qNPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Carolina, Clinchfield & Ohio Railroad Station and Depot

other names/site number CSX Train Depot

2. Location

street & number 300 Buffalo Street ☐ not for publication N/A

city or town Johnson City ☐ vicinity N/A

state Tennessee code TN county Washington code 179 zip code 37604

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

E. Patrick McIlwain 2/4/09

Signature of certifying official/Title Date

State Historic Preservation Officer, Tennessee Historical Commission

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See Continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☐ entered in the National Register.
  - ☐ See continuation sheet
- ☐ determined eligible for the National Register.
  - ☐ See continuation sheet
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register.
- ☐ other,

(explain:)

Signature of the Keeper Date of Action

Carolina, Clinchfield & Ohio Railroad Station and Depot
Name of Property

Washington County, Tennessee
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [x] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION / Rail-related

Current Functions
(Enter categories from instructions)

DOMESTIC / Single dwelling
WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions)

Colonial Revival

Materials
(Enter categories from instructions)

foundation Heavy duty concrete and oversized timbers
walls brick
Roof Built Up, Asphalt shingle
other wood, glass

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

Carolina, Clinchfield & Ohio Railroad Station and Depot
Name of Property

Washington County, Tennessee
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A
(Mark "x" in all boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Transportation
Architecture

Period of Significance
ca. 1908 - 1955

Significant Dates
ca. 1908

Significant Person
(complete if Criterion B is marked)
N/A

Cultural Affiliation
N/A

Architect/Builder
Clinchfield Railroad Engineers

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ Previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☒ University: ETSU
- ☒ Other

Name of repository: Archives of Appalachia; CSX Railway

Carolina, Clinchfield & Ohio Railroad Station and Depot
Name of Property

Washington County, Tennessee
County and State

10. Geographical Data

Acreage of Property 0.6 acres Johnson City, TN 198 SE

UTM References
(place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	17	378553	4019451
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Dorian Jones
organization N/A date 04 September, 2007
street & number 300 Buffalo Street telephone 423-929-9292
city or town Johnson City state TN zip code 37604

Additional Documentation

submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 0r 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO) or FPO for any additional items

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Dorian Jones
street & number 300 Buffalo St. telephone 423-929-9292
city or town Johnson City state TN zip code 37604

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303

DESCRIPTION

The Carolina, Clinchfield & Ohio Railroad (CC&O) Station and Depot was built in 1908. The brick building is composed of two distinct sections; a two-story passenger station and a one-story freight house / depot. The passenger station was designed in a somewhat austere manner in which form visibly follows function, but still with enough detail, such as arched doorways and prominent pilasters on the outside, and the use of much wood trim in the form of wainscoting, column caps, and starburst patterned glass transoms on the inside to please the traveling public. The freight depot was designed more austerely - with form almost totally subjugated to function. Its construction is typical of standard freight houses of the period, and similar in appearance to the former Louisville and Nashville freight house in Knoxville. The building retains a majority of its original materials and has a high level of integrity.

The CC&O Station and Depot is located near the original geographic center of Johnson City. The southeast elevation of the building, which consists of cargo loading docks, faces south to Cherry Street, one of the oldest streets in Johnson City. Cherry Street was, up until several years ago, basically a rail right of way and was only paved in 2001, when a stretch of CSX track was removed (CSX Corporation came into being Nov. 1, 1980, resulting from the merger of Chessie System Inc. and Seaboard Coast Line Industries Inc.).

The northeast facade of the building facing Buffalo Street contains what was originally designated as the white ladies' entrance to the white passenger waiting room. According to Clinchfield historian James Goforth, this was to protect the women, often times with young children, from some of the more unsavory characters that might be encountered on the rail. By the 1920s Buffalo Street had become an important thoroughfare, and was the single street that connected all three of Johnson City's train stations. The northwest facade of the building faces State of Franklin Road, a newly created street, which until the 1980s was entirely a rail right of way with only a narrow dirt road for vehicular access. With the removal of the railroad track from the south side of Brush Creek, State of Franklin Road was developed as the major street in Johnson City and courses through the old and new portions of the city. The main white passenger entrance, the African American passenger entrance to the segregated African American waiting room, and the entrance to the second floor railroad business offices were located on the northwest facade of the station building. The building's second floor offices were dedicated to the rail traffic department, which remained in place long after the Clinchfield's general business and engineers offices were moved to Erwin in 1915.

The depot consists of two unique sections; the freight house with loading platform and the passenger station with offices above. The two-story passenger station is 5,800 sq. ft. and the freight house is 6,000 sq. ft., plus the remaining platform. The original Clinchfield general offices were located several hundred feet down Cherry Street until 1915. That building still stands, although much of its architectural integrity recently has been lost. The area of the city, in which the depot is located is known as the warehouse district. Additionally, train cars operated by the East Tennessee & Western North Carolina (ET&WNC.) Railroad, now Genesee Wyoming / Rail Link, were parked on tracks located at the depot until 2004. All tracks connecting the station with two other rail lines were removed in September of 2007. The remaining track that runs near the front of the station connects the ET&WNC with the Norfolk Southern mainline.

The entire depot is constructed over large concrete pylons, intended to withstand the vibration of the closely passing trains. They are visible in the basement of the two-story section or by peeking beneath the freight house or platform. Therefore, the overall structural integrity of the structure is secure. The structural timbers in certain parts of the building are as large as 14 inches in height and nine inches wide.

Overall, the station is intact and is undergoing renovation. New 220 / 110 volt electrical service has been put into the freight house. Three of the deteriorated freight house roof supporting trusses have been restored and are indistinguishable from the original. There are three more to repair, along with perlins and roof joists that will need to be installed before placing a new shingle covered tongue and groove fixed roof. The steam system in the station section is once again usable with original radiators in place.

Exterior:

The northeast façade is constructed of brick and has five bays. The outer two bays are flanked by two-story brick pilasters that have ornamental capitals. Above the pilasters are several rows of bricks that are progressively setout on each successive row. The pilasters and the ornamental brickwork above the pilasters are repeated on the other facades of the passenger station.

The first story of the northeast façade features a central entrance set in an arched opening. This was originally the ladies' entrance and had a double door entry, but currently has a single door entry. An arched transom is located above the entry. The bays flanking the entry each have a single four-pane window. The outer two bays contain nine-over-one double-hung sash windows set in arched openings. Although they are set in arched openings, the window units are rectangular throughout the passenger section. A hipped roof supported by four knee braces shelters the central three bays. The second story has five six-over-six double-hung sash windows set in arched openings. The windows flanking the central bay are slightly narrower than the other windows on the second story.

Both sections of the building (passenger station and freight depot) are visible on the northwest façade. The first story of the passenger station section has five nine-over-one double-hung sash windows set in arched openings. The westernmost window was originally the African american entrance, and was changed to its current form ca. 1955. An entrance in the eastern half of the façade was the main entrance. The entrance has a single door entry with large single pane sidelights. Originally the entrance had double doors and narrower sidelights and was changed to the narrower entry ca. 1955. The westernmost bay of the first story is an entrance that was originally the office entrance. It features double doors, an eight light transom, and is set in an arched opening. A shed roof supported by knee braces shelters all but the easternmost bay. Originally this roof extended only as far as the African American entrance. Then ca. 1955 it was extended to cover the main entrance. The second story of the passenger station has eight regularly spaced six-over-six double-hung sash windows set in arched openings.

The one-story freight depot section extends southwest from the passenger station section. The northwest façade of the freight depot contains four large doorways set in arched openings. These doorways were used for loading and unloading freight. A fifth freight doorway located at the east end of the depot was altered to be a pedestrian entry. A projecting roof supported by knee braces covers this façade of the depot. A long covered freight platform extends west from the depot. One hundred twenty feet of the existing original freight platform was removed for street construction in the late 1970s. The original passenger platform, which was added several years after the depot was completed, was located 50 feet north of the station, parallel to the freight platform. A covered walkway extended from the main entrance to the passenger platform. The walkway and passenger platform were removed after 1955.

The southwest façade of the depot section has a ca. 1981 shed roof addition. Planning is underway to remove this addition. The upper portion of the depot wall is visible and features a shouldered parapet wall. The upper portion of the southwest wall of the passenger station section is visible above the freight depot roof. Decorative stepped brickwork identical to the other facades of the station is visible at the top of the wall.

The southeast façade of the passenger section has brick pilasters and decorative stepped brickwork identical to the other facades. The first story has two sets of tripartite windows consisting of a central nine-over-one double-hung sash flanked by six-over-one double-hung sash set in an arched opening. There are also four nine-over-one double-hung sash windows on the first story. The second story has eight regularly spaced six-over-six double-hung windows in arched openings. The southeast façade of the freight section is similar to the northwest façade. It contains four large doorways set in arched openings. The easternmost bay originally held a large freight door, but has been altered and currently contains two small window openings. A projecting roof historically sheltered this façade. This roof is currently being rebuilt, and the historic knee braces that supported the roof are still in place.

Interior:

The first floor of the passenger section has had a few changes since its construction. Originally this section had a white waiting area, white women's room, African American waiting room, ticket agent room, white men's and women' restrooms, and African American men's and women's restrooms. Circa 1923 the white and African American men's restrooms were moved from the north wall to the south wall. Shortly after the building ceased to be used for passenger service in 1955 the segregated restrooms were removed and cubicle office spaces were created for the new clerical activities for which the passenger section was to be used. Walls that were added ca. 1923 and ca. 1955 have all been removed leaving largely open space. Although a few of the original walls have been removed, recent demolition of later partitions has revealed their exact locations. Even the location of the original bathroom fixtures is evident and could easily be replicated with appropriate style fixtures. Also the location of the original water fountain has been located and a period fixture will be installed.

All of the remaining walls retain their 1" X 3" beveled edge tongue and groove plain face wainscoting that covers approximately two-thirds the height of the walls. The wainscoting is topped by a chair rail with decorative molding. The wall above the wainscoting is covered with plaster. One of the two identical original passenger ticket windows still exists. The African American ticket window was removed during the ca. 1955 alterations. The window and doors have their original surrounds with decorative molding. A staircase in the west corner leads to the second floor of the passenger section.

The second floor contains a central double-loaded hallway. Originally used for office space, this space is now used as a residence. The upstairs hallway is a unique display of eye-level to ceiling fixed and moveable glass transoms. The overall effect of this in daylight hours is quite special, as the light from outside the building traverses the entire second floor through what is, in effect, a partial glass wall. Some of the original starburst pattern glass was destroyed. A considerable number of panes have been replaced and sources for those still missing have been located. Similar to the first floor, all of the walls are detailed with 1" X 3" beveled edge tongue and groove plain face wainscoting. Overall, the station and the eight separate offices above it are generally intact.

The bathroom configuration was changed with the addition of a second commode and lavatory in a separate compartment ca. 1930. As George Carter did not like to have female employees working for the railroad, one could conjecture that after Carter left the railroad and females began working in the traffic office, a second toilet might have been added.[1] This bathroom occupies space that was once part of the landing at the top of steps.

Architecturally, the freight section's construction is masonry walls with wooden trusses supporting a gabled roof, typical of standard railroad freight houses of the period. The size of the eight visible trusses in the 6,000 square foot open floor-plan freight house is impressive. There remains one original sliding door that will be used as a pattern for recreating doors for the other nine openings. These nine doors were cut so as to fit within the arch in an attempt to seal the building. Each freight door opening is 11 ½ feet wide with arched construction. Three of the arched openings have been filled in. The two easternmost openings on the southeast wall have been filled in, and the easternmost opening on the northwest wall now contains a smaller entry door. Plans are underway to reopen these openings and install replacement freight doors.

Originally the freight section was a large open space with partitioned spaces for baggage and express, and horse freight in the easternmost section of the space. Circa 1955 the baggage and express sections were reconfigured and employee bathrooms and locker rooms were added. The bathrooms and locker rooms were

[1] James A. Goforth, P.E., Clinchfield historian and chief engineer - retired, Clinchfield Railroad, Personal Interview - 25, Sept. 2007. Goforth is the arthor of *Building The Clinchfield: A Construction History Of America's Most Unusual Railroad.* Erwin, Tennessee: GEM Publishers, 1989.

eventually removed, leaving only the exposed plumbing. The flooring in this portion of the freight depot is currently being replaced and will match the flooring that is present throughout the rest of the freight house. The flooring in the freight house consists of yellow pine 7 inches wide and 2 7/8 inches thick. Large sections of the freight house floor that were either missing or completely deteriorated have been replaced with matching local yellow pine.

STATEMENT OF SIGNIFICANCE

The CC&O Railroad Station and Depot, built in 1908, is significant under criteria A and C for its association with the railroad heritage of Johnson City, Tennessee, and as a good example of early 20th century railroad architecture. It retains the majority of its architectural features such as full height pilasters, decorative brickwork, large arched openings, transoms, and wainscoting. The structure is the one remaining intact train station in a town that developed largely because of the rail that ran through it. It served as a major center of passenger and freight traffic. The depot was in use as a passenger station until 1955, and continued in use as a yard office/communications facility until the 1970s.

The rail route that eventually became the Clinchfield had been planned as early as 1835, but substantial construction didn't start for many years. The Charleston, Cincinnati & Chicago Railroad, the "Three C's", was the first to grade right of way and lay track. It was the Ohio River & Charleston Railway (OR&C) that eventually completed a line from Johnson City into the mountains near Huntsdale, North Carolina.[2]

In 1901 George L. Carter came on the scene with financial backing from a syndicate in New York that controlled interests in the coalfields through which a proposed road was to be built. Carter and his supporters bought the line from OR&C and renamed it the South and Western Railway. Carter brought the line north toward the Clinchfield coal fields, and farther south into the Blue Ridge mountain range.[3]

In 1908 Carter reorganized the railroad under the name Carolina, Clinchfield & Ohio Railway, and in a year long monumental construction campaign, he completed the line south to Spartanburg, South Carolina, and north to the coal fields at Dante, Virginia.[4] The Clinchfield railway was the most costly per mile railroad ever built.[5]

By 1909 the railroad line was effectively completed, running 242 miles from Dante to Spartanburg. In 1915 the north end extension was completed to Elkhorn City, Kentucky, thereby creating a connection with the Chesapeake and Ohio Railway. This final addition fulfilled the original intention of the investors, a modern 277-mile run that provided a short speedy route between the Midwest and the Southeast.[6]

The railroad operated as the CC&O until 1925, when the line was leased to the Louisville and Nashville Railroad (L&N) and the Atlantic Coast Line (ACL). The ACL and L&N operated the Clinchfield Railroad Company independently for most of the next 57 years. In 1982, the Clinchfield Railroad disappeared as a

---

[2] James A. Goforth, Personal Interview. 25 Sept. 2007
[3] Ibid
[4] Ibid
[5] J. O. Lewis. "The Costliest Railroad in America. A New Railroad That Cost More Than Thirty Million Dollars, July 31, 1909", *Scientific American Supplement* No. 1752.
[6] Margaret D. Binnicker, Middle Tennessee State University. Tennessee Encyclopedia of History and Culture. Available at http://tennesseeencyclopedia.net/imagegallery.php?EntryID=R010sdg.

railroad name when the L&N and Seaboard Coast Line folded their holdings into the new Seaboard System. At that time the Clinchfield became no more than an operating division of the growing new company.[7]

The Johnson City Clinchfield Depot was completed in 1908 and was one of the more important Clinchfield depots constructed, being both a major freight and passenger station. Of the three major stations along the Clinchfield route [Kingsport (NR 4/24/1973), Erwin (NR 6/22/1993), and Johnson City] the Kingsport and Erwin stations only handled passenger, mail, and express, with separately located freight facilities. The Johnson City depot handled passenger, mail, express, and freight. The station was an 'interchange' station, so called because it transferred freight from one rail line to the other. Because of this, the freight house was a veritable beehive of activity. Additionally, the second floor offices of the passenger station were the main traffic office for the Clinchfield railroad.

George Carter had intended to make Johnson City headquarters for his railroad, and located the railroad general offices and engineering department just up the street from the depot. Of all three of Johnson City's stations, it was this depot that spurred the growth of Johnson City's commercial development. It handled much more freight and shipped out more products from Johnson City than either of other two stations. A letter written in 1946 by Clinchfield general manager, C.D. Moss, stated that the Clinchfield station handled seven times more tobacco out of Johnson City than the other two railroads combined.[8] The Southern depot was torn down for road widening in 1970 and the East Tennessee & Western North Carolina has been drastically altered and is now a garage.

In many ways the Clinchfield was the railroad of the Appalachians, and it holds a special place in the hearts of East Tennessee people. It was the Clinchfield that brought Appalachia's precious cargo of coal out of the mountains to the east coast ports and served mountain town rail passengers from Kentucky to South Carolina. The Johnson City Clinchfield Depot was the hub of this commerce because of its interlinking with two other lines, the Southern (now Norfolk Southern) and the ET&WNC. At one point in time, the Clinchfield had a hopper located in Johnson City that allowed the standard gauge Clinchfield coal cars to transfer coal into the ET&WNC narrow gauge rail line cars for delivery into northwestern North Carolina.

The raison d'être of the Clinchfield was to create a cost effective way of bringing to market the coal from the Appalachian fields owned by the rail syndicate.[9] The railroad and its coal delivery, in reality, served another purpose for the multifaceted entrepreneur George Carter. In addition to his railroad interests in Johnson City he was involved in real estate development, opened a foundry and the Model flour mill. But it was not only George Carter, his Carter Coal Company, and his other Johnson City investments that benefited from the availability of a supply of competitively priced coal. The rail line allowed many other industries to be developed and grow in the Johnson City area, and even far beyond. It was the availability of competitively

[7] James A. Goforth, P.E., Clinchfield historian and chief engineer - retired, Clinchfield Railroad, Personal Interview - 25, Sept. 2007.
[8] ETSU Archives of Appalachia, CCO Collection, Series III, Box 00, X-438, Letter of commendation from Clinchfield general manager C.D. Moss to traffic department at Johnson City, 1946.
[9] http://tennesseeencyclopedia.net/imagegallery.php?EntryID=R010

priced coal that allowed American and Bemberg rayon companies to settle in Elizabethton, Carter County, and elsewhere along the Clinchfield route.

The myriad of development that occurred along the rail right of way was not accidental; because, while the proposal Carter made to his New York investors was focused on the construction of a rail line that would bring the Clinchfield coal to market, Carter also postulated that new industry would develop along the route, which in turn would create more shipping business for the railroad. The actual number of businesses that developed in the Appalachians because of the Clinchfield is incalculable. As a single typical example, the American Cigar Box Company settled in the Johnson City area once there was a way to bring out a sufficient supply of poplar wood from North Carolina and in turn ship its product across the country.[10]

True to Carter's prediction, once the railroad cut through the Blue Ridge Mountains, businesses such as the nascent feldspar mining industry took root in Spruce Pine, North Carolina. Mining started in the Spruce Pine Mining District of Avery, Mitchell, and Yancey counties in 1911; shortly after the Clinchfield route was established. Prior to the Clinchfield, the raw material had to be shipped to grinding mills located in Ohio and New Jersey. In 1914, a grinding mill was built in Erwin, Tennessee and this led to the opening of more mines around Spruce Pine. Since 1916, North Carolina has been the leading producer of feldspar in the United States. 1997 data shows that North Carolina produces 54% of the total US production. Most feldspar in North Carolina is produced in the Spruce Pine Mining District in Mitchell County.[11]

It is said that three people were responsible for the development of Kingsport Tennessee, John B, Dennis, George Eastman, and George Carter. Around 1914 the directors of Kingsport Farms authorized Dennis to purchase approximately 6,355 acres of land in Sullivan and Hawkins counties from the Carter Coal Company. The Kingsport Improvement Company (KIC) then purchased land for a proposed town from Kingsport Farms. With controlling interest in both companies, Dennis provided financial backing for the establishment of Kingsport.[12]

Dennis and KIC president J. Fred Johnson, George Carter's brother-in-law and real estate partner, zoned the city for industrial, residential, and commercial development. Subsequently, Dennis convinced George Eastman to open a new facility in Kingsport.[13] Prior to 1908 and the arrival of the Clinchfield railroad, Kingsport was basically a telegraph station. The rail brought the coal; the coal brought Eastman Chemical, and Eastman Chemical shipped its goods on the Clinchfield. To this day the Eastman Chemical facility houses a self-contained train yard.

---

[10] James A. Goforth, P.E., Clinchfield historian and chief engineer - retired, Clinchfield Railroad, personal interview - 25, Sept. 2007.
[11] North Carolina Geological Survey. http://www.geology.enr.state.nc.us/proj_earth/feldspar_data.html
[12] Egan, Martha Avaleen, "John Barlett Dennis 1866-1947". Kingsport Public Library and Archives/King College. http://tennesseeencyclopedia.net/imagegallery.php?EntryID=D026#
[13] Ibid.

It is a fact that both the Norfolk Southern and ET&WNC Railways had stations in Johnson City before 1900. But looking at the construction dates of the brick multi-story mercantile buildings in the downtown and adjacent warehouse district, it becomes obvious that the real economic growth of Johnson City began in 1910, shortly after the Clinchfield was completed and only two years after the depot opened. It is indisputable that the area surrounding the depot saw its largest growth soon after the railroad was constructed. While the ET&WNC was able to bring lumber and other raw materials out of this region, and transfer it to the Southern, it was the Clinchfield that brought in the coal and opened up the markets in the Midwest. With the industrial expansion that followed the coal, the overall mercantile importance of Johnson City expanded greatly. For example, at one time, three major regional hardware distributors were located in the Johnson City downtown. The Clinchfield opened up the southern Appalachian region to development more than any other road, if only because it had graded a right of way that had seemed to impossible to do, and in the process connected an isolated section of the United States with the rest if the country. Cities such as Asheville and Spruce Pine, North Carolina, among dozens of others along the mountain route now had a connection to the Midwest and the East Coast that they had been missing. To this day, there is a continual string of coal trains heading south from the northern Appalachian coal fields. Even as late as the 1940s, the Clinchfield was shipping seven times more tobacco out of Johnson City than the other two roads combined.[14] So great was this business that the Clinchfield had its own huge tobacco warehouse, located two blocks from the depot; even though across the street from the depot was a privately owned tobacco warehouse served by a siding. According to existing track maps, there were many dozens of businesses in Johnson City being served by Clinchfield railroad track. The Clinchfield depot was the only line to have its own auto unloading dock. It was built in 1915 in Cherry Street and its remnants are still here (as of this writing).

During the approximately ten years that George Carter headquartered his railroad, steel foundry, flour mill and land development operations in Johnson City he also developed the historically designated Tree Streets housing subdivision (NR 3/12/1996) and gifted all the land for the establishment of East Tennessee State University. The depot is located at the northern boundary of the Tree Streets and is included in the plat maps for the Tree Streets development. Carter, along with his brother-in-law J. Fred Johnson, believed in an economically integrated community, and tried to spur the Johnson City Commission in that direction. Many of his efforts were spurned in deference to local interests. After continuing disputes with the city, he closed his nearby general offices in 1915. ETSU tore Carter's house down several years ago.

There are other CC&O stations located along the route, in towns and cities such as Kingsport, Erwin, and Spruce Pine, North Carolina. The small Spruce Pine station recently survived a fire. The Kingsport and the Erwin stations have been preserved and are in public use. The Dante, Virginia station is used for storage, and the Freemont, Virginia station has been moved and is now restored for private use. None of the other depots

[14] CCO Collection, Series III, Box 00, X-438, Letter of commendation from Clinchfield general manager C.D. Moss to traffic department at Johnson City, 1946.

is configured like this one, designed to provide both passenger and freight service and business space, or serve as an interchange from one railroad to the other. The station is now in the center of a redevelopment district and on the highest trafficked street in the city, making it highly visible and potentially giving it a good deal of commercial value. The depot is located on the main street at the entrance to a local historic district; and when it is fully restored it will serve as both a symbolic and functional cornerstone to the district.

BIBLIOGRAPHY:

Binnicker, Margaret D., "Carolina, Clinchfield And Ohio Railway". Middle Tennessee State University. The Tennessee Encyclopedia of History and Culture http://tennesseeencyclopedia.net/imagegallery.php?EntryID=R010 - 10, Oct. 2007

Carolina Clinchfield Chapter, National Railway Historic Association. http://www.carolina-clinchfield.org - 10, Oct. 2007

Egan, Martha Avaleen, "John Barlett Dennis 1866-1947". Kingsport Public Library and Archives/King College. The Tennessee Encyclopedia of History and Culture http://tennesseeencyclopedia.net/imagegallery.php?EntryID=D026# - 10, Oct. 2007

East Tennessee State University Archives of Appalachia, Johnson City, TN. - CCO Collection, Series III, Box 00, X-438, Letter of commendation from Clinchfield general manager C.D. Moss to traffic department at Johnson City. 1946.

Goforth, James A, *Building The Clinchfield: A Construction History Of America's Most Unusual Railroad.* Erwin, Tennessee: GEM Publishers, 1989.

Goforth, James A., P.E., Clinchfield historian and chief engineer-retired Clinchfield Railroad Company. Personal Interview. 25, Sept . 2007.

Lewis, J. O. "The Costliest Railroad in America A New Railroad That Cost More Than Thirty Million Dollars", July 31, 1909, *Scientific American Supplement* No. 1752. Available at http://www.johnsonsdepot.com/clinchfield/clinch2.pdf

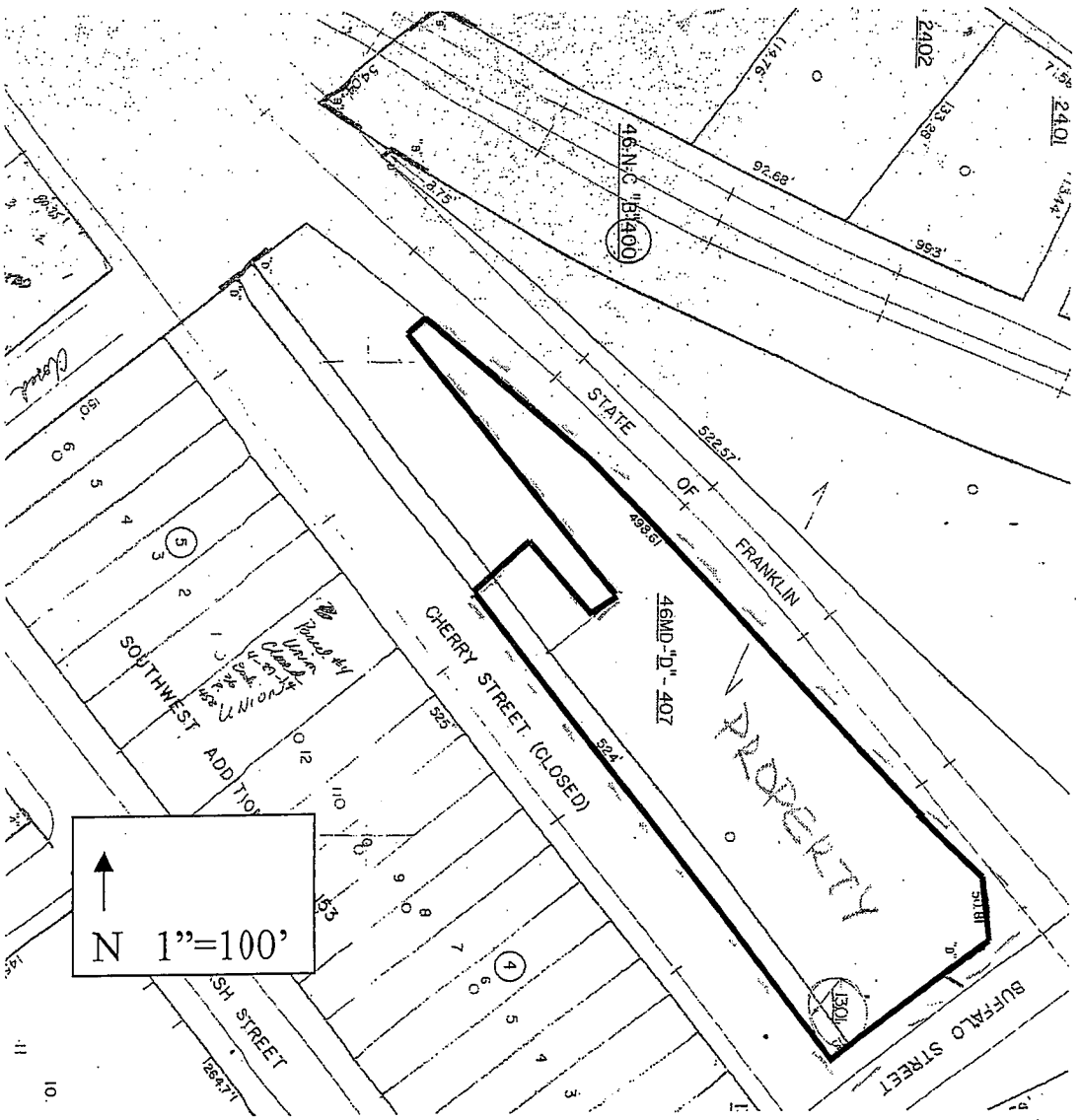
North Carolina Geological Survey Web Site. North Carolina Geological Survey Division of Land Resources North Carolina Department of Environment and Natural Resources http://www.geology.enr.state.nc.us/proj_earth/feldspar_data.html

VERBAL BOUNDARY DESCRIPTION:

The CC&O Johnson City depot is located at 300 Buffalo Street, bounded on the north by State of Franklin Road and on the south by Cherry Street. The boundary is outlined on the enclosed tax map.

VERBAL BOUNDARY JUSTIFICATION:

The nominated boundary is the land that is currently associated with the Carolina, Clinchfield & Ohio Railroad Station and Depot.



PHOTOGRAPHS:

Carolina, Clinchfield & Ohio Railroad Station and Depot
300 Buffalo Street
Dates of Photographs, September, 2007
Photos By: Dorian Jones
Digital Negatives: Tennessee Historical Commission

Photo No. 1: Northeast and Northwest facades from across Buffalo Street. Photographer facing southwest.

Photo No. 2: View northwest façade from across intersection of State of Franklin Road and Buffalo Street. Photographer facing south.

Photo No. 3: Northwest facade of freight depot. Photographer facing west.

Photo No. 4: One of ten freight house loading dock doors, each measuring 11 ½ feet wide. Photographer facing southeast.

Photo No. 5: Freight platform from State of Franklin Road. Photographer facing east.

Photo No. 6: Southwest end of freight platform. Photographer facing east.

Photo No. 7: Loading docks on southeast facade. Photographer facing northeast.

Photo No. 8: Southeast facade of passenger section. Photographer facing north.

Photo No. 9: Southeast façade of passenger section – showing arched window detail. Photographer facing northwest.

Photo No. 10: Southeast and northeast facades from Buffalo Street. Photographer facing northwest.

Photo No. 11: Second story of southeast facade – showing window detail. Photographer facing northwest.

Photo No.12: Hallway in two-story passenger section. Photographer facing northeast.

Photo No. 13: Two-story passenger section – former station manager's office.

Photo No. 14: Two-story passenger section – former paymaster's office.

Photo No. 15: Interior of freight house. Photographer facing west.

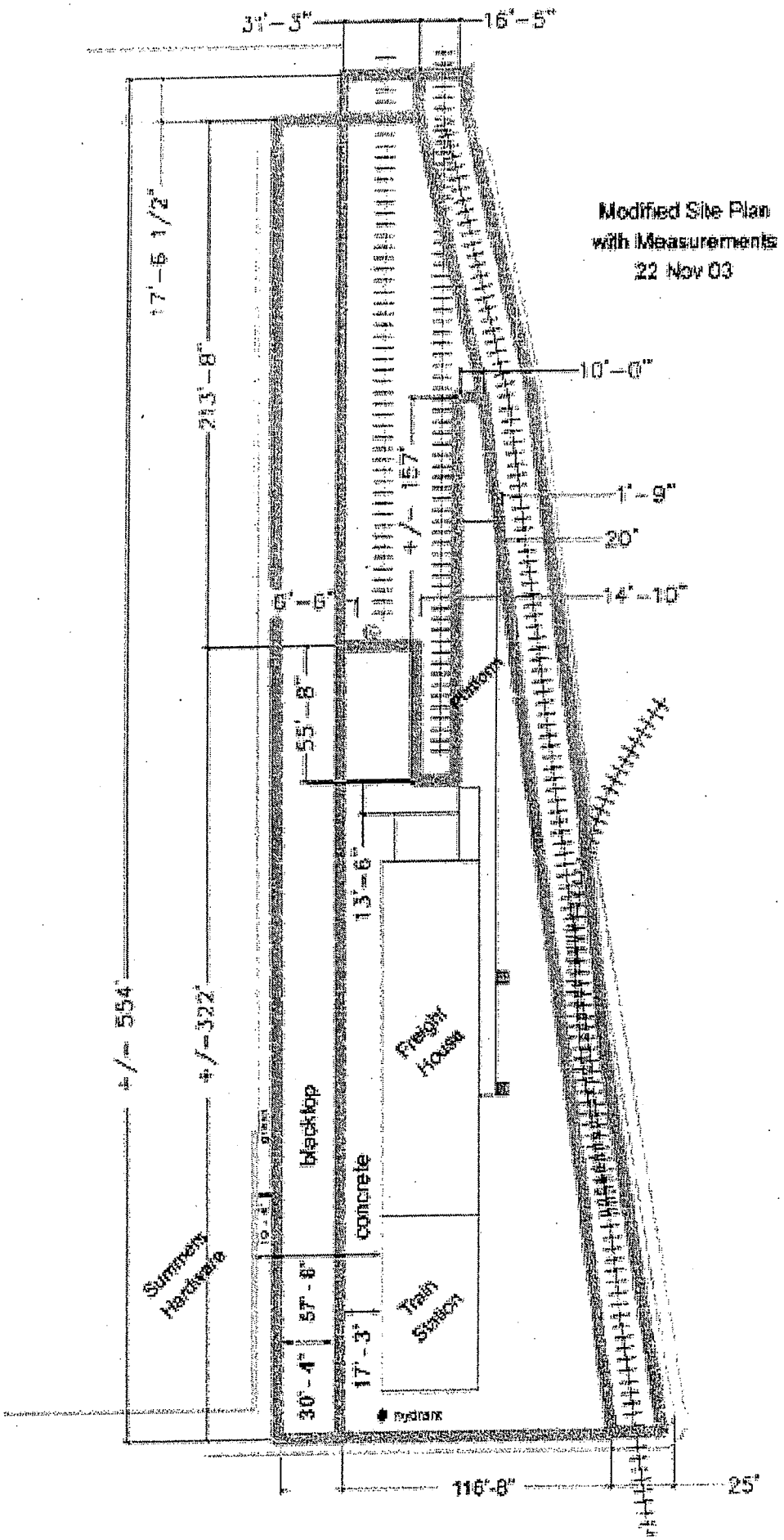
Photo No. 16: Freight house view of perlins with tongue and groove ceiling/roof.

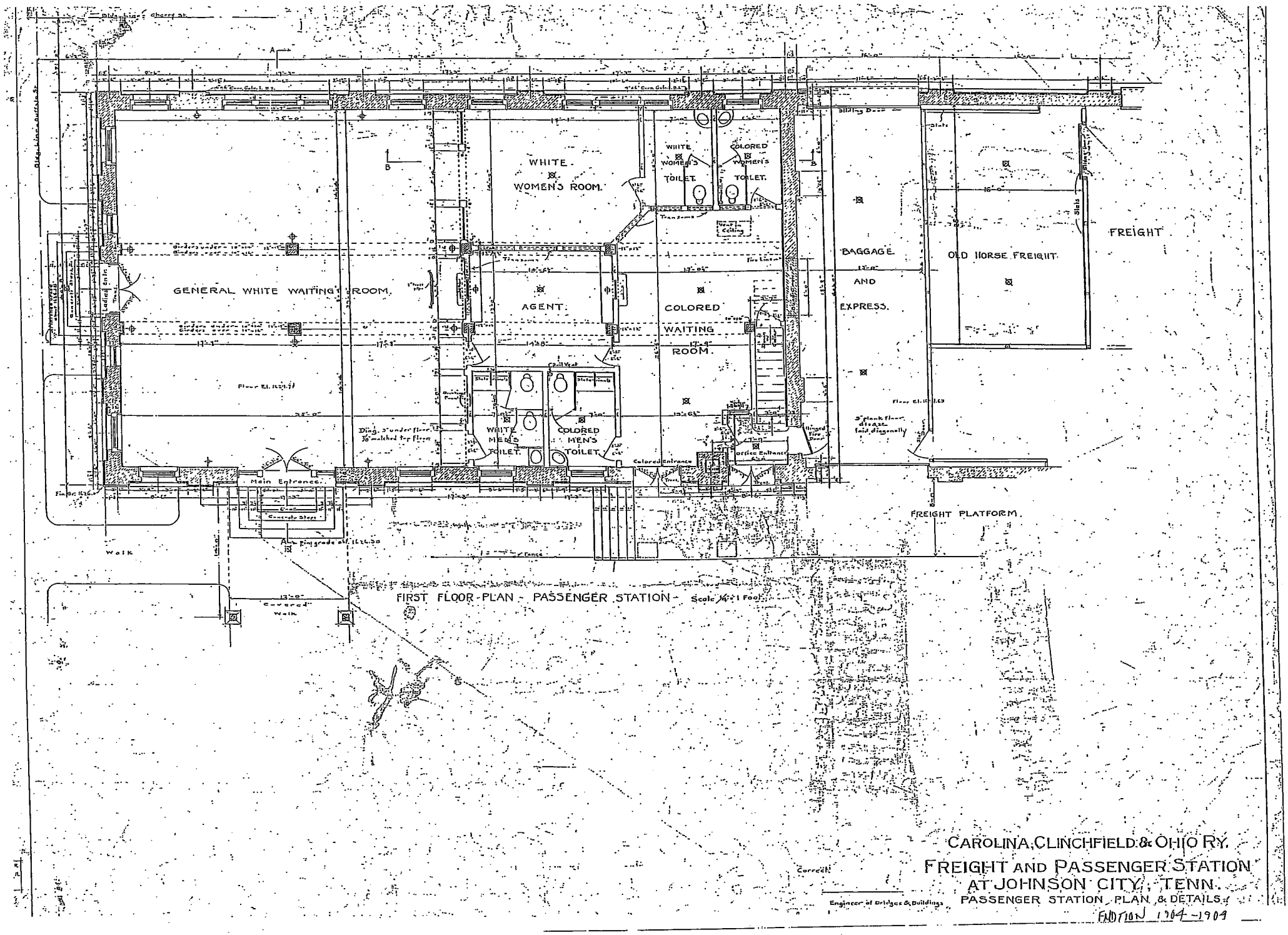
Photo No. 17: Freight house detail of replicated composite truss and buttress.

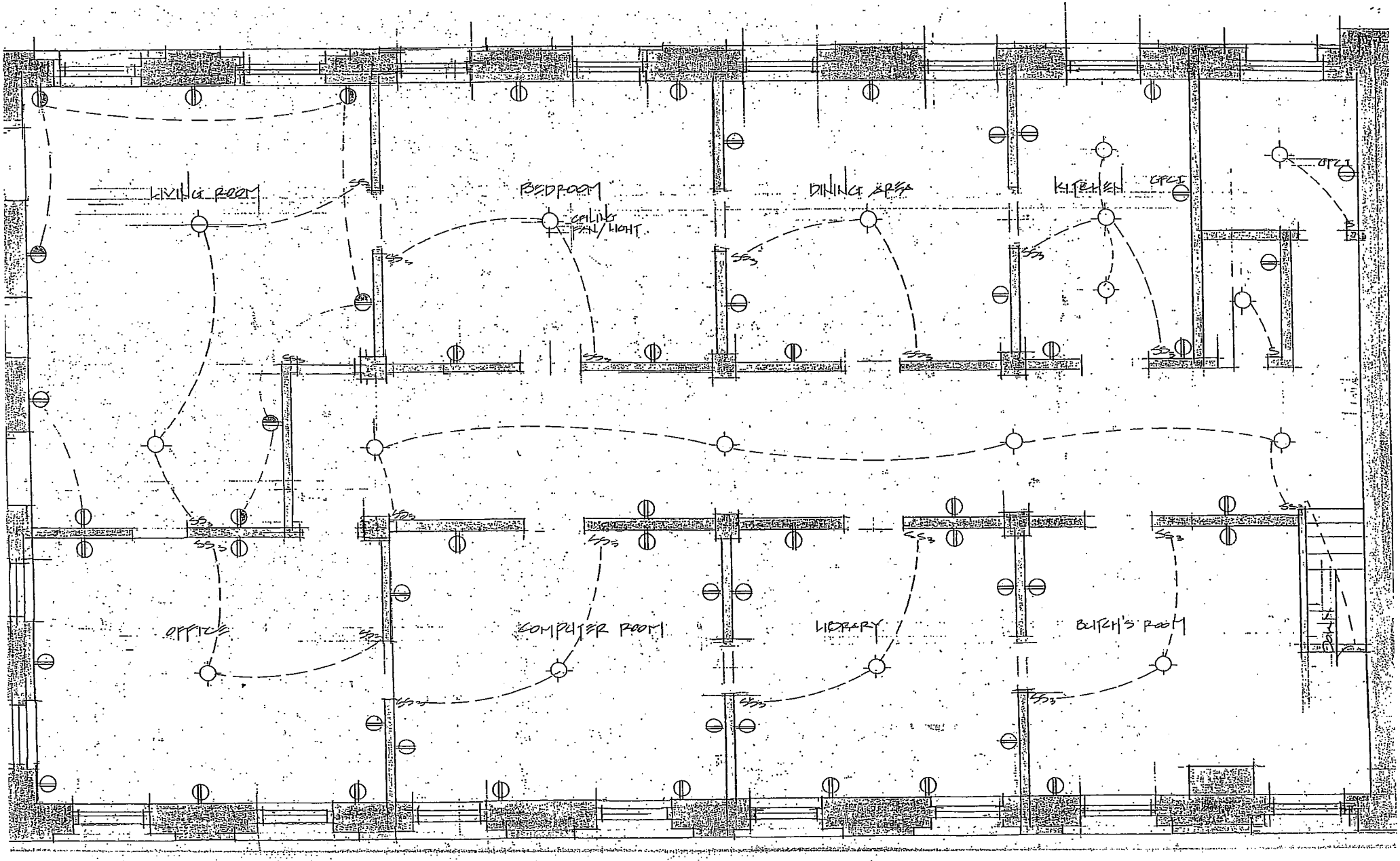
Photo No. 18: Long view of depot looking west from across Buffalo Street. Photos taken circa 1908, at end of depot construction.

Photo No. 19: Long view of station from Main Street, featuring passenger platform (removed for road development). Parked freight cars are seen behind passenger platform. Trolley tracks are seen in foreground. Unknown photographer – circa 1920s.

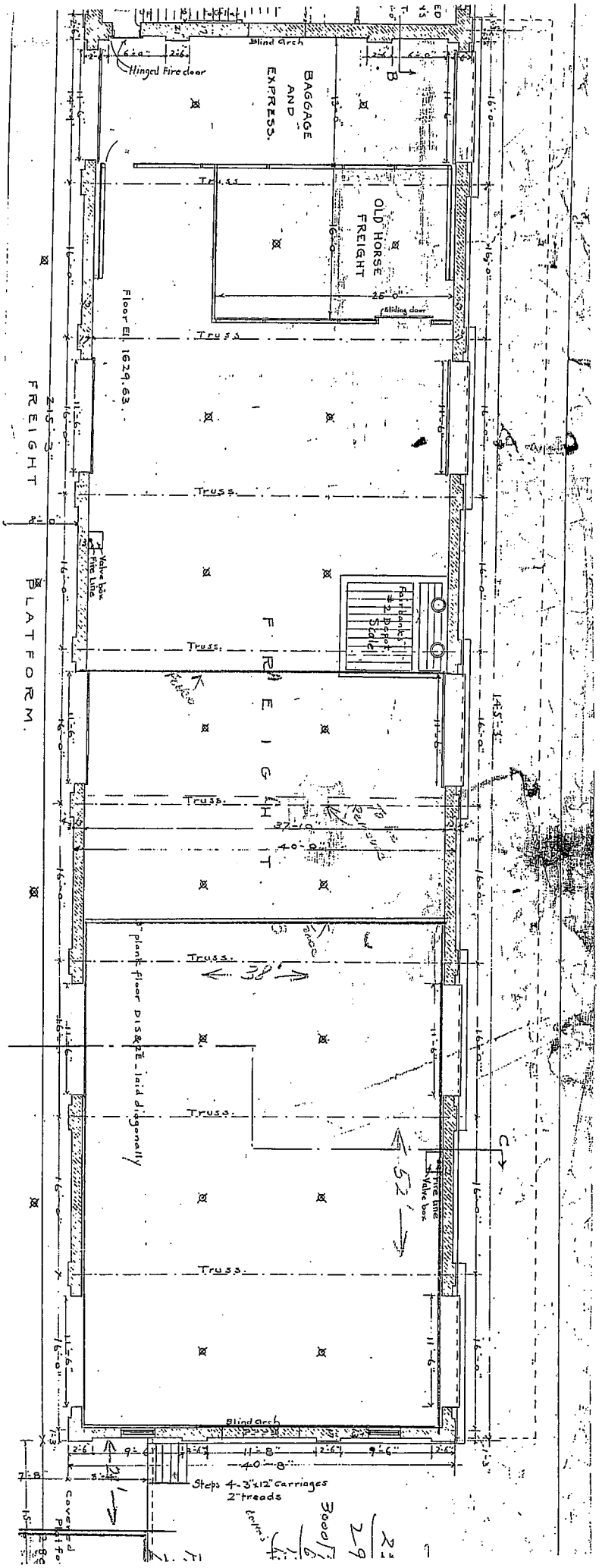
Photo No. 20: Freight House from platform on northwest facade, looking west with box cars on track. Undated photograph.


Modified Site Plan
with Measurements
22 Nov 03
31'-5"
16'-5"
17'-6 1/2"
213'-8"
+/- 554'
+/-322'
10'-0"
+/- 157'
1'-9"
20'
14'-10"
6'-6"
55'-8"
platform
13'-6"
Freight House
Blacktop
concrete
Train Station
Summers Hardware
57'-8"
17'-3"
30'-4"
hydrant
116'-8"
25'

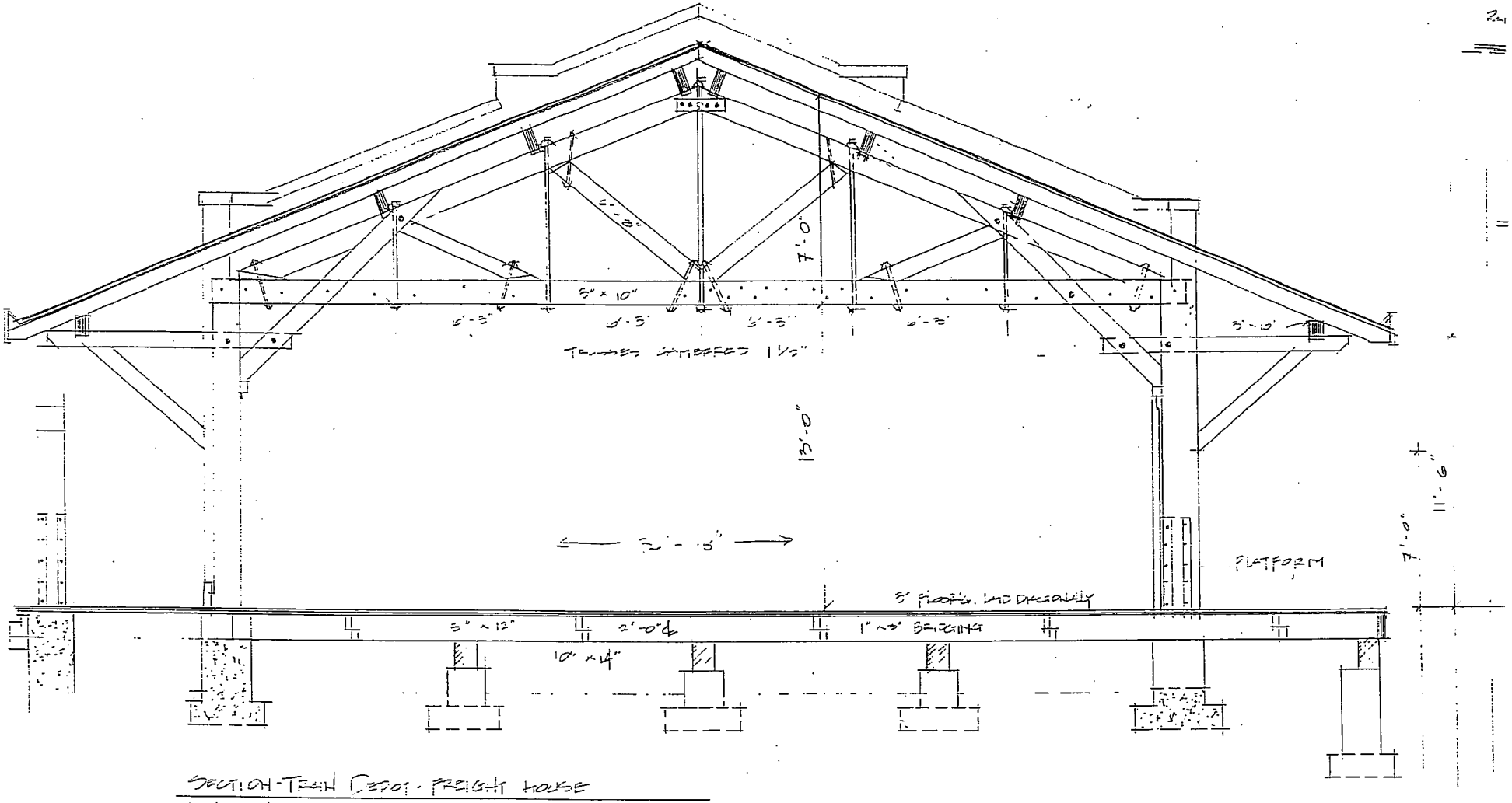

WHITE WOMEN'S ROOM.
WHITE WOMEN'S TOILET.
COLORED WOMEN'S TOILET.
GENERAL WHITE WAITING ROOM.
AGENT.
COLORED WAITING ROOM.
BAGGAGE AND EXPRESS.
OLD HORSE FREIGHT.
FREIGHT
WHITE MEN'S TOILET.
COLORED MEN'S TOILET.
Main Entrance.
Colored Entrance
Office Entrance
FREIGHT PLATFORM.
Walk
Covered Walk
FIRST FLOOR PLAN - PASSENGER STATION - Scale 1/4" = 1 Foot.
CAROLINA, CLINCHFIELD & OHIO RY.
FREIGHT AND PASSENGER STATION
AT JOHNSON CITY, TENN.
PASSENGER STATION PLAN & DETAILS.
EDITION 1904-1909
Engineer of Bridges & Buildings



PASSENGER SECTION
SECOND FLOOR



Blind Arch
Hinged Fire door
BAGGAGE AND EXPRESS.
OLD HORSE FREIGHT
Truss
Sliding door
Floor El. 1629.63.
FREIGHT PLATFORM.
Valve box
Fire Line
Fairbanks #2 Depot Scale
FREIGHT
Truss.
plank floor D1S&2E - laid diagonally
Fire Line
Valve box
Blind Arch
Steps 4-3"x12" carriages
2" treads



SECTION-TRAIN DEPOT · FREIGHT HOUSE

SCALE: 1/4" = 1'-0"

BEAM 1