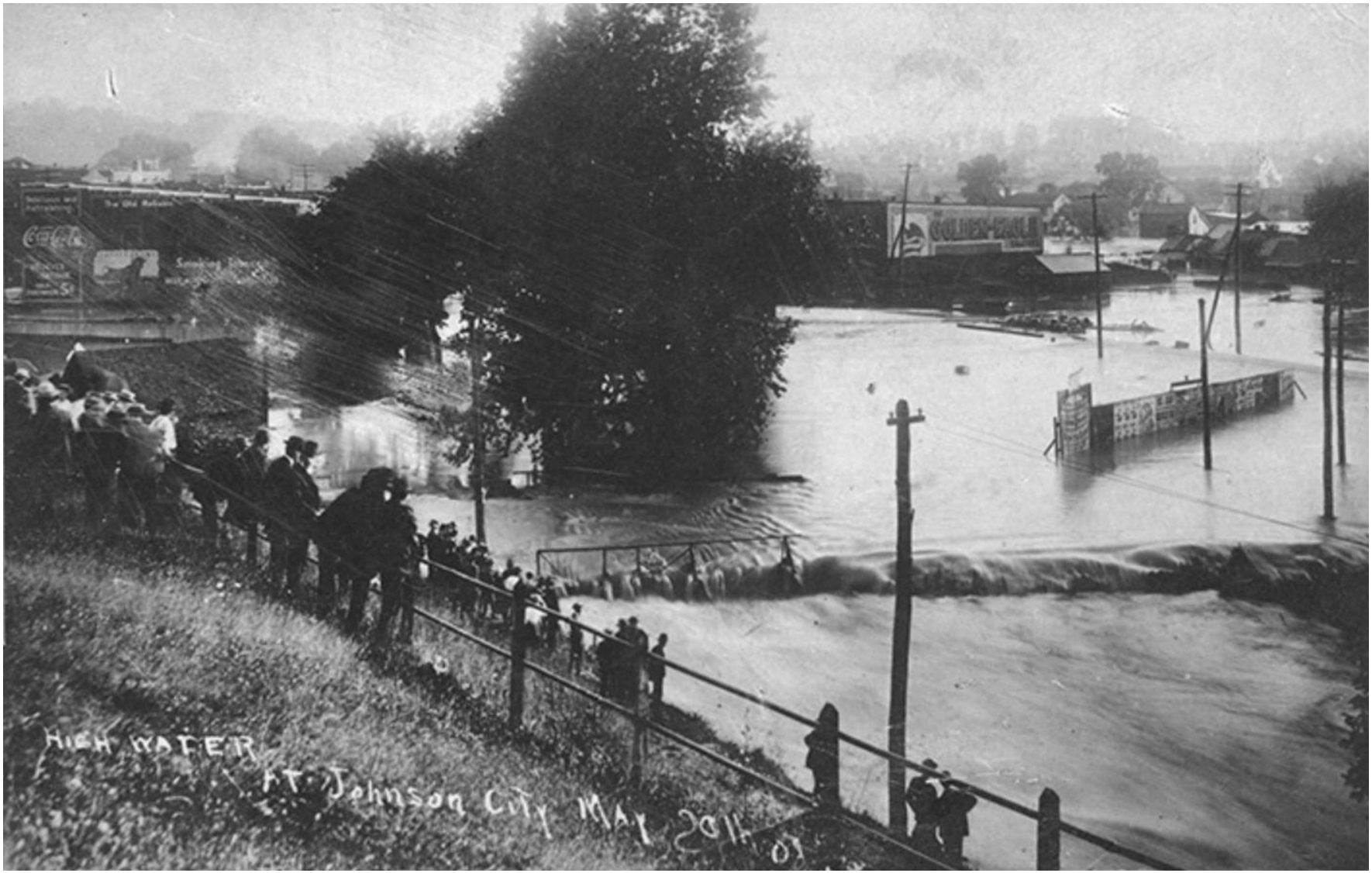


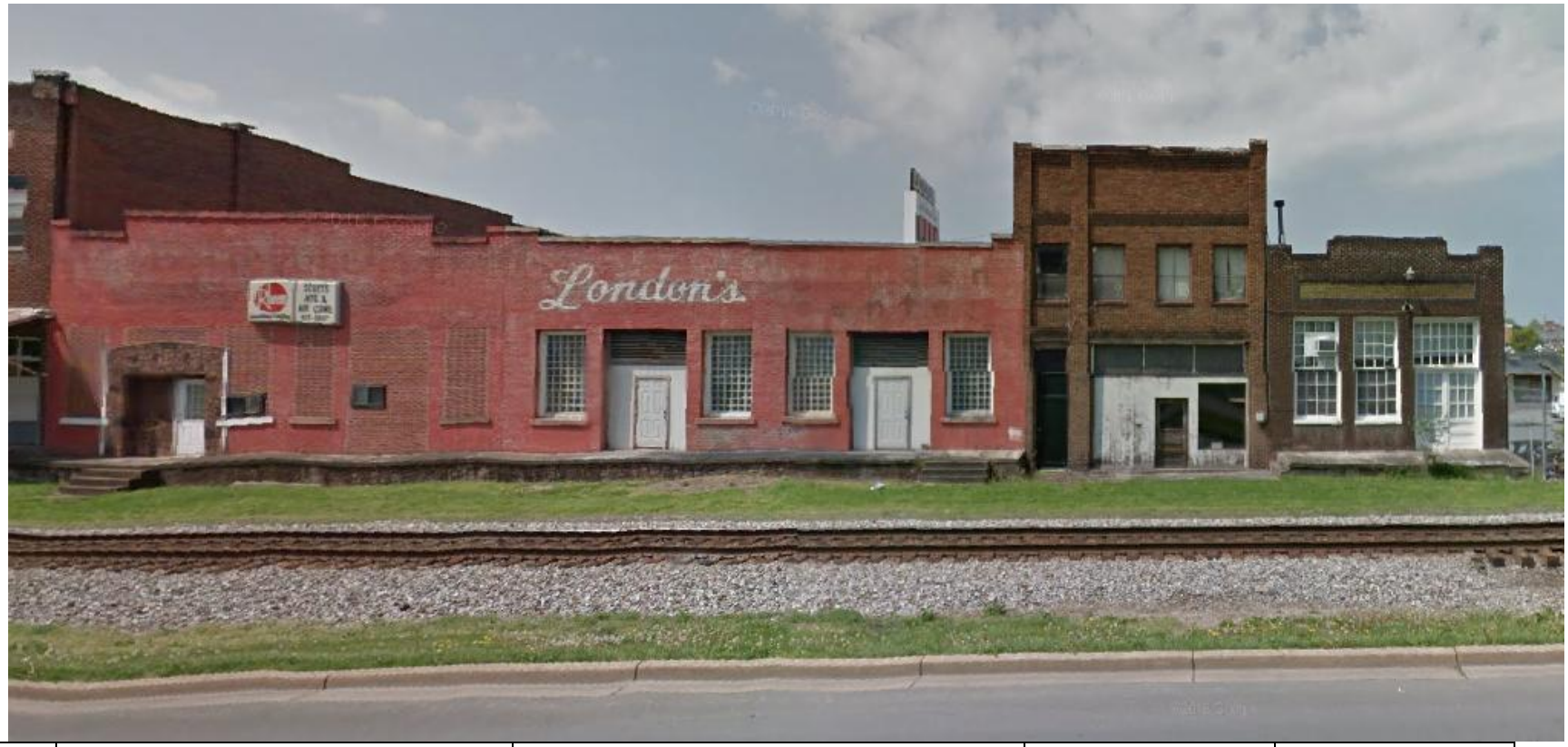
Figure 288. "Johnson City Flood" "South from Science Hill" on 29 May 1908. Note that this view does not appear to match the buildings or terrain to the south along Roan Street or Market Street south of Science Hill. It does appear to be a better match for the terrain and buildings to the west and north. If so, the building on the left (with various signs) appears to be the one at 115/212 East Market Street. Roan Street runs north along the railing with Brush Creek flowing through it (in front of the big tree). The large building near the center of this photograph and to the right of the large tree, with the "Golden Eagle" sign, appears to be Fishback Hall, in the "Warehouse Block." Finally, the row of what appears to be advertising, on the right, seems to be visible in Figure 287A behind the large wagon.[324]

Railroad St. Address	150	146 and 148	144	142	140	138
Commerce St. (1927)		147 and 149	145	143	141	139

Figure 289. A Google Maps image from April 2012 of the east side of part of the "warehouse block" (as it faces the former Southern Railway mainline). The two-story building on the right at 140 Railroad Street has signs reading "Swift & Company" and "19" "Parsons" "21."

Figure 290. A view, from left to right: 142 Railroad Street (143 Commerce Street, rebuilt around 1958); 140 Railroad Street (141 Commerce Street) with "Swift & Company" and "19" "Parsons" "21," apparently built in 1921; and 138 Railroad Street (139 Commerce Street, partially visible in the lower right corner), apparently built (or rebuilt) between February 1920 and June 1927.[325]

Figure 291. A Google Maps image from September 2012 of 140 Railroad Street (141 Commerce Street). Note “Swift & Company” across the top of the building, with “19” “Parsons” “21” below it.



Railroad St. Address	140	138	136 and 134	132	130
Commerce St.	141	139	137 and 135	133	131

Figure 292. A Google Maps image from April 2012 of the east side of part of the "warehouse block" (as it faces the former Southern Railway mainline). Note that the last two buildings on the right side of this image are visible in Figure 315. The sign on the left reads "Rheem heating/cooling" and "Scotts Htg. & Air Cond. 926-6067." Near the center: "London's Garden Center," a part of the "London's Hardware" store (Farmers Exchange Building at 106, 108, and 110 West Market Street), was here from 1962 to at least 1977. Note that there is a very faint sign painted over the door between the "London's" sign and the two-story building at 132 Railroad Street that appears to read "Garden Center."

Figure 293. A view from 2022 looking south along the "warehouse block" from near 130 Railroad Street (on the right) toward the Taylor Brothers Building (on the left).[326]

Figure 294. An undated view of the building at 136 and 134 Railroad Street. Note the sign reading: "London's Garden Center" above the doors. Also note the Norfolk and Southern (formerly Southern Railway) mainline in the left foreground.[327]

Figure 295. "Hickey-McCorkle Company Wholesale Grocers, 147 North Roan Street." It appears that this photograph was taken between 1914 and perhaps 1922 (not later than 1927). Note the trolley track in the foreground, the Missouri, Kansas and Texas boxcar (#87792?) beside the building and the crossing gates. Also note that the sign to the left of the building appears to read "Sweet Corn."[328]

Figure 296. A Google Maps image from November 2023 looking across the Norfolk and Southern mainline at the south and west sides of the "Century Link Building" at 101 North Roan Street. Century Link has reportedly operated occupied in Johnson City since 2009 and has occupied this building since at least April of 2012. It appears that this building was constructed in place of the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building.

Figure 297. A Google Maps image from September 2012 looking south across the intersection of North Commerce and North Roan streets at the north and east sides of the "Century Link Building" at 101 North Roan Street. Note the John Sevier Hotel in the left background.

8.4.3.1. The “Warehouse Block” as it Faces Commerce Street

Figure 298. A Google Maps image from January 2024 of the building at 147 and 149 Commerce Street (146 and 148 Railroad Street). At this time, this building was occupied by the "Fischman Gallery." On the left is the "Rum Bar @ go-burrito" at 145 Commerce Street (144 Railroad Street) and on the right is the Farmers Exchange Building. On 25 August 2025, Rae Augenstein sent an email to the author that included: "There's a beautiful art space/coffee shop now at 133 N Commerce called The Lazy Lady Baking Shop." Note: 133 North Commerce Street ("atelier 133" in this photograph) is the current address for the building that had an address of 147 and 149 Commerce Street (146 and 148 Railroad Street) in June 1927.

Figure 299. A Google Maps image taken in January 2024, from right to left: the "Rum Bar @ go-burrito" at 145 Commerce Street (144 Railroad Street), and the "Rouge" beauty salon at 143 Commerce Street (142 Railroad Street), along with an unoccupied store on the first floor at 141 Commerce Street (140 Railroad Street). Partially visible on the right side of the image is the "Fischman Gallery" at 147 and 149 Commerce Street (146 and 148 Railroad Street). Note: the sign attached to the second floor of the building at 145 Commerce Street (144 Railroad Street), above the "Rum Bar @ go-burrito" reads "Voodoo." "Within the past few years [between September 2021 and January 2024, based on Google Maps], [Grant] Summers and his partners [Triple G Ventures] have transformed a larger space once known as the Swift Building [which apparently includes 141, 143 and 145 Commerce Street (140, 142 and 144 Railroad Street), the "Swift" name appears to be derived from the signs painted on both faces of the building at 140 Railroad Street and 141 Commerce Street]. A restaurant ["Rum Bar @go-burrito"] and salon ["Rouge"] are among the commercial businesses on the ground floor, while 12 high-ceilinged apartments with polished concrete floors are on the upper floors."[329] The doors, apparently to the stairs to the second floor, at 141 and 145 Commerce Street are lettered, in part: "121 N. Commerce St." "Units… 201 – 212" and "The Swift…"

Figure 300. A Goggle Maps image from August 2012, from left to right, of 141 and 143 Commerce Street (140 and 142 Railroad Street). Note the "Swift & Company" sign along the top of 141 Commerce Street. Also note the brickwork, which indicates that the previous windows had been removed and replaced at some point. Finally, note the "B&B Produce Co." sign at 143 Commerce Street.

Figure 301. A Google Maps image of 133 Commerce Street (132 Railroad Street) in January 2024. This building was used as a beer warehouse in 1927.

Figure 302. A Google Maps image from January 2024 of the buildings at 131 and 133 Commerce Street (130 and 132 Railroad Street), looking from Commerce Street toward the location once occupied by the Southern Railway Passenger Depot (now a parking garage, the top of which is visible in the left background). The one-story building in front is the one located at 131 Commerce Street (130 Railroad Street).

8.5. Market Street to Roan Street (East Side of the Southern Railway Mainline)

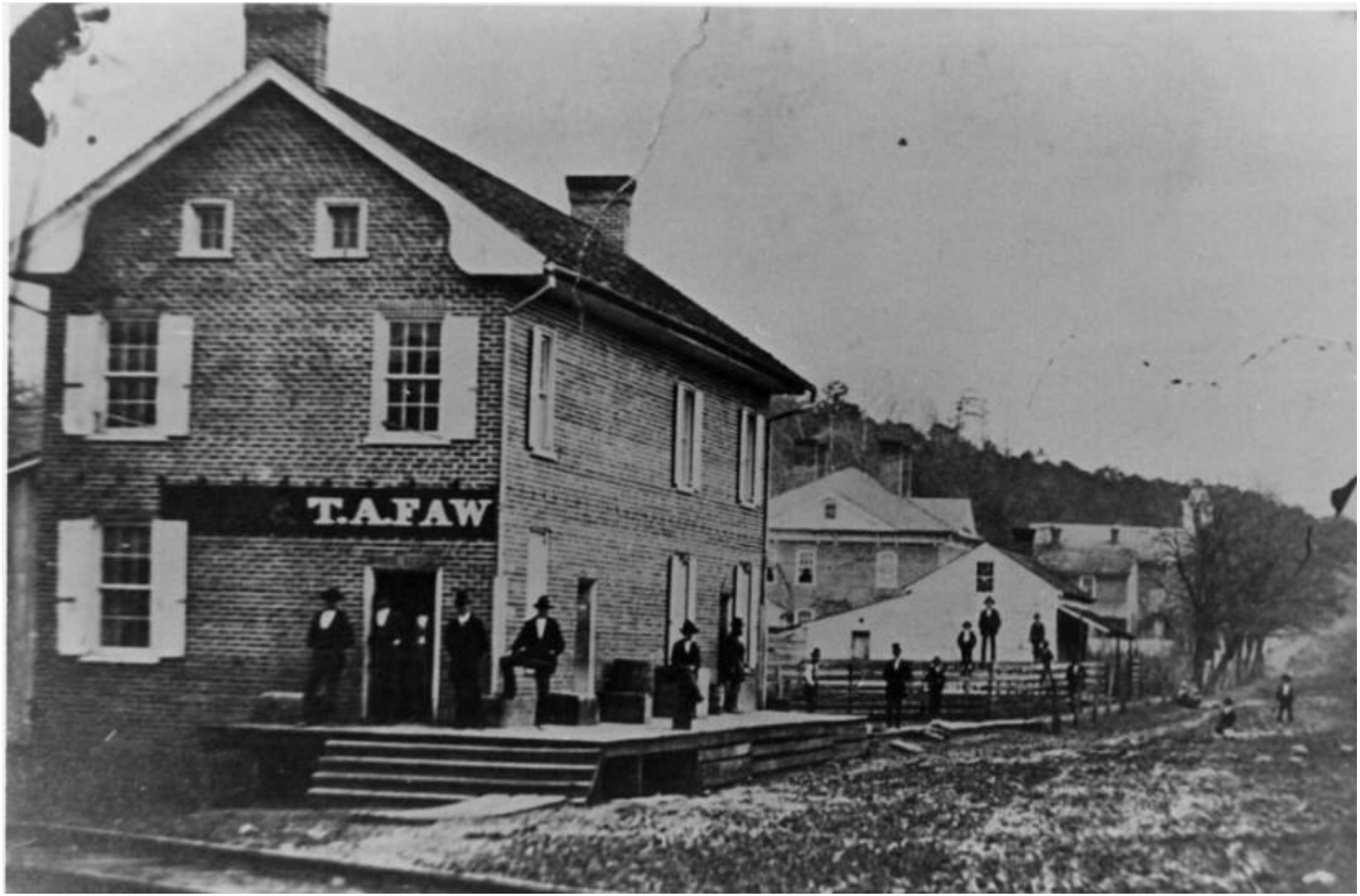


Figure 303. Historian Johnny Graybeal captioned this photograph: "Thomas Ambrose Faw, built the frame building right behind the boys on the fence. In 1857, it was the second store in the area. The brick building in the foreground was begun in 1860, but not completed until after the Civil War [which ended in April 1865]. The large brick house behind the frame store was the home Faw built in 1872 – 73. The photo dates from 1879. T.A. Faw is the man on the sidewalk in the stovepipe hat. The notes on the back of the original photo were written by the younger of the two boys standing on the fence, in 1954. Courtesy Burr Harrison Collection, Archives of Appalachia, ETSU."[330]

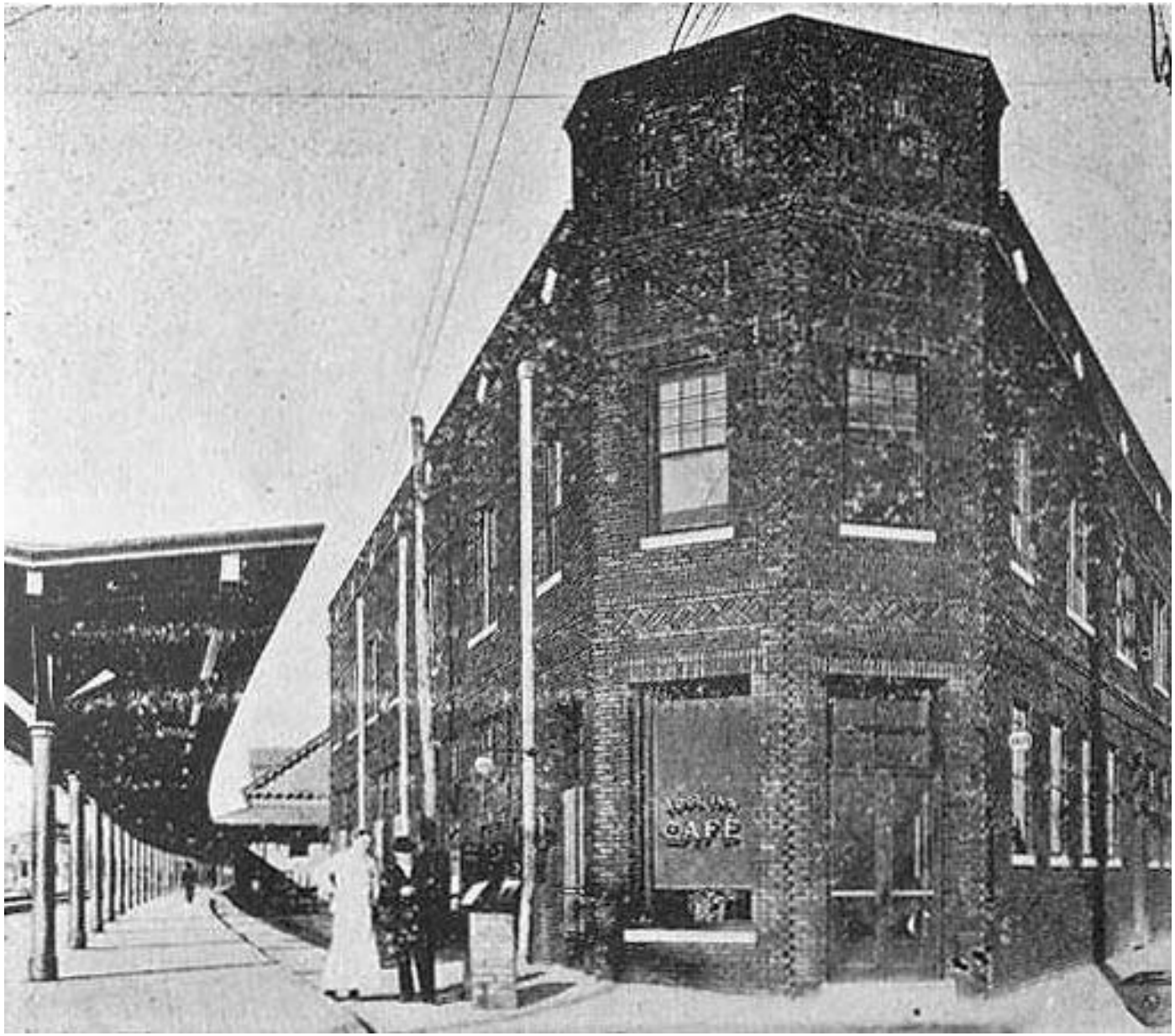


Figure 304. "This looks like the Byrd's Restaurant building. The photo is from 1915 and says 'Idol Inn Cafe.' The Southern Depot was built around 1912 so this block may have been relatively new when the photo was taken. The ad says 'The Idol Inn is a cafe of refined elegance' so this may have been one of the best restaurants in town at that time."[331] This the Joseph P. Summers Building.

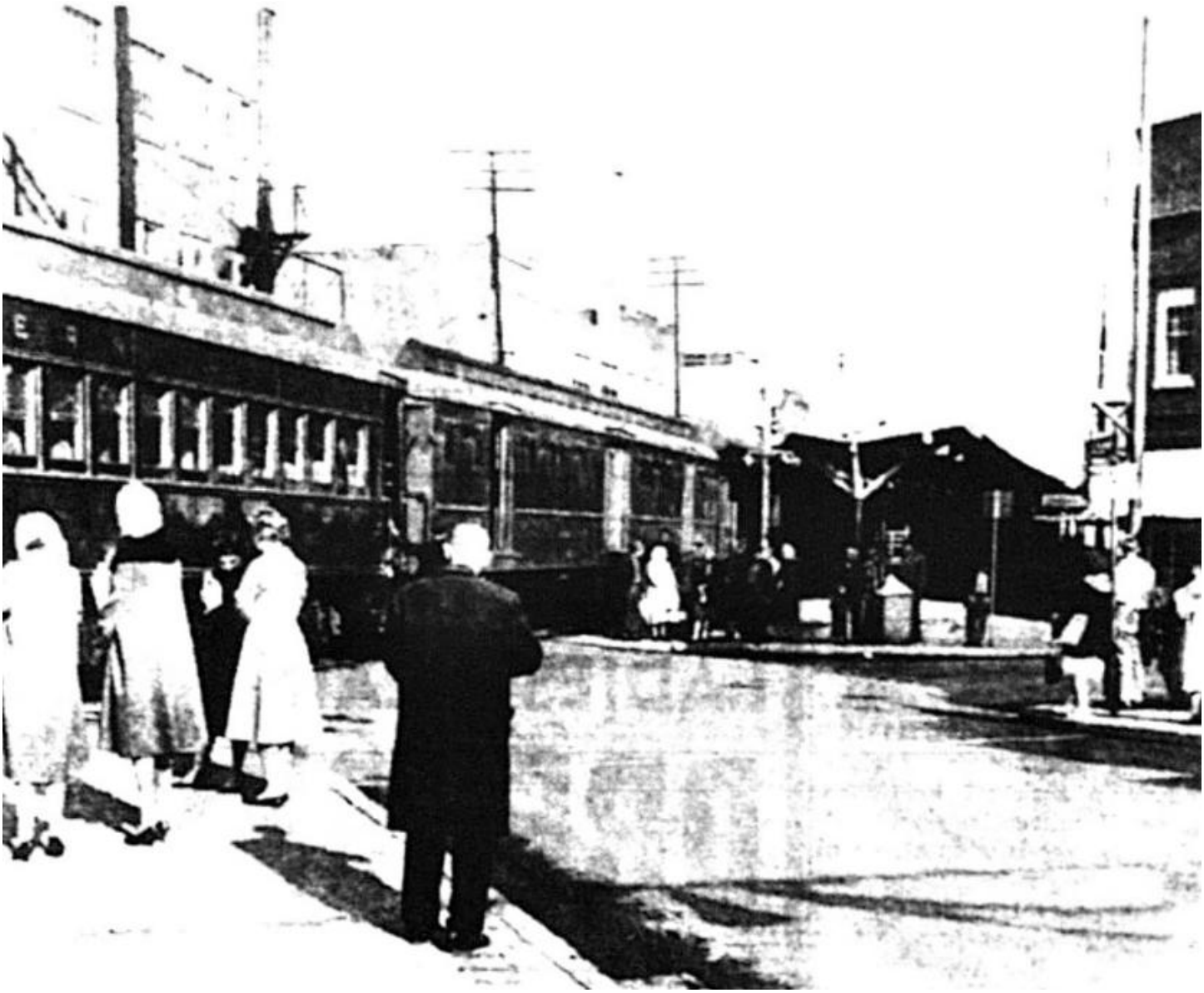


Figure 305. "December 1962 – In this photo about a Southern Railway passenger train breakdown, you are looking north across Market St. from Fountain Square and on the other side of Market, you can see part of the Southern Railroad Station and the partial building to it's right is Byrd's Restaurant." Johnson City Press, 19 December 1962." Caption: "Train breaks down… A Southern Railway passenger train was held up here this morning after a coupling, between two cars broke. Fast action by the City Police Department avoided a major traffic tie-up; the train blocked Roan, Market and Main streets. This is at Market Street where pedestrians wait to cross the tracks. The car with the broken coupling was quickly pulled out of the way and the train went way after a short delay." "Staff Photo." Note the covered platform of the Southern Railways Passenger Depot and the crossing gate, by Byrd's Restaurant.[332]

Figure 306. The Joseph P. Summers Building at night. Note the platform of the Southern Railway Passenger Depot on the left, and Byrd's Restaurant on the right. Also note that the awnings on the right are consistent with those in figures 309 and 310 (which appear to date to about 1965).[333]

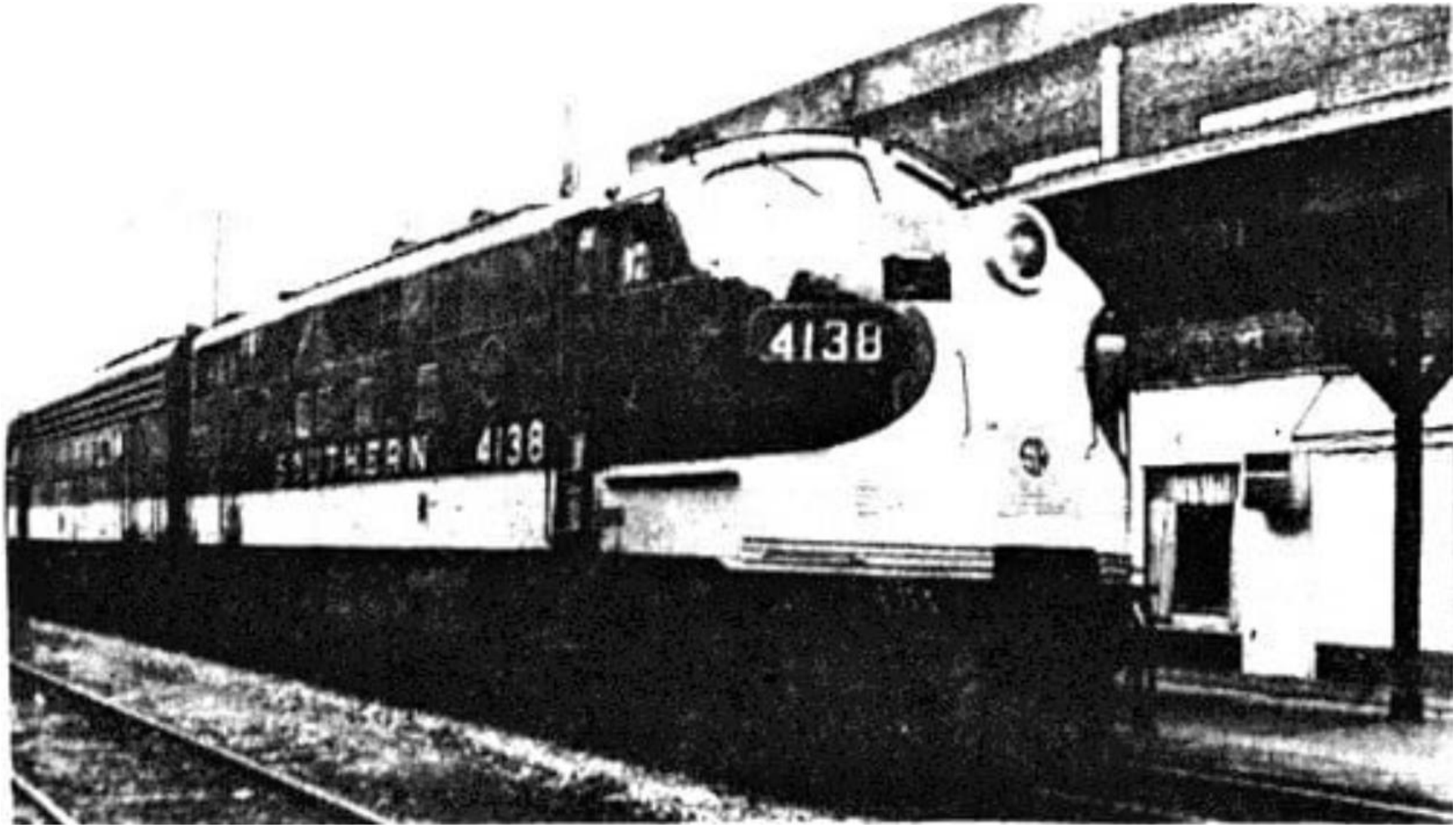


Figure 307. "April 1969 – 'End of an Era for Southern Railway's 41 and 42' – Engine No. 41 [4138?] waits in the Southern Railway Depot in Johnson City to make it's last trip south through familiar towns like Jonesboro, Telford, Limestone, Greeneville, Bulls Gap, Knoxville, and Chattanooga." Johnson City Press, 15 April 1969. Note that a portion of the Summers Building appears to be in the right background.[334]

Figure 308. "Byrd's Restaurant," in the Summers Building, by 1959. Note that the location of the door has been changed in comparison to Figure 303.[335]

Figure 309. "Byrd's Restaurant – 101 E. Market – Owners – Mr. & Mrs. Harry Byrd – Student's Home Away from Home- Sandwiches – Sea food – Steaks – Chops – Spaghetti," in the Joseph P. Summers Building, by 1965. Note the entrance is now a double door and that the "Byrd's Restaurant" sign on the right is a different color from that in Figure 308. Also note the "Yellow Cabs" sign on the right.[336]

Figure 310. "The Student's Home Away From Home." "Byrd's Restaurant – Sandwiches – Sea Food – Steaks – Chops – Spaghetti – Homemade Pies – 101 E. Market – Mr. & Mrs. Harry Byrd – Owners," by 1967.[337]

Figure 311. A photograph of a Yellow Cab Terminal building in Johnson City, perhaps at 107 East Market Street. If so, this is an image of the earliest, two-story, iteration of this facility and dates to around 1927. Note the signs reading "Yellow Cab Co." "Cabs" "Phone 5252" and "Gulf."[338]

Figure 312. "Downtown Johnson City, Market Street, Early 1960s." From left to right, the Yellow Cab Company Terminal Building (note the "5252 Yellow Cab Co. 5252" sign), the John Sevier Hotel (in the left background), "Nunn Bush Shoes," and the "Parks – Belk" addition.[339]

Figure 313. A detail of the Yellow Cab Company Terminal, 107 East Market Street, in 1946. Note the Joseph P. Summers Building, on the left.

Figure 314. A photograph of the Yellow Cab Company Terminal dated 24 March 1946. The sign on the Joseph P. Summers Building on the left appears to read: "Get-A-Way Hotel," regrettably, the author did not locate any other information on this hotel.

Figure 315. "Southern Railway Depot."[340] It appears that the Joseph P. Summers Building has been removed, and, perhaps, the Yellow Cab Company Terminal Building as well. The building on the right of this image appears to be that at 117 or 119/121/123/125 East Market Street. Note the boom on the construction equipment (right center), apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973. In the left background, note the presence of the buildings at 130 and 132 Railroad Street, as well as the "Century Link Building" (this area was previously occupied by the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Exchange" building).

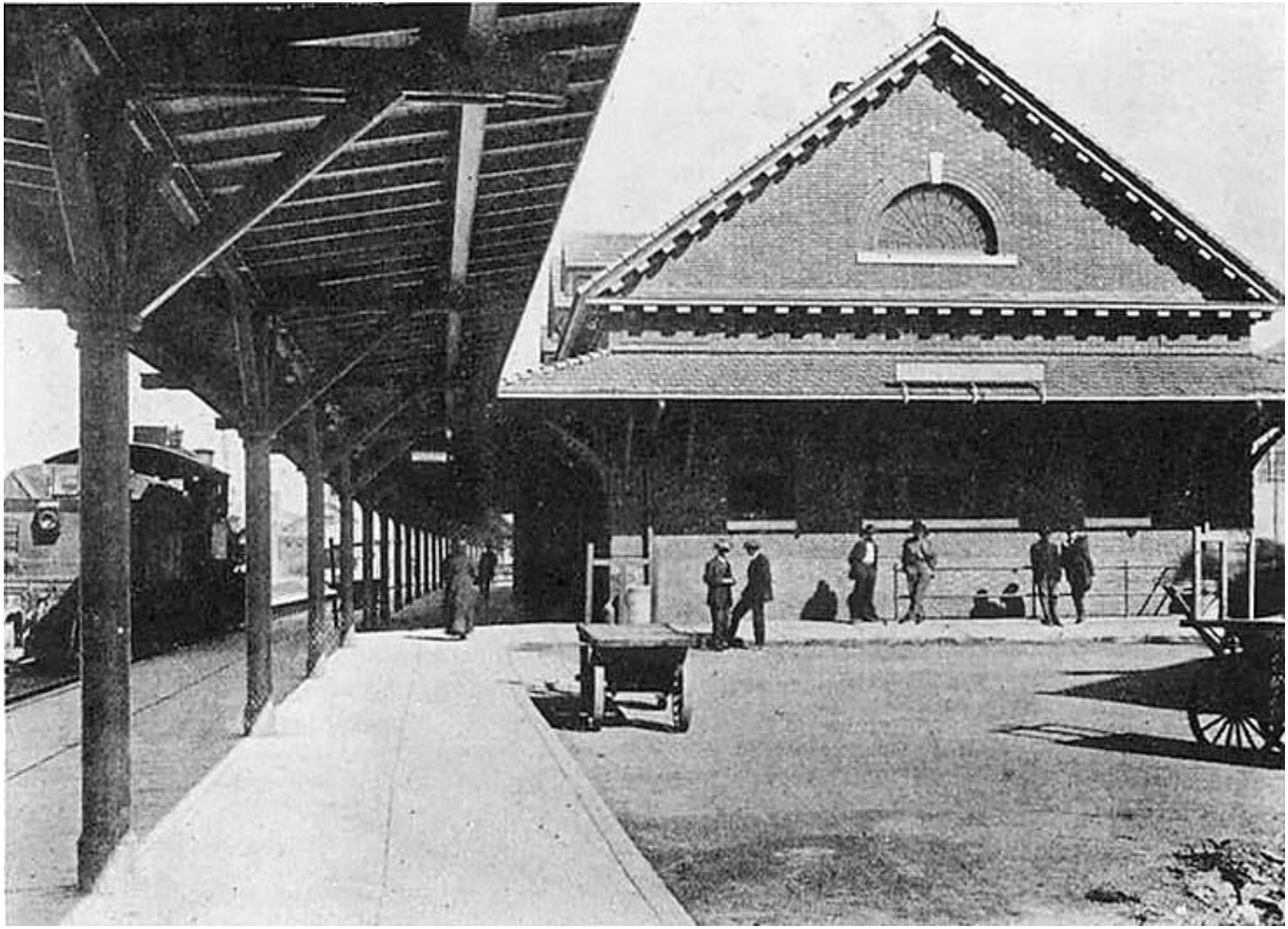


Figure 316. Historian Johnny Graybeal captioned this photograph: "This was the view that greeted Southern Railway passengers as they got off the train at Johnson City during the Twenties and Thirties. The depot was built out of brick, like so many buildings in Johnson City. Concrete was used extensively for the platform and walkways, along with steel supports for the canopy..." Note that the structure of the overhead cover is visible.[341]

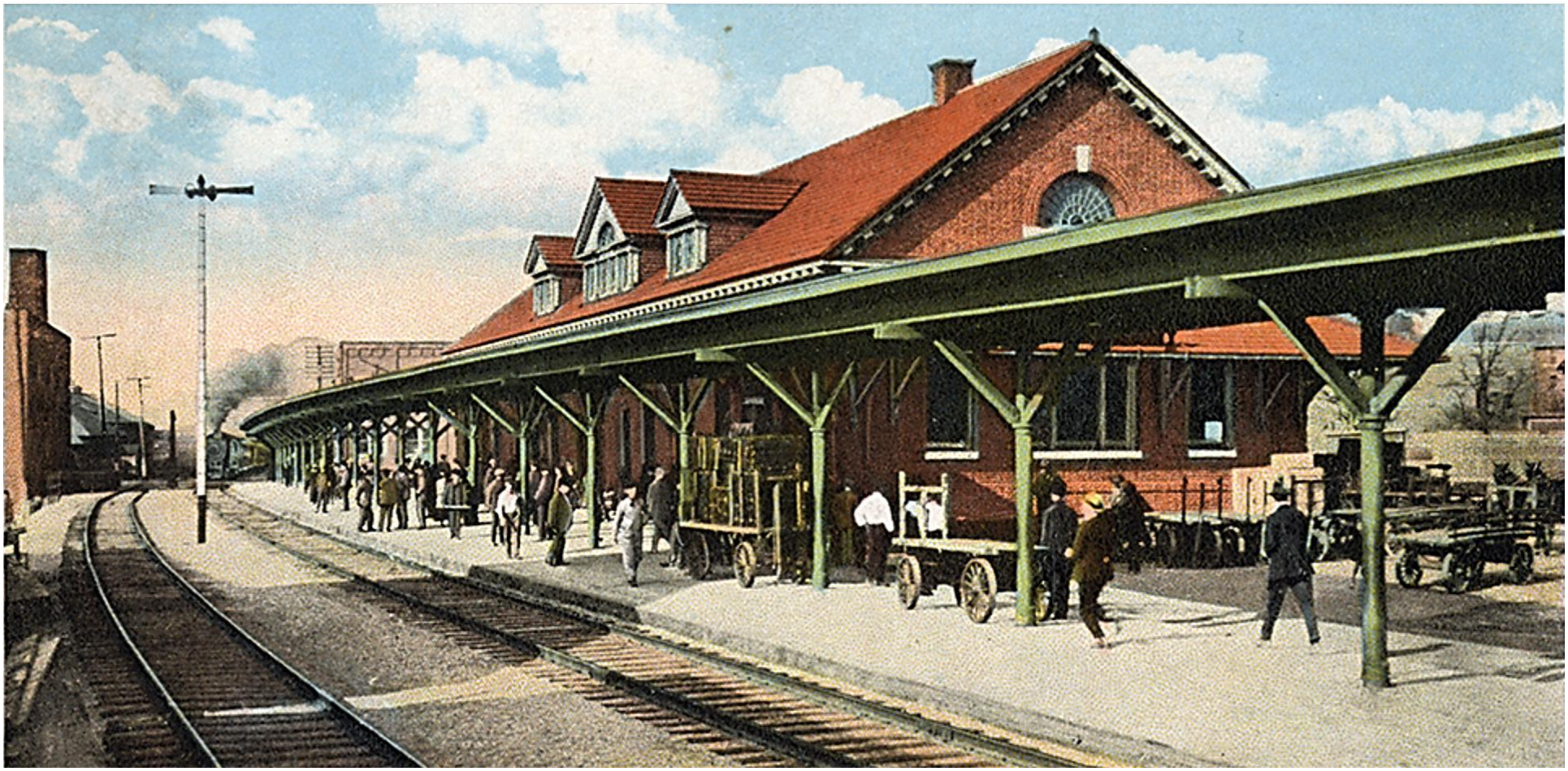


Figure 317. Southern Railway Passenger Depot. From left to right in the background note: a portion of the "warehouse block," and the "Gump/Hackney building" on South Roan Street (visible through the overhead cover, just to the left of the depot building), while the structure on the right edge appears to be the original "Science Hill" School (however, that structure was removed in 1910).[342]

Figure 318. "Southern Railroad Station," which looks rather new in this image. The building to the left of the station (visible through the supports of the platform's overhead cover), was occupied M.I. Gump's Wholesale Grocery (about 1902 – 1911), followed by "The H.T. Hackney Company" (1911 to at least 1919). The author has not identified the building in right background.[343]

Figure 319. "Southern Railway Depot, 200 North Railroad Avenue." Notice the "Gump/Hackney building" on South Roan Street, in the left background, as well as what appears to be the "new" Science Hill High School (built in 1910).[344]

Figure 320. "Southern Railway Depot."[345] Note the John Sevier Hotel sign, behind the station. Note the construction boom over the depot, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973.

Figure 321. "Southern Railway Depot."[346] Note the John Sevier Hotel, behind the depot. Note the construction boom over the depot, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973.

Figure 322. "Southern Railway Depot."[347] The structure in the left foreground is part of the "Century Link Building" (previously, this area was occupied by the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building). The structure between it and the Southern Railway Passenger Depot appears to be the building occupied by the garage at 127, 129, 131 East Market Street in 1927. The one-story brick building on the right appears to be the one located at 130 Railroad Street, the easternmost one in the "warehouse block." Also note the Hamilton Bank Building in the right background.

Figure 323. "Southern Railway Depot."[348] Note the boom on the construction equipment, on the left, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973. The structures in the right background appear to include the building that was occupied by the Yellow Cab Company Terminal, at 210 Railroad Street and 107 East Market Street, at one time.

Figure 324. "The Harrison Family Boards for New York – 1955" "Believed to be the largest all sons family (13) in the United States, the Emory Harrison family of Washington County, Tenn., recently boarded Southern Railway's 'The Tennessean' at Johnson City, Tenn., for a trip to New York. There, Mrs. Harrison was bestowed the title of 'Honor Mother of the Year' and the family won $3,200 worth of prizes on a television show. The Harrison boys were raised only a 'rifle-ball shot' from Davy Crockett's birthplace near limestone, Tenn."[349]

Figure 325. "Senator Estes Kefauver (Democrat Vice-Presidential Nominee in 1956) meets friends at Johnson City's Southern RR Depot in 1951. Kefauver defeated 1st District Congressman Carroll Reece for his Senate seat in 1948 by a landslide vote and served until his fatal aneurysm in 1963 at the age of 60." One sign, in the right background reads: "Western Union" and another appears to read "Cabs" (and to be located on the Yellow Cab Terminal Building at 210 Railroad Street and 107 East Market Street).[350]

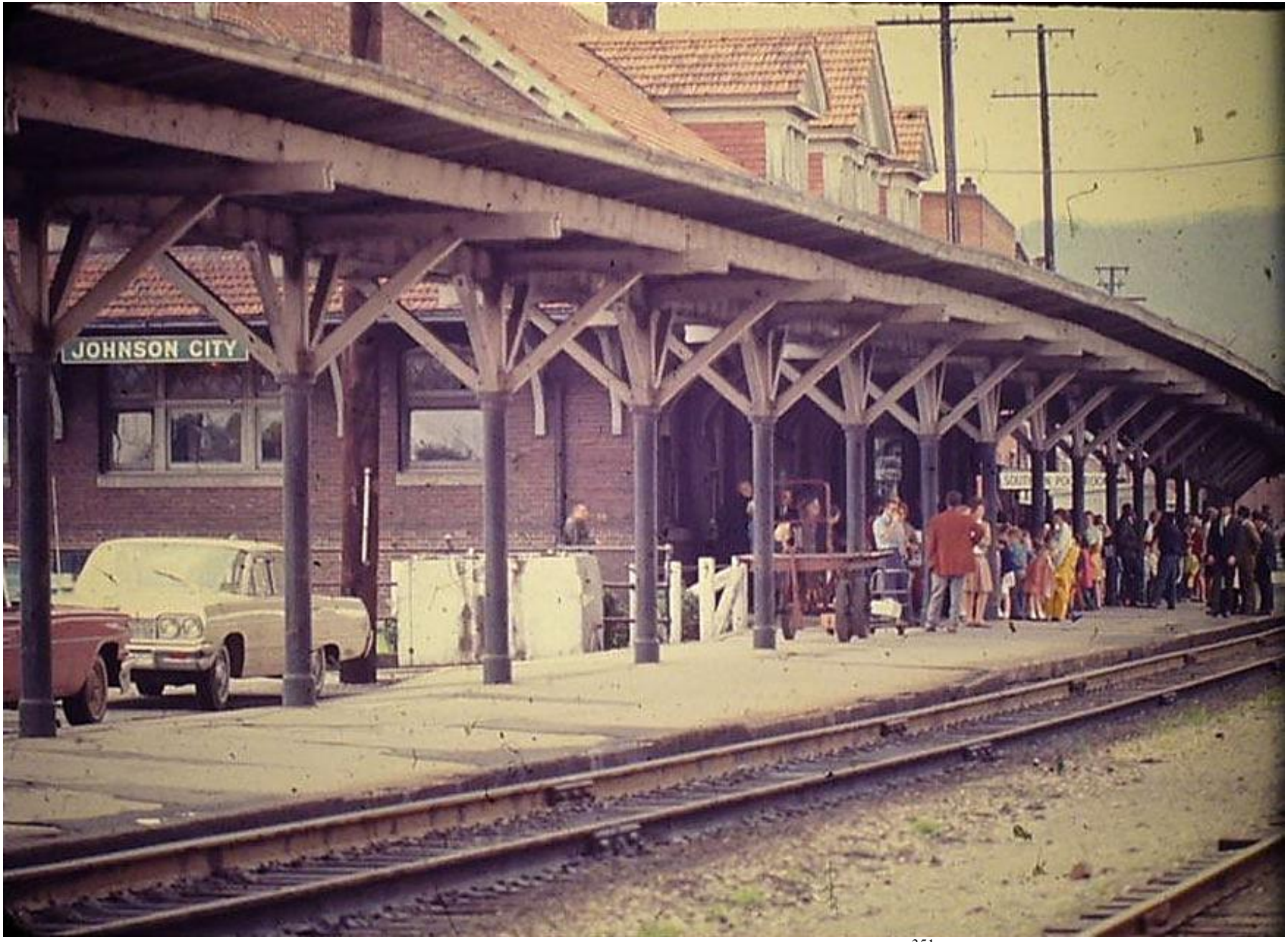


Figure 326. The Southern Railway Passenger Depot in 1969.[351]

Figure 327. Southern Railway Passenger Depot. It appears that this photograph was taken at about the same time as the one above (Figure 326). The structure to the left of the depot appears to be the building located at 119, 121, 123, 125 East Market Street.[352]

Figure 328. "Southern Railway Depot." Note the boom on the construction equipment, in the center of the image, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973. Also note the Hamilton Bank Building, between the boom and the depot. Finally, note that the structures in the left background appear to be the backside of buildings that front on to East Market Street. The one on the left appears to be the one identified as the garage at 127, 129, 131 East Market Street in June 1927. The next building to the right appears to be the one located at 119, 121, 123, 125 East Market Street.[353]

Figure 329. "Southern Railway Depot."[354] It appears that this photograph was taken from Roan Street. The "warehouse block" is visible on the right.

Figure 330. "First Load of Material for Johnson City's New Ten Story Half Million Dollar Hotel," the John Sevier, "March 20, 1923." This image looks west across South Roan Street, with "Fonde Circle" on the right, leading to the Southern Railway Passenger Depot (right background). A portion of the "warehouse block" is visible to the left of the depot. Note the trolley track along South Roan Street. Also note the Unaka and City (later Hamilton) National Bank Building in the left background. The single-story structures behind the truck appear to be the greenhouses that belonged to the "Johnson City Floral Co." at 129 and 131 East Market Street, while the taller building behind the greenhouses appears to be the "Garage" (for "50 cars") at 121, 123, and 125 East Market Street (replaced by a garage with a capacity of 110 cars by June 1927). Finally, the taller building behind the "Garage" appears to be part of the two-story "Faw Block," while the three buildings on the left appear to be at 128, 126, and 124 East Market Street (from left to right).[355]

Figure 331. Wataugan, 1952: "Science Hill High School students headed to Nashville. Photo taken from the front lawn of the old Science Hill High School on Roan Street. The Sevier Hotel to the left across Roan and the old Southern Railroad Station in the background…" The structure between the John Sevier Hotel and the Southern Railway Passenger Depot appears to be the building at 127, 129, 131 East Market Street, which was occupied by a garage in 1927. Also note the filling station on the right, which appears to have belonged to the Free Service Tire Company, at this time.[356]

Figure 332. "Southern Railway Depot."[357] Note the construction equipment, on the right, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973. Also note the Taylor Brothers Building to the left of the passenger depot.

Figure 333. "Southern Railway Depot."[358] Note the boom on the construction equipment, on the right edge, apparently indicating that this photograph was taken just prior to the demolition of the Southern Railway Passenger Depot in Johnson City, in about 1973.

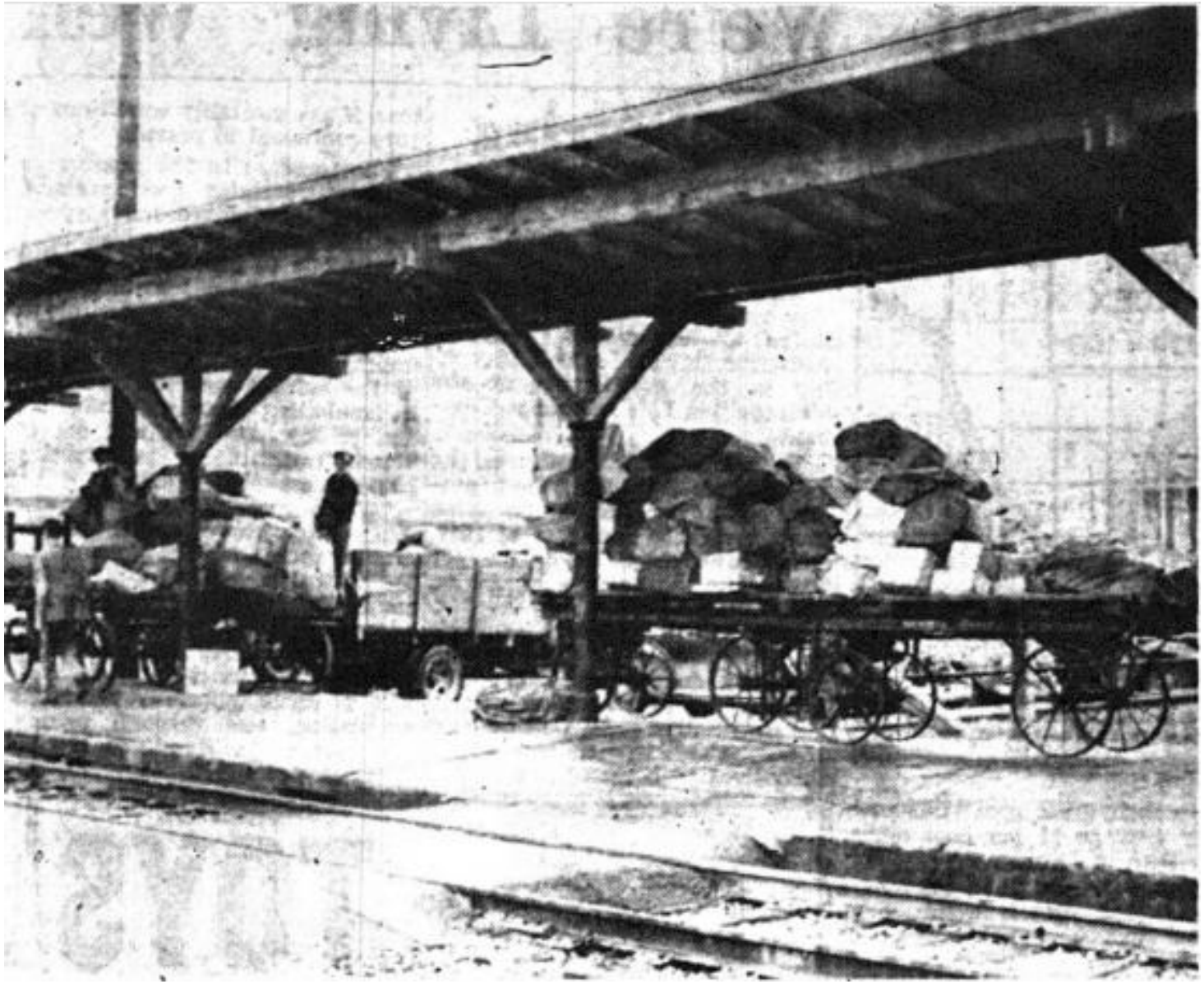


Figure 334. "Postman Charley Good has been with the postal service for 29 years and is used to the Christmas rush..." This "photo shows mail piling up on carts at the Southern Railway station – and the peak is not yet. But it's Christmas – and postal and express employes have grown philosophical about the extra work. Added up the big volume of incoming and outgoing mail may point to a record total of postal money." Johnson City Press, 19 December 1948.[359]

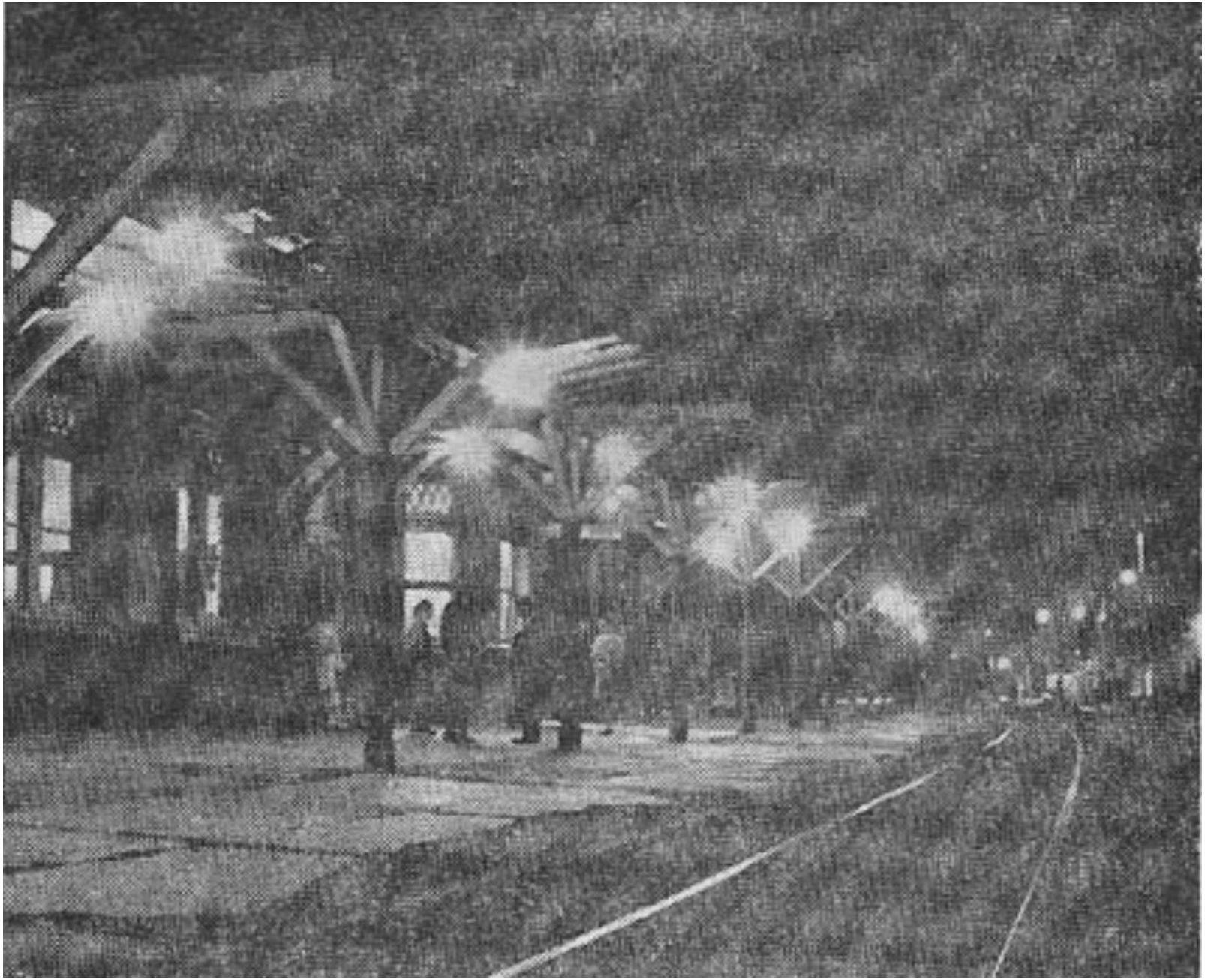


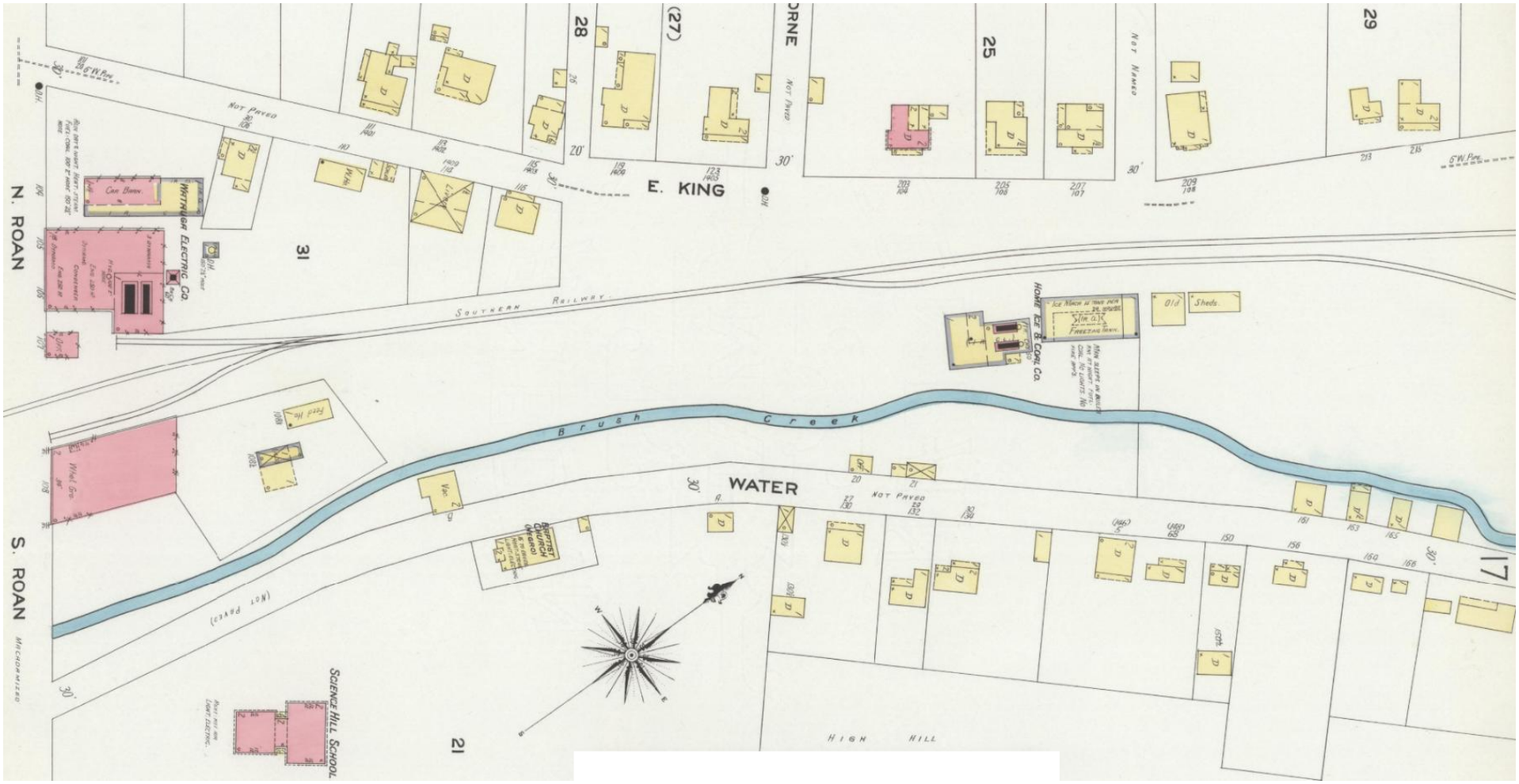
Figure 335. "At twilight, waiting for the 'Tennessean,'" 1973.[360]

Figure 336. “Pulling in for the last time,” by 1973.[361]

Figure 337. From left to right: King's Department Store (opened in 1928, behind the "Esso" sign), the John Sevier Hotel (opened in 1924), a Free Service Tire Company service station (with a "Goodyear Tires" sign by South Roan Street), and the "French Dry Cleaners." Note that the sign to the left of the man reads, in part, "Watkin's French Dry Cleaners" "Branch Office…" This photograph was taken before 1946.[362]

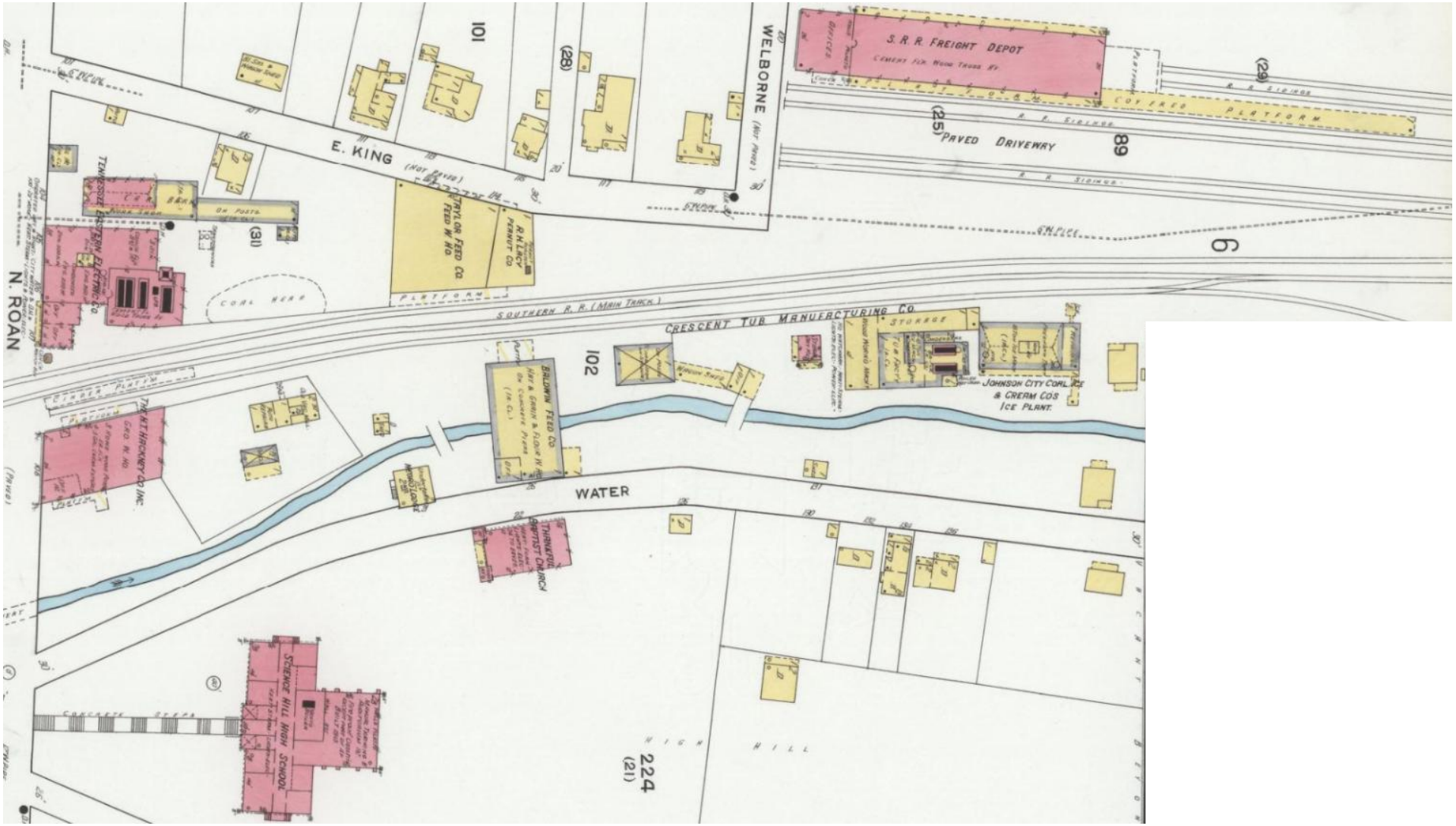
Figure 338. "July 1946 – Ad for Melody Lane at 100 South Roan Street. This was located across Roan from the old Science Hill High School. You can see the Southern RR Station in the upper right of the photo." Johnson City Press, 7 July 1946. Also note the presence of "French Dry Cleaners" and "Kenyon Auto Stores," as well as the Hamilton Bank Building (in the middle background). Finally, note the presence of the structure behind the "Free Service Tire Company" filling station, which appears to be the building at 127, 129, 131 East Market Street that was occupied by a garage in 1927.[363]

9. Trackside Industries along the Southern Railway Mainline, from Roan Street to the Watauga Tannery



Map 20. December 1908. Along the left side (from top to bottom along Roan Street), note: the brick "Watauga Electric Co." complex (including the "Car Barn" of its subsidiary Johnson City Traction Company), M.I. Gump's brick "Whol. Gro." facility, and the brick "Science Hill School." Also note the "Home Ice & Coal Co." between the Southern Railway mainline and Brush Creek in the right portion of this map; as well as the wood-framed "Baptist Church (Negro)" on Water Street and the dwellings along East King Street.[364]

Map 21. July 1913. Along the left side (from top to bottom along Roan Street), note: the brick "Tennessee Eastern Electric Co." complex (previously occupied by the "Watauga Electric" company, this complex includes the "Car Barn" of its subsidiary Johnson City Traction Company), M.I. Gump's brick "Whol. Gro." Facility (occupied at this time by the H.T. Hackney Company), and the expanded brick "Science Hill High School." Also note the "Home Ice & Coal Co." and the "W.W. Remine Coal Yard" between the Southern Railway mainline and Brush Creek in the right portion of this map; as well as the brick-veneered "Thankful Baptist Church" and a "Hay, Grain & Flour W. Ho." (perhaps already owned by "Baldwin Feed Co.") on Water Street. Finally, note that the dwellings along East King Street have been removed, with the "S.R.R. Freight Depot" "From Plans" depicted in their place.[365]



Map 22. February 1920. Along the left side (from top to bottom along Roan Street), note: the brick "Tennessee Eastern Electric Co." complex (including the "Car Barn" of its subsidiary Johnson City Traction Company), "The H.T. Hackney Co. Inc." facility and the (again) expanded brick "Science Hill High School." Also note that between the Southern Railway mainline and Brush Creek in the right portion of this map the "W.W. Remine Coal Yard" has been removed and the facility previously occupied by the "Home Ice & Coal Co." has been divided in two and is occupied at this time by the "Crescent Tub Manufacturing Co." and "Johnson City Coal, Ice & Cream Co.'s Ice Plant." Also note the brick "Thankful Baptist Church," and the "Baldwin Feed Co." on Water Street; as well as the wood-framed structure occupied by the "Taylor Feed Co." and "R.H. Lacy Peanut Co." on East King Street. Finally, note the "S.R.R. Freight Depot" in the top right.[366]

Figure 37A. A detail from 19 April 1941, looking northeast along the Southern Railway mainline from downtown. On the right, note the presence of the John Sevier Hotel, the Science Hill High School, the Hamilton National Bank (on East Main Street), as well as the Munsey Memorial Methodist Church and Colonial Hotel (on East Market Street). Along the Southern Railway mainline, from the bottom, note the Joseph P. Summers and Yellow Cab Terminal buildings, as well as the Southern Railway Passenger Depot. Along the west side of Roan Street, around the mainline (from left to right), note what appears to be the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building (with what appears to be three billboards), the "French Dry Cleaners" building and the (Free Service Tire Company?) filling station. Along the east side of Roan Street, around the mainline (from left to right), note the complex that was occupied by the Tennessee Eastern Electric Company, at 104, 105, 106, 107 North Roan Street, which supplied electric power to the Johnson City Traction Company, as well as the city (from right to left: the "boiler room," the "dynamo room," and the car barn (of the former traction company). Note that it appears that the 80' smokestack has been removed from this facility), and the two-story brick structure built for M.I. Gump and operated as a wholesale grocery (1899 to 1911) at 108 South Roan Street (occupied by The H.T. Hackney Company, Inc., 1911 to perhaps 1924). The large structures, near the top of the image, to the left of the mainline are the "new" "H.T. Hackney" building and the Southern Railway Freight Depot. To the right of these can be seen a building perhaps once occupied by the "Taylor Feed Co." and the "R.H. Lacy Peanut Co.," a building perhaps once occupied by the Baldwin Feed Company, and the "Thankful Baptist Church" (on Water Street, just left of the Science Hill High School).[367]

Figure 37B. Another detail. On the right, note the presence of the John Sevier Hotel and the Science Hill High School. Along the west side of Roan Street, around the mainline (from left to right), note what appears to be the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building (with what appears to be three billboards), the "French Dry Cleaners" building and the (Free Service Tire Company?) filling station. Along the east side of Roan Street, around the mainline (from left to right), note the complex that was occupied by the Tennessee Eastern Electric Company, at 104, 105, 106, 107 North Roan Street, which supplied electric power to the Johnson City Traction Company, as well as the city (from right to left: the "boiler room," the "dynamo room," and the car barn (of the former traction company), note that it appears that the 80' smokestack has been removed from this facility), and the two-story brick structure built for M.I. Gump and operated as a wholesale grocery (1899 to 1911) at 108 South Roan Street (occupied by "The H.T. Hackney Company, Inc.," 1911 to perhaps 1924). The large structures near the top left corner, to the left of the mainline are the "new" "H.T. Hackney" building and the Southern Railway Freight Depot. To the right of these can be seen a building perhaps once occupied by the "Taylor Feed Co." and the "R.H. Lacy Peanut Co.," a building perhaps once occupied by the Baldwin Feed Company, and the "Thankful Baptist Church" (on Water Street, just left of the Science Hill High School).[368]

Figure 39A. A detail from 1 March 1947. Along the west (left) side of the Southern Railway mainline, note the Taylor Brothers Building, as well as the "warehouse block." Along the east (right) side of the mainline, note that the Hart building has been removed and the Parks – Belk addition constructed in its place. Behind Fountain Square, the roofs of the Joseph P. Summers Building and the new two-story Yellow Cab Terminal are visible, followed by the Southern Railway Passenger Depot. Along the west side of Roan Street, around the mainline (from left to right), note what appears to be the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building, the building occupied by "Melody Lane," "French Dry Cleaners" and "Kenyon Auto Stores," as well as the (Free Service Tire Company?) filling station. Along the east side of Roan Street, around the mainline (from left to right), note the complex that was occupied by the Tennessee Eastern Electric Company, at 104, 105, 106, 107 North Roan Street, which supplied electric power to the Johnson City Traction Company, as well as the city (from right to left: the "boiler room," the "dynamo room," and the car barn (of the former traction company), note that it appears that the 80' smokestack has been removed from this facility), and the two-story brick structure built for M.I. Gump and operated as a wholesale grocery (1899 to 1911) at 108 South Roan Street (occupied by "The H.T. Hackney Company, Inc.," 1911 to perhaps 1924). The large structures near the top right corner are the "new" "H.T. Hackney Company" building and the Southern Railway Freight Depot.

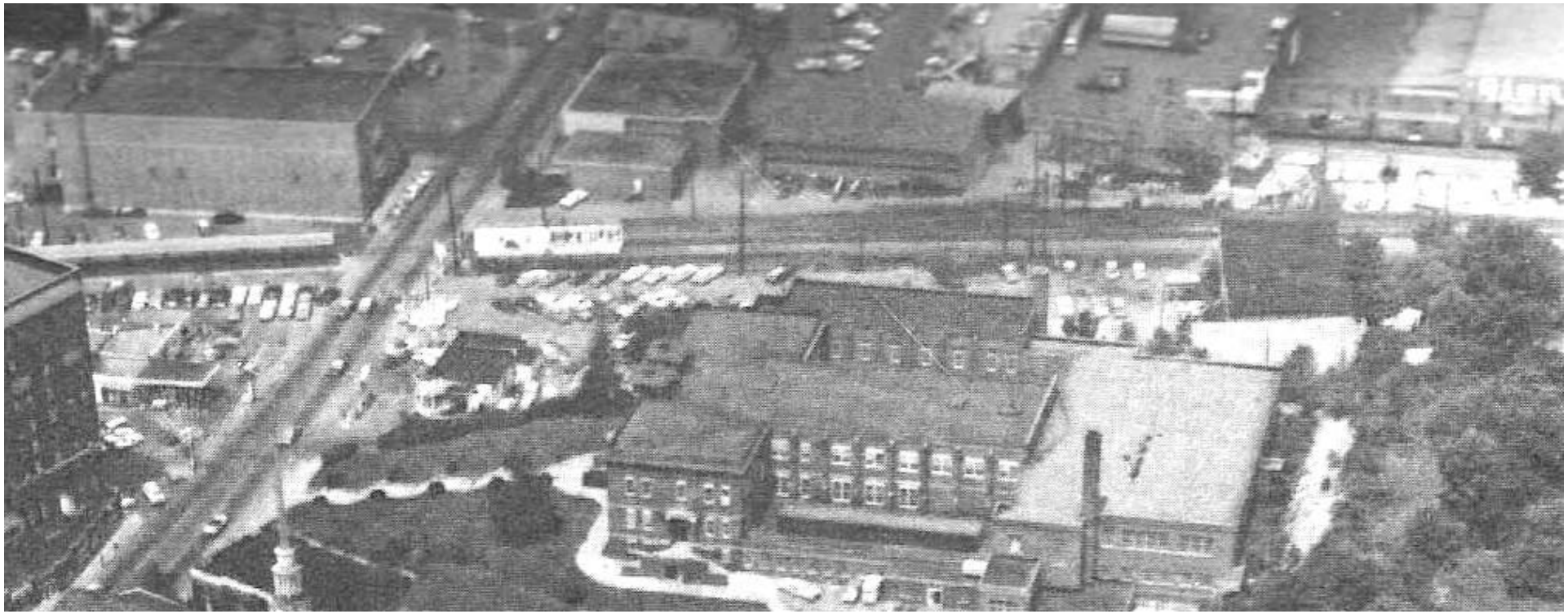
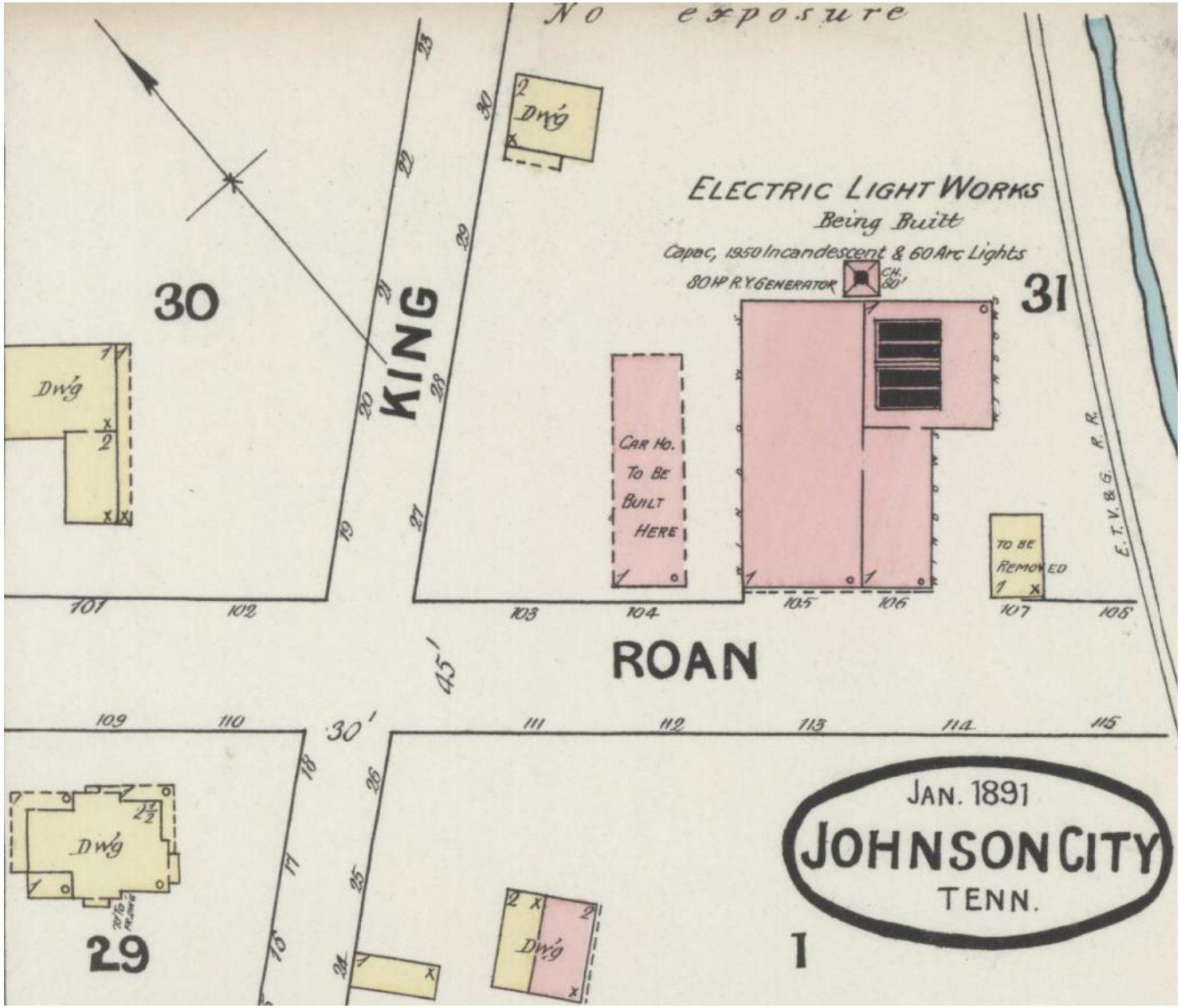
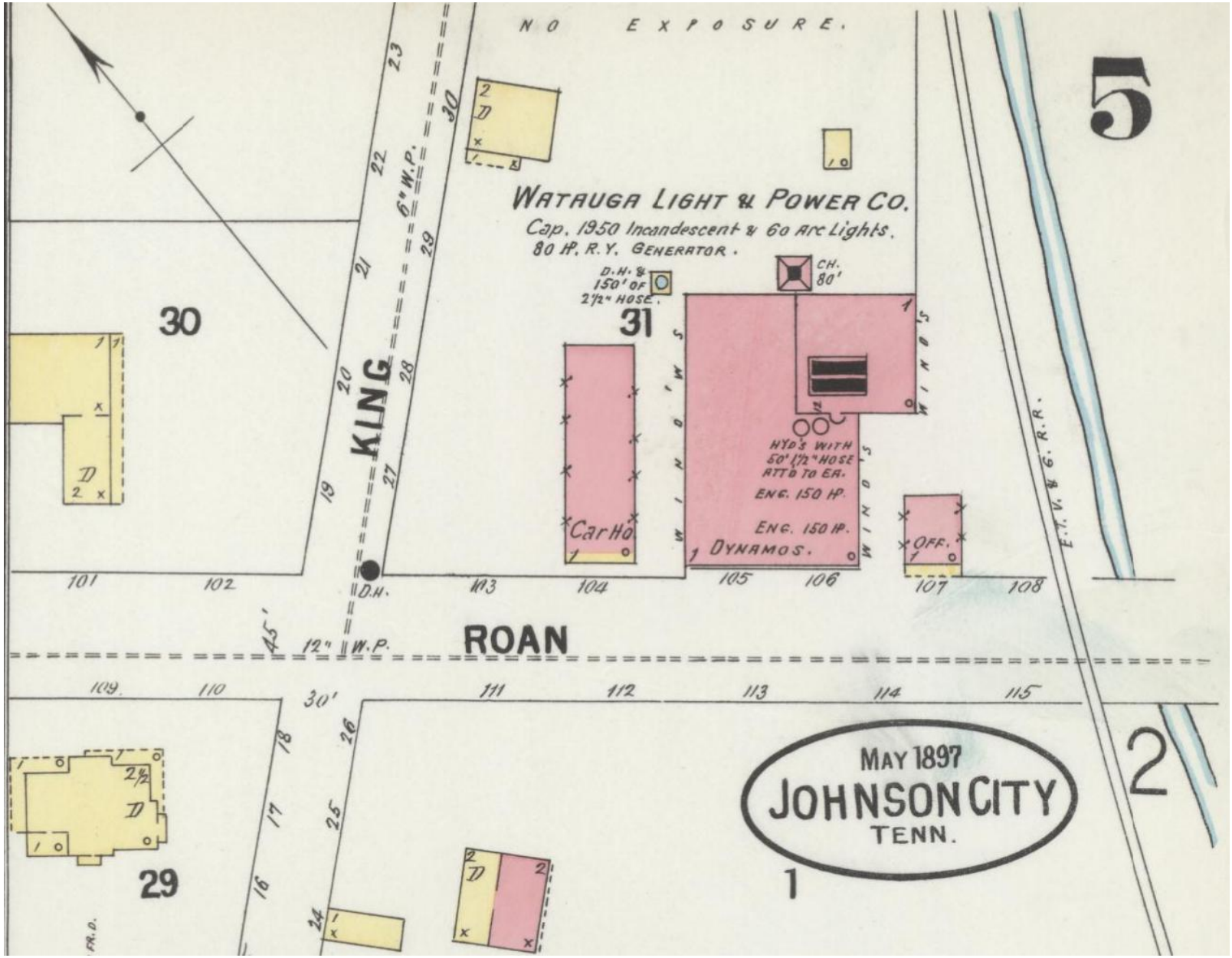


Figure 44A. A view looking north across the Science Hill High School and the Southern Railway mainline. Note the John Sevier Hotel on the left edge, with the (Free Service Tire Company?) filling station visible to its right and the covered passenger platform of the Southern Railway Passenger Depot behind it. Also note that the "Gump/Hackney building" has apparently been removed (and apparently replaced with a parking lot). It also appears that the complex that was occupied by the Tennessee Eastern Electric Company has been removed and replaced with the "Johnson City Power Board" building. Across the top, from left to right along the mainline, can be seen the "new" "Century Link" building (top left corner) and the "new" H.T. Hackney Company building (with what appear to be three boxcars in front of it, in the top right corner). This photograph appears to date to between 1966 and 1973.[369]

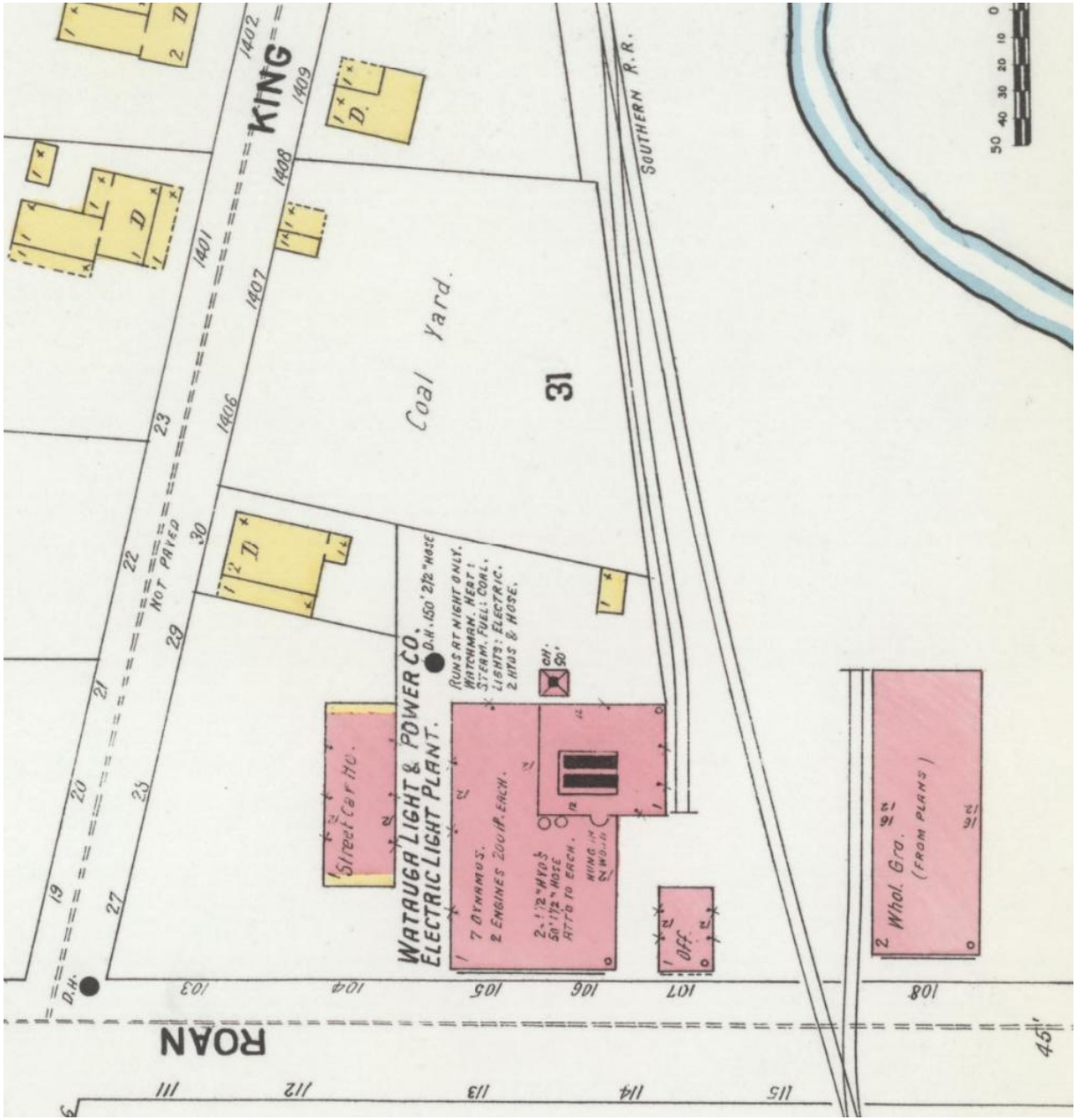
9.1. Facilities on Roan Street near the Southern Railway Mainline



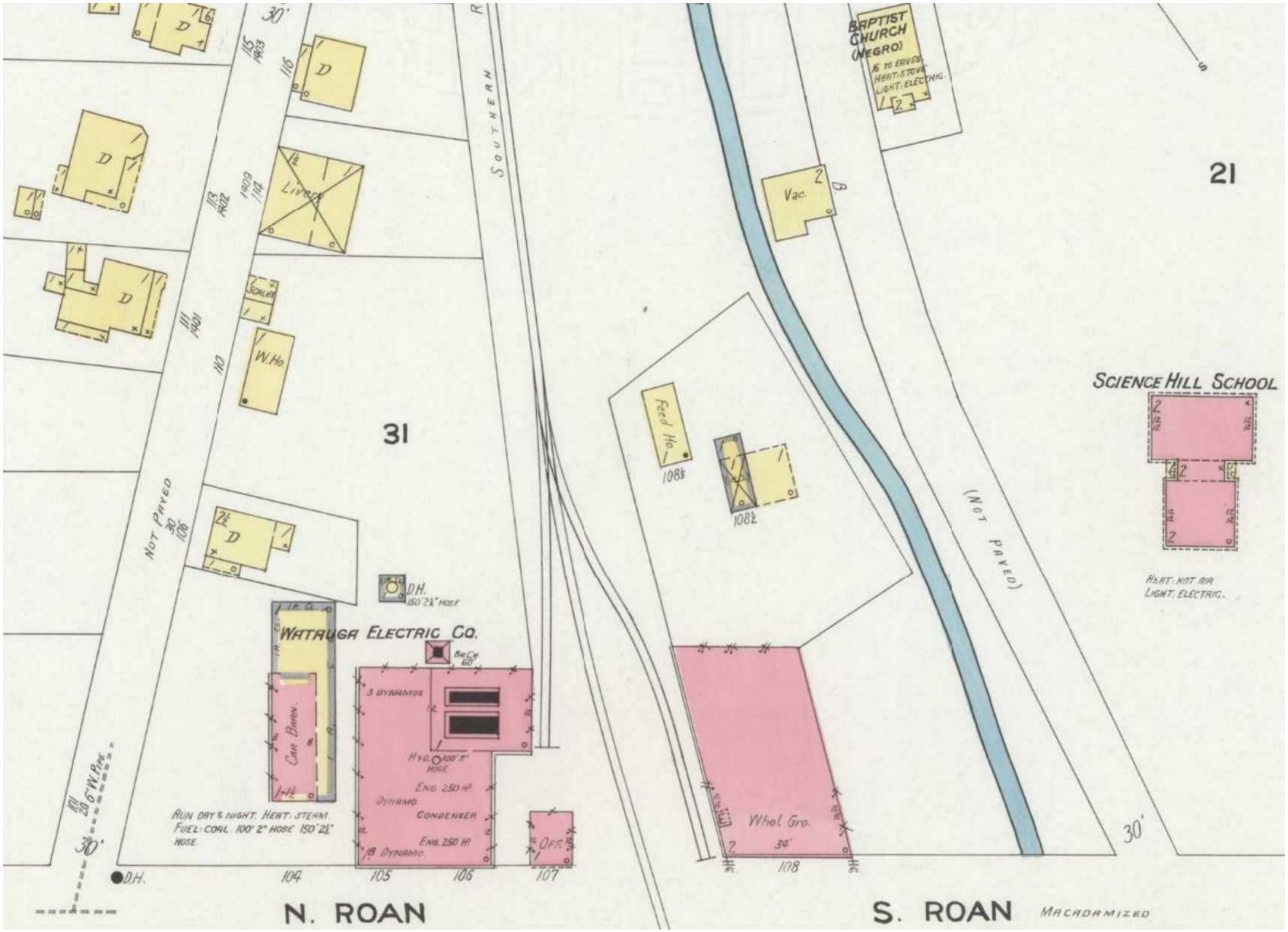
Map 23. January 1891. "Electric Works" "Being Built," "Capac, 1950 incandescent & 60 arc lights," "80 Hp R.Y. Generator," "Ch. 80'," and "Car Ho. to be built here." "R.Y. Generator" denotes "Railway Generator," which was specifically used for a street railway.[370]



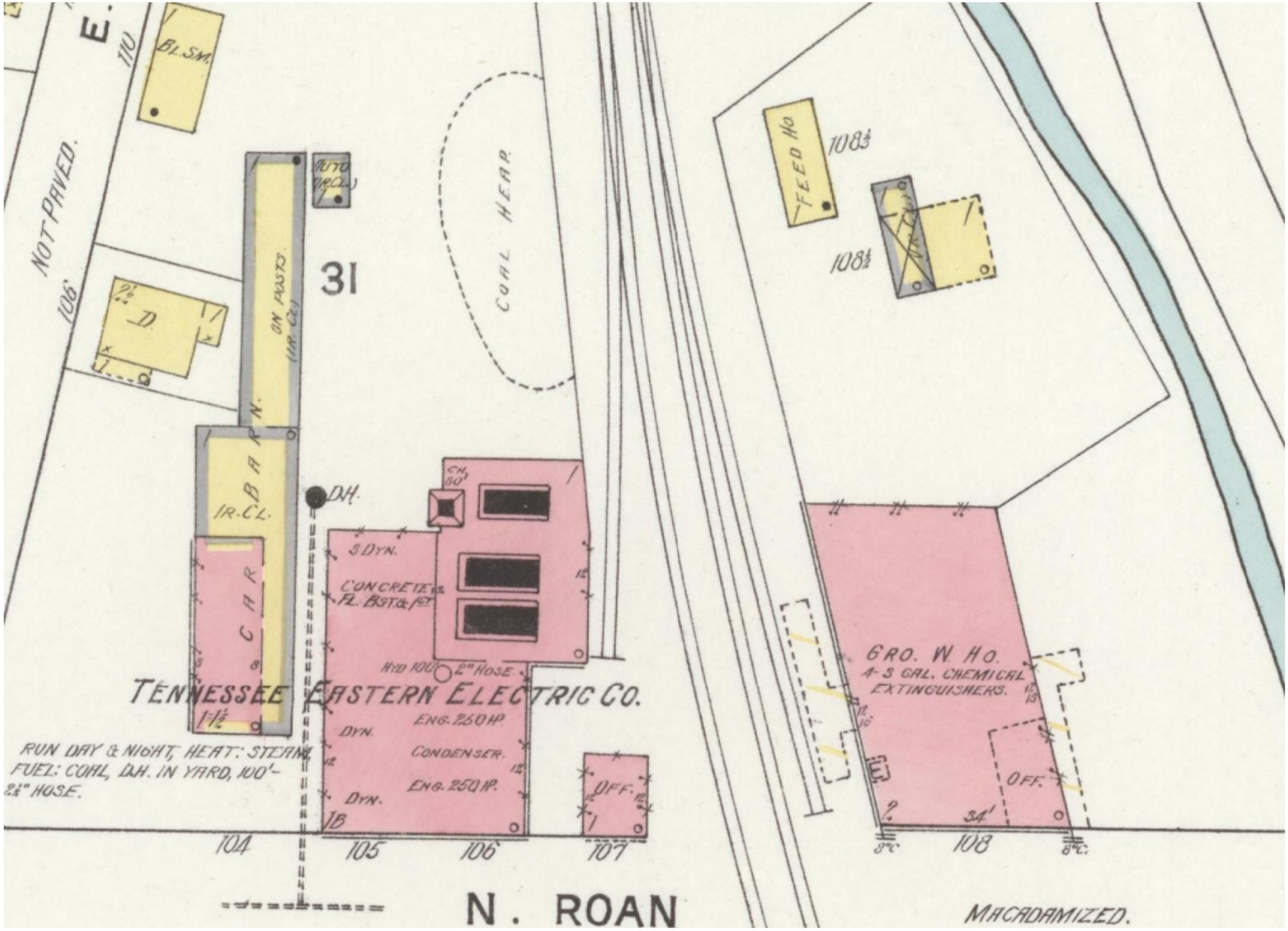
Map 24. May 1897. "Watauga Light & Power Co." "Cap. 1950 incandescent & 60 arc lights. 80 Hp R.Y. Generator," "D.H. & 150' of 2½" hose," 80-foot chimney, "Car Ho.," two "Eng. 150 Hp., dynamos," and a "new" one-story brick office.[371]



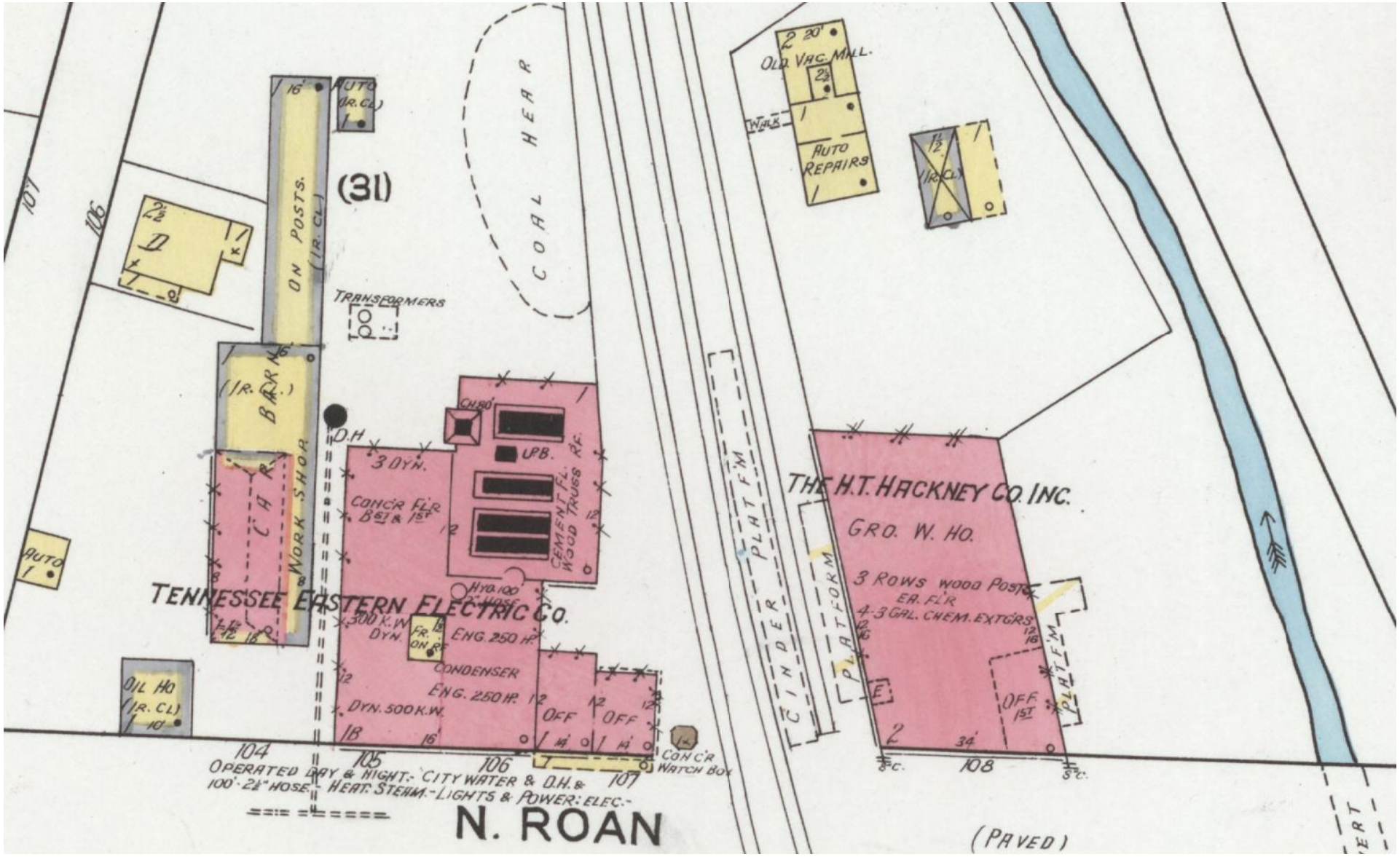
Map 25. April 1903. “Watauga Light & Power Co.,” “Electric Light Plant,” “7 Dynamos,” “2 Engines 200 Hp each.” Note the Southern Railway spur to the boiler room, as well as one to the M.I. Gump “Whol. Gro.” (“From Plans”). Also note that the “Street Car Ho.” has been shortened.[372]



Map 20A. December 1908. "Watauga Electric Co.," "3 Dynamos," two "Eng. 250 Hp," "Condenser," and the expanded "Car Barn." Note the M.I. Gump "Whol. Gro." at 108 South Roan Street. Also note what appears to be a three-way switch on the Southern Railway mainline, between Watauga Electric Company complex and Gump's "Whol. Gro." facility. Finally, note the "Baptist Church (Negro)" and "Science Hill School on the right."[373]



Map 21A. July 1913. "Tennessee Eastern Electric Co.," "3 Dyn.," two "Eng. 250 Hp.," "Condenser," and an expanded, partially ironclad, "Car Barn" "on posts." Note the expanded boiler room. At 108 South Roan Street, "The H.T. Hackney Company" ("Whol. W. Ho.") has occupied the building previously occupied by M.I. Gump. Also note that this Sanborn Fire Insurance Company map shows that the track arrangement has been changed.[374]



Map 22A. February 1920. "Tennessee Eastern Electric Co.," "3 Dyn." (including one 300 K.W.), two "Eng. 250 Hp.," "Condenser," and an expanded, partially ironclad, "Car Barn" "on posts;" note that the boiler room has changed and that the office has been expanded, while an "Oil Ho.," a concrete "Watch Box," and "Transformers" have been added. At 108 South Roan Street: "The H.T. Hackney Co. Inc." ("Whol. W. Ho.") "3 rows wood posts ea. Fl'r." Also note that this Sanborn Fire Insurance Company map shows that the track arrangement has been changed.[375]

Figure 37C. A detail taken 19 April 1941, from left to right along Roan Street: the Tennessee Eastern Electric Company complex (104, 105, 106, and 107 North Roan Street, partially obscured by the roof of the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building at 147 North Roan Street), the Southern Railway mainline, and the "Gump/Hackney building" (108 South Roan Street). From left to right, within the Tennessee Eastern Electric Company complex: the former carbarn of the Johnson City Traction Company (104 North Roan Street), the powerhouse (105 and 106 North Roan Street), and the office (107 North Roan Street), with the boiler room behind it.[376]

Figure 39B. A detail taken 1 March 1947, from left to right along Roan Street (across the middle of the image): the "Hickey-McCorkle Company"/ "Inter-Mountain Telephone Company Exchange" building (147 North Roan Street), the former Tennessee Eastern Electric Company complex (104, 105, 106, and 107 North Roan Street, partially obscured by the roof of the "Hickey-McCorkle Company" building), and the "Gump/Hackney building" (108 South Roan Street, note the multiple advertising signs on the exterior of this building, as well as the awning on the right side of the building). From left to right, within the former Tennessee Eastern Electric Company complex: the former carbarn of the Johnson City Traction Company (104 North Roan Street, partially obscured by the roof of the "Hickey-McCorkle Company" building), the powerhouse (105 and 106 North Roan Street, also partially obscured by the roof of the "Hickey-McCorkle Company" building), and the office (107 North Roan Street), with the boiler room behind it. Along the bottom of the image, from left to right: the Southern Railway Passenger Depot (partially visible in the lower left corner), the back (west) side of the building occupied by Melody Lane, French Dry Cleaners" and "Kenyon Auto Stores" in 1946 (100, 102 and 104 South Roan Street, respectively), and the "Free Service Tire Company" filling station (106 South Roan Street).

Figure 40A. "1958 Aerial Photo…," looking east, from left to right along Roan Street: the former Tennessee Eastern Electric Company complex (104, 105, 106, and 107 North Roan Street) partially obscured by the roof of the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building at 147 North Roan Street, the Southern Railway mainline, and the "Gump/Hackney building" (108 South Roan Street). From left to right, within the former Tennessee Eastern Electric Company complex: the former carbarn of the Johnson City Traction Company (104 North Roan Street), and the powerhouse (105 and 106 North Roan Street), with the boiler room behind and to the right of it. By June 1959, this complex had been removed and replaced with the "Johnson City Power Board" building, see Figure 348.[377]

Figure 43A. A detail from a color aerial view of downtown Johnson City, taken by 1966. This view looks east. From left to right along Roan Street: note the "Johnson City Power Board" building, next note that the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building (147 North Roan Street) has been removed and replaced by the "Century Link" building. Finally, note the Southern Railway mainline, and the "Gump/Hackney building" (108 South Roan Street).[378]

Figure 44B. A view looking north along Roan Street across Southern Railway mainline. From left to right, across the top of this photograph: the "Century Link" building and the "Johnson City Power Board" building (top right corner). Across the bottom of this photograph, from left to right: a portion of the John Sevier Hotel, the "Free Service Tire Company" filling station (106 South Roan Street), and what appears to be a parking lot in the location where the "Gump/Hackney building" (108 South Roan Street) once stood. This photograph appears to date to between 1966 and 1973.[379]

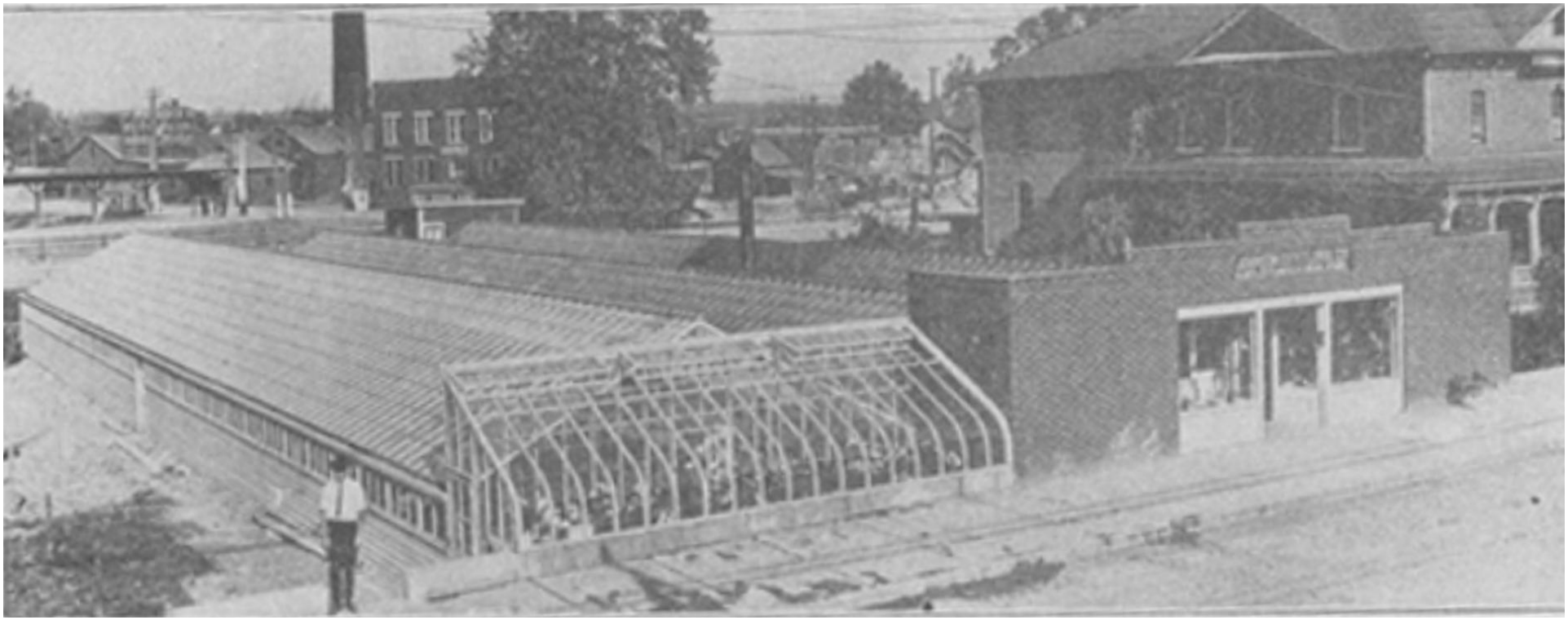
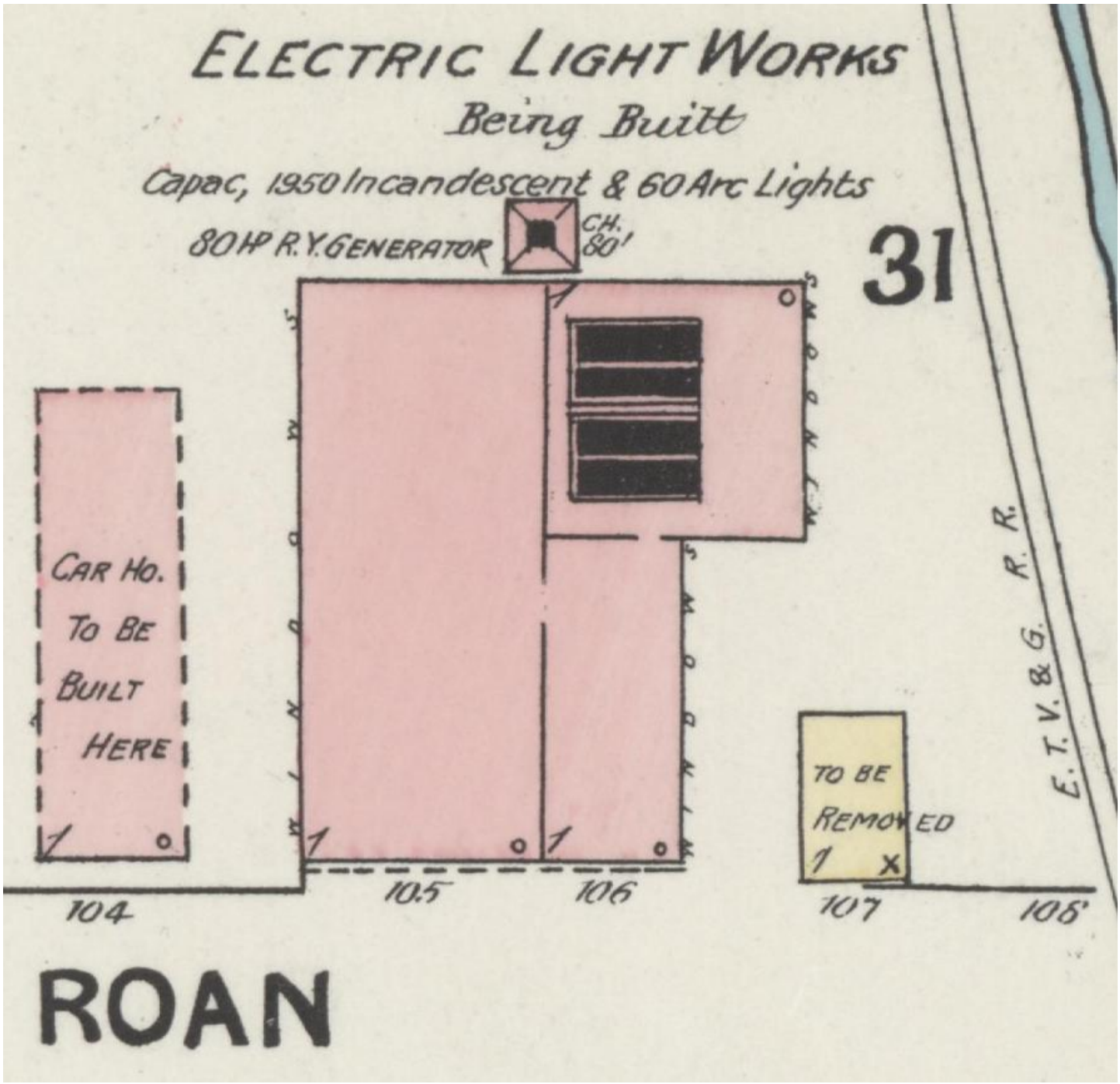


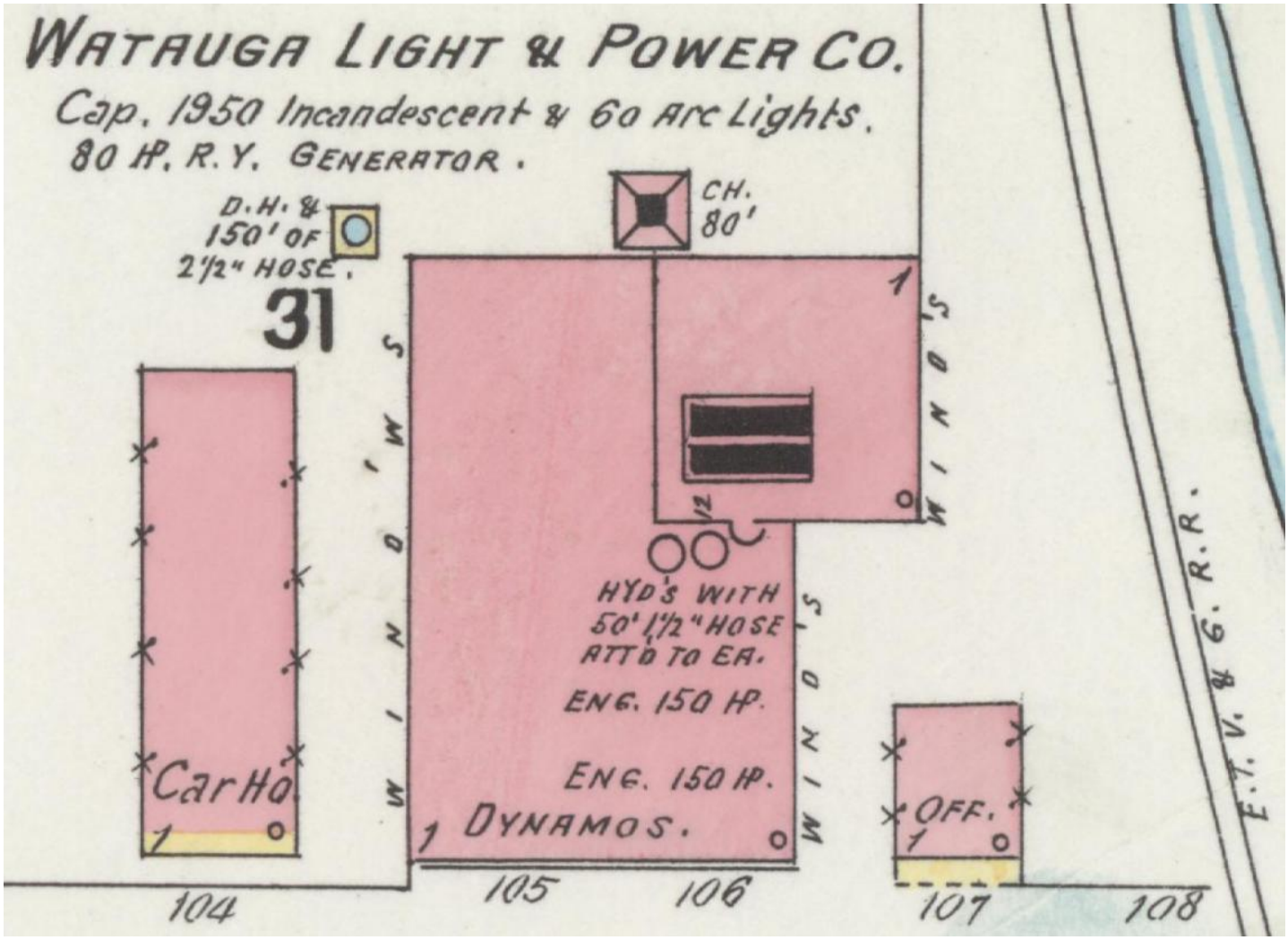
Figure 339. "Johnson City Floral Company." In the background, from left to right: the covered platform of the Southern Railway Passenger depot (built in 1913), the Tennessee Eastern Electric Company complex, the "Gump/Hackney building," and the Faw house. The buildings in the foreground face East Market Street and were all removed to make way for the John Sevier Hotel in 1923 or 1924.[380] Note that the brick store of the "Johnson City Floral Company" was built between 1913 and 1920. Consequently, this photograph appears to date to between 1913 and 1924.

Figure 339A. A detail. From left to right: the covered platform of the Southern Railway Passenger depot (built in 1913), the Tennessee Eastern Electric Company complex, and the "Gump/Hackney building."[381] This photograph appears to date to between 1913 and 1924.

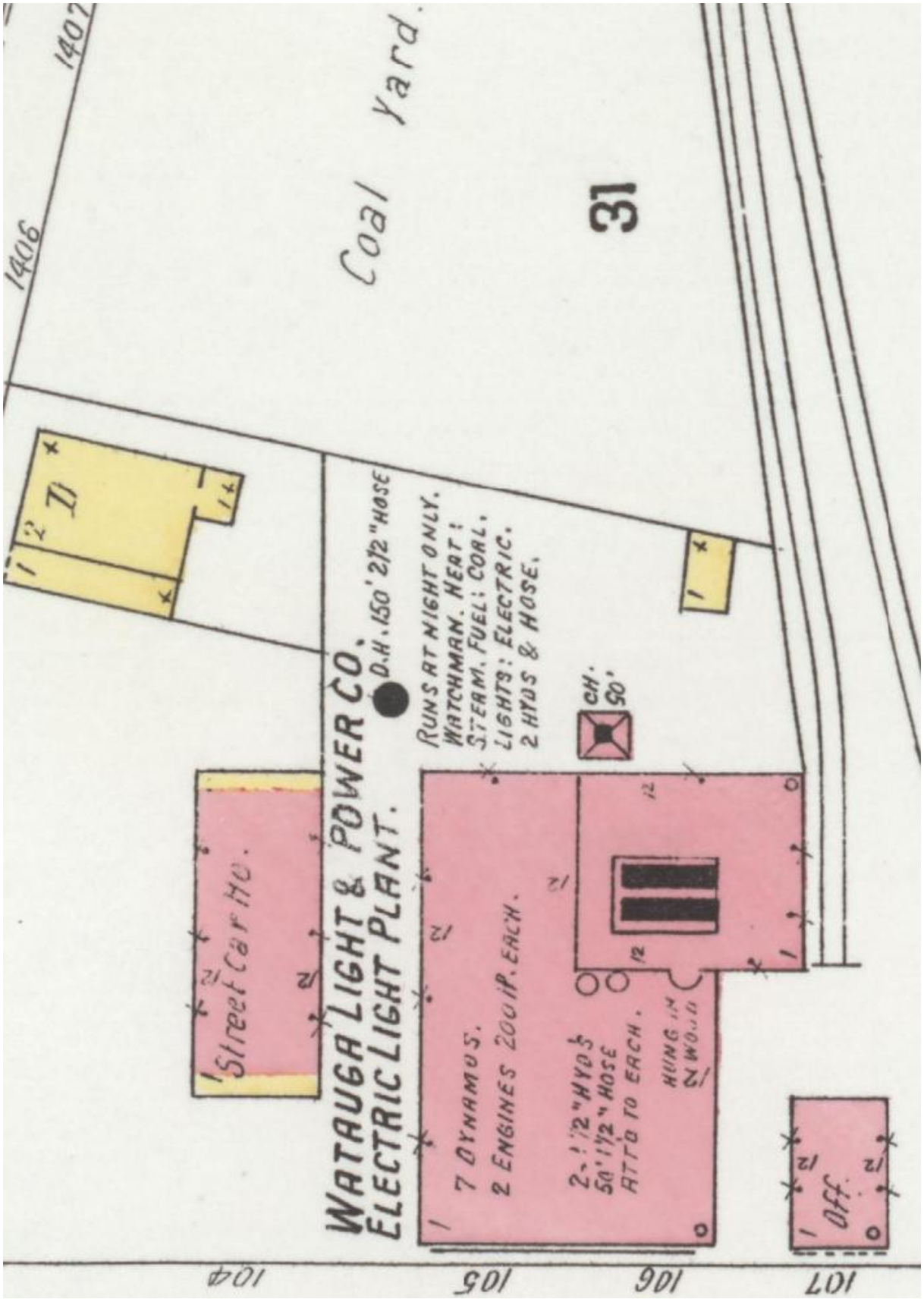
9.1.1. Watauga Light & Power Company, 1887 – 1912
Tennessee Eastern Electric Company, 1912 – 1941
East Tennessee Light & Power Company, 1941 – 1945
Johnson City Power Board, 1945 to at least 1959



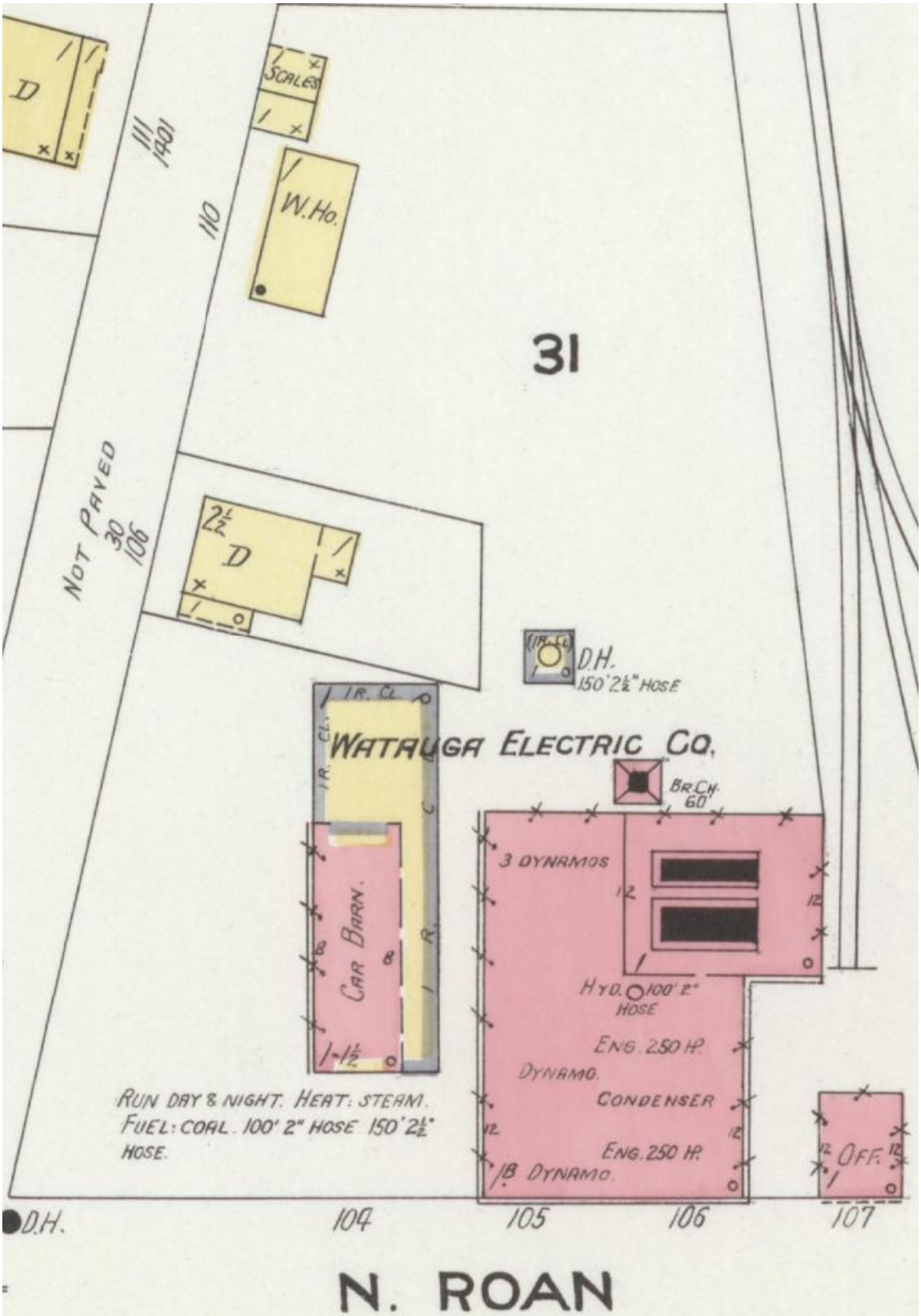
Map 23A. January 1891. "Electric Works" "Being Built," along the E.T.V. & G. R.R. "Capac, 1950 incandescent & 60 arc lights," "80 Hp R.Y. Generator," "Ch. 80'," and "Car Ho. to be built here." "R.Y. Generator" denotes "Railway Generator," which was specifically used for a street railway. Note that the one-story wood-framed building at 107 North Roan Street is marked "To be removed."[382]



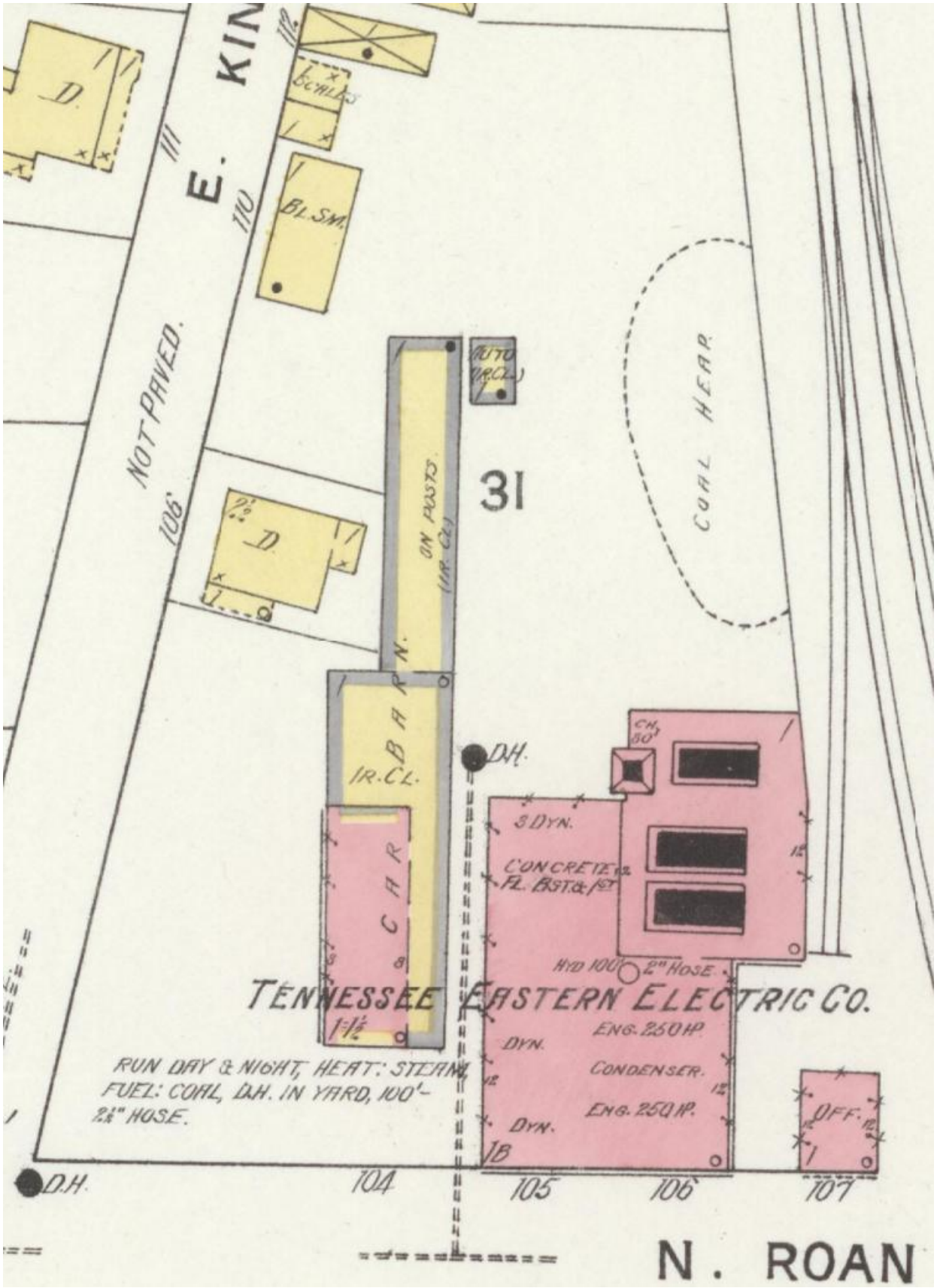
Map 24A. May 1897. "Watauga Light & Power Co." "Cap. 1950 incandescent & 60 arc lights. 80 Hp R.Y. Generator," "D.H. & 150' of 2½" hose," 80-foot chimney, "Car Ho." (completed), two "Eng. 150 Hp., dynamos," and a "new" brick office.[383]



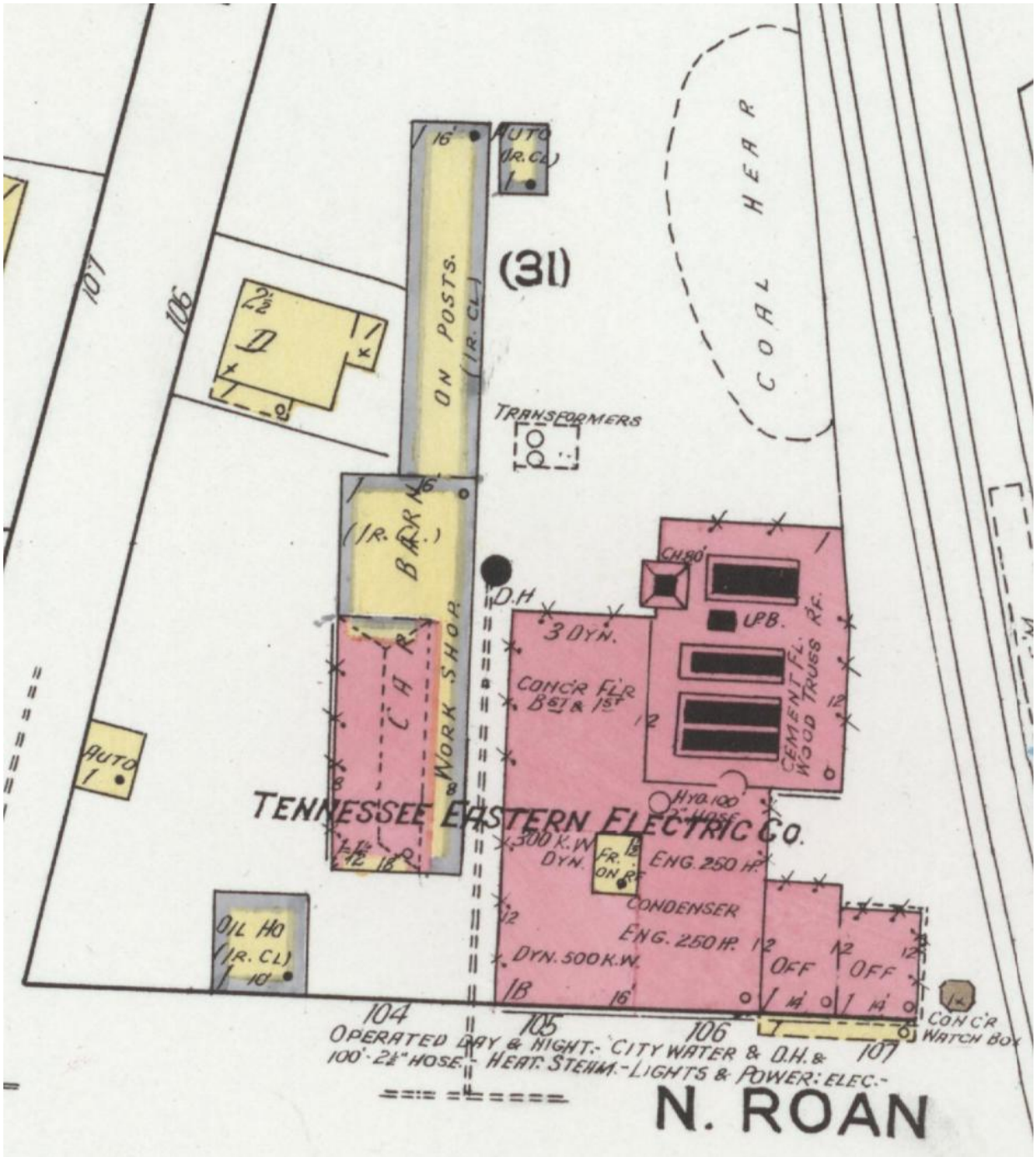
Map 25A. April 1903. "Watauga Light & Power Co.," "Electric Light Plant," "7 Dynamos," "2 Engines 200 Hp each." Note the Southern Railway spur to the boiler room has been added. Also note that the "Street Car Ho." has been shortened.[384]



Map 20B. December 1908. "Watauga Electric Co.," "3 Dynamos," two "Eng. 250 Hp," "Condenser," and the expanded "Car Barn." Note what appears to be a three-way switch on the Southern Railway mainline, between the Watauga Electric Company complex and M.I. Gump's "Whol. Gro." facility. See Figure 340A.[385]



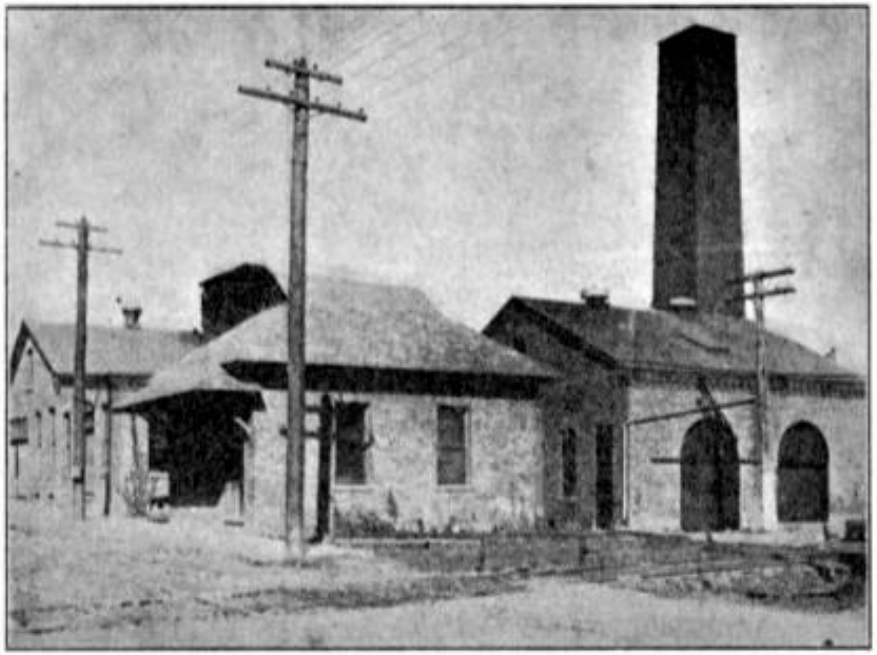
Map 21B. July 1913. "Tennessee Eastern Electric Co.," "3 Dyn.," two "Eng. 250 Hp.," "Condenser," and an expanded, partially ironclad, "Car Barn" "on posts." Note that the Sanborn Fire Insurance Company map shows that the track arrangement has been changed.[386]



Map 22B. February 1920. "Tennessee Eastern Electric Co.," "3 Dyn." (including one 300 K.W.), two "Eng. 250 Hp.," "Condenser," and an expanded, partially ironclad, "Car Barn" "on posts;" note that the boiler room and the office have been expanded, with an "Oil Ho.," a concrete "Watch Box," and "Transformers" added. Note that this Sanborn Fire Insurance Company map shows that the track arrangement has been changed.[387]

ELECTRICITY, THE MODERN POWER

To get the most power for the least money is the question of vital moment for the manufacturer. To know for a certainty may mean the saving of hundreds of dollars.



WATAUGA ELECTRIC PLANT.

A GENERAL ELECTRIC MOTOR driving your plant will tell you exactly what your power is costing.

Better do business on a certainty.

Watauga Electric Company

JOHNSON CITY, TENNESSEE

WE MAKE A SPECIAL LOW RATE TO MANUFACTURING PLANTS. CORRESPONDENCE INVITED

Figure 340. The Watauga Electric Company complex, at North Roan Street and Southern Railway, by 1909.[388]

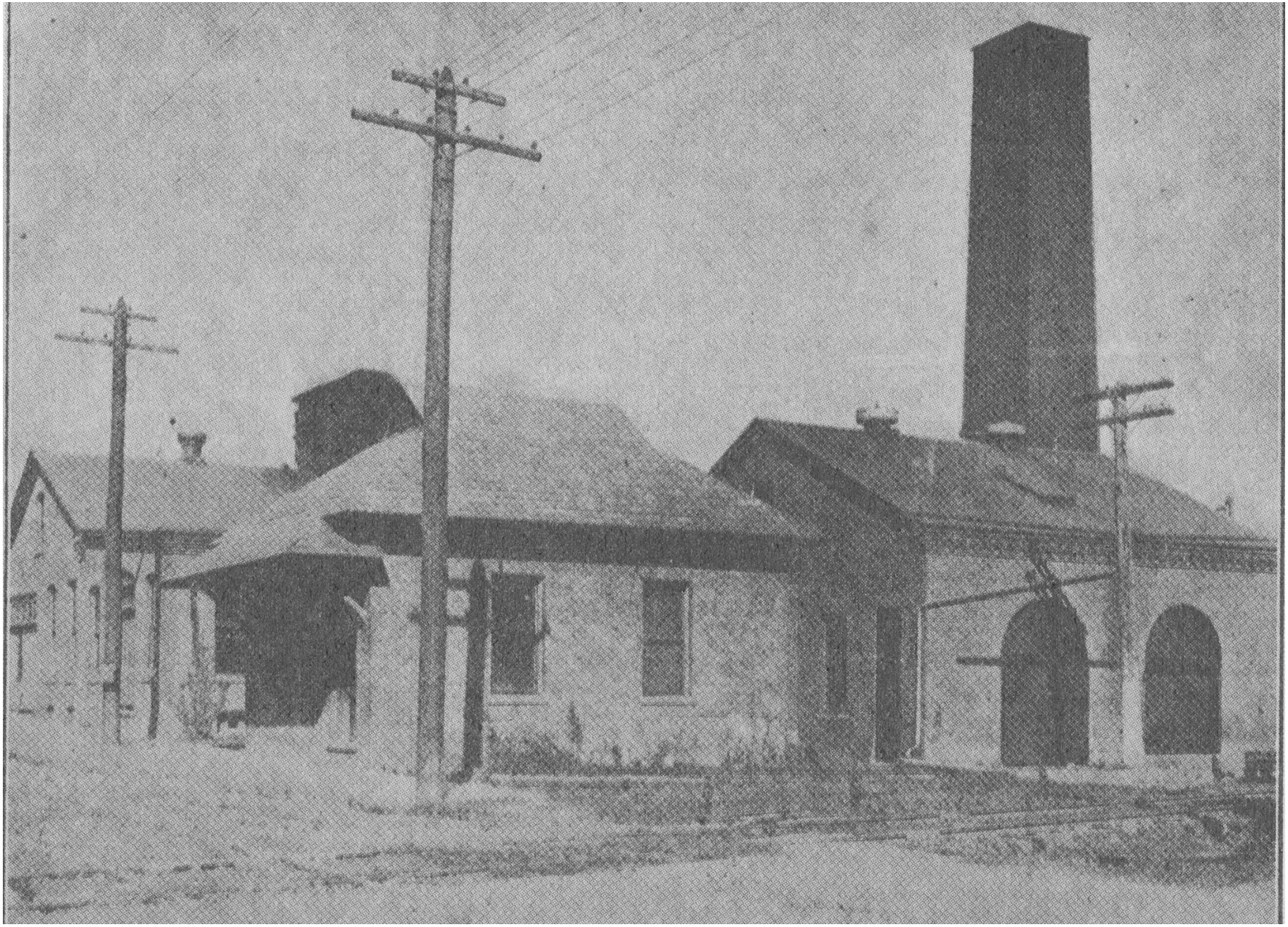


Figure 340A. Note the Southern mainline (running from right to left in the foreground) and trolley track (lower left corner), running along Roan Street.

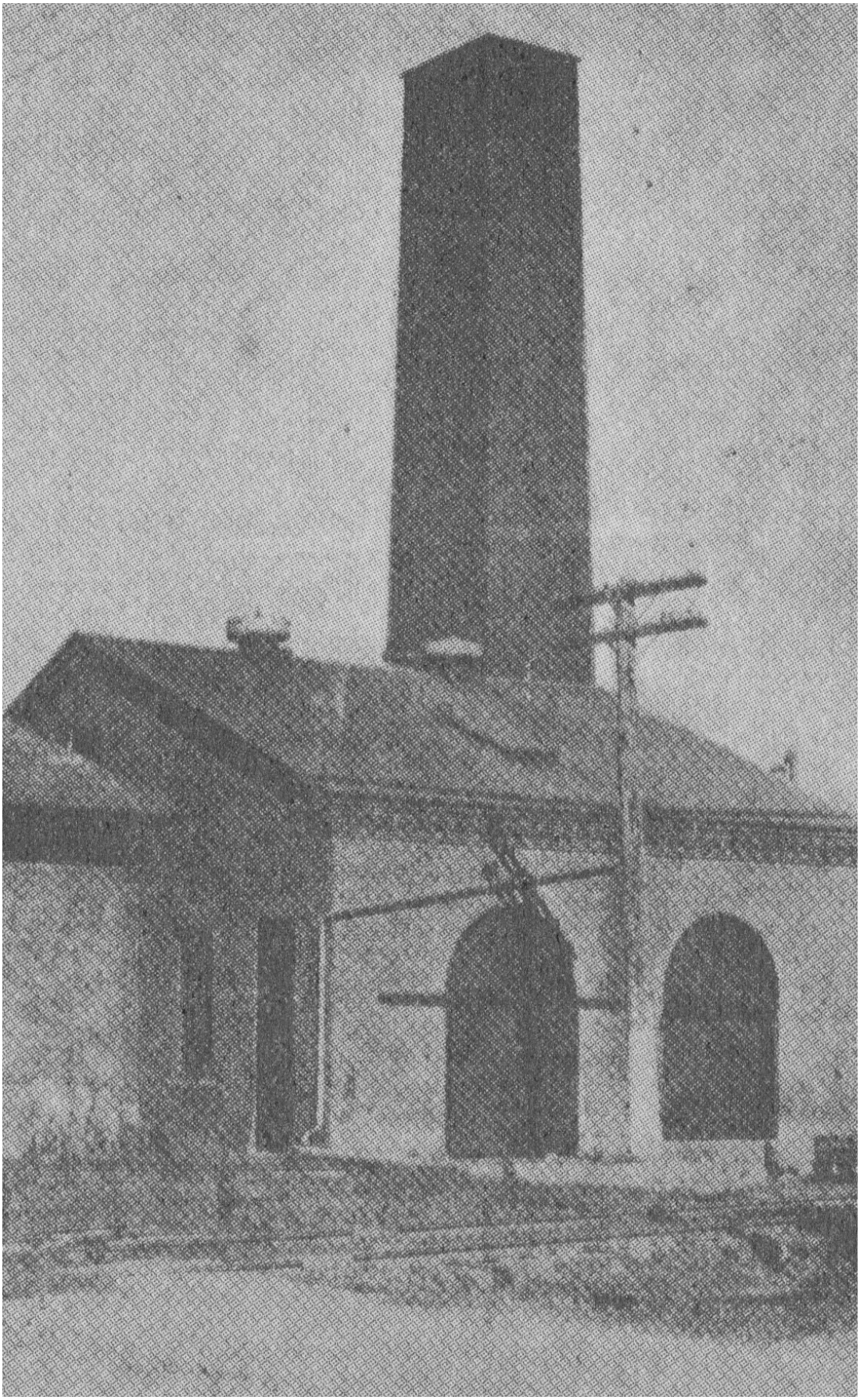


Figure 340B. A detail of the boiler room and 80-foot smokestack.

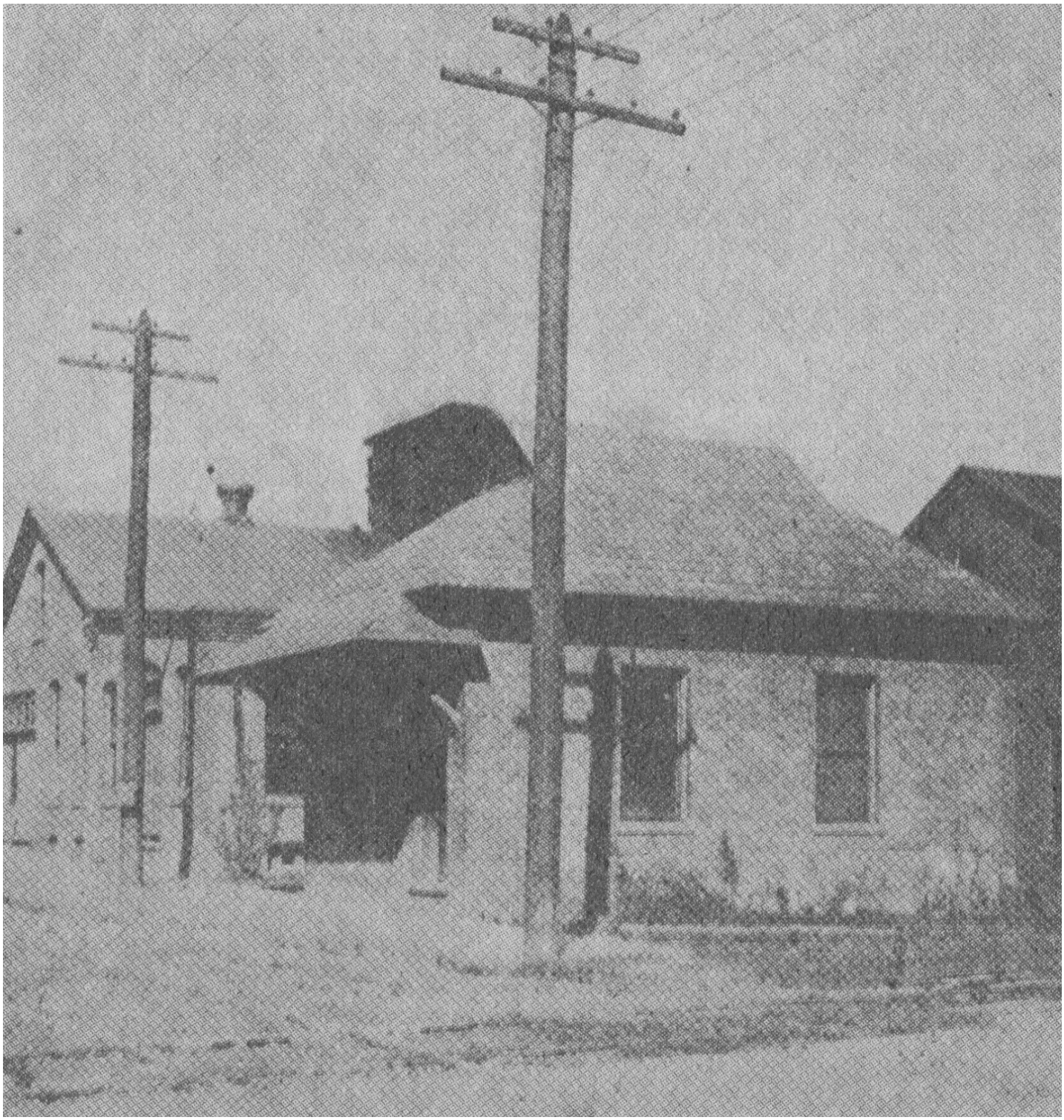


Figure 340C. A detail of the office (center) and the dynamo room (left), with what appears to be a sign on it.

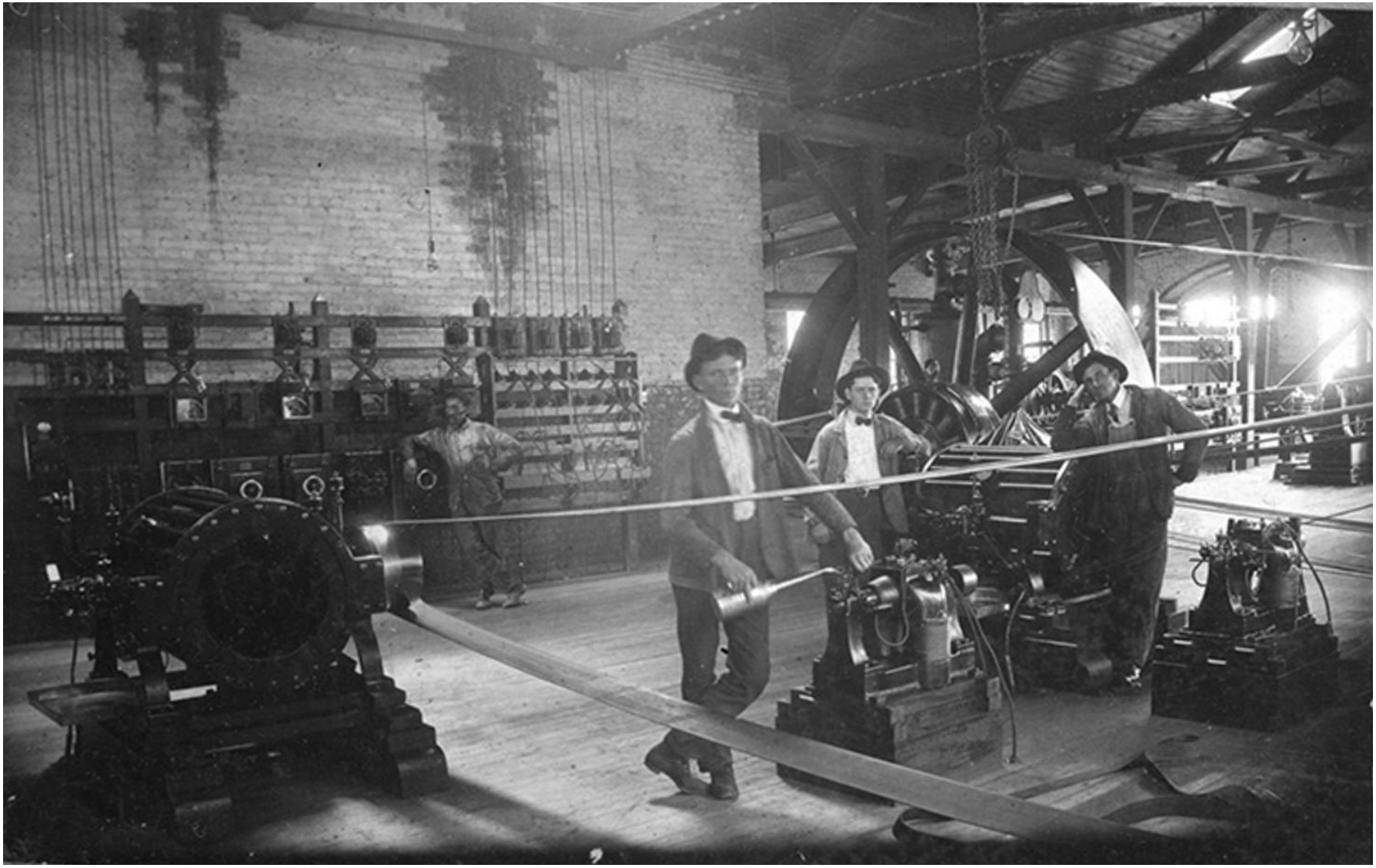


Figure 341. "Johnson City Traction Company Machine Shop, Workers Posing," note the belt-driven machinery. Apparently, the boiler room was on the opposite side of the wall with the electrical panel on the left. If so, Roan Street is on the right of this image. On 19 March 1891, the Johnson City Comet included: "there will be used two 300 horse-power [Corliss] engines… The [two] fly-wheels, which are to drive the dynamos, are 18 feet in diameter and 43 inches on the face." These fly wheels are visible on the right. It appears that two Thomson's dynamos are also visible (one with a drive belt and one without) see Figure 342), as well as one "Thomson – Houston Dynamo" beside (perhaps connected to) the nearest fly wheel, see Figure 345. This photograph appears to just predate the installation of the 500-kilowatt General Electric steam turbine in September 1911. See Figure 343.[389]

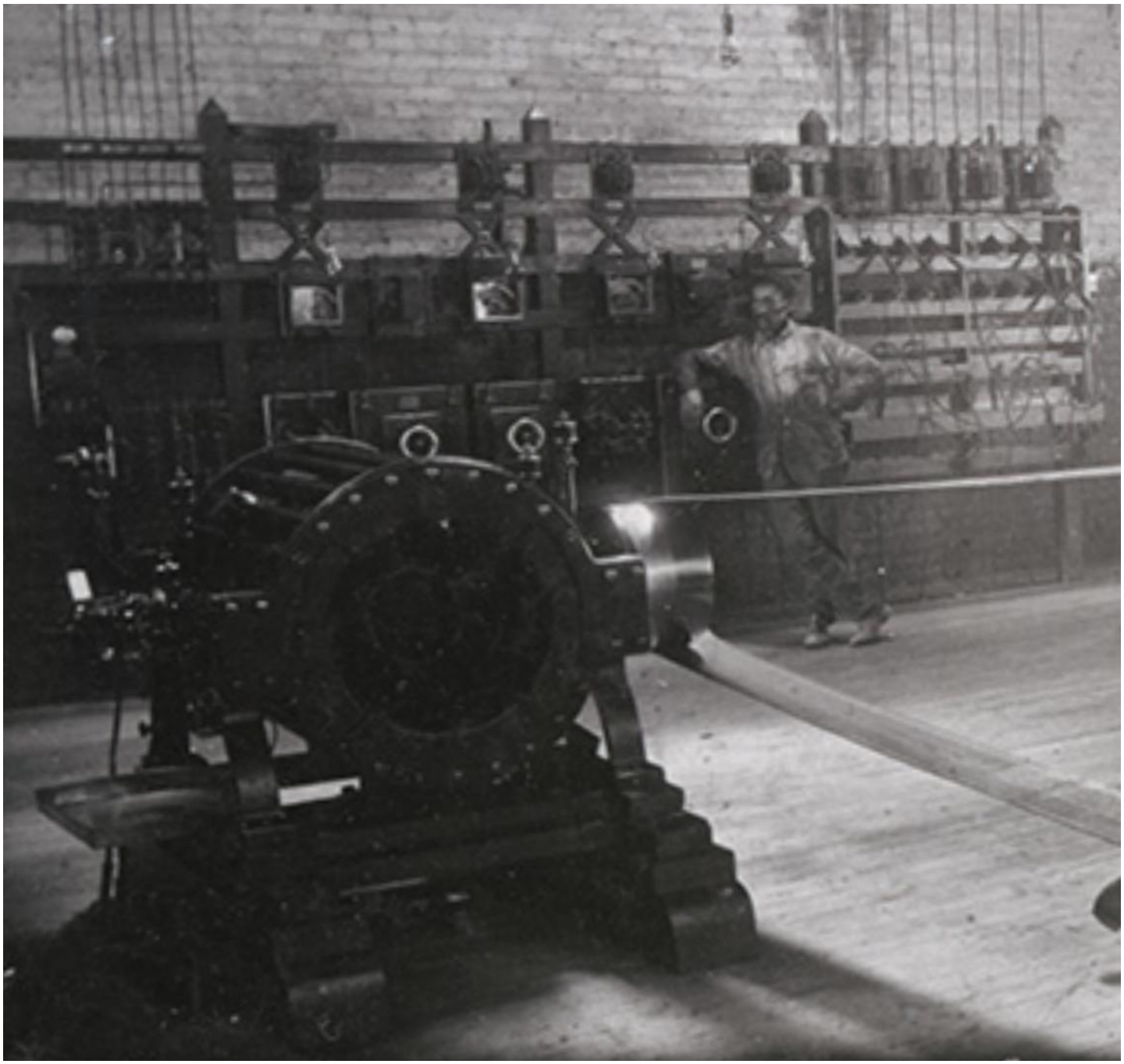


Figure 341A. A detail. Apparently, the boiler room was on the opposite side of the wall with the electrical panel. The machine in the foreground connected to the drive belt, appears to be a Thomson dynamo, see Figure 342.

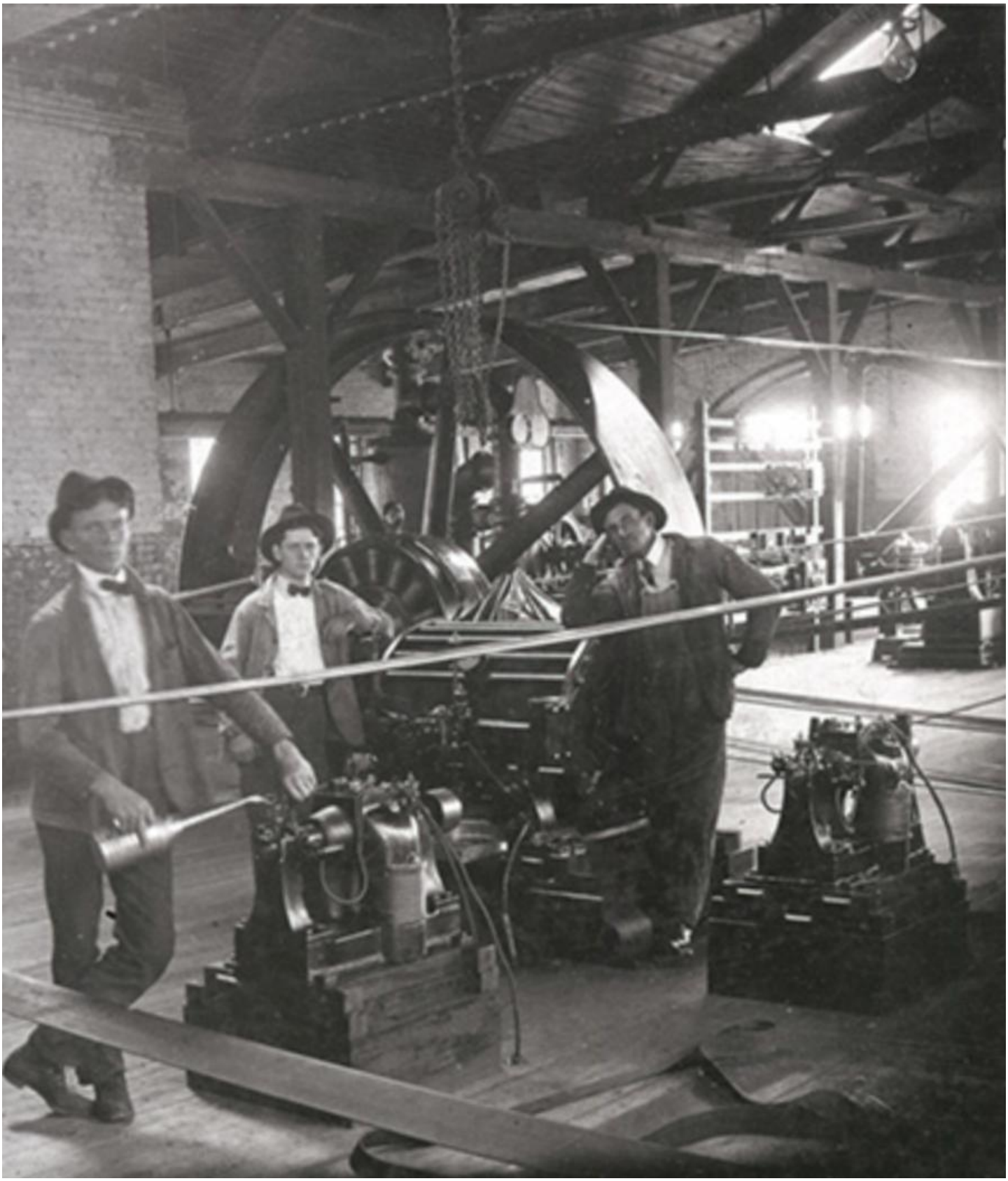


Figure 341B. A detail. The machine between the two men on the right appears to be a Thomson dynamo, while the two items on the floor "Thomson – Houston" motors that appear to have been removed from service. Note the fly wheel directly behind the men, which is beside (or perhaps connected to) a "Thomson – Houston Dynamo," see figures 345 and 346.

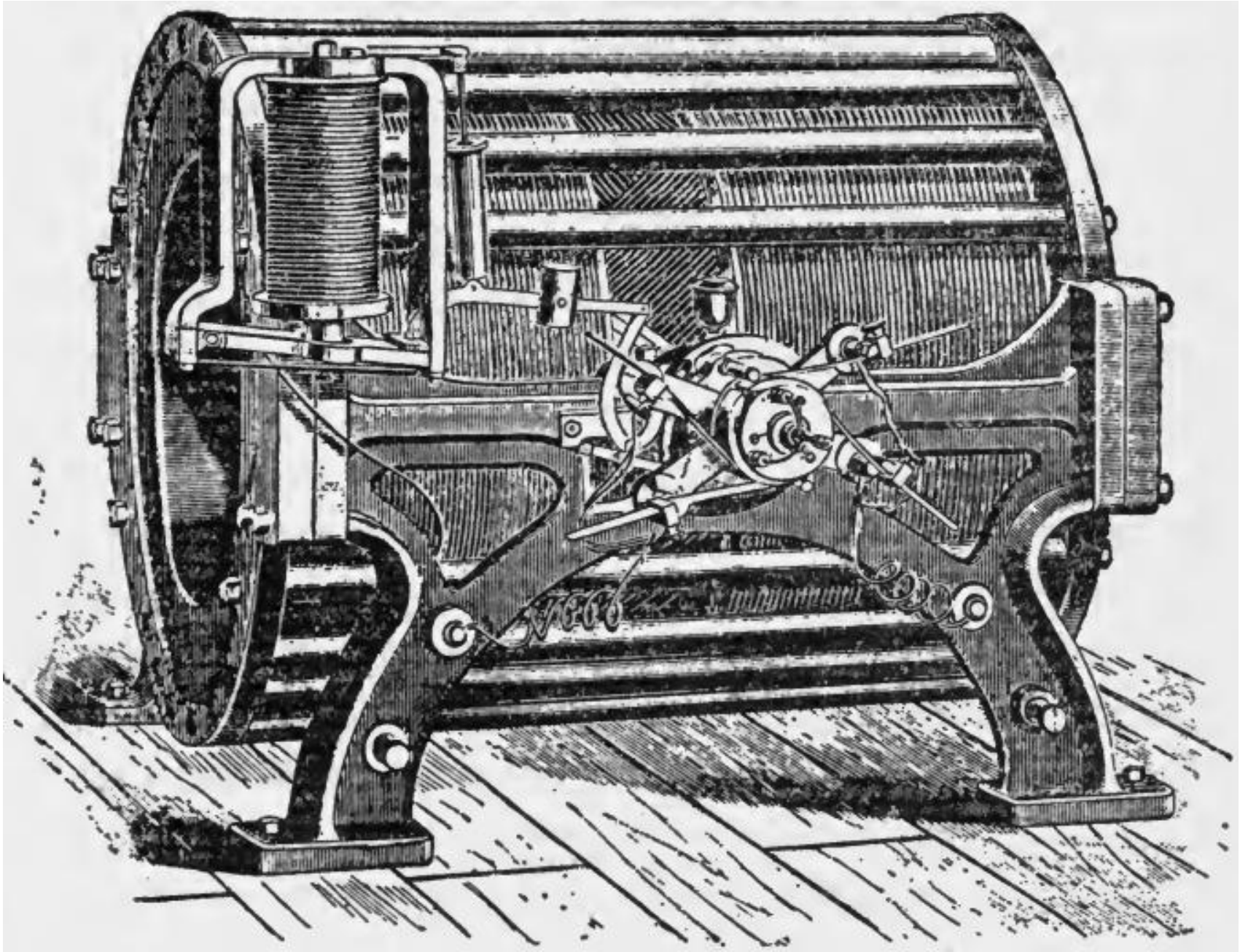


Figure 342. “Thomson’s Dynamo with the Automatic Control.”[390]

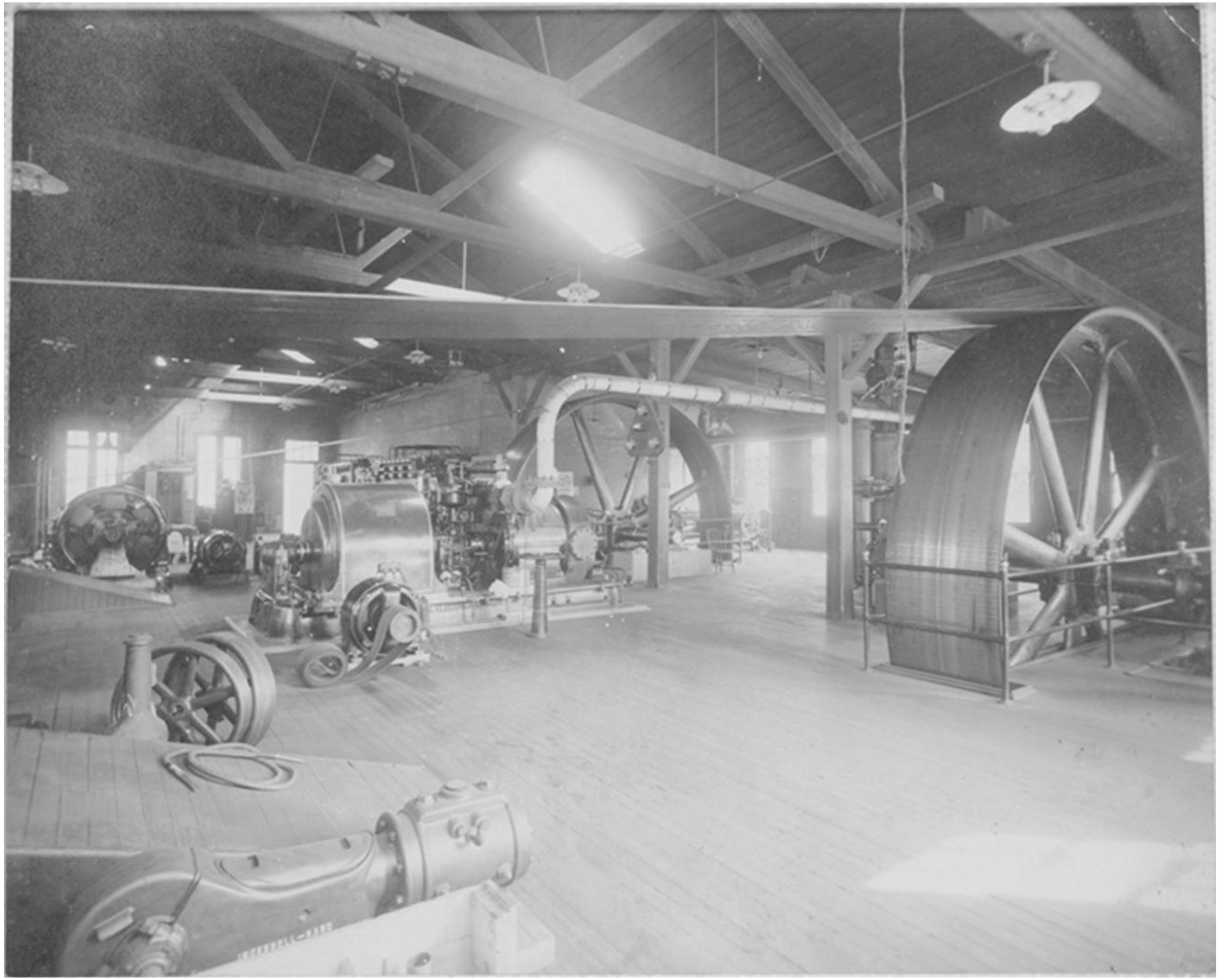


Figure 343. "Watauga Electric Company (Post-1912, Tennessee Electric Company Backup Plant) Steam Operated Electric Generating Plant, North Roan Street…" This photograph appears to depict the new 500-kilowatt General Electric steam turbine that was installed in September 1911 (adjacent to the rearmost fly wheel).[391]

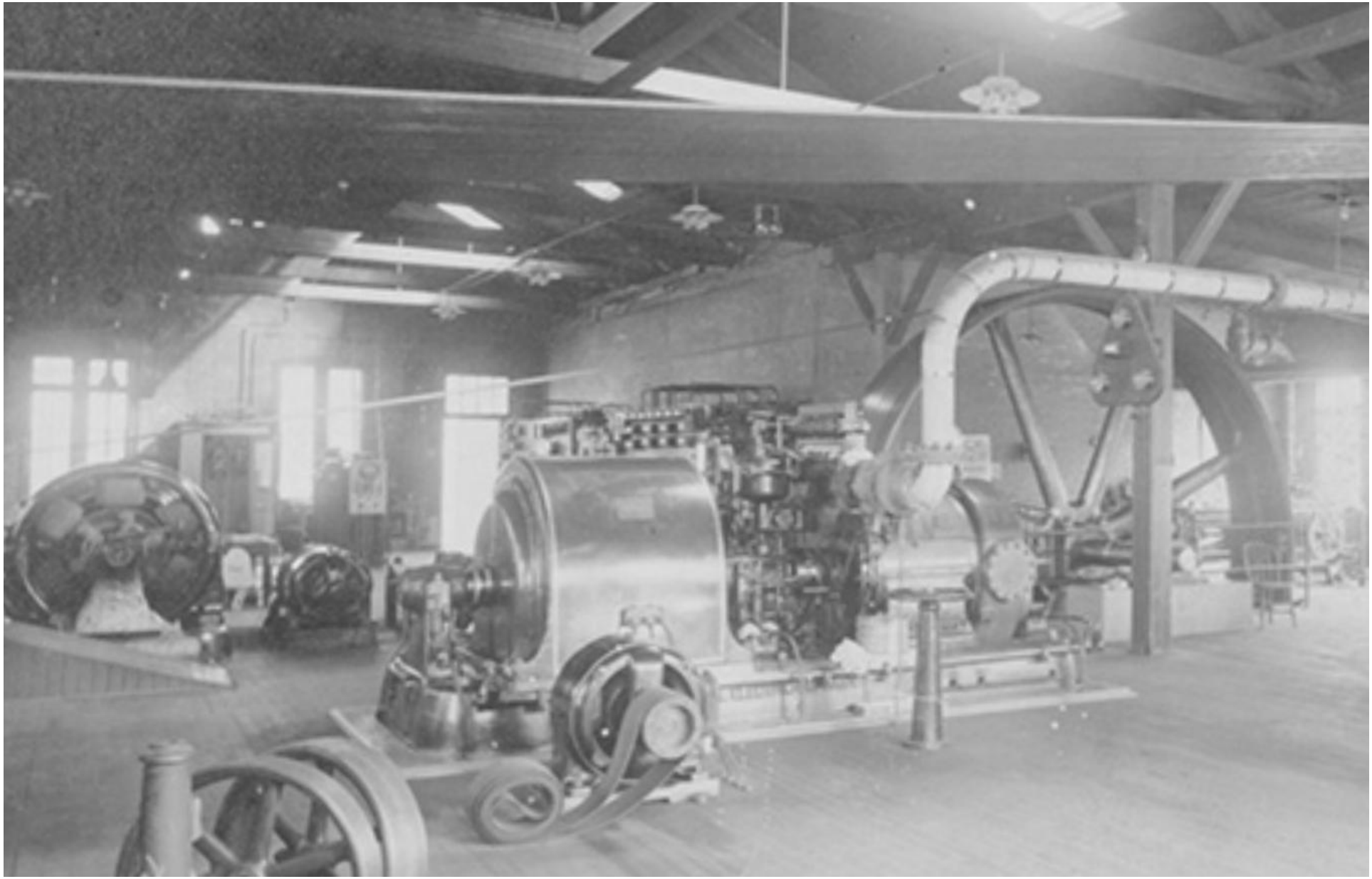


Figure 343A. A detail that appears to depict the 500-kilowatt General Electric steam turbine that was installed in September 1911. This appears to be a view toward the rear of the dynamo room, with the boiler room behind the walls on the right. The large round machine on the left appears to be one of the Thomson – Houston Dynamos that was installed in 1890, see Figure 345.

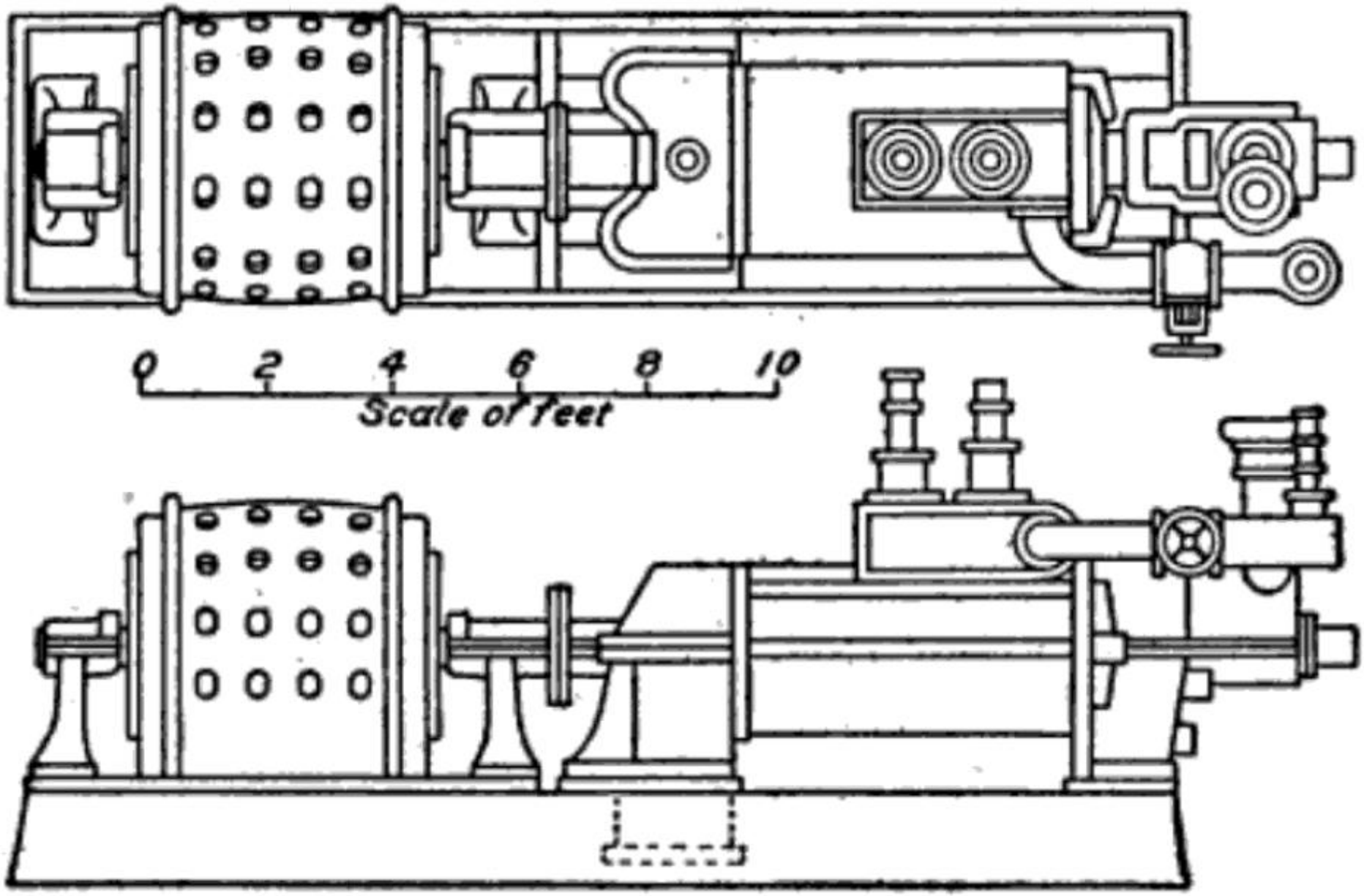


Figure 344. "Plan and Elevation of 500-K.W. Westinghouse Turbo-Generator." This machine looks remarkably similar to the machine seen in Figure 343A, and was included here because it indicates that the machine in Figure 343A was a steam turbine. However, note that this is not a General Electric steam turbine. Regrettably, the author did not locate an image of this type of General Electric steam turbine.[392]

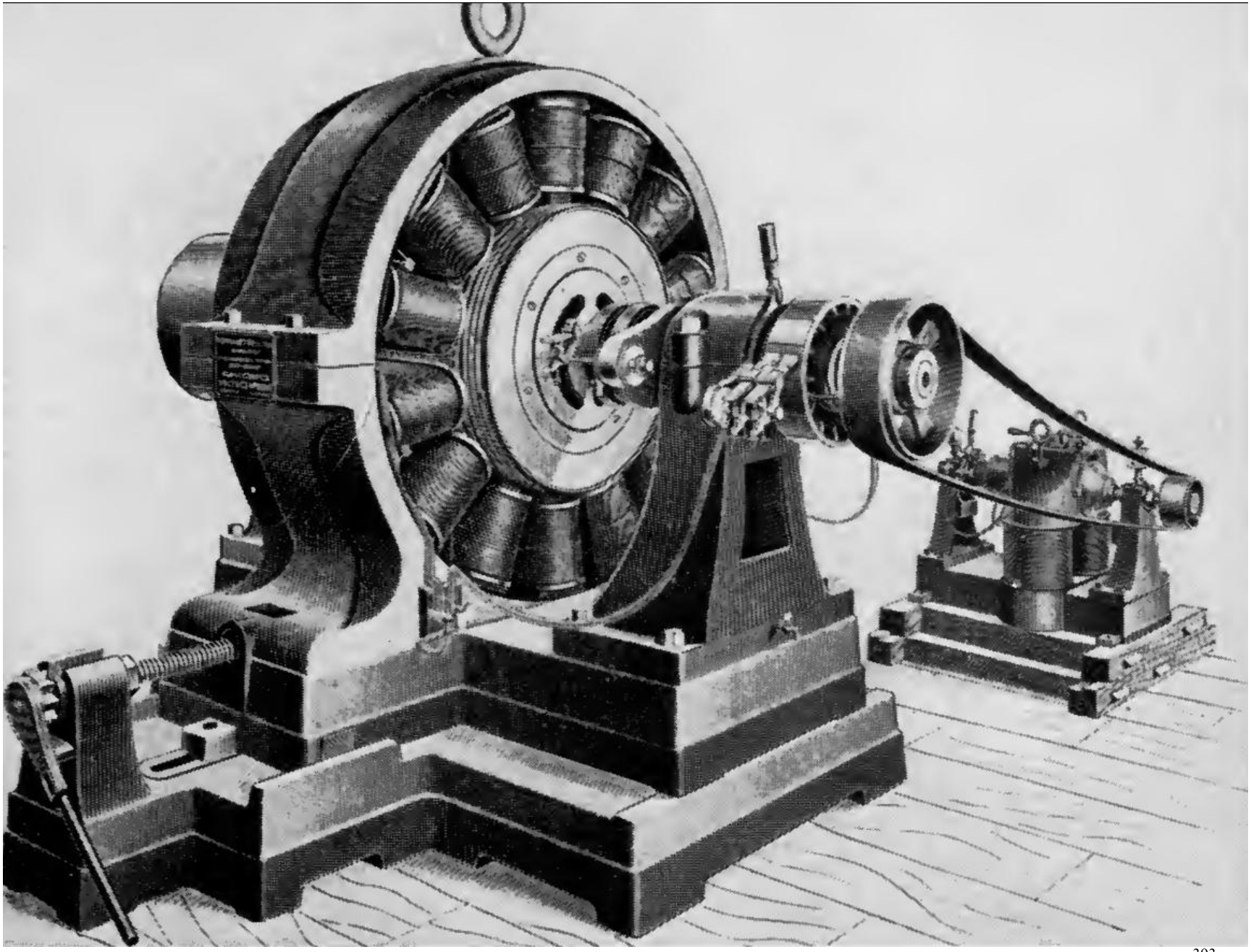


Figure 345. “Thomson – Houston Dynamo, About 1890,” note the “Thomson – Houston motor” on the right, see Figure 346.[393]

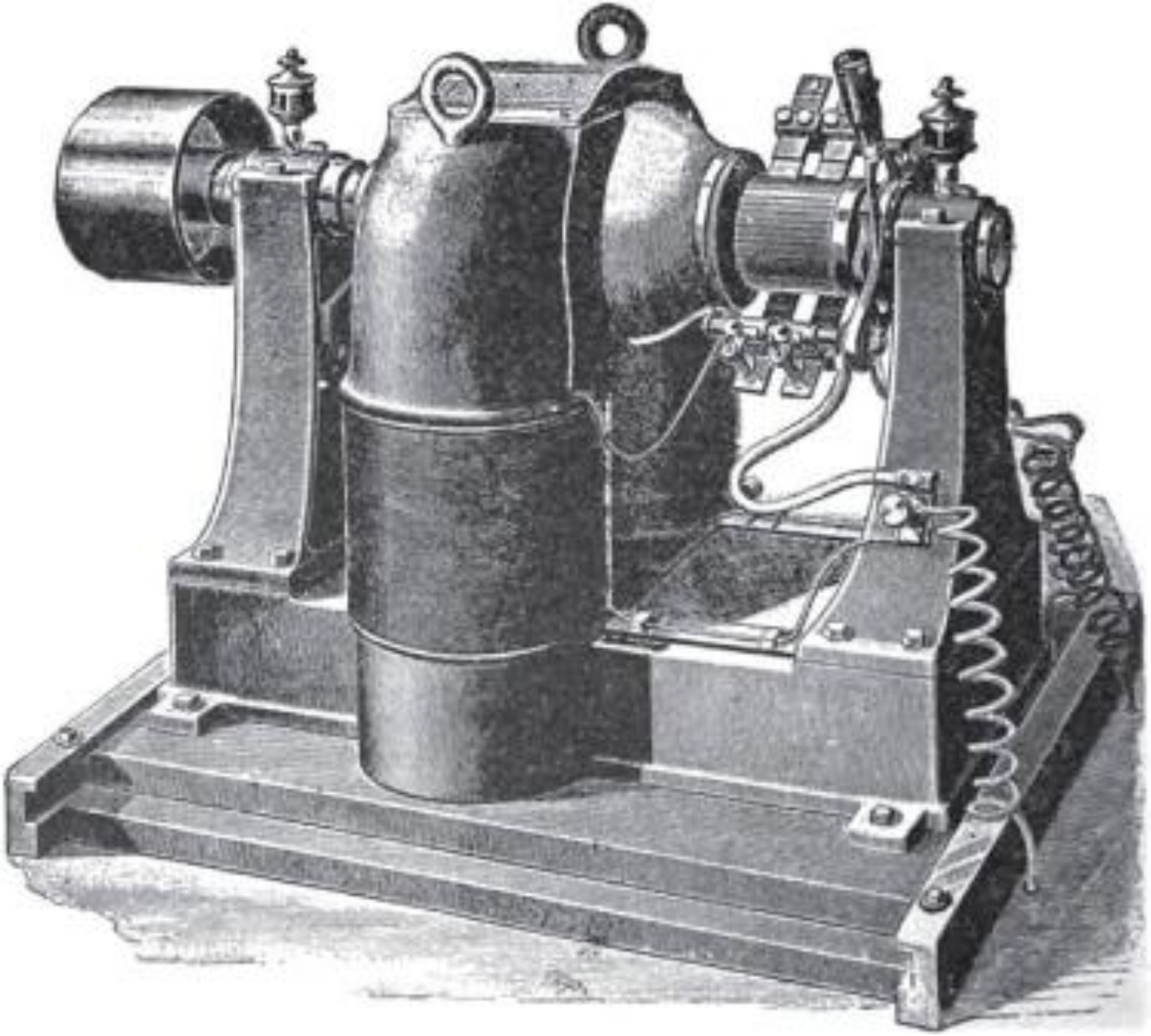


Figure 346. “Thomson – Houston motor.”[394]

Figure 347. "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"[395] The four trolleys clearly visible in this photo appear to be "Birney Safety Cars."[396] Note the trolley tracks in Roan Street. The building in the left background is near the location once occupied by the Taylor Feed Company. However, the author has not identified the occupant in 1930.

Figure 347A. A detail. The building behind the trolley houses the dynamo room. Note that the top of the Science Hill High School is visible in the background.

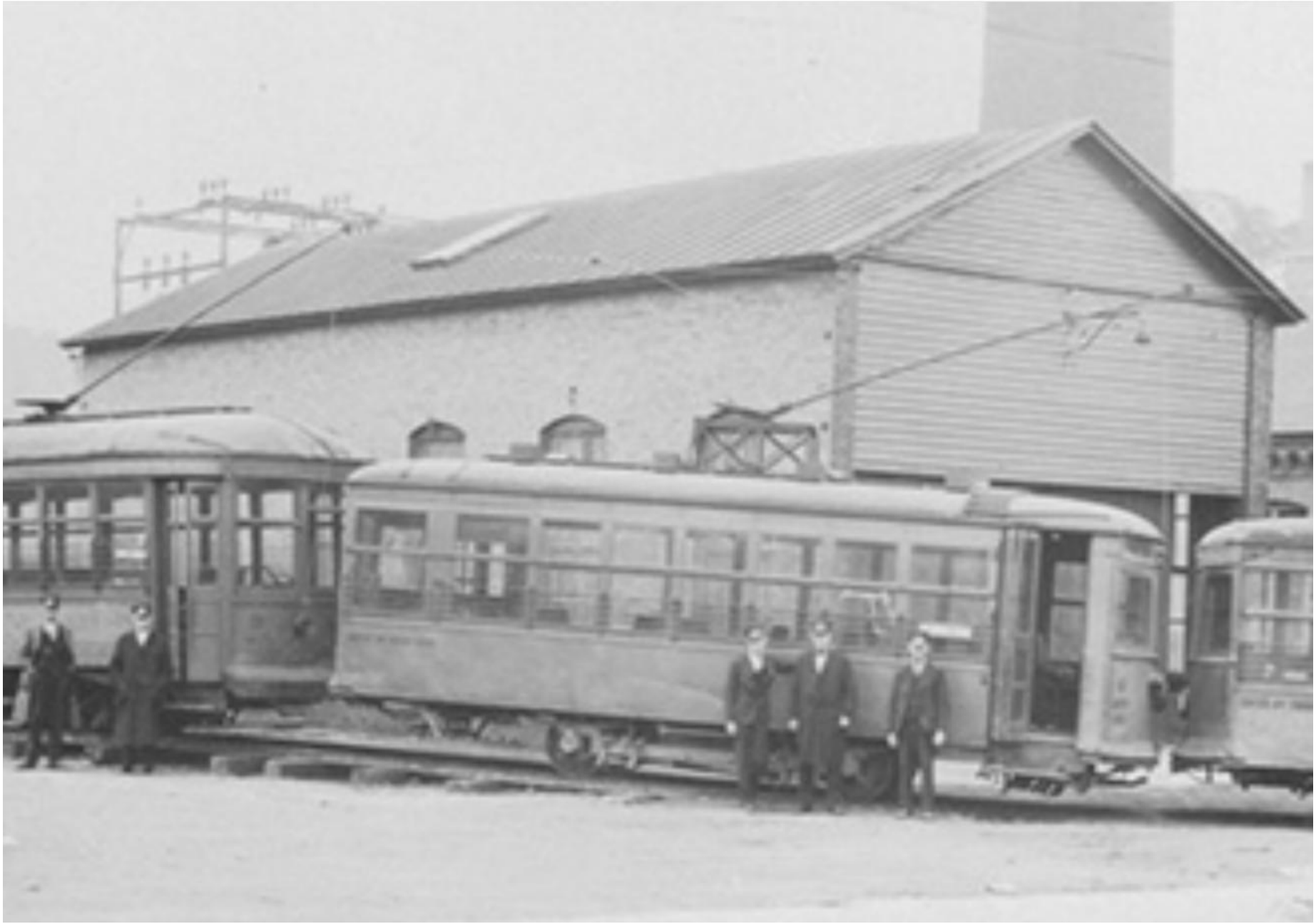


Figure 347B. A detail of the Car Barn. The open framed structure by the top left end of the Car Barn held transformers.

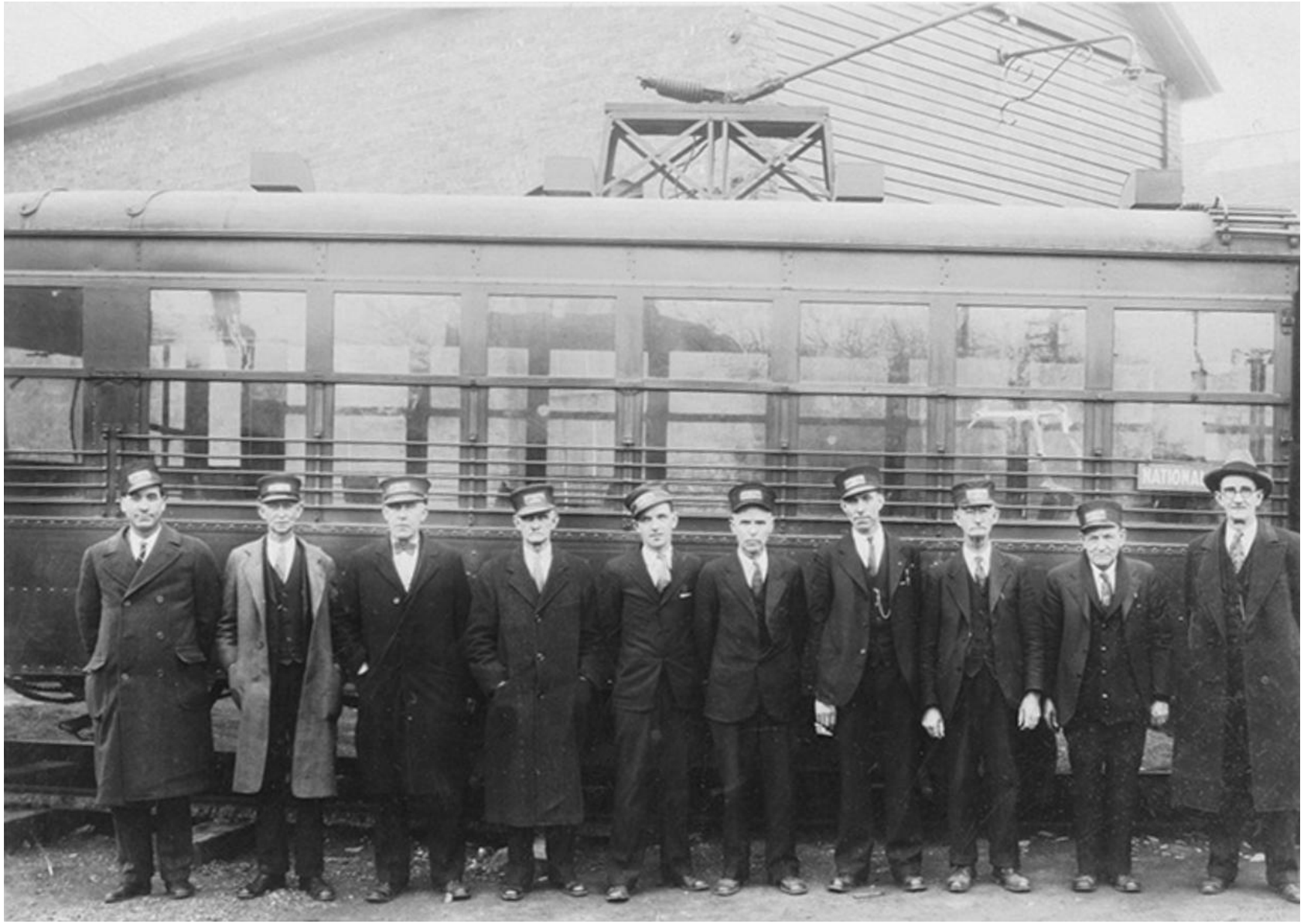


Figure 348. "Picture here are the motormen and conductors on the trolley cars in 1930. They were, left to right: D.T. Cash, Charles Barnes, O.D. Whitlock, Teddy Branscomb, Frank Land, George Carder, Fred White, Polly Meadows, John Lusk, and superintendent Tom Land. The trolleys were owned by the Johnson City Traction Company, a subsidiary of the East Tennessee Light and Power Company. Photo courtesy of Robert T. Carder"[397] This trolley appears to be a "Birney Safety Car."[398] Note the Carn Bar in the background, see also Figure 347B.

Figure 349. By 29 June 1959, the power plant of the former Tennessee Eastern Electric Company had been removed and replaced by the "Johnson City Power Board" building. Note the Science Hill High School and "Gump/Hackney building" in the right background. See Figure 44B, which shows that the old power plant complex had remained in place until 1958.[399]

Figure 350. A Google maps image from April 2012 of the “Johnson City Power Board” building, occupied by the “Good Samaritans Ministries Inc.” between by 2012 to at least January 2026.

9.1.1. Watauga Light & Power Company, 1887 – 1912
Tennessee Eastern Electric Company, 1912 – 1941
East Tennessee Light & Power Company, 1941 – 1945
Johnson City Power Board, 1945 to at least 1959

Note: This section addresses the facilities at North Roan Street and the E.T.V. & G./Southern Railway mainline. For a more complete documentary history of the operation of this enterprise, see "A Draft Documentary History of the Johnson City & Carnegie Street Railway (1890 – 1902) and the Johnson City Traction Company (1902 – 1935)." The old power plant and the Johnson City Traction Company buildings were removed around 1958, with a new building constructed by June 1959 at the same location for the "Johnson City Power Board." This building was occupied by "Good Samaritan Ministries Inc." by 2012.

15 December 1887. The Johnson City Comet.

"Electric Lights. Mr. H.H. Corson, of Boston, arrived in the city Monday. He represents the Thomson – Houston Electric Company and is taking steps toward putting in an electric light plant in this city. At a special meeting of the board of Mayor and Aldermen yesterday he was granted the franchise with the exclusive privilege for ten years. He is now engaged in soliciting subscribers for lights and is meeting with very flattering encouragement. The company Mr. Corson represents has contracted for plants at Bristol and Morristown and have commenced work at Bristol erecting poles, &c. There is no question about the company's ability and willingness to put in the plant if a sufficient number of lights are taken to justify the expense."

22 December 1887. The Johnson City Comet.

"Mr. H.H. Corson passed through the city Tuesday night on his way to Bristol. He will return to Johnson City this week and complete arrangements for putting in an electric light plant here."

5 January 1888. The Johnson City Comet.

"Mr. H.H. Corson is in the city, to close up the contracts for the electric light plant."

12 April 1888. The Johnson City Comet.

"Electric Lights. Mr. H.H. Corson arrived in the city Monday night and Tuesday began the formation of a stock company to put an electric light plant in Johnson City. The stock was all taken in a short while and work will be commenced on the plant at once. Mr. Corson expects to have everything completed in 60 days. He represents the Thomas – Houston Electric Company, of Boston, and has just put in electric plants at Bristol and Morristown and reports from both places show that the system gives entire satisfaction."

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 appurtinences yesterday, and the plant will be put in in sixty days. Mr. Corson has already made contracts for poles, &c."

26 April 1888. The Johnson City Comet.

"The poles are being distributed for the electric lights and the work on the line will be completed as rapidly as possible."

17 May 1888. The Johnson City Comet.

"The poles for the electric lights have been placed and Johnson City will soon be lighted by electricity."

31 May 1888. The Johnson City Comet.

"The machinery for the electric light plant has all arrived with the exception of the dynamo. It is expected in a few days and the lights will be put up at once."

21 June 1888. The Johnson City Comet.

"Electric Lights. On account of having to change the foundation of the [Corliss] engine the electric light company were delayed in starting their plant. Without some further trouble the city will be lighted on Saturday by electricity."

28 June 1888. The Johnson City Comet.

"Electric Lights. Promptly at eight o'clock last Friday night the electricity was turned on for the first time and for Johnson City night turned to day. Few people were aware that everything was in readiness and were very much surprised at the first appearance of the light. The private arc light at Jobe's Livery Stable was the first to light and remain burning and therefore attracted the largest crowd. All the stores in the city have agreed to take lights and are being wired as fast as possible."

2 August 1888. The Johnson City Comet.

"Loafers are requested to keep out of the dynamo room at the electric light works. Manager Evans says a few nights [ago] a stranger stepped in and came near being killed by handling the brushes. Fortunately he was stopped in time."

10 January 1889. Johnson City Comet.

"The Johnson City Electric Light Company will build a house for their dynamo and run their plant in future instead of renting power."

14 March 1889. Johnson City Comet.

"The new 50-horse power engine for the electric light company has arrived and been placed in position at the Johnson City Foundry and Machine Works."

21 March 1889. Johnson City Comet.

"The Electric Light Co. moved their dynamo from Evans' factory to the Foundry and Machine Works last Tuesday night. The transfer was begun at 12 o'clock midnight and completed before daylight."

6 June 1889. Johnson City Comet.

"Stockholder's Meeting. A meeting of the stockholders of the Electric Light Co. is called to meet in the Mayor's office at 8 o'clock on June 22nd for the election of officers and the transaction of the business. John Harr, Sec. and Tres."

18 July 1889. Johnson City Comet.

"Corporation Notes… The board have decided to take four more electric lights. One will be placed on corner of Roan street and Watauga Avenue, one on Main street near Geo. P. Crouch's residence, one on Market street near J.J. Ford's, one on Maple street near the Foundry and Machine Works."

15 August 1889. Johnson City Comet.

"The four new electric lights are up and casting light on a great many dark places."

10 October 1889. Johnson City Comet.

"The Johnson City electric light and power company are figuring on putting in an incandescent system for lighting dwellings. If enough lights are taken to justify the expense it will be put in."

17 October 1889. Johnson City Comet.

"The stockholders of the Johnson City Electric Light and Power Co. are requested to meet in the office of the company, No.4, First National Bank building, November 10th, 1889. By order of the President, Wiley M. Christian. Johnson City, Oct. 14."

20 February 1890. Johnson City Comet.

"More Light. The Electric Light and Power Company has increased its capital stock $10,000 and will put in a new dynamo for incandescent lighting exclusively. As this will give the company more arc lights to spare in the old dynamo, the corporation ought to avail itself of the chance to put a few more lights in the dark places."

24 April 1890. Johnson City Comet.

"Johnson City – The Great Mineral Center… Editor of the Chattanooga Republican… Young Brothers, of Philadelphia, are now putting in a system of water works. The Houston Light company, of Waterburry, Conn., have purchased the electric light plant and will at once put in new dynamos and extend their lines in all directions. They will also erect gas works and supply gas for power to any part of the city."

1 May 1890. Johnson City Comet.

"The Electric Light Plant. The Houston Light Company that bought the electric light plant is preparing to increase the capacity at once. In the first place the company will own its own building. Brick have been contracted for and work on the new building will commence within ten days. A new dynamo has been ordered for incandescent lighting exclusively and will greatly increase the capacity for arc lighting, as the present dynamo will be run only on arc lights. Several miles of new wire was received Monday and the line will be extended in various directions. In addition to electricity it is the intention to put up gas works and supply gas where electricity is not wanted. The company controls sufficient capital to do all it undertakes."

8 May 1890. Johnson City Comet.

"Electric Railway. Mr. A.M. Young, of Waterbury, Conn., the purchaser of the electric light plant, was in Johnson City a few days ago. As mentioned last week he will enlarge and improve the present system and will build his own plant. He is negotiating for a site near J.M. Carr & Son's planing mill and if he gets it will build at once. Supplies are arriving daily for the new plant. In addition to supplying the city with light Mr. Young wants the privilege of building an electric street railroad. He has already secured his charter and will ask the board in a few days to give him the franchise and if it is granted will build the line at once. Mr. Young means business, has got plenty of capital and is not afraid to invest in Johnson City as his actions prove."

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."

3 July 1890. The Johnson City Comet.

"Johnson City Leads the South in Manufacturing Enterprises Projected in the Last Three Months. The Manufacturer's Record last week published the name, location and character of business of the new enterprises projected during the last three months… A.M. Young, enlarge Electric Light Pl't…"

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, 97 x 64, with wing 17 x 37. A 600 horsepower engine will be put in."[400]

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 Waterberry, 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. The Johnson City Comet.

"Something Good. The trade on the Cartright Shingle has increased so rapidly that the Johnson City Tin and Stove Co., have decided to order them in car load lots. They are the best and prettiest shingle on the market. This same tin firm has closed the contract with the Electric Light Co., to cover their plant with the Cartright Shingle; so specified by a Boston Architect."

31 July 1890. The Johnson City Comet.

"Roan street is being graded preparatory to putting down the electric railroad."

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 and Watauga avenue are graded the lines will be put down and operated. The street force is now at work on Roan street."

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."[401] See Figure 351.

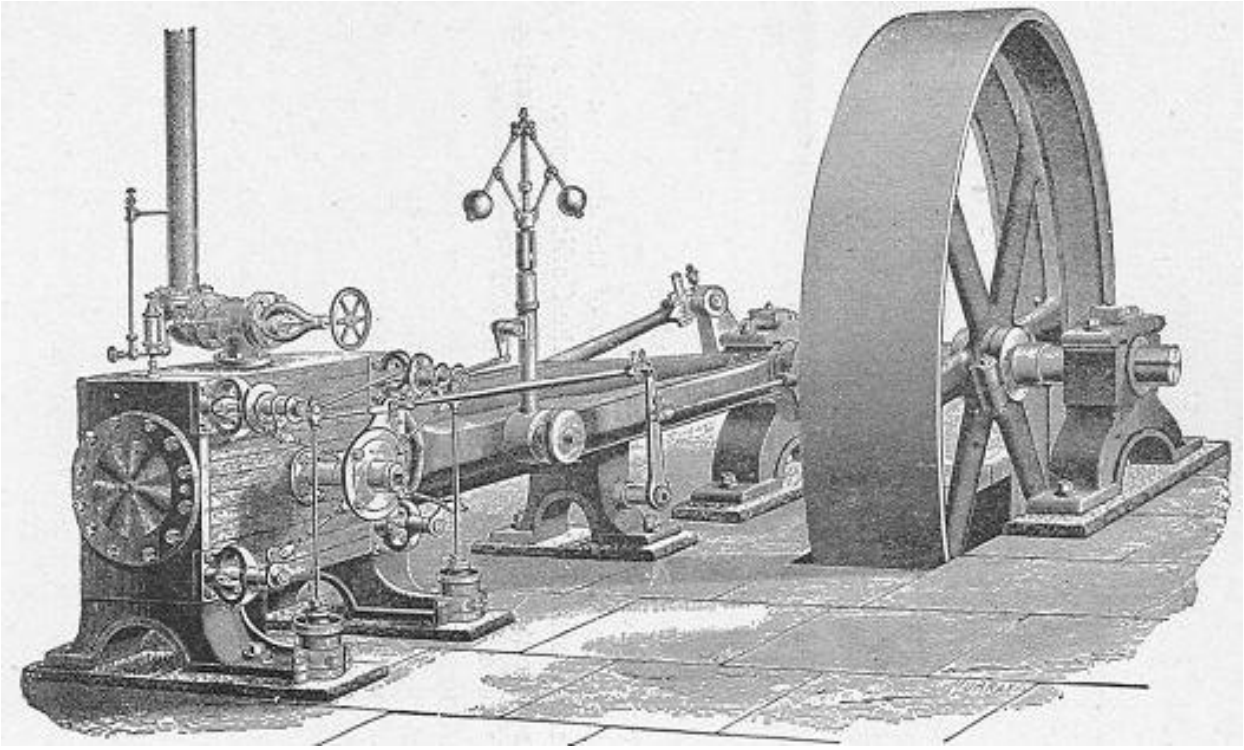


Figure 351. The Corliss Steam Engine.[402]

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."[403] See Figure 352.

Figure 352. "The Zell Improved Boiler,"
The Johnson City & Carnegie Street Railway initially had a
Battery of two 150 Horsepower Zell Boilers[404]

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…"

20 November 1890. The Johnson City Comet.

"Sam V. Fulkerson, Esq., was down from Bristol last week viewing the commercial and manufacturing center of East Tennessee. He was surprised at the progress the city has made in the last two years and to see so many buildings under process of construction. What pleased him most, however, was the substantiality of our electric light plant, the poles already planted for the electric car line and, strangest of all to a Bristolian to see, every store in the city lighted by electricity."

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 50 x 100 and will be erected on the lot near the power house. The work will be pushed rapidly. The [80 foot] 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 60 x 110, 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."

Table 1. Power Plant, 1890 – 1911.[405]

System	Thomson-Houston Electric System
Boilers	Two 150 horsepower Campbell and Zell coal fired boilers
Stationary Steam Engines	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 20 x 24-inch cylinder (or there about), which operated at about 80 R.P.M.
Dynamos	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."
Motors	General Electric motors
Belting	Two "40 in. doubles and eight or ten dynamo belts eight to sixteen inches wide"

Table 2. Buildings in the Power Plant Complex, 1890 – 1931 (?).

A "fire-proof brick building, one story high, 97 x 64, with wing 17 x 37."
The main building – 30 x 100 feet – will be occupied by the shafting and dynamos.
Car House – 60 x 110 feet
Stack – 80 feet

11 December 1890. The Johnson City Comet.

"The Watauga Light and Power Co., have agreed to give Johnson City three additional electric lights free of charge and the council have decided that they shall be located as follows: southeast corner of Buffalo and Locust, Unaka avenue and Welbourne, northeast corner Maple and Henry streets."

18 December 1890. The Johnson City Comet.

"There was a slight wreck on the E.T. & W.N.C. R.R. yesterday. A car load of electric light poles were spilled and some of them fund [?] jammed through the baggage car. No one was hurt."

1 January 1891. 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."

January 1891. The Sanborn Fire Insurance Company map depicts the single-story brick "Electric Light Works" "being built" (105 and 106 North Roan Street), the single-story brick "Car Ho. To be Built here" (104 North Roan Street) and a single-story wood-framed building "To be removed" (107 North Roan Street).

12 March 1891. Johnson City Comet.

"Chief Engineer Lum, of the E.T., V. & G. was in the city Tuesday, locating a sidetrack for the Watauga Lighting and Power company. The track will be put in at once, the business of the company requiring it."

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…"

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."[406]

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."[407]

30 April 1891. Johnson City Comet.

"Like a Mighty Giant – Johnson City Stalks on to the Goal in Spite of Hard Times… Coming nearer the old town we find the most wonderful and valuable acquisition to Johnson City – The Electric Lighting and Power Station. This plant which is backed by a wealthy and enterprising company, from Waterbury, Conn., is simply without an equal in the South. This company has set us a profitable example of what can be done in the winter, as it has done nearly

all the work on this plant (and it is now most completed) during the unfavorable weather of the past winter. The two-fold purpose to furnish light and street car power has been carried along together with such remarkable calculation that inside of 60 days we will not only have one of the best systems of electric lights in the country, but will also have three or four miles of track laid and cars running."

25 June 1891. Johnson City Comet.

"Industrial Enterprises in Operation and in Course of construction…
Watauga Electric Lighting and Power Company.
Johnson City and Carnegie Street Railroad Company…"

Note: This item ran until at least 18 February 1892.

15 October 1891. The Johnson City Comet.

"Eastern Gem. – Brief Outline of One of the Future Great Cities. – Johnson City, Where the Hammer and Saw are Making Music – Destined to be a Great Manufacturing City – the Thrift of the Inhabitants, Etc. – (Special Correspondence Chattanooga Times). Johnson City, Tenn., June 1… A strong company has built one of the largest and most perfect electric plants in the South. The machinery will give 750 horse power, with provision made for subsequent enlargement to 1,500 horse power when needed. They supply lights to the city, will operate the electric street car line, of about five miles length, and power to light manufactories…"

4 February 1892. Johnson City Comet.

"$1,288,051. – These are the Startling figures will Tell of the Growth and Activity of the Plucky, Magnetic City – In 1891 – Complete List of Improvements during the Year… More than a million and a quarter of dollars have been expended in plants, business blocks, school houses, residences, street improvements, water works, railroads, etc… Electric Light & Power Plant and J.C. & C., Street Ry [$]150,000"

18 August 1892. Johnson City Comet.

"Handsome Office Building now being Erected by the Johnson City and Carnegie Street Railway Company. The Johnson City and Carnegie Street Railway Company, through its genial and accommodating manger. 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 office 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."

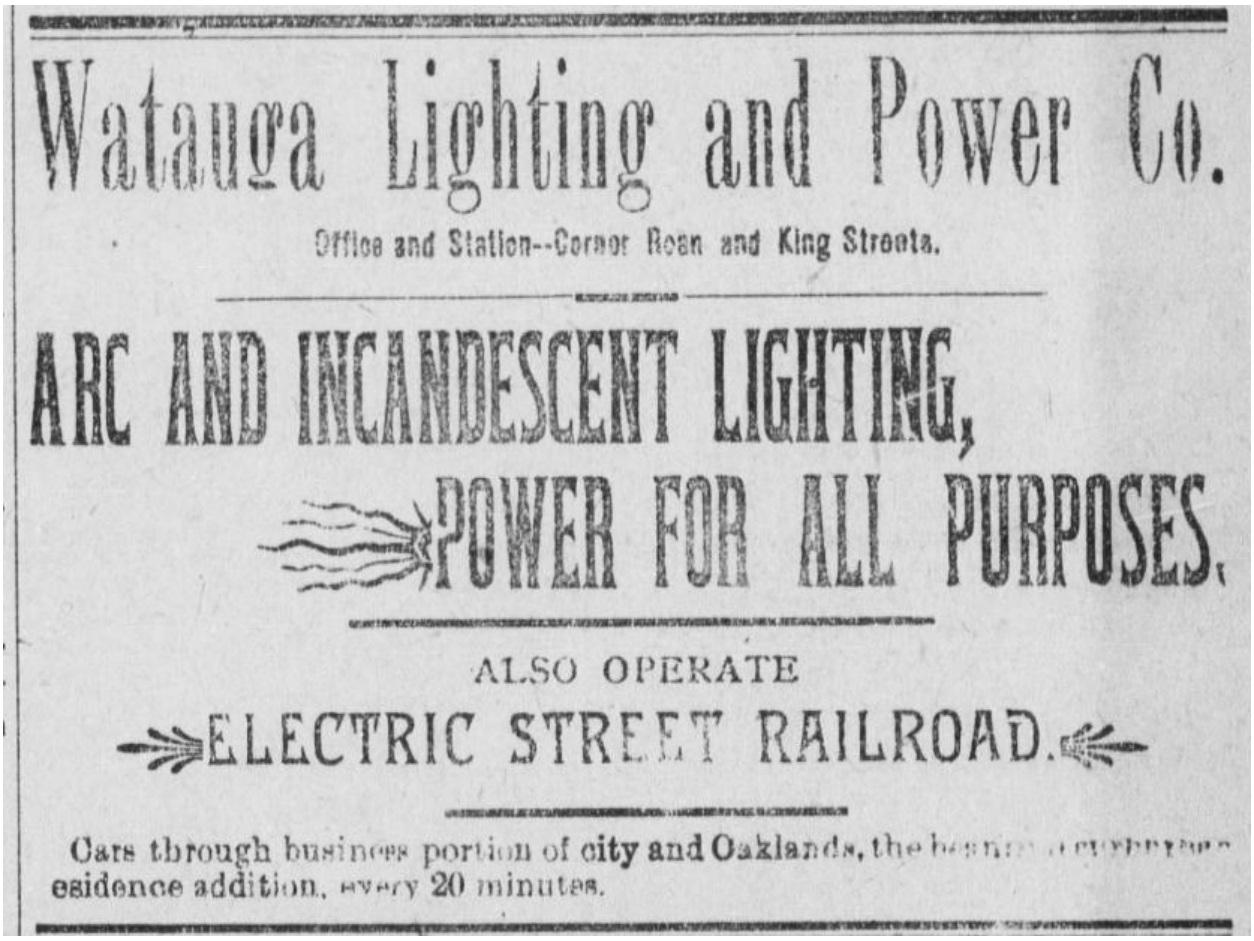


Figure 353. Johnson City Comet, 8 April 1893.

May 1897. The Sanborn Fire Insurance Company map depicts the "Watauga Light & Power Co." complex with a single-story brick "Car Ho." (104 North Roan Street), and the powerhouse (105 and 106 North Roan Street, with two "Eng. 150 Hp," "Dynamos," boilers, and an 80-foot chimney), as well as a "new" one-story brick office building ("Off.," 107 North Roan Street).

April 1903. The Sanborn Fire Insurance Company map depicts the "Watauga Light & Power Co." "Electric Light Plant" complex with a shortened single-story brick "Street Car Ho." (104 North Roan Street with wood-framed ends), the powerhouse (105 and 106 North Roan Street, with "7 Dynamos," "2 Engines 200 Hp each," boilers, and an 80-foot chimney), and a one-story brick office building ("Off.," 107 North Roan Street). This map also depicts a Southern Railway spur to the boiler room.

15 October 1903. Johnson City Comet.

"Costly Sunday Accident. The Comet being delayed we are able to mention a rather serious accident which occurred on the Southern road at the electric power plant. The yard engine was placing some loaded coal cars on the side track at the plant and the cars, when uncoupled, were

sent on the siding with such force that they went clear over the 'dead-man' at the end of the track and plunged through brick wall of the office building and ploughed into the building a distance of about five feet, tearing everything into smithereens. It was a complete wreck and will cause a loss of about $2,000."

14 May 1908. Johnson City Comet.

"New Equipment arriving. – Watauga Electric Company will Revolutionize Power Plant. The Watauga Electric Co. is now unloading a duplicate set of dynamo generators to be operated in connection with the powerful generators recently installed.

The plant is being thoroughly revolutionized, the large generators will be connected directly with the engines and the dynamo generators will be operated by electricity generated in this way. The old line shaft will be discarded and taken out and the only belt connection in the building will be from the fly wheels to the generators, the other lighting machines being operated by electric current…"

4 June 1908. Johnson City Comet.

"Heavy Rain Storm – Johnson City Visited by Great Flood. – Great Damage Done – Buildings Flooded, Bridges and Fences disappear Rapidly… The Watauga Electric plant got a cellar full of water and had to shut down from 5 to 11 o'clock on account of wet belts…"

December 1908. The Sanborn Fire Insurance Company map depicts the "Watauga Electric Co." complex with an expanded single-story "Car Barn" (104 North Roan Street with mixed brick and ironclad wood-framed construction), the powerhouse (105 and 106 North Roan Street, with "3 Dynamos," two "Eng. 250 Hp," "Condenser," boilers, and an 80-foot chimney), and a one-story brick office building ("Off.," 107 North Roan Street).

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."[408]

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 [500 kilowatt] 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."[409]

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 [500-kilowatt 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."[410] See Figure 343A.

October 1911. Southern Electrician.

"Johnson City. The plant of the Johnson City Power Company is to be improved by the installation of a considerable amount of power equipment. A new boiler room is to be built and two new boilers are to be purchased."[411]

Table 3. Power Plant, 1911 – 1931 (?)

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

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

July 1913. The Sanborn Fire Insurance Company map depicts the "Tennessee Eastern Electric Co." complex with an expanded single-story "Car Barn" (104 North Roan Street with mixed brick and ironclad wood-framed construction partially "On Posts"), and the powerhouse (105 and 106 North Roan Street, with "3 Dyn.," two "Eng. 250 Hp.," "Condenser," expanded boiler room, and an 80-foot chimney), as well as a one-story brick office building ("Off.," 107 North Roan Street).

February 1920. The Sanborn Fire Insurance Company map depicts the "Tennessee Eastern Electric Co." complex with the single-story (18-foot tall) "Car Barn" (104 North Roan Street with mixed brick and ironclad wood-framed construction partially "On Posts"), and the powerhouse (105 and 106 North Roan Street, with "3 Dyn." (including one 300 K.W.), two "Eng. 250 Hp.," "Condenser," boiler room, and an 80-foot chimney), as well as an expanded one-story brick office building ("Off.," 107 North Roan Street). This map also depicts the addition of an "Oil Ho.," a concrete "Watch Box," and "Transformers" to the complex.

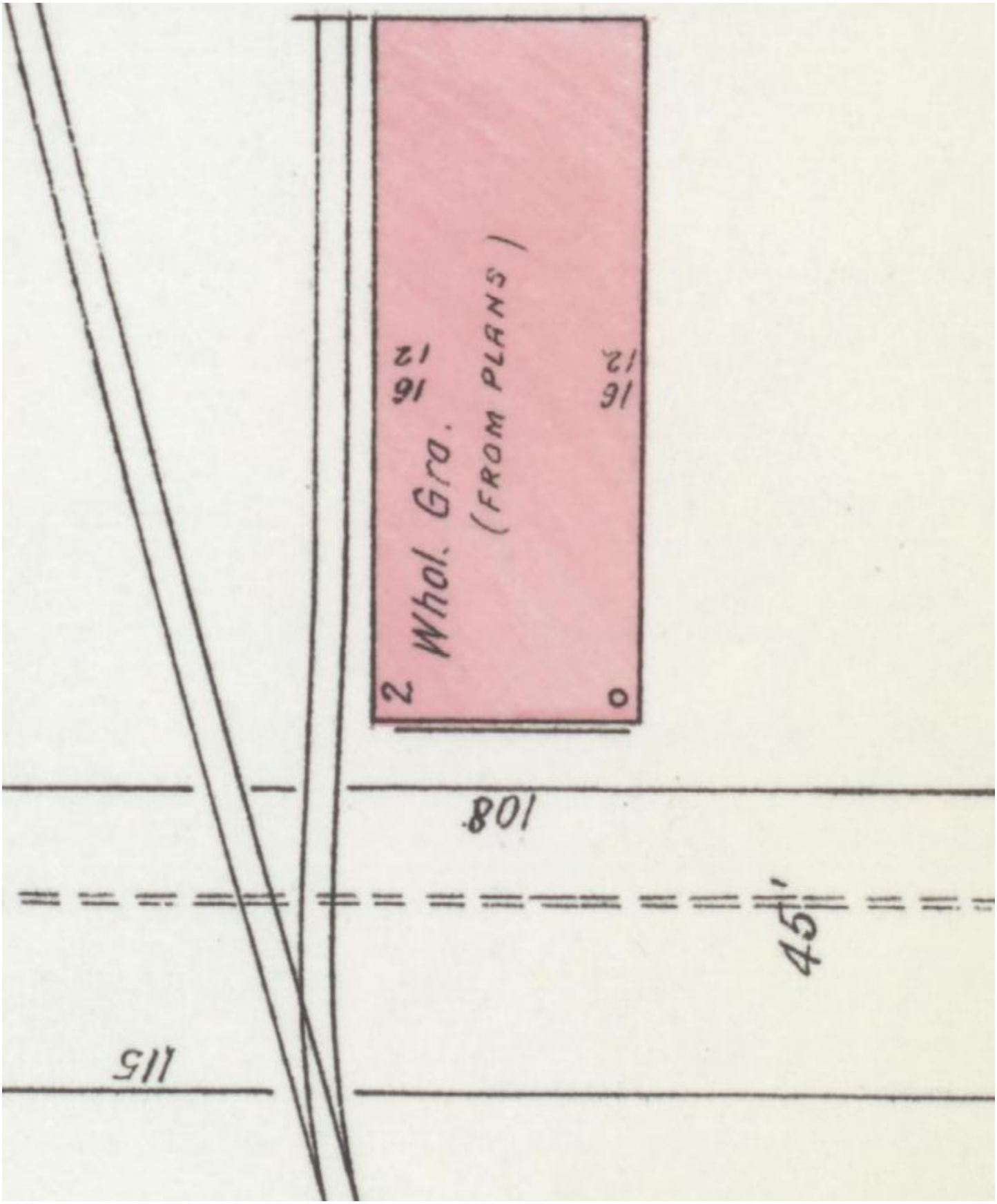
1912 – 1959. According to Google's Gemini A.I.: The Tennessee Eastern Electric Company operated in Johnson City from 1912 until 1941, with the Roan Street facility transitioned to distribution, backup power, and infrastructure. During this period, electric power for Johnson City

came primarily from the large hydroelectric facility at the Nolichucky Dam (completed around 1911) and a dedicated Watauga steam plant (built in 1921). In 1941, the Tennessee Eastern Electric Company merged into the East Tennessee Light & Power Company. On 2 March 1945, the City of Johnson City entered into a contract with the Tennessee Valley Authority (TVA) to assume regional power distribution, creating what became the Johnson City Power Board (now known as "Bright Ridge"). Based on available photographic evidence, the old power plant and traction company complex remained until 1958. By 29 June 1959, the old power plant and the traction company buildings had been removed and replaced by a new "Johnson City Power Board" building. See figures 44B, 349 and 350.

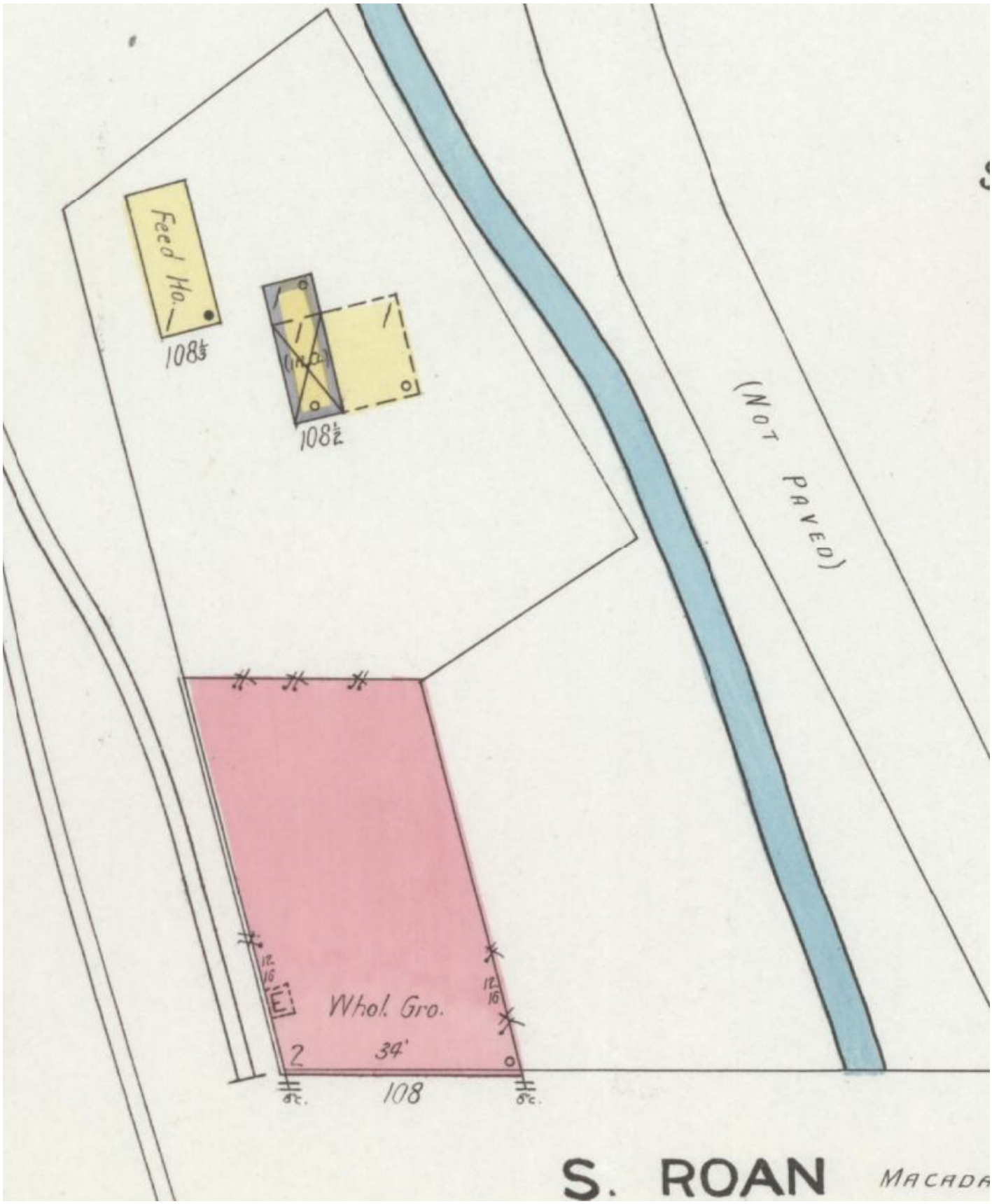
9.1.2. The “Gump/Hackney Building,” 1901 to at least 1966

This building was removed apparently in the late 1960s and the area used for a parking lot.

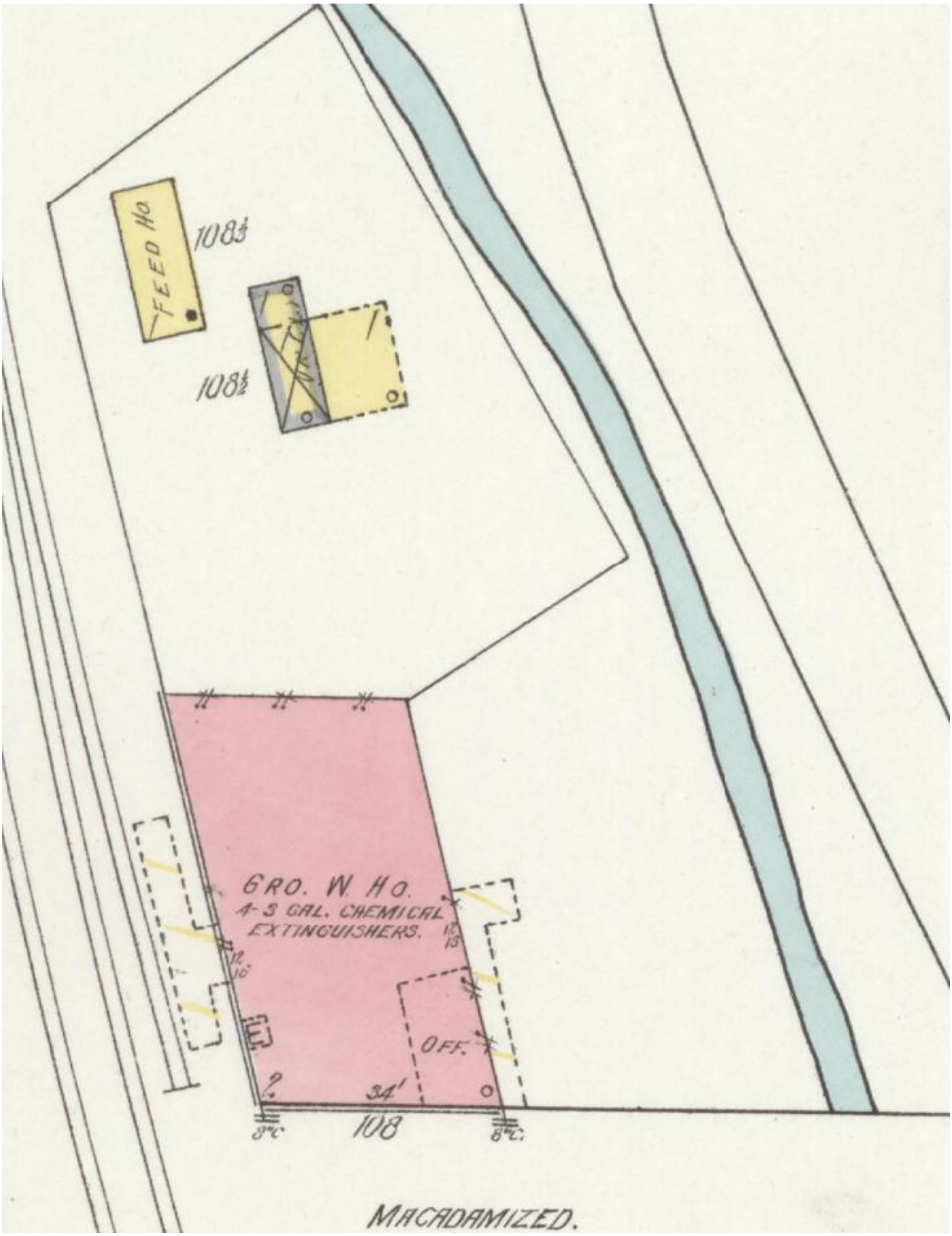
Note: The name “Gump/Hackney building” has been arbitrarily assigned to this structure by the author in the interest of clarity. This designation has no historical basis.



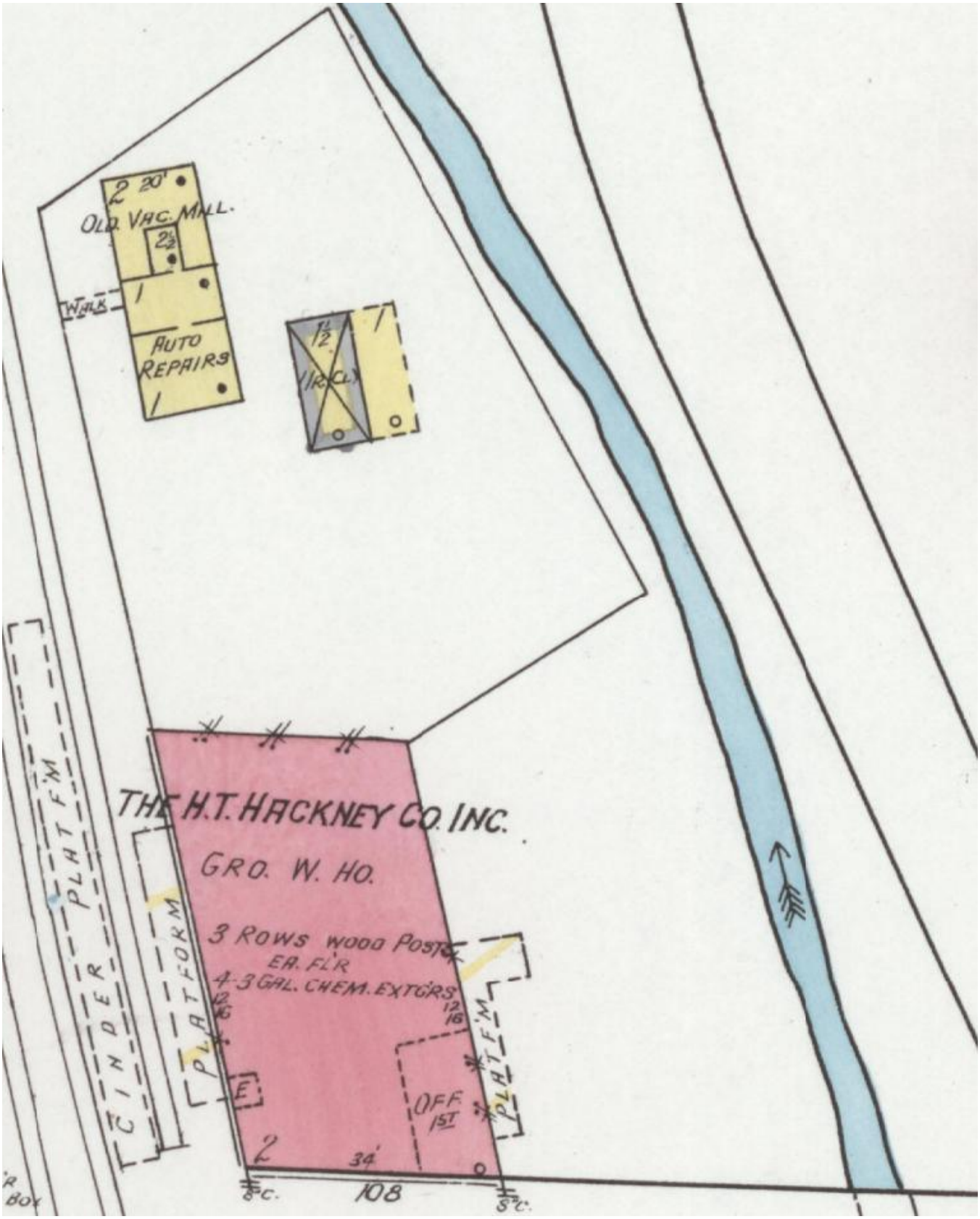
Map 25B. April 1903. A detail of M.I. Gump's "Whol. Gro." at 108 South Roan Street, "From Plans." Note the Southern Railway spur coming in from the west.[412]



Map 20C. December 1908. A detail of M.I. Gump's "Whol. Gro." at 108 South Roan Street. Note that this map depicts a two-story brick building that is not rectangular. Also note the fence and outbuildings. Finally, note the Southern Railway spur coming in from the east.[413]



Map 21C. July 1913. A detail of the building at 108 South Roan Street, formerly occupied by M.I. Gump's wholesale Grocery enterprise (1911), now occupied by "The H.T. Hackey Co. Inc. Wholesale Grocers" (1911 – 1924).[414]



Map 22C. February 1920. A detail of the building at 108 South Roan Street, occupied at this time by "The H.T. Hackney Co. Inc." "3 rows wood posts ea. Fl'r." Note the "Old Vac. Mill," which was probably once occupied by the "Brush Creek Meal & Feed Co.," which advertised at least once in the Johnson City Comet on 13 December 1913.[415]

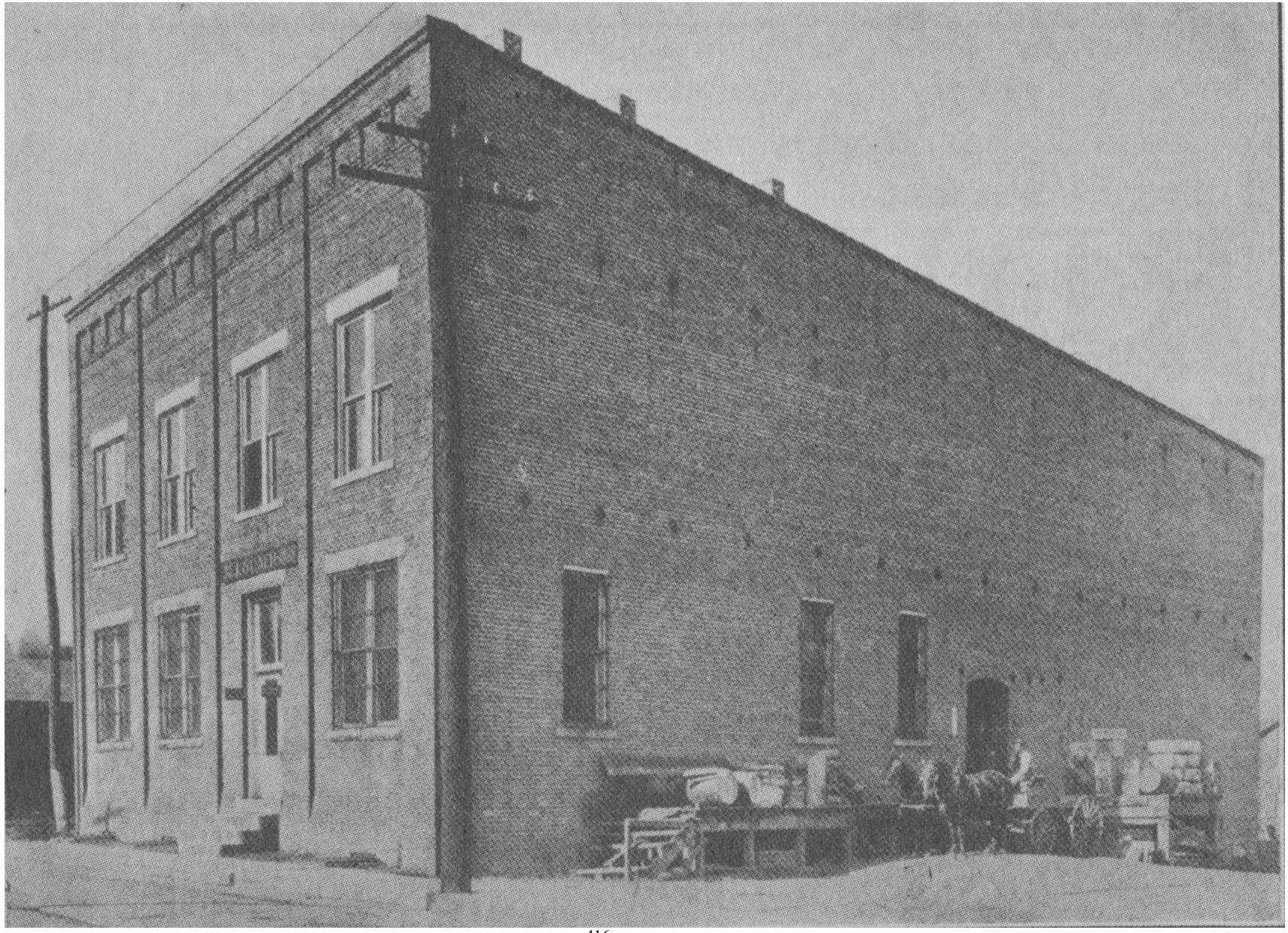


Figure 354. "M.I. Gump's Wholesale Grocery," 1899 – 1911.[416] Note, the sign over the front door appears to read "M.I. Gump's." Also note the building on the left edge of the photograph, which appears to be the office of the Watauga Electric Company and Johnson City Traction Company. This photograph taken by 1909.

Figure 355. The sign above the door reads: "The H.T. Hackey Co. Inc. Wholesale Grocers." This enterprise occupied this address from August 1911 to apparently 1924. Note the crossing gate on the left and the Science Hill High School on the right. Also note the shadow cast by the Southern Railway's passenger station platform canopy, in the foreground.[417]

Figure 356. "Downtown Johnson City, Roan Street, Early 1960s." This view looks north along South Roan Street, across East Market Street, passed the John Sevier Hotel (on the left), toward what appears to be the "Gump/Hackney building," at 108 South Roan Street.[418]

Figure 356A. A detail with the John Sevier Hotel, on the left, and what appears to be the "Gump/Hackney building" (with a Sprite sign?), near the center of the photograph, with what appears to be a service station to its right.

9.1.2. The "Gump/Hackney Building," 1901 to at least 1966

This building was removed apparently in the late 1960s and the area used for a parking lot.

Note: The name "Gump/Hackney building" has been arbitrarily assigned to this structure by the author in the interest of clarity. This designation has no historical basis.

M.I. Gump's Wholesale Grocery, 1898 – 1911
The H.T. Hackney Company, here 1911 – 1924?

9.1.2.1. M.I. Gump's Wholesale Grocery, 1898 – 1911

18 August 1898. Johnson City Comet.

"Wholesale Grocery House. Johnson City is to have an exclusive wholesale grocery store again. Gump & Mathes, produce dealers and millers' agents, have decided to go into the wholesale grocery business, and are now putting in a complete stock…"

12 December 1901. Johnson City Comet.

"New Business Block. M.I. Gump, the wholesale grocer, has purchased from the Faw estate the plot of ground on the north side of Roan street, between Brush creek and the Southern railroad. Upon this site he will erect at the earliest possible moment a large business block to be occupied by himself. The building will be 60 x 200 feet and two stories high. It will set back 10 feet from Roan street and Mr. Gump agrees in the deed to construct a granolithic pavement along his entire frontage. He will also put in a sidetrack on the railroad side. It will be one of the most convenient and modern wholesale houses in East Tennessee and is demanded by the rapidly increasing business of this concern."

April 1903. The Sanborn Fire Insurance Company map depicts a two-story brick building ("Whol. Gro. (From Plans)") at 108 South Roan Street, which was intended for M.I. Gump. This map also depicted a Southern Railway spur coming in from the west.

16 July 1903. Johnson City Comet.

"M.I. Gump. Without exception, every mercantile, wholesale or industrial house in Johnson City is conducting a lively business and is in a most prosperous condition. In wholesale circles of East Tennessee and North Carolina, the M.I. Gump wholesale grocery is a recognized leader. Mr. Gump established his wholesale house in 1898, and his books show a steady yearly increase which cannot fail to be most gratifying. All goods handled by Mr. Gump are of the highest quality and will be found to be exactly as represented. Large consignments are daily sent from the M.I. Gump wholesale house to all parts of this state and North Carolina. The concern is entirely a local one, Mr. Gump being a native of Johnson City and employing thee local men in various capacities."

3 September 1903. Johnson City Comet.

"M.I. Gump, the wholesale grocer, has moved into his new building on Roan street. He is now comfortably located in the largest and most convenient wholesale house east of Knoxville in the State. The Southern is now constructing a sidetrack to the building."

4 July 1907. Johnson City Comet.

"Building Corn Mill. M.I. Gump, the wholesale grocer, is building a mill on his lot in the rear of his wholesale house and will install a modern corn mill with a sufficient capacity for supplying this section with meal and chop. He may later enlarge the plant and put in a complete roller flouring mill."

4 June 1908. Johnson City Comet.

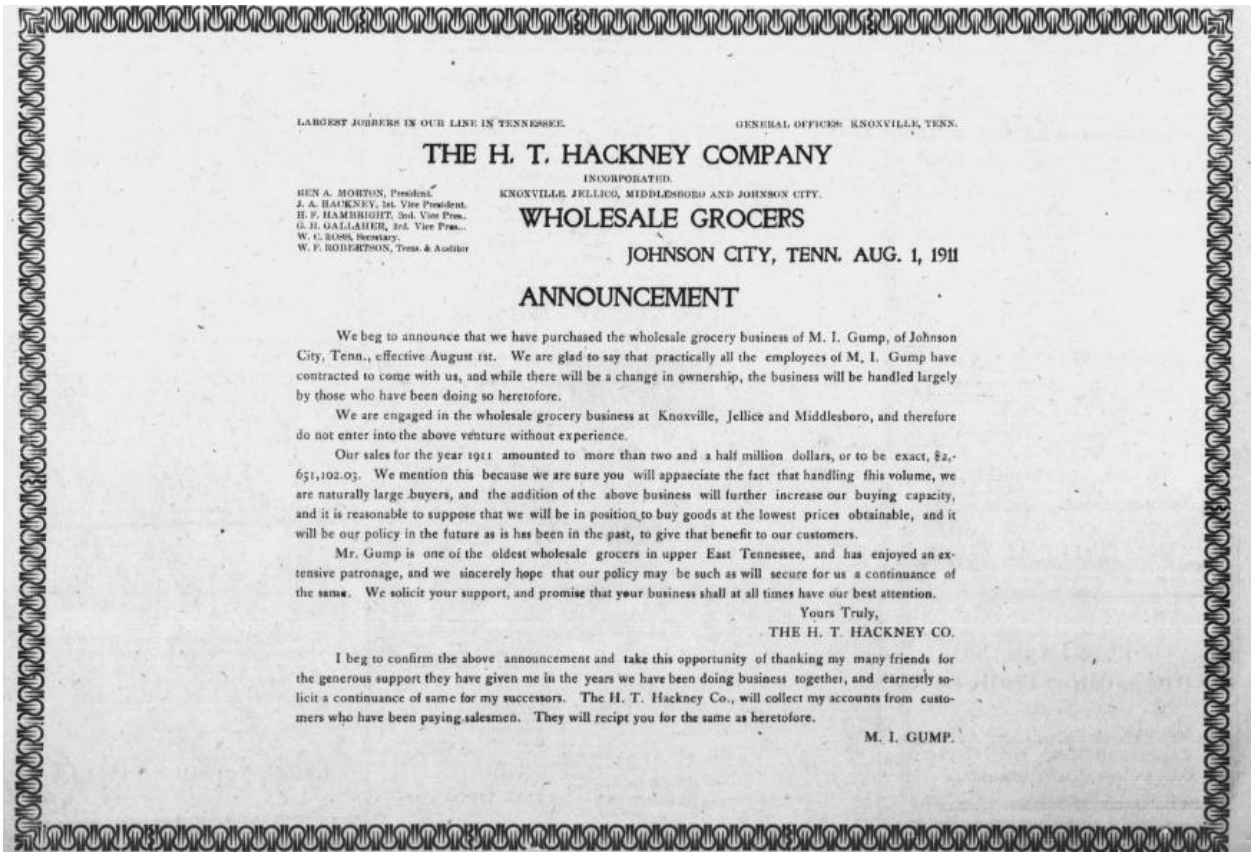
"Heavy Rain Storm – Johnson City Visited by Great Flood. – Great Damage Done – Buildings Flooded, Bridges and Fences disappear Rapidly… Mr. Gump's wholesale grocery store lost a powder magazine and had several feet of water in the cellar among barrels of vinegar and other goods…"

December 1908. The Sanborn Fire Insurance Company map depicts the two-story brick building that was occupied by the "Whol. Gro." of M.I. Gump (108 South Roan Street; interestingly, the building is not rectangular in planform). Two outbuildings had been constructed within a fenced enclosure, including a "Feed Ho." This map also depicted a Southern Railway spur that had been changed to come in from the east.

9.1.2.2. The H.T. Hackney Company, here 1911 – 1924?

3 August 1911. Johnson City Comet.

"H.T. Hackney Co. Take Over Business – The H.T. Hackney Co. has taken charge of the wholesale grocery business of M.I. Gump. This is probably the largest commercial transaction ever consummated in this city and involves nearly one hundred thousand dollars. The new corporation has stores in Knoxville, Middleboro and here with capital and energy enough to make a fortune. They retain the efficient force of M.I. Gump and place C.H. Jeffries, of Knoxville, in charge of the sale department, and Fred J. Moses at the head of collection bureau."



LARGEST JOBBERS IN OUR LINE IN TENNESSEE. GENERAL OFFICES: KNOXVILLE, TENN.

THE H. T. HACKNEY COMPANY

INCORPORATED.

KNOXVILLE JELLICO, MIDDLESBORO AND JOHNSON CITY.

BEN A. MORTON, President.
J. A. HACKNEY, 1st. Vice President.
H. F. HAMBRIGHT, 2nd. Vice Pres..
G. H. GALLAHER, 3rd. Vice Pres..
W. C. ROSS, Secretary.
W. F. ROBERTSON, Treas. & Auditor

WHOLESALE GROCERS

JOHNSON CITY, TENN. AUG. 1, 1911

ANNOUNCEMENT

We beg to announce that we have purchased the wholesale grocery business of M. I. Gump, of Johnson City, Tenn., effective August 1st. We are glad to say that practically all the employees of M. I. Gump have contracted to come with us, and while there will be a change in ownership, the business will be handled largely by those who have been doing so heretofore.

We are engaged in the wholesale grocery business at Knoxville, Jellice and Middlesboro, and therefore do not enter into the above venture without experience.

Our sales for the year 1911 amounted to more than two and a half million dollars, or to be exact, $2,-651,102.03. We mention this because we are sure you will appaeciate the fact that handling fhis volume, we are naturally large buyers, and the addition of the above business will further increase our buying capacity, and it is reasonable to suppose that we will be in position to buy goods at the lowest prices obtainable, and it will be our policy in the future as is has been in the past, to give that benefit to our customers.

Mr. Gump is one of the oldest wholesale grocers in upper East Tennessee, and has enjoyed an extensive patronage, and we sincerely hope that our policy may be such as will secure for us a continuance of the same. We solicit your support, and promise that your business shall at all times have our best attention.

Yours Truly,
THE H. T. HACKNEY CO.

I beg to confirm the above announcement and take this opportunity of thanking my many friends for the generous support they have given me in the years we have been doing business together, and earnestly solicit a continuance of same for my successors. The H. T. Hackney Co., will collect my accounts from customers who have been paying salesmen. They will recipt you for the same as heretofore.

M. I. GUMP.

Figure 357. Johnson City Comet, 3 August 1911.

3 August 1911. Johnson City Comet.

"Largest Jobbers in our Line in Tennessee." "General Offices: Knoxville, Tenn." "The H.T. Hackney Company Incorporated." "Knoxville, Jellico, Middleboro and Johnson City." "Wholesale Grocers" "Ben A. Morton, President. J.A. Hackney, 1st Vice President. H.F. Hambright, 2nd Vice Pres., G.H. Gallaher, 3rd Vice Pres., W.C. Ross, Secretary. W.F. Robertson, Treas. & Auditor" Johnson City, Tenn. Aug. 1, 1911" "Announcement"

"We beg to announce that we have purchased the wholesale grocery business of M.I. Gump, of Johnson City, Tenn., effective August 1st. We are glad to say that practically all the employees of M.I. Gump have contracted to come with us, and while there will be a change of ownership, the business will be handled largely by those who have been doing so heretofore.

We are engaged in the wholesale grocery business at Knoxville, Jellico and Middleboro, and therefore do not enter into the above venture without experience.

Our sales for the year 1911 amounted to more than two and a half million dollars, or to be exact, $2,651,102.03 We mention this because we are sure you will appreciate the fact that handling this volume, we are naturally large buyers, and the addition of the above business will further increase our buying capacity, and it is reasonable to suppose that we will be in position to buy goods at the lowest prices obtainable, and it will be our policy in the future as it has been in the past, to give that benefit to our customers.

Mr. Gump is one of the oldest wholesale grocers in upper East Tennessee, and has enjoyed an extensive patronage, and we sincerely hope that our policy may be such as will secure for us a

continuance of the same. We solicit your support, and promise that your business shall at all times have our best attention. Yours Truly, The H.T. Hackney Co.

I beg to confirm the above announcement and take this opportunity of thanking my many friends for the generous support they have given me in the years we have been doing business together, and earnestly solicit a continuance of same for my successors. The H.T. Hackney Co., will collect my accounts from customers who have been paying salesmen. They will receipt you for the same as heretofore. M.I. Gump."

OUR RECORD

Our Sales For Each Year Since Organization

1893	$44,691.55
1894	$40,486.47
1895	$52,499.79
1896	$56,171.39
1897	$60,538.37
1898	$78,776.88
1899	$140,270.50
1900	$408,960.69
1901	$464,033.61
1902	$556,177.64
1903	$787,406.36
1904	$801,461.68
1905	$912,120.16
1906	$1,721,010.21
1907	$2,058,743.26
1908	$1,907,078.80
1909	$2,386,092.13
1910	$2,641,102.03
1911	$2,696,350.94

Our Average Daily Sales for the Year 1911

$8,614.53

The H. T. HACKNEY COS. Inc.

Knoxville, Jellico, Middlesboro and Johnson City

TRADE WITH US AND SAVE THE DIFFERENCE.

Figure 358. Johnson City Comet, 18 January 1912.

July 1913. The Sanborn Fire Insurance Company map depicts the two-story brick building (interestingly, the building is not rectangular in planform) at 108 South Roan Street as occupied by a "Gro. W. Ho.," which was operated by "The H.T. Hackney Co. Inc." (here 1911 – 1924?), with two outbuildings within a fenced enclosure, including a "Feed Ho." (perhaps already occupied by the "Brush Creek Meal & Feed Co.").

Figure 359. Johnson City Comet, 13 December 1913.
This was the only reference, found by the author, to this enterprise.

c. 1915. "Illustrated Johnson City Tennessee."

"The H.T. Hackney Company is an incorporated concern, and the company has the reputation of operating one of the largest jobbing business in this line in the State of Tennessee. They maintain houses in Knoxville, Jellico, Middlesboro, and Johnson City, and are large handlers of all kinds of groceries, grain and hay, flour and feed, doing an exclusive wholesale business. The business in Johnson City has been established for three years, and is under the able management of Mr. Fred J. Moses. This branch consists of a large three-story brick block and a number of travelling salesmen represent the interests of the concern on the road. This concern has been highly instrumental in the development of the wholesale trade in Johnson City."[419]

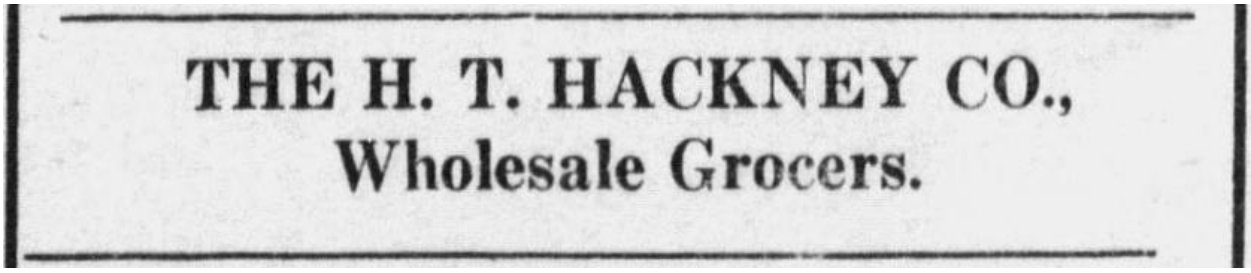


Figure 360. Johnson City Comet, 7 December 1916.

1917. Johnson City Directory.

"Our Creed – We believe in our Organization, every man from the trucker up, and in our ability to get results. We believe that honest goods can be sold by honest men by honest methods. We believe in working, not waiting; in laughing, not crying; in boosting, not knocking; and in the pleasure of doing business. We believe that a man gets what he goes after; and that no man is down and out until he has lost faith in himself. We believe in a square deal, in kindness, in generosity, in good cheer, in friendship and honest competition. We believe in expanding our business, and the way to do it is to hustle for it. We are hustling for yours."

"The H.T. Hackney Co. Incorporated
Fred J. Moses, Manager
Johnson City, Tenn.
Both Phones 13"

February 1920. The Sanborn Fire Insurance Company map depicts "The H.T. Hackney Co. Inc." (here 1911 – 1924?) "Gro. W. Ho." in the two-story (34-foot tall) brick building (with "3 rows wood posts ea. Fl'r.") at 108 South Roan Street (interestingly, the building is not rectangular in planform), with two outbuildings within a fenced enclosure, including a two-story, wood-framed (20 foot tall), "Old Vac. Mill," which was probably once occupied by the "Brush Creek Meal & Feed Co.," which advertised at least once in the Johnson City Comet on 13 December 1913.

Note: It appears that in 1924 this enterprise moved into its new building at Welborne and East King streets, see Figure 382 and Section 12.1. However, it is possible that they also retained this building for some time.

OUR CREED

WE BELIEVE in our Organization, evesy man from the trucker up, and in our ability to get results.

We believe that honest goods can be sold by honest men by honest methods.

We believe in working, not waiting; in laughing, not crying; in boosting, not knocking; and in the pleasure of doing business.

We believe that a man gets what he goes after; and that no man is down and out until he has lost faith in himself.

We believe in a square deal, in kindness, in generosity, in good cheer, in friendship and honest competition.

We believe in expanding our business, and the way to do it is to HUSTLE for it—We are hustling for YOURS.

The H. T. Hackney Co.

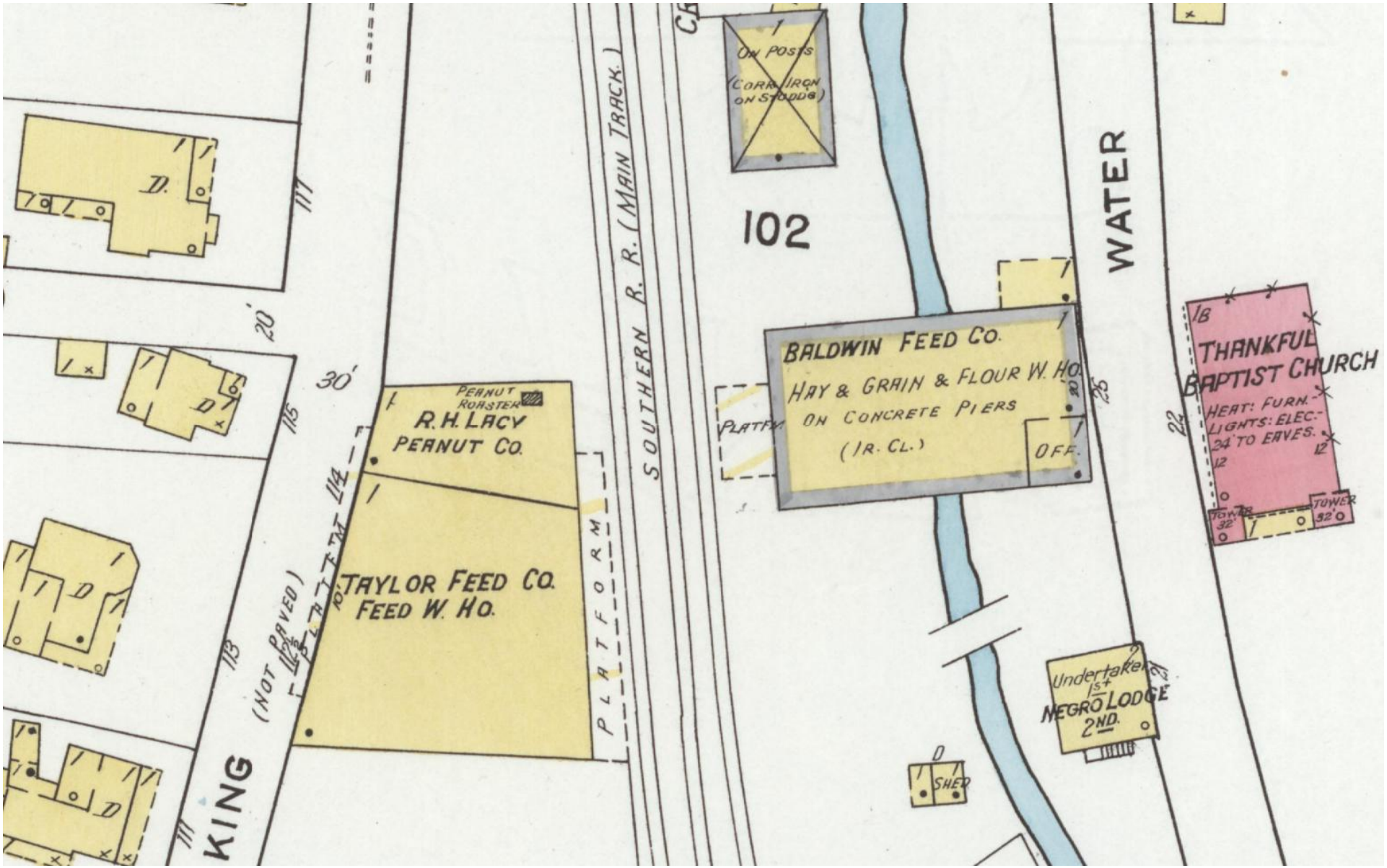
WHOLESALE GROCERS

JOHNSON CITY, - - TENNESSEE

Figure 361. Old Hickory, 1919.[420]

10. Taylor Feed Company, 1918 to at least 1920
R.H. Lacy Peanut Company, by 1920
Baldwin Feed Company, here by 1909 to at least 1920

Map 21D. July 1913. A detail depicting a "Hay, Grain & Flour W. Ho.," "On concrete piers," and "Iron Clad," perhaps already occupied by the "Baldwin Feed Co." Note the brick-veneered "Thankful Baptist Church," on the right. Also note the two-story, wood-framed "Negro Lodge."[421]



Map 22D. February 1920. A detail depicting, from left to right: a one-story, wood-framed building (112 and 114 East King Street), occupied by the "Taylor Feed Co. Feed W. Ho." and the "R.H. Lacy Peanut Co." (with "Peanut Roaster"); a one-story wood-framed, ironclad building (26 Water Street), occupied by the "Baldwin Feed Co.;" and the brick "Thankful Baptist Church" (22 Water Street). Also note the two-story, wood-framed building occupied by an "Undertaker 1st" floor and a "Negro Lodge 2nd" floor.[422]

Figure 37D. A detail from 19 April 1941. Across the top, from left to right: "The H.T. Hackney Co." building on the northwest corner of Welborne and East King streets (with the office of the Southern Railway Freight Depot visible just above it); what appears to be the building (112 and 114 East King Street) occupied by the "Taylor Feed Co. Feed W. Ho." and the "R.H. Lacy Peanut Co." (with "Peanut Roaster") in 1920 (now apparently with a partial 2nd story); a one-story wood-framed, ironclad building (26 Water Street), occupied by the "Baldwin Feed Co." in 1920; and the brick "Thankful Baptist Church" (22 Water Street). Also note the two-story, wood-framed building occupied by an "Undertaker 1st" floor and a "Negro Lodge 2nd" floor in 1920. Across the bottom, from left to right along Roan Street: the Tennessee Eastern Electric Company complex (104, 105, 106, and 107 North Roan Street), the Southern Railway mainline, and the "Gump/Hackney building" (108 South Roan Street).[423]

Figure 40B. "1958 Aerial Photo – Downtown," looking east. Across the top, from left to right: a corner of "The H.T. Hackney Co." on the northwest corner of Welborne and East King streets; what appears to be the building (112 and 114 East King Street) occupied by the "Taylor Feed Co. Feed W. Ho." and the "R.H. Lacy Peanut Co." (with "Peanut Roaster") in 1920; a one-story wood-framed, ironclad building (26 Water Street), occupied by the "Baldwin Feed Co." in 1920; and the brick "Thankful Baptist Church" (22 Water Street). Also note the two-story, wood-framed building perhaps occupied by an "Undertaker 1st" floor and a "Negro Lodge 2nd" floor in 1920. Across the bottom, from left to right along Roan Street: the former Tennessee Eastern Electric Company complex (104, 105, 106, and 107 North Roan Street), the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building (147 North Roan Street), the Southern Railway mainline, and the "Gump/Hackney building" (108 South Roan Street).[424]

Figure 43B. A color aerial view of downtown Johnson City, taken by 1966. Across the top, from left to right: a new building has apparently replaced the building (112 and 114 East King Street), occupied by the "Taylor Feed Co. Feed W. Ho." and the "R.H. Lacy Peanut Co." (with "Peanut Roaster") in 1920; a one-story wood-framed, ironclad building (26 Water Street), occupied by the "Baldwin Feed Co." in 1920; the brick "Thankful Baptist Church" (22 Water Street); and a portion of the Science Hill High School. Also note the two-story, wood-framed building perhaps occupied by an "Undertaker 1st" floor and a "Negro Lodge 2nd" floor in 1920. Across the bottom, from left to right along Roan Street: the former Tennessee Eastern Electric Company complex (104, 105, 106, and 107 North Roan Street) has been removed and replaced with "Johnson City Power Board" building, the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building (147 North Roan Street) has been removed and replaced by the "Century Link" building, and the "Gump/Hackney building" (108 South Roan Street).[425]

Figure 362. "The Tennessean," 1941. Note the John Sevier Hotel and Science Hill High School in the center background. The "Thankful Baptist Church" appears to be visible along the same line of sight.[426]

Figure 362A. A detail of "The Tennessean" in 1941. Note the John Sevier Hotel and Science Hill high School in the right background. The "Thankful Baptist Church" appears to be visible along the same line of sight. Regrettably, the author did not identify the other buildings behind the engine. These may have been built after 1920, the date of the last Sanborn Fire Insurance Company map available online from the Library of Congress.

10.1. Taylor Feed Company, 1918 to at least 1920

November 1918. Flour & Feed.

"Tennessee. Johnson City – The Taylor Feed Co. has been organized with a capital stock of $10,000."[427]

Note: The author did not locate any information on the R.H. Lacy Peanut Company.

10.2. Baldwin Feed Company, here by 1909 to at least 1920

14 January 1909. Johnson City Comet.

"New Charter Applied For. The Baldwin Feed and Implement Company has made application to the secretary of state for an amended charter, enabling them to increase their capital from $4,000 to $15,000 in order to handle their large and growing business. The firm has always been one of the strong business factors of the city, and with increased capital will be able to do still more. They carry a large stock of hay, grain and feed stuff."[428]

11 November 1909. Johnson City Comet.

"Will Build Warehouse. The Baldwin Feed and Implement Company will have built at once a large feed and grain store building on the Southern railway line just west of the ice factory. Mr. Baldwin has been contemplating this building for some time, but was forced to wait until the spur track which the Southern is now laying."[429]

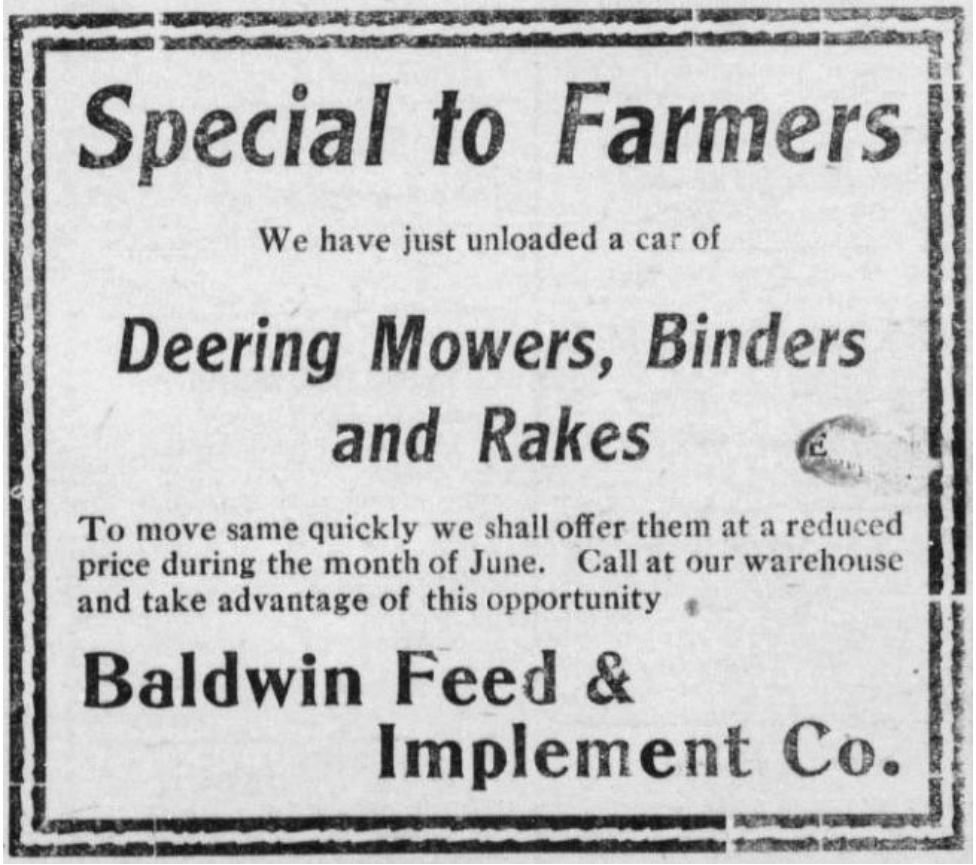
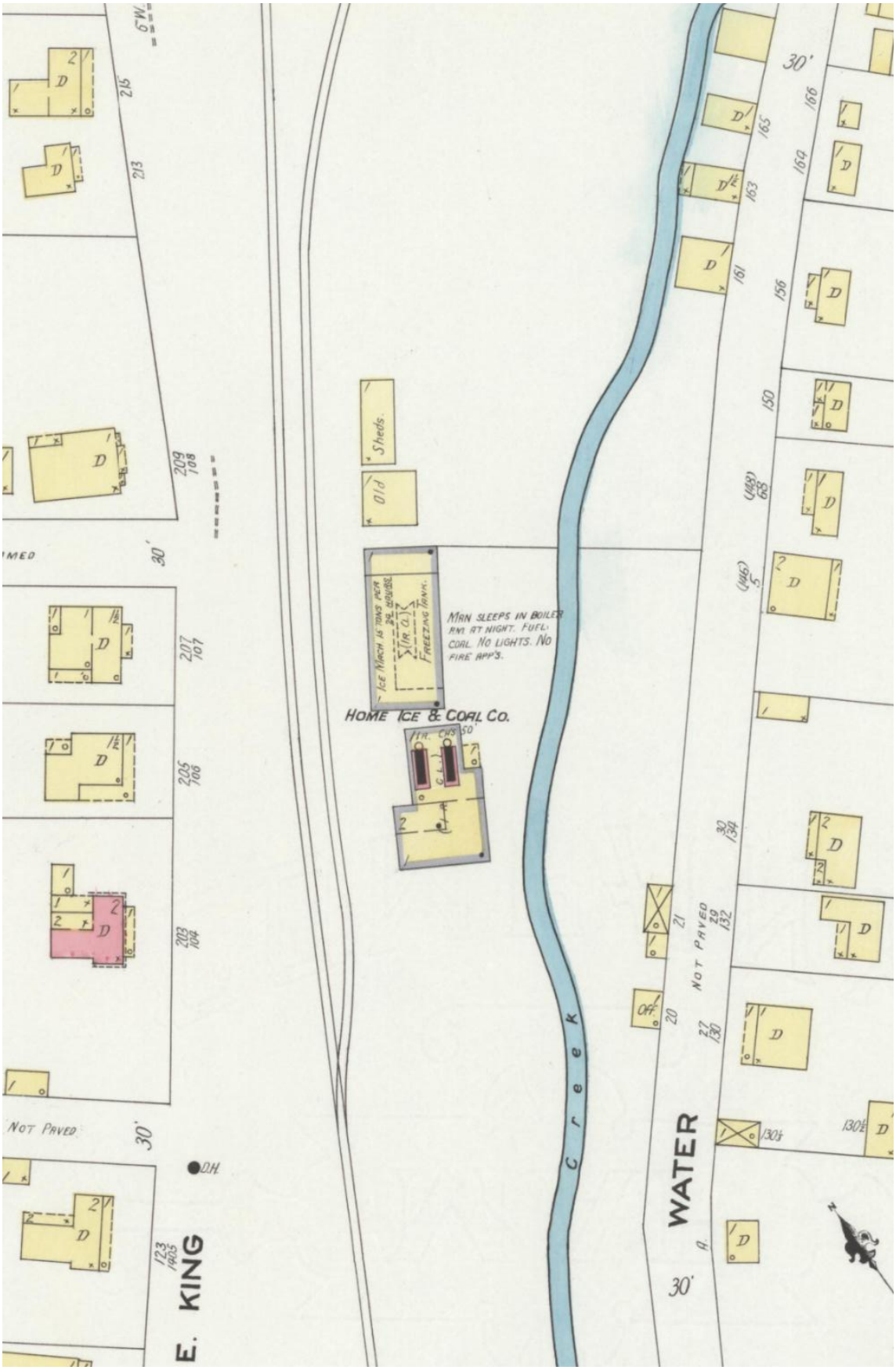
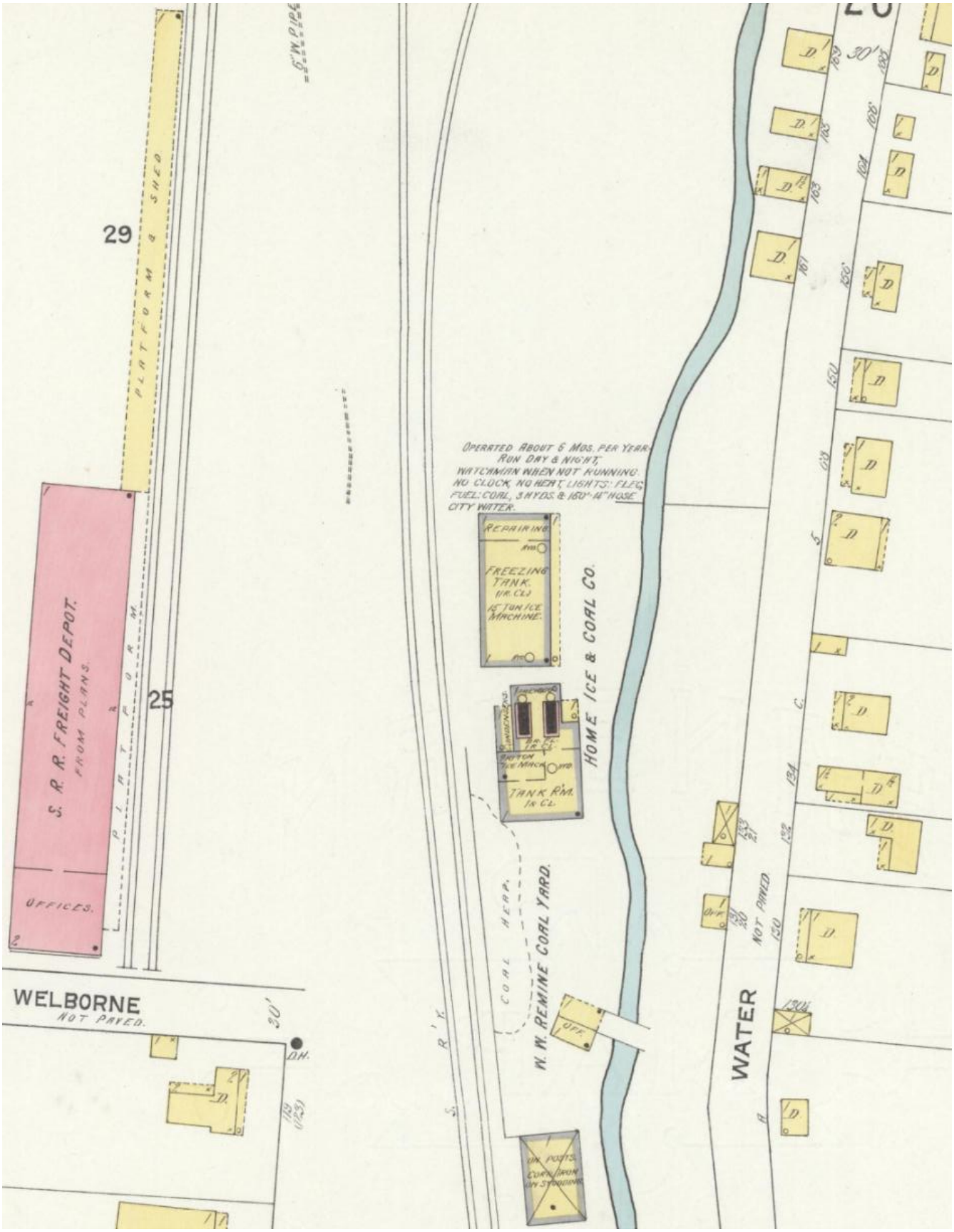


Figure 363. Johnson City Comet, 16 June 1910.

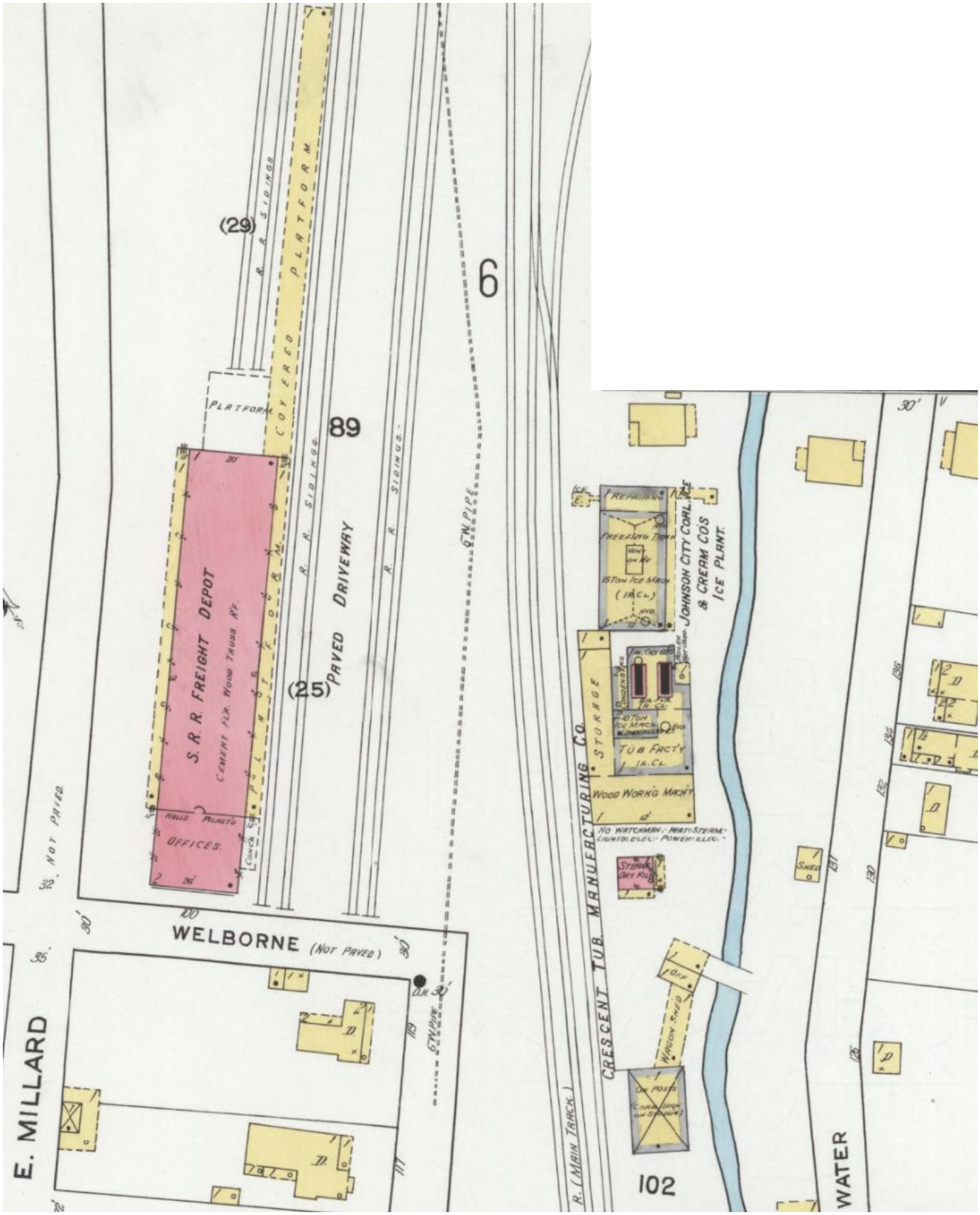
11. W.W. Remine, Coal Yard, 1909 – 1914
Home Ice & Coal Company, here 1908 to at least 1916 (but no later than early 1919)



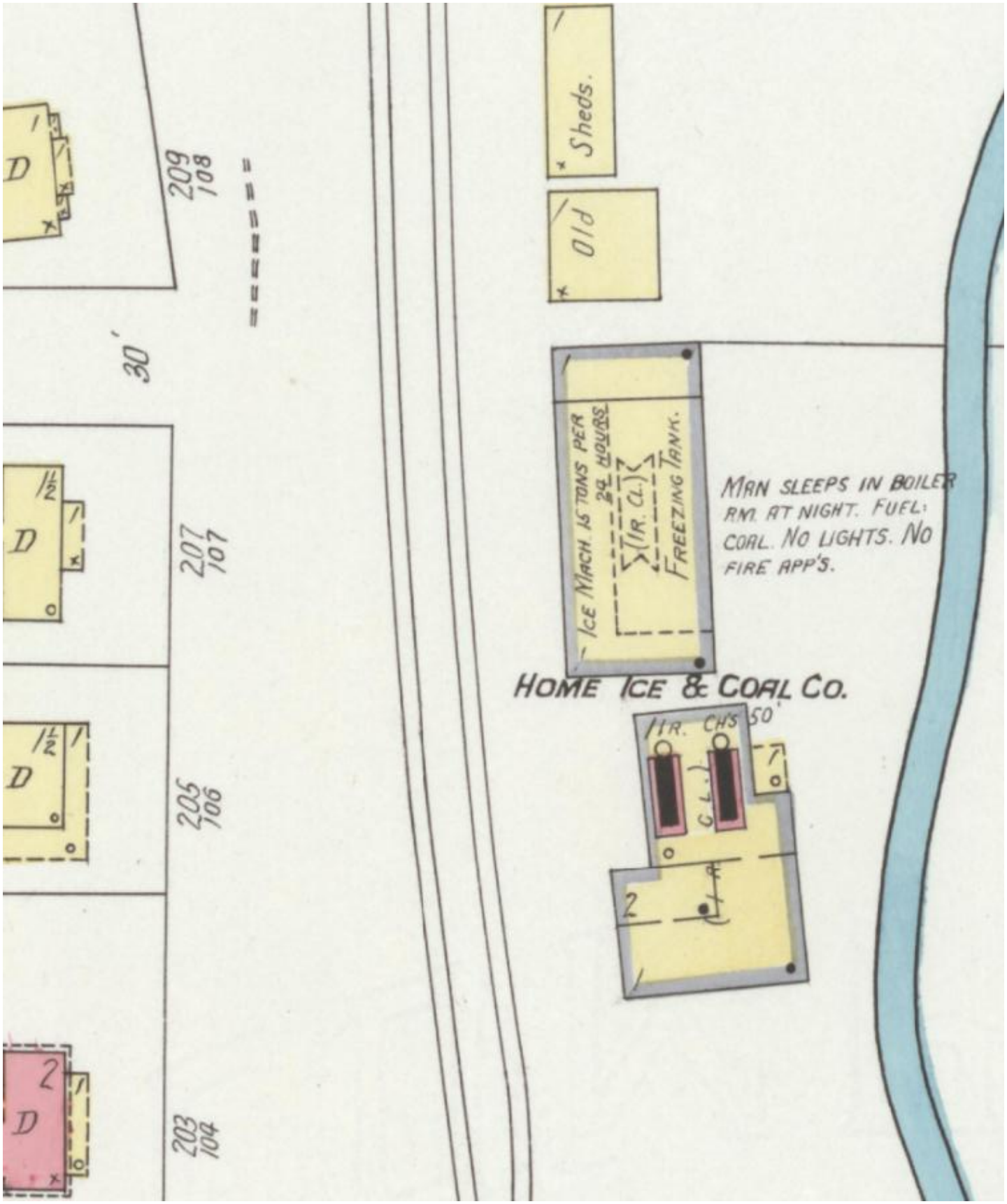
Map 20D. December 1908. The "Home Ice & Coal Co.," along Brush Creek between Water and East King streets, note the dwellings facing East King Street on the left.[430]



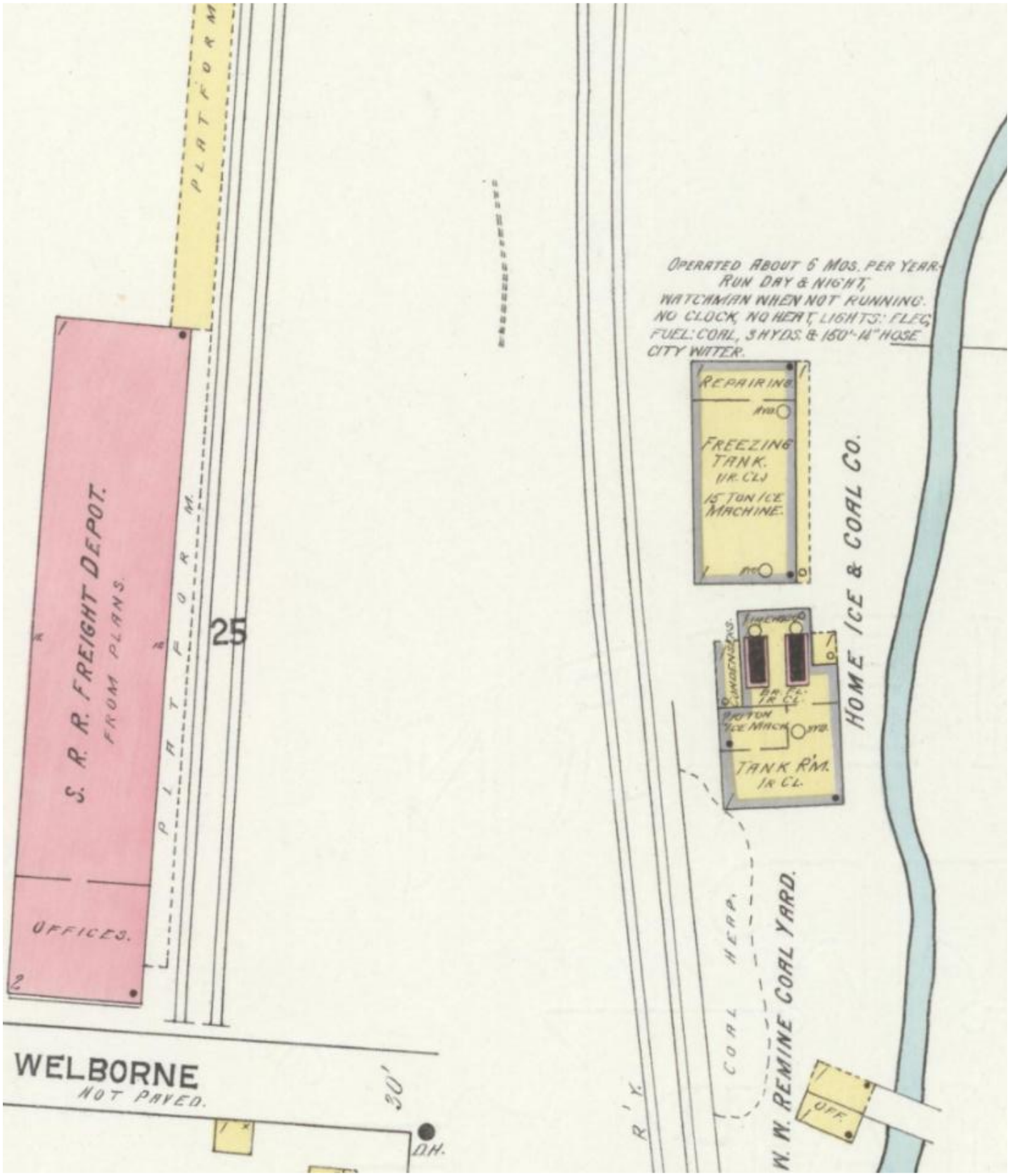
Map 21E. July 1913. Note the "W.W. Remine Coal Yard" and the "Home Ice & Coal Co.," along Brush Creek north of Water Street. Also note that many of the dwellings facing East King Street have been removed, with the "S.R.R. Freight Depot" depicted "From Plans."[431]



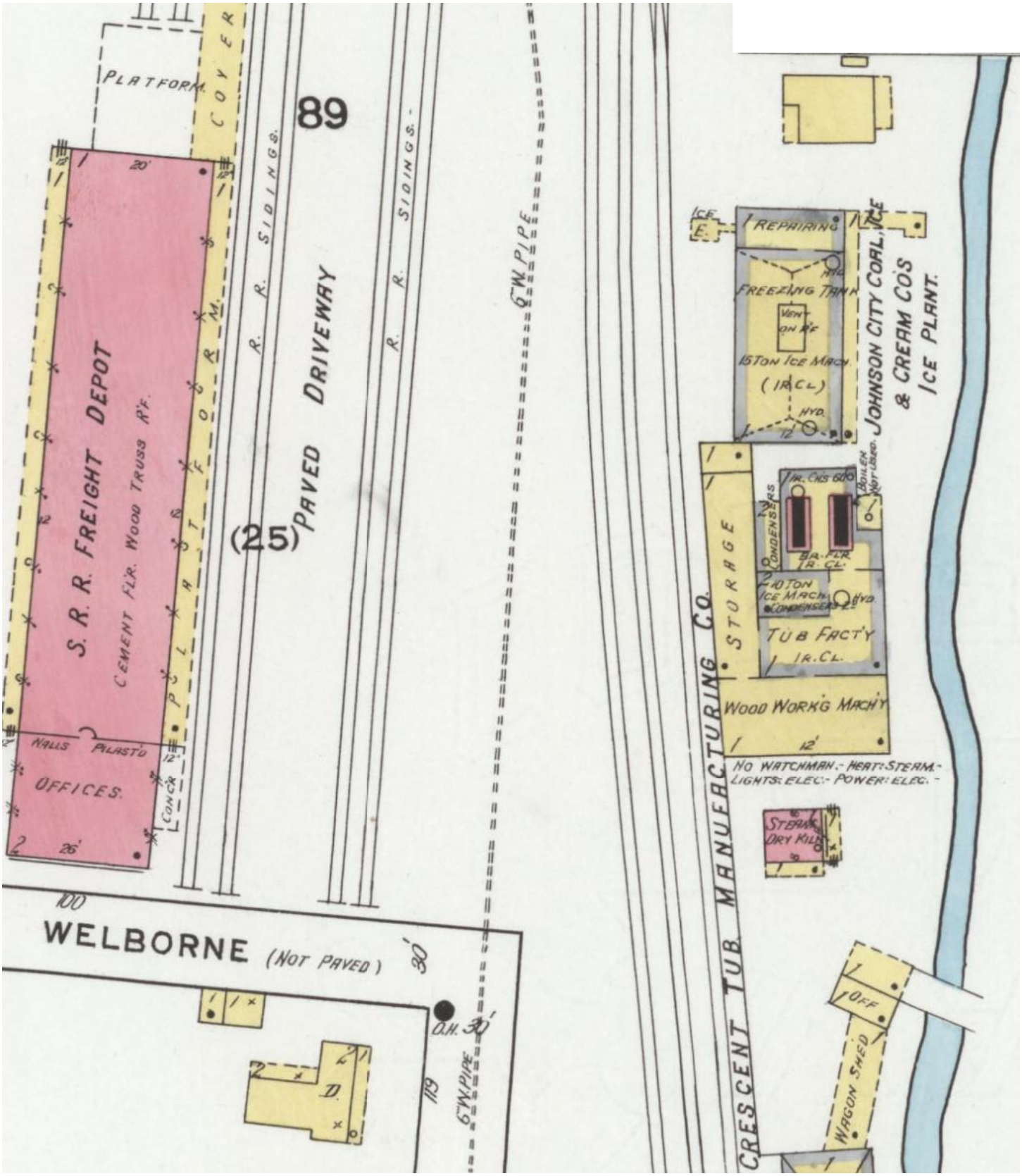
Map 22E. February 1920. Note that the "Crescent Tub Manufacturing Co." and "Johnson City Coal, Ice & Cream Co.'s Ice Plant" have occupied the complex formerly occupied by the Home Ice & Coal Company. Also, note the "S.R.R. Freight Depot" on the left.[432]



Map 20E. December 1908. The "Home Ice & Coal Co." ("Ice Mach 15 tons per 24 hours"), between Brush Creek and East King streets, note the dwellings facing East King Street. Interestingly, this map does not depict a water tower to the right of the Home Ice & Coal Company facility, see Figure 365A.[433]



Map 21F. July 1913. Note the "W.W. Remine Coal Yard" and the "Home Ice & Coal Co.," along Brush Creek north of Water Street. Also note that some of the dwellings facing East King Street have been removed, with the "S.R.R. Freight Depot" depicted in their place "From Plans." Interestingly, this map does not depict a water tower to the right of the Home Ice & Coal Company facility, see Figure 365A, however it does note that this plant now used "City Water."[434]



Map 22F. February 1920. Note that the former Home Ice & Coal Company complex has been occupied by the "Crescent Tub Manufacturing Co." and the "Johnson City Coal, Ice & Cream Co.'s Ice Plant." Also note the completed "S.R.R. Freight depot" on the left.[435]

Figure 364. "Flood, Johnson City, May 29, 1908, looking [northeast] up Southern Railway tracks in Carnegie section."[436] This photograph is difficult to place. On a cursory examination, it appears to show the curve in the track just beyond (north) of the Watauga Electric Company facility and M.I. Gump's Wholesale Grocery building on Roan Street. If so, Brush Creek is on the right and the buildings along the skyline on the right are part of the Watauga Tannery complex (the tallest being a 3-story structure used for "Drying," as well as "Rolling & Finishing") and the two smokestacks behind the boxcars would belong to the Home Ice & Coal Company (see Figure 365B). The homes on the left, with their fences, would front East King Street (perhaps from left to right: 203, 205, 207, 209, 213 and 215, see Map 20D) and would be removed around 1913 to make way for the new Southern Railway freight depot. However, it appears that there are five sets of tracks in this section (the Sanborn Fire Insurance Company map for 1908 shows only one, two, or three sets). Also, the two tanks (visible just above the boxcars) and the building to the right of the boxcars (perhaps the office of the Remine Coal Yard) are not depicted on the Sanborn Fire Insurance Company maps of this area for 1908. Finally, it appears that there may be a "cyclone" on the roof of one of the buildings in the Home Ice & Coal Company complex, which would not make sense. Nevertheless, the other sections of Carnegie seem to be an even poorer match for this photograph. Around 1908, the Johnson City cityscape was rather dynamic, the available maps and photographs present only incomplete "snapshots" of this evolution.

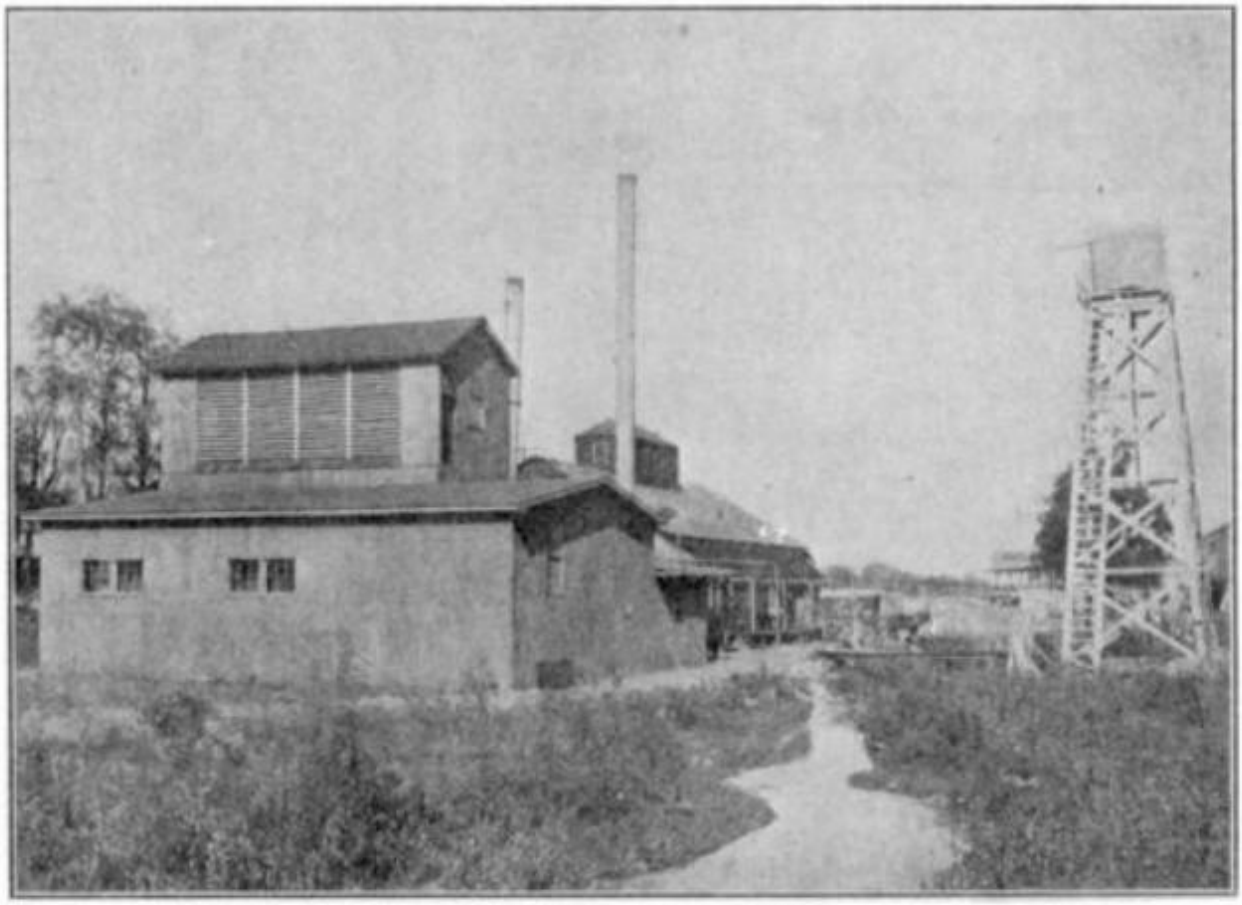
Home Ice Company

Manufacturers and Shippers of

ICE

Made from Pure Distilled Spring Water

JOHNSON CITY, TENN.



Plant of the Home Ice Company, Johnson City, Tenn.

Figure 365. Home Ice & Coal Company, 1909.

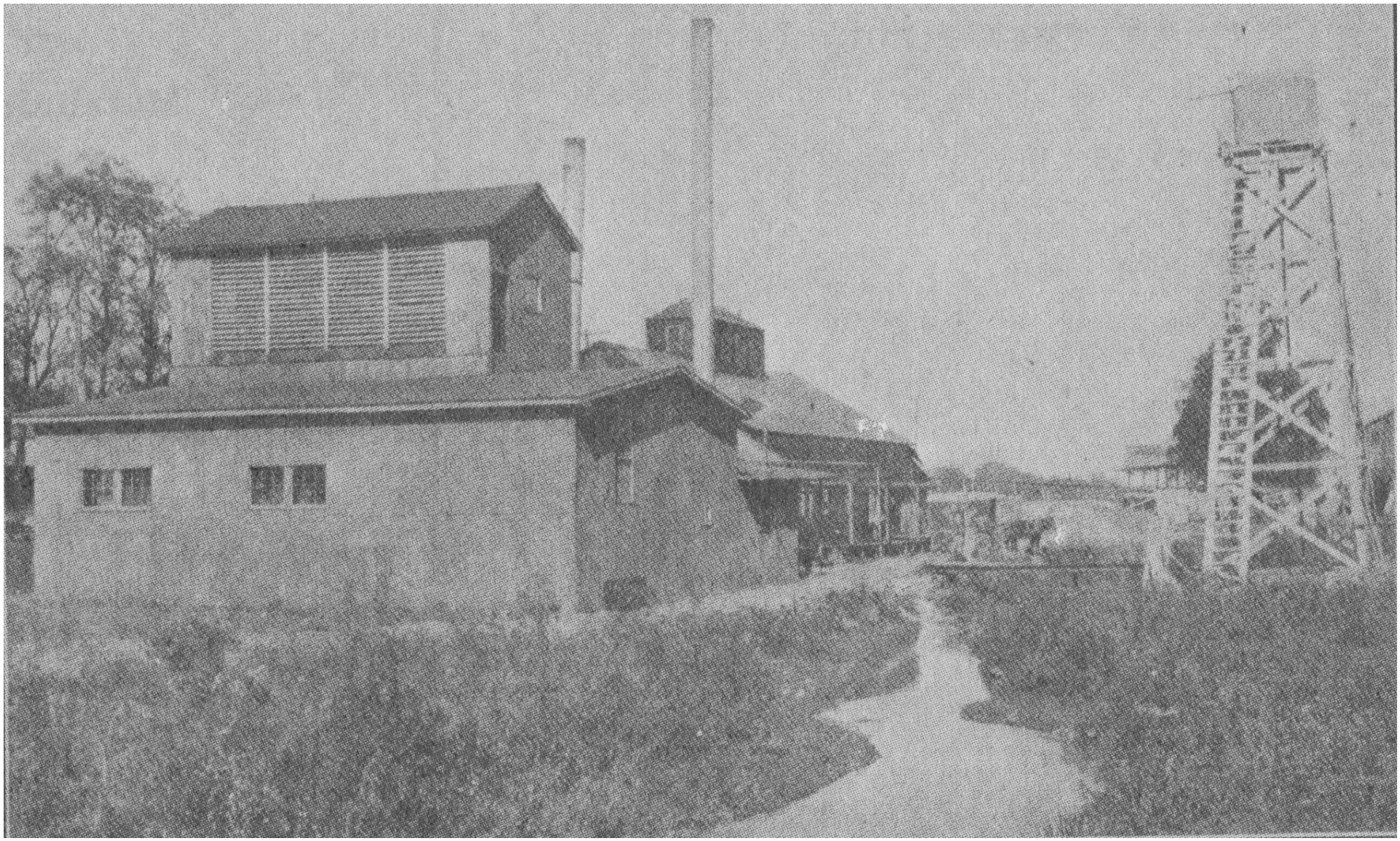


Figure 365A. "Plant of the Home Ice Company, Johnson City, Tenn.," by 1909. Note Brush Creek flowing under the footbridge between the water tower and the rest of this complex. From left to right the buildings appear to be: a boiler house with two smokestacks (one 50 foot and one 60 foot), the next building (behind the two smokestacks) housed the 15-ton ice making machine and the "Freezing Tank." See maps 20E and 21F.

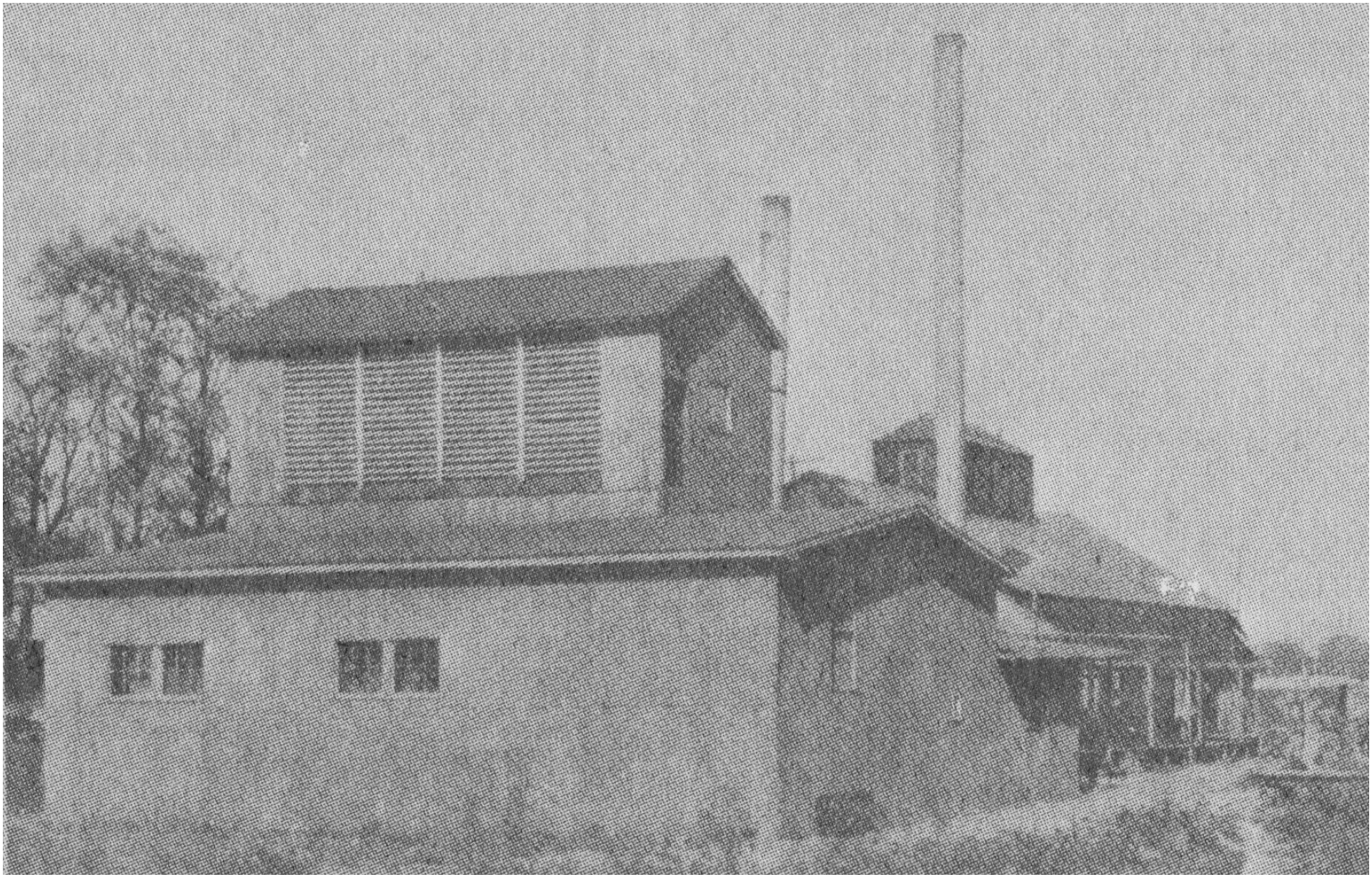


Figure 365B. A detail of the Home Ice & Coal Company complex. From left to right the buildings appear to be: a boiler house with two smokestacks (one 50 foot and one 60 foot), the next building (behind the two smokestacks) housed the 15-ton ice making machine and the "Freezing Tank."

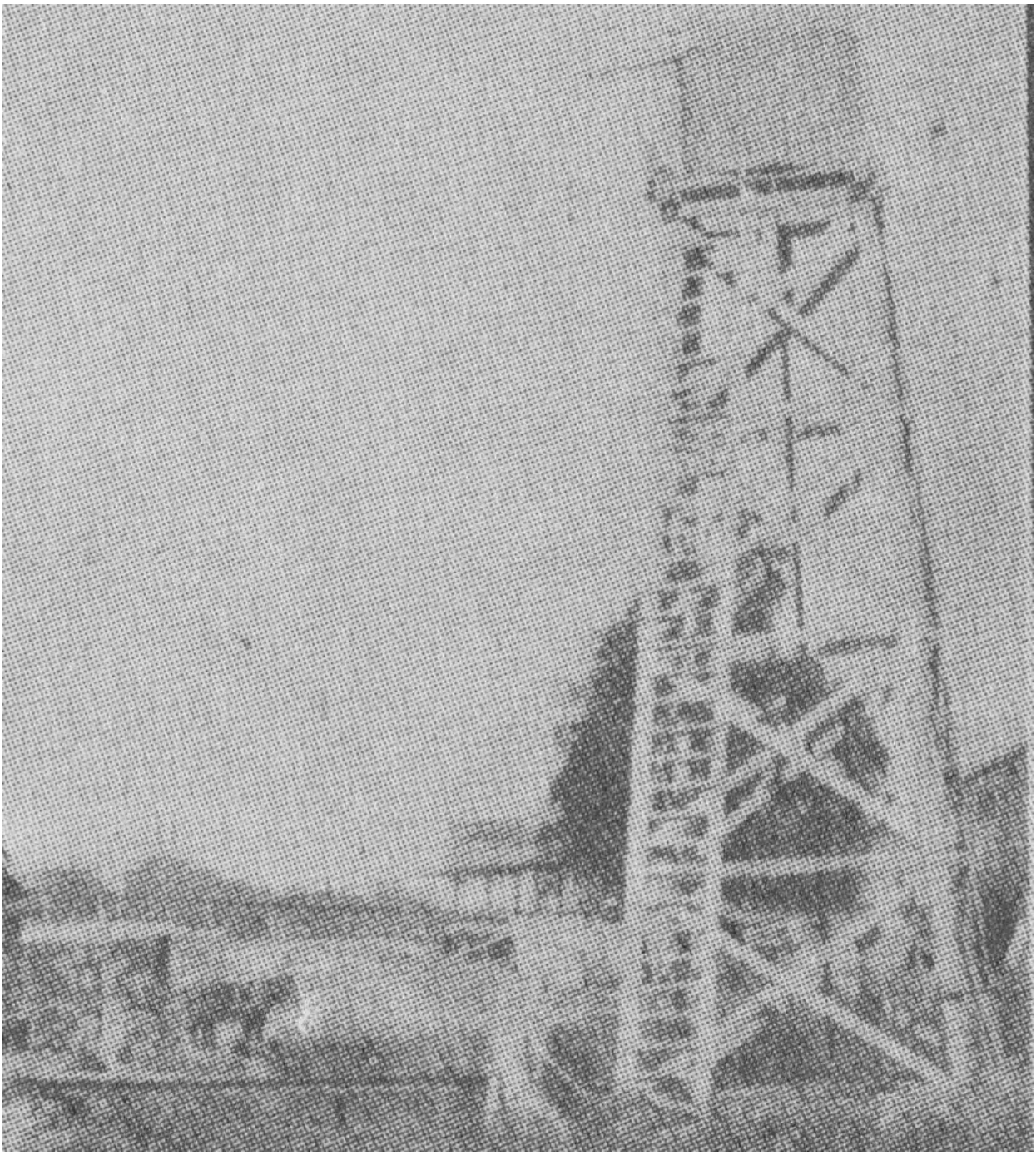


Figure 365C. A detail of the water tower, which apparently belonged to the Home Ice & Coal Company. Interestingly, this structure is not depicted on the 1908 or 1913 editions of the Sanborn Fire Insurance Company maps of this area. Perhaps this water tower was only up for a short time; the Sanborn map for 1913 indicates that this enterprise was on city water. Note what appears to be a horse and wagon (perhaps labeled "Home Ice"?) on the left of this grainy image. Also note the structures to the left of the water tower, perhaps this structure was a portion of the two-story "Beam Ho." of the Watauga Tannery, with a tramway running to the left. However, the relevant Sanborn Fire Insurance Company maps do not depict any tramways running in that direction. Also note what appears to be a structure to the right of the water tower, which may be "Store Ho. 5" of the Watauga Tannery, see Figure 388C. Finally, note the footbridge (left foreground), probably the same one that was mentioned in a legal action (see Appendix A); perhaps the water tower was removed after September 1912 on account of a decision by the Tennessee Supreme Court.

11.1. W.W. Remine, Coal Yard, 1909 – 1914
This enterprise was acquired by the Home Ice & Coal Company in 1914

Figure 366. An Advertisement from 1909.[437]

July 1913. The Sanborn Fire Insurance Company map depicts the "W.W. Remine Coal Yard" between the Southern Railway mainline and Brush Creek, with a one-story, wood-framed office and a "Coal Heap."

27 August 1914. Johnson City Comet.

"We have purchased the Retail Ice and Coal business of W.W. Remine, and will continue to furnish the public with the same high grade coals, and guarantee prompt service at all times. We load our coal with forks and use all of the left over coal under the boilers of our ice plant, thus giving our customers only lump coal at the same price as mixed. Phone your orders to no. 8 – Both phones – Home Ice & Coal Co."

11.2. Home Ice & Coal Company, here 1908 to at least 1916 (but no later than early 1919)

Note: This enterprise was previously (1902 – 1908) located on Cherry Street, just west of the Johnson City Foundry & Machine Company.

28 February 1907. Johnson City Comet.

"Will Move Plant. The Home Ice Co. is preparing to move its plant to get out of the way of the S. & W. road. A site has been secured on the Southern just below Gump's wholesale grocery store and new buildings will be erected at once."

Figure 367. Johnson City Comet, 25 July 1907.
This advertisement ran until at least 22 October 1908.

12 December 1907. Manufacturers Record.

"Johnson City, Tenn. – Home Ice Co., W.J. Exum, president and manager, will erect new building and install additional machinery, doubling capacity."[438]

December 1908. The Sanborn Fire Insurance Company map depicts the "Home Ice & Coal Co." complex between the Southern railway mainline and Brush Creek, with a two-story, ironclad powerhouse (boilers and two 50-foot chimneys) and a one-story, ironclad icehouse ("Ice Mach. 15 tons per 24 hours" and "Freezing Tank"), as well as, perhaps, two "Old Sheds."

Figure 368. Johnson City Comet, 1 July 1909.

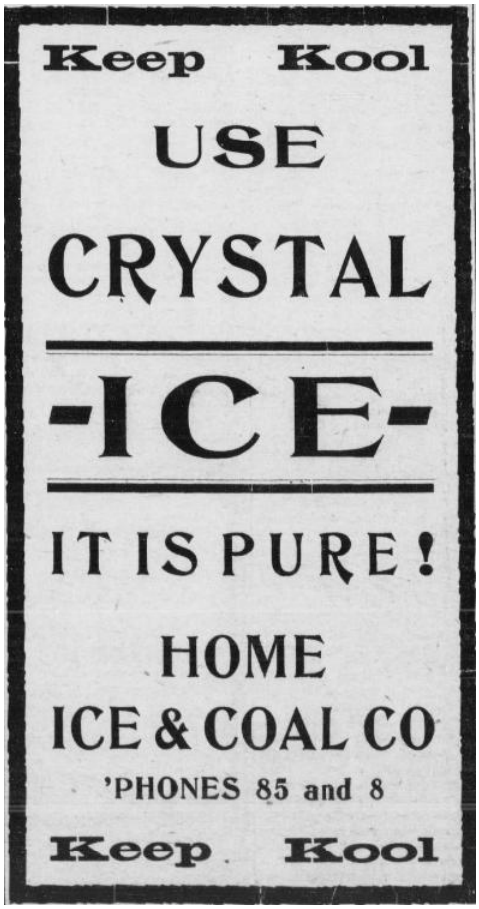


Figure 369. Johnson City Comet, 12 August 1909.

5 May 1910. Johnson City Comet.

"The Home Ice & Coal Co., put three new delivery wagons out yesterday to supply the city with ice."

Figure 370. Johnson City Comet, 8 June 1911.
This advertisement ran until at least 22 February 1912.

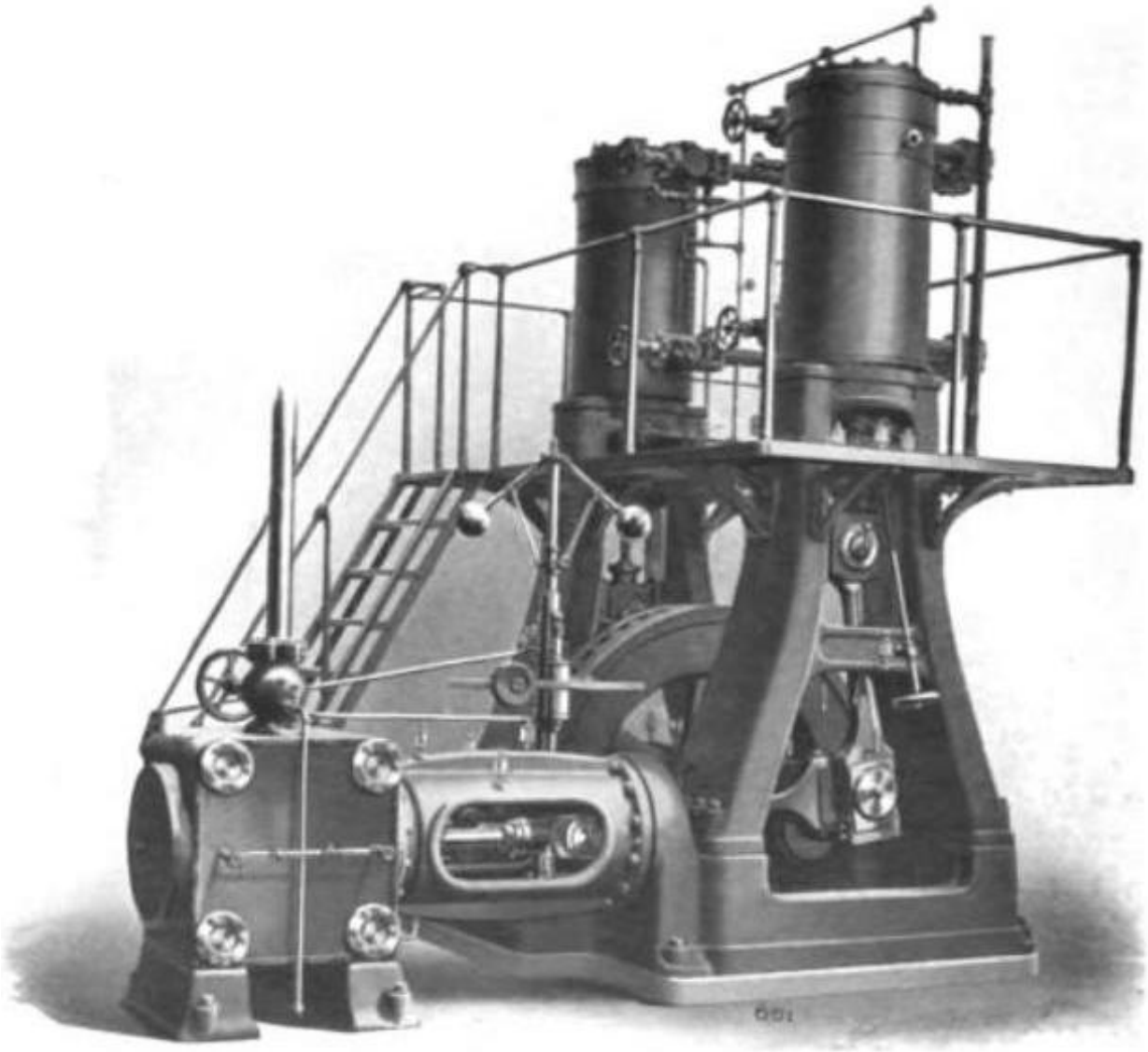


Figure 371. "Vertical Single-Acting Machine Steam Driven," perhaps similar to the equipment used by the Home Ice & Coal Company in their plant on Water Street.[439]

September 1912. The Tennessee Supreme Court heard a property dispute involving the Home Ice & Coal Company, see Appendix A: "John C. Campbell v. Home Ice & Coal Company. (Knoxville. September Term, 1912.)"

July 1913. The Sanborn Fire Insurance Company map depicts the "Home Ice & Coal Co." complex between the Southern Railway mainline and Brush Creek, with a two-story, ironclad powerhouse (boilers, "Condensers," "10 ton Ice Mach." "Tank R'm," and two 60-foot chimneys (previously listed as being 50-foot tall)) and a one-story, ironclad icehouse ("15 ton Ice Machine, "Freezing Tank," and a "Repairing" room). The two "Old Sheds" had been removed.

Table 4. Extract from: "York Manufacturing Co." Bulletin No. 29a, apparently published in early 1908.[440]

Name	Location	Business	Key	Tons Ice	Tons Refrig.
Home Ice & Coal Co. (1st order)	Johnson City	Ice & Fuel	B	10	20
Home Ice & Coal (2nd order)	Johnson City	Ice & Fuel	B	15	35

Key: "B. Vertical Single Acting Simple Engine."

Table 5. Extract from: Ice and Refrigeration Blue Book, 1911 – 1912.[441]

Town	Name	Street Address	Manager	Business	No. Machines; Capacity Each in Tons, and Make of Machine		System	Ice Mkg. System	Tons Ice Mkg.	Refrig. System	Cubic Ft. Cold Storage
Johnson City	Home Ice & Fuel Co.	Water St.	W.J. Exum	Ice & Fuel	1 – 36 1 – 20	York	Comp.	C	28	B	7,500

C=Can, B=Brine Circulation.

Table 6. "Manufacturing Industries and Firms Inspected and Reported… Johnson City, Washington County", for the Year 1913.[442]

Firm Name	Nature of Business	No. Employees at Time of Inspection		Hours Labor Week		Gen'l. Cond.	No. Insp.
		Male	Female	Male	Female		
Home Ice & Coal Co.	Ice Plant	6		72	2 shifts	Good	1

HOME
Ice & Coal Co.

At your service daily with

Full Weight and Polite Employees.

Extra Orders at Any Time

BOTH PHONES NO. 8

Figure 372. Johnson City Comet, 4 June 1914. This advertisement ran until at least 30 July 1914.

We Have Purchased the Retail

ICE AND COAL

business of W. W. ReMine, and will continue to furnish the public with the same high grade coals, and guarantee prompt service at all times.

We load our coal with forks and use all left over coal under the boilers at our ice plant, thus giving our customers only lump coal at the same price as mixed.

Phone Your Orders to No. 8---Both Phones

Home Ice & Coal Co.

Figure 373. Johnson City Comet, 27 August 1914.
This advertisement ran until at least 24 September 1914.

27 August 1914. Johnson City Comet.

"We have purchased the Retail Ice and Coal business of W.W. Remine, and will continue to furnish the public with the same high grade coals, and guarantee prompt service at all times. We load our coal with forks and use all of the left over coal under the boilers of our ice plant, thus giving our customers only lump coal at the same price as mixed. Phone your orders to no. 8 – Both phones – Home Ice & Coal Co."

September 1914. Refrigerating World.

"Johnson City. – Harry W. Johnson has purchased the business of the Home Ice & Coal Co."[443]

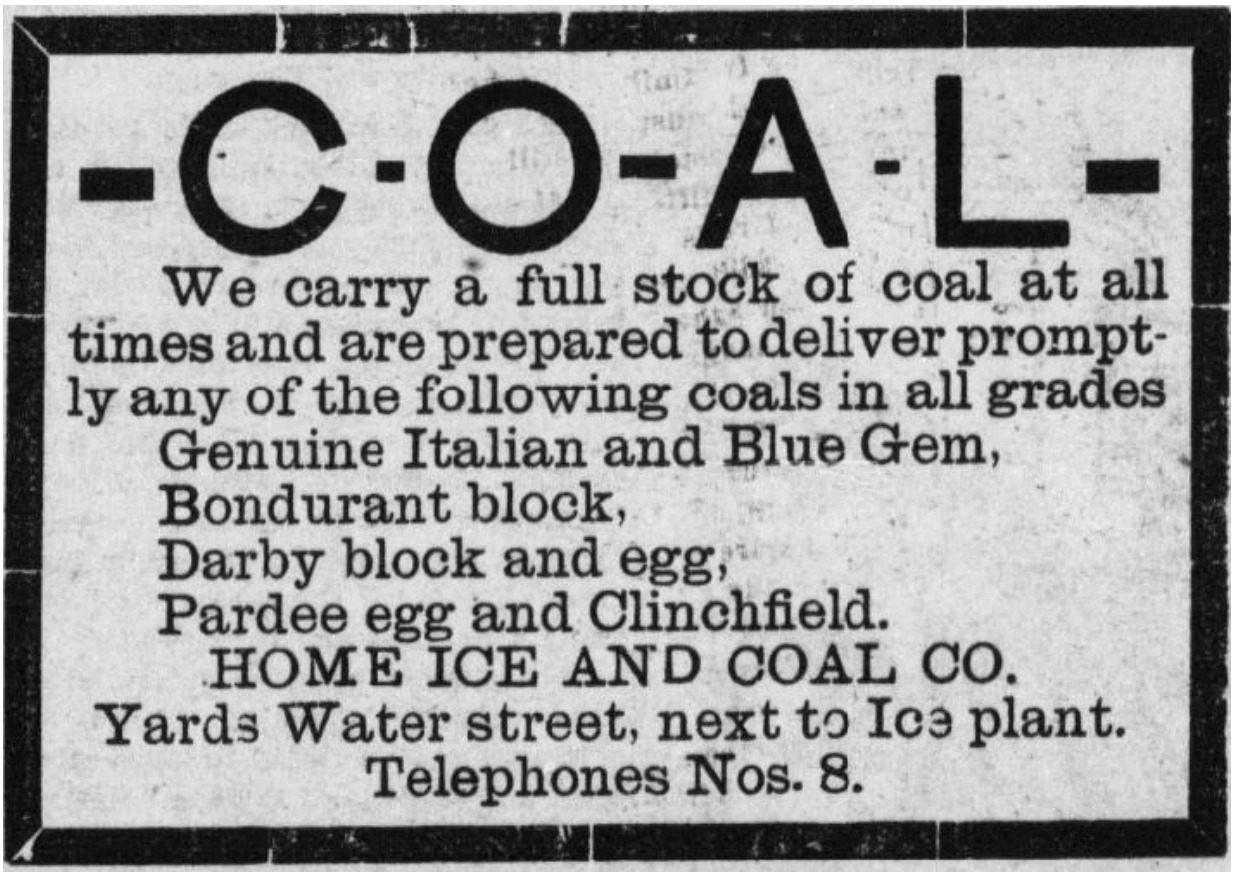


Figure 374. Johnson City Comet, 8 October 1914.
This advertisement ran until at least 29 October 1914.

Figure 375. Johnson City Comet, 5 November 1914.

Figure 376. Johnson City Comet, 3 December 1914.

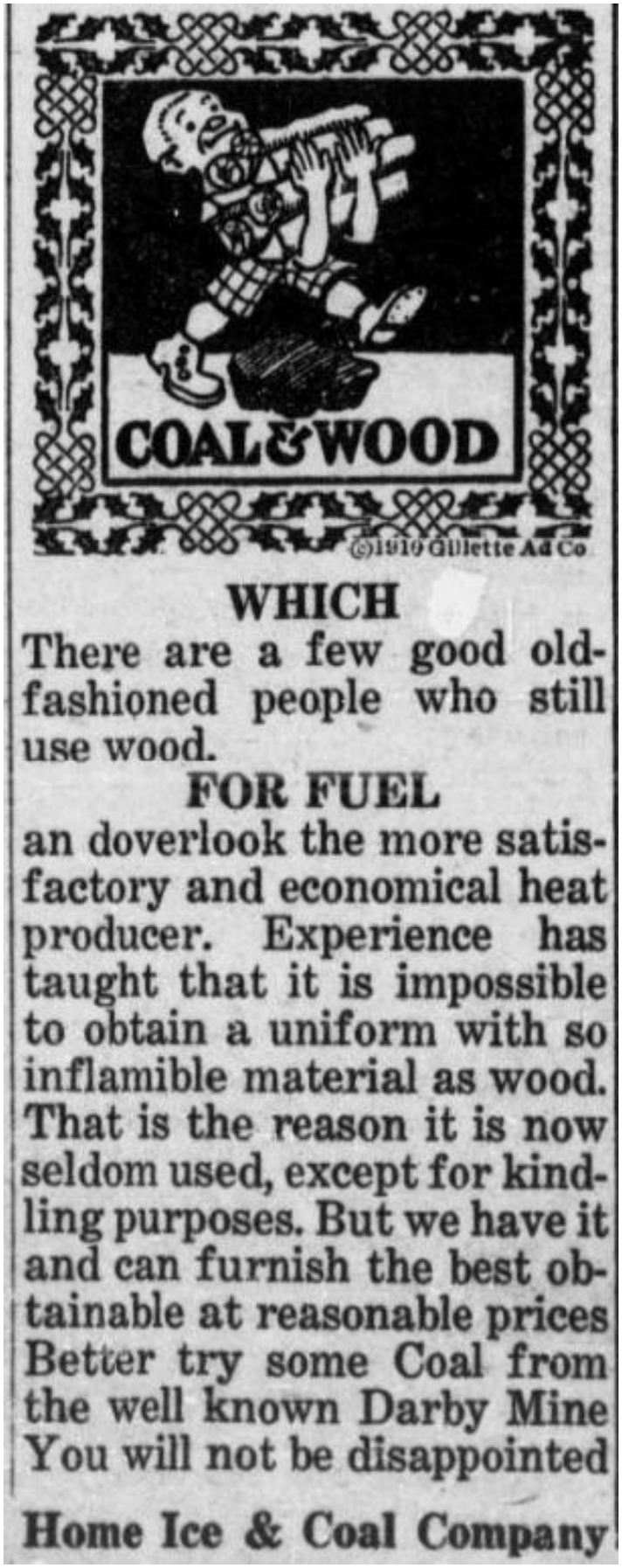
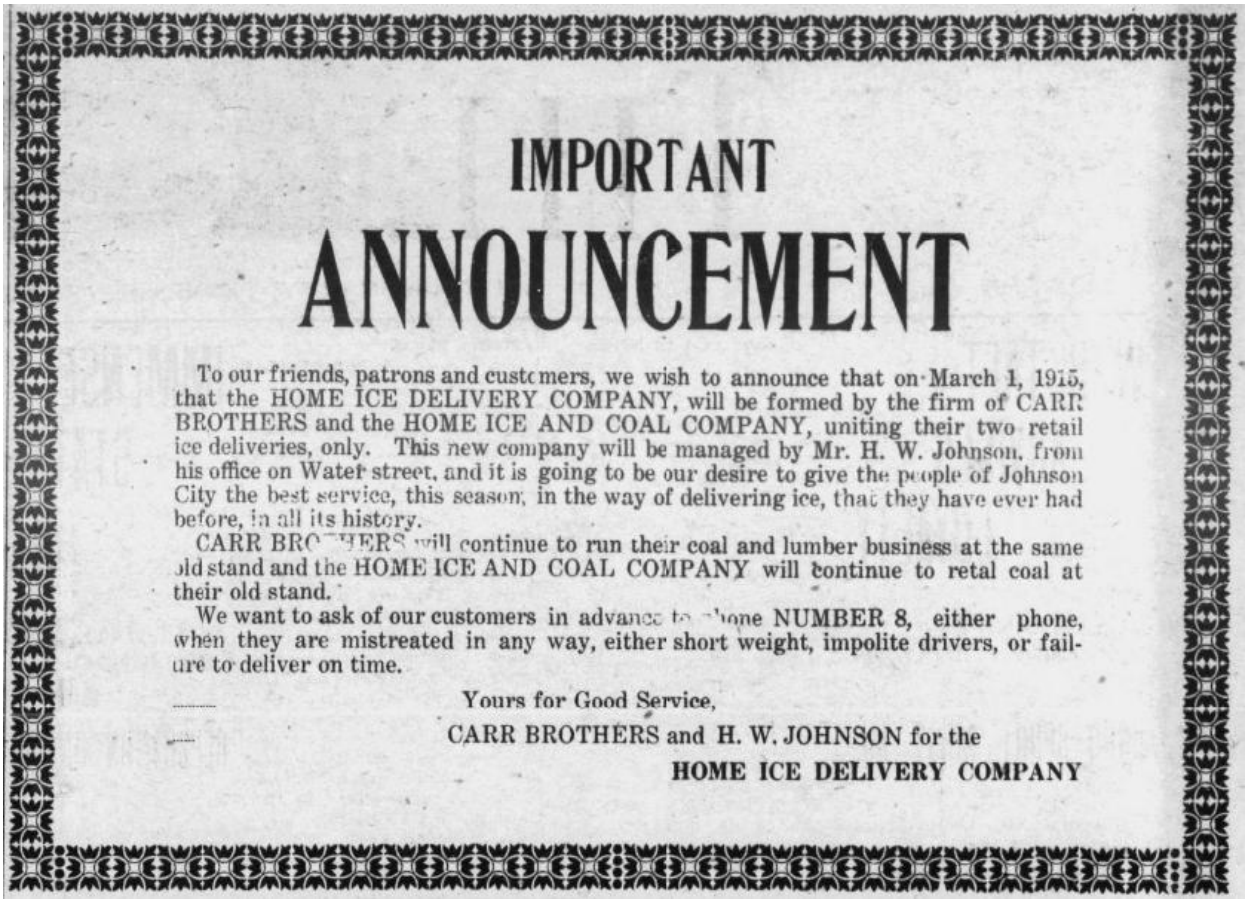


Figure 377. Johnson City Comet, 4 February 1915.

11 February 1915. Johnson City Comet.

"Home Ice and Coal Co. Installing New Boiler – The Home Ice and Coal Co., is getting ready to do an increased business during the coming season. A new boiler is being installed and other modern equipment will be added to bring the plant up to the standard necessary to meet the requirements of Johnson City and this section."



IMPORTANT

ANNOUNCEMENT

To our friends, patrons and customers, we wish to announce that on March 1, 1915, that the HOME ICE DELIVERY COMPANY, will be formed by the firm of CARR BROTHERS and the HOME ICE AND COAL COMPANY, uniting their two retail ice deliveries, only. This new company will be managed by Mr. H. W. Johnson, from his office on Water street, and it is going to be our desire to give the people of Johnson City the best service, this season, in the way of delivering ice, that they have ever had before, in all its history.

CARR BROTHERS will continue to run their coal and lumber business at the same old stand and the HOME ICE AND COAL COMPANY will continue to retal coal at their old stand.

We want to ask of our customers in advance to phone NUMBER 8, either phone, when they are mistreated in any way, either short weight, impolite drivers, or failure to deliver on time.

Yours for Good Service,

CARR BROTHERS and H. W. JOHNSON for the

HOME ICE DELIVERY COMPANY

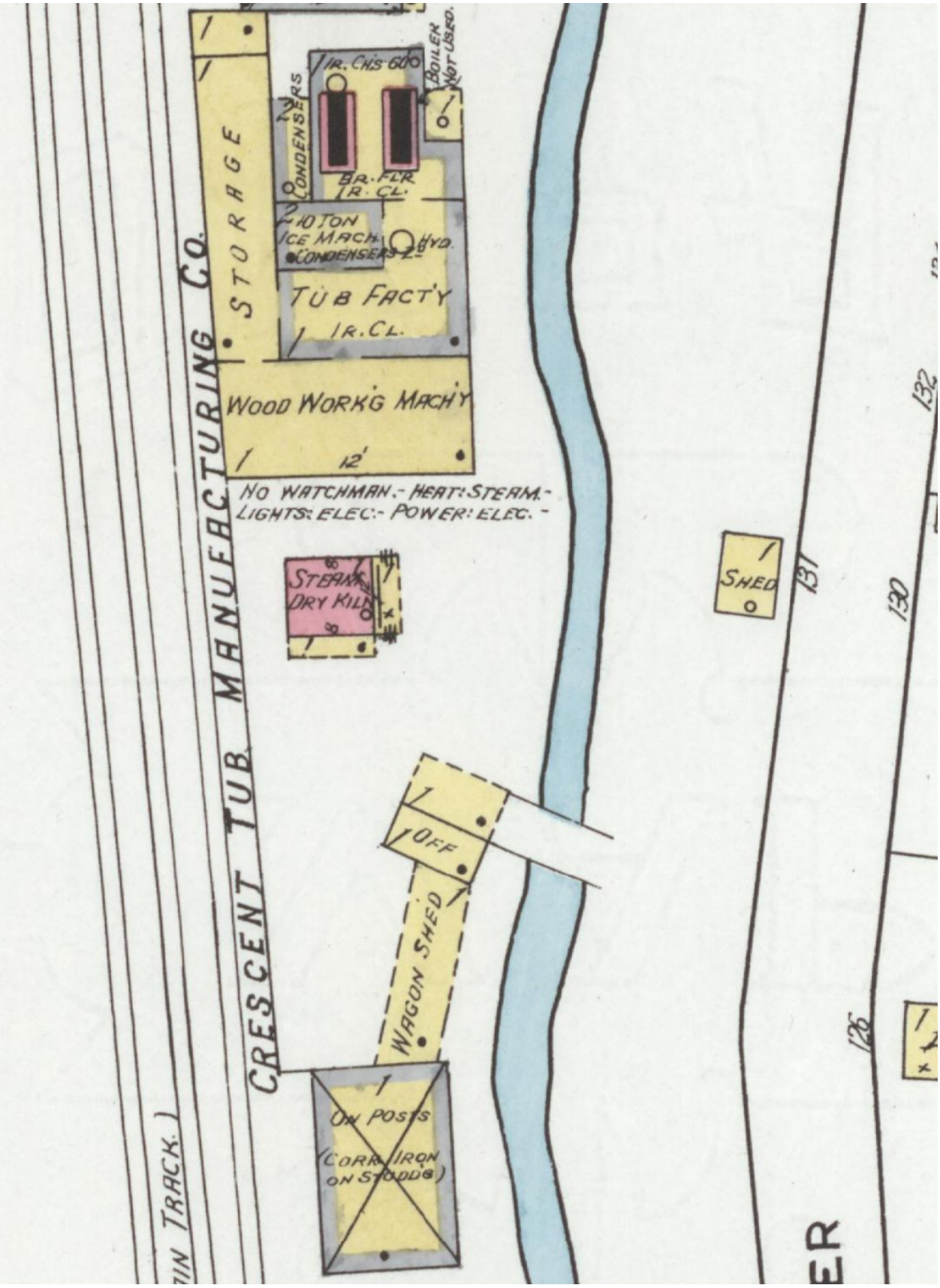
Figure 378. Johnson City Comet, 25 February 1915.[444]
This advertisement ran until at least 18 March 1915.

Figure 379. Johnson City Comet, 11 March 1915. This advertisement ran until at least 29 April 1915.

27 January 1916. Johnson City Comet.

"W.B. Townsend a Johnson City Visitor – W.B. Townsend, of Townsend, Blount county, was one of the many lumbermen who attended the organization of the Hoo Hoos in Johnson City Monday night. Mr. Townsend, in addition to operating one of the largest mills in the South, is interested in one of our local enterprises, the Home Ice and Coal Co."

11.3. Crescent Tub Manufacturing Company, 1919 to at least 1923



Map 22G. February 1920. Note that the "Crescent Tub Manufacturing Co." has occupied a portion of the complex that was previously occupied by the Home Ice & Coal Company.[445] Note that the office, "Wagon Shed," and the ironclad building also appear to be part of this complex.

11.3. Crescent Tub Manufacturing Company, 1919 to at least 1923

January 1919. Packages.

"Johnson City, Tenn. – Crescent Tub Mfg. Co., capital $1,000, incorporated by C.W. Scot [W.G. Scott?], H.W. Johnson, L.L. Bowers and others."[446]

9 January 1919. Manufacturers Record.

"Tenn., Johnson City – Tubs. – Crescent Tub Manufacturing Co. organized; W.G. Scott, Prest.-Mgr.; H.W. Johnson, V.-P. and Secy.; leased building and machinery for present; manufacture ice-cream tubs, etc. (Lately noted incptd., capital $1000.)[447]

16 January 1919. Manufacturers Record.

"Iron (Hoop; Galvanized). – Crescent Tub Mfg. Co., Johnson City, Tenn. – Prices on galvanized hoop iron…

Stave Machinery, etc. – Crescent Tub Mfg. Co., Johnson City, Tenn. – Correspondence with manufacturers of machines for making tub staves; also for making tapered plugs."[448]

March 1919. Packages.

"Johnson City, Tenn. – Crescent Tub Mfg. Co., increased capital $100,000 to $300,000."[449]

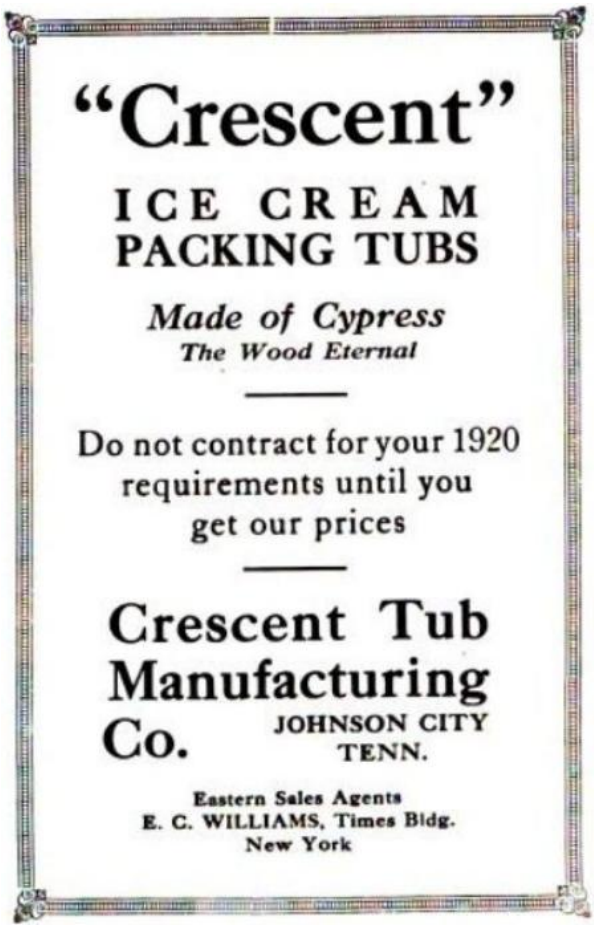


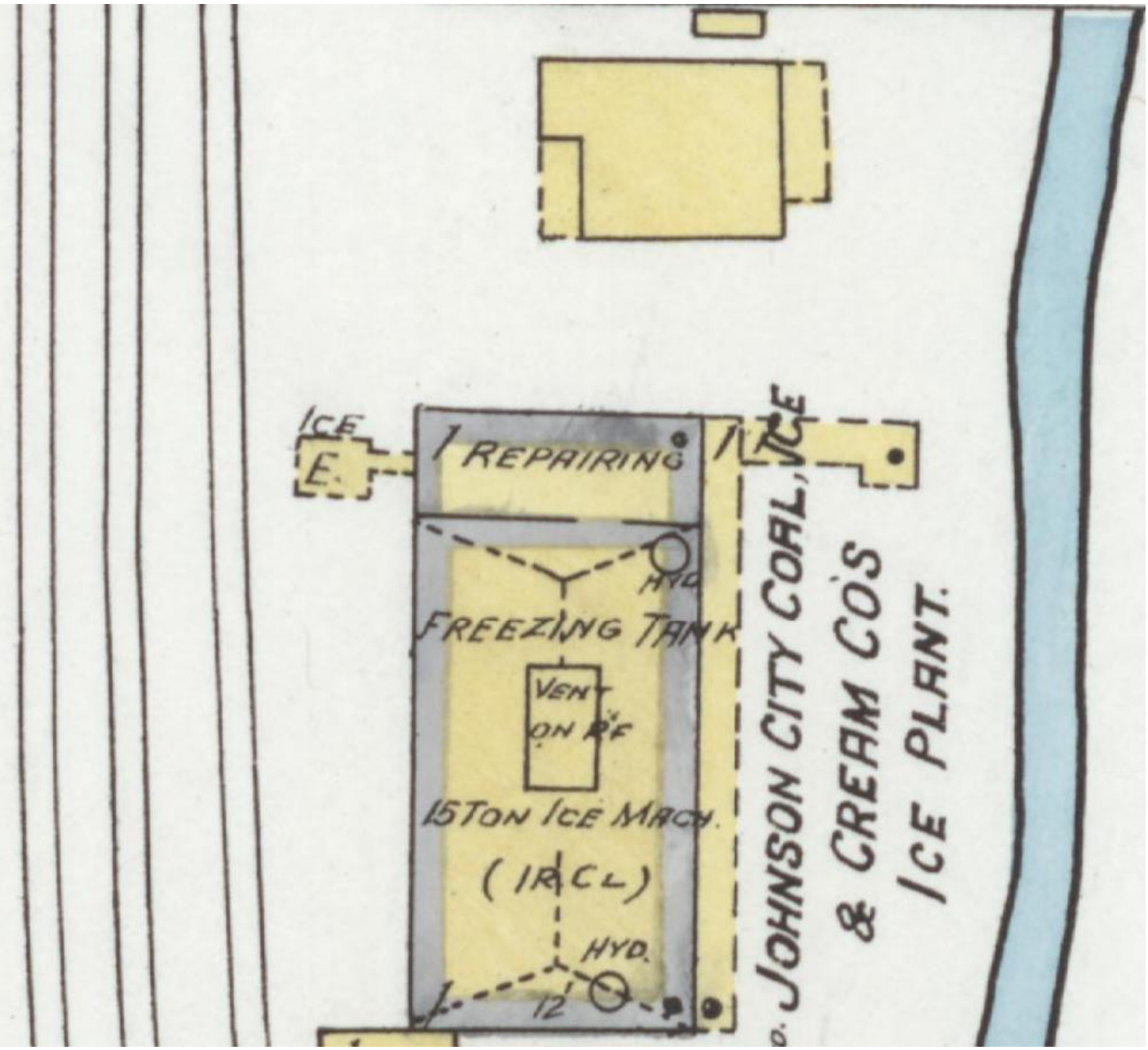
Figure 380. The Ice Cream Trade Journal, October 1919.[450]

February 1920. The Sanborn Fire Insurance Company map depicts "Crescent Tub Manufacturing Co." as having occupied and modified the powerhouse formerly occupied by the "Home Ice & Coal Co." This building was occupied at this time by a "Tub Fact'y," "10 ton Ice Mach," "Condensers," a "Storage" room, and "Wood Work'g Mach'y" room; it was also annotated "Boiler not used." In addition, a one-story brick "Steam Dry Kiln" had been added. It appears that this enterprise may have also acquired the facilities of the "W.W. Remine Coal Yard," which included at this time a single-story wood-framed office, a connected "Wagon Shed," and a single-story ironclad building "On Posts" for which no function was stated.

April 1923. The Ice Cream Review.

"North Carolina Ice Cream Manufacturers; Association, Proceedings of Fifth Annual Convention, Yarborough Hotel, Raliegh, January 23 and 24, 1923… Retinning, By S.E. Preston, The Crescent Tub and Tinning Co., Johnson City, Tenn. I desire to offer for your careful consideration some thoughts on the particular and general relations of your equipment as a means of advancement for your service and profit…"[451]

11.4. Johnson City Coal, Ice & Cream Company's Ice Plant,
by 1920 (perhaps as early as 1916) to no later than 1923



Map 22H. February 1920. Note that the "Johnson City Coal, Ice & Cream Co.'s Ice Plant" has occupied a portion of the complex that was previously occupied by the Home Ice & Coal Company. Also note the "Freezing Tank" and the "15 ton Ice Mach."[452]

11.4. Johnson City Coal, Ice & Cream Company's Ice Plant, by 1920 (perhaps as early as 1916) to no later than 1923

Note: The plant initially occupied by the Johnson City Coal, Ice & Cream Company in 1916 was located at South Roan and Cherry streets, see "A Draft Documentary History of Industries along the Railroads through Johnson City, Part 4: Industries Along South Side of the E.T. & W.N.C. and Clinchfield Mainlines Between Orleans and South Roan Streets, 1884 – Present" for more information.

February 1920. The Sanborn Fire Insurance Company map depicts "Johnson City Coal, Ice & Cream Co.'s Ice Plant" as having occupied the ironclad icehouse formerly occupied by the "Home Ice & Coal Co." This building was occupied at this time by a "15 ton Ice Mach., "Freezing Tank," and a "Repairing" room.

19 February 1923. Marvyn Scudder Manual of Extinct Or Obsolete Companies.
"Johnson City Coal, Ice & Cream Co. Tennessee charter cancelled February 19, 1923."[453]

12. “The H.T. Hackney Company” Building and the Southern Railway Freight Depot

12.1. “The H.T. Hackney Company Building,” 1924 to present

Figure 37E. A detail taken 19 April 1941, looking north along the Southern Railway mainline. The two large buildings on the left, from the top: the Southern Railway Freight Depot (built in about 1913) and "The H.T. Hackney & Company" (apparently built in 1924 on the northwest corner of Welborne and East King streets). To the right of "The H.T. Hackney Company" building: what appears to be the building (112 and 114 East King Street), occupied by the "Taylor Feed Co. Feed W. Ho." and the "R.H. Lacy Peanut Co." (with "Peanut Roaster") in 1920 (now apparently with a partial 2nd story); a one-story wood-framed, ironclad building (26 Water Street), occupied by the "Baldwin Feed Co." in 1920; and the brick "Thankful Baptist Church" (22 Water Street). Also note the two-story, wood-framed building occupied by an "Undertaker 1st" floor and a "Negro Lodge 2nd" floor in 1920. Across the bottom, from left to right along Roan Street: the Tennessee Eastern Electric Company complex (104, 105, 106, and 107 North Roan Street), the Southern Railway mainline, and the "Gump/Hackney building" (108 South Roan Street).[454]

Figure 37F. Another detail, taken 19 April 1941. At the top center can be seen the office of the Southern Railway Freight Depot (built in about 1913), with “The H.T. Hackney Company” building (apparently built in 1924 on the northwest corner of Welborne and East King streets) below it.

Figure 39C. A detail taken 1 March 1947, looking north. Along the lower portion of the image, from left to right: the "Hickey-McCorkle Company"/ "Inter-Mountain Telephone Company Exchange" building (147 North Roan Street), the Southern Railway Passenger Depot, the Hamilton National Bank building, the John Sevier Hotel, the Science Hill High School, and the Munsey Memorial Methodist Church. Behind the John Sevier Hotel, "The H.T. Hackney Company" building is visible, with the Southern Railway Freight Depot visible to its right. Also visible in this photograph, along Roan Street: the former Tennessee Eastern Electric Company complex (104, 105, 106, and 107 North Roan Street, partially obscured by the roof of the "Hickey-McCorkle Company"/"Inter-Mountain Telephone Company Exchange" building), and the "Gump/Hackney building" (108 South Roan Street, note the multiple advertising signs on the exterior of this building, as well as the awning on the right side of the building), as well as the back (west) side of the building occupied by Melody Lane, "French Dry Cleaners" and "Kenyon Auto Stores" in 1946 (100, 102 and 104 South Roan Street, respectively), and the "Free Service Tire Company" filling station (106 South Roan Street).[455]

Figure 39D. Another detail taken 1 March 1947. Behind the John Sevier Hotel, "The H.T. Hackney Company" building is visible (with a sign that appears to read in part "Wholesale"), with the Southern Railway Freight Depot visible to its right. Also visible in this photograph, along Roan Street: the office and boiler room of the former Tennessee Eastern Electric Company complex, and the "Gump/Hackney building" (108 South Roan Street, note the multiple advertising signs on the exterior of this building, as well as the awning on the right side of the building). Note the St. Paul AME Zion Church behind the "The H.T. Hackney Company" building.

Figure 381. "Southern No. 6401," 17 April 1948. To the right of the locomotive can be seen (from right to left): "The H.T. Hackney Company" building, the Southern Railway Freight Depot, and the St. Paul AME Zion Church (partially visible on the right edge).[456]

Figure 381A. A detail of “The H.T. Hackney Company” building.

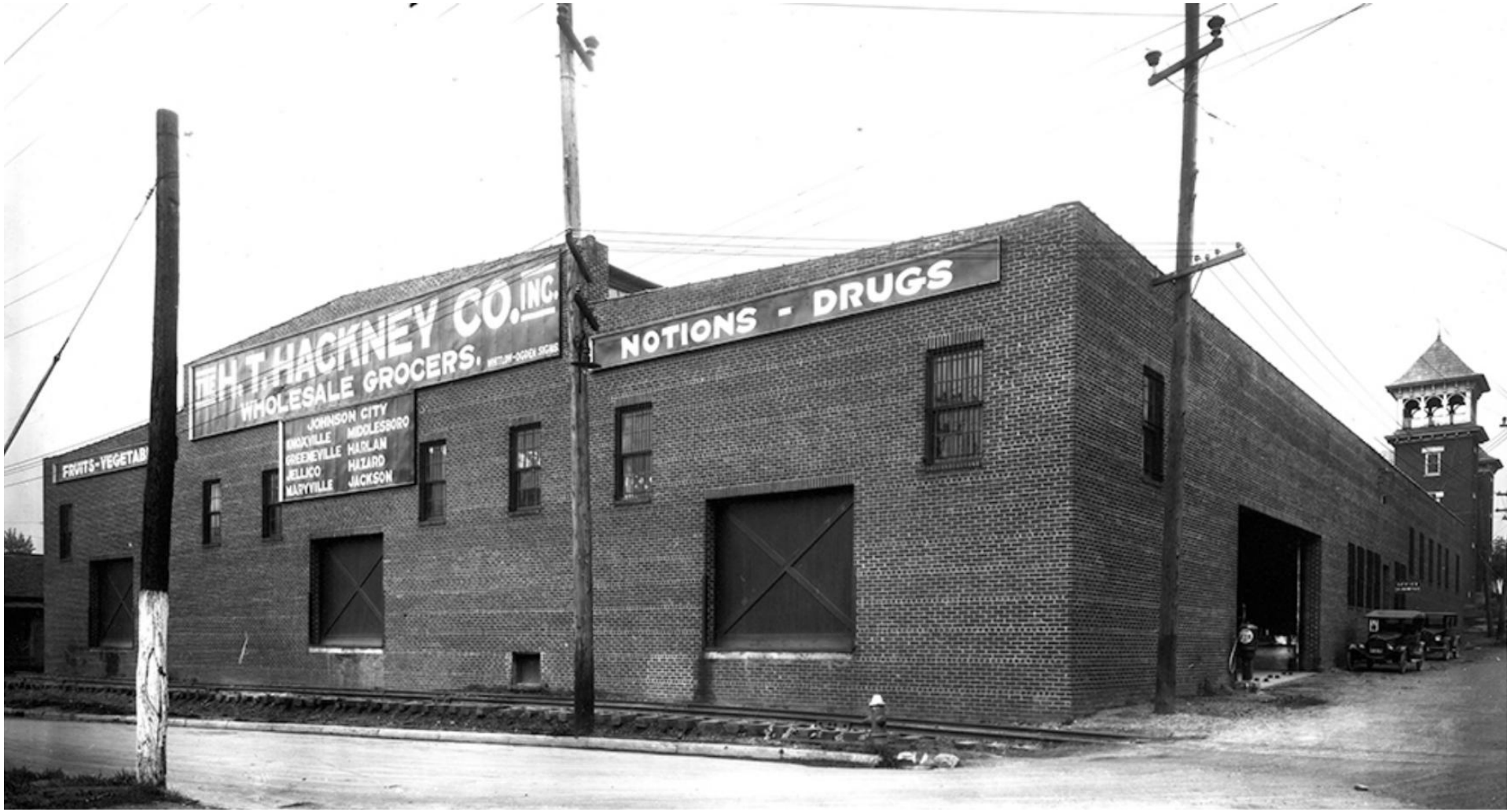


Figure 382. This "H.T. Hackney Wholesale Groceries Company…" warehouse was apparently built in 1924 on the northwest corner of Welborne and East King streets (on land northeast of where the Tennessee Eastern Electric Company, and their subsidiary Johnson City Traction Company facility was located (on the northeast corner of Roan Street and Southern Railway)). The signs read: "Fruits – Vegetables" "The H.T. Hackney Co. Inc." "Wholesale Grocers" "Whitlow – Ogden Signs" "Johnson City" Knoxville" "Greenville" "Jellico" "Maryville" "Middleboro" Harlan" "Hazard" "Jackson" "Notions – Drugs." Note that the tower in the right background is not part of the Hackney building. It was part of the St. Paul AME Zion Church. Also note the two cars along the east side of the building, which appear to date to the 1910s or 1920s. During 1927, this enterprise became "Hickey – McCorkle – Hackney Company" (1927 to at least 1953). Consequently, this photograph appears to date to 1924 – 1927.[457]

Figure 383. A Google Maps image from January 2026. Note the “new” structures to the left and right of the original “The H.T. Hackney Company” building. Also note the tower of the St. Paul AME Zion Church in the right background. Finally, note that Google Maps has images of the north side of this structure as well, for anyone interested.

Figure 384. A Google Maps image of “The H.T. Hackney Company” building, from September 2018.

12.1.1. "The H.T. Hackney Company," here 1924 – 1927

January 1924. The Tea and Coffee Trade Journal.

"The H.T. Hackney Co., wholesale grocer of Johnson City, Tenn., will erect a new building this year."[458]

January 1926. Ice and Refrigeration.

"Johnson City. – H.T. Hackney & Co. have installed in their wholesale grocery warehouse a 6¾-ton vertical single-acting, belt driven, enclosed refrigerating machine and high pressure side complete, furnished by the York Mfg. Co."[459] See Figure 385.

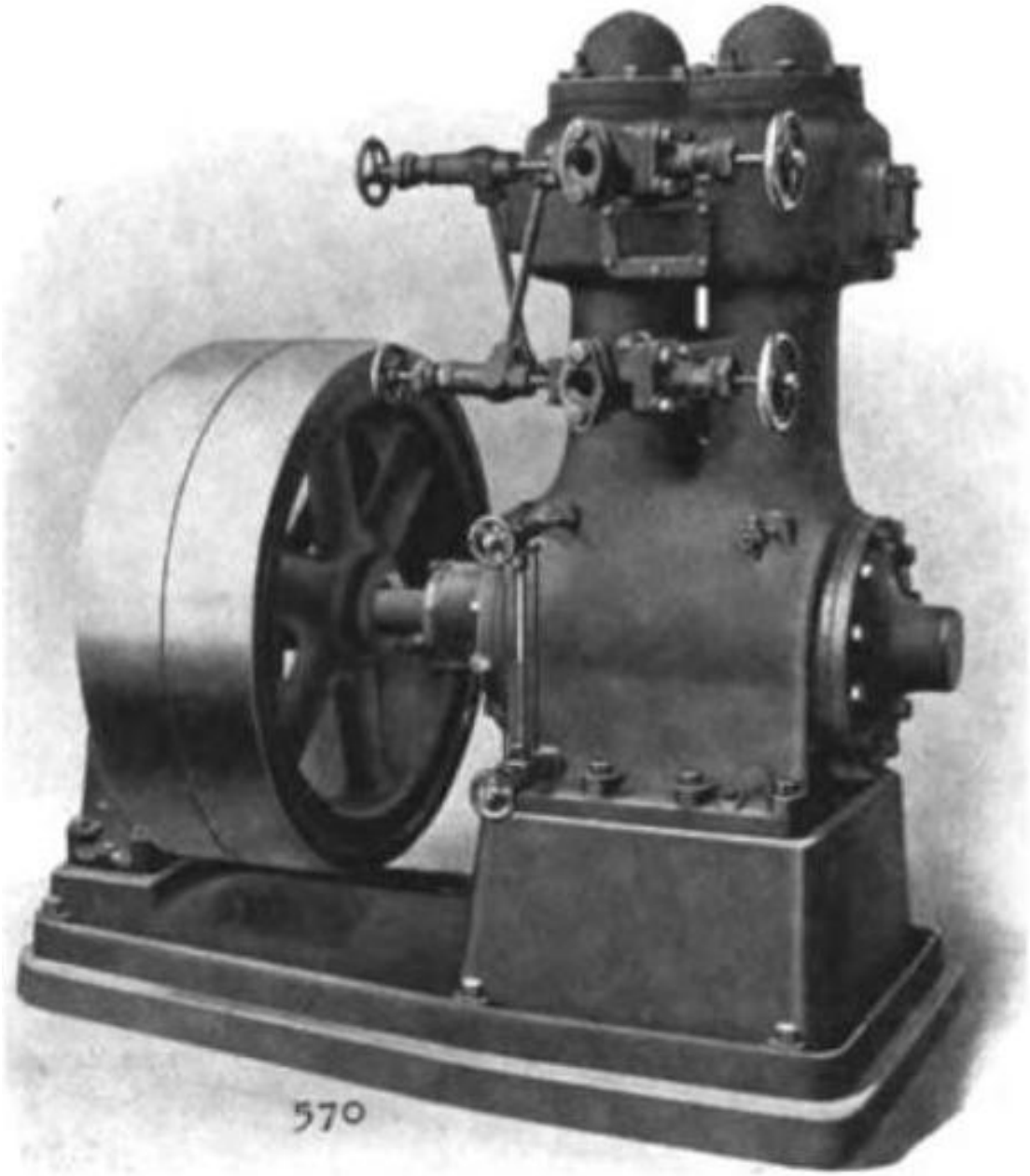


Figure 385. "York Manufacturing Co." "Vertical Single-Acting Enclosed Type Ice Making and Refrigerating Machine," perhaps similar to the equipment used by The H.T. Hackney & Company in their facility on the northwest corner of Welborne and East King streets.[460]

July 1928. Ice and Refrigeration Blue Book and Buyers' Guide, A Directory of the Ice Making, Cold Storage, Refrigerating and Auxiliary Trades…

Table 7. Some Refrigeration Equipment in Johnson City, Tennessee.[461]

Name	Manager	Business	No. Machines; capacity Each in Tons, & Make of Machine	System	Drive	Refrig. System	Cu. Ft. Cold Storage
Hackney Fruit & Veg. Co.	Roy. T. Sherrod	Produce	1 – 7 York	Cp.	E	D	150,000

Note: Cp. – Compression, E – Electric, D – Direct Expansion.

12.1.2. Hickey – McCorkle – Hackney Company, Wholesale Grocers, 1927 to at least 1953

27 October 1927. "Domestic Corporations organized under Chapter 142, Acts of 1875, and Acts amendatory, published herein by direction of Section 30 of said Act, covering the period from May 1, 1927 to May 1, 1929."[462]

Name of Corporation	County Registered	When Registered
Hickey, McCorkle, Hackney Company	Washington	27 October 1927

6 July 1929 – 19 February 1931. Interstate Commerce Commission Reports.

"No. 223891 – Tri-State Traffic Company v. Pennsylvania Railroad Company Et Al. – Submitted November 24, 1930. Decided February 19, 1931…

In No. 22401 (Sub-No. 2), filed on July 6, 1929, it is alleged that the rates on potatoes 3, in carloads, from 33 points of origin in North Carolina, South Carolina, and Virginia, to 14 destinations in Alabama, Georgia, Kentucky, North Carolina, South Carolina, and Tennessee were and are unjust and unreasonable, unjustly discriminatory, unduly prejudicial to complainants, and unduly preferential of their competitors at producing points in Texas, in violation of sections 1, 2, and 3 of the act. The prayer is for reparation and reasonable rates for the future. Rates will be stated in cents per 100 pounds…

We further find that complainants, Green & Milan Company, J.L. Jenkins Company, Lowry Fruit Company, C.W. Henderson Company, Fidelity Fruit & Produce Company, Kaiser Brothers, McGinley Produce Company, H.T. Hackney Fruit Company, Latiff Fruit Company, Hackney, Kearns & Lackey Company, and J.S. Sample Company received shipments as stated in the complaints and paid and bore the charges thereon; that they have been damaged thereby in the amount of the differences between the charges paid and those which would have accrued on the basis herein found reasonable; and that they are entitled to reparation with interest…

Complainants in No. 22401 (Sub-No. 2)

H.T. Hackney Fruit Company, Johnson City, Tenn. (trade name under which H.T. Hackney, a corporation, transacts business at Johnson City)…"[463]

Hickey-McCorkle-Hackney Company

Johnson City, Tennessee

Wholesale Grocers

Operating 10 Stores in East Tennessee, Western North Carolina and Southwestern Va.

Figure 386. The Chalk Line, 1931.[464]

12.1.3. Hackney Company, here? by 1955

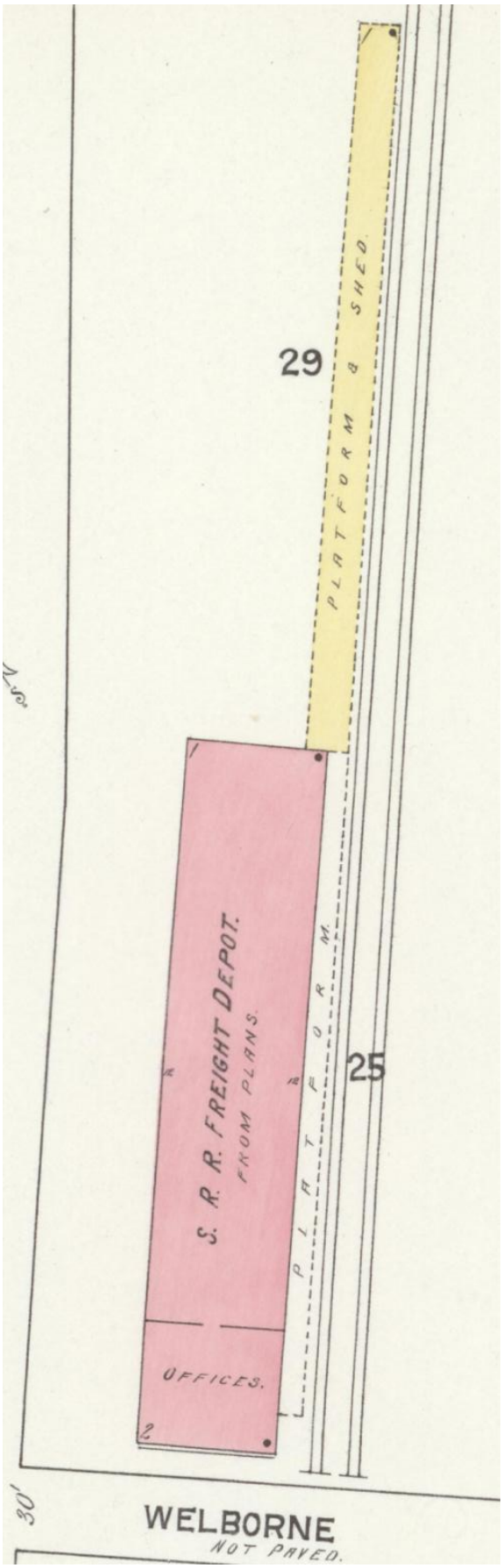
Compliments of the

HACKNEY COMPANY, INC.

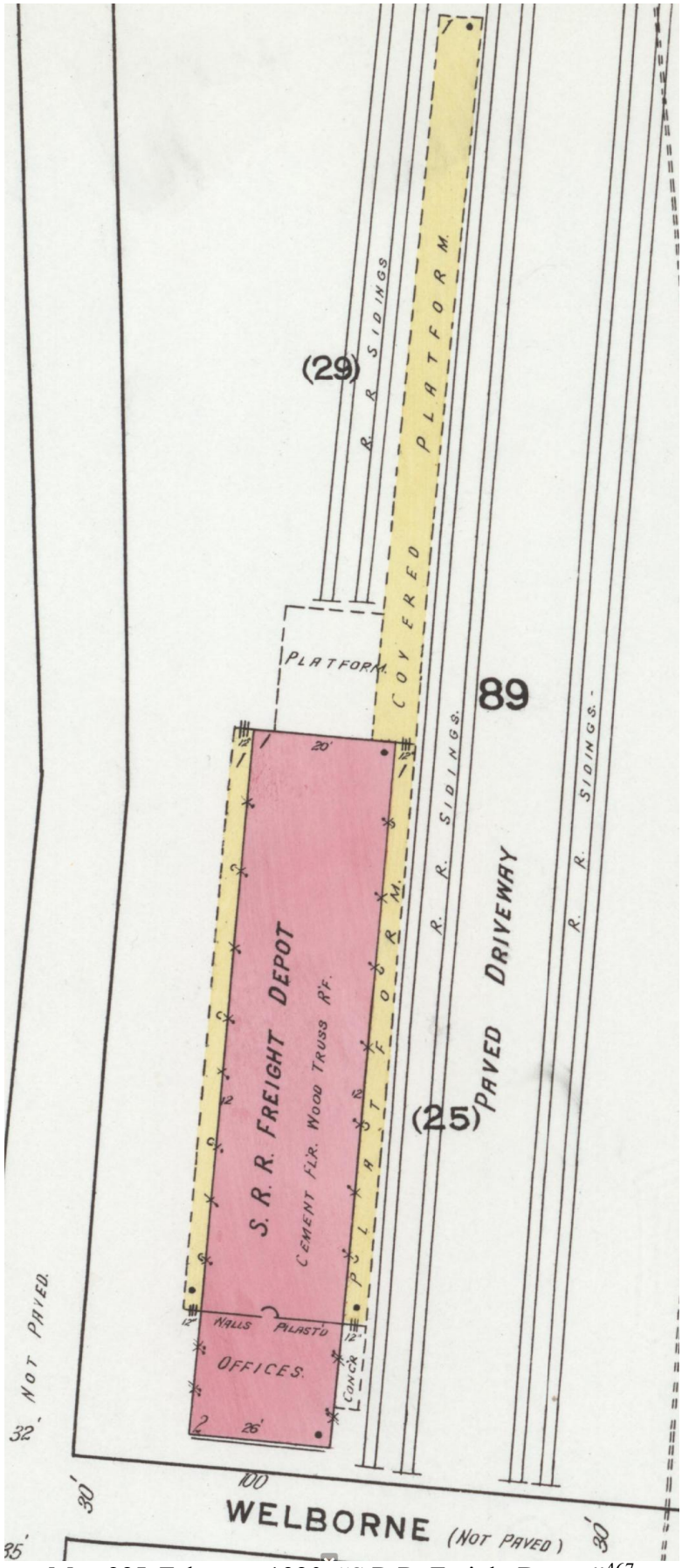
Johnson City, Tennessee

Figure 387. The Buccaneer, 1955.[465] (Perhaps still at this location)

12.2. Southern Railway Freight Depot, 1911 to at least 1948



Map 21G. July 1913. "S.R.R. Freight Depot," "From Plans."[466]



Map 22J. February 1920. "S.R.R. Freight Depot."[467]

Figure 37G. Another detail, taken 19 April 1941. Across the center of this image is the Southern Railway Freight Depot (built in about 1913), with "The H.T. Hackney Company" building (apparently built in 1924 on the northwest corner of Welborne and East King streets) visible in the lower left corner. In the lower right corner is a portion of a one-story wood-framed, ironclad building (26 Water Street) that was apparently occupied by the "Baldwin Feed Co." in 1920. The "long" building near the top center of this image at Elm Street and First Avenue may have been part of the Janis Lumber Company, see Map 28A. Also note the tower of the St. Paul AME Zion Church on the left.[468]

Figure 39E. Another detail taken 1 March 1947. On the left edge, “The H.T. Hackney Company” building is visible (with a sign that appears to read in part “Wholesale”), with the Southern Railway Freight Depot visible to its right. Based on the number of freight cars, the freight depot appears to be rather busy.

Figure 388. "View of Johnson City, looking north from Tannery Knob (hill above current city hall)." Note the Southern Railway Freight Depot behind the freight cars on the left and the "Store Ho." of the Watauga Tannery on the right. This Southern Railway Freight Depot was apparently built in 1913, or perhaps, a little later, see maps 21G and 22J. Consequently, this photograph appears to date to 1913 or later.[469]

Figure 388A. A detail of the platform of the Southern Railway Freight Depot platform.

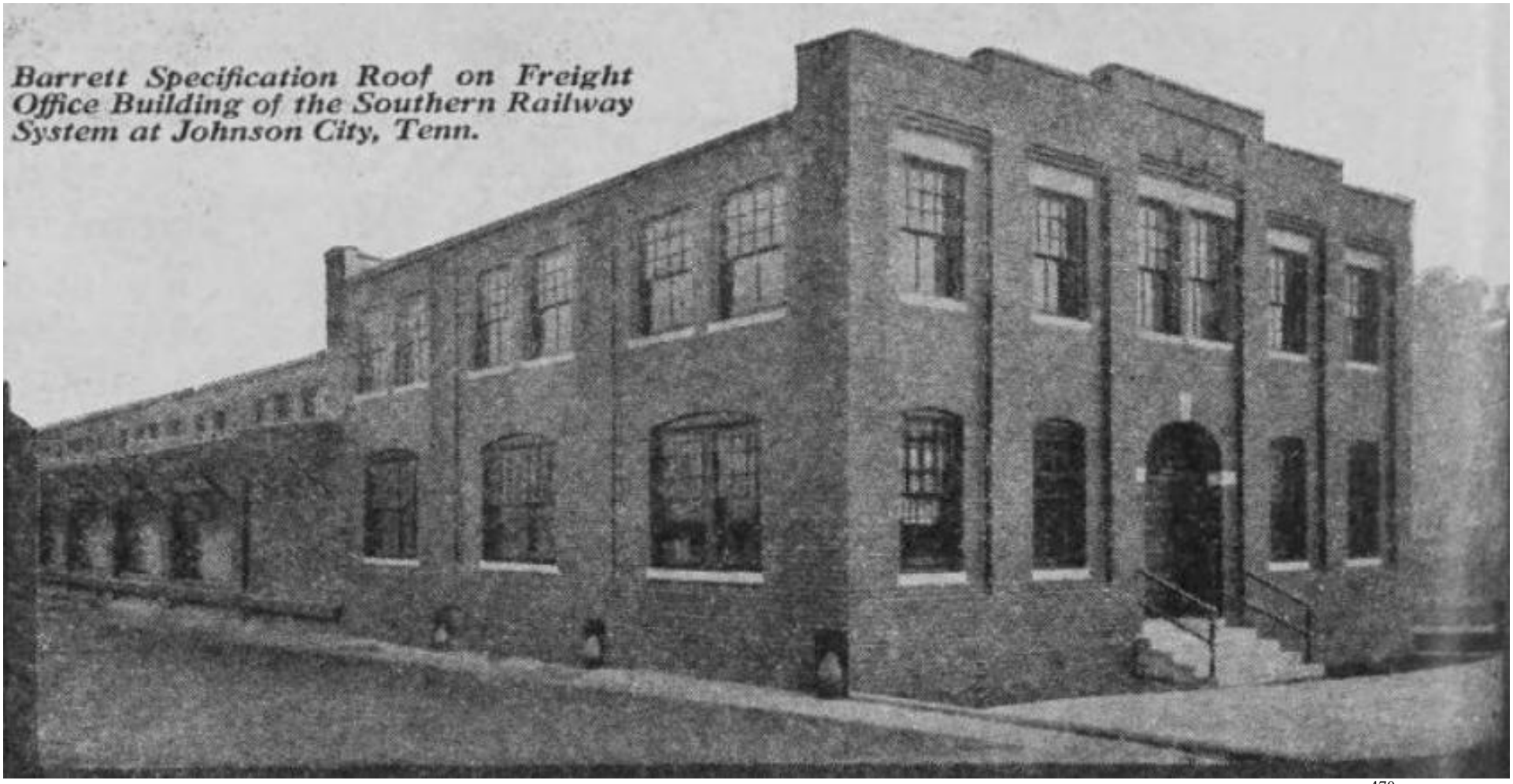


Figure 389. "Barrett Specification Roof on Freight Office Building of the Southern Railway System at Johnson City, Tenn."[470]

Figure 390. Southern Railway Freight Depot Office, south and east side, by February 1950.[471]

Figure 381B. A detail of the south side of the Southern Railway Freight Depot, with what appears to be a livestock pen. The building partially visible on the right is the tower of the St. Paul AME Zion Church.

Figure 391. Looking at the west and south sides of the "Sou. Depot" "Johnson City, Tenn. 1976," located on the west corner of King and Elm streets, with the I-26 bridge in the background.[472] Although this building still stands, the author did not determine when it was built, nor its current status.

Figure 392. A Google maps image of the former “Southern Depot” from August 2012.

12.2. Southern Railway Freight Depot, 1911 to at least 1948
This building has been removed.

9 November 1911. Johnson City Comet.

"The Southern railway officials told the railroad commissioners Monday that they were preparing to build a suitable passenger station and freight depot in Johnson City and would begin work on same within a few months. This probably means that the three railroads entering Johnson City will build separate depots unless there is a sensible and concerted movement upon the part of the people to demand a union passenger station, which the city should have, by all means. The Comet believes the Railroad Commission should be called upon to compel all three railroads to appear before it and show cause why they should not be compelled to build a handsome union depot that would be an ornament to the city. If the commission can compel one road to build a depot it can compel all three to build one, of course."

30 November 1911. Johnson City Comet.

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

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

18 January 1912. Johnson City Comet.

"New Freight Depot has been Located. The Southern railway is exercising its right of option on the property on King street, northeast of the Watauga Electric Company and is handing the owners checks for the amounts the option calls for. Over twenty thousand dollars will be paid out for a site 204 x 735 feet. On this site the company will erect a handsome freight station 50 x 250 to 300 feet. Streets paved with brick will lead to it and four tracks will empty their contents into it.

Work will begin on it within the next 60 days. Major Fonde and assistants spent several days here during the week past looking over the different sites for a passenger station."

30 May 1912. Johnson City Comet.

"… Officers Work to Please – Southern Officials Meet Committee of Citizens and Revise the Plans for the New Dept. – Vice-President and General Manager Copeman; Geo. R. Royal, general superintendent; Maj. Henry Fonde, general agent, and B. Herman, chief engineer, of the Southern railway company, came to Johnson City on a special train Friday night, a half day in advance of the time they were expected. In the limited time at Vice-President Copeman's disposal, it was found impracticable to have a full meeting of the commercial club, but a number of our business men met the gentlemen and showed them over the city, the Soldiers Home, etc. Mr.

Copeman was evidently pleased with the present upbuilding and future prospects of Johnson City…

At the conclusion of the conference the plans for the freight station, track and layout were shown in the meeting, and they showed an immense outlay for that station and its accessories. The freight station is 50 x 250 feet, two paved streets for wagon traffic through the station grounds, six tracks, three of them being team tracks. The estimate is $78,500 for the freight house and appurtenances. This scale of improvement was a surprise to our business men, and was used as an argument by Mr. Copeman to hold down the cost of the passenger station; but he finally yielded to the argument that Johnson City was the coming and arriving city of the central south…

Maj. Fonde is urging expedition, as he desires to use the earth material from the grading of the freight site for the purpose of filling the passenger station to track level. Maj. Fonde has been the earnest and consistent friend of Johnson City throughout all negotiation. Superintendent Loyall has backed him up."

July 1913. The Sanborn Fire Insurance Company map depicts the "S.R.R. Freight Depot" "From Plans," which include offices as well as "Platform & Sheds."

3 December 1914. Johnson City Comet.

"Maj. Henry Fonde, general agent and personal representative of the president of the Southern Railway, who died in Knoxville last Saturday was well known in Johnson City and was one of the most popular officials of the road who ever visited this city. He had great faith in the future of Johnson City and evidenced it by building here within the last two years one of the largest and most modern freight depots and switching yards along the system, and also constructed a splendid passenger station, all of which Johnson City is duly proud. He was a born diplomat and a splendid type of Southern manhood, dependable under all circumstances. The Comet joins in the general regret at his passing."

18 May 1918. Johnson City Comet.

"Consolidation of Freight Stations – To complete the plans for consolidating the two freight stations, the officials of the Southern railway and Carolina, Clinchfield and Ohio railway met here Monday.

Joe H. Horton was appointed agent of the consolidated stations, with Andrew Davis, assistant agent. Mr. Horton has for years been agent for the C.C. & O. railway and he supersedes Mr. Davis by reason of seniority in service, having been an agent for five years longer.

Eugene Pitts was appointed general yard master. It is proposed to use two yard locomotives with three crews working the third one at night on the eight hour shift.

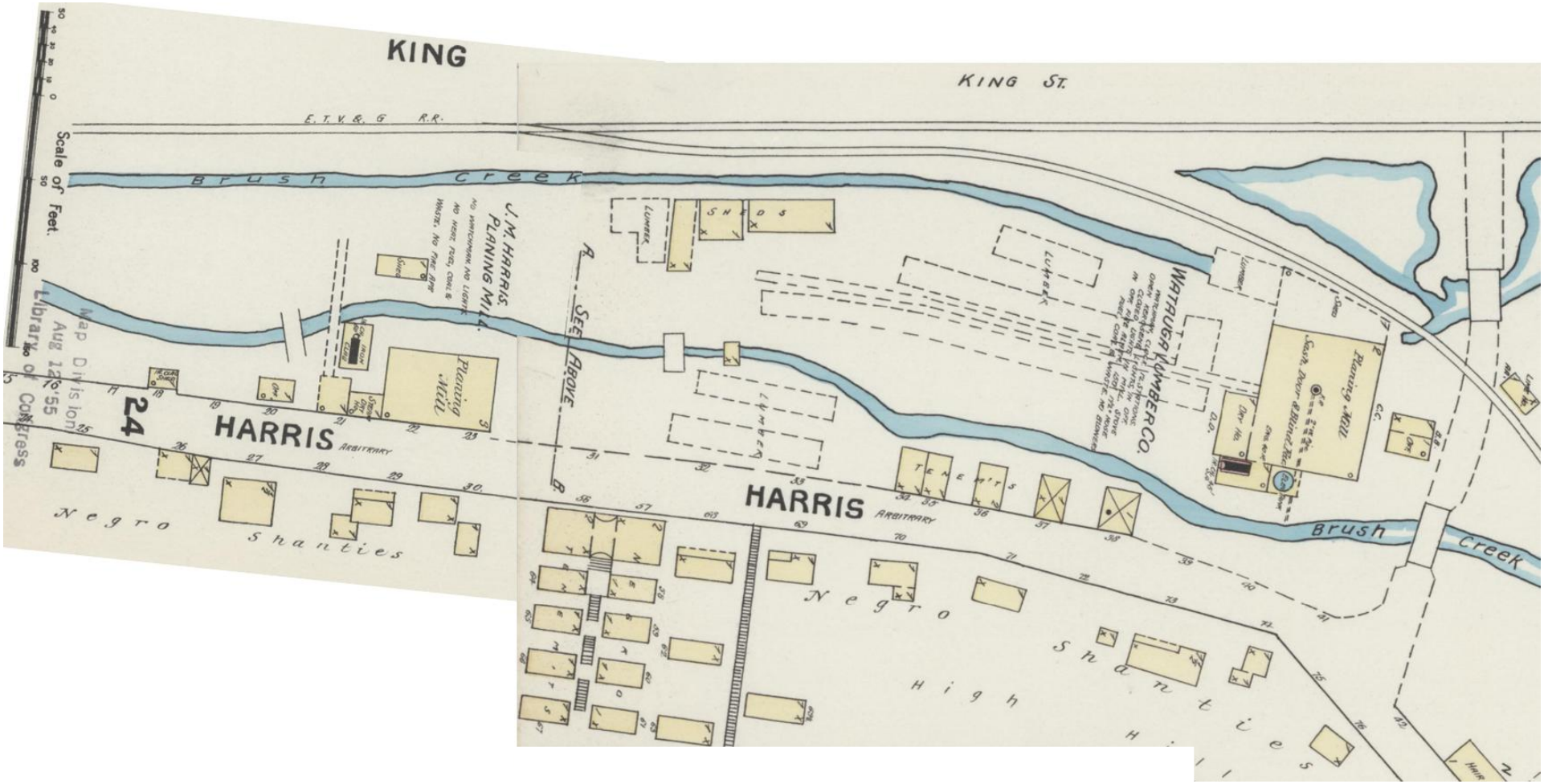
Affective June 1st, all inbound and outbound freight will be handled through one station, the Southern railway freight depot. The Clinchfield office force will be removed to the Southern station building and among them will be distributed the work.

All employes will be taken care of either here or elsewhere along the line. At present, it is evident that all the station clerks and helpers will be used in this city to handle the volume of business."

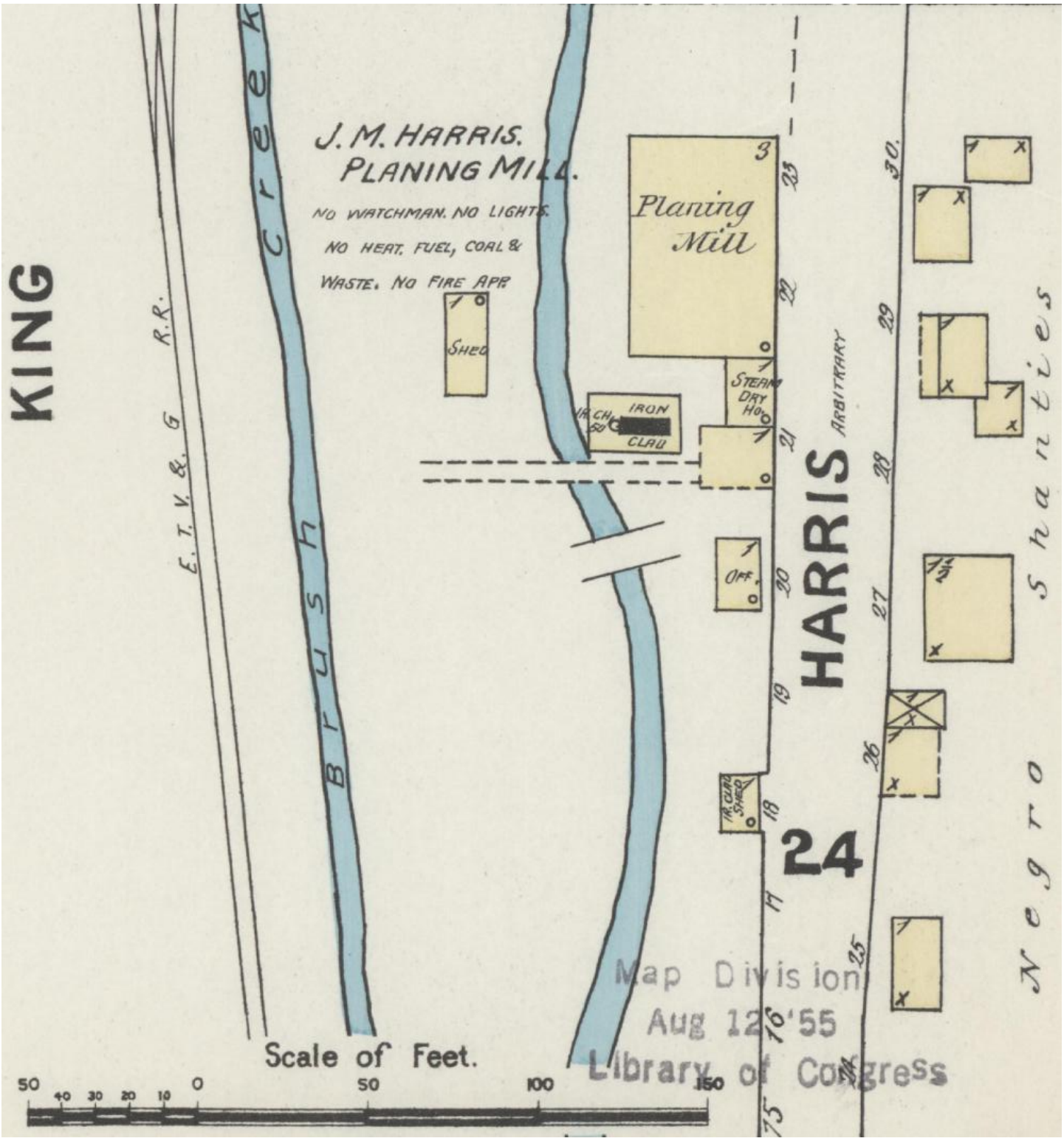
13. The Planing Mills along Brush Creek, 1887 – 1899

Frank Evans Planing Mill, 1887 – 1890
J.M. Carr & Company/J.M. Carr & Sons (Leased), here 1890
Harris – Weaver Building and Manufacturing Company, 1890 to at least 1891
(The Sanborn maps from 1891 and 1897 refer to this facility as the "J.M. Harris Planing Mill")
Cooper Brothers (Leased), 1891 to at least 1893
The primary building of this enterprise was removed and shipped to Bristol in 1899.

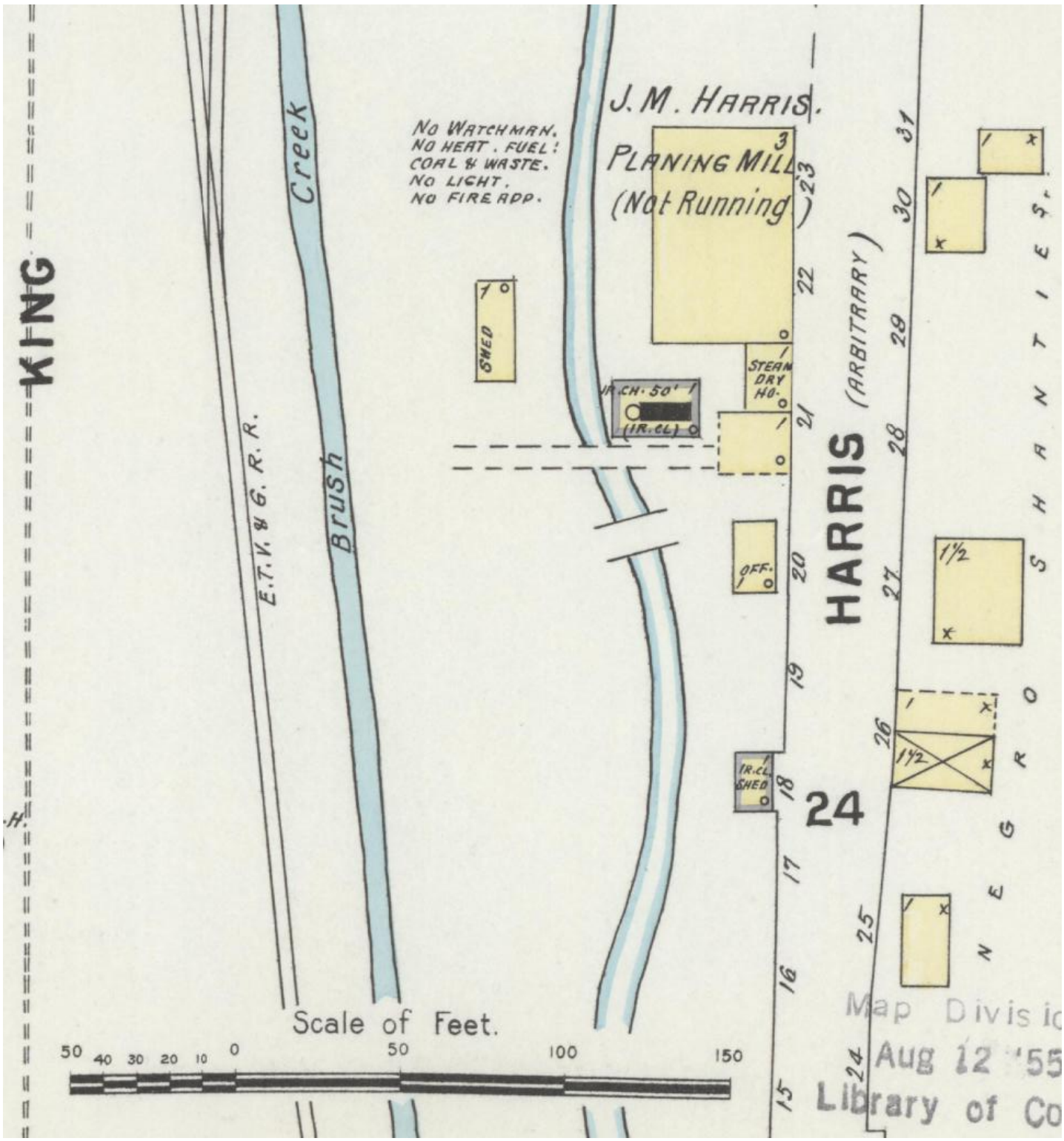
Stratton & Stratton, Planing Mill, 1887 – 1890
Watauga Lumber Company, 1890 – 1891
The principal building of this complex was acquired by the Watauga Tannery in 1895.



Map 26. January 1891. Industries, from left to right along Brush Creek: the "J.M. Harris Planing Mill" and the "Watauga Lumber Co." Note, by 1904 or 1905, Harris Street had been renamed Water Street.[473]



Map 26A. January 1891. The "J.M. [N?] Harris Planing Mill" complex included: a three-story, wood-framed "Planing Mill," a one-story, wood-framed "Steam Dry Ho.," an ironclad boiler house with a 50-foot chimney, and a one-story, wood-framed office ("Off."), as well as two sheds.[474]



Map 27. May 1897. "J.M. [N?] Harris Planing Mill" "Not Running." On 21 September 1899, the Johnson City Comet included: "The old Evans factory building has been purchased by J.A. Stone & Bro., of Bristol. Workmen are taking it down to move it to Bristol."[475]

13.1. The "J.M. Harris Planing Mill," 1887 – 1899

Note: The name "J.M. Harris Planing Mill" has been arbitrarily assigned to this structure by the author in the interest of clarity. This designation has no historical basis beyond appearing on the Sanborn maps.

Frank Evans Planing Mill, 1887 – 1890
J.M. Carr & Company/J.M. Carr & Sons (Leased), here 1890
Harris – Weaver Building and Manufacturing Company, 1890 to at least 1891
(The Sanborn maps from 1891 and 1897 refer to this facility as the "J.M. Harris Planing Mill")
Cooper Brothers (Leased), 1891 to at least 1893
The primary building of this enterprise (at least) was dismantled and shipped to Bristol in 1899.
Regrettably, the author did not locate any images of this facility.

Note: This facility is tentatively placed here, based on the information contained in Table 8. This assessment is tentative because of two major issues: 1. Although probably a spelling or transcription error, the Sanborn maps for 1891 and 1897 list "J.M. Harris," while the Johnson City Comet lists "J.N. Harris" as General Manager for the "Harris – Weaver Building and Manufacturing Company." 2. The timeline for "J.M. Carr & Company" moving out of the "J.M. Harris Planing Mill" and into the planing mill on the E.T. & W.N.C. was not found by the author.

Table 8. An Analysis of the Operators of Two Planing Mills on Brush Creek, 1888 – 1903

Date and Source	Information and Observations
12 January 1888, Johnson City Comet	"The frame of Frank Evans' furniture factory is being erected. The building will be 40 x 60 feet and three stories high." The "J.M. Carr & Co." planing mill along the E.T. & W.N.C. was only one-story. The "J.M. Harris Planing Mill" was three stories tall.
5 April 1888, Johnson City Comet	"Frank Evans… has the largest and handiest dry-kiln…" Only the "J.M. Harris Planing Mill" had a "Steam Dry Ho." according to the relevant Sanborn maps. The "J.M. Carr & Co." planing mill along the E.T. & W.N.C. did not have a kiln.
2 January 1890, Johnson City Comet	"J.M. Carr has leased Frank Evans' planing mill…"
8 May 1890, Johnson City Comet	"Electric Railway. Mr. A.M. Young… will build his own plant. He is negotiating for a site near J.M. Carr & Son's planing mill…" The "J.M. Harris Planing Mill" was located near where the power plant was built on North Roan Street and the E.T.V. & G. Railroad mainline.
21 August 1890, Johnson City Comet	"The Frank Evan's property has been purchased" by the Harris – Weaver Building and Manufacturing Company, "J.N. Harris, General – Manager." Note that one of these sources appears to have confused "J.M. Harris" and "J.N. Harris." The author has not resolved this. However, the Johnson City Comet had local knowledge, so their "J.N. Harris" appears most likely to be correct.
January 1891, Sanborn maps	This set of maps depicts the "J.M. Harris Planing Mill" on Harris (later Water) Street, and the "J.M. Carr & Co." "Planing Mill. Sash, Door & Blind Fac." on the E.T. & W.N.C.[476]
2 April 1891, Johnson City Comet	"The Cooper Brothers will operate the Harris – Weaver Building and Manufacturing Co.'s Plant."

Table 8 (Continued). An Analysis of the Operators of Two Planing Mills on Brush Creek, 1888 – 1903

Date and Source	Information and Observations
25 June 1891, Johnson City Comet	"Industrial Enterprises in Operation… Cooper Bros.' Planing Mill. J.M. Carr & Co. – Planing Mill."
May 1897, Sanborn maps	This set of maps depicts the "J.M. Harris Planing Mill (Not Running)" on Harris (later Water) Street, and the "J.M. Carr & Co." "Not Running" "Planing Mill. Sash, Door & Blind Fact'y." between the E.T. & W.N.C. and Walnut Street.[477]
21 September 1899, Johnson City Comet	"The old Evans factory building has been purchased... Workmen are taking it down to move it to Bristol."
April 1903, Sanborn maps	This set of maps indicates that the "J.M. Harris Planing Mill" on Harris (later Water) Street had been removed, and the "J.M. Carr & Co." "Planing Mill. Sash, Door & Blind Fact'y." between the E.T. & W.N.C. and Walnut Street had become "The Harris M'f'g' Co. Manuf'g Plow Handles & Dimension Stock."[478]

13.1.1. Frank Evans Planing Mill, 1887 – 1890

December 1887. The Wood-Worker.

"Frank Evans has a new planing mill at Johnson City, Tenn."[479]

12 January 1888. Johnson City Comet.

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

26 January 1888. Johnson City Comet.

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

26 January 1888. Johnson City Comet.

"C.G. Mitchell, architect and contractor for Frank Evans factory and has about completed the building. It is one of the most substantial buildings in East Tennessee and is a credit to the young man's architectural ability."

9 February 1888. Johnson City Comet.

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

9 February 1888. Johnson City Comet.

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

1 March 1888. Johnson City Comet.

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

15 March 1888. Johnson City Comet.

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

5 April 1888. Johnson City Comet.

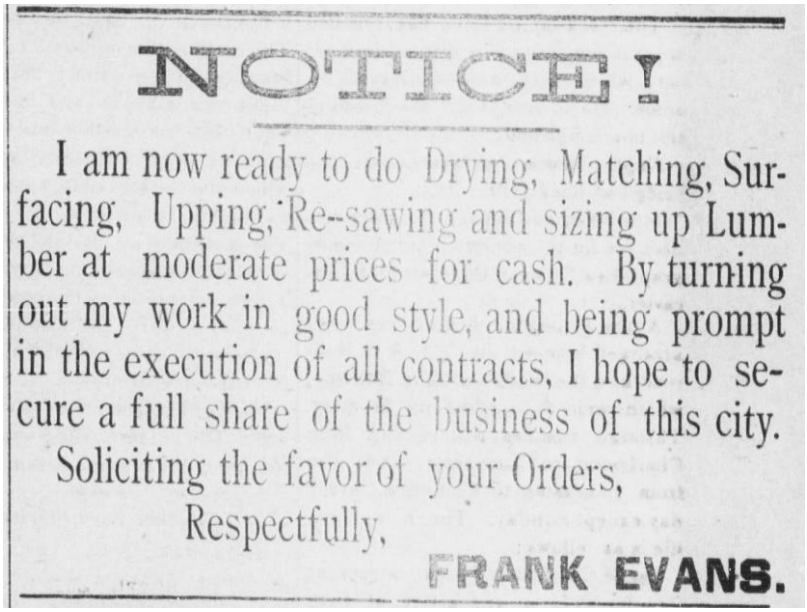
"We understand that Frank Evans will be ready to do planing, matching, etc., by the 15th of this month. His new factory is one of the largest in the city, and he will have the latest wood-working machinery. He also has the largest and handiest dry-kiln in the place and can furnish seasoned lumber on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

19 April 1888. Johnson City Comet.

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

26 April 1888. Johnson City Comet.

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


NOTICE!

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

Soliciting the favor of your Orders,

Respectfully,

FRANK EVANS.

Figure 393. Johnson City Comet, 26 April 1888.
This advertisement ran until at least 4 October 1888.

31 May 1888. Johnson City Comet.

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

23 August 1888. Johnson City Comet.

"Frank Evans tells us he is figuring on material for eleven dwellings."

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

—I AM NOW READY TO DO—

DRYING, MATCHING,

SURFACING, RIPPING,

Resawing and Sizing-Up Lumber

—A T—

MODERATE PRICES FOR CASH !

BY TURNING OUT MY WORK IN GOOD STYLE, AND

Being Prompt in the Execution of All Contracts,

I HOPE TO SECURE A FULL SHARE OF THE BUSINESS.

Soliciting the favor of your orders, respectfully,

FRANK EVANS.

Figure 394. Johnson City Comet, 1 November 1888.
This advertisement ran until at least 31 January 1889.

22 November 1888. Johnson City Comet.

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

21 March 1889. Johnson City Comet.

"The Electric Light Co. moved their dynamo from Evan's factory to the Foundry and Machine Works last Tuesday night. The transfer was begun at 12 o'clock midnight and completed before daylight."

2 January 1890. Johnson City Comet.

"J.M. Carr has leased Frank Evans' planing mill and will put it in operation at once."[480]

13.1.2. J.M. Carr & Company/J.M. Carr & Sons (Leased), here 1890

2 January 1890. Johnson City Comet.

"J.M. Carr has leased Frank Evans' planing mill and will put it in operation at once."

9 January 1890. Johnson City Comet.

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

16 January 1890. Johnson City Comet.

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

Figure 395. Johnson City Comet, 13 February 1890.
This advertisement ran until at least 28 May 1891.

13 February 1890. Johnson City Comet.

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

6 March 1890. Johnson City Comet.

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

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

8 May 1890. Johnson City Comet.

"Electric Railway. Mr. A.M. Young, of Waterbury, Conn., the purchaser of the electric light plant, was in Johnson City a few days ago. As mentioned last week he will enlarge and improve the present system and will build his own plant. He is negotiating for a site near J.M. Carr & Son's planing mill and if he gets it will build at once..."

Note: The article above was included in this section because it indicates that "J.M. Carr & Son's planing mill" was located near where the power plant was built on North Roan Street and E.T.V. & G. Railroad.

3 July 1890. Johnson City Comet.

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

Note: By August 1890, it appears that the plant labeled "J.M. Harris Planing Mill" on the Sanborn Fire Insurance Company maps of January 1891 and May 1897 had been acquired by the "Harris – Weaver Building and Manufacturing Company." Some of the newspaper articles indicate that "Harris – Weaver" was busy and profitable during this period. Perhaps this indicates that "J.M. Carr & Company" continued to operate this plant for some time under lease, perhaps until this plant was leased to the Cooper Brothers in April 1891. By January 1891, "J.M. Carr & Co." were (also?) operating a "Planing Mill" "Sash, Door & Blind Fac." at a different location along the E.T. & W.N.C. R.R. However, the author has not found any information on the prior development and occupation of the facility along the E.T. & W.N.C. R.R. In April 1891, the "Harris – Weaver Building and Manufacturing Company" leased the "J.M. Harris Planing Mill" to the Cooper Brothers, with the article indicating that this mill was not in active operation at that time. It seems most likely, to the author, that "J.M. Carr & Co." had ceased operating the "J.M. Harris Planing Mill" between the summer of 1890 and January 1891. For information on the "J.M. Carr & Company" operation at their other facility, see "A Draft Documentary History of Industries along the Railroads through Johnson City, Part 4: Industries Along South Side of the E.T. & W.N.C. and Clinchfield Mainlines, Between Orleans and South Roan Streets, 1884 – Present."

13.1.3. Harris – Weaver Building and Manufacturing Company, 1890 to at least 1891
(The Sanborn maps from 1891 and 1897 refer to this facility as the "J.M. Harris Planing Mill")

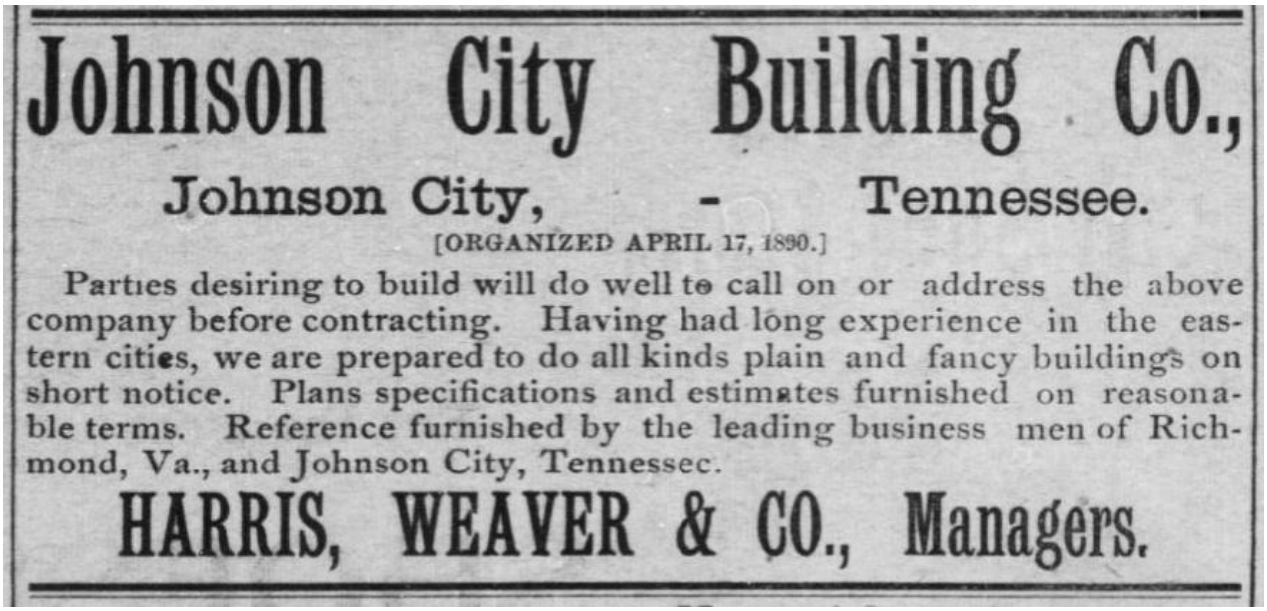

Johnson City Building Co.,
Johnson City, - Tennessee.
[ORGANIZED APRIL 17, 1890.]
Parties desiring to build will do well to call on or address the above company before contracting. Having had long experience in the eastern cities, we are prepared to do all kinds plain and fancy buildings on short notice. Plans specifications and estimates furnished on reasonable terms. Reference furnished by the leading business men of Richmond, Va., and Johnson City, Tennessee.
HARRIS, WEAVER & CO., Managers.

Figure 396. Johnson City Comet, 1 May 1890.
This advertisement ran until at least 28 August 1890.

31 July 1890. Johnson City Comet.

"Harris, Weaver & Co., contractors, are doing their share of the building in Johnson City. They now have seventeen dwellings in course of construction and commenced four new ones this week. One for Cy. H. Lyle on Seventh avenue; one for the Electric Light Company on King street; one on Henry street for D.J. Wheeler and one for J.N. Harris on Unaka avenue."

14 August 1890. Johnson City Comet.

"A new planing mill company is being organized for Johnson City. The promoters are all home people. A charter will be obtained and it is believed they will be ready for work in two weeks. The Frank Evan's plant has been purchased and will be enlarged to meet the demands of the times. The stockholders are well-known hustlers and it will pay from the start."

21 August 1890. Johnson City Comet.

"New Planing Mills. The Harris – Weaver Building and manufacturing company has been duly organized, as the minutes of the meetings of the stockholders and directors will show. The stockholders are among the best men in this section, and the directors and officers are well known business men and some are experienced planing mill men. It is a strong company, and starts out with a large amount of work. It will do a general planing mill business as well as contract for building all classes of houses.

The Frank Evan's property has been purchased, and the machinery will be started Monday, when the company will be ready to transact business.

The following proceedings were taken from the secretary's books, and show the personnel of the company: At a meeting of the charter members of the Harris – Weaver Building and

Manufacturing Company held in the office of the company on the 20 inst. the following proceedings were had

On motion of H.H. Stratton the by-laws were read and approved.

On motion of W.R. Reeves a committee was appointed to select five directors. W.R. Reeves, H.H. Stratton and C.S. Seehorn were appointed and presented the following names as directors: H.H. Stratton, W.R. Reeves, C.J. Broyles, C.S. Seehorn and J.A. Worley.

The selection was duly ratified by the stockholders. Meeting adjourned, and a meeting of the directors was called.

Dr. C.J. Broyles was made Chairman of the Board of Directors, and the election of officers was entered into with the following result:

Cy H. Lyle, President; C.N. Brown, Vice President; C.P. Pence, Secretary and Treasurer; J.N. Harris, General – Manager."

September 1890. The Wood Worker.

"The Harris – Weaver Building & Mfg. Co., has organized to operate a planing mill and to get out interior finish at Johnson City, Tenn."[481]

1 January 1891. Johnson City Comet.

"Stockholders Meeting. A meeting of the stockholders of the Harris – Weaver Building and Manufacturing company was called by Cy H. Lyle, President. On Dec. 30, 1890, for the purpose of changing regular meeting of the stockholders from the second Thursday in January of each year to Dec. 30 which change in the by-laws was duly made.

C.B. Hamilton, C.N. Brown, J.N. Harris, J.D. Weaver and J.C. Brown were elected directors. The following officers were unanimously elected: C.N. Brown, President; G.B. Hamilton, Vice-President; J.D. Weaver, Gen. Manager; J.N. Harris, Secty. And Treasurer.

A motion to declare a 20 per cent., dividends created considerable discussion, some directors being under the impression that a larger one could be declared. Owing to a tie vote the matter was deferred to a future meeting."

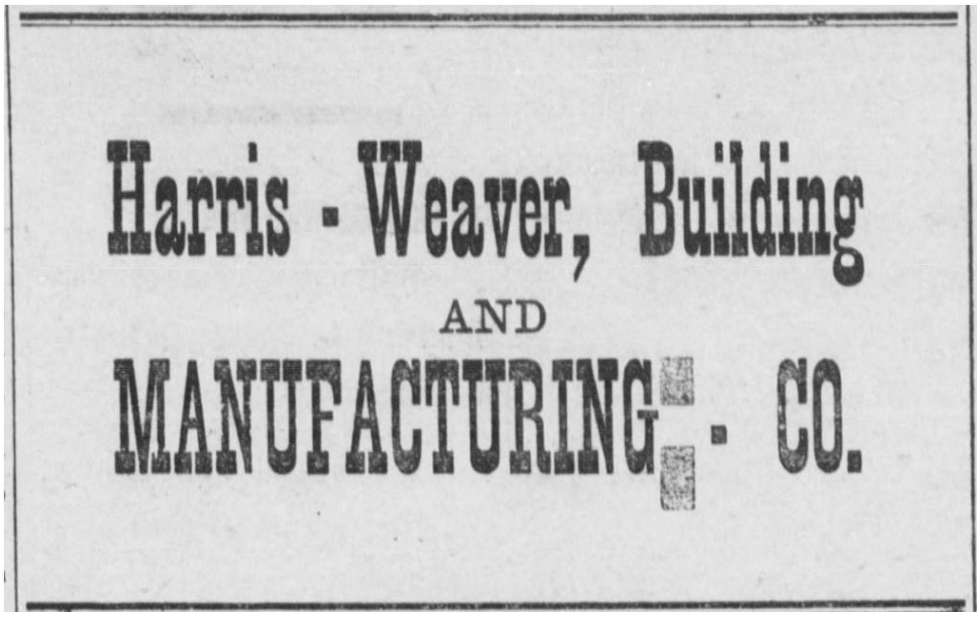


Figure 397. Johnson City Comet, 15 January 1891.
This advertisement ran until at least 4 February 1891.

January 1891. The Sanborn Fire Insurance Company map depicts the "J.M. Harris Planing Mill" complex on Harris (later Water) Street as consisting entirely of wood-framed buildings, including a three-story "Planing Mill," an ironclad powerhouse with a 50-foot chimney, a "Steam Dry Ho.," and an office; along with two sheds.

26 February 1891. Johnson City Comet.

"J.N. Harris [apparently Secretary and Treasurer of Harris – Weaver Building and Manufacturing Company] has completed his new residence on Unaka avenue. It is a handsome ten-room structure and a credit to the town. He came here about twelve months ago and has done a great deal to build up Johnson City. Besides building three nice homes for himself, he has built, under contract, thirty-three others at a cost of about $90,000. A contract has just been closed by Mr. Harris for the building of four more, which will be commenced at once."

13.1.4. Cooper Brothers (Leased), 1891 to at least 1893

2 April 1891. Johnson City Comet.

"Planing Mill Leased. The Cooper Brothers will operate the Harris – Weaver Building and Manufacturing Co.'s Plant. Yesterday morning the machinery in the Harris Weaver Building and Company's plant was put in motion again and will be made to hustle for a year under the management of Cooper Bros.

The lessees are experienced planing mill operatives and will give it their personal supervision, which is now one of the best equipped wood working establishments in East Tennessee.

It is the intention of the gentlemen to do a general planing mill business, and they will keep up with the times by adding new and improved machinery.

There are a number of houses under construction now over the city, but the weather has been such that outdoor work is almost impossible. In a short time, however, building will begin in earnest, and then all the planing mills will be crowded with orders. To avoid the rush these gentlemen will begin early and get a stock of material ahead." This was the last mention, found by the author, to the Harris – Weaver Building and Manufacturing Company.

25 June 1891. Johnson City Comet.

"Industrial Enterprises in Operation and in Course of construction…
Watauga Electric Lighting and Power Company.
Johnson City and Carnegie Street Railroad Company…
Watauga Lumber Company.
Cooper Bros.' Planing Mill.
J.M. Carr & Co. – Planing Mill.
John Sanders – Planing Mill…"

Note: This item ran until at least 18 February 1892.

18 May 1893. Johnson City Comet.

"Hoop Factory. The Cooper Bros., lumber dealers, of this city, contemplate instituting in connection with their other branches of the lumber industry, a factory for the manufacture of barrel hoops. – Their object is to supply the ["Wilson & Boring"] stave factory ["near the junction of the Three C's and the E.T. & W.N.C., in the Simmon's addition"], now in course of erection, with that indispensable article and it goes without saying that the project will be in every way a success and add one more to the increasing catalogue of our recuperative industries. The machinery has been ordered and will immediately upon arrival be placed in position for operation."

4 July 1895. Johnson City Comet.

"Retrospective and Prospective… The two planing mills have only been running a part of the time, but hope to do more work in the future."

Perhaps the "J.M. Harris Planing Mill" was one of the two.

May 1897. The Sanborn Fire Insurance Company map depicts the "J.M. Harris Planing Mill" complex on Harris (later Water) Street as "Not Running. This complex consisted entirely of wood-framed buildings, including a three-story "Planing Mill," an ironclad powerhouse with a 50-foot chimney, a "Steam Dry Ho.," and an office; along with two sheds.

7 September 1899. Johnson City Comet.

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

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

21 September 1899. Johnson City Comet.

"The old Evans factory building has been purchased by J.A. Stone & Bro., of Bristol. Workmen are taking it down to move it to Bristol."

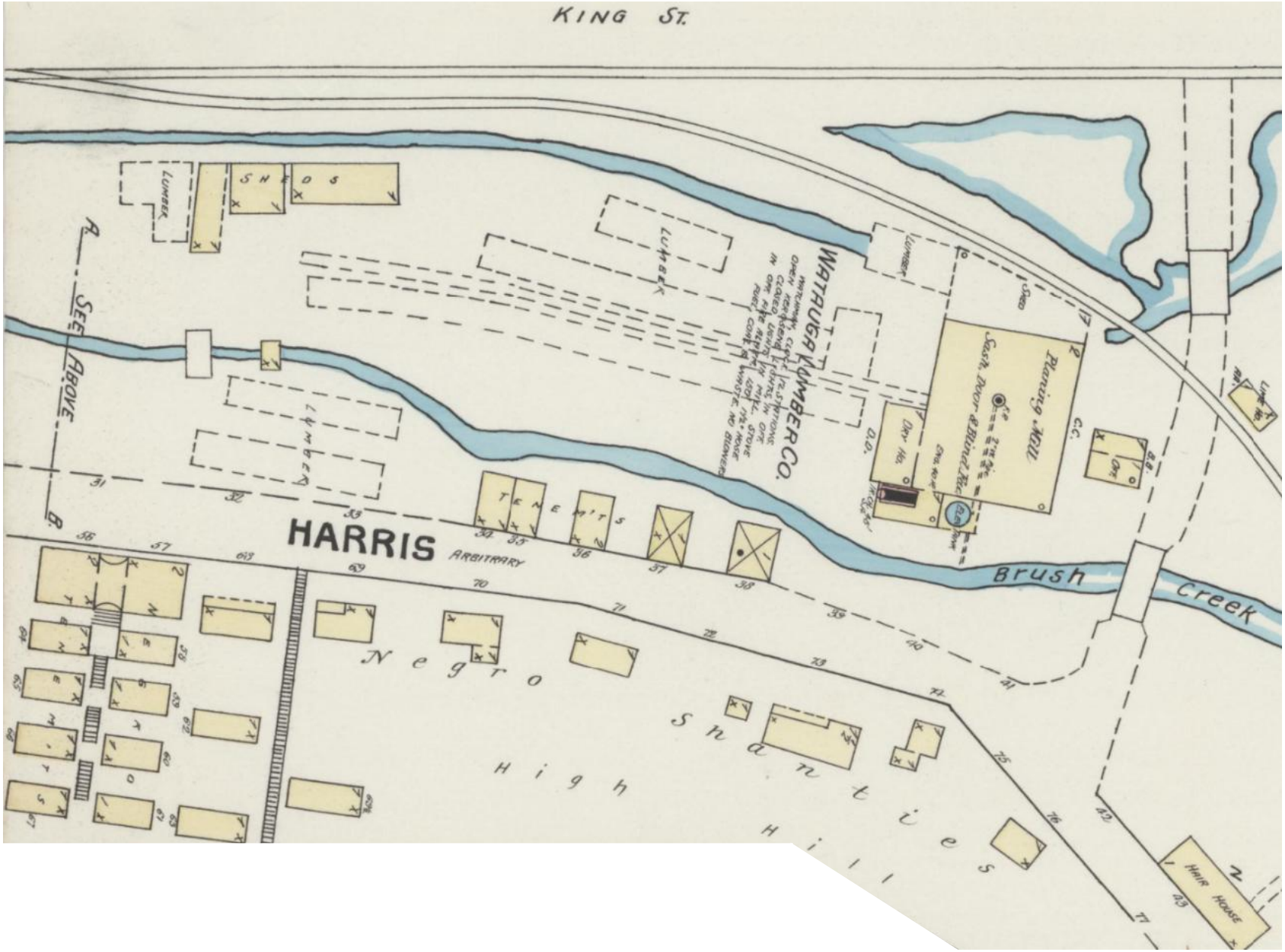
April 1903. The Sanborn Fire Insurance Company maps for April 1903 did not cover the area once occupied by the "J.M. Harris Planing Mill," apparently indicating that the structures associated with this facility had been removed.

13.2. “Watauga Lumber Company Complex,” 1887 – 1895

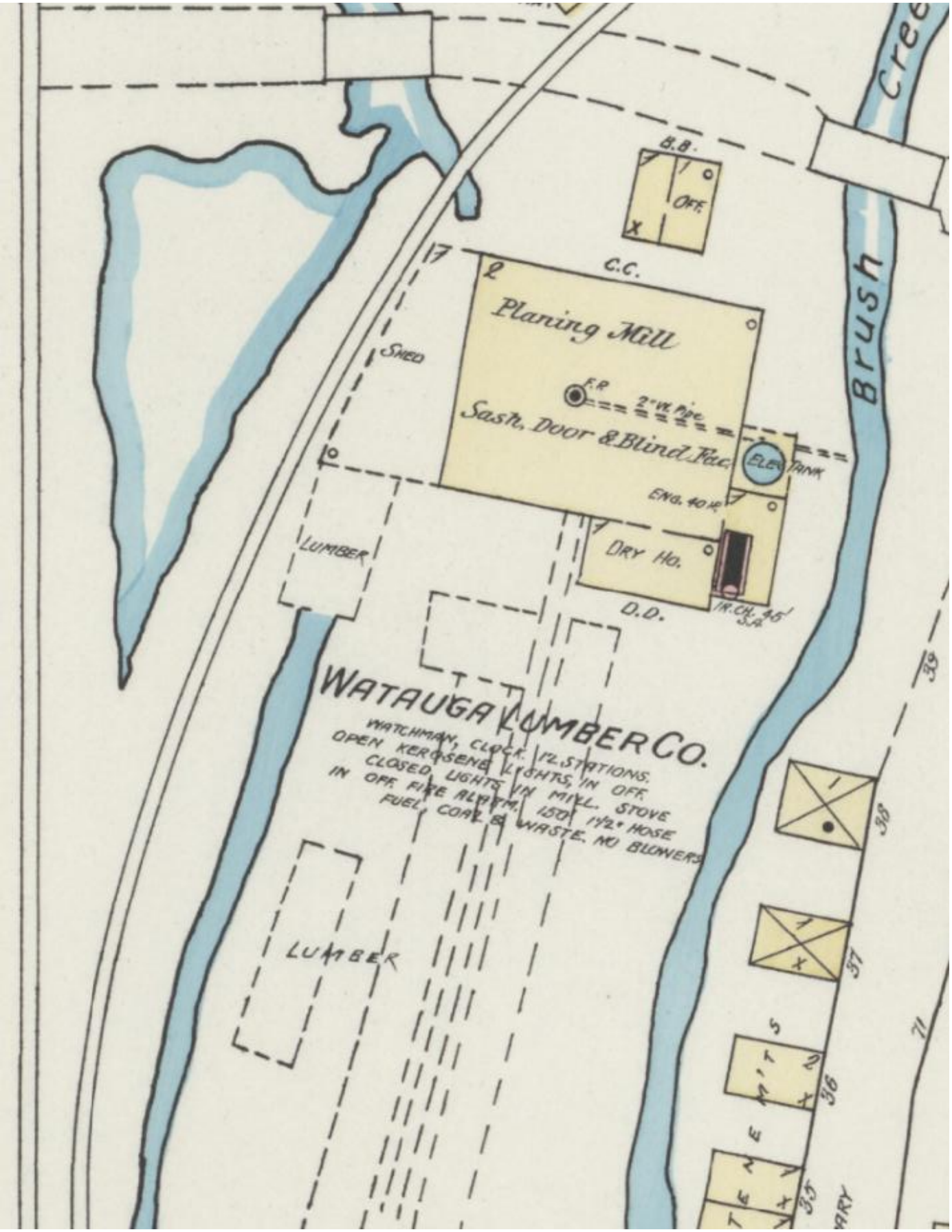
Note: The name “Watauga Lumber Company Complex” has been arbitrarily assigned to this structure by the author in the interest of clarity.

Stratton & Stratton, Planing Mill, 1887 – 1890
Watauga Lumber Company, 1890 – 1891

The principal building of this complex was acquired by the Watauga Tannery in 1895 and existed until at least 1920.



Map 26B. January 1891. "Watauga Lumber Co." "Planing Mill,": "Sash, Door & Blind Fac.," "Eng. 40 Hp.," "Elev. [water] Tank," 45-foot chimney, "Dry Ho.," and an office (Off."). The "Lime Ho." and "Hair house," on the right, were part of the adjacent Watauga Tannery complex.[482]



Map 26C. A detail of the "Watauga Lumber Co."

Figure 388B. "View of Johnson City, looking north from Tannery Knob (hill above current city hall)." Note the "Store Ho." of the Watauga Tannery on the right. This building was previously used by Stratton & Stratton (1887 – 1890) and the Watauga Lumber Company (1890 – 1891). This building was acquired by the Watauga Tannery in 1895. Also note the Southern Railway Freight Depot, which was apparently built in 1913, or perhaps, a little later, see maps 21G and 22J. Consequently, this photograph appears to date to 1913 or later.[483]

13.2. Watauga Lumber Company Complex, 1887 – 1895

Stratton & Stratton, Planing Mill, 1887 – 1890
Watauga Lumber Company, 1890 – 1891

The principal building of this complex was acquired by the Watauga Tannery in 1895 and existed until at least 1920.

13.2.1. Stratton & Stratton, Planing Mill, 1887 – 1890

24 November 1887. Johnson City Comet.

"Mr. F.A. Stratton has ordered the machinery for his new planing mill. He is having his building framed at Roan Mountain and will erect it on the land he recently purchased from the Hoss boys near the tannery at an early date."

1 December 1887. Johnson City Comet.

"Part of the lumber for Mr. Stratton's planing mill has arrived. The building will be 60 x 80 feet, three story's high and will be erected at once."

8 December 1887. Johnson City Comet.

"Mr. Wilburn Hodge has charge of the carpenter work on Mr. Stratton's planing mill and is pushing it rapidly."

12 January 1888. Johnson City Comet.

"The boiler has been placed in position at F.A. Stratton's mill and one planer and matcher, one band saw and one rip saw have arrived. The mill will be ready for business in thirty days."

19 January 1888. Johnson City Comet.

"Another new machine for splitting weatherboarding for F.A. Stratton's planing mill arrived Tuesday. It will be one of the best equipped planing mills in East Tennessee when completed…

Fires Kindled. The fires at F.A. Stratton's planing mill were kindled yesterday and the machinery started. The machinery has not all arrived yet but will be placed in position as fast as possible. Mr. Stratton will do business on a large scale and as an evidence of the fact that he can sell cheap he has sold 60,000 feet of dressed lumber to a Chattanooga factory. This can be appreciated when it is known that Chattanooga is noted as a cheap lumber market and has nine large planing mills. This is only another evidence that Johnson City has the natural advantages and no amount of money can compete with a town so blessed."

Planing Mill.

We are now ready to furnish the people of Johnson City and vicinity with Flooring, Weatherboarding, Shingles, Sash, Doors, Blinds, and all other House-Building Material. We will handle the Best Goods on the market in our line and at prices as low as this kind of material can possibly be furnished.

We invite a personal inspection of our stock and respectfully solicit the patronage of all.

Stratton & Stratton.

Figure 398. Johnson City Comet, 23 February 1888.[484]
This advertisement ran until at least 4 October 1888.

23 February 1888. Johnson City Comet.

"The advertisement of Messrs. Stratton & Stratton's planing mill appears in another column of this issue. This mill is equipped with all the latest improved machinery necessary to run a first class planing mill and sash, door and blind factory, and the proprietors, Frank A. and Henry H. Stratton, have experience enough in the business to insure the success of the undertaking. These gentlemen are reliable and with their well-equipped factory will be enabled to furnish all kinds of building material promptly on receipt of orders which is a very important consideration."

22 March 1888. Johnson City Comet.

"Messrs. Stratton & Stratton are building a new dwelling near their planing mill for one of their employees."

31 May 1888. Johnson City Comet.

"On account of the rapid increase of their business Stratton & Stratton are compelled to enlarge their planing mill. It will be done shortly."

3 January 1889. Johnson City Comet.

"Messrs. Stratton & Stratton are arranging to enlarge their planing mill. The new building will cover the ground between the factory and the tannery side track and will be two stories high. They will put in a full line of sash, blind, door, moulding and other machinery and will run a large force of hands. The trade extends all over East Tennessee and they are doing quite a good deal of work from other states."

31 January 1889. Johnson City Comet.

"Messrs. Stratton & Stratton are receiving new machinery. A buzz planer and turning lathe arrived yesterday. Between $2,000 and $3,000 worth has been bought and when it arrives this firm will be the best planing mill in East Tennessee. Their new building is nearly complete."

21 March 1889. Johnson City Comet.

"Stratton & Stratton have received more machinery for their planing mill. They are constantly adding new machinery and are doing a great deal of work for neighboring towns."

16 May 1889. Johnson City Comet.

"Stratton & Stratton are building a new addition to their planing mill. Their business is increasing rapidly and they have to enlarge their plant to meet the demand."

23 May 1889. Johnson City Comet.

"Stratton & Stratton shipped the wood work for two store fronts to Jonesboro last week."

30 May 1889. Johnson City Comet.

"There are perhaps few people in the city who have any idea of the amount of business done in any of our factories and of the amount of money that is put in circulation every Saturday evening. The Comet dropped into Stratton & Stratton's planing mill Monday and noticing that all machines were crowded and that a larger force of hands than usual were employed, naturally asked where so much work was coming from. The manager, Mr. H.H. Stratton, replied that they had several contracts for depots in Virginia besides other buildings and that they were also dressing several car loads of lumber for the Wiley Lumber CO., of Bluff City. In order to get a better idea of the work they were doing we inquired the amount of their weekly pay roll and were not a little astonished to learn that for the last two months it has been over $300.00. If you have not passed down by their plant lately you would hardly know the place now. It has been enlarged until it is more than twice its original size and the end is not yet. They are negotiating for a complete saw mill, engine and boiler and will run it in connection with their factory. They mean to keep up with the procession and supply the demand for building material regardless of cost."

6 June 1889. Johnson City Comet.

"Messrs. Stratton & Stratton received a large moulding machine Monday. It is one of the most complete machines for working moulding on the market and is perhaps the only one of the kind in East Tennessee. They are constantly adding new machinery to their already well equipped planing mill."

13.2.2. Watauga Lumber Company, 1890 – 1891

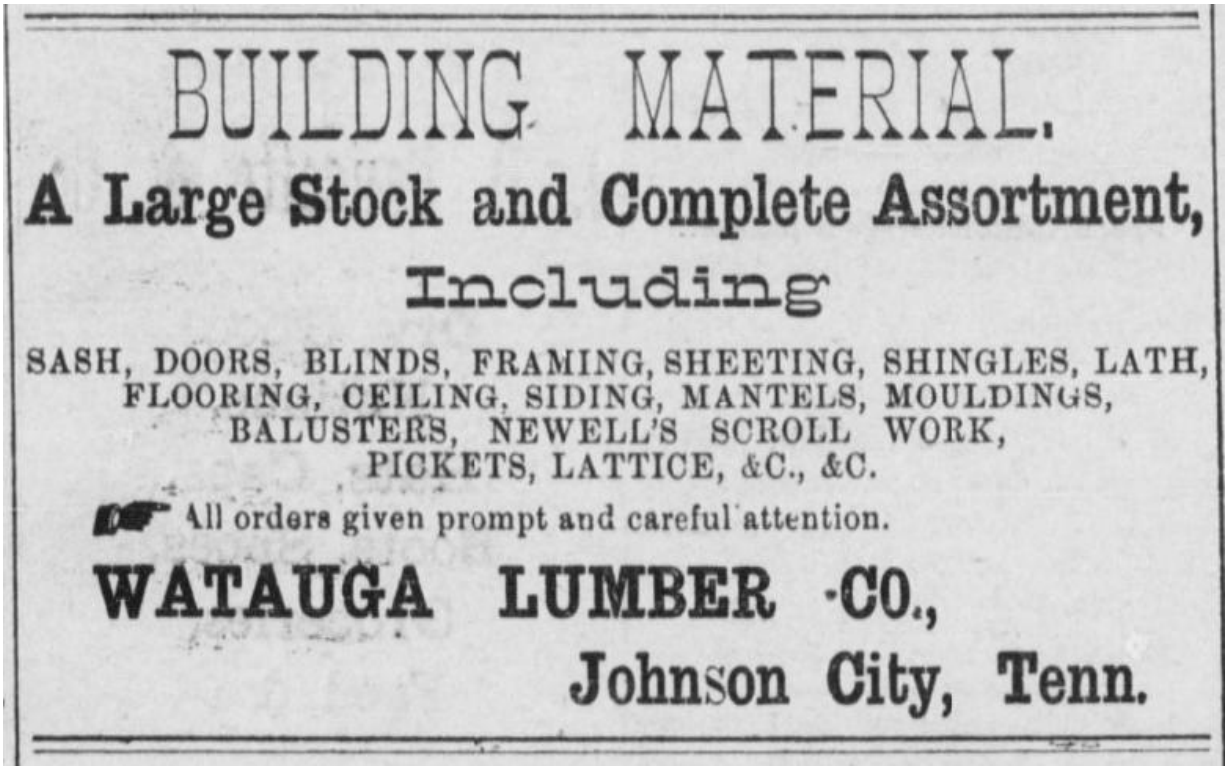
24 April 1890. Johnson City Comet.

"Watauga Lumber Company. – Stratton & Stratton's Planing Mill Spreading Out. Since starting in business here Stratton & Stratton have been constantly increasing their plant until it has grown to be one of the largest planing mills in East Tennessee. The proprietors are business men all over and have built up a large trade in Virginia in consequence of the extensive acquaintance of Mr. F.A. Stratton, of the firm, and they have built a number of depots along the line of the N. & W. extension. It is one of the institutions Johnson City is proud of and since it has been chartered as the Watauga Lumber Company it will assume even larger proportions. The capital has been increased materially and the plant will be enlarged as demand requires. As the change was just made today officers have not been elected yet but will be in a few days."

8 May 1890. Johnson City Comet.

"The Watauga Lumber Company. Among the large manufacturing establishments in the city the Watauga Lumber Company deserves a place. It is one of the largest planing mills in East Tennessee. As mentioned two weeks ago Stratton & Stratton have sold their planing mill to the Watauga Lumber Company. The Company has been duly chartered and has elected the following officers and directors: A.H. Pettibone, pres.; H.W. Hargreaves, v. pres.; J.L. Cooper, gen. manager; H.H. Stratton, T.N. Anderson and the above named officers are the directors. The capital stock is $40,000 and has all been sold. The planing mill has only been established about two years and has grown from a $10,0000 plant to one of the largest mills in East Tennessee and it is now doing a

business of $10,000 or $12,000 a month against $1,000 or $1,100 a month when it first started. That shows how Johnson City has grown. Their work, however, is not confined alone to this place. They are doing an immense business in Virginia and have several large contracts on hand now for work along the Clinch Valley extension of the N. & W. road. The company is prepared to furnish all kinds of building material and general planing mill work and in order to fill orders promptly carry on the yard about $20,000 worth of lumber. All the officers are business men and the general manager is an experienced builder and been with the mill since it started as manager."


BUILDING MATERIAL.

A Large Stock and Complete Assortment,

Including

SASH, DOORS, BLINDS, FRAMING, SHEETING, SHINGLES, LATH, FLOORING, CEILING, SIDING, MANTELS, MOULDINGS, BALUSTERS, NEWELL'S SCROLL WORK, PICKETS, LATTICE, &C., &C.

All orders given prompt and careful attention.

WATAUGA LUMBER CO.,

Johnson City, Tenn.

Figure 399. Johnson City Comet, 26 June 1890.
This advertisement ran until at least 13 August 1891.

29 January 1891. Johnson City Comet.

"Statement of Business. The following is a statement of the business of the Watauga Lumber Co. at the close of business December 31, 1890, including a list of stockholders. Made in accordance with the by-laws:

Stockholders: Isaac Bashor, John L. Cooper, A.H. Pettibone, A.N. Molesworth, L.P. Speck, H.H. Stratton, E.L. Huffman, Lillie I. Huffman, Isaac Hampton, L.O. Strain, C.H. Cooper, Watauga Lumber Company

Insurance	$366.68	
Bills Payable		$12,036.22
Mill Account	43,850.36	
Capital Stock		40,000
Cash	185.82	
Merchandise	10,763.36	
Bills Receivable	1,482.27	
Watauga Lumber Co. Stock	600.00	
Abeyance Account		73.79
Accounts Receivable	5,961.63	
Accounts Payable		2,670.02
Undivided Profits		7,833.09
	$63,213.12	$63,213.12

State of Tennessee, Washington County. Personally appeared before me, W.W. Faw, a Notary Public in and for said State and county, Wm. W. Petcherick, Secretary and Treasurer of the Watauga Lumber Company and made oath in due form of law that the foregoing statement is true and correct to the best of his knowledge and belief.

Witness my hand and seal this January 28th, 1891. W.W. Faw, Notary Public."

January 1891. The Sanborn Fire Insurance Company map depicts the "Watauga Lumber Co." complex between Brush Creek and the Southern Railway mainline as consisting entirely of wood-framed buildings, including a two-story "Planing Mill" "Sash, Door & Blind Fac.," with a boiler room (with 45-foot chimney capped with a spark arrestor), a "Dry Ho.," and an "Elev Tank." There were also a detached single-story office and three sheds.

25 June 1891. Johnson City Comet.

"Industrial Enterprises in Operation and in Course of construction…
Watauga Lumber Company.
Cooper Bros.' Planing Mill.
J.M. Carr & Co. – Planing Mill.
John Sanders – Planing Mill…"

Note: This item ran until at least 18 February 1892.

25 June 1891. Johnson City Comet.

"Be sure and enclose your lot with a nice picket fence, and if you want the best material at the fairest price, go to the Watauga Lumber Co., to get it…

James Siry is now with the Watauga Lumber Co., and will be pleased to hear from his friends when they want first class building material.

Are you going to build a house of any kind? If so, try the Watauga Lumber Co., or all kinds of lumber, shingles, lath, etc.

The Watauga Lumber Co., make a specialty of fine work for porches, verandahs, portices, stairways, mantels, doors, sash, and all other lines of building material and always at bottom process."

23 July 1891. Johnson City Comet.

"Rough dressed sheathing very low. Watauga Lumber Co."

20 August 1891. Johnson City Comet.

"The Watauga Lumber Company have shut down work on account of failure to collect debts."

19 November 1891. Johnson City Comet.

"Trustee's Sale. – By virtue of a trust Deed executed by the Watauga Lumber Company on April 30, 1890, to me as trustee, I will proceed to foreclose same by selling on Monday, Dec. 21, 1891, at the court room door in Johnson City, Tenn., the property conveyed in said Trust Deed, which is registered in Trust Book 5, page 180, in the registry at Jonesboro, being the realty (2 3/17 acres, more or less) and the machinery, mill equipments, appurtenances and privileges of the Watauga Lumber Company.

Said sale will be made to pay the trust indebtedness, amounting to six thousand and seventy-three dollars and fifty-seven cents, with interest, the notes representing which are now held by the First National Bank of Chattanooga and the Greene County Bank of Greeneville, and will be on the terms prescribed in the said Trust Deed, to wit: Cash in hand in bar the equity of redemption. A trustee deed will be executed to the purchase.

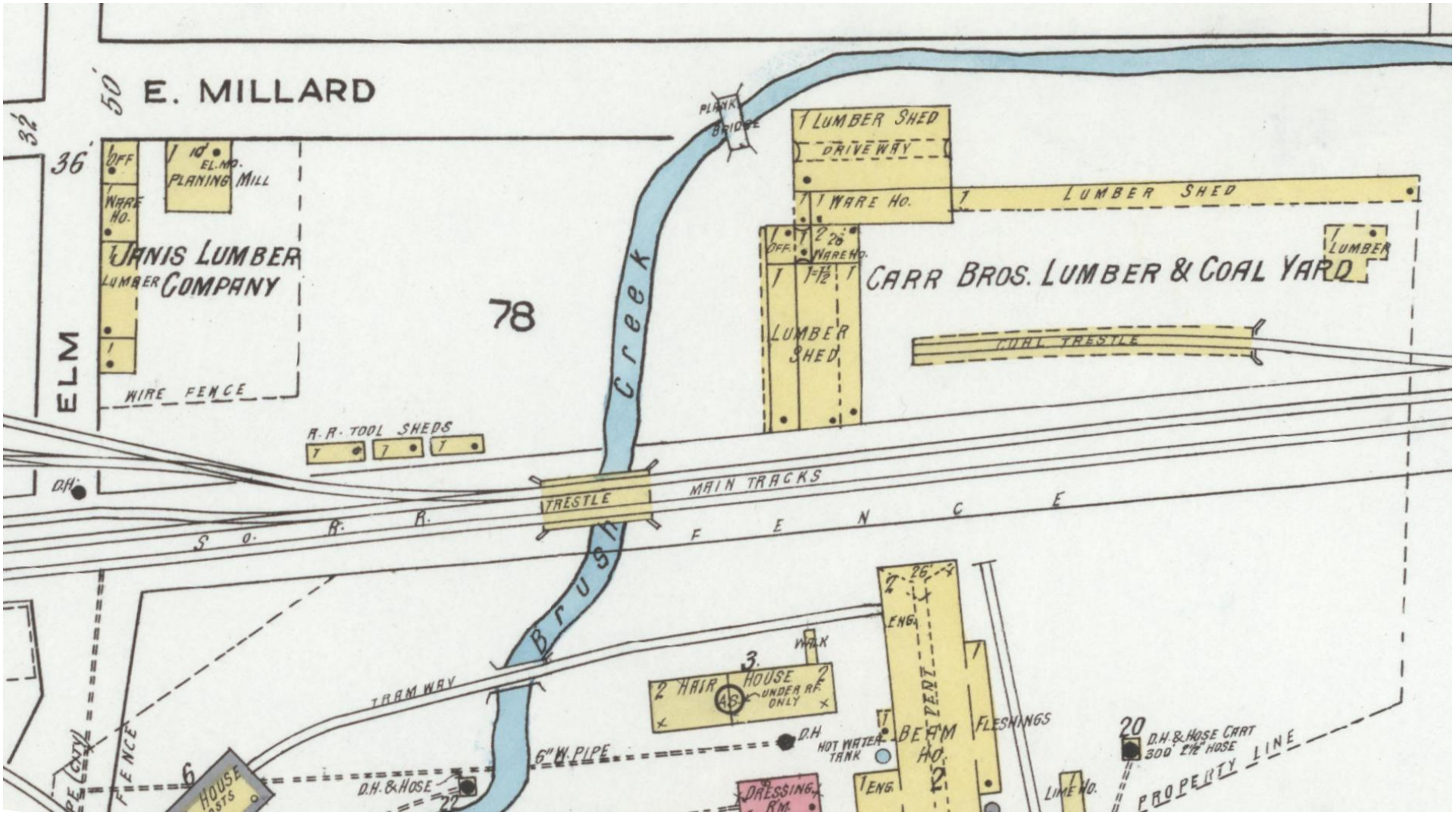
This November 18th, 1891. J.E. Brading, Trustee."

2 May 1895. Johnson City Comet.

"The Watauga Tannery has purchased the old Stratton planing mill and site and will convert the building into a store room for their finished product."

For information on the Watauga Tannery see: "A Draft Documentary History of Industries along the E.T. & W.N.C. and Clinchfield Railroads through Johnson City, Part 6: Industries Along the E.T. & W.N.C. and the Clinchfield near the Carnegie Addition, 1882 – Present."

14. Janis Lumber Company, 1920
Carr Brothers Lumber and Coal Yard, here? 1915 to about 1963

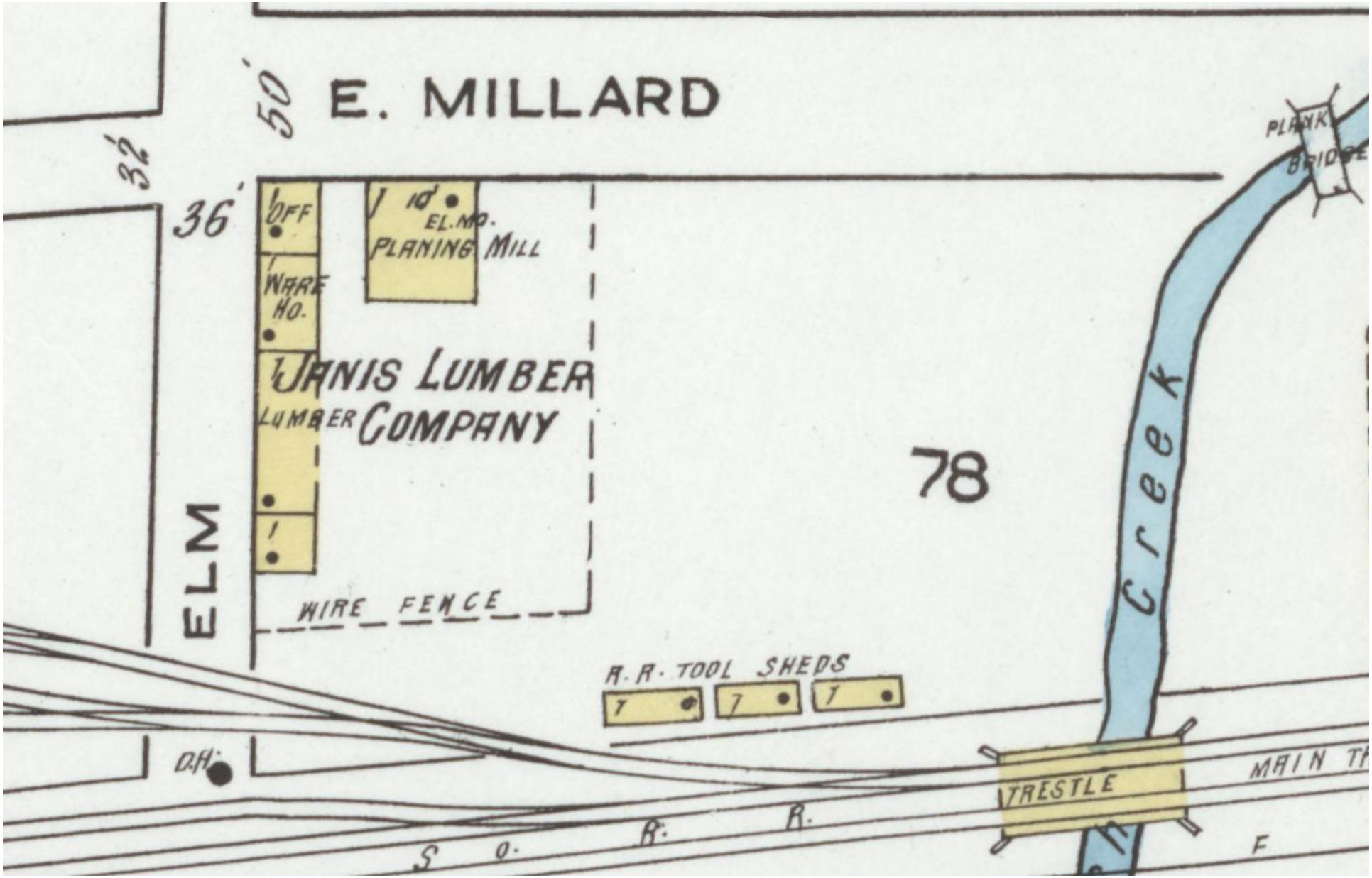


Map 28. February 1920. The industries, from left to right across the top of the image: the "Janis Lumber Company" and the "Carr Bros. Lumber & Coal Yard." Across the bottom of the image are portions of the complex of the Watauga Tannery. The author did not find any further written information on the Janis Lumber Company.[485]

Figure 37C. A detail taken on April 1941, looking toward Carnegie. Along the bottom of the image can be seen "The H.T. Hackney Company" building, the Southern Railway Freight Depot, the Science Hill High School, and the Colonial Hotel. In the distance, the Tennessee Mills (1916 – 1960s), perhaps the Tennessee Box Company (1915 to at least 1950), the General Shale Products Corporation plant, the Carnegie railyard, and the "Wilder Block" can be seen.[486]

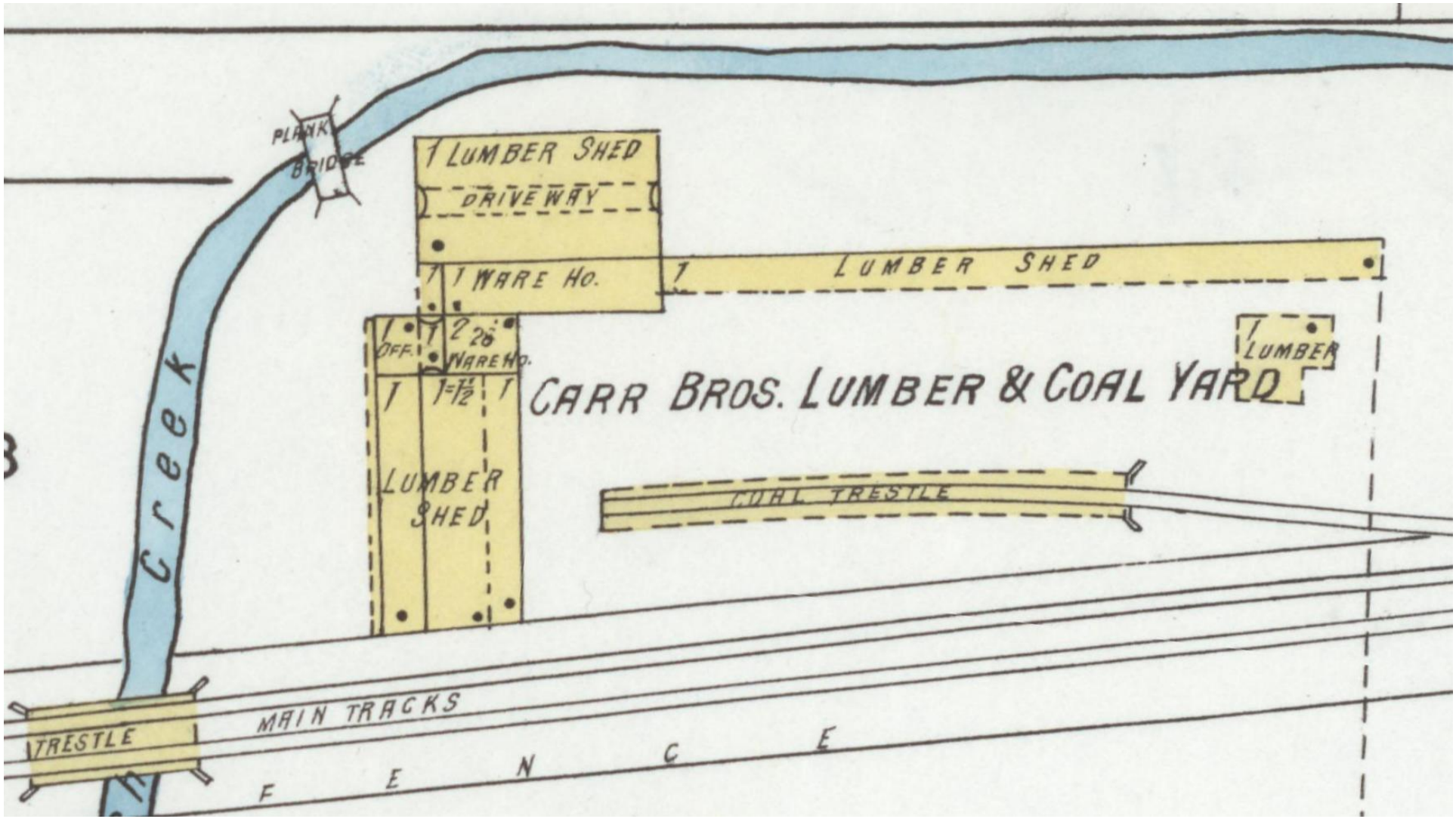
Figure 37D. A detail taken on 19 April 1941. Note the Southern Railway Freight Depot in the lower left corner. Just above the depot, across Elm Street, there appear to be at least two buildings that once formed part of the Janis Lumber Company complex (see Figure 388C and Map 28A); and just above the area once occupied by the Janis Lumber Company appears to be a rather large industrial plant (at the corner of Oak Street and First Avenue, which is considerably larger than what is depicted on Map 28B), which apparently belonged to the Carr Brothers Lumber Company at this time. Finally, note the "long" building (near the top right corner), across the Southern Railway mainline from the Carr Brothers Lumber Company, which appears to be a building left over from the old Watauga Tannery that went out of business around 1930. If correct, this building may have been part of the "Beam Ho."[487]

Figure 39F. A detail taken on 1 March 1947. Note the boxcars waiting by the Southern Railway Freight Depot on the left. To the right, across Elm Street, there appear to be at least three buildings in the area once occupied by the Janis Lumber Company complex (see Figure 388C and Map 28A); and to the right of this complex (in the top right corner) appears to be a rather large industrial plant (at the corner of Oak Street and First Avenue), which apparently belonged to the Carr Brothers Lumber Company at this time. Note the Science Hill High School in the lower left corner, as well as the "St. Mary's Parochial School" on the hilltop on the right.



Map 28A. February 1920. A detail of the Janis Lumber Company, including a Planing Mill," office, and a "Ware Ho." within a fenced compound. The author did not find any further written information on this enterprise. Also note the three "R.R. Tool Sheds" along the Southern Railway mainline, near the trestle. The top two switches are for the spurs leading to the Southern Railway Freight Depot.[488]

Figure 388C. "View of Johnson City, looking north from Tannery Knob (hill above current city hall)." Note the "Store Ho." of the Watauga Tannery on the left. This building was previously occupied by the planing mill used by Stratton & Stratton (1887 – 1890) and the Watauga Lumber Company (1890 – 1891). This building was acquired by the Watauga Tannery in 1895. Note the low, long building near the top right corner, which appears to be part of the Janis Lumber Company (see Map 28A). This photograph appears to date to 1913 or later.[489]



Map 28B. February 1920. A detail of the "Carr Bros. Lumber & Coal Yard" that consists of an office, two "Ware Ho.," lumber sheds, and a coal trestle. All of these buildings were of wood-framed construction and one-story, except for one "Ware Ho.," which was two-story (26 feet tall).[490]

14.1. Carr Brothers Lumber and Coal Yard, here? 1915 to about 1963

Figure 400. Historian Bob Cox wrote: "The late Sue Carr Eckstein once shared with me a massive scrapbook that had belonged to her father, Paul Carr. She also gave me a photograph of Carr Brothers employees that accompanies this column. My research dates the photo to about 1922. The business, owned by brothers, Paul and Sam Carr, was located at Oak and Millard streets. Earlier publications list it at First Avenue and Millard Street, but that was before Oak Street was renamed from its former Carnegie street designation."[491]

14.1. Carr Brothers Lumber and Coal Yard, here? 1915 to about 1963

1915 to about 1963 "Carr Brothers Made Economic Impact on Area for 53 Years."

"City directories provide a glimpse of the business, which began operation about 1910 as a coal supplier. Three years later, its product line was expanded to include fuel wood, ice and lumber. By 1915, the firm had dropped wood.

Circa 1922, a representative from the Utica Heater Company of New York came to Johnson City at the invitation of the Carr brothers to promote their highly publicized 'Super-Smokeless Furnace.' The public was invited to attend a demonstration of it on a W. Market Street vacant lot that was adjacent the old Arcade Building. The space was frequently used during the city's early years for numerous open air and tent performances.

According to the agent: 'The Utica furnace consumes all gases and volatile matter that would ordinarily escape in the form of smoke by combining them with air heated to about 1,200 degrees Fahrenheit. No smoke comes from the furnace and the available heat emitting from the coal is increased about 60 percent, ensuring absolute cleanliness and a 25 – 30 percent reduction in coal consumption.'

By 1928, the company had stopped selling ice and was promoting 'lumber, building materials and coal.'

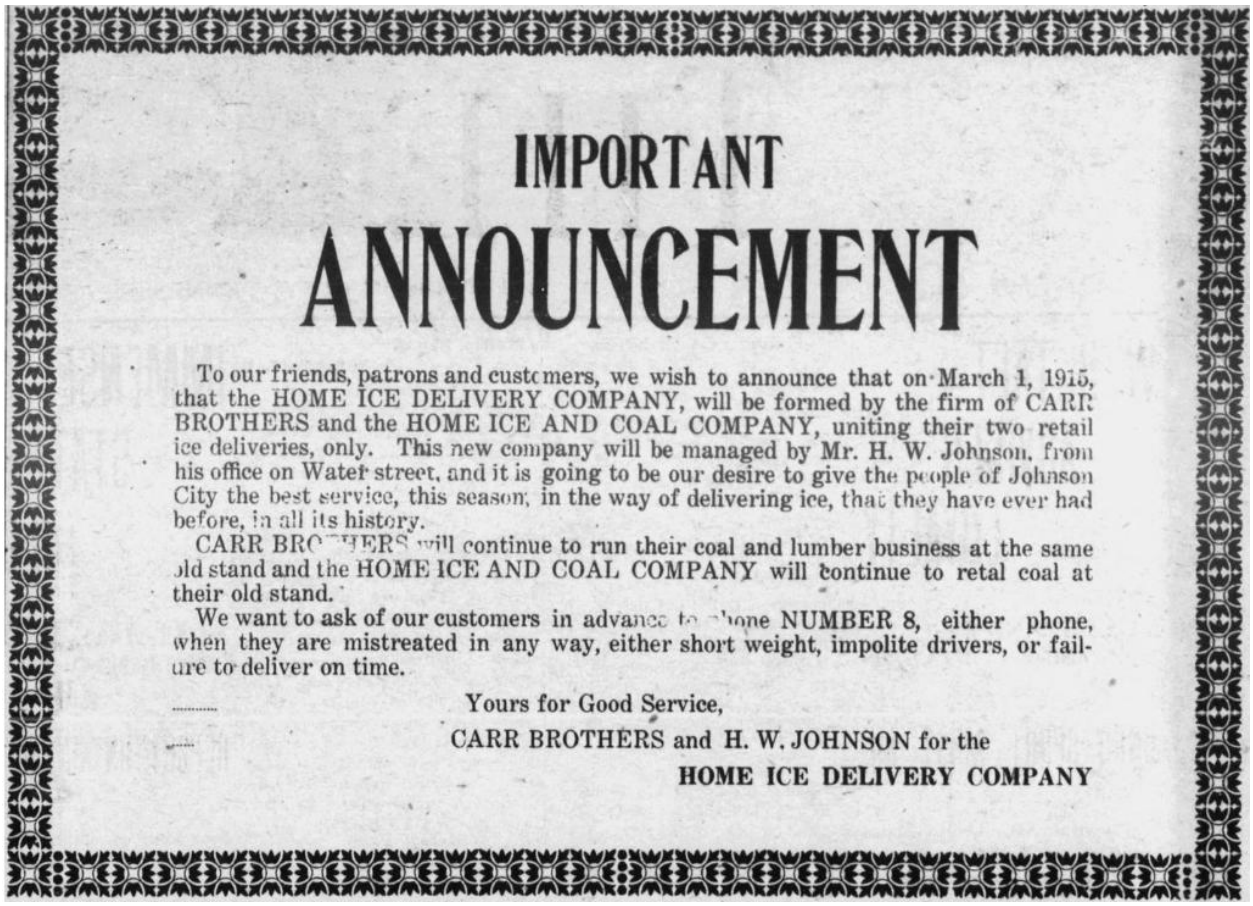
A full-page flyer from a 1930 Johnson City Chronicle and Staff-News stated: 'Carr Brothers – Home Builders – Wholesale and Retail Dealers in Lumber, Building Material and Coal – Price Quality and Service Have Built the Business into One of the Largest in Its Line in the Entire Appalachian Section of Tennessee and Virginia.'

The workforce that year included Paul Carr (general manager), Sam Carr (assistant manager), Earl B. Cox (collection, salesman), Ralph B. Carr (salesman), H.G. Taylor (salesman), J.F. Venable (salesman), C.G. Taylor (collection, salesman), Guy S. Carr (real estate, rental), W.P. Crowley (real estate, rental), N.K. Humphrey (shop superintendent), Paul Emmert (bookkeeper), Mrs. R.O. Wilcox (assistant bookkeeper), Mrs. Ana Eakin (stenographer), Miss Edna Gobble (shipping) and Phil Carr (messenger).

A 1941 brochure gave the company's address as Oak Street at the Southern Railroad tracks, although the actual location was unchanged. The railroad conveniently ran in close proximity to their property, which is likely why they purchased this parcel of land.

In 1948, the management team consisted of Paul Carr (president/treasurer), Sam Carr (vice president/secretary) and Phil Carr (vice president). By then, the business was more descriptive: paint, lumber, roofing, lime, plaster, cement and coal. Several large coal yards and warehouses occupied the property. Also, three next generation of Carr brothers had made their way into the business world occupying executive positions at 7 Up Bottling Company: Guy (president), Ralph (vice president/treasurer) and Phil (secretary, in addition to his Carr Brothers position).

Around 1963, Carr Brothers closed its doors forever, having completed a 53-year successful downtown run. If anyone can identify the other personnel in my column photo, please send me a note."[492]



IMPORTANT

ANNOUNCEMENT

To our friends, patrons and customers, we wish to announce that on March 1, 1915, that the HOME ICE DELIVERY COMPANY, will be formed by the firm of CARR BROTHERS and the HOME ICE AND COAL COMPANY, uniting their two retail ice deliveries, only. This new company will be managed by Mr. H. W. Johnson, from his office on Water street, and it is going to be our desire to give the people of Johnson City the best service, this season, in the way of delivering ice, that they have ever had before, in all its history.

CARR BROTHERS will continue to run their coal and lumber business at the same old stand and the HOME ICE AND COAL COMPANY will continue to retal coal at their old stand.

We want to ask of our customers in advance to phone NUMBER 8, either phone, when they are mistreated in any way, either short weight, impolite drivers, or failure to deliver on time.

Yours for Good Service,

CARR BROTHERS and H. W. JOHNSON for the

HOME ICE DELIVERY COMPANY

Figure 401. (reproduced here for convenience). Johnson City Comet, 25 February 1915. This advertisement ran until at least 18 March 1915.

Table 9. "Directory of Industries Inspected with Number of Employes… Washington County – Johnson City," for the Year Ending 31 December 1929.[493]

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Carr Bros. Lumber Co.	Lumber	38	2		

Appendix A.
"John C. Campbell v. Home Ice & Coal Company. (Knoxville. September Term, 1912.)"[494]

"From Washington,
Appeal from the Chancery Court of Washington County. – S.C. Williams, Special Chancellor.
Julian H. Campbell, for complainant.
Harr & Burrow, for defendant.

Mr. Justice Neil delivered the opinion of the Court.

This is an ejectment bill, brought to recover a lot in Johnson City fronting thirty feet on the line of the Southern Railway Company. The facts on which the controversy arises are as follows:

On January 9, 1907, C.N. Brown conveyed to the defendant a lot fronting 300 feet on the line of the railway above mentioned. This deed was duly recorded on February 19, 1907. On May 21, 1907, Brown conveyed another 100 feet to the defendant lying immediately west of the 300 feet, and also fronting on the line of the railway company. This deed was not recorded. On February 25, 1909, Brown executed a quitclaim deed to J.F. Crumley, in which he quitclaimed to the latter 'a certain parcel of land situated and lying in the town of Johnson City, Washington county, Tennessee, on what is known as Brush creek, adjoining the property and plant of the Home Ice & Coal Company and others, and bounded as follows: Beginning at the northwest corner of Home Ice & Coal Company's land at the right of way of the Southern Railway; thence southeastwardly with the line of said Home Ice & Coal Company with Brush creek to Water street of said town; thence southwardly with said Water street to what is known as the Waggoner heirs' line, now James F. Crumley; thence northwardly with the last-named line to the right of way of the said Southern Railway; thence with said right of way in a northeastwardly direction to the beginning.' This instrument was duly acknowledged on the same day, and was registered on the 6th day of May, 1911. On the 17th day of March, 1909, J.F. Crumley conveyed to complainant, Campbell, the 'following described real estate situated in the town of Johnson City, Tennessee: Beginning thirty-five feet from the center of the Southern Railway track on the northeast corner of J.E. Brading's lot on the waters of Brush creek, and running in a northeasterly direction with said right of way thirty feet; thence in a southwesterly direction, crossing Brush creek, 110 feet; then along Water street in a southwesterly direction thirty feet to J.E. Brading's line; then in a westerly direction along said Brading's line 110 feet, crossing Brush creek, to the beginning-said land being a part of the Waggoner heirs and the C.N. Brown tract lies southwest of the Home Ice Company's plant, now located on the waters of Brush creek in Johnson City, Washington county, Tennessee.' This deed was in fee simple, and contained covenants of seizin and against incumbrances and a covenant of general warranty of title. It was duly acknowledged on the 17th of March, 1909, and duly recorded on the 18th of March, 1909.

It appears from the evidence that this deed covers the southwestern thirty-foot front of the land described in the second deed, the unrecorded deed which was made by Brown to the defendant Home Ice & Coal Company.

Shortly before the present suit was brought the defendant erected a barn upon a portion of this thirty feet, and thereupon the present action was brought by Campbell, claiming title under his deed from Crumley, and alleging that he had no knowledge of the prior unrecorded deed to the defendant, and that he was a bona fide purchaser. The defendant answered, admitting that its deed of May 21 had never been recorded, but averring that the complainant's deed was champertous, because at the time of its execution the defendant was in open and adverse possession of the lot in

controversy. The other defense was that the complainant was claiming through a quitclaim deed from Brown to Crumley, and inasmuch as Brown had conveyed the lot in controversy to the defendant, by the unrecorded deed referred to, there was nothing left in him which the quitclaim deed could convey.

The case was heard before Hon. S.C. Williams, special chancellor, who decreed in favor of complainant, and thereupon the cause was brought to this court by appeal.

Under our statutes, a quitclaim deed is a form of conveyance. Shan. Code, sec. 3680, under article entitled 'Forms of Conveyancing.' Like other deeds, it conveys whatever interest the grantor has, unless otherwise specially limited and confined by its terms. Shan. Code, sec. 3672.

But no deed is good as to strangers, unless acknowledged and recorded as required by law. Id., sec. 3671. While instruments that are required to be recorded have effect between the parties thereto and their heirs and representatives, without being recorded, yet as to other persons not having actual notice of them, they have effect only from the noting thereof for record. Id., sec. 3749. When such instruments are recorded, it is provided they shall be notice to all the world from the time they are noted for record, and that they shall take effect from that time. Id., sec. 3950. In case there are rival instruments, the instrument first recorded, or noted for record, takes precedence over one of earlier date, but noted for record afterwards, unless it be proven in a court of equity, according to the rules of that court, that the party claiming under the subsequent instrument had full notice of the previous instrument. Id., sec. 3751. Any deed not proved or acknowledged, and recorded or noted for record, is null and void as to existing and subsequent creditors, or bona fide purchasers from the maker without notice. Id., sec. 3752; Wilkins v. McCorkle, 112 Tenn., 688, 697, 80 S.W., 834.

Our recording laws make no distinction between different kinds of deeds. As we have already said, a quitclaim deed carries title just as any other, unless its language renders that construction impossible. Under our recording laws a prior unrecorded deed does not carry title as against strangers without notice of its existence, and a subsequent deed, by force of these laws, actually passes the title. These views are supported by the weight of authority in other jurisdictions in which similar statutes have been construed. See the authorities collected under note 74, page 1695, of 39 Cyc.; note to Hickman v. Green, 123 Mo., 165, 22 S.W., 455, 27 S.W., 440, 29 L.R.A., 42-47; Strong v. Whybark, 204 Mo., 341, 102 S.W., 968, 12 L.R.A. (N.S.), 241 and note, 120 Am. St. Rep., 710; Eger v. Brown, 77 Kan. 510, 94 Pac. 803, 15 L.R.A. (N.S.), 459; McDougall v. Murray, 57 Wash., 76, 106 Pac., 490, 26 L.R.A. (N.S.), 159 and notes.

It is shown in the evidence that James F. Crumley paid Brown $100 for the property, and that before purchasing from Brown he examined the records in the register's office and found no record of any conveyance of this property by Brown. It is shown that Crumley had no knowledge of the second conveyance to the defendant Ice Company; also that Brown himself, a man seventy-five years old, had forgotten having made that deed. It appears that the sale and purchase in question arose out of a claim which Crumley, who was the adjoining owner, made against Brown as to the ownership of the property. Crumley thought it was included in land he had purchased from the Waggoners. thought he owned it, but was not sure. To settle this controversy Brown agreed to quitclaim the property to Crumley for the price of $100. These facts explain the making of the quitclaim deed, excluding every suggestion that Crumley had any knowledge of the unrecorded deed of the Ice Company. Brown and Crumley differ as to the number of feet which they supposed was covered by the deed. Brown says fifteen feet; Crumley says twenty-five feet-that he stepped it off. The deed, however, by its calls covers 100 feet; that is to say, if the beginning corner is fixed at the northwest corner of the 300-foot lot conveyed by Brown to the Ice Company,

and we think it must begin there. The defendant insists that the beginning corner is the northwest corner of the second lot conveyed by the Ice Company, that which it claimed under the unrecorded deed. This contention is based on the theory that the quitclaim deed, calling to begin on the northwest corner of the land of the Ice Company, must begin at the nearest lot on that side which the company really owned; that is, the one which it held under the unrecorded deed. This contention, however, cannot be sound, if based on the intention of the parties, as shown by the surrounding facts, because Crumley had no knowledge of that deed, and Brown had forgotten that he had ever made it. It could not be sound as based on real ownership, because the deed being unrecorded, and Crumley having no notice of it, that deed was nonexistent as to him, and hence it must be conclusively presumed that the parties referred to the recorded deed of the Ice Company when they referred to the northwest corner of its lot as the beginning corner of the land to be conveyed by the quitclaim deed. As decided at the present term in the case of Miller v. King, in an opinion delivered by Mr. Justice Lansden, the fact that a vendee takes a quitclaim deed is not evidence, within the purview and operation of our recording laws, that he had knowledge of any defect or infirmity in the title. Under these laws it creates no presumption against him, and does not cast upon him the burden of explaining. Of course, this doctrine has no bearing upon equities which do not fall within the scope of the recording laws, and are unaffected thereby. Lowry v. Brown, 1 Cold., 456.

It is insisted by the Ice Company that it was in open possession of the property, and that this was notice to Crumley, when he bought. This contention is based on the fact that a bridge which the Ice Company had made across a part of its 300-foot lot also passed over the adjoining 100-foot lot; also on the claim that it had lumber deposited on this 100-foot lot. As to the bridge: It appears from the map filed with the record that one side of the bridge passed over the extreme southeastern tip, a mere fractional part of the lot mentioned, covering only a very few feet. Clearly this was not put there for the purpose of indicating possession, and was of a character not to indicate the fact of possession to any one except upon survey made; evidently accidental. This would not be such a possession as would put an intending purchaser upon inquiry; nor would it be such possession as would make a deed void under the champerty laws. As to the lumber: The evidence upon this subject is too general and indefinite to enable us to judge whether it was put on the lot before the purchase made by Crumley or afterwards, or whether it was upon the lot at the time Crumley purchased. It appears from the testimony of Mr. Exum, the president of the Ice Company, that when the buildings of the Ice Company were erected, the refuse lumber was piled on the lot in question; but it does not appear how long this lumber remained there, or whether it was there when Crumley purchased. In his cross-examination Mr. Exum says that he cannot say that this lot was used by the Ice Company, otherwise than in so far as the bridge crossed it.

It follows that the decree of the chancellor was correct on the grounds above stated, and must be affirmed. The same result is reached under the operation of the principle that although the purchaser of land holding under a recorded deed finds in his line of title a quitclaim deed, or even though his immediate vendor held by quitclaim deed, yet he will be regarded as a purchaser in good faith, notwithstanding such quitclaim deed, if his title, as shown by the registry record, is apparently valid and clear, and he has no notice of any defect in the title. Rich v. Downs, 81 Kan., 43, 105 Pac., 9, 25 L.R.A. (N.S.), 1035, and notes. See, also, 39 Cyc., 696, and authorities cited in note 79. Such was Campbell's situation."

Endnotes

[1] The Brickbuilder, April 1906 (Volume 15, No. 4), plates 44, 45, 47, 52, 53, 54, 55, available online at: https://www.google.com/books/edition/Architectural_Forum/soJHAQAAIAA.

[2] The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 92 and 93.

[3] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 20, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, which included: "Guard Force on duty at night. – Organized fire department of 40 men. – Also fire detail in each barracks. – Two 50 gal. chemical engines. – Four hand hose reels. – 2,900' 2½" hose. – 406 fire pails. – 150 chemical ext'g'rs. – 11 ladders. – 99 axes. – 31 crow bars. – All main buildings have vertical pipes and supply of 1¾" hose on each floor. – Water supplied by Johnson City Water Co. – Double hydrants as shown. – Pressure 80 – 110 lbs. – Heat Steam. – Fuel coal. – Lights electric."

[4] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 25, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913, which includes: "Guard force on duty at night. – Organized fire department of 40 men. Also fire detail in each barracks. – 2 fifty gallon chemical engines. – Four had hose carts. – 3000 ft. 2½ in. hose. – 400 fire pails & 200 chemical extinguishers, good supply of ladders, axes, crow bars. – All main buildings have vertical pipes and supply of 1¾ in hose each floor. – Water supply by Johnson City Water Works, 10" main, 80 lbs. pressure. – 60 double hydrants throughout grounds. – Heat: Steam. – Lights: Electric. – Fuel Coal. – Perforated water pipe over stage and in dressing rooms in theatre. – Perforated steam pipe in dry cleaning room."

[5] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 35, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920, which included: "Guard Force on duty at night. Organized fore dept. of 40 men. Also fire detail in each barracks. 2 fifty gal. chemical engs. 4 hand hose carts. 3000 ft. 2½ in. hose. 400 fire pails. 200 chem. Ext'g'rs. Good supply of ladders, axes, crow bars. All main buildings have vert. pipes and supply of 1¾" hose each floor. Water supply by Johnson City Water Works, 10" main, 80 lbs. pressure. 60 double hyds. throughout grounds. Heat: Steam. – Fuel: Coal. – Light: Electric. Perforated water pipe over stage & in dressing rooms of theatre. Perforated steam pipe in dry cleaning R'm. All driveways are macadamized."

[6] "Mountain Home Under Construction," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20665.

[7] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos2/va3const.jpg.

[8] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/va100/images/photos/hospcon.jpg.

[9] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/va100/images/photos/workers.jpg.

[10] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 20, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, which included: "Guard Force on duty at night. – Organized fire department of 40 men. – Also fire detail in each barracks. – Two 50 gal. chemical engines. – Four hand hose reels. – 2,900' 2½" hose. – 406 fire pails. – 150 chemical ext'g'rs. – 11 ladders. – 99 axes. – 31 crow bars. – All main buildings have vertical pipes and supply of 1¾" hose on each floor. – Water supplied by Johnson City Water Co. – Double hydrants as shown. – Pressure 80 – 110 lbs. – Heat Steam. – Fuel coal. – Lights electric."

[11] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 20, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, which included: "Guard Force on duty at night. – Organized fire department of 40 men. – Also fire detail in each barracks. – Two 50

gal. chemical engines. – Four hand hose reels. – 2,900' 2½" hose. – 406 fire pails. – 150 chemical ext'g'rs. – 11 ladders. – 99 axes. – 31 crow bars. – All main buildings have vertical pipes and supply of 1¾" hose on each floor. – Water supplied by Johnson City Water Co. – Double hydrants as shown. – Pressure 80 – 110 lbs. – Heat Steam. – Fuel coal. – Lights electric."

[12] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/va100/images/photos/mtnview.jpg.

[13] "Jersey Herd and Barns," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2454. Johnson City, by L. Thomas Roberts, 2019, page 29.

[14] "Johnson's Depot," available online at: https://digital.lib.utk.edu/collections/islandora/object/volvoices%3A2893.

[15] "Trolley at Mountain Home, Tenn., 1920," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/994.

[16] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/va100/images/photos/trolley.JPG. Note that the image displayed at "Johnson's Depot" was reversed. This has been corrected for this figure.

[17] "Fortunate Treatment of a Group of Institutional Buildings – The National Home for Disabled Volunteer Soldiers, J.H. Freedlander, Architect," by Montgomery Schuyler, in The Architectural Record, August 1911 (Volume XXX, Number 11), pages 136 – 150, available online at: https://hdl.handle.net/2027/gri.ark:/13960/t43r7pg0m.

[18] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/va100/images/photos/qmaster.jpg.

[19] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 25, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913, which includes: "Guard force on duty at night. – Organized fire department of 40 men. Also fire detail in each barracks. – 2 fifty gallon chemical engines. – Four had hose carts. – 3000 ft. 2½ in. hose. – 400 fire pails & 200 chemical extinguishers, good supply of ladders, axes, crow bars. – All main buildings have vertical pipes and supply of 1¾ in hose each floor. – Water supply by Johnson City Water Works, 10" main, 80 lbs. pressure. – 60 double hydrants throughout grounds. – Heat: Steam. – Lights: Electric. – Fuel Coal. – Perforated water pipe over stage and in dressing rooms in theatre. – Perforated steam pipe in dry cleaning room."

[20] "Veterans Administration Center," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2514.

[21] Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post2/soldhomehotel.JPG. Johnson City, by L. Thomas Roberts, 2018, page 26.

[22] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/va100/images/photos/hotel.jpg.

[23] "Hotel and canteen at the Mountain Branch of the National Home for Disabled Volunteer Soldiers," University of Tennessee, Knoxville, Special Collections, available onbline at: https://digital.lib.utk.edu/collections/islandora/object/volvoices%3A2900.

[24] "Veterans Administration Medical Center," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13814.

[25] "Post Store, U.S. Veterans Administration Center," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2520.

[26] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/va100/images/photos/phousc.jpg. Also at: "Mountain Home, established 1901," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/218.

[27] "Power House, N.H.D.V.S.," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2478.

[28] "Power House National Soldiers Home," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2510.

[29] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/va100/images/photos/powhous.jpg.

[30] "Mountain Branch National Home for Disabled Volunteer Soldiers; Mountain Home Veterans Affairs Medical Center (Aerial View)," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18610.

[31] "Trolley at Mountain Home, Tenn., 1920," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/992.

[32] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," April 1903, image 12, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. This map includes: "Adams Bro's – Paynes Co. Brick Works – Night and Sundry watchmen – No clock. Lights: torches and lanterns. Heat: stove ofe [office?]. Fuel: Coal. Water from creek. Small F.P. pumps water into W.T. elev 16' capy 2500 Gals. Tank supplies 10 – 1" hyds. 50' 1" hose. Barrels & buckets distributed."

[33] Unless otherwise noted, all newspaper articles in this documentary history were accessed from "Chronicling America, Historic American Newspapers," U.S. Library of Congress, available online at: https://chroniclingamerica.loc.gov/.

[34] Clay Record, 16 August 1904 (Volume XXV, No. 3), page 37, available online at: https://books.google.com/books?id=vKpPAQAAIAAJ.

[35] "Southern No. 646," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4476.

[36] "Southern No. 5236," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4481. "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 2, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[37] "Southern No. 4130," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4480.

[38] "Johnson City Industrial View," Archives of Appalachia, Clifford A. Maxwell Photographs, 1940 – 1986, available online at: https://archivesofappalachia.omeka.net/items/show/12008.

[39] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, images 10 and 30, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[40] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. Perhaps "Rush Creek Coal & Wood Company" should have read: "Brush Creek Coal & Wood Company." Even so, the author did not locate any further information on this enterprise.

[41] The Iron Age, 28 September 1916 (Volume 98, No. 13), page 743, available online at: https://books.google.com/books?id=cIwTB38HgKYC.

[42] The St. Louis Lumberman, 15 October 1916 (Volume LVIII, No. 8), page 79, available online at:

https://books.google.com/books?id=h-EwAQAAMAAJ.

[43] Gate City Herald, 10 October 1935 (Volume 33, Number 15), page 7, available online at: https://virginiachronicle.com/?a=d&d=GCH19351010.1.7.

[44] Willing-to-Certify Sources of Supply of Hardwood Softwood Lumber and Timber, 1938, page 61, available online at: https://books.google.com/books?id=9krH9zodD5oC.

[45] "Southern No. 647," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4479.

[46] "Clinchfield Engine 151," in "The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection," available online at: http://www.stateoffranklin.net/johnsons/crumley/images/tour4a/cc_opass.jpg.

[47] "Train Spotting World," available online at: https://train.spottingworld.com/File:OP-15291.jpg.

[48] "Johnson City Spring and Bedding Company," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12404. "Johnson City Bedding Company," available online at: https://jcbed.com/about-us/, which included: "Johnson City Bedding was founded in 1934 by the Allison family. They had learned the mattress business working for the Nashville Bedding Company, and moved to Johnson City to start their company. The Allisons created and sustained a growing business one mattress at a time for the next 38 years. Following Mr. Allison's passing in 1965, Mrs. Allison sold JCB to their long-term CPA and family friend Charles (Ed) Parker in 1972. Ed survived the recession of the early 1970s, and continued to grow the regional presence of JCB. Throughout the 1970s, Ed brought his sons into the family business and they literally learned the business from the ground up. Ed's son Bob, went off to the University of Tennessee obtaining a Business degree, and returned to JCB upon graduation. That same year, JCB bought into the Restonic brand and also became a licensee. The 80s came and went with additional growth as a Restonic licensee, and saw the introduction of 'Parker House' branded mattresses. During the 90's and early 2000's JCB business continued to grow, and by 2008 had added the Springwall brand to it's portfolio of brands."

[49] "Southern No. 646," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4478.

[50] "Clinchfield Railway No. 305," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4424. When Steam Ran the Clinchfield, by James A. Goforth, 1991, page 10, which also included: cylinders: 22 x 32", drivers: 57", Pressure 190 psi., tractive force 43,882, and "sold to M.D. Freidman Co., Portsmouth, Ohio, for scrap and shipped 9/8/53."

[51] Johnson City Chronicle, available online at: https://www.newspapers.com/article/johnson-city-chronicle-johnson-city-spri/132456870/. See also: The Buccaneer, 1973, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/57. The Buccaneer, 1974, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/56, which included: "Johnson City Spring & Bedding Company" "2300 W. Walnut St., Johnson City, Tenn. 37601" "Manufacturers of quality bedding since 1934." The Buccaneer, 1965, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/48, which included: "Compliments of Johnson City Spring & Bedding Co." "Johnson City, Tennessee" "See your furniture dealer for our bedding" "Remember 1/3 of life is spent in bed." "Invest in rest" "Telephone 926-6151."

[52] The Buccaneer, 1952, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/35.

[53] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," April 1903, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903.

[54] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 8, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

[55] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 8, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[56] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 24, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[57] "Southern No. 5241," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4486.

[58] "Southern No. 646," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4478.

[59] "Clinchfield Railway No. 305," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4424. When Steam Ran the Clinchfield, by James A. Goforth, 1991, page 10, which also included: cylinders: 22 x 32", drivers: 57", Pressure 190 psi., tractive force 43,882, and "sold to M.D. Freidman Co., Portsmouth, Ohio, for scrap and shipped 9/8/53."

[60] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, image 2, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891.

[61] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," May 1897, image 2, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897.

[62] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," April 1903, image 3, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903.

[63] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, images 5 and 16, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

[64] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, images 5 and 16, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[65] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, images 18 and 19, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[66] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcfire1927.pdf.

[67] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[68] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 86, ID# 15549, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5108/rec/3. Also at "Johnson City Aerial – 1940," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcaerial1940.jpg.

[69] "An aerial view of Johnson City, Tennessee," 1 March 1947, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 135, ID# 15598, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/20.

[70] "1958 Aerial Photo – Downtown," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf.

[71] "Downtown Johnson City (Aerial View)," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19003.

[72] "Aerial View, 'Downtown Johnson City 1960s'," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15673. Also at "Aerial Photo – 1960," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/aerial1.jpg.

[73] "Aerial View of the Business District," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6348, which included: "Aerial Photo by C.H. Ruth." Also at: "Johnson City Tennessee Aerial View," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2296, postmarked 7 November 1966.

[74] "Downtown Aerial 1950s – John Sevier Hotel in left middle of photo," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/jcaerearly60s1.jpg.

[75] "Downtown Johnson City – 2006," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos7/downtown06.jpg.

[76] "Ted's Johnson City Time Warp," posted 17 November 2012, available online at: https://www.facebook.com/photo/?fbid=412482100420928&set=a.110335527302255, which included: ""November 1954 – Young's Warehouse on Lamont Street. This warehouse was located where Founder's Park is now located along Lamont Street. If you were traveling in the direction this picture was taken, you would be coming up on the intersection of Lamont and Wilson where the old Chevrolet Dealership was located on the opposite side of Lamont from the warehouse and the present location of Wild Wing Cafe. During the 50's and early 60's, Roy Faircloth of Faircloth Chevrolet would have Roy Acuff and his Band, Johnny Cash and June Carter to perform free to the public on occasions in this warehouse. Source: Retrieved and formatted from microfilm of the Johnson City Press dated November 17th, 1954."

[77] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos7/bufftnsof.jpg.

[78] "Hotel Windsor," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11820.
"History Under the Blue Ridge: The Lady of the Fountain," Johnson City Public Library, available online at: https://www.jcpl.org/news/2024/04/history-under-the-blue-ridge-lady-of-the-fountain/, included: "The Lady of the Fountain stood for around 33 years [probably 29 years] atop the original pedestal erected for Congressman Brownlow. However, in 1937 the City discarded the statue's base and relocated her to the now demolished Roosevelt Stadium. The statue stood outside the stadium for about six years before being replaced by a statue of a World War I Doughboy. Our Lady was then reportedly left in a city dump, only to be picked up by a concerned citizen and briefly stored in a private barn somewhere near Watauga Avenue. How the statue traveled next is uncertain, but by 1951 she was living in a private garden in Henderson, North Carolina. Some accounts attribute the Lady's move to North Carolina to Alice Summers, the wife of Mayor James Summers, who may have sent it to family there. However she got there, she fell into disrepair over the next three decades. It's uncertain how Johnson City eventually re-acquired the statue, but we do know that when she got back to town, a Carter County high school teacher and sculptor repaired the Lady with the help of his students. They carefully stripped paint, removed concrete, and filled cracks, restoring her to her former glory. We know from a Johnson City Press-Chronicle article from Sept. 21, 1983 that the City installed the Lady as an art piece in Johnson City Public Library's Reading Room in 1983, where she lived for many years. The Lady eventually came to rest once more in her original location in Fountain Square, coming full circle over 100 years later. According to Johnson City Press, the 2014 Blue Plum Festival kicked off with the statue's unveiling. She can still be found in Fountain Square today, quietly watching life go by in Johnson City's bustling downtown. My hope is that next time you're in downtown, you'll stop by the square and contemplate our Lady's long and mysterious life." "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/bobcox/lady1.pdf, included: "Just when things couldn't get much better, they got worse. Fate struck the unpretentious lady about 1937 when the city needed to alter parking and traffic flow around Fountain Square, necessitating the use of the site where the stature stood. Workmen came and abruptly separated her from the fountain she had always known. While the base was

summarily discarded, she was spared the same destiny, instead being relocated to the north entrance of Roosevelt Stadium (now Memorial Stadium)."

[79] "Engineering Drawings," James A. Goforth Collection, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20978. The Railroads of Johnson City, by Johnny Graybeal, 2007, page 96.

[80] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, images 2, 3 and 4, Library of Congress Geography and Map Division Washington, D.C. available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891.

[81] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," May 1897, images 2, 3 and 4 U.S. Library of Congress, Geography and Map Division Washington, D.C., available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897.

[82] "Johnson City Depot," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16605. Also at "1930 View with Buses", "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/etwncdepot1930.jpg.
Caption from Along the ET&WNC, Volume II: The Depots, by Johnny Graybeal, 2002, page 27.

[83] "East Tennessee and Western North Carolina Railroad Station," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19116. Similar at: "Early Johnson City Depot," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16608.
Also at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/etwnc1.jpg, which captioned this photograph: "ET&WNC – Southern Railway Depot 1891".

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

[85] "Johnson City Depot," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16625. This Photograph has a handwritten caption in the margin which reads: "#32." Bus #32 was purchased in May 1933, see "If You can't Beat'em, Join Them – The Story of the ET&WNC Motor Transportation Company," by Johnny Graybeal, in Every Time with No Complaint, 2018 – 2019 (Volume 11, No. 12), page 86.

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

[87] "Railroad depot," 1914, Looking Back at Tennessee Photograph Collection, 1890 – 1981, ID# 7052, Tennessee State Library and Archives, Tennessee Virtual Archive, available online at:

https://teva.contentdm.oclc.org/digital/collection/p15138coll50/id/4030, on which the three cars were annotated (from left to right): "Jas C. Hardin, Studebaker", "Allen Harris, Sr., Buick" and "Buick – L.W. McCown"; with an address label that read: "Mrs. L.W. McCown, 512 E Unaka Avenue, Johnson City, Tenn 37601". This photograph is also at: "Johnson City Depot," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16606, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/etwnc.jpg, without annotation.

[88] "Early Johnson City Depot," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16607. Also at "The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/crumley/images/tour17/depot1.jpg.

[89] Along the ET&WNC, Volume II: The Depots, by Johnny Graybeal, 2002, page 26.

[90] "Narrow Gage Line Makes a Success on the Highway, East Tennessee & Western North Carolina parallels large part of line with profitable coach routes," Railway Age, 28 January 1928 (Volume 84, No. 4), page 283, available online at: https://books.google.com/books?id=906qzhpF8iwC.

[91] "Narrow Gage Line Makes a Success on the Highway, East Tennessee & Western North Carolina parallels large part of line with profitable coach routes," Railway Age, 28 January 1928 (Volume 84, No. 4), page 285, available online at: https://books.google.com/books?id=906qzhpF8iwC.

[92] "Clinchfield Engine with ET&WNC Depot in the Background, Johnson City, TN," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17891.

[93] The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222.

[94] "Narrow Gage Line Makes a Success on the Highway, East Tennessee & Western North Carolina parallels large part of line with profitable coach routes," Railway Age, 28 January 1928 (Volume 84, No. 4), page 285, available online at: https://books.google.com/books?id=906qzhpF8iwC.

[95] "Engine with two Linville River Railway Coaches at Johnson City; note front of bus at right of photo in front of station," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17739.

[96] Along the ET&WNC, Volume III: The Depots, by Johnny Graybeal, 2002, page 18.

[97] "Little Chicago - Johnson City, TN during Prohibition," posted 5 July 2015, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1626328370959281/?type=3. The Railroads of Johnson City, by Johnny Graybeal, 2007, page 192.

[98] "Coach #23 at Johnson City Depot," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17755. Along the ET&WNC; Volume 6: Passenger Cars, by Johnny Graybeal, 2005, pages 192 and 193.

[99] "Roller (side view), digger in background at Johnson City, making street repairs after 3rd rail removed," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17448.

[100] The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222.

[101] "Roller (¾ rear view) at Johnson City – making street repairs to Buffalo Street after 3rd rail removal," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17447.

[102] The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222.

[103] "The Cy Crumley Scrapbook, ET&WNC Railroad Historical Photo Collection," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/crumley/images/tour4/1415jcdepot.jpg.

[104] "Engine #11 at Johnson City Depot, morning mail train," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17282.

[105] Johnson City, Sonya A. Haskins, 2005, page 101.

[106] "Roller (front view) at Johnson City making repairs to Buffalo Street after 3rd rail removal," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17445.

[107] "Little Chicago – Johnson City, TN during Prohibition," posted 26 March 2016, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1716710725254378/?type=3.

[108] "East Tennessee & Western North Carolina Railroad (ET&WNC), bulk: circa 1941 – 1945 and Undated," James T. Dowdy Sr Photographs, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20986. Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 122.

[109] "Engine #8, Combine #15, Linville River Railway Coach #4, Morning Mail Train at Johnson City, TN," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17049. Note, the Ferguson Transfer Company was neither the builder nor the first occupant of this building, however, they are the earliest name associated with this building that the author has found, and will consequently be used throughout this document.

[110] The Buccaneer, 1966, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/53. Similar at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/freeservice1.jpg, and The Buccaneer, 1967, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/52.

[111] The Railroads of Johnson City, by Johnny Graybeal, 2007, page 168. See also "Southern or Clinchfield Engine #12 at Johnson City," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16619.

[112] "Johnson City, Undated," James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/21152.

[113] "Railroad depot," 1914, Looking Back at Tennessee Photograph Collection, 1890 – 1981, ID# 7052, Tennessee State Library and Archives, Tennessee Virtual Archive, available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll50/id/4030, which included: "1914 – E.T. & W.N.C.R. Station, Johnson City, Tenn." This photograph is also at: "Johnson City Depot," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16606, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/etwnc.jpg, without annotation.

[114] "Tractor Trailer Front View Johnson City," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at:

https://archivesofappalachia.omeka.net/items/show/16627. The information on the tractor is from: "If You can't Beat'em, Join Them – The Story of the ET&WNC Motor Transportation Company," by Johnny Graybeal, in Every Time with No Complaint, 2018 – 2019 (Volume 11, No. 12). Note, if the number on the tractor is not 125, it certainly appears to be in the 120s (with 123 appearing to be the second-best guess). All of the tractors numbered in the 120s were bought in 1934, with all of them retired by 1939.

[115] "Tractor Trailer Front View Johnson City, Free Service Tire Store in Background," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16628.

[116] "Non-ET&WNC Bus at Johnson City Terminal, Knoxville Bound Bus, Side Reads: New York, Pittsburgh, Chicago, Jacksonville, New Orleans, Mexico, Tennessee Coach Co. #65," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16626.

[117] "Engine #9 at Johnson City, TN," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17069.

[118] "Engine #9," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17072. Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 32.

[119] "Engine #10," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17120. Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 51.

[120] "Engine #12 at Johnson City," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17349.

[121] Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 131.

[122] "View of Tracks From ET&WNC Depot Platform," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12229.

[123] "Johnson's Depot," posted 17 April 2015, available online at: https://www.facebook.com/photo/?fbid=776122115834915&set=a.119664874813979. Caption from Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 122. In Along the ET&WNC, Volume 6: Passenger Cars, by Johnny Graybeal, 2005, page 47, a larger version of this photograph was captioned: "Ten Wheeler no. 8 sists at the Johnson City depot with the standard train consist for the second half of the first decade of the new century. The first car is Combine 6, followed by Coach 1 and Coach 8. The combine has been recently purchased from the Lancaster & Chester in South Carolina, while the last car came from the Lancaster, Oxford & Southern in Pennsylvania. Cy Crumley Collection via Ed Bond."

[124] "Engine #12," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17327.

[125] Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 84.

[126] Old Hickory, 1923, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/5.

[127] "Present Buffalo Street – 1920s", Little Chicago – Johnson City, TN during Prohibition," available online at: https://www.facebook.com/photo/?fbid=1560500194208766&set=a.1407806792811441. Also at "Johnson City – Street Scene," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at:

https://archivesofappalachia.omeka.net/items/show/12231. A photograph that includes a sign for "Worley's Shoe Repair Shop…," was posted 6 September 2014, available online at: https://www.facebook.com/photo/?fbid=573816126063418&set=a.573816136063417. Old Hickory, 1928, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/9, included: "Worley's Shoe Shop… Phone 1220 – 207 Buffalo St."

[128] Image from: "Free Service Tire Co.: Secrets to 99 Years of Success," by Bob Ulrich, 16 October 2019, available online at: https://www.moderntiredealer.com/industry-news/service/article/11529539/free-service-tire-co-secrets-to-99-years-of-success-2019-10-16. Caption from Johnson City, by Sonya A. Haskins, 2005, page 95, which included: "The building that housed the Free Service Tire Company in this early 1920s photo began as a railroad depot." However, this statement is not completely accurate. This building was constructed as a real estate office, while the second and third floor offices were occupied by the C.C.& C. Railroad for a few years. The author did not find any information that supports the claim that this building was ever used as a railroad depot.

[129] "Free Service Tire Employee, c. 1920," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/799.

[130] "Free Service Tire Company's 'Blowout' and Other 1927 Ads," "Bob Cox's Yesteryear," 2 July 2012, available online at: https://bcyesteryear.com/free-service-tire-companys-blowout-and-other-1927-ads/.

[131] "Five Things to Watch in Tire Retailing," The Accessory and Garage Journal, December 1928 (Volume XVIII, No. 7), pages 25 and 54, available online at: https://www.google.com/books/edition/The_Accessory_and_Garage_Journal/WP6JhP7pNZUC.

[132] "Five Things to Watch in Tire Retailing," The Accessory and Garage Journal, December 1928 (Volume XVIII, No. 7), pages 25 and 54, available online at: https://www.google.com/books/edition/The_Accessory_and_Garage_Journal/WP6JhP7pNZUC.

[133] "Buffalo Street" at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/buffalo2.jpg.

[134] The Buccaneer, 1952, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/35.

[135] "Ted's Johnson City Time Warp," posted 31 December 2022, available online at: https://www.facebook.com/photo/?fbid=1050495825897967&set=a.954154172198800.

[136] Image from: "Hart-Range Saddle and Harness Shop, City Hotel in Background," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20455. Also at: "Hart and Range Saddle and Harness Shop, Piedmont Hotel (originally 'City Hotel' built by Colonel Robert Love, Elijah Simerly, W.M. Taylor, and others; three story building with 40 rooms; stood on the south side of the railroad between the public square and Wilson Avenue) in background, c. 187l; local gathering place," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/200, however, note that the Clifford A. Maxwell version of this photograph is specifically labeled "1880," not "c. 1871," which was when the City Hotel was built. Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, page 35.

[137] Quote from: "Hart and Range Saddle and Harness Shop, Piedmont Hotel (originally 'City Hotel' built by Colonel Robert Love, Elijah Simerly, W.M. Taylor, and others; three story building with 40 rooms; stood on the south side of the railroad between the public square and Wilson Avenue) in background, c. 187l; local gathering place," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/200. See note above.

[138] Image from: "Johnson's Depot," posted 22 July 2012, available online at:

https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/267219523391846/?type=3,
which included: "This postcard shows the SR/ET&WNC passenger depot as seen from Market Square. There is barely room for a street between the railroad and the buildings. Courtesy, Clifford Maxwell Collection, Archives of Appalachia, ETSU." Also at "Henry Johnson, 'White Elephant Building,' Johnson City Articles, and Southern Depot Postcard," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19065. On 23 July 1908, the Johnson City Comet included: "Three Shots fired. – Tom Crow Shoots at Barney Christie as He Flees but his Aim is Bad – Tuesday afternoon about five o'clock pedestrians near the Southern Express office were startled by three shots in rapid succession and every fellow run to cover. Tom Crow, proprietor of the Star Bottling Works, was shooting at the fleeing form of Barney Christie, but neither shot took effect…" On 17 September 1908, the Johnson City Comet included: "Business Failures for the Week… The Star Bottling Works was placed in the hands of a trustee Wednesday. The stock and fixtures will invoice about $3,000 and the liabilities are slightly above this figure. T.A. Cox was made trustee." And on 14 January 1909, the Johnson City Comet included: "The Johnson City Bottling Works [then on West Market Street] has purchased the Star Bottling Works of the receivers and has leased same to Pepsi-Cola Bottling Works, and will be managed by C.S. Crockett. It will remain where it is at present located." By 1913, the building that had been occupied by the Star Bottling Works had become a bowling alley. See also "Star Bottling Works 1908," available online at: http://www.tazewell-orange.com/starbott.html.

[139] "This photo was posted to alt.binaries.pictures.rail by Bud Laws," available online at: http://southern.railfan.net/images/archive/southern/steam/2102/sou5249.html.

[140] "Jones-Vance Drug Company Was a Credit to the City and the Proprietors," Bob Cox's Yesteryear, 23 February 2009, available online at: https://bcyesteryear.com/jones-vance-drug-company-was-a-credit-to-the-city-and-the-proprietors/.

[141] "Ted's Johnson City Time Warp," posted 4 July 2023, available online at: https://www.facebook.com/photo.php?fbid=1178602546420627&set=pb.100028126792298.-2207520000&type=3. This photograph was captioned: "Brave Motorist – A lone citizen braves some unusual driving hazards last night as he navigates Buffalo Street just west of Fountain Square. So far he is luckier than many motorists who found themselves in the worst flood to hit Johnson City in years." "Staff Photo."

[142] "Fountain Square Train," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6245.
Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/fsquare3.jpg.

[143] "Ted's Johnson City Time Warp," posted 27 March 2024, available online at: https://www.facebook.com/photo?fbid=1359778534969693&set=a.954154172198800, which included: "March 1949 – The Junior High Band in the Kiwanis Karnival Parade held Saturday March 26th, 1949. They are traveling east across the Northern RR tracks onto Fountain Square. The building on the right of the photo is the Windsor Hotel (present location of the Farmers Pavillion), the building to it's left is Fountain Square Furniture at 116 Windsor Way. The building with the Coca-Cola sign on it is the Johnson City Transit Bus Station, all these buildings have been razed. This photo 1 of 4 of the Kiwanis Karnival. Source: Retrieved and formatted from microfilm of the Johnson City Press dated March 27th, 1949. (Photo by Jimmy Ellis)."

[144] "Little Chicago – Johnson City, TN during Prohibition," posted March 2016, available online at: https://www.facebook.com/photo?fbid=1706288542963263&set=a.1407806792811441.

[145] "Man Clearing Snow from Sign," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15835.

[146] "Ted's Johnson City Time Warp," posted 6 May 2022, available online at: https://www.facebook.com/photo?fbid=515509623451508&set=a.110335527302255, which included: "May 1962 – Commander John Exum is honored by Johnson City with a parade up Main Street in this picture looking southwest from Fountain Square from Main and Buffalo across the Southern RR Tracks. The building in the far background is Fountain Square Furniture and you can see a small portion of the Windsor Hotel to the far right. That area is presently

the location of the Johnson City Farmer's Market Pavilion. You can see one of the city transit buses coming out from the city bus station onto a street named Windsor Way (presently a grassy area). The city bus station has the Sprite Sign on top and this was also around the time Sprite was introduced in the U.S. and bottled by the Coca-Cola Bottling Company. The area of the bus station is presently a grassy area with trees and benches. Source: Retrieved and formatted from microfilm of the Johnson City Press dated May 6th, 1962." Caption: "Climax to John Exum Day – Cmdr. John Exum, honored with a fast-moving schedule of activities Friday on John Exum Day, saw the climax come Friday afternoon with a parade up Main Street in his honor. Cmdr. Exum, skipper of the USS Noa, the destroyer which picked up John Glenn from the ocean after his tri-orbital flight, rides in the back of the seat of a convertible. His family rode with him."

[147] "Engineering Drawings," James A. Goforth Collection, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20978. The Railroads of Johnson City, by Johnny Graybeal, 2007, pages 96 and 176.

[148] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, image 2, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891.

[149] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," May 1897, image 2, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897.

[150] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, images 5 and 16, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[151] "Johnson's Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20456. "'Old Jobe Home' Johnson's Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20446, which was annotated "Old Jobe Home (Dudley) then R.R. Station." On 13 December 1884, Johnson City Comet included: "The [freight] depot in Johnson City is positively a shame to the town. When it was new it was a very shabby building, and after standing a quarter of a century and bearing everywhere marks of dilapidation it is a stretch of courtesy to the railroad authorities to call it a depot... There is no reception room of any kind in the building, and people who wait for trains have to shiver in the cold…" On 30 May 1885, Johnson City Comet included: "The ejectment bill filed by the E.T.V. & Ga. R.R. Co., against certain property owners in Johnson City has been compromised… The company relinquish all claims they may have to the land on which buildings have been places by the citizens, and further agree to tear down the old depot and the building now occupied by J.W. Eakin and T.J. Jobe, and deed the land on which these buildings are situated together with the land heretofore known as the public square, to the public, with the express understanding that no buildings are ever to be erected thereon…" "The old depot and the old railroad house now occupied by Jno. W. Eakin are soon to be torn down and cleared away…" On 6 October 1887, the Johnson City Comet included: "I will try and visit Johnson City at an early date, and see if we cannot so modify the building occupied by Eaken, so as to make it answer our purpose temporarily at least. As soon as the new depot is built, it is my purpose to recommend that the Eaken building be dedicated to the flames… I am Yours truly, F.K. Huger, Sup't." On 15 December 1887, the Johnson City Comet included: "Mr. Platt, road master of the E.T.V. & G.R.R., was in the city last week making arrangements to have the old Aiken house turned into a ticket office and waiting room. It is intended to be used only temporarily but will be fixed up comfortably and separate waiting rooms arranged for ladies, gentlemen and colored people. This will be a convenience long needed here. Heretofore passengers have been at the mercy of the hotels as there is no waiting room in the depot. The carpenters have arrived to do the work." On 19 April 1888, the Johnson City Comet included: "The new waiting rooms at the E.T.V. & G.R.R., are now fitted up for occupancy but passengers seem loth to desert the platform at the [freight] depot." On 29 August 1889, the Johnson City Comet included: "Depot agent J.E. Wade has moved the telegraph office and express office to the old Aiken house. He is occupying the room that was used as a waiting room for the colored people. Mel Weiler and Bert Crawford, day and night lightning slingers, have a room to themselves and have it nicely fitted up. The new quarters are a decided improvement on the old and the change was badly needed." On 29 January 1891, the Johnson City Comet included: "General Manager Strain seems determined to make one go into the waiting room. By the new arrangement you get your freight bill, ticket and all information through a window that opens into this room, and it is appropriately named, whether from the fact that it is waiting to be cleaned or whether it is where one must go at train time to wait until it arrives. The window mentioned is on the French plan, and reaches to the floor, while on the south side of the building a Dutch window, called so because it is

so high that only the light can rays it, has been put in the hall used as a sleeping room by the operators while on duty. The 'Virginia creeper' that so gracefully clings to the north end of the building will not be disturbed, Mr. Strain states, neither will the other creepers who cling to the upper rooms of the building. These rooms, four in number, are occupied as apartments; by several ebony-hued gentlemen. We have not had the pleasure of visiting this portion of the house, but have some idea of the elegant surroundings from an occasional glimpse we get of the handsome coffee-sacque-window drapery which protrudes from a pane less aperture. No doubt a trip through these quarters would remind one of Dante's Inferno…" On 19 May 1892, the Johnson City Comet included: "City Fathers have been Doing Some Faithful Work this Week… The committee which had been appointed to inspect the old [freight] depot [and the temporary passenger building?] reported it to be a nuisance, and recommended that immediate steps be taken to abate the nuisance…" This appears to be a reference to the old freight depot, rather than the passenger station. In either case, based on the Johnson City Comet and the Sanborn Fire Insurance Company maps (see maps 12 and 13), both buildings were removed between 1892 and 1897. On 15 April 1909, the Johnson City Comet included: "The First Railroad Station Ever Erected in Johnson City [the freight depot] – It was built by the East Tennessee and Virginia railroad before the war and stood in the Square, opposite the old Hoss House, now the Arlington Hotel, until about 1892, when it was torn down after the completion of the present union depot for the Southern and E.T. & W.N.C. railroads…"

[152] Image from: "Hart-Range Saddle and Harness Shop, City Hotel in Background," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20455. Also at: "Hart and Range Saddle and Harness Shop, Piedmont Hotel (originally 'City Hotel' built by Colonel Robert Love, Elijah Simerly, W.M. Taylor, and others; three story building with 40 rooms; stood on the south side of the railroad between the public square and Wilson Avenue) in background, c. 187l; local gathering place," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/200, however, note that Clifford A. Maxwell version of this photograph is specifically labeled "1880," not "c. 1871," which was when the City Hotel was built. Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, page 35.

[153] "Johnson's Depot – the town's official name in 1885, when chartered," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at https://archivesofappalachia.omeka.net/items/show/201. "Located across the tracks from the site of Henry Johnson's Depot, the chimney of Hoss House may be seen above the roof of the station. This predecessor to the Southern was dismantled when a new depot was built for the Southern and ET&WNC railroads. This site is currently Fountain Square." Similar at: "Wooden Station for East Tennessee, Virginia and Georgia Railroad (Southern Predecessor), Located Across Tracks From Site of Henry Johnson's Depot (By Then Hoss House), and Presently Fountain Square," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11648, however, note that the "Hoss House" and the passenger depot are two different buildings. Another version of this photograph, published in the Johnson City Comet on 15 April 1909, covered a wider angle, but is regrettably of very low quality.

[154] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/hendepot1.jpg. Also at: "Early Johnson City View: Note Boxcars," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16650.

[155] "World War I soldiers at Fountain Square, Johnson City, Tenn., 1917," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/653. Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/ww1_lady.jpg.

[156] "Welcome Home Parade for Soldiers of World War I," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11670. On 15 April 1919, the Johnson City Staff included: "Johnson City Ready to Welcome the Boys Home Tomorrow – Decorations, Inside and Out, Eats, Fireworks, Music, No Speeches, Mayors, State, County, Municipal and Governmental Officials, Generals, Colonels, Majors, Captains, Soldiers, Sailors, Marines, Every Man in Uniform- Celebration Begins at Daylight, Lasts all Day – Thousands Will Be Here – Hurry!!! – Welcome Home. - Wednesday. In the morning between 7:30 and 7:45 o'clock the special train carrying men of the Second Battalion, 117th Infantry will arrive in Johnson City. The approach of the train will be heralded by blowing whistles, and the firing of 'daylight shells.' At the train the men will be met by thousands of friends and relatives. Automobiles will be lined along West Market Street to carry them and all other men in uniform to the National Soldiers Home Mess Hall for breakfast… Breakfast finished, the entire squadron of

uniformed men will be brought back to town in automobiles to the intersection of West Watauga Avenue and West Main Street at a point near the West Side School building. After unloading passengers the cars each in turn will proceed forward along Watauga Avenue and clear. Along West Main Street between the avenue and the Armory building the parade will be formed in the order set out in the program printed elsewhere. The men will march to the 'Welcome Home' arch opposite Fountain Square without a stop [see Figure 120]. At Fountain Square there will be a brief ceremony. Brigadier General L.D. Tyson will in this ceremony exemplify the breaking of the Hindenburg Line… Thousands Will Be Here – Besides General Tyson, Colonel Spence, and Colonel Gleason, who will arrive this evening, there will be fourteen other officers participating in the ceremonies including those from Bristol, Elizabethton, Erwin, Hampton, Jonesborough, Kingsport, Greeneville, and other towns. The special train over the E.T. & W.N.C. Railroad will bring hundreds from Cranberry, North Carolina. The early train from Erwin will carry extra coaches, while the southbound C.C. & O. Railway train from Dante and Kingsport will arrive in time for the parade. Morning trains on the Southern Railway arrive before nine o'clock in time for the earliest welcoming participation. Wednesday, April 16th, promises to be one of the most memorable days in the history of Johnson City. The town and surrounding country will extend one of the grandest welcomes ever accorded returning soldiers." The complete text is available at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/wwI_jc.pdf.

[157] "Welcome Home Parade for Soldiers of World War I," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11670.

[158] Available online at:
https://www.flickr.com/photos/archivesofappalachia/4459653135/in/album-72157623680003012/lightbox/.

[159] "Johnson's Depot," available online at:
http://www.stateoffranklin.net/johnsons/images/photos/photos1/main1892.jpg.

[160] "Main Street Johnson City Tenn 1890," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12077. Also at: "Main Street," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at:
https://archivesofappalachia.omeka.net/items/show/11651, and "Johnson's Depot," available online at:
http://www.stateoffranklin.net/johnsons/images/photos/photos1/main1890.jpg.

[161] "Johnson's Depot," available http://www.stateoffranklin.net/johnsons/images/photos/photos1/firstnatbank1.jpg. On 8 May 1890, the Johnson City Comet included: "Preparations for New Buildings. J.F. Crumley and G.C. Harris are preparing to build a store house on Main Street adjoining the National Bank 23 x 160 feet. It will front on Main and Market streets. The ground is being cleared of trees, &c., and work on the excavation for the foundation will commence in a few days." Note that the ground had to be cleared of trees, indicating that this was the first building constructed on this site.

[162] "Johnson City – Street Scene," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12041.

[163] "Big Rag Time Opera Street Fair," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11823.
Also, at "Street Fair – 'Big Rag Time Opera," "Johnson's depot," available online at:
http://www.stateoffranklin.net/johnsons/images/photos/photos1/ragtoperabg.jpg. This source had a slightly wider field of view.

[164] "Three Men in Front Store With H.W. Lyle & Co. Signage," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20484.

[165] "'Apple Sellers' 1880s", "Johnson's Depot," available online at:
http://www.stateoffranklin.net/johnsons/images/photos/photos1/main1880.jpg. Also at: "Downtown before 1890, Main Street looking east from Spring Street area; couple with ox-drawn covered wagon," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at:
https://archivesofappalachia.omeka.net/items/show/148. As noted in the caption dates of "1880s" and "before 1890" are not supportable.

[166] "Men Posing in Front of Hardware Store, Possibly Summer's Hardware or 200 Block Main Street," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20445. Also at: "Men Posing In Front of Hardware Store, Possibly Summer's Hardware or 200 Block, Main Street," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/14731, "Men Posing In Front of Hardware Store, Possibly Summer's Hardware or 200 Block Main Street, 'Washington County Court Members'," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18587, (with the third man from the right labeled "S.E. Miller"), "Eight men (including S. E. Miller) in front of Summer Hardware," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/163, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/newstreet.jpg.

[167] "Horse-Drawn Fire Engine, Jobe's Opera House in Background," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19119.

[168] "Fountain Square, Then Unaka National Bank," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20674.

[169] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6395, dated 27 August 1908. "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/main6bw1.jpg.
Also, at: https://wctnarchives.org/postcards-johnson-city-tennessee/#jp-carousel-4950.

[170] "Main St., Johnson City, Tennessee," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2115,
which included: "Main St., Johnson City, Tennessee. J.E. Crouch, Pub., Johnson city, Tenn." Also, at: "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6388.

[171] "Trolley, Downtown Johnson City," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20402. On 2 July 1903, the Johnson City Comet included: "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."

[172] "Postcard of Downtown Johnson City in 1903", National Soldiers Home – Postcards, available online at: http://www.stateoffranklin.net/johnsons/va100/images/1903jc.jpg. A date of 1903 for this image does not appear to be supportable. See also "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6403, postmarked 23 January 1910. This image is remarkably similar to that at: "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6396.

[173] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6396.

[174] "Main Street Part of Public Square," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6394. "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/mainst1a.jpg, "Main Street 1900". As discussed in Figure 135, this image appears to date to 1907 or the first half of 1908.

[175] "Main Street Street Scene," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6398. The annotation appears to read: "X equals shooting gallery where I am laboring (?) this week."

[176] "Fourth of July Parade," 4 July 1908, Looking Back at Tennessee Photograph Collection, 1890 – 1981, Tennessee Virtual Archive, ID# 6916, available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll50/id/4237/rec/5.

[177] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6378. Also at: "Main Street, July 4, 1908," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/14722.

[178] Image from: "Spring Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, accessed August 25, 2023, https://archivesofappalachia.omeka.net/items/show/6887, postmarked 8 (?) January 1910. Caption from: Johnson City, by L. Thomas Roberts, 2019, page 55.

[179] "Main Street John Robinson Show," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6384.

[180] "Main Street John Robinson Show," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6381, postmarked 25 August 1908.

[181] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6389, postmarked 22 June 1909. Also at: "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6391, "Main St.," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2126, postmarked 4 February 1910, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/jc_1908a.jpg.

[182] "Main Street," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2111. Also at: "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6400.

[183] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6385. Also at "Saturday Morning on Main," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/maineast1.jpg, which dates this photograph to 1902. However, as noted, this photograph appears to date to 1909.

[184] "Barnum & Bailey, Johnson City, Oct 8th", Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12198.

[185] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6390, postmarked 20 January 1911.

[186] Available online at: https://www.flickr.com/photos/archivesofappalachia/4438373961/in/photostream/lightbox/. Also at "Police Patrol," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/fsquare1.jpg, which dates this photograph to 1910. However, this is incompatible with the presence of the Estes' Bargain House, which was at this location from 1907 to September 1909

[187] "Watching the Trolley", "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/ftnsquare2a.jpg, which dates this photograph to 1908. However, this is incompatible with the presence of the fountain

[188] "Main Street Elks Bazaar," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6380, postmarked 1 December 1909.

[189] "Gumps Storefront," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12075.

[190] "Central Business District Around 1900", "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/cbd1901.jpg. This photograph was included in Johnson City, The Way We Were, 1909, page 6.

[191] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/colorftnsq.jpg, which dates this photocard to 1908. However, this is incompatible with the presence of the fountain.

[192] "Hart and Houston Annex," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12071.

[193] Image from "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/fsquare2.jpg. Also at: "Fountain Square," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12195.

[194] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/ftnsq.jpg. "Fountain Square," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6243, postmarked 30 May 1910.

[195] "Main Street Looking East," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6387. Also at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/main1908.jpg, which captioned this image "Main Street 1908," however, this date is not supportable; and https://www.flickr.com/photos/tntrailsbyways/4598875312.

[196] "Main Street, July 4, 1910," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/14725. A very similar photograph is at: "Celebrations – Fourth of July," 1910?, Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11795. Also at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos2/july4_1910.jpg, this image is clearer in some respects, but has a narrower field of view.

[197] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, accessed May 1, 2026, https://archivesofappalachia.omeka.net/items/show/6408, postmarked 25 July 1911. Also at: "Main St. Johnson City, Tenn.," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2123, postmarked 29 September 1910. Also at: "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6393, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/jcmain4.jpg.

[198] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6405. Postmarked 30 August 1911. Also at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/jc1911a.jpg.

[199] Johnson's Depot, posted 16 March 2014, available online at: https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/540927346021061/?type=3.

[200] "J.D. Longmire and Wife: Grocery on Spring Street," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/longmire1.jpg. The claim that this photograph was taken of this shop on Spring Street does not appear to be supportable. The Johnson City Comet contains no mention of J.D. Longmire having his shop on Spring Street at any time. Also, the information contained within this photograph points strongly to this photograph having been taken at 102 East Main Street. The evidence includes the "102" over the door, the sign that appears to read "Hardware" (for 104 and 106 East Main), and the "TR" on the right, which is

almost certainly for Tranum Brothers (at 100 East Main Street). Finally, the architectural details and the awning are consistent with other photographs of this location, see figures 127 and 168A.

[201] "Main Street, Looking Toward Majestic Theatre," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20654. Also at: "Downtown Johnson City, Tenn. street scene, 1920," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/1002, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos2/bhbuggy.jpg, "Main Street 1908 Newly paved with bricks!"

[202] "Main Street Looking East," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6421.

[203] "Circus Parade, Undated," James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/21150. The association of this parade with Ringling Brothers and dating it to just before 25 September 1914, is based on the Johnson City Comet of 24 September 1914.

[204] "Circus Parade, Undated," James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/21149.

[205] "Town," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3780. Also at: "Johnson City," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3850, "Town," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3781, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/ladyhorse.jpg, which dates this photograph to 1913. However, such a date is incompatible with the absence of the "Hart & Houston Annex" sign.

[206] "Johnson City," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3850. Also at: "Town," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3780, and "Town," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3781. Note: the left half of this photograph shows that the Hart and Houston Annex sign has been removed from the Crouch Building and that the Western Union Telegraph Company has moved into the Hart building, hence the dating of this photograph to 1912.

[207] "Unaka National Bank," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11726. The text with this photograph includes: "Unaka National Bank, which was established June, 1902," is not supported by contemporary reports. See Johnson City Comet, 16 May 1901.

[208] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/unakabank.jpg. Also at: "Unaka National Bank," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/319.

[209] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/tunnels_studio.jpg, which labels this image "1908." "1908" appears to have been the year in which this enterprise first opened, not the date of the photograph.

[210] "Welcome Home Parade for Soldiers of World War I," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11670.

[211] "George Buda, Self-Proclaimed Lover of Johnson City, Shares His Favorite Memories," Bob Cox's Yesteryear, 4 July 2011, available online at:

https://bcyesteryear.com/george-buda-self-proclaimed-lover-of-johnson-city-shares-his-favorite-memories/.

[212] "Main Street Looking East," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6422. "Johnson City Commercial Historic District," National Register of Historic Places, 17 July 2003, pages 1 to 3, available online at: https://npgallery.nps.gov/GetAsset/fb2a7a9c-ebb5-4472-ae77-c12d58f6ab1d.

[213] "Main Street Looking East," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6410.

[214] "Downtown Johnson City, Tenn., 1920," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/996. As noted in the caption, this photograph appears to date to 1921 to 1923.

[215] "Main Street Johnson City 1924," "Harry Martin Creager Photograph Album, 1919 – 1936," Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/23114. There is another similar photograph, with slightly different framing available in this source as well.

[216] "Downtown Johnson City Street Scene," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18588. Gemini A.I. offers that the AMRA Grotto was a "fraternal organization associated with the Mystic Order of Veiled Prophets of the Enchanted Realm (MOVPER), commonly referred to simply as 'The Grotto.' The Grotto is a social, fun-loving branch of Freemasonry. In East Tennessee, the Knoxville-based chapter was named the Amra Grotto, and members frequently traveled across the region for large parades, ceremonies, and conventions…"

[217] "Main Street Johnson City 1924," "Harry Martin Creager Photograph Album, 1919 – 1936," Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/23114.

[218] "Main Street From Fountain Square East," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12223, annotated: "No. 5. Main Street From Fountain Square East."

[219] "Main Street," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2116. Also at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post2/mainjc20.jpg.

[220] "Ted's Johnson City Time Warp," posted 31 January 2022, available online at: https://www.facebook.com/photo?fbid=456657532670051&set=a.954154172198800, which included: "Circa 1929 – Downtown Johnson City. According to Chester R. Powell, the 1939 Johnson City Telephone Directory has Meredith Confectionery listed at 113 Fountain Square, telephone 245. Source of photo: Retrieved from the Johnson City Press where it was given by Evan and Kathy Meade after being found at an estate sale of William McDonald, a local architect."

[221] "Main Street, Looking East," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2144. Also at: "Main Street Looking East," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6420. Postmarked 29 August 1937, however, this image appears to date to no later than 1927.

[222] "Ted's Johnson City Time Warp," posted 2 January 2022, available online at: https://www.facebook.com/photo/?fbid=439767934359011&set=a.110335527302255.
Leslie Rowles Driver: The Fruitful Prince, by Russell Cherrington Driver, 2002, pages 146, 147, 154.

[223] "Johnson's Depot," available online at:

http://www.stateoffranklin.net/johnsons/images/photos/photos2/tnbank2.jpg. Also at: "Tennessee National Bank, corner East Main and Spring Streets," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/121.

[224] "The Tennessee National Bank," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6012. A black and white version of this image is at: "The Tennessee National Bank. Johnson City, Tennessee", Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12191.

[225] Old Hickory, 1926, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/11.

[226] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos4/spring.jpg.

[227] "Jones and Vance Restaurant," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18126.

[228] "Ted's Johnson City Time Warp," posted 7 March 2024, available online at: https://www.facebook.com/photo?fbid=1346430742971139&set=a.954154172198800, which included: "1938 – Looking east down Main Street and across Fountain Square in downtown Johnson City three years before the attack on Pearl Harbor…" The information on the J.A. Meredith Confectionery is from "Ted's Johnson City Time Warp," posted 31 January 2022, available online at: https://www.facebook.com/photo/?fbid=456657532670051&set=a.110335527302255.
"History Under the Blue Ridge: The Lady of the Fountain," Johnson City Public Library, available online at: https://www.jcpl.org/news/2024/04/history-under-the-blue-ridge-lady-of-the-fountain/.

[229] "Ted's Johnson City Time Warp," posted 19 March 2021, available online at: https://www.facebook.com/photo/?fbid=260290195640120&set=a.110335527302255.

[230] "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6407. Johnson City, by L. Thomas Roberts, 2018, cover page, included: "This c. 1940s Cline real-photo postcard (RPPC), with a view looking east on Main Street at the intersection of Buffalo Street just beyond Fountain Square, shows a vibrant, bustling downtown. Visible in the foreground is the Anderson Drug Store in the old Unaka and City National Bank Building where Freiberg's German Restaurant is located today. Also visible are the Jones Vance and Snyder Jones Pharmacies, Fields Clothing and Hardware, Boston Shoe Shop, Parks – Belk, Dossers, Southern Shoes, and Sterchi's. (Author's collection.)"

[231] "Lady of the Fountain Johnson City," posted 25 May 2015, available online at: https://www.facebook.com/photo?fbid=366049583592130&set=a.231970400333383.

[232] "Main St. Looking East," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2114. Also, at: "Main St. Looking East," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2112, and "Main Street Looking East," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6419. Also at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post3/jc40s.jpg and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post3/jc40sbk.jpg, which includes a postmark of 21 June 1948.

[233] "Ted's Johnson City Time Warp," posted 5 January 2025, available online at: https://www.facebook.com/photo/?fbid=1578195513127993&set=a.954154172198800. Although Fields had been in business since 1922, 104 and 106 East Main Street was occupied by other enterprises until at least 1930.

[234] "Ted's Johnson City Time Warp," posted 23 August 2021, available online at: https://www.facebook.com/photo/?fbid=358145575854581&set=a.110335527302255.

[235] "The Southern at Johnson City, Tenn.," Ties: The Southern Railway System Magazine, February 1950 (Volume 4, Number 2), pages 23 – 25, available online at: https://books.google.com/books?id=TJImAAAAMAAJ.

[236] "Local Resident Shares Two Prized Photos of 1949 Johnson City," 25 March 2013, Bob Cox's Yesteryear, available online at: https://bcyesteryear.com/local-resident-shares-two-prized-photos-of-1949-johnson-city/.
"Ted's Johnson City Time Warp," posted 5 January 2021, available online at: https://www.facebook.com/photo?fbid=216777429991397&set=a.110335527302255, included: "Announcing the opening of Fields on Main Street on Fountain Square," Johnson City Press, 5 January 1949.

[237] Image from: "Little Chicago – Johnson City, TN during Prohibition," posted March 2016, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1706288542963263/?type=3. Caption from: "Political Rally – 1950s", "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/clement.jpg. The image from Facebook was used because it provides a wider field of view.

[238] Lady of the Fountain Johnson City, posted 6 August 2018, available online at: https://www.facebook.com/photo/?fbid=859396667590750&set=a.231385747058515, which included: "Science Hill High School's R.O.T.C. Unit proceeds across Fountain Square on October 17, 1955. Your looking north from Main Street in the foreground across Fountain Square to Market Street. Source: The Johnson City Press dated October 18, 1955." Captioned: "One the March – Science Hill High School's Reserve Officer Training Corps unit proceeds across Fountain Square in its first parade of the year yesterday. The 250-member unit staged the parade in preparation for Veterans Day activities, in which it will participate at Mountain Home on Nov. 11."

[239] "Little Chicago – Johnson City, TN during Prohibition," posted 2 August 2017, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1952625268329588/?type=3. Available online at: https://www.flickr.com/photos/archivesofappalachia/4460433138/in/album-72157623680003012/lightbox/.
Also at "Buffalo Street," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/buffalo_st.jpg.

[240] The Buccaneer, 1958, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/41.

[241] "Business Section – Johnson City, Tenn.", available online at: https://www.cardcow.com/1042043/johnson-city-tennessee-tn-downtown-business-section-street-view/.

[242] "Street Scene – Johnson City, Tenn.", available online at: https://www.cardcow.com/1042025/johnson-city-tennessee-street-scene-jones-vance-drugs-tn/.

[243] "Ted's Johnson City Time Warp," posted 23 May 2024, available online at: https://www.facebook.com/photo/?fbid=1402170137397199&set=a.954154172198800, which included: "May 1958 – The Military Honor/Color Guard in the Armed Forces Day Parade on Saturday, May 17th, 1958. The parade is heading west through Fountain Square. The soldier representing the Navy is my dad, I was 8 years old, still very vivid in my mind. He was awarded the Asiatic Pacific Medal for serving in the Pacific during the last 7 months of WW-II. Source: Caption retrieved and formatted from microfilm of the Johnson City Press dated May 18th, 1958. Photo from microfilm replaced by one of the same that was given to my dad by the photographer of the Johnson City Press." Captioned: "Parade Honor Guard – In traditional military style, these four youths representing five branches of the armed forces paraded through downtown Johnson City yesterday as the United States celebrated Armed Forces Day. These men were chosen as the elite honor guard led the parade at 10 a.m. yesterday. (Staff Photo)"

[244] "Christmas Parade – 1958", "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/parade1.jpg.

[245] "The Langston High Band," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/teddybear.jpg.

[246] "Corner Main and Spring St.," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15825.
Lady of the Fountain Johnson City, posted 28 December 2018, available online at: https://www.facebook.com/photo/?fbid=953768428153573&set=a.231385747058515, which included: "'Fountain Square Closed Temporarily' – Source: The Johnson City Press dated December 31, 1959." Captioned: "Fountain Square Closed Temporarily – Actual work in connection with redesigning traffic islands on Fountain Square, is under way. It is part of the changeover for the city's new traffic pattern effective Jan. 6. Traffic movements continue on Main and Market as usual, but crossing is barred because of the work involved here. Under the new traffic control program traffic on the square will be southbound only."

[247] "Ted's Johnson City Time Warp," posted 8 May 2026, available online at: https://www.facebook.com/photo?fbid=2006113527002854&set=a.954154172198800, which included: "A New Look – Travelers passing the recently created island on the traffic triangle at Fountain Square may now view a new scene. Instead of the barren spot as pictured at top, they can see the same spot, bottom in a new dress, all because of the civic pride of the Grow and Show Garden Club members. Last week Mrs. William Ricker, president, assisted by Mrs. Ellis Cos, vice president, Mrs. William J. Thomas and Mrs. Elwood Feathers beautified the island with shrubbery around which they planted petunias. Petunias were also artistically arranged in the center. Landscaping the spot is the club's principal 1960 – 61 project on which several hundred dollars have been expended in addition to the physical labor. A yearly project from now on will be the planting of annuals. The club was formerly known as North Johnson City Garden Club. Members have voted to become federated and affiliated with the Johnson City Garden Club Council." "(Staff Photos)."

[248] "Real Photo Johnson City Tennessee Downtown Street Scene Postcard," available online at: https://www.ebay.com/itm/372678756532. Also available at: "Main Street Looking Down Market Street to the East," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6417. Also at: "Main Street," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18596, dated it to "1958 – 1960."

[249] The Buccaneer (1961), Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/44/.

[250] "Greetings from Johnson City Tennessee… 1961," available online at: https://www.ebay.com/itm/374962941108. Also at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post4/dtn60.jpg.

[251] The Buccaneer, 1951, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/34. "Ted's Johnson City Time Warp," posted 10 April 2020, available online at: https://www.facebook.com/photo/?fbid=110403723962102&set=a.110335527302255, which included: "Bowman Jewlers at 121 Fountain Square in downtown Johnson City. Source: The 1951 Buccaneer Yearbook, Courtesy of Archives of Appalachia - East Tennessee State University."

[252] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/mktftnplace.jpg. See also "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/yellowcab.jpg.
Also, at "Market and Spring St.," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15852, however, this photograph was taken on West Market Street at Railroad Street (not Spring Street).

[253] "Downtown Johnson City, Market Street, Early 1960s," City of Johnson City Records, 1890-1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15844.

[254] "Ted's Johnson City Time Warp," posted 24 August 2023, available online at: https://www.facebook.com/photo/?fbid=1213558772925004&set=a.954154172198800, which included: "August 1969 – These vintage autos are traveling west on Market Street in downtown Johnson City coming across the Southern

RR Tracks on their way to the Appalachian District Fair to be a part of the Fair's last day attraction. Source: Retrieved and formatted from microfilm of the Johnson City Press dated August 24, 1969 by Ted Bowers. Captioned: "Headed for Gray – These vintage autos were among the attractions at the last day's activities of the Appalachian District Fair yesterday at Gray community. Here, they parade through downtown Johnson City prior to reaching the action-packed site and the concluding activities in a gala week."

[255] "Little Chicago – Johnson City, TN during Prohibition," posted 22 October 2016, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1806817209577062/?type=3.

[256] "Ted's Johnson City Time Warp," posted 11 September 2021, available online at: https://www.facebook.com/photo/?fbid=370274754641663&set=a.110335527302255.
A related photograph is at: "Ted's Johnson City Time Warp," posted 11 September 2012, available online at: https://www.facebook.com/photo/?fbid=820150639654070&set=a.110335527302255.

[257] "Ted's Johnson City Time Warp," posted 13 September 2022, available online at: https://www.facebook.com/photo?fbid=957051435242407&set=a.954154172198800, which included: "Circa September 1968 – Photo looking from Main Street toward Market Street in a northwest direction across Fountain Square in downtown Johnson City. My guess is this is part of the Children's Day Parade in downtown Johnson City during September 1968. Source: Photo by Eddie LeSueur, retrieved from negative by Ted Bowers, negative courtesy of Tony Morton and Ron Burns." See also "Ted's Johnson City Time Warp," posted 11 September 2012, available online at: https://www.facebook.com/photo/?fbid=820150639654070&set=a.110335527302255, which included: "Circa September 1968 – Chris's Twirlettes parading through Fountain Square in downtown Johnson City. Looking in a northwest direction from Main across Fountain Square toward Market Street. The building on the far left was razed in 1969 and is presently a parking lot. Source: Photo by Eddie LeSueur, Retrieved from the negative by Ted Bowers, Negative courtesy of Tony Morton and Ron Burns." And "Ted's Johnson City Time Warp," posted 11 September 2021, available online at: https://www.facebook.com/photo/?fbid=370274754641663&set=a.110335527302255, which included: "Circa September 1968 – Another photo of Chris's Twirlettes parading through Fountain Square in downtown Johnson City. Looking in a northwest direction from Main across Fountain Square toward Market Street. The building on the far left was razed in 1969 and is presently a parking lot. Source: Photo by Eddie LeSueur, Retrieved from the negative by Ted Bowers, Negative courtesy of Tony Morton and Ron Burns." Note: it appears that the "building on the far left was razed" in 1971, not 1969.

[258] "Ted's Johnson City Time Warp," posted 22 May 2020, available online at: https://www.facebook.com/photo/?fbid=762276702108131&set=a.110335527302255.

[259] "Ted's Johnson City Time Warp," posted 1 December 2024, available online at: https://www.facebook.com/photo?fbid=1089335186068946&set=a.110335527302255,

[260] "Lady of the Fountain Johnson City," posted 26 June 2012, available online at: https://www.facebook.com/photo/?fbid=983675926634873&set=a.110335527302255, which included: "June 1971 – Fountain Square – downtown Johnson City. Source: Retrieved and formatted from the Johnson City Press dated June 26th, 1971." Captioned: "Fountain Square" "Things are changing in Johnosn City, but not on Fountain Square. Men still sit on the benches, day-in, day-out, living out their lives. Talk is common, friendly. Faces don't change – only the surroundings." However, see "Ted's Johnson City Time Warp," posted 1 December 2024, available online at: https://www.facebook.com/photo?fbid=1089335186068946&set=a.110335527302255, which includes a Johnson City Press photograph, dated 1 December 1970, that appears to show that the Parks – Belk addition had been removed.

[261] "Lady of the Fountain Johnson City," posted 13 November 2018, available online at: https://www.facebook.com/jcfountainlady/photos/pb.100064872363248.-2207520000/927323757464707/?type=3.

[262] "Linda Bowman O'Dell," posted 28 April 2025, available online at: https://www.facebook.com/photo.php?fbid=10232093540098921&set=pb.1162502783.-2207520000&type=3.

[263] "Ted's Johnson City Time Warp," posted 28 September 2020, available online at:

https://www.facebook.com/photo/?fbid=170407541295053&set=a.110335527302255, which included: "Looking east down Main Street from Fountain Square during the 1977 Science Hill Homecoming Parade. The first building on the left is presently Frieberg's German Restaurant. Source: Retrieved from the 1978 Wataugan by Ted Bowers, Courtesy of Lois Wetzel."

[264] "Lady of the Fountain Johnson City," posted 28 January 2020, available online at: https://www.facebook.com/photo.php?fbid=1234118926785187&id=230132337183856&set=a.231385747058515, which included: "Juniors: Lily Wexler, Robin Williams, Laura Vandiver, Lisa Abounader, Jackie Daniels, Carol Steffner, Janet Almond, Cathy Conerly, Lisa Mould, DeAnn Raymond, Melea hunter, Linda Monroe, Elizabeth Parker." "Posted on 1-28-20 by T.B., 1978 SHHS Juniors posing in front of the Dandelion Fountain on Fountain Square in downtown Johnson City, Tn."

[265] Available online at: https://www.flickr.com/photos/archivesofappalachia/4459652739/in/album-72157623680003012/lightbox/. "Jones and Vance Restaurant," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18126. "Joseph Warren Lilley Obituary," available online at: https://www.wadugger.com/obituaries/Joseph-Warren-Lilley?obId=42181457, included: "Joseph Warren Lilley, 85, Erwin, passed away Saturday, September 16, 2017… along with his wife, Mildred, he owned and operated Jones – Vance Restaurant for 12 years before his wife's health failed…"

[266] "First National Bank," Tour of Downtown Johnson City Brochure, 1985, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11981.

[267] "Linda Bowman O'Dell," posted 3 March 2022, available online at: https://www.facebook.com/photo.php?fbid=10223754144139234&set=pb.1162502783.-2207520000&type=3.

[268] "Johnson City Commercial Historic District", National Register of Historic Places, 17 July 2003, pages 1 to 3, available online at: https://npgallery.nps.gov/GetAsset/fb2a7a9c-ebb5-4472-ae77-c12d58f6ab1d, included: "1. 75, 83, & 85 Buffalo Street (464 and 458) [117, 119, and 121 East Fountain Square], currently Mel's Stamps and Coins. Two-part commercial with Victorian Romanesque influence. 1890 [actually 1901]. Brick and stucco, 2 stories, asphalt flat roof, rectangular plan, 1st story fixed modern display windows, 2nd story 2:2 horizontal modern windows, stucco over 1st story, buff-colored arches over 2nd story windows, bricked over vents or windows above 2nd story windows, pilasters, brick corbelling to cornice, (c)… 14. 201 – 203 East Main Street (484) [123 East Fountain Square], historically First National Bank. Three-part commercial with Victorian Romanesque influence. 1887/1933. Brick, 3 stories, asphalt parapet roof, rectangular building with corner entrance, 1st story fixed modern display with window hoods and transom windows, 2nd – 3rd story paired 1:1 bay windows, rustication on side entrance, northwestern side has lost bay windows and has new brick on the facade, pressed metal cornice, (c)"

[269] "The Keg," Tour of Downtown Johnson City Brochure, 1985, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11982.

[270] Image from: "Main Street," Archives of Appalachia, Mildred S. Kozsuch Papers, 1867 – 2007, available online at: https://archivesofappalachia.omeka.net/items/show/6386. Also at: "Johnson City Main Street," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11993, "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6397, postmarked in 23 May 1908; and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/main1902.jpg, captioned: "Main street 1902." However, a date of 1902 is not supportable. The trolley track on East Main Street was not in place during that year. On 13 September 1906, the Johnson City Comet included: "New Firm. Robt. D. DeVault and Geo. S. Hannah have formed a co-partnership under the style of DeVaul & Hannah, and will conduct a general store in the Adams building on Main street. They will carry a complete line of dry goods, notions and shoes… In order to get the building they purchased the stock of clothing, etc. of J.E. Hayes and will dispose of it at very low prices in order to make room for the new stock." On 22 April 1909, the Johnson City Comet included: "By mutual consent Devault & Hannah have dissolved partnership…"

[271] "Main Street John Robinson Show," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6379.

[272] "High Water in Johnson City, 1908," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11717. "High water at Johnson City May 29th 08, from Public Square towards depot". Also at: "High Water in Johnson City, 1908," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11718. Harrison, Burr (1894-1978), "Flood, Johnson City, May 29, 1908, from Public Square looking toward depot," Burr Harrison Photographs, c. 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/232.

[273] "Fountain Square," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6241.

[274] "Fountain Square Show Day," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6242.
"Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/showday.JPG.
For more on this show, see Johnson City Comet, 30 September 1909.

[275] Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 158. Image from: "Fountain Square Tram," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6244. Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/fsquare5.jpg.
For an image of a menu from the Pardue Hotel, see "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/pardue_lunch1.jpg.

[276] Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 158. Image from: "Johnson City's Fountain Square, 1904 – 1938, A Pictorial Album," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare.htm. Also at "Fountain Square," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12194.

[277] "Main Street with Cameo," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6392.

[278] Image from: "Hotel Pardue," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12199. Caption from: Johnson City, by L. Thomas Roberts, 2019, page 84. This image was used for a picture postcard, see "Hotel Pardue," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2206. Similar at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/hotelpardue1.jpg, postmarked 6 July 1911.

[279] "Lady of the Fountain Johnson City," posted 21 February 2019, available online at: https://www.facebook.com/jcfountainlady/photos/pb.100064872363248.-2207520000/986023728261376/?type=3.

[280] "Crowd Gathering (End of World War I), 1918," James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/21151. A date of 1919, rather than 1918, appears to be more likely. This photograph appears to have been taken at the same time as one at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos4/wwia.jpg, which was taken at the "welcome home" ceremony for the troops returning from Europe that took place in April 1919.

[281] "Hotel Windsor," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2208. "Windsor Hotel Advertising Signs Once Adorned the East Tennessee Countryside," Bob Cox's Yesteryear, 6 May 2013, available online at: https://bcyesteryear.com/windsor-hotel-advertising-signs-once-adorned-the-east-tennessee-countryside/. The reverse side of this card stated that it required "one cent" for domestic postage. In 1919, U.S. domestic postcards

had a postage rate of 1 cent. This rate was in effect from 1 July 1919, and remained so until 14 April 1925, see "History of United States postage rates," available online at: https://en.wikipedia.org/wiki/History_of_United_States_postage_rates.

[282] https://www.flickr.com/photos/archivesofappalachia/4453773941. Also at: "Hotel Windsor (formerly Hotel Pardue), 103 West Main Street," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/102, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/windsor.jpg.

[283] "Main Street, looking west from Fountain Square," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/103. Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos4/market2.jpg and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/market.jpg.

[284] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/windsor1.jpg.

[285] "Windsor Hotel," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12111.

[286] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/windsordemo1.jpg.

[287] "Ted's Johnson City Time Warp," posted 5 January 2025, available online at https://www.facebook.com/photo?fbid=1578201863127358&set=a.954154172198800. The image of the "Eddie's Record Shop" sign is at "Ted's Johnson City Time Warp," posted 18 August 2020, available online at: https://www.facebook.com/photo?fbid=1016606646675134&set=a.110335527302255.

[288] Image from: "Hoss House (Built 1871)," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20448. Also at: "T.A. Faw Home, corner of Market and Roan Streets (current site of Hotel John Sevier)," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/192, however, note that this is not the "T.A. Faw Home, corner of Market and Roan Streets (current site of Hotel John Sevier)." Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 36.

[289] "Man With Horse and Cart," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20480. "Lightning Express" has been scratched onto the log in the foreground of this photograph.

[290] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/presjc.jpg. "Johnson's Depot," available online at:http://www.stateoffranklin.net/johnsons/southern/bharrisontrip.pdf. Johnson City Comet, Tuesday Morning, April 14, 1891.

[291] "Arlington Hotel," Archives of Appalachia, Mildred S. Kozsuch Papers, 1867 – 2007, available online at: https://archivesofappalachia.omeka.net/items/show/6304. Johnson City, by L. Thomas Roberts, 2019, page 85. "State of Franklin," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/arlinghoteljc.jpg. "Arlington Hotel" Post Card dated 7 August 1906.

[292] "Soldiers returning home after World War I, 1919," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/1000. On the absence of bushes around Fountain Square see also Figure 243 and "Welcome Home Parade for Soldiers of World War I," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11670.

[293] "Lady of the Fountain Johnson City," posted 21 August 2014, available online at:

https://www.facebook.com/jcfountainlady/photos/pb.100064872363248.-2207520000/259242360939520/?type=3, which included: "Fountain Square during many yesteryears. Notice The Lady of the Fountain to the right of the picture and the lamppost that has made a comeback all over Johnson City. This photo is looking west and The Southern Railway Tracks would be between The Lady of the Fountain and the building in the background which is a parking lot now and was the Arlington Hotel and Eatmore Café and under the Arlington Hotel was the Johnson City Bus Company waiting room. This building ran between West Main and West Market Street. The building to the far left across Main Street was The Windsor Hotel. Quote from The Johnson City Press: 'Kathy Meade and her husband Evan acquired this photo during an estate sale for the late William McDonald, a local architect.' The photo was then given to the Johnson City Press. – Credit goes to Ted Bowers for this awesome find!" Also at "Ted's Johnson City Time Warp," posted 1 July 2022, available online at: https://www.facebook.com/photo/?fbid=552479153087888&set=a.110335527302255.

[294] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/windsor3.jpg. Caption from Johnson City, by Sonya A. Haskins, 2005, page 12.

[295] "Ted's Johnson City Time Warp," posted 3 April 2023, available online at: https://www.facebook.com/photo/?fbid=1651529529127924&set=a.954154172198800, which included: "April 1949 – 'University of Tennessee's fine band caught the eye of Saturday's crowds in Johnson City yesterday when it paraded up Main Street shortly before noon on Saturday April 2nd, 1949. The band stopped here en route to Bristol to play for an intra-squad football game.' The band is headed east coming across the Southern Railroad Tracks on to Fountain Square. Source: Published in the Johnson City Press dated April 3rd, 1949, I will attach the original publication I retrieved and formatted from microfilm of the Johnson City Press in the comments." A similar photograph is at: "Ted's Johnson City Time Warp," posted 13 November 2023, available online at: https://www.facebook.com/photo/?fbid=1268047137476167&set=a.954154172198800, which included: "November 1949 – The Science Hill Topper Band in the Armistice Day Parade on Saturday, November 12th, 1949 in downtown Johnson City. They are traveling east on Main St. coming across the Southern RR tracks on to Fountain Square. 'In 1954, President Dwight D. Eisenhower officially changed the name of the holiday from Armistice Day to Veterans Day.' Source of photo: Retrieved and formatted from microfilm of the Johnson City Press dated November 13th, 1949."

[296] "Ted's Johnson City Time Warp," posted 20 May 2023, available online at: https://www.facebook.com/photo/?fbid=1147580082856207&set=a.954154172198800, which included: "May 1962 – In celebration of Armed Forces Day, Company C, 4th Battle Group, 81st Division, U.S. Army Reserve, marches as part of a 17 unit parade through downtown Johnson City on Saturday, May 19th, 1962. The parade is headed east coming across the Southern RR Tracks entering Fountain Square. The building on the right is presently a parking lot. Source: Retrieved and formatted from microfilm of the Johnson City Press dated May 20th, 1962." Caption: "The Army Marches – in celebration of Armed Forces Day, Co. C, 4th Battle Group, 81st Division, U.S. Army Reserve, marches as part of a 17-unit parade through downtown Johnson City. The parade, held yesterday morning was led by Sen. Albert Gore. It included armed forces units, scout groups and other area organizations."

[297] "Ted's Johnson City Time Warp," posted 14 August 2020, available online at: https://www.facebook.com/photo?fbid=158464872489320&set=a.110335527302255, which included: "August 1965 – Those green city buses coming out of the downtown bus station on to Windsor Way heading toward Main Street to cover their routes. This was between the Southern Railroad Tracks and where the Farmer's Pavilion is now located (then the Windsor Hotel, the building to the left of the buses). Source: Retrieved and formatted from microfilm of the Johnson City Press dated August 14th, 1965 by Ted Bowers."

[298] "Circus Parade, Undated," James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/21148. This photograph is remarkably similar to other photographs form the same collection that have been dated to 25 September 1914 and thus probably shares the same date.

[299] Image from "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/attic/images/clydesdale_JC.jpg. "Ted's Johnson City Time Warp," posted 20 April 2024, available online at:

https://www.facebook.com/photo/?fbid=1377770576503822&set=a.954154172198800, which included: "April 1954 – From the ad I just posted dated April 20th, 1954 telling of the Budweiser Clydesdale Horses to be in Johnson City April the 21st through the 23rd, 1954, this is evidently when the 'Budweiser Clydesdale Horses came to the Blue Ribbon Café at 118 W. Main St. Francis Maricle, who owned the café for 46 years, was holding his son, Charles. Also pictured was the Piedmont Hotel.' There is another photo posted on this page of the Clydesdale Horses on Buffalo sent to me by Chris Ledford whose family owned a business on Buffalo. There is also a photo on this page of an automobile wreck that crashed into the Piedmont Hotel being the only photo I came across of the Piedmont Hotel. This photo is looking east on the west side of W. Main just a short distance from the Southern RR tracks. Photo Courtesy of Charles Maricle of Johnson City taken from the pictorial book Johnson City and the People of Northeast Tennessee Volume I, Published by Johnson City Press Copyright 2006."

[300] "Fountain Square," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6249.

[301] "Fountain Square," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12201.

[302] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/ladypose.jpg.

[303] "Liberty Bell Train," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20479.

[304] "Little Chicago – Johnson City, TN during Prohibition," posted 11 February 2019, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/oboyles-saloon-photo-from-the-march-24-1940-sunday-press-chronicle-hugh-o-oboyle/2276973895894722/?_rdr, which read in full: "Back in the 'Good Old Days' this old saloon stood on the present-day [1940] site of the Western Union telegraph office, where the Southern railroad crosses Market street. A few old-timers can still remember it." This link also included: "O'Boyle's Saloon photo from the March 24, 1940 Sunday Press-Chronicle. Hugh O. O'Boyle is listed as the owner in the 1902 R.G. Dun Mercantile Agency Reference Book." Note, the author did not find any information to support the claim that a Western Union office ever occupied this location. However, this could be a mistaken reference to the telegraph office that operated out of the Hoss House/Watauga House around 1887 – 1890.

[305] "Silver Moon Restaurant," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11684. Also at: "Fountain Square looking west, Railroad Avenue, Silver Moon Restaurant, Market Square Pressing Club," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/155. "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos4/marketfountainsq.jpg.
The Clifford Maxwell photograph was used in this figure because it better shows the Mike Dyer Building, on the left side of the photograph. Another photograph of the "Farmers Exchange" is available at: "Farmers Exchange, 115 East Market Street, corner of Commerce Street," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/196. "Farmers Exchange Building," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11677. On 10 August 1918, the Johnson City Comet included: "One of the most destructive fires of recent years occurred in the downtown district last Monday morning [5 August 1918] when the large wholesale stock of groceries and building were completely destroyed. The origin of the fire is yet unknown. The stock of goods amounting to over $100,000 was covered by insurance, and the greatest loss to Lockett Bros. will be from loss of business, and having to replace the stock at greatly increased prices. This enterprising firm have opened up for business in the building on West Market street, recently occupied by C.G. Hannah, and until a new stock can be laid in all orders are being filled by their Bristol house. The building was owned by Mr. W.G. Mathes and Mrs. John PO. Smith, and was only partly covered by insurance." See also "109 W. Market Street Once Site of Three Hotels, Two Hospitals, Other Businesses," Bob Cox's Yesteryear, 26 January 2015, available online at: https://bcyesteryear.com/2015/01/. In reference to the construction of the Farmers Exchange Building, it is not depicted on the Sanborn Fire insurance Company map of this area for July 1913 (see Map 16); however, on 10 September 1914, the Johnson City Comet included an advertisement that read: "Best Fancy Seed

Wheat, Seed Rye and Seed Oats Recleaned – can be bought of us at reasonable prices, if bought early. Market advancing on account of war. Only the best sold by us. Farmers Exchange. Market St., Johnson City, Tenn."

[306] "Ted's Johnson City Time Warp," posted 1 May 2021, available online at: https://www.facebook.com/photo/?fbid=287085189627287&set=a.110335527302255.

[307] Floods on Brush Creek in Vicinity of Johnson City, Tennessee, Report No. 0-5868, 29 June 1959, page 50, available online at: https://cms7files.revize.com/johnsontn/document_center/public_works/stormwater/downtown_johnson_city_stormwater_reports_information/1959%20TVA-Flooding%20Along%20Brush%20Creek.pdf, which included: "The white circles and dashed lines show the height of the Maximum Probable Flood."

[308] "Ted's Johnson City Time Warp," posted 16 October 2021, available online at: https://www.facebook.com/photo/?fbid=392935905708881&set=a.110335527302255.

[309] "Downtown Johnson City, Market Street, Early 1960s," City of Johnson City Records, 1890-1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15844. Also at "Downtown Johnson City, Market Street, Early 1960s," City of Johnson city Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15844. Similar at "Market Street," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15860.

[310] "Downtown Johnson City, Corner of Commerce and Market, Early 1960s," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15842.

[311] "Ted's Johnson City Time Warp," posted 20 September 2020, available online at: https://www.facebook.com/tmb1963ted/photos/pb.100028126792298.-2207520000/168517154817425/?type=3, which included: "In this photo in downtown Johnson City about a change in parking, you are looking west on Market from McLellan's five and dime (now Numans) across the Southern RR Tracks where all those buildings were demolished in 1969 [actually 1971] and the area is presently occupied by parking lots. Source: Retrieved and formatted from microfilm of the Johnson City Press dated September 20, 1967 by Ted Bowers." Captioned: "Adios, parking spaces – City painting crews exchanged eight parking meters for 'Loading and Unloading Only' yesterday on Market Street from McLellan's store to Fountain Square. The space is provided for trucks only to unload their wares into stores backing on Market Street." "Staff Photo"

[312] "Ted's Johnson City Time Warp," posted 13 September 2022, available online at: https://www.facebook.com/photo?fbid=957051435242407&set=a.954154172198800, which included: "Circa September 1968 – Photo looking from Main Street toward Market Street in a northwest direction across Fountain Square in downtown Johnson City. My guess is this is part of the Children's Day Parade in downtown Johnson City during September 1968. Source: Photo by Eddie LeSueur, retrieved from negative by Ted Bowers, negative courtesy of Tony Morton and Ron Burns." Related photographs are available at: "Ted's Johnson City Time Warp," posted 11 September 2012, available online at: https://www.facebook.com/photo/?fbid=820150639654070&set=a.110335527302255, and "Ted's Johnson City Time Warp," posted 11 September 2021, available online at: https://www.facebook.com/photo/?fbid=370274754641663&set=a.110335527302255.

[313] "Ted's Johnson City Time Warp," posted 31 August 2020, available online at: https://www.facebook.com/photo?fbid=162926075376533&set=a.110335527302255.

[314] Available online at: https://www.flickr.com/photos/archivesofappalachia/4460432672/in/album-72157623680003012, also at: "Ted's Johnson City Time Warp," posted 1 July 2022, available online at: https://www.facebook.com/tmb1963ted/photos/pb.100028126792298.-2207520000/552619826407154/?type=3.

[315] Image from: "Farmers Exchange Building," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11677. Caption from: "Farmers

Exchange, 115 East Market Street, corner of Commerce Street," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/196. Note, the Farmers Exchange building was on West Market, not East Market.

[316] Floods on Brush Creek in Vicinity of Johnson City, Tennessee, Report No. 0-5868, 29 June 1959, page 50, available online at: https://cms7files.revize.com/johnsontn/document_center/public_works/stormwater/downtown_johnson_city_stormwater_reports_information/1959%20TVA-Flooding%20Along%20Brush%20Creek.pdf, which included: "The white circles and dashed lines show the height of the Maximum Probable Flood."

[317] "Advertisements," "London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated," Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16504.

[318] "Employees in front of store wearing Pee Gee Paint overalls and caps. Back Row, Second from Left: Bill Dyer, (William Mills Dyer, Sr.) second from Right, Mr. Couch, Right, Charlie Good. Front Row Second from Left Bob London (Robert Patterson London, Jr.)," London's Hardware Company Photographs and Advertisements, 1925 – 1969 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16529.

[319] "Ted's Johnson City Time Warp," posted 10 December 2020, available online at: https://www.facebook.com/photo/?fbid=200381311631009&set=a.110335527302255.

[320] Many of the available Google Maps photographs of this building are distorted. Consequently, the author has chosen not to include them. However, anyone interested in modeling this structure would be well-advised to review the available distorted images. Some additional contemporary images are available at: https://rothearchitecture.com/tag-portfolio/contemporary/.

[321] "Town," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3780. Also at: "Johnson City," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3850, "Town," William Cary Hattan Collection, 1889 – 1940 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/3781, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/ladyhorse.jpg, which dates this photograph to 1913. However, such a date is incompatible with the absence of the "Hart & Houston Annex" sign.

[322] Available online at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos2/harproduce.jpg. Perhaps related, on 24 March 1910, the Johnson City Comet included: "W.D. Harmon, the poultryman, of Rogersville, is in the city and is stopping at the Arlington." This photograph is also at: "W.D. Harmon Wholesale," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11989. Also available online at: https://www.worthpoint.com/worthopedia/1909-rppc-harmon-turkeys-johnson-city-tn-postcard, which included: "very rare RPPC 1909 of a bunch of turkeys rounded up in front of a gathering of men in front of W.D. Harmon wholesale in Johnson City, Tennessee. Note the large number of turkeys and the men in period clothes (unusual for postcard pics of this time are the four black men in the picture). This rare and unusual card is in great condition. It is postally used, bears a green one-cent stamp and is postmarked December 9, 1909."

[323] "Johnson City Flooding," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6367. Postmarked 5 June 1908.

[324] "Johnson City Flood," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19120. Also at: "Highwater At Johnson City May 29, '08, South from Science Hill," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12117, note that the building that appears to be on Market Street has a Coca-Cola sign on the left, and what appears to be a sign for "Bull Durham" "Smoking Tobacco." Regrettably, some of the text is illegible (perhaps the lowest line reads: "Best for three generations." For a contemporary "Bull Durham" advertisement that appears to be a relatively close match to this one, see: "Bull Durham

mural, others mark Upper County," by Mary Swift, staff writer for Ellensburg Daily Record, 15 March 2011, available online at: https://www.dailyrecordnews.com/top_story/bull-durham-mural-others-mark-upper-county/article_0362fff6-4f4a-11e0-a284-001cc4c002e0.html. According to the Sanborn map for December 1908, the building at 115/212 East Market Street was a two-story (35 foot tall) brick structure that was occupied by a "Whol. Mill'y" enterprise.

[325] "Painted Signs on Brick Buildings," available online at: https://wctnarchives.org/painted-signs-on-brick-buildings/#jp-carousel-2403.

[326] "Who's Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space," by Jeff Keeling, 6 October 2022, WJHL, available online at: https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/.

[327] "Painted Signs on Brick Buildings," available online at: https://wctnarchives.org/painted-signs-on-brick-buildings/#jp-carousel-2410.

[328] "Hickey-McCorkle Company Wholesale Grocers, 147 North Roan Street," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/206. The address of 147 North Roan Street for this building also appears on Map 17.

[329] "Who's Building That? – Old warehouse fronting King Commons park converting to apartments, commercial space," by Jeff Keeling, 6 October 2022, WJHL, available online at: https://www.wjhl.com/news/local/whos-building-that/whos-building-that-old-warehouse-fronting-king-commons-park-converting-to-apartments-commercial-space/.

[330] Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, page 28. Image from: https://www.flickr.com/photos/archivesofappalachia/4459915991/in/photostream/.
Also available at: "T.A. Faw Store," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20433.

[331] "Idol Inn Cafe," Johnson's Depot, posted 25 July 2012, available online at: https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/268453903268408/?type=3. Note, the Joseph P. Summers Building was constructed in 1914.

[332] "Ted's Johnson City Time Warp," posted 9 October 2020, available online at: https://www.facebook.com/photo/?fbid=431251041877367&set=a.110335527302255.

[333] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf.

[334] "Ted's Johnson City Time Warp," posted 15 April 2022, available online at: https://www.facebook.com/photo/?fbid=502384774763993&set=a.110335527302255.

[335] The Buccaneer, 1959, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/42.

[336] Caption from: The Buccaneer, 1965, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/48. Image from: "Byrd's Restaurant," Johnson's Depot, posted 22 July 2012, available online at: https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/267217406725391/?type=3.
Also at: "Johnson's Depot," available online at: http://stateoffranklin.net/johnsons/images/photos/photos6/byrds1.jpg.

[337] The Buccaneer, 1967, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/52. Also at: "Johnson's Depot," available online at: http://stateoffranklin.net/johnsons/images/photos/photos6/byrds3b.jpg.

[338] "Ted's Johnson City Time Warp," posted 14 February 2022, available online at: https://www.facebook.com/photo?fbid=465223768480094&set=a.110335527302255.

[339] "Downtown Johnson City, Market Street, Early 1960s," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15845. Also at "Downtown Johnson City, Market Street, Early 1960s," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15845.

[340] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19091.

[341] The Railroads of Johnson City, by Johnny Graybeal, 2007, page 173. Image at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/southern/south_depot.jpg.

[342] "Southern Railroad Station," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6688. Also at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post2/southernjc.jpg. Although dated 1912, the Southern Railway Passenger Depot did not open until 1913.

[343] "Southern Railroad Station," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6689.

[344] Southern Railway Depot, 200 North Railroad Avenue," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/182.
Also at: "Johnson's Depot," available online at:
http://www.stateoffranklin.net/johnsons/images/photos/photos3/southern.jpg. Johnson City Press, available online at: https://www.johnsoncitypress.com/living/features/today-in-johnson-city-history-july-1/article_b52ae7e0-788b-5f26-9a1b-9bbcf3d9bc51.html. A colorized postcard of this image is at: "Southern Passenger Station," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2565, and "Southern Railroad Station," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at:
https://archivesofappalachia.omeka.net/items/show/6690. A similar view is available online at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post4/lawsdepot.jpg, which includes a green trolley car on South Roan Street, in the right background.

[345] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19096.

[346] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19097.

[347] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19090.

[348] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19094.

[349] Available online at: "Johnson's Depot," available online at:
http://www.stateoffranklin.net/johnsons/southern/harrison2.jpg.

[350] "Johnson's Depot," posted 25 November 2011, available online at:
https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/119664884813978/?type=3.

[351] "Johnson's Depot," posted 21 July 2012, available online at:

https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/267109326736199/?type=3.
Similar at: "Ted's Johnson City Time Warp," posted 3 September 2024, available online at: https://www.facebook.com/photo?fbid=1476932003254345&set=a.954154172198800, included: "1969 – Photo looking south at the Southern Railroad Station in downtown Johnson City. The walkway ran from North Roan to West Market. Razed during the 70's. There is interesting history during the late 50's when a rumor got out that Elvis Presley was on board a train making a stop in Johnson City, when a group of teenagers gathered at the station hoping to get a glimpse of the rock star, he came out and signed autographs for them. Source of photo: The Johnson City Press."

[352] "Johnson's Depot," posted 18 July 2012, available online at: https://www.facebook.com/119648221482311/photos/pb.100052046000656.-2207520000/266136036833528/?type=3.

[353] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19093.

[354] "Southern Railway Depot," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/432.

[355] "Material for John Sevier Hotel," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12009. The three buildings on the left, which appear to be at 128, 126, and 124 East Market Street, were occupied by a "Whol. Tobacco," "Auto Tops" and "Printing" (1st and second floor, respectively), and "Gro. & Meat," respectively.

[356] "Ted's Johnson City Time Warp," posted 2 April 2022, available online at: https://www.facebook.com/photo?fbid=494179475584523&set=a.110335527302255.

[357] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19095.

[358] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19098.

[359] "Ted's Johnson City Time Warp," posted 19 December 2022, available online at: https://www.facebook.com/photo/?fbid=1040508313563385&set=a.954154172198800.

[360] "Southern Depot Joins City's Passing Scene," by Dorothy Hamill, Johnson City Press-Chronicle, 18 July 1973, available online at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf.

[361] "Southern Depot Joins City's Passing Scene," by Dorothy Hamill, Johnson City Press-Chronicle, 18 July 1973, available online at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/southern/southern_demise.pdf.

[362] "Little Chicago – Johnson City, TN during Prohibition," 27 February 2016, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1704753269783457/?type=3.
Another photograph of "Free Service Tire Company" service station "No. 2" is available online at: "Ted's Johnson City Time Warp," 24 June 2020, available online at: https://www.facebook.com/photo/?fbid=982449706757495&set=a.110335527302255, which included: "Ad for Free Service No. 2 at 106-108 Roan across from the old Science Hill High School. The building to the left behind Free Service is the Southern Railway Station and you can see it extending out to the right of the photo to Roan. You can also see the tall Giant Food Market Sign rising up above Free Service right on the mid-top of Free Service (previously was Little Stores and presently Johnson City in King Commons Park." Johnson City Press, 24 June 1970.

[363] "Ted's Johnson City Time Warp," posted 9 July 2021, available online at:

https://www.facebook.com/photo?fbid=329208672081605&set=a.110335527302255, which included: "July 1946 – Ad for Melody Lane at 100 South Roan Street. This was located across Roan from the old Science Hill High School. You can see the Southern RR Station in the upper right of the photo. Source: Retrieved and formatted from microfilm of the Johnson City Press dated July 7th, 1946." For more photographs of the Free Service Tire Company service station see "Johnson City Aerial – 1940 (2nd View)," available online at: "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcaerial1940a.jpg,
"Ted's Johnson City Time Warp," posted 24 June 2020, available online at:
https://www.facebook.com/photo?fbid=982449706757495&set=a.110335527302255, and
"Ted's Johnson City Time Warp," posted 2 April 2022, available online at:
https://www.facebook.com/photo?fbid=494179475584523&set=a.110335527302255.

[364] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

[365] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[366] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[367] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at:
https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[368] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at:
https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[369] "Downtown Aerial 1950s – John Sevier Hotel in left of photo," "Johnson's Depot," available online at:
http://www.stateoffranklin.net/johnsons/images/photos/photos6/jcaerearly60s1.jpg. A date of "1950s" for this photograph does not appear to be supportable. The Gump/Hackney building is not present in this image, yet other images from the 1960s clearly show that the Gump/Hackney building remained perhaps until at least 1966.

[370] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891.

[371] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," May 1897, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897.

[372] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," April 1903, image 6, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903, which included: "Runs at night only. Watchman. Heat: Steam. Fuel: Coal. Lights: Electric. 2 HTDS & hose."

[373] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, which included: "Run day & night. Heat: Steam. Fuel: Coal. 100' 2" hose. 150' 2½" hose."

[374] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913, which included: "Run day & night, Heat: Steam, Fuel: Coal, D.H. in yard, 100' 2½" hose."

[375] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[376] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at:

https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[377] "1958 Aerial Photo – Downtown," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf.

[378] "Aerial View of the Business District," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6348, which included: "Aerial Photo by C.H. Ruth." Also at: "Johnson City Tennessee Aerial View," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2296, postmarked 7 November 1966.

[379] "Downtown Aerial 1950s – John Sevier Hotel in left middle of photo," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/jcaerearly60s1.jpg. A date in the 1950s does not appear to be supportable.

[380] "Johnson City Floral Company," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12285. For more photographs of the Faw home, see "Faw Home (Built 1850s); (Now Location of John Sevier Center, Roan and Market Streets); Top: Looking South, Munsey Memorial in Background; Bottom: Looking Northeast, Science Hill Academy in Background," Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12338.

[381] "Johnson City Floral Company," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12285. For more photographs of the Faw home, see "Faw Home (Built 1850s); (Now Location of John Sevier Center, Roan and Market Streets); Top: Looking South, Munsey Memorial in Background; Bottom: Looking Northeast, Science Hill Academy in Background," Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12338.

[382] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891.

[383] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," May 1897, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897.

[384] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," April 1903, image 6, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903, which included: "Runs at night only. Watchman. Heat: Steam. Fuel: Coal. Lights: Electric. 2 HTDS & hose."

[385] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908, which included: "Run day & night. Heat: Steam. Fuel: Coal. 100' 2" hose. 150' 2½" hose."

[386] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913, which included: "Run day & night, Heat: Steam, Fuel: Coal, D.H. in yard, 100' 2½" hose."

[387] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[388] Johnson City: The Way We Were, by J.O. Lewis, 1909 (1989 reprint), page 46.

[389] "Johnson City Traction Company Machine Shop, Workers Posing," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12023.

[390] Men and Volts, The Story of General Electric, by John Winthrop Hammond, 1941, page 101, available online at: https://dn721602.ca.archive.org/0/items/menandvoltsstory00hammrich/menandvoltsstory00hammrich.pdf.

[391] "Watauga Electric Company (Post-1912, Tennessee Electric Company Backup Plant) Steam Operated Electric Generating Plant, North Roan Street, Built 1882," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11698.
Also at: "Old city power plant, probably Tennessee Eastern Electric Company at Roan Street and Southern Railway," Burr Harrison (1894 – 1978) Collection, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/160. The statement that this facility was "Built 1882," does not appear to be supportable. On 30 October 1890, the Johnson City Comet included: "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…"

[392] Steam Turbines, Walter Swift Leland, 1912, page 42, available online at: https://www.google.com/books/edition/Steam_Turbines/x0hGAAAAYAAJ.

[393] Men and Volts, The Story of General Electric, by John Winthrop Hammond, 1941, facing page 86, available online at: https://dn721602.ca.archive.org/0/items/menandvoltsstory00hammrich/menandvoltsstory00hammrich.pdf.

[394] "Thomson – Houston Electric Co.," available online at: http://vintagemachinery.org/mfgindex/detail.aspx?id=3085.

[395] Image from: "Streetcars," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11737. Quote from: Greater Johnson City, A Pictorial History, by Ray Stahl, page 188.

[396] "American Car Company (St. Louis)," available online at: https://www.midcontinent.org/rollingstock/builders/american_carco.htm, see photo captioned "Typical Birney 'Safety Car.'"

[397] Image from: "Trolley Motormen and Conductors (L to R: D.T. Cash, Charles Barnes, O.D. Whitlock, Teddy Branscomb, Frank Land, George Carder, Fred White, Polly Meadows, John Lusk, and Superintendent Tom Land)," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11735. Similar listed as: "Trolley Motormen and Conductors (L to R: D.T. Cash, Charles Barnes, O.D. Whitlock, Teddy Branscomb, Frank Land, George Carder, Fred White, Polly Meadows, John Lusk, and Superintendent Tom Land)," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20650. Quote from: Greater Johnson City, A Pictorial History, by Ray Stahl, page 188.

[398] "American Car Company (St. Louis)," available online at: https://www.midcontinent.org/rollingstock/builders/american_carco.htm, see photo captioned "Typical Birney 'Safety Car.'"

[399] Floods on Brush Creek in Vicinity of Johnson City, Tennessee, Report No. 0-5868, 29 June 1959, page 50, available online at: https://cms7files.revize.com/johnsontn/document_center/public_works/stormwater/downtown_johnson_city_stormwater_reports_information/1959%20TVA-Flooding%20Along%20Brush%20Creek.pdf, which included: "The white circles and dashed lines show the height of the Maximum Probable Flood."

[400] "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.

[401] "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..."

[402] 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.

[403] "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.

[404] 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.

[405] 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.

[406] "Southern Notes," in The Electrical World, 28 March 1891 (Volume XVII, No. 13), page 250, available online at: https://books.google.com/books?id=o88hAQAAMAAJ.

[407] "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=o88hAQAAMAAJ.

[408] "Construction News," in Electrical World, 19 August 1911, (Volume 58, No. 8), page 469, available online at: https://books.google.com/books?id=TOBQAAAAYAAJ.

[409] The Iron Age, 24 August 1911 (Volume 88, No. 8), page 440, available online at: https://books.google.com/books?id=es4cAQAAMAAJ.

[410] Electrical Review and Western Electrician, 2 September 1911 (Volume LIX, No. 10), page 492, available online at: https://books.google.com/books?id=Ykc_AQAAMAAJ.

[411] Southern Electrician, October 1911 (Volume 43, No. 4), page 178, available online at: https://books.google.com/books?id=4Xw4AQAAMAAJ.

[412] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," April 1903, image 6, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903, which included: "Runs at night only. Watchman. Heat: Steam. Fuel: Coal. Lights: Electric. 2 HTDS & hose."

[413] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

[414] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[415] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[416] Johnson City: The Way We Were, by J.O. Lewis, 1909, page 40.

[417] "Hackney Company Groceries," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11685. Also at: "H. T. Hackney Company Wholesale Groceries (old Cash and Haul building), South [North] Roan at Southern Railway," Burr Harrison Photographs, circa

1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/177, and "H.T. Hackney Co. Roan Street", "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/hackney.jpg.

[418] "Downtown Johnson City, Roan Street, Early 1960s," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15841.

[419] "An Illustrated Johnson City Tennessee," Mary Hardin McCown Collection, Box 13:9, see: https://archives.etsu.edu/repositories/2/resources/704.

[420] Old Hickory, 1919, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/1.

[421] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. The following is a list of some of the photographs of the distinctive "Thankful Baptist Church" building, which still exists on Water Street, that are available from the "Archives of Appalachia":
"Thankful Baptist Church, Built 1912," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12344.
"Thankful Baptist Church," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18584.
"'Historic landmark' photograph and caption, Johnson City Press," Langston Heritage Group Collection, 1869 – 2022, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13042.
"Thankful Baptist Church header and stock photograph," Langston Heritage Group Collection, 1869 – 2022, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13038.
"'Thankful Baptist Church 2nd Annual Homecoming' program," Langston Heritage Group Collection, 1869 – 2022, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13087.
"'Thankful Baptist Church Water St.' (Thankful Baptist Church)," Langston Heritage Group Collection, 1869 – 2022, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13071.
"'Thankful Baptist Church Down Town Water St.' (Thankful Baptist Church)," Langston Heritage Group Collection, 1869 – 2022, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13078.
"'Sr. Dept. Sun. School" (Thankful Baptist Church),' Langston Heritage Group Collection, 1869 – 2022, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13068.
"'Jr. Dept. Sun. School" (Thankful Baptist Church),' Langston Heritage Group Collection, 1869 – 2022, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13080.
"Large group portrait (Thankful Baptist Church)," Langston Heritage Group Collection, 1869 – 2022, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/13046.

[422] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[423] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[424] "1958 Aerial Photo – Downtown," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf.

[425] "Aerial View of the Business District," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6348, which included: "Aerial Photo by C.H. Ruth." Also at: "Johnson City Tennessee Aerial View," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2296, postmarked 7 November 1966.

[426] "'The Tennessean' Southern Railroad Train – 1941," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/41southern.jpg.

[427] Flour & Feed, November 1918 (Volume 19, No. 6), page 47, available online at: https://books.google.com/books?id=7-JHAAAAYAAJ.

[428] The Implement Age, 18 March 1909 (Volume XXXIII, No. 6), page 27, available online at: https://books.google.com/books?id=FgdQAAAAYAAJ, included: "The Baldwin Feed & Implement Company, Johnson City, Tenn., has made application for an amendment to its charter, increasing the capital stock from $4,000 to $15,000."

[429] Manufacturers Record, 18 November 1909 (Volume LVI, No. 19), page 69, available online at: https://books.google.com/books?id=wofuUziDzSAC, included: "Tenn., Johnson City. – Baldwin Feed & Implement Co. will erect warehouse." On 29 October 1903, the Johnson City Comet ran an advertisement that included: "Baldwin Feed and Implement Co… Faw Block, Market Street."

[430] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

[431] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[432] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[433] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

[434] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[435] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[436] "Johnson City Flood, 'High Water At Johnson City May 29, [1908] Looking N.E. Up. Southern,' Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18607. "Flood, Johnson City, May 29, 1908, looking up Southern Railway tracks in Carnegie section," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/231.

[437] Johnson City, The Way We Were, by J.O. Lewis, 1909 (reprinted 1989), page 63. On 12 November 1903, the Johnson City Comet, included an advertisement by "W.W. Remine" for "'Italian' Blue Gem Coal.'"

[438] Manufacturers Record, 22 December 1907 (Volume XVIII, No. 139), available online at: https://books.google.com/books?id=C-hQAAAAYAAJ.

[439] York Manufacturing Co… Bulletin No. 29a, unpaginated, undated but published between 1908 and 1910, available online at: https://books.google.com/books?id=3BEKAAAAIAAJ.

[440] York Manufacturing Co… Bulletin No. 29a, unpaginated, undated but published between 1908 and 1910, available online at: https://books.google.com/books?id=3BEKAAAAIAAJ.

[441] Ice and Refrigeration Blue Book, 1911 – 1912, page 402, available online at: https://books.google.com/books?id=i6kQAQAAMAAJ.

[442] The First Annual Report of the Department of Workshop and Inspection, For the Nine Months Ending the Fiscal Year January 1st 1914. State of Tennessee, pages 70 – 71, available online at: https://hdl.handle.net/2027/mdp.39015069384603. The author did not find any predecessors to this report online.

[443] Refrigerating World, September 1914 (Volume 48, No. 3), page 56, available online at: https://books.google.com/books?id=F-QyAQAAMAAJ.

[444] "An Important Announcement – To our friends, patrons and customers, we wish to announce that on March 1, 1915, that the Home Ice Delivery Company, will be formed by the firm of Carr Brothers and the Home Ice Company, uniting their two retail ice deliveries, only. This new company will be managed by Mr. H.W. Johnson, from his office on Water street, and it is going to be our desire to give the people of Johnson City the best service, this season, in the way of delivering ice, that they have ever had before, in all its history. Carr Brothers will continue to run their coal and lumber business at the same old stand and the Home Ice and Coal Company will continue to retail coal at their old stand. We want to ask our customers in advance to phone Number 8, either phone, when they are mistreated in any way, either short weight, impolite drivers, or failure to deliver on time. Yours for Good Service, Carr Brothers and H.W. Johnson for the Home Ice Delivery Company".

[445] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[446] Packages, January 1919 (Volume XXII, No. 1), page 26, available online at: https://books.google.com/books?id=Dec1AQAAMAAJ.

[447] Manufacturers Record, 9 January 1919 (Volume LXXV, No. 2), page 99, available online at: https://books.google.com/books?id=JFacztrAQbIC.

[448] Manufacturers Record, 16 January 1919 (Volume LXXV, No. 3), pages 106, 107, available online at: https://books.google.com/books?id=JFacztrAQbIC.

[449] Packages, March 1919 (Volume XXII, No. 3), page 21, available online at: https://books.google.com/books?id=Dec1AQAAMAAJ.

[450] The Ice Cream Trade Journal, October 1919 (Volume XV, No. 10), page 92, available online at: https://books.google.com/books?id=lflDAQAAMAAJ.

[451] The Ice Cream Review, April 1923, pages 94, 105, 106, 108, and 110, available online at: https://books.google.com/books?id=XM4rmGaaqW0C. Given the length of this article and its lack of applicability to the actual facilities and operations of the Crescent Tub and Tinning Company in Johnson City, the author has chosen not to include it in this documentary history.

[452] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[453] Marvyn Scudder Manual of Extinct Or Obsolete Companies, 1926 (Volume I,) page 626, available online at: https://books.google.com/books?id=TGjZAAAAMAAJ.

[454] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[455] "An aerial view of Johnson City, Tennessee," 1 March 1947, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 135, ID# 15598, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/20.

[456] "Southern No. 6401," Delbert W. Loudermilk Railroad Collection, 1947 – 2001, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/4484.

[457] "H.T. Hackney Wholesale Groceries Company, North Roan and Southern Railway," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at:

https://archivesofappalachia.omeka.net/items/show/97, although near Roan Street, this facility was not actually on it.

[458] The Tea and Coffee Trade Journal, January 1924 (Volume 46, No. 1), page 128, available online at: https://books.google.com/books?id=jiKzmOv-RqUC.

[459] Ice and Refrigeration, January 1926 (Volume 70, No. 1), page 155, available online at: https://books.google.com/books?id=oCqTzQz1xGUC.

[460] "York Manufacturing Co.," Bulletin No. 49, October 1911, available online at: https://www.google.com/books/edition/Ice_Making_and_Refrigerating_Machinery/og0KAAAAIAAJ. Note, there is a ten-year difference between the publication date of this bulletin and the article announcing the procurement of this system. Technical changes are a distinct possibility.

[461] Adapted from Ice and Refrigeration Blue Book and Buyers' Guide, A Directory of the Ice Making, Cold Storage, Refrigerating and Auxiliary Trades, A Complete List of Ice Factories, Cold Stores, Packing Houses, Breweries, Dairies, Creameries, Meat Markets, Hotels, restaurants and All Establishments Using Mechanical Refrigeration in the United States and Canada, July 1928, page 1443, available online at: https://www.google.com/books/edition/Ice_and_Refrigeration_Blue_Book/cPw1AQAAIAAJ.

[462] Public Acts of the State of Tennessee Passed by the Sixty-Sixth General Assembly, 1929, page 586, available online at: https://hdl.handle.net/2027/uc1.b3693062.

[463] Interstate Commerce Commission Reports, Volume 172 (January – March 1931), page 607, available online at: https://www.google.com/books/edition/Interstate_Commerce_Commission_Reports/GTeY8dO8EFUC.

[464] The Chalk Line, 1931, Archives of Appalachia, East Tennessee State University https://dc.etsu.edu/yearbooks/17.

[465] The Buccaneer, 1955, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/38.

[466] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 14, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[467] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 10, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[468] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[469] Image from: "View of a Section of Johnson City", Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11699. Caption from: "View of Johnson City, looking north from Tannery Knob (hill above current city hall)," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/193.

[470] The Saturday Evening Post, 24 May 1919 (Volume 191, No. 47), page 2, available online at: https://books.google.com/books?id=nXhH1-TbboIC.

[471] "The Southern at Johnson City, Tenn.", in Ties: The Southern Railway System Magazine, February 1950 (Volume 4, Number 2), pages 23 – 25, available online at: https://books.google.com/books?id=TJImAAAAMAAJ.

[472] "Southern Depot," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6694.

[473] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891.

[474] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891, which included: "No watchman. No lights. No heat. Fuel, Coal & Waste. No fire app."

[475] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," May 1897, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897, which included: "No watchman. No heat. Fuel: Coal & waste. No light. No fire app."

[476] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, images 4 and 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891.

[477] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," May 1897, images 4 and 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897.

[478] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," April 1903, images 1 and 6, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. Note, Sanborn maps for 1903 did not include coverage of the area where the "J.M. Harris Planing Mill" stood, presumably because that mill had been disassembled and shipped to Bristol in 1899.

[479] The Wood-Worker, December 1887 (Volume VI, no. 10), page 20, available online at: https://books.google.com/books?id=zEdBAQAAMAAJ. It appears that, prior to constructing and operating his planing mill, Frank Evans worked for the Watauga Tannery. On 9 August 1884, the Johnson City Comet included: "Mr. Frank Evans, bookkeeper at Horton, Yocum & Co.'s tannery, left, last Thursday, for Tate's Spring, to spend a few weeks for his health." On 28 January 1886, the Johnson City Comet included: "Mr. Frank Evans, agent for the Home Accident Co., informs us he has secured several members in this place and that the company have made their first indemnity payment in this place, of $20.00 to Mr. James A. Martin." On 3 February 1887, the Johnson City Comet included: "The Johnson City sash and blind factory will be re-opened at an early day… on the 1st of May last the private concern of Grant & Son was merged into the Johnson City Furniture Co., with a paid capital of $20,000. Of this Company, Col. Thos. E. Matson was elected President (he had a been warm friend of the enterprise from the start); Mr. Frank Evans became Secretary and Treasurer…" On 9 June 1887, the Johnson City Comet noted that frank Evans was still "Secretary of the Johnson City Furniture Company…"

[480] Johnson City Comet, 2 July 1891: "Yesterday morning a Comet reporter in company with A.E. Boardman and Frank Evans, of the Watauga Water company and several gentlemen of the city, including some of the Board of Aldermen, went over a part of the grounds for the purpose of observing an inspection of hydrants…"

[481] The Wood Worker, September 1890 (Volume IX, No. 7), page 30, available online at: https://www.google.com/books/edition/The_Wood_worker/60hBAQAAMAAJ.

[482] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891, which included: "Watchman, clock. 12 stations. Open kerosene lights, in Off. Closed lights in mill. Stove in Off. Fire alarm. 150' 1½" hose. Fuel, Coal & waste. No blowers."

[483] Image from: "View of a Section of Johnson City", Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11699. Caption from: "View of Johnson City, looking north from Tannery Knob (hill above current city hall)," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/193.

[484] "Planing Mill. – We are now ready to furnish the people of Johnson City and vicinity with flooring, Weatherboard, Shingles, Sash, Doors, Blinds, and all other House-Building Materials. We will handle the Best Goods on the market in our line and at prices as low as this kind of material can possibly be furnished. We invite a personal inspection of our stock and respectfully solicit the patronage of all. Stratton & Stratton."

[485] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 7, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[486] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2. For information on the enterprises and facilities visible in the distance, see "A Draft Documentary History of Industries along the E.T. & W.N.C. and Clinchfield Railroads through Johnson City, Part 6: Industries Along the E.T. & W.N.C. and the Clinchfield near the Carnegie Addition, 1882 – Present."

[487] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[488] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 7, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[489] Image from: "View of a Section of Johnson City", Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11699. Caption from: "View of Johnson City, looking north from Tannery Knob (hill above current city hall)," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/193.

[490] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 7, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[491] "Carr Brothers Made Economic Impact on Area for 53 Years," Bob Cox's Yesteryear, 4 June 2012, available online at: https://bcyesteryear.com/carr-brothers-made-economic-impact-on-area-for-53-years/, which included: "My grandpa, Earl B. Cox, is shown in the second row in the center (hatless and wearing a suit). Paul Carr is on the front row, fourth from the left. For years, the owners gave their employees a $20 gold piece as a Christmas gift. Another present for men was a necktie. I have one of the latter that is permanently retired and resting comfortably in my closet."

[492] "Carr Brothers Made Economic Impact on Area for 53 Years," Bob Cox's Yesteryear, 4 June 2012, available online at: https://bcyesteryear.com/carr-brothers-made-economic-impact-on-area-for-53-years/.

[493] Seventh Annual Report, Department of Labor, State of Tennessee, 1929, pages 223 – 224, available online at: https://hdl.handle.net/2027/uc1.b2991543.

[494] "Campbell v. Ice & Coal Co." in Reports of cases Argued and determined in the Supreme Court of Tennessee for the Middle Division, December Term, 1911, Western Division, April Term, 1912, Eastern Division, September Term, 1912, Volume XVIII, by Charles t. Cates, Jr., Attorney-General and Reporter, 1913, pages 524 – 534, available online at: https://books.google.com/books?id=COIzAQAAMAAJ.