

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 92001868      Date Listed: 2/11/93

Southern Engine and Boiler Works      Madison      TN  
Property Name:                              County:      State:

Transportation-Related Properties of Jackson MPS

Multiple Name

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This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrews  
Signature of the Keeper

2/22/93  
Date of Action

=====  
Amended Items in Nomination:

The period of significance and significant dates were clarified through a phone call to the Tennessee SHPO. The period of significance is 1907-1918; there are no significant dates. The nomination is officially amended to include this information.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

186E

NPS Form 10-900  
(Rev. 8-86)

OMB No 1024-0018  
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DEC 29 1992

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

NATIONAL  
REGISTER

1. Name of Property

historic name: Southern Engine and Boiler Works

other name/site number: Challenger Manufacturing Building

2. Location

street & number: 342 N. Royal Street

not for publication: N/A

city/town: Jackson

vicinity: N/A

state: TN county: Madison code: 113 zip code: 38301

3. Classification

Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>    </u>	<u>    </u>	sites
<u>    </u>	<u>    </u>	structures
<u>    </u>	<u>    </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: Transportation Related Properties of Jackson, Tennessee

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 forth in 36 CFR Part 60. In my opinion, the property X meets      does not meet the National Register Criteria.      See continuation sheet.

Herbert L. Hays 12/18/92  
Signature of certifying official Date

Deputy State Historic Preservation Officer, TN Historical Commission  
State or Federal agency and bureau

In my opinion, the property      meets      does not meet the National Register criteria.      See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register Patrick Andrews 2/11/93  
     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 Keeper Date of Action

6. Function or Use

Historic: INDUSTRY/PROCESSING/ Sub: Manufacturing Facility  
EXTRACTION

Current : INDUSTRY/PROCESSING/ Sub: Manufacturing Facility  
EXTRACTION

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7. Description

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Architectural Classification:

Industrial

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Other Description: N/A

Materials: foundation Stone roof Asphalt  
walls Brick other Wood/Metal  
Concrete

Describe present and historic physical appearance. X See continuation sheet.

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8. Statement of Significance

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Certifying official has considered the significance of this property in relation to other properties: Local.

Applicable National Register Criteria: A

Criteria Considerations (Exceptions) : N/A

Areas of Significance: Transportation  
Industry

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Period(s) of Significance: ca. 1907 - 1918

Significant Dates : ca. 1902 - 04

Significant Person(s): N/A

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Cultural Affiliation: N/A

Architect/Builder: Unknown

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State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.

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9. Major Bibliographical References

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See continuation sheet.

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
- Other -- Specify Repository: \_\_\_\_\_

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10. Geographical Data

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Acreage of Property: Less than 1 acre

UTM References: Zone Easting Northing    Zone Easting Northing

A	<u>16</u>	<u>335820</u>	<u>3942900</u>	B	___	_____	_____
C	___	_____	_____	D	___	_____	_____

\_\_\_ See continuation sheet.

Verbal Boundary Description:  See continuation sheet.

Boundary Justification:  See continuation sheet.

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11. Form Prepared By

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Name/Title: Philip Thomason

Organization: Thomason and Associates    Date: 12/30/91

Street & Number: P.O. Box 121225    Telephone: (615) 383-0227

City or Town: Nashville    State: TN ZIP: 37212

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
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Works, Madison County, TN p. 1

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The Southern Engine and Boiler Works building is composed of three interconnecting sections constructed between 1902 and 1904. The building is of brick construction and faces N. Royal Street and Mill Street. The building originally consisted of a three-story office section located at the corner of Mill and N. Royal Streets, a two-story machine shop, a two-story foundry, a two-story boiler shop, and a one-story forge and engine room. Of these sections, the boiler shop and forge and engine room have been razed. Despite the loss of these attached sections, the majority of the original building remains intact.

The office section is three-stories in height, has a stone foundation, flat roof, and exterior of five-course common bond brick. The west or S. Royal Street facade has a central entrance on the first floor which is recessed within a vestibule. The entrance itself is set within a rounded arch opening. The entrance has original double doors of single light glass and wood design. Flanking the doors are two panel sidelights and above the doors are two single light rectangular transoms.

Windows on the first floor are paired one-over-one sash windows set within segmental arches. The upper sash of these windows have half-arches. Windows on the second story are paired one-over-one rectangular wood sash with brick jack arching, concrete sills, and have ca. 1970 wood shutters. Windows on the third story are also paired one-over-one wood sash with jack arches and share concrete sills. Above the third story windows are round attic lights. At the roofline is a row of corbelled brick and concrete piers.

The north or Mill Street facade has similar first floor windows with a central bay containing a single arched one-over-one sash window. Upper floor windows are similar to those on the main facade but lack attic windows near the roofline.

The interior of the office section is divided into various offices on all three floors which are partitioned by plaster and wood walls. The first floor office area has been altered with the addition of wood paneling on the walls, carpet on the floors, and a dropped ceiling of acoustical tile. Several original doors remain and are five panel wood and four light glass and wood design.

The upper two floors are unoccupied and retain most of their original detailing. This includes wood floors, molded door surrounds and rectangular single-light transoms over the doors. The doors have been removed. An original safe is located in a closet on the third floor. Walls and ceilings

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have original plaster surfaces. The original staircase which connects the three floors remains extant and has a square newel post, milled balusters, and closed stringer with vertical panels.

The Machine Shop is two-stories in height and has a monitor roof of asphalt shingles, cut limestone foundation, and exterior of five-course common bond brick. The central bay has an arched opening with four courses of header bond brick. This opening has a ca. 1970 overhead track door. The east bay of the building has an arched window opening of four-course brick and a stone sill. The west bay has an entrance with a ca. 1980 solid wood door. The remainder of this bay has been enclosed with ca. 1970 wood panels and a single light window. The central bay has a concrete loading platform. The second story has original sixteen-over-sixteen wood sash windows but these have been covered with steel and screen panels.

The Machine Shop wraps around and extends past the Office on the west facade facing S. Royal Street. The west facade of the Machine Shop has six bays with each bay on the first floor containing four-course segmental arches. Three of these bays have been enclosed with brick while the other three have ca. 1930 tri-part twenty-light steel and glass windows. These bays have sixteen-light steel and glass casement windows on the second story. These openings are rectangular and have corbelled brick above the windows.

The south facade of the Machine Shop has seven bays. The central first floor bay has a rounded arch opening with fixed diagonal wood panels. The transom has been covered with plywood panels. Window openings have been covered with steel panels and are set within four-course segmental arches. Dividing each bay are brick piers. One window opening on the second story retains an original multi-light arched transom with Luxfer glass lights. In the gable field is an oval attic light and corbelled brickwork.

The interior of the Machine Shop consists of open floor space with a full-height floor-to-ceiling arrangement in the center of the building. In the center of the building is an original electric traveling crane for the moving of heavy equipment. The plant floor itself is of concrete construction and the building has exposed brick walls, and steel post and lintel construction. On either side of the first floor manufacturing area is a mezzanine level. This mezzanine overlooks the plant floor and has a wood floor and railing of mid-20th century piping. A row of clerestory windows extends at the roofline just above the mezzanine level. These window openings have been covered with metal panels.

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The east wing of the Machine Shop is oriented towards Mill Street and is two-stories in height, of five bays, and has a limestone foundation. The exterior of the building is of five-course common bond brick. The east bay of this facade has a large arched opening of four-course header bond brick. This opening has been enclosed with brick, wood panels, and a ca. 1980 solid steel door. Adjacent bays have sliding overhead track doors and wood panels also added ca. 1980. These bays display original four-course segmental arches. The two west bays of the building contain window openings and have four-course segmental arches and stone sills. The original windows have been removed and enclosed with ca. 1970 wood panels and fixed light windows. Window openings on the second story have four-course segmental arches and concrete sills. Windows are original sixteen-over-sixteen paired wood sash. These windows have been covered with steel and screen panels. Dividing each bay is a brick pier. Above the windows are rows of corbelled brick.

The Foundry Building faces Mill Street and was originally a three-story brick building with a one-story wing on the east or rear facade. The top floor was removed in the 1960s and the present appearance is one of a two-story building. The building has five bays on the main (N) facade. Two bays on the first story have ca. 1980 overhead track doors set within original four-course brick segmental arches. The building has a rock-faced limestone foundation and exterior of five-course common bond brick. Dividing each bay are brick piers.

A secondary entrance on this facade has a ca. 1930 multi-light glass and wood door, an eight-light rectangular glass and wood transom, and flanking eight-over-eight rectangular wood sash windows. The arch above the door has been enclosed with brick. Other openings on the first floor have ca. 1930, tri-part ten-light steel and glass casement windows. The arches over these entrances have been enclosed with brick.

Windows openings on the second story have concrete sills and ten-light steel and casement windows. The window opening around these windows has been enclosed with brick. Over the opening is a four-course segmental arch. At the third story are concrete sills and the lower sections of bricked-in window openings. At the roofline is terra cotta coping.

The rear or south facades of the Machine Shop and the Foundry have arched window and door openings which have been enclosed with metal panels, concrete blocks, and brick. The interiors of both buildings are similar in design with open floor space on both floors. The first floors are of concrete while the



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second floors are of wood. The interior has steel post and lintel construction and exposed brick walls. Much of the original machinery associated with the electric traveling crane remains intact. The interior of the Machine Shop maintains its original open space configuration and continues to be used for metal fabrication.

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The Southern Engine and Boiler Works is significant under criterion A for its role in Jackson's industrial development and for its association with the development and production of the Marathon automobile. The building was constructed from 1902 to 1904 and is presently composed of three interconnected sections. Although partial demolition has occurred to the complex, the existing buildings retain much of their original character. Alterations have been confined to windows, door openings, and rooflines and the overall plan and design of the existing buildings remains intact.

The Southern Engine and Boiler Works was established in 1884 by two mechanics, Sherman and Cole, at the corner of Lexington and the Memphis and Ohio Railroad. This company was formed to build a line of small engines and boilers. They sold their shop in 1895 to local stockholders headed by R.B. Cantrell who constructed a new complex at 334-354 North Royal Street. This new plant occupied three acres and by 1900 four hundred people were employed making high pressure boilers, steam engines, saw mills and also operating a casting works. This plant was the largest of its kind in the South during the early 20th century and was Jackson's main industry. The firm's mechanical engineer, William Collier, designed the Corliss and Slide Valve steam engine. These engines operated at up to 2,000 hp and were used to power sawmills and other types of industries.

The success of the company stimulated further construction and between 1902 and 1904 the original factory buildings were razed and a new plant consisting of five interconnected brick sections was constructed. This building consisted of a three-story office section located at the corner of Mill and N. Royal Streets, a two-story machine shop, a two-story foundry, a two-story boiler shop, and a one-story forge and engine room. Of these buildings the boiler shop and forge and engine room have been razed.

Although steam engines were the company's primary product, the rising popularity of gasoline powered engines led to a venture into automobile manufacturing. In 1906, William Collier created his own version of a gasoline powered engine and designed an automobile which he originally called the "Southerner." The engine and parts for the automobile were manufactured by the Southern Engine Company and a new building was constructed in 1907 across the street to serve as the assembly plant and showroom. This building remains extant although it has been altered in recent decades. Over the next four years the company turned out some 250 to 300 cars. The company renamed their automobile the "Marathon" in 1909.

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In 1910, the Marathon division of the company was purchased by a group of Nashville investors headed by Maxwell House owner R.H. Robertson. The manufacturing operation of the Marathon was moved from Jackson to Nashville although the Southern Engine and Boiler Works continued to remain in business and produce parts for Marathons. Known as the Marathon Manufacturing Company, the firm occupied a building on Clinton Street in Nashville and between 1910 and 1914 sold some 5,000 automobiles with William Collier continuing to serve as chief engineer. Internal management problems caused the manufacture of the Marathon to cease although the company continued to sell automobile parts until finally closing in 1918.

Despite the move of the Marathon operation the Southern Engine and Boiler Works continued to prosper until after World War I. The increasing use of gasoline and electric powered engines led to a decline in the demand for steam engines and in 1926 the company went out of business. Since 1926 various companies have occupied the buildings the most notable being the Challenger Manufacturing Company. The building is presently owned and operated by a metal fabrication company.

The Southern Engine and Boiler Works was the most significant industry to operate in Jackson in the early 20th century. The property is also significant in road-related transportation as the manufacturing plant for the Marathon automobile. The Marathon holds the distinction of being the only mass produced automobile manufactured in the South until recent years. Less than a dozen Marathons are known to presently exist and they are among the rarest cars in existence. Efforts are presently underway to create a permanent museum devoted to the Marathon in Nashville or Jackson.

The building meets the registration requirements of Road-Related properties through criterion A for its association with the manufacture of the Marathon automobile. The building has been nominated under local significance. However, as more information is known concerning early automobile manufacture in America the building may be determined to have state or national significance.

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**Major Bibliographical Sources**

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**Verbal Boundary Description:**

The boundary of the Southern Engine and Boiler Works is shown as the heavy black line on the accompanying Madison County tax maps 78-J and 78-0 which is drawn at a scale of 1" = 100'. The boundary includes all of lot 6.1 of Block V which includes all of the existing buildings associated with the property.

**Verbal Boundary Justification:**

The boundary for the Southern Engine and Boiler Works includes the existing building which has been historically associated with the property. The lot to the east which was originally part of the property no longer contains any standing structures and has been omitted from the boundary.

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Southern Engine and Boiler Works  
342 N. Royal Street  
Jackson, Madison County, TN

Photos by: Thomason and Associates  
Date: November 5-6, 1991  
Location of Negatives: Tennessee Historical Commission

Photo 1 of 6:

View of the north and west facades of the complex featuring the Office Building, facing southeast.

Photo 2 of 6:

View of the west and south facades of the complex featuring the Machine Shop, facing northeast.

Photo 3 of 6:

View of the south facade of the Machine Shop and Foundry, facing northwest.

Photo 4 of 6:

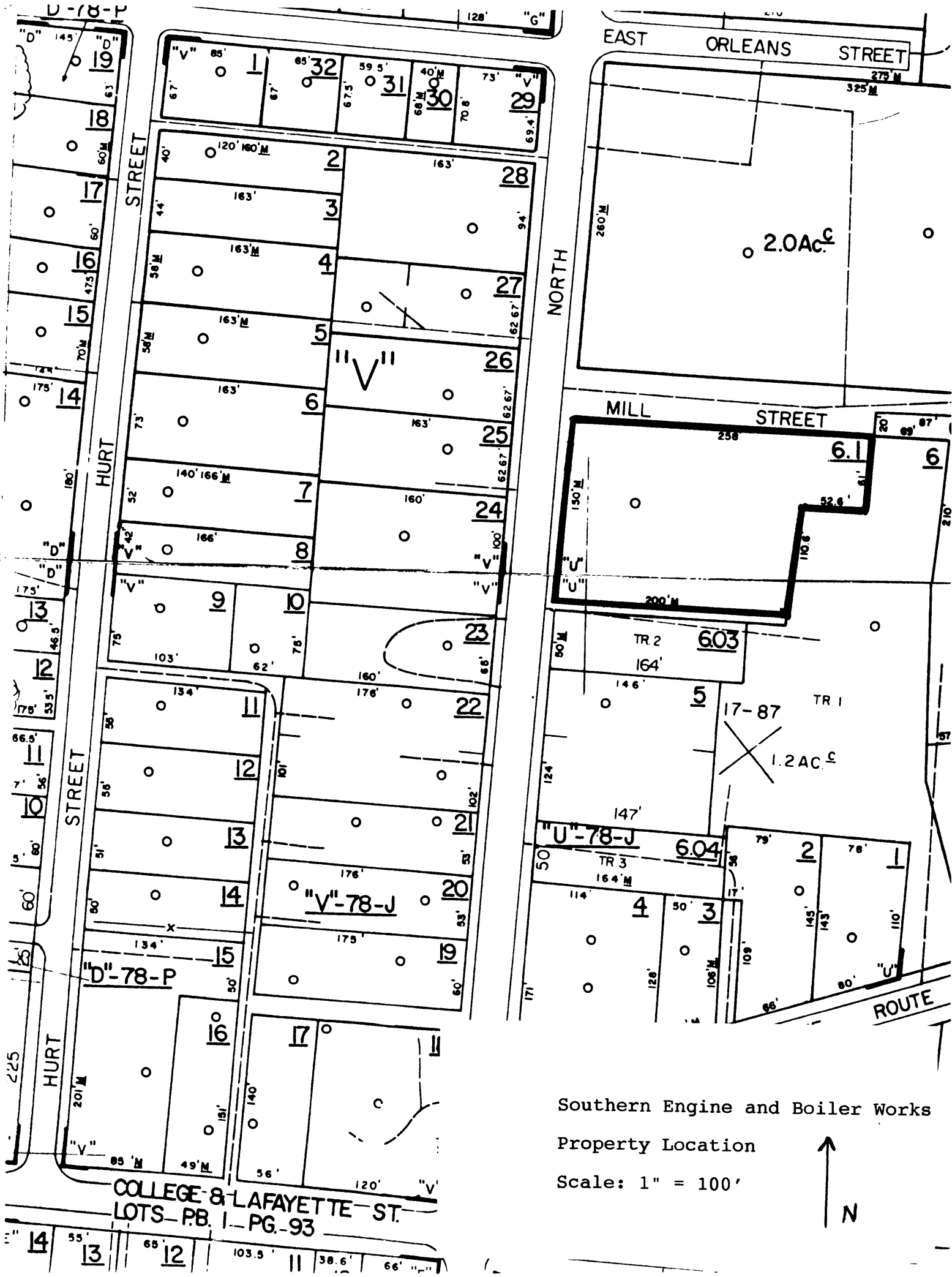
View of the north facade of the complex featuring the Foundry, facing southwest.

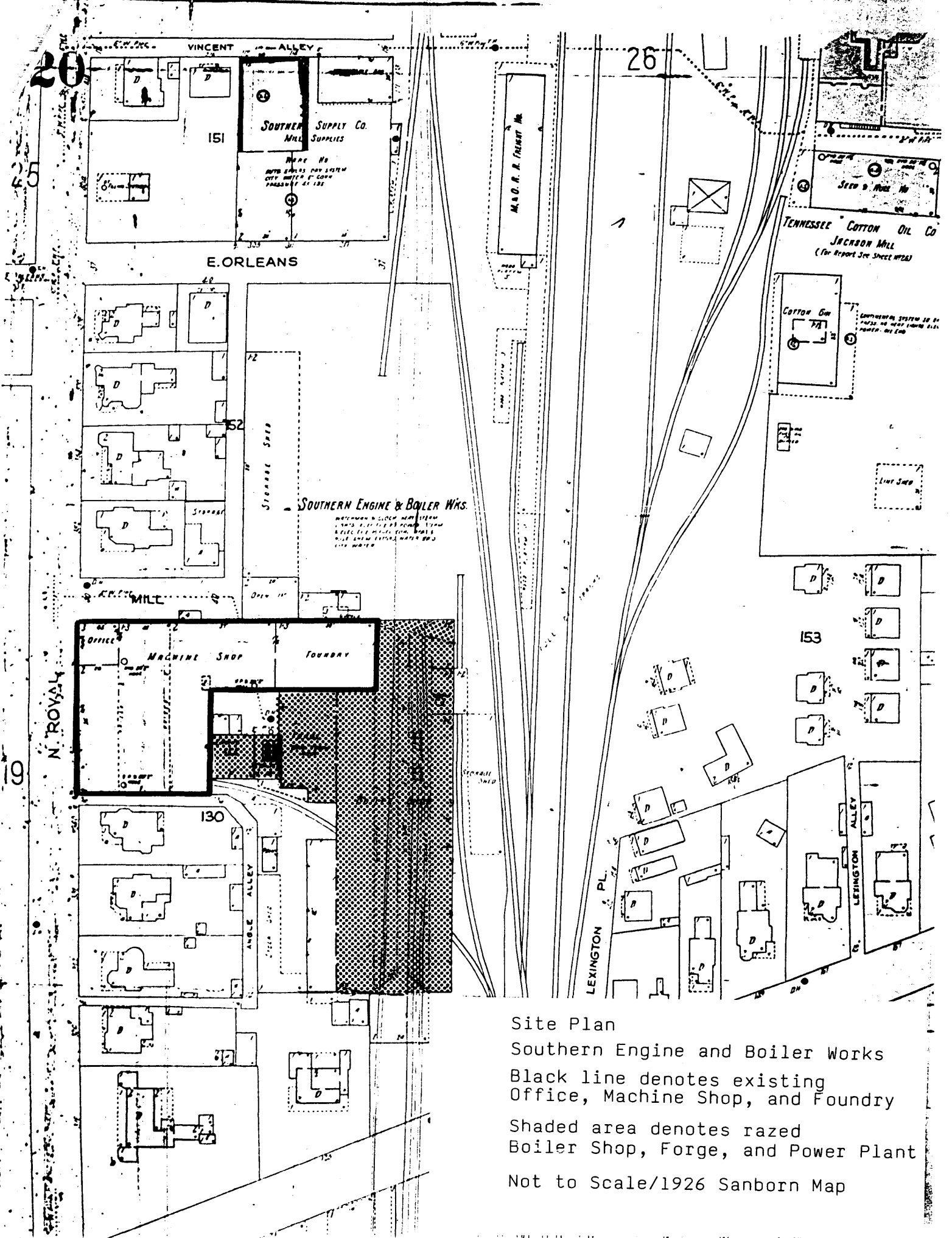
Photo 5 of 6:

Interior view of the Office Building staircase.

Photo 6 of 6:

Interior view of the Machine Shop.





Site Plan  
 Southern Engine and Boiler Works  
 Black line denotes existing  
 Office, Machine Shop, and Foundry  
 Shaded area denotes razed  
 Boiler Shop, Forge, and Power Plant  
 Not to Scale/1926 Sanborn Map



JAN 19 5:10

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Southern Engine and Boiler Works  
Madison County, TN

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Southern Engine and Boiler Works expanded and moved main stock from Jackson to Nashville, TN. Mr. Exile Burkitt, executive with Southern Engine and Boiler Works in Jackson, became the first President of the company and moved his family to Nashville. Using Jackson as an assembly plant, Southern Engine and Boiler Works shipped manufactured parts to Nashville from 1914 to 1918. So, in actuality, both cities were used in the production of the Marathon Car.

Herbert L. Harper  
Herbert L. Harper

1/14/93  
Date