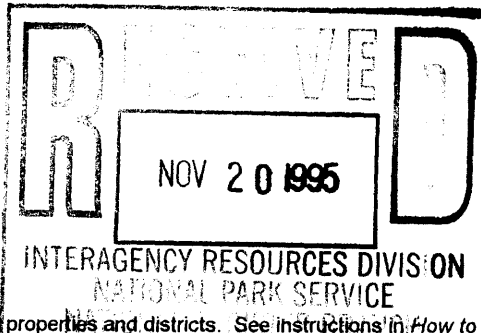


16/10

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 MARATHON MOTOR WORKS

other names/site number MARATHON VILLAGE, NASHVILLE COTTON MILLS, PHOENIX COTTON MILLS, WERTHAN BAG CORPORATION, WASHINGTON HOSIERY MILLS

2. Location

street & number 1200-1310 and 1305 Clinton Street N/A not for publication
city or town Nashville N/A vicinity
state Tennessee code TN county Davidson code 047 zip code 37203

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.)

Herbert L. Stagner 11/13/95
Signature of certifying official/Title Date
Deputy 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:) _____

Entered in the National Register Signature of the Keeper Date of Action

National Register _____ 114-96

Marathon Motor Works
Name of Property

Davidson County, TN
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

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

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1	1	buildings
		sites
	1	structures
		objects
1	2	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)

INDUSTRY: manufacturing facility

INDUSTRY: industrial storage

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE: business, professional

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Industrial

Materials

(Enter categories from instructions)

foundation limestone, brick

walls brick, wood

roof asphalt, asphalt shingle, metal (tin)

other wood, ceramic tile, concrete, steel

Narrative Description

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

See continuation sheets

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

(Mark "X" in all the boxes that apply.)

Property is: N/A

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- 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)

INDUSTRY

Period of Significance
1881-1914

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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
- Other

Name of repository:

MTSU Department of History

Marathon Motor Works
Name of Property

Davidson County, TN
County and State

10. Geographical Data

Acreage of Property 3.328 acres

Nashville West, TN 3656 III NE

UTM References

(Place additional UTM references on a continuation sheet.)

1 16 518380 4002050
Zone Easting Northing
2 _____

3 _____
Zone Easting Northing
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 Margaret Binnicker, Leslie Draper, William Nelligan, Julie Palmer, Susan Patrick, Sarah Peveler, Ginger Ramsey, Harrison Stamm, and D. Lorne McWatters

organization MTSU Department of History date July 15, 1995

street & number PO Box 23, MTSU telephone 615-898-5805

city or town Murfreesboro state TN zip code 37132

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 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 Barry L. Walker

street & number 1305 Clinton Street telephone 327-1010

city or town Nashville state TN zip code 37203

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.

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Marathon Motor Works, Davidson County, TN

VII. Architectural Description

Note on Historical Name:

To avoid a cumbersome title, the historical name "Marathon Motor Works" has been utilized, even though three different companies operated in the two buildings during the period of significance from 1881 to 1914. Marathon Motor Works owned the factory on the north side of Clinton Street ("Mill Building," 1200-1310 Clinton) from 1910 to 1914, during which time it altered and added on to the original building to accommodate automobile production. Before Marathon took over, the Mill Building had operated as a textile mill, first as Nashville Cotton Mills (1881-1894), and then as Phoenix Cotton Mills (1894-1908). Between 1915 and 1918 the Mill Building served as a parts manufacturing establishment for Herff-Brooks, the Indianapolis auto-producing company that purchased Marathon Motor Works in 1914. After standing vacant from 1918 to 1920, the Mill Building served as a warehouse for Werthan Bag Company (1920-1945). The term "Mill Building" refers to the series of connected buildings on the north side of Clinton Street. Originating as a textile mill in 1881, this building witnessed a number of significant modifications between that year and 1912, but relatively few since that time.

The building on the south side of Clinton (1305 Clinton) is referred to as the "Administration Building." Like the Mill Building, this building also evolved through various historic functions. Because of its rapid success, Marathon Motor Works not only added to and altered the Mill Building between 1910 and 1914, it also erected a new three-story building on the south side of Clinton Street in 1912 to serve as an office and showroom building for the company, hereafter referred to as the "Showroom Building." The existing building, however, includes additions made to the original, highly decorative 1912 Showroom Building by Washington Hosiery Mills in the 1920s. The Administration Building, then, includes the original three-story, 1912 Marathon Showroom Building as well as three additional sections: a three-story addition attached to the east side of the Showroom Building, a one-story connecting section, and a one-story manufacturing and warehousing building. The original 1912 building, which once stood alone, has undergone alternations and no longer retains its integrity. These alterations have caused it to be included as part of this nomination as a non-contributing resource, but it is highly relevant to the nomination for its historical significance.

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Marathon Motor Works, Davidson County, TN

Overview

Marathon Motor Works, located in Nashville, Tennessee between 12th and 14th Avenues, North and bisected by Clinton Street, is composed of two related but separately established buildings. The older building, referred to here as the "Mill Building" (1200-1310 Clinton), sprawls along the north side of Clinton Street. The Mill Building began its life in 1881 as a cotton textile mill, evolved into an automobile manufacturing establishment between 1910 and 1914, survived as a warehouse from 1920 to 1992, and is currently being reborn as an adaptive reuse project ("Marathon Village") under the direction of its current owner since 1992, Barry Walker.

After standing vacant from 1908 to 1910, the Mill Building was occupied by Marathon Motor Works of Jackson, Tennessee, which then altered the building by enclosing various sections along the north side and by attaching a two-story 40,000 square foot addition in 1912 to the west side of the mill. Most of these alterations appeared between 1910 and 1912 [See Figure 1].

The newer portion of the complex, referred to here as the "Administration Building" (1305 Clinton), stands on the south side of Clinton Street across from the Mill Building. Like the Mill Building, the Administration Building evolved over time, beginning with the Marathon Motor Works Showroom Building in 1912 and evolving as a manufacturing facility and warehouse for Washington Hosiery Mills in the 1920s. The Administration Building, then, displays the effects of its industrial evolution in four somewhat distinctive architectural components. The first and oldest section is the three-story Showroom Building, erected in 1912 as the corporate headquarters and automobile showroom of Marathon Motor Works, with automobile production being carried out in the former cotton mill across the street. Only two years later, however, in 1914, poor administrative decisions resulted in the collapse of the automobile manufacturing enterprise, although Herff-Brooks continued to manufacture automobile parts in the Mill Building for a few years, perhaps until 1918. Whether Herff-Brooks utilized the Showroom Building is not known.

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Marathon Motor Works, Davidson County, TN

In 1920, however, Washington Hosiery Mills purchased the building for use as a company office and also acquired a small, unattached one-story brick building on the east side of the Showroom Building which had been utilized by Marathon Motor Works for tire storage. Washington Hosiery Mills then erected the second component of the Administration Building in 1920, a three-story manufacturing plant built literally over the one-story building and attached to the eastern side of the original Marathon Showroom Building [See Figure 2 (a)]. It also constructed the third and fourth components of the Administration Building in 1920. The third part is a nine-foot section that provided a staired entryway from the north side, a bathroom in the middle, and a boiler area on the south side. The northside entrance doorway has been altered for security by the current owner, who also removed the boiler and stack from the north side in order to enclose that section for an office space [See Figure 2 (a)].

Washington Hosiery Mills also constructed the fourth component of the Administration Building in 1920, a one-story, double-gabled brick building attached to the eastern side of the three-story addition by way of the nine-foot section [See Figure 2 (a)]. In 1943 Washington Hosiery sold only the original 1912 Showroom Building section (1321 Clinton), which it was using as a warehouse, to Bond-Chadwell Company. Washington Hosiery continued to utilize the other sections (1313 Clinton) as its manufacturing plant, however, until abandoning the building in 1955. After 1955 the entire Administration Building continued to serve as warehouse space for various Nashville businesses or to stand vacant. The Building was vacant when purchased by its present owner, Barry Walker, in 1986.

On the north side of the street, meanwhile, the Mill Building was utilized for manufacturing automobile parts until approximately 1918, at which time it became vacant. Werthan Bag Company purchased the building in 1920 and utilized it as a warehouse for burlap and cotton bags, cotton bagging, ties, sugar bag cloth and cotton patches until 1984. Werthan sold the entire structure to Nole and Andrews Property in that year, and the new owner used the Mill Building for storage until the current owner, Barry Walker, purchased it in 1992.

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Marathon Motor Works, Davidson County, TN

Mill Building: External Architectural Description

[For a display of photo references for the Mill Building, see Figure 1 (a)]

Begun in 1881, the Mill Building is an example of late nineteenth century Italianate textile mill design. It has been the site of two textile enterprises, Nashville Cotton Mills (1881-1894) and Phoenix Cotton Mills (1894-1908); of the Marathon Motor Works automobile production facility (1910-1914); of Herff-Brooks automobile parts manufacturing (1915-1918); and, of Werthan Bag Corporation's warehousing operation (1920-1985). Almost all construction occurred either in the 1880s (1881, 1885, 1887) or between 1910 and 1914, mainly in 1912.

The principal two-story building with its three-story Italianate tower was built by Nashville Cotton Mills in 1881. In 1885 the company added a substantial new building, the three-story section attached to the western side of the original mill [See Figure 1]. Available sources do not indicate if the one-story buildings attached at the northeast end of the original building or standing unattached on the north side were erected in 1881 or during expansions in 1885 or 1887. In view of the need for a power source and for various other functions listed on an 1888 Sanborn map, however, it would seem most likely that these latter buildings were part of the original 1881 building. In any event, the 1888 map displays the extent of the Mill Building as of that date.

Other alterations were made to the mill, however, before Marathon Motor Works assumed ownership in 1910. Between 1888 and 1897 a fourth story and an additional water tank were added to the main tower to increase fire protection [see 1888 and 1897 Sanborn maps]. Sometime during these same years, a second story was added to the 1888 "opening room" building on the north side of the mill for use as a "folding room" and a "finishing room." Two walkways, or bridges, were also added to connect the second story of the original 1881 mill to this second story.

All additions to the mill building during these years were either identical or highly sympathetic to the original 1881 design, both internally and externally. Post and beam construction, wood floors, brick walls, low-pitched gable roofs, double hung wood sash 8:8 or 12:12 windows with hoodmolds on "public" facades (those elevations easily viewed from

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Marathon Motor Works, Davidson County, TN

the street) and simpler segmental arches on other elevations, dentils along the roof line, and similar fenestration patterns are some examples of efforts by the mill companies to maintain the industrial Italianate “feel” of the building.

When Marathon Motor Works occupied the mill in 1910, it continued this earlier pattern but with less attention to some of the architectural details. The 1912 addition to the western side, for example, is a simpler industrial section with metal casement windows instead of the more elaborate wood sash windows in the earlier sections. Along the east elevation, however, Marathon Motor Works compromised. When the company expanded the “picker room” and “machine shop” by one bay in 1912, it maintained the raised hood-mold over the wood sash window but eliminated a line of dentils along the roof line. Apart from the large 1912 addition, discussed in more detail below, the major alteration made by Marathon was to expand and enclose the buildings on the north side of the mill in order to create a new space to be used as a “foundry” [see 1914 Sanborn map]. Marathon Motor Works expanded the northeast corner by one bay in order to line up that section with the northern wall of the textile mill’s “opening room” building [see 1897 and 1914 Sanborn maps]. In doing so, the automobile manufacturer put some previously open sections of the cotton mill complex under a roof for the first time. Parts of the courtyard between the south and north sides of the mill, then open to the sky, were enclosed for either “stock rooms” or a “wash room,” and most of the then open area in the northeast section of the mill was also enclosed, leaving only a small open courtyard area. The enclosed courtyard areas, however, did not remain roofed after Marathon Motor Works vacated the buildings; at least by 1932, when Werthan Bag Company owned the buildings, the roofs had been removed.

The 1888, 1897, and 1914 Sanborn maps also indicate that five boilers present in 1888 and four in 1897 had been moved from their earlier location and reduced to two. One of the 1914 boilers has an “1881” date, suggesting that it might be original to the 1881 mill; the other is a Southern Engine and Boiler Works boiler, probably installed when Marathon Motor Works began operations in 1910. Part of the wall enclosing the boiler and “coal house” areas was removed recently by the current owner, leaving the original (1881) northern wall of the original boiler room exposed.

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Marathon Motor Works, Davidson County, TN

The Marathon Motor Works complex is a textbook example of textile mill architecture standardized in the late nineteenth century by insurance companies in order to promote "slow burn" construction by using timbers that would char if a fire occurred but which would still maintain their structural strength. A central tower with water tanks was a common feature of textile mills, strategically located to prevent the spread of fire from one end of the complex to another. Long, regular rows of windows created a rhythmic arcade along the long walls and provided air and natural light. The Mill Building displays all these common features, although some alterations were made to accommodate Marathon Motor Works and some warehousing. The basic integrity of the building, however, has not been compromised. Rather, it is a superb example of a building which has been adapted to new uses, but which maintains the basic elements of its original industrial functions. The overall appearance of the Mill Building, particularly from the southern and eastern "public" elevations, is that of a nineteenth century textile mill. The Marathon Motor Works additions are visible mainly from the western and northern elevations, and from the interior. Although various changes, including deterioration in some areas, have occurred since Marathon Motor Works vacated the site, the basic features of the Mill Building have been altered very little since 1914.

The 1881 section of the Mill Building along Clinton Street, 84,000 square feet in size, is a two-story building, forty-three bays wide by fourteen bays deep with an ashlar limestone foundation and brick laid in common bond. Like almost every other component of the Mill Building, its overall character and specific features typify fireproof mill construction of the late nineteenth and early twentieth centuries. The windows are 12:12 double-hung wood sash with wood sills, set in segmental-arched openings with raised hoodmolds. The building has a low pitched gable roof typical of mill construction dictated by insurance requirements. Quoins and roof line dentils are decorative elements used on the Mill Building.

The south facade is punctuated by a four-story tower, two bays wide by two bays deep. The 1881 tower originally was only three stories, and its third story contained an 8,000-gallon water tank. By 1897 a fourth story had been added, along with a 1,200 gallon water tank. The design and placement of the tower was for insurance purposes, to support a water tank for a sprinkler system. The current owner, Barry Walker, has removed the

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Marathon Motor Works, Davidson County, TN

water tank from the fourth story. He did not encounter a tank, however, on the third story.

The tower is also the principal entrance of the Mill Building. A seven step staircase leads to a recessed, segmental-arched door embellished by a raised hoodmold and a stone plaque with the 1881 construction date. The decorative elements of the tower also include quoins on the original three stories. The windows are 12:12 double-hung wood sash with wood sills, set in segmental-arched openings with raised hoodmolds, and a row of dentils along the top of the third story. The circa 1897 fourth story addition features a limestone string course, triple-arcade windows with a raised serpentine hoodmold, and a row of dentils along the cornice. Most of the windows have been covered with fiberglass sheeting to protect the building from water and other exterior intrusions.

A three-story tower, similar in design to the tower described above, was constructed by Nashville Cotton Mills on the north side of the 1881 building by 1888. The two lower floors were incorporated into the two floors of the mill building, but the third floor housed a 6,000-gallon water tank [see 1888 Sanborn map]. This tank was recently removed by Barry Walker.

Nashville Cotton Mills added 12,000 spindles circa 1885, a change which necessitated building on to the west side of the original mill a three-story building. The first two floors are eight bays wide by eleven bays deep, of ashlar limestone foundation, and brick laid up common bond. On the 1888 Sanborn map this addition was labeled the "weaving and spinning room" on the first floor and the "finishing room" on the second floor. The windows are identical to the 1881 building, with double-hung (8:8 or 12:12) wood sash with wooden sills set into segmental-arched openings with raised hoodmolds. Like the 1881 building, the addition has low pitched gable roof and decorative dentils under the roof line. Other decorative elements include quoins and cast iron star ornaments. Modern additions include a concrete ramp leading to a pair of loading dock doors. The third story of this addition has wooden sides (north and south) and brick ends (east and west). It was constructed by raising the roof line of the west side of the 1881 building to create the east wall of this story and by erecting a west wall to the same height as the east wall. The wooden side walls were once sided with tin, although the tin siding has been removed, revealing wood siding nailed in a diagonal, or herring-bone, pattern. Seven windows along

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Marathon Motor Works, Davidson County, TN

each side have also been removed. This third story is centrally-placed over the second story and covers only about half the width of the first and second stories below. It has a low-pitched, gable roof with an asphalt covering.

In 1912, Marathon Motor Works attached a two-story, 40,000 square foot addition to this three-story, 1885 textile mill addition. A 1914 map indicates that the new section was utilized for chassis assembly. It is a two-story, square building with brick foundation and walls of common bond brick. Industrial-style metal casement windows with seventy panes and separated by pilasters appear on both the south and north elevations. The roof is a low-pitch gable covered with asphalt and with stepped parapets at each end. A large, multi-paned, central skylight allows light into part of the second floor interior. The predominant decorative elements are Spanish-tile coping and a projecting brick string course. Modern alterations to the south facade include a loading dock and a four step staircase entrance leading into a modern decorative cast-iron door with transom window.

The west elevation of the 1912 addition originally contained no windows or doors. A modern loading dock with steel beams has been added by Barry Walker to the second story. Below the loading dock there is also a first-story entrance opening. Centrally placed on the second story is a modern metal casement window with thirty lights.

The north elevation faces the railroad tracks and mirrors the south facade. Modern alterations include a concrete platform stretching the length of the 1912 addition. Two double, wood-paneled doors with wood side panels serve as entrances from the platform. Six glass panes are located in the upper section of each door and side panel; the lower section of each consists of three horizontal wood panels. The first story windows, identical to those on the south facade, have been covered with fiberglass sheeting.

Stretching east in line with the north elevation of this 1912 addition is a series of connected buildings separated from the north elevation of the original 1881 Mill Building by two courtyards. The first of these connecting buildings is a circa 1881 two-story warehouse originally constructed to store and ship cotton supplies. 1888, 1897, and 1914 Sanborn maps indicate this warehouse was originally a one-story building called a "shipping house" in 1897 and detached from the rest of the mill, but that a second story was added between 1897 and 1914. A new bridge passageway was also constructed,

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Marathon Motor Works, Davidson County, TN

probably at the same time, to connect the new second floor across the courtyard to the 1885 addition to the 1881 mill. The first floor has five, and the second floor four, irregular bays. The foundation is brick, as are the walls laid in common bond. The windows have been filled in with concrete blocks. A centrally-placed concrete platform and loading dock door are modern additions from an undetermined date.

The "shipping house" building was connected to the 1912 addition by truncating its western side, in effect almost cutting this building in half. A new wall was constructed from the 1885 addition running north across the west end of the courtyard and across the west end of the truncated "shipping house." Part of the stepped parapet roof line can be seen from the north side of the building. The northwest corner is quoined at the modern adjoining addition, connecting the "shipping house" building to the "opening room" building (1888 and 1897 designation) to the east.

The "opening room" building is two-stories high, sixteen bays wide by three bays deep, with ashlar limestone foundation and common bond brick walls. The 1888 and 1897 Sanborn maps indicate that the "opening room" building was originally one-story and that a second story had appeared by 1897. Also noted on the 1897 Sanborn map are two second-story covered passageways which connect the spinning space in the 1881 building with the "opening room" building north of it. The first story windows are 6:6 double-hung sash with wood sills set in segmental-arched openings. The second-story windows are 12:12 double-hung sash and also set in segmental-arched openings. Modern additions include three irregular first story doors. All windows have been covered with fiberglass sheeting. During the Marathon Motor Works period, this section was utilized as a repair shop [see 1914 Sanborn map].

Connecting the two buildings in this manner also had the effect of closing one of the entryways/exits from the courtyard area between the south and north sides of the mill. This is a typical example of how parts of the Mill Building have evolved. The new brickwork can be seen along the exterior of the building, along the courtyard, and in various parts of the interior.

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Marathon Motor Works, Davidson County, TN

A connecting section between the "opening room" building and the "boiler room" building to the east is another illustration of the industrial evolution of the Mill Building. This section includes a bricked-in doorway with a segmental arch and decorative dentils which continue the pattern from the 1881 boiler room. Decorative quoins at the western end of the boiler room mark the junction between the boiler room and the connecting section. This connecting section extended the boiler room by approximately one bay and also had the effect of closing one of the entryways/exits from the courtyard area. The 1914 Sanborn map shows this area as a "coal house" and refers to "oil furnaces" in this newly-enclosed section.

The "boiler room" building, erected circa 1881, is two-stories on the exterior but has only one level inside. The building was designed originally to house the boilers that supplied power to the textile mill engines [see 1888 and 1897 Sanborn maps]. Marathon Motor Works, however, extended the "picker room" and "machine shop" building to the east by one bay to the north and erected a brick wall to line up this extended section with what was the "opening room" [see 1897 Sanborn map] to the west of the boiler room. It also built a roof over the area between this new wall and the north wall of the boiler room, evidence of which can be seen in tar remnants along the roof line and walls of the area. The current owner, Barry Walker, removed that section of the wall which runs from the "opening room," or what by 1914 was being used by Marathon Motor Works for "raw stock" (first floor), to the area in which the new boilers were placed by Marathon after 1910 [see 1914 Sanborn map]. Removing part of the wall, however, has exposed the two remaining boilers to the elements. Although the remaining section of the original wall on the north side protects the boiler area, a temporary wall of wood, fiberglass, and metal sheeting has been erected to protect the boilers.

The now-exposed northern exterior wall of the boiler room displays five brick-filled arched openings and a plain, hollow-core door has been framed into the easternmost bay. Surviving external decorative features include dentils and quoins on the east corner.

Connected to the "boiler room" on its east side is the original 1881 chimney stack, and two large boilers are immediately northeast of the stack. One, labeled "J. M. Wright.

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Marathon Motor Works, Davidson County, TN

Builder. Newburgh. 1881" may be original to the mill. The other, labeled "Southern Engine and Boiler Works. Jackson, Tenn." has no date, but probably dates from that company's move into the building in 1910.

Relocating the boilers from their 1888 and 1897 textile mill locations was integral to one of the most extensive alterations made by Marathon Motor Works in order to create its "foundry" area in the northeast section of the Mill Building. The section of the 1881 mill referred to as the "picker room" and the "machine shop" in the 1888 and 1897 Sanborn maps was extended to the north by one bay and to the west as far as the original boiler room. To the south, Marathon Motor Works extended the section by several feet and built a new southern wall which would leave a courtyard area between this wall and the original 1881 building. The northern and eastern walls of a three-story brick tower were left exposed inside this courtyard. The western wall of the tower, however, was extended northward and became part of the western wall of the courtyard. One bricked-in exterior window with hoodmold on the western side of the tower and two identical exterior windows on the 1881 factory can be seen clearly on the interior of this section. A doorway was built through the western wall just north of the tower. The current owner has opened a window space in the southern wall (northern wall of the courtyard) of this addition. In creating this new "foundry" space, Marathon Motor Works added new roofs but also altered some of the older roof lines by raising part of the southern section by three feet. The raised section begins over the newly created space and extends westward through the original boiler room. Raising the roof line may have been necessary to accommodate new industrial equipment.

The north elevation of the "foundry" building is now twelve bays wide by four bays deep with ashlar limestone foundation and common bond brick walls. The windows are 12:12 double-hung wood sash with wood sills set in segmental-arched openings and covered by cast iron bars. The building has a low pitched gabled roof with exposed rafters and decorative quoins at the northeast corner. Modern alterations to the north elevation include a circa-1992 steel staircase leading to a modern door with transom. This door and a modern loading dock have been placed inside original window openings. The north elevation faces the railroad tracks, and the absence of hoodmolds suggests the owners were not as concerned with display as they were on the east elevation and south facade, both easily visible from the street.

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The 12th Avenue east elevation of the "foundry" building has eight bays and is attached to the two-story 1881 section, which has eight bays. The one-bay addition to the north side can be seen clearly, as decorative quoins are located on each side of the addition. The windows are all 12:12 double-hung wood sash with wood sills, set in segmental-arched openings with raised hoodmolds. The east elevation also includes a tapered brick dust flue, in use from the original 1881 construction. Decorative dentils extend along the roof line of the entire east elevation, except along the roof line of the one-bay addition.

Built between 1914 and 1932, a gabled portico graces the eastern end of the two-story, 1881 building. It has a brick foundation, nine-step concrete stairway, decorative brick balustrades, and simple square wooden posts. The gable end and tops of the two sides are covered with wood siding and the roof is asphalt shingle. The entryway has a single door with a bottom panel and a window covered by a metal grill. Sidelights with lower panels and a three-part transom surround the door.

The metal water tanks in the third and fourth floors of the four-story southside tower and in the third floor of the three-story northside tower are no longer present. Barry Walker removed the tanks from the upper floor of each tower, but found no tank on the third floor of the southside tower. Both towers, however, still have the original heavy wood framing for the tanks and some of the original plumbing which fed the sprinkling system for the Mill Building.

Also visible from the exterior of the Mill Building are two steel water towers. The older tower, which appears on the 1888 Sanborn map, is a four-legged structure, lighter in construction and shorter than the other tower and without its water tank. Since it is attached to the Room 9 section of the northeast corner of the original mill building in the northeast, it is not a separate structure. The other tower, however, is a separate structure, and still retains its original, 10,000-gallon water tank. Much taller than any part of the Mill Building, it was erected between 1914 and 1931 [see 1914, 1931 Sanborn maps] on four legs attached to concrete footings in the courtyard area (Room 18), north of Room 3, west of Room 9, and south of Room 10 [See Figure 1]. Because it was built after the period of significance in this nomination (1881-1914) it is listed as a non-contributing structure (N/C).

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Mill Building: Internal Architectural Description

To facilitate the architectural description of the interior of the Mill Building, a floor plan of the building [Figure 1: Mill Building Floor Plan] has been divided into numbered sections of the building or "rooms" which conform to the current layout of the internal spaces. Some of these rooms do not conform to the original design of the building and reflect partitioning put in place since 1931 [see 1888, 1897, 1914 and 1931 Sanborn maps]. Generally, both the textile mill and the automobile manufacturers maintained large, open spaces in the original 1881 building, the three-story 1885 addition, and the 1912 addition. Most of the smaller buildings to the rear of the complex, however, were divided into smaller rooms, a configuration which continues to the present.

Apart from a few partitions, the Mill Building maintains the basic architectural layout developed by Nashville and Phoenix Cotton Mills and by Marathon Motor Works up to 1914. Moreover, apart from the addition of the gabled portico and entryway on the east side of the building, Werthan Bag Company made no significant alterations between 1920 and 1984. Some of the original electrical and plumbing facilities remain; others have been removed, and the current owner has been modernizing various items in the past few years. The following description of the interior of the Mill Building will reference any significant alterations as it passes from room to room. Because of the size and complexity of the building, not every addition or change will be discussed.

As mentioned previously, the Mill Building is a typical example of late nineteenth century textile mill architecture standardized by insurance companies for fire protection. Neither Marathon Motor Works nor Werthan Bag Company altered the Mill Building in any structurally significant manner, although Marathon Motor Works did expand and enclose parts of the mill complex using structural materials appropriate to the design and scale of the original building and to its new functions as an automobile manufactory.

The physical condition of the Mill Building is remarkably sound structurally, although many of the doors, windows, floors, and roofs and some of the brickwork are in various stages of disrepair. Part of the roof over Rooms 15 and 16 has fallen in, and one of the trusses has fallen to the floor in Room 16. Repairs will be needed in many parts of the

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building, and some items will have to be replaced. In most instances, the following description of the Mill Building will not discuss the physical condition of the various spaces in detail.

Upon entering a narrow passageway inside the modern doorway at the southeast corner of the 1912 addition (first floor) [See Figure 1], raised hoodmolds which once surrounded the windows on the outside of the 1885 addition can be readily seen. Marathon Motor Works bricked in the windows on the west side of the 1885 addition and placed pilasters to support the wood post and beam structure of the 1912 building. The current owner, Barry Walker, has erected a brick wall between this passageway and the eastern half of the first floor. This eastern room can be entered either through a modern metal door in the passageway, through the loading door on the south side or through the double doors on the north elevation. The first floor of the 1912 addition also has a western room about the same size as the eastern room. The first floor displays wood post and beam construction, concrete floors, and metal casement windows. A fire door provides access to the first floor of the 1885 addition. This doorway was constructed by modifying one of the window openings of the 1885 building, a process very typical of the modifications made to the mill building over the years. Doorways were also opened from the 1912 addition into the first floor of the "shipping house" (Room 14) to the east and into the courtyard (Room 18), but these openings have been bricked in. An office space is currently being partitioned off in the northeast corner of the eastern room.

The second floor of the 1912 addition [see Figure 1] can be reached via a modern stairway from the first floor passageway or on a modern elevator on the east side of the building. The second floor displays very high ceilings, post and beam construction, and 1912 ceiling joists. The floors are wood tongue and groove laid in a diagonal pattern in some areas. Most of the second floor has been divided into individual spaces for various businesses. The skylight, original to the building, cannot be seen without entering one of the new office spaces. As on the first floor, raised hoodmolds from the exterior of the 1885 addition can be seen, along with the exterior dentils from the roof line of that building. A fire door next to the elevator was constructed by modifying one of the window openings.

The first floor of the 1885 addition (Room 1) can be entered either from the 1912 addition, through an exterior door cut through the south facade, or through one of two doors

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cut through original window openings and into the courtyard area (Room 18). Room 1 displays typical post and beam construction, concrete floors, and bricked-in interiors of the original windows can be seen on the west side of the room.

Room 5, the second floor of the 1885 addition, can be reached by way of a stairway or an original elevator (now inoperative) on the east side of the addition. Room 5 also displays typical post and beam construction and wood floors. Along the eastern wall of this space can be seen the exterior raised hoodmolds of the original 1881 building as well as the quoins from the northwest and southwest corners. The northern wall of the 1885 addition was constructed as an extension of the 1881 building, while the southern wall was extended outward by two bays from the southern wall of the 1881 building. Marathon Motor Works also built a new passageway, or bridge, from the northeast corner of Room 5 to the new second story of the "shipping house" building to the north (Room 17). The opening is cut through one of the original windows. The northern side of the bridge has been closed with cinder blocks.

The third floor of the 1885 addition (not included in the floor plan) is an open space with post and beam construction, wood floors, brick end walls, and wooden side walls with seven windows (removed) on each side. Elevator equipment is visible in the northeast corner, where a stairway descends to the second floor. The brick wall on the east side of the room reveals that the addition was made by raising the roof line of the original 1881 building. The brick wall on the west side shows a bricked-in doorway which originally led to a metal fire escape. Since it was then an exterior door, the typical raised hoodmolds can be seen (partially) on the exterior. The current owner has cut a new, metal doorway through the west wall and just south of the original doorway. This door provides access to the second floor of the 1912 addition, although it was necessary to frame in the landing with an exterior "room," part of which covers the raised hoodmold of the original door. From the third floor windows the stepped parapet walls erected on both the north and south side of the 1885 addition for the new 1912 addition can be seen, as can the courtyard and bridges.

Room 2 is the westernmost section of the original 1881 building, although it was not partitioned as a separate space in this manner before 1931. In fact, the only partitioning in the entire length of the 1881 building appears in the area of the west wall of Room 3 in 1888

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and 1897, perhaps to separate carding and weaving operations on the first floor of the 1881 building. By 1914 this partition seems to have been removed. Room 2 displays typical post and beam construction and concrete floors. All of its original windows remain, with the exception of a doorway/loading dock cut through the south facade and a doorway into the courtyard (Room 18). Room 2 links to rooms 1 and 3 through fire doors and to the second floor (Room 6) by way of an original stairway on the northwest side.

Room 6, located at the westernmost end of the 1881 building, can be accessed either through the fire door in Room 5 or by way of the stairway from Room 2. A large open space with typical post and beam construction and wood floors, it has maintained all of its original windows.

Room 3, the first floor "middle room" of the 1881 mill building, displays typical construction but a more irregular design. It can be accessed through two non-original doorways on the south facade, through fire doors on its east or west side, or through a doorway into the courtyard (Room 18). It also has an original stairway to the second floor (Room 7) in the northeast corner. In Room 3, however, the 1881 mill building narrows to accommodate along its northern wall the base of a tall water tower. The base of the tower is set on concrete footings in the eastern section of the courtyard (Room 18). The wall to the east of the tower base was erected by Marathon Motor Works during the construction of its "foundry" space in 1912. Except for the windows modified for doorways, Room 3 has maintained all of its original windows. An original elevator, in place at least by 1888, also runs between the first and second floors. Room 3 is currently being partitioned for office spaces.

Room 7, the second floor of the 1881 mill above Room 3, is an irregularly shaped but open space with typical mill features. A bridge constructed between 1888 and 1897 to link this floor the new second floor of the "opening room" building crosses the courtyard from the northwest corner of the room. The easternmost partition of Room 7 is located such that the second floor of the four-story tower on the south facade of the mill opens from the southeast corner of the room. The tower room is entered through a single open doorway flanked by two-pane, recessed, narrow rectangular sidelights sitting atop vertical

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wood panels. Above the door is a single-pane transom recessed inside an arched wood frame. The same pattern appears on the inside of the doorway, giving the entrance to the tower a highly decorative effect. The tower room is relatively plain. Its exterior walls are brick and the interior wall is lapped wood siding. The 9:9 double-hung, wood sash windows have wood framing and sills. Room 7 can also be accessed from Room 3 by way of an original staircase or by way of a fire door into Room 8.

Room 4 is a large, open space with typical construction at the easternmost side of the 1881 building and can be accessed either through a fire door from the "Artspace" passageway (Room 9) or through a modern doorway at the east end constructed by Werthan Bag Company between 1920 and 1931. An original stairway in the northeast corner leads to the second floor (Room 8), and a doorway in the extreme northeast corner of the room leads into the original one-story northeast section of the mill. Room 4 is currently being utilized to produce music videos, and all of the windows have been covered with wood paneling or fiberglass.

Room 8, the second floor at the easternmost end of the 1881 building, is a typical open space accessible either through the fire door into Room 7 or by way of the stairway in the northeast corner. The second floor of the three-story tower on the north side is completely open to this room and appears to have been utilized at one time as a bathroom.

Room 9 is a very irregular space leading through the first floor of the four-story tower on the south facade and into the "foundry" section of building now being converted in what the current owner refers to as "Artspace." The first floor of the tower is like a foyer, displaying original wood trim and wainscoting. A paneled doorway leads into a passageway between Rooms 3 and 4, and the original post and beam construction can be seen in this area. The passageway leads into the "Artspace" area past two bathrooms on the right and into what was open space during the textile phase of the Mill Building but which became part of the "foundry" space of Marathon Motor Work's alterations in 1912. The walls of this area display evidence of the evolution of the building, including exterior raised hood-molds and a variety of bricked-in window and door spaces. The three-story tower on the north side of the 1881 mill has become part of the east wall and the northern exterior of the 1881 mill has become the south wall of this space. The west wall separates this space

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from the courtyard (Room 18) and the base of the metal water tower, and the north wall is part of the original boiler room (Room 10).

The northwest section of Room 9 includes two remaining boilers and the base of the boiler chimney stack and is set off from the rest of "Artspace" by a brick half-wall. Some of the original boiler equipment is visible, including a metal flue from the boilers into the chimney. A clean-out at the base of the chimney can be seen at the southern base of the stack. The "Artspace" area to the east and southeast of the boiler section displays typical mill features, but with a few alterations from the Marathon period. The expansion of the original 1888 and 1897 "picker room" and "machine shop" by one bay to the north can be seen clearly in the changes to the roof line, as can the extension to the south which created the courtyard area (Room 19). This southern wall has a modern doorway into the courtyard and a recently-constructed window, also into the courtyard. The "Artspace" section is currently being divided into separate artist spaces using half walls in most areas. Several offices are fully enclosed at the east end of "Artspace".

Room 10 is the original boiler room of the textile mill period. It is a tall room, two stories high, and can be accessed either through a double door from "Artspace", through a doorway leading into the courtyard to the west (Room 18), or through a door placed inside one of the bricked-in arched openings on the north elevation. On the east side of the room a circular bricked-in opening for piping to the chimney stack during the textile mill years can be seen, as can the interiors of the bricked-in arched openings in the exterior, northern wall. The roof was raised by about three feet along the middle, probably when Marathon altered the "foundry" area and when it also enlarged the room by enclosing the space between the boiler room and the "opening room" building to the west. This extension also allowed Marathon Motor Works to place a door in the southwest corner of the room, which provides access to the courtyard area (Room 18).

Rooms 11 through 14 are much smaller spaces than those on the south side of the Mill Building. All display typical post and beam construction, concrete floors, and windows with segmental arches rather than the more elaborate raised hoodmolds on the 1881 building. Evidence of the changes to these buildings, including the construction of second floors, of connecting sections, of the bridges, and of new doorways is readily visible along the courtyard area. Room 11 is one of the larger rooms, and has four doorways into the

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courtyard and three (not original) along its north elevation. It also has two original doorways into Room 12, which has one doorway into the courtyard and another in its north-west corner. Room 13, the smallest of the four first floor rooms, has no northern windows and a doorway into the courtyard. It opens into Room 14, a larger room with several northern windows, a doorway into the courtyard, and a doorway leading out the platform on the north side of the 1912 addition. Rooms 11 through 14 are all being used currently for storage.

Rooms 15 through 17, the second-floor rooms above Rooms 11-14, are larger spaces than the lower floors with higher ceilings and impressive truss systems to support their roofs. The roofs of Rooms 15 and 16 are in serious disrepair, causing substantial water damage, and one of the large trusses over Room 16 has fallen to the floor. Room 15 is accessed from Room 7 by way of one of the bridges across the courtyard and has two doorways into Room 16. Room 17 jogs slightly along its northern wall, where a window looks out to the west. Rooms 16 and Room 17 can both be accessed by the other bridge, which crosses the courtyard from Room 5. This bridge, however, is currently blocked off on its north side. Rooms 15 through 17 are currently vacant and awaiting repairs to their roofs and floors.

Room 18, the larger of two courtyard areas, did not become a fully enclosed area until Marathon Motor Works made its alterations after 1910. Its most notable architectural feature is the fenestration of the north side of the original 1881 mill building, which also displays the typical long, regular rows of windows on both the first and second stories. The roof line along the courtyard also has the same pattern of dentils as the rest of the 1881 building. This elevation, of course, was originally the exterior of the textile mill, a fact which called for a more decorative appearance. By contrast, the windows and other architectural details on the buildings on the north side of the courtyard are much less elaborate, usually showing only segmental arch openings and no dentils. Occasional quoins can be seen where buildings have been connected or raised to second stories.

Room 19 is the second courtyard, a much smaller open area created when Marathon Motor Works expanded and enclosed portions of the northeast section of the mill. Original windows and a doorway on the 1881 mill have been bricked in on its eastern side, but those on its southern side (northern wall of the mill) remain open, if in disrepair. The

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original three-story water tower stands in the southwest corner of the courtyard, and a doorway leads into the "Artspace" at the western side. The northern wall of the courtyard has a doorway into the "Artspace" and a recently-built window.

Administration Building: External Architectural Description

[Photo references for the Administration Building are on Figures 2 (a-d)]

The original Showroom Building [see Figure 2 (a)] is located at 1305 Clinton Street, on the south side of the street directly across from the Mill Building. It was erected by Marathon Motor Works in 1912, and three additions were made to it by Washington Hoisery Mills when the company purchased the then-vacant building in 1920. These additions, all to the east of the 1912 section, enclosed Marathon Motor Works' tire-storage building at 1315-1317 Clinton Street and required demolishing five houses at 1305-1313 Clinton Street. The current building is made up of four component parts. From west to east these are: the 1912 Showroom Building; a three-story addition attached to the Showroom Building at right angles; a one-story entranceway; and a one-story workshop. Figures 2 (a) through 2 (e) are a series of floor plans which include a general outline of the Administration Building and a current floor plan for most (not all were available) of the floors of the four component parts. In order to describe the current building, this architectural description will examine each component, moving from west to east beginning with the 1912 Showroom Building component.

1912 Section of the Administration Building [see Figure 2 (a), Section 1]

The original office and showroom building is an early twentieth century industrial-style structure with late Classical Revival elements and decorative motifs that appear to draw upon Craftsman style and to anticipate Art Deco [See Figure 2 (a), Section 1]. It is a three-story, concrete and steel-reinforced building with brick veneer, built to house the first-floor automobile showroom and offices for Marathon Motor Works. The building is three stories high, five bays wide, and sits on a reinforced concrete foundation. It is of

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brick fire-proof construction, except for its unprotected iron columns, with reinforced concrete floors and roof.

The original windows were wood frame, double-hung sash installed side by side and three per bay. For current security purposes, the first-floor windows on the north facade have been replaced by a brick infill topped by transom windows (ca. 1987). The second and third-story windows have been replaced by thermal windows that reflect the original three-part design in each bay. The building's current street-level entranceway is located in the first floor's center bay, a contemporary grillwork and glass design replacing an original doorway to the office section of the building for reasons of security. The original entranceway was a single wood door with one small light topped by a decorative narrow-gabled roof. Vertical rectangular sidelights with lower panels flanked the door, and three similar horizontal windows formed a transom above the door.

A central door and windows on the west elevation, facing 14th Avenue, N. have been bricked in for security purposes. This facade originally opened into a factory showroom and featured the public entrance to the building. Thermal windows on the second and third floor continue around the building in the same pattern as the north facade.

The first-floor center bay of the south elevation displays two smaller square bricked-in openings of unknown origin. The protruding remains of I-beams appear in the three eastern-most bays. The 1931 Sanborn map shows a one-story building along the south wall with its south wall extending that of the three-story 1920s. Photographs taken by the current owner indicate that the I-beams later supported a covered area that has been removed. Again, the second and third floors feature new thermal windows reflecting the original window design.

Original sills, consisting of three continuous concrete forms, brick lintels, and a decorative brick frame surround the windows. On the second and third floor, decorative rectangular bands composed of three squares of blonde brick accent the window treatments. On all four facades of the Showroom Building, the separate bays are divided by slightly extended pilasters with decorative brickwork accenting the base and capitals. The capitals feature an inverted triangular design of blonde brick with inset turquoise-green tile forming a second small triangular motif. As evidenced by paint residue, at one time the wood-framed

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windows were painted green to complement the inlaid tile of stylized classical motifs that top the capitals on each pilaster. An alternating pattern of blonde brick rectangles are located above each pilaster and above each bay is a blonde brick diamond with turquoise-green tile inset in the center. This decorative detailing has maintained its integrity, even on the eastern side of the building which now serves as the western wall of the 1920s Washington Hosiery Mill addition.

A two-foot decorative band runs around the circumference of the top story of the building. Within this band a single rectangle of blonde brick spans the center bay of the south facade, possibly for displaying the company's name. The slightly-pitched roof is covered with tar paper and the roof line is highlighted by a decorative cornice of stepped-brick design capped by terra cotta tile.

1920s Additions [see Figure 2 (a), Sections 2, 3, 4]

Circa 1920 a three-story brick addition, in modified common wall bond, was attached to the east elevation of the 1912 building [see Figure 2 (a), Section 2]. The west elevation of this addition attaches to the Showroom Building at a right angle. Of its five bays, three of those on its west elevation have the exterior east wall of the 1912 building as an interior wall. The north elevation of the addition juts one bay out to the north of the 1912 Showroom Building. On the west side of this section, a first-floor entranceway and second and third-floor thermal windows replace what was originally a two-story doorway and a third-floor metal industrial window. An I-beam gantry, probably used for loading materials into the building, remains protruding from the addition's west elevation between the second and third floors. On the two-bay north elevation of this section, the current owner has replaced the original metal casement windows on the second and third stories with three-part, metal thermal windows. The bottom windows have been bricked in for security.

The south elevation of the 1920s addition also juts out from the south elevation of the 1912 building. Here, original paired 12-light metal industrial casement windows remain on the second and third floors. The bottom floor of this section is the exterior wall of Marathon's tire storage building that was incorporated into this addition. Several windows have been bricked in, and a loading door has been added. This section also includes

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a plain, square brick tower at the southwest corner. On the western side of this section, original 12-light, paired metal industrial casement windows have survived on the second and third floors. The first floor of the area below the windows has been modified by the current owner to include a metal staircase leading up to a metal security door and a ground-level loading door covered by an awning.

The east elevation of this 1920s addition shows all five bays, although only the upper two stories are visible above the entranceway addition. The original paired, 12-light metal industrial casement windows are present, separated by three decorative brick pilasters on the central portion of the building.

This building features a limestone foundation and a stepped terra cotta ridge cap. The one-story brick tire storage unit used by the Marathon Motor Works was incorporated into this addition. The ghost of the one-story building is visible on both the exterior and interior of the south and west facades, and when the current owner opened a door into the west side, he removed the remaining roof of the tire storage unit that was enclosed in the building when the addition was constructed.

A nine-foot wide enclosed brick space that serves as an entranceway [see Figure 2 (a), Section 3] connects the three-story 1920s addition to a one-story 1920s workshop [see Figure 2 (a), Section 4]. On the south facade, it features a 24-light metal window above a ground-floor entrance to an office space that originally functioned as a boiler room. The current owner removed a boiler and an original stack. The entranceway on the north side provides access, by way of an interior brick stairway, to the 1920s workshop area. The current owner bricked in the lower portion of this addition, replacing a wood door, and added a grilled metal door for security. This entranceway is accented by a patterned-brick arch with a cement keystone. An awning covers the doorway. Inside the doorway, at the top of the stairs, is a brick wall with a second narrow metal door. The workshop opens to the east of this doorway. The middle of the entranceway section has an interior room.

The fourth component of the Administration Building is the square, one-story workshop, of brick construction on a limestone foundation, and featuring eight bays on its north, south, and east elevations [see Figure 2 (a), Section 4]. The quality of both brick and stone work are cruder than that of the other 1920s additions, reflecting the utilitarian

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quality of this addition, even though the keystone design has been duplicated above vents on both ends of the north facade. In the irregularly spaced bays on the north elevation, four still retain their original paired 12-light metal windows, while the remaining bays have been bricked in. On the east elevation all eight windows have been filled in with concrete blocks. Six of the eight bays on the south elevation have been bricked in and the remaining two have been modified to create an employee entrance and receiving entrance. The metal, low-pitch, gabled roof of the workshop retains the original iron-truss rafters, but an original 4'-high dormered skylight running along the southern side of the roof and a hip-roofed skylight running along the middle of the northern roof have been replaced with flat opaque fiberglass panels. Because of deterioration, the hipped roof-ends on both halves of the workshop have been altered into gable ends.

1912 Section of the Administration Building: Interior Description

The Showroom Building is undergoing adaptive reuse by the owner to accommodate of-
fice and studio space for tenants. The current owner has retained the original inlaid tile
entrance floor, the three-story wood staircase, and a weathered oak arch over the stairs.
The first-floor stair newel post and all doorway woodwork contain an inverted double-
triangle or double-V design that reflects the exterior brickwork decoration. Throughout
the building the current owner has also retained the original woodwork when possible as
well as several fire doors constructed in window openings on the east side of the 1912
building when the 1920s additions were built. Reproductions of the original woodwork
design have been used to replace damaged or missing woodwork and, where adaptive re-
use has created new office space, the original woodwork design has been carried over.
Among the internal alterations is the addition, prior to 1931, of an elevator shaft along the
south wall of the building. The building retains its original concrete floors and the steel-
reinforced concrete with iron supports from which it was constructed are evident within
the interior.

The first floor [see Figure 2 (b)] contains two office suites on either side of a central foyer
from which the staircase rises on the southern side. Both suites were constructed by the
current owner, and the space on the west side of the foyer was the original automobile

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showroom of the Showroom Building. The space on the east side of this floor was created by the current owner (ca. 1987) by building enclosing a room for his office within a serpentine wall. Similar walls are utilized on the east side of the second and third floors of this section. The first floor of the 1920s addition to the east can be accessed from this office through an original fire door cut through one of the original windows in the northeast corner of the 1912 building.

The second and third floors [see Figures 2 (b) and 2 (c)] have also been partitioned into office spaces by the current owner. On the second and third floors he has constructed similar serpentine stucco walls along the southern side in a design which keeps the original stairway open and which creates hallways along the south side from the top of the staircase to fire doors that lead into offices on the second and third floors of the 1920s addition to the east.

1920s Additions: Interior Description [see Figure 2 (a), Sections 2, 3, 4]

The first floor of the three-story 1920s addition is an open space with heavy post and beam construction. The north side has no finished floor, but the south side has a concrete floor and is being used for storage. Opening up this first floor space included removing the roof of the tire-storage building that was incorporated into the 1920s building. The second floor [see Figure 2 (e)] is occupied by offices for an architectural firm and a recording studio. It maintains the original post and beam construction and is partitioned into separate workspaces. The third floor is a large open area, also with original post and beam construction, that is rented out for special events. The current owner has constructed a private suite with bath in the northeast corner. The area around the fire door opening on the west side displays some of the decorative brick and tile work from the top of the 1912 building. As in other parts of the Administration Building, the owner has replaced some of the hardwood flooring.

The entryway area, the third component of the Administration Building, has been modified extensively. The current owner removed a boiler and stack in its southern end, added a roof to the former boiler area, and placed a 24-light metal window and doorway at the

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south end. On the north end, he bricked in a portion of the north facade to install a security door. The short stairway within this area leads from the north entrance to a landing between the first floors of the other two 1920s additions.

The interior of the one-story circa 1920 workshop features a concrete floor and a large open work space that is currently being used to fabricate custom office furniture. At the rear of the workshop (west end) is a storage room with an overhead office space. Original metal trusses support two separate gabled roofs, and flat, opaque fiberglass panels serve as skylights.

Although the Mill Building has received minor alterations through the separation of spaces, the addition of windows and doors, and the connecting of exterior and interior spaces over its one-hundred years; these changes have not affected the building's integrity in any significant manner. At first glance, it appears to be a surviving late nineteenth century textile mill. Upon closer examination, both inside and out, however, the changes made by Marathon Motor Works are readily visible. Marathon, however, was careful to modify the building in such a manner that the original textile mill appearance was maintained. Although the 1912 addition to the west side is clearly different and less architecturally detailed, it continues to look "industrial" and is very compatible with the original 1881 building and its additions. The Mill Building has suffered some deterioration, particularly of its wooden window sills and wood-sash windows. Several trusses have collapsed over Room 15, causing water damage, but these can easily be repaired. The Mill Building, then, displays the historical evolution of the building as it changed its function from a textile mill to an auto manufacturing plant as the American economy changed in the late nineteenth and early twentieth century.

The Administration Building has been altered somewhat through the replacement of original wood-sash windows with metal windows that do not completely reflect the original window design; through bricking in some windows on various elevations and a showroom doorway on the west elevation of the 1912 Showroom Building; through removal of skylights from the roofs of the one-story workshop section on the east side; and through alterations in some of the interior spaces. Because of these changes, the Administration Building is nominated here as a non-contributing building (N/C). This building, however, still maintains much of its integrity and most of the alterations are

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reversible. Moreover, it is integral to this nomination because the building is an essential component of the evolution of this industrial site. Marathon Motor Works initially built the 1912 Showroom Building, which has evolved through other functions, to provide office space and a showroom for its automobile production across the street. The Administration Building, then, cannot be separated historically from the Mill Building, since it is an integral part of the history of the Marathon Motor Works site.

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VIII. Statement of Significance

The two Marathon Motor Works buildings, now known as “Marathon Village,” are separate but related buildings located at 1200-1310 Clinton Street (“Mill Building”) and 1305 Clinton Street (“Administration Building”) in Nashville, Davidson County, Tennessee. Marathon Motor Works is eligible for listing in the National Register of Historic Places under Criterion “A” for its local and state-wide significance because of its contributions to the industrial history of Nashville and Tennessee from 1881 to 1914. The buildings represent an evolution in industrial use that reflected the changing economic climate of Nashville and the state from its origins as a cotton mill in 1881 through its adaptation and alteration as an automobile manufacturing enterprise from 1910 until 1914. The Mill Building was vacant from 1984 until 1992 and the Administration Building from 1955 until 1986 (except for some warehouse use) when developer Barry Walker purchased them for his adaptive reuse project termed “Marathon Village.” Both buildings represent the influence of the post-Civil War “New South Movement,” an effort on the part of many prominent southerners to develop industry in the region in order to modernize the region more along Northern lines. While textile industries appeared in various southern states, particularly urban areas and along the Piedmont, automobile manufacturing was very unusual. Marathon Motor Works, then, is significant not only at the local level, but also at the state level as the only successful auto manufacturing operation in the state and perhaps in the entire South. While some businesses assembled automobiles in other southern states, none actually manufactured the cars from beginning to end.

Although the Mill Building has experienced minor alterations through the separation of spaces, additions, and the connecting of exterior and interior spaces over its history since 1881, these changes have not destroyed the building’s integrity and it can be nominated as a contributing building (C) under Criterion “A.” The Administration Building, however, has been altered substantially enough to suggest that it be nominated as a non-contributing (N/C) building, because of the changes, but included in the nomination because of its close ties to the development of Marathon Motor Works between 1910 and 1914. The Showroom Building, built by Marathon in 1912, makes up the western section of the Administration Building and is particularly significant because it served as the office and showroom building for the expanding automaker. Although non-contributing, the Administration Building is an extremely important unit for understanding the evolution of this industrial site and is an integral part of the historical evolution of an important industrial landscape in Nashville, Tennessee, and the South. Both the Mill Building and the Administration Building reflect adaptation to changing economic climates and serve as

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an illustration of the New South movement's efforts to bring industry to the South. The Marathon Motor Works site is still evolving and will continue to represent and explain Tennessee's industrial landscape.

Since the water tower was erected after the 1881-1914 period of significance, it is nominated here as a non-contributing (N/C) structure.

Large, historic industrial sites from the state of Tennessee are not common on the National Register of Historic Places, and most listings for industry are for smaller operations such as grist and cotton mills, early iron facilities, depots, or warehouse districts. Southern Engine and Boiler Works (NR 2/11/93), Marathon Motor Works parent company in Jackson, Tennessee, has been listed, as has the Bemis Historic District in Jackson (NR 12/16/91). Other listings include Turnbull Cone and Machine Company in Chattanooga (NR 7/15/92), Transportation-Related Properties (railroad and highways) in Jackson (MPDF) and Borden Powdered Milk Plant in Fayetteville (NR 7/14/88). Cummins Station, an impressive adaptive reuse project in Nashville (NR 11/17/83), has also been listed on the National Register.

Nashville Cotton Mills, known after 1894 as Phoenix Cotton Mills, constructed the first section of the Mill Building on the north side of Clinton Street in 1881 but quickly expanded the building in 1885 and 1887. Nashville Cotton Mills represents the expansion of Nashville industry during the New South era and the close relationship between industrial development and the consolidation movement of the railroads. The development of a textile industry in Nashville is a significant symbol of the New South's struggle to change its role from a supplier of raw materials for Northern manufacturers to a producer of finished goods.

The emergence of cotton mills in Nashville is part of the larger New South movement to "bring the cotton mills to the cotton fields." As a result, textile manufacturing was gradually shifted southward from New England to the southern Piedmont and to various rising railroad centers in the South. Here railroads, waterpower, and an abundant supply of cheap white labor made cotton manufacturing profitable. The Nashville Cotton Mills was the first in a series of industrial ventures initiated by local boosters with close ties to the Nashville, Chattanooga and St. Louis (NC&StL) and the Louisville and Nashville (L&N) railroads and to the local banking establishment. The impetus for industrial development represented generational conflict with the younger business elite, many of them veterans of the Civil War, adopting the New South Creed with vigor. Along with

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National Manufacturing Company, also built in 1881 along the rail line at Robertson Street, the Nashville Cotton Mills spearheaded the development of an early industrial corridor from 12th to 16th Avenues, North along what had been Nashville and Northwestern (N&N) railroad tracks before the NC&StL was formed. Other factories built shortly thereafter included the Nashville Woolen Mills and the Phillips & Buttorff foundry, both located on the north side of the railroad tracks across from the Nashville Cotton Mills.

In 1910, Marathon Motor Works took over the vacated former Nashville Cotton Mills and Phoenix Cotton Mills factory at 1200 Clinton Street, which it expanded and altered to suit the automobile manufacturing process. In 1912 Marathon Motor Works built a new office and showroom building at 1305 Clinton Street and added 40,000 square feet to the west elevation of the Mill Building. Marathon Motor Works contributed to Nashville's pre-World War I industrial development as the South's premier attempt to compete in the national automobile industry as it produced the "Marathon" automobile between 1910 and 1914.

The Marathon buildings exemplify Nashville's industrial evolution and diversification as part of the New South movement between 1881 and 1914. Cotton manufacturing came to Nashville earlier than to the Piedmont and flourished due to the efficiency with which finished products could be transported across the South and to port cities. In 1882, cotton was the third-leading commercial activity in Nashville, following only the grocery and grain-milling industries and producing \$6 million in annual receipts. By 1907, however, industries associated with cotton had disappeared from the list of top ten commercial activities.¹ As cotton manufacturing found cheaper labor available in the Piedmont and as middle Tennessee farmers moved to tobacco and grain production, Nashville's cotton industry declined in significance and a twentieth-century technology replaced an outmoded nineteenth-century one. The "Marathon" auto looked to the future, but also reflected the local passing of the cotton industry that had sustained the Nashville Cotton Mills.

The Mill Building served as warehouse space for Werthan Bag Company until 1984. The Administration Building operated as a manufactory for Washington Hosiery until 1955, although Bond-Chadwell Company purchased the original 1912 Showroom section for storage in 1943. After 1955 the Building was utilized for storage or stood vacant until being purchased by Barry Walker in 1986. Both buildings are now being redeveloped under Walker's ownership as "Marathon Village," an adaptive reuse project that will provide office and studio space for small businesses and individuals allied with the music

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industry and the fine and applied arts. Its location practically underneath I-40 provides a time capsule of change as automobiles and trains share the same industrial landscape.

Nashville's history in the last half of the nineteenth century was closely tied to regional and national trends, including the expansion of the railroad across the countryside, the Civil War, and the economic boom and bust following Reconstruction. Between 1860 and 1910, Nashville's population increased 550 percent, from a pre-Civil War population of 16,988 through an 1880 population of 43,350 to a 1910 population of 110,364.² As the New South ethos of industrial development and civic boosterism captured the imagination of the city's young entrepreneurial businessmen, Nashville's importance as a railroad hub made possible the economic development of the city.

In the decade of the 1850s, Nashville and Tennessee experienced the introduction and amazing growth of the railroad industry. The first organization to begin laying track was the Nashville and Chattanooga (N&C) rail line, which operated along its entire route for the first time in February 1854. The Nashville and Northwestern (N&N), also chartered in 1854, began operations in 1860 and expanded westward from Nashville to the Tennessee River by 1864. The L&N completed its entire line in 1859, and the Nashville and Decatur (N&D) line was functioning by then as well. By the opening of the Civil War, then, Nashville was connected to major trade centers: the Ohio River by one line, Chattanooga by another, and the Mississippi River through Decatur, Alabama by a third. The Chattanooga connection enabled goods to flow between Nashville and Atlanta, and from there to the Atlantic ports of South Carolina and Georgia.

The strategic importance of rail networks made Nashville and Tennessee pivotal in the Civil War and ensured the regional rail network's survival. As an occupied city from 1862 until close to the war's end, Nashville was a supply and distribution center for Federal troops as they moved through Tennessee and into Georgia for the 1864 Atlanta campaign. The Federal forces maintained the city's transportation infrastructure, and perhaps accidentally set the scene for Nashville's economic recovery and advancement during Reconstruction.

In the postwar years, the N&C company bought the N&N line, and the name of the enlarged enterprise was changed to the NC&StL in 1872. The L&N was also expanding by laying track and buying smaller lines. Through secret negotiation in 1880, it would acquire a majority of NC&StL stock. Although this ensured the L&N a monopoly in Tennessee, the L&N allowed its old competitor to keep its original name until 1957.

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By the early 1880s, the railway system made it possible for interior cities of the South to compete effectively for industrial development, in part by eliminating the need to transport raw materials from the South to northern industrial areas. This trend helped to bolster Nashville's population and encouraged the establishment and growth of industries such as the Nashville Cotton Mills.

Nashville Cotton Mills was incorporated in 1881, with a substantial capitalization of \$300,000, by Godfrey Fogg and Trevanion Dallas, both Nashville businessmen of note. Fogg was born and raised in a distinguished Nashville family. A Civil War veteran and Yale-educated attorney, Fogg became a lawyer with the NC&StL railroad and was instrumental in the L&N's takeover of this line in 1880 in an act of subversion for which he was locally reviled. Fogg survived the scandal and went on to be chief counsel for the L&N and a leader of the community through club and public efforts. Subsequent business failures, however, ruined Fogg financially and, at his death in 1902, his estate and personal possessions were sold to pay creditors.

Trevanion Dallas was not a native of Nashville or Tennessee. Following his service with the Army of Tennessee and after a European sojourn with a royal relative, Dallas settled in Nashville in 1869. Beginning in the dry goods business, he collaborated with Fogg in the founding of Nashville Cotton Mills, using capital raised from his New England friends to expand the business. Dallas, in addition to his position as Treasurer of the Nashville Cotton Mills, was the Treasurer and General Manager of Dallas Manufacturing Company, a mammoth cotton mill in Huntsville, Alabama. Founded in 1891, Dallas Manufacturing Company involved Nashville businessmen including Fogg as stockholders in Dallas' Huntsville endeavor. The Huntsville mill became the largest cotton manufacture in the South at the time, and it would take more and more of Dallas' attention in subsequent years.

In Nashville, the Fogg-Dallas effort in 1881 created the original two-story (84,000 sq. ft.) Italianate-style factory that occupied most of a city block from Clay Street (now 12th Avenue, N.) to Watkins Street (now 14th Avenue, N.), facing Clinton Street. Named Nashville Cotton Mills, it was the first mill in the South to manufacture finer grades of brown cotton (Hermitage fine brown Sea Island sheetings). Because of the popularity of the mill's product, two additions were completed in 1885 and 1887, increasing its capacity by 12,000 spindles. One of these two additions is the three-story section attached to the original west elevation of the mill and jutting outwards toward Clinton Street. The other addition appears to be the one-story section to the northeast of the 1881 building, referred

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to in the 1988 Sanborn map as the "picker room" and "machine shop," although this is not entirely certain.

By 1891 this building represented invested capital of \$450,000 but the business expanded in 1891 through the acquisition of the National Manufacturing Company. National Manufacturing Company had also been built in 1881, by Edward Stahlman, and was located to the west of Phillips & Buttorff along the railroad corridor at Robertson Street, later renamed 17th Avenue, North. Upon purchasing the new enterprise, the owners designated the original Nashville Cotton Mills on Clinton Street as Mill "A" and the newly-acquired building as Mill "B".

In 1880 vacant land existed between the future Nashville Cotton Mills' site and a residential and commercial development along Line Street (now Jo Johnston Avenue) two blocks to the south, except for the Watkins Seminary at Clay and Milson Streets. By the 1900 census, however, a distinct housing area had been constructed in this area bounded by Clinton, Milson, Clay, and Park (now 16th Avenue, N.) Streets. The 1888 Sanborn maps show approximately thirty-five small houses (most now destroyed) that are identified in the 1900 census as rental units.

The 1900 census enumeration reveals that many of the residents of this four-block area worked in the cotton mill as spinners, weavers, and laborers and that these cotton mill workers were either the young sons and daughters of the householder or boarders in these families. While some workers were as young as twelve years of age, most were teenagers and young men and women in their twenties. The families living in this "mill village" were all European-American, following the general pattern for southern textile workers; a majority of them were natives of Tennessee. The number of mill workers in the area did not represent the full complement of the 600 employees of Nashville Cotton Mills. The development in 1881 of the Line Street and Watkins Park Railroad Company, a streetcar company routed along Line Street from the Public Square to the stockyards at Robertson Street, undoubtedly provided a means of transportation for additional workers to reach the mill.

The 1900 census also demonstrates that the mill village area and the Line Street strip represented an island of European-American residence in a predominately African-American community. By the 1910 census, taken shortly after the Phoenix Cotton Mills closed, the rental houses formerly occupied by mill workers were rented to African Americans. Line Street did not change its racial composition until the 1920 census. Between 1880 until

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sometime after 1910, it contained numerous small businesses, such as druggists and grocers, whose mainly European-immigrant owners lived above their shops. The mill superintendent's house was also located on Line Street, along with homes of several other men who were identified in census records as businessmen or workers connected with the railroad.

Only remnants of this mill village remain today. The Watkins Park Cumberland Presbyterian Church, a modest board-and-batten Gothic Revival structure, was built in 1886 at 1414 Line Street where it remained active until approximately 1917, when the congregation relocated to 17th Avenue, N. Various congregations occupied the church building until 1979 when the Jones Tabernacle vacated the property. Today, only six of the original rental houses in the mill village area remain, one of which has been renovated by the current owner of the Marathon Village development. The Jo Johnston public housing project, built in the 1950s, faces Jo Johnston Avenue on the south and remnants of the commercial development remain on the north side of that street.

Although cotton manufacturing declined in urban areas after 1885, the bold industrial spirit of the mill's owners, combined with pioneering the production in the South of fine brown cotton sheeting, guaranteed the continued strength of the Nashville Cotton Mills. A series of other factories appeared around these large mills, adding substantially to the development along this western industrial strip. These factories manufactured a variety of cotton goods: men's overalls and shirts, womens' dresses, cotton bags for flour millers, mattresses, and a wide assortment of other cotton goods.

During the 1893-97 depression, when eight of the thirteen Nashville banks failed, the economic climate of the period forced the reorganization of the Nashville Cotton Mills. In February 1894, Nashville Cotton Mills was reincorporated as Phoenix Cotton Mills by Fogg, Dallas, John Thomas, and A. H. Robinson to replace Nashville Cotton Mills "A and B". It is Robinson who would later provide a link between the Nashville Cotton Mills and Marathon Motor Works. With Fogg's death in 1902 and Dallas' preoccupation with other business ventures, Robinson took charge of the Phoenix Cotton Mill and continued production until approximately 1908.

After the Depression of 1893-97, Nashville began to rebuild stronger than ever, as the city's pre-eminent businessmen, hopeful of making Nashville one of the leading cities in the United States, began to promote economic growth through business clubs. Although the entire dream was not realized, they were able to generate enthusiasm and economic

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growth. It was during this push for growth that A. H. Robinson, also vice-president of a Nashville bank and owner of the Maxwell House Hotel, noticed a small company in Jackson, Tennessee which was making a name for itself. Needing a new tenant for the vacated Phoenix Cotton Mills site, he persuaded Southern Engine and Boiler Works car manufacturing division in Jackson, Tennessee to relocate to Nashville.

Southern Engine and Boiler Works had been manufacturing gasoline engines since 1884. But what had sparked so much interest in the company was its venture into manufacturing cars in 1906, when the company allowed William Collier, then an apprentice engineer, to design a car. This venture was successful and the firm was manufacturing automobiles by 1907. Collier originally deemed his creation the "Southern," and between 1907 and 1909 the Southern Engine and Boiler Works car manufacturing division produced approximately 600 "Southern" automobiles. In 1910, the company decided to change the name of the "Southern" after it was discovered that another car manufacturer was also utilizing the name. In that same year, Southern Engine and Boiler Works held a contest to change the name of the "Southern". A local Jackson girl coined the winning name "Marathon" as a tribute to the 1904 Olympics held in St. Louis. In 1910, A. H. Robinson purchased the Marathon division and relocated it to the vacated Phoenix Cotton Mills site in Nashville. The site then became known as the Marathon Motor Works.

The "Marathon" had the distinction of being the only mass-produced car ever created and manufactured in Tennessee-and in the South-until the Saturn Corporation located its manufacturing division in Spring Hill, Tennessee in the late 1980s. While other cars were assembled in the South, none were completely manufactured in Tennessee or the South before Saturn and Nissan began operations. In Tennessee, one other automobile, the "Nyberg", was assembled in Chattanooga during the years 1911-1912. The "Nyberg" was being manufactured in Anderson, Indiana, but Henry Nyberg opened an assembly operation in Chattanooga in March, 1911. By the fall of 1912, however, Nyberg faced bankruptcy and went out of business after producing only a few hundred cars.

Automobiles were also assembled in other Southern states during the early years of the automobile industry. In Henderson, North Carolina, for example, Richard J. Corbitt began selling two styles of an \$800 automobile in 1907. He redesigned the cars in 1912 to be sold at \$1750 and \$2000, but competition with mass-produced autos from Detroit led to the quick demise of his company by 1914. Corbitt was able to survive, however, by producing a specialized truck. Another automobile appeared in Rock Hill, South Carolina,

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after Marathon went out of business in 1914. Called the "Anderson" after its founder, John Gary Anderson, this model would be produced from 1916 to 1926.³

In its genesis as the "Southern," the "Marathon" pre-dated Henry Ford's Model T (1908) and represented the highest-quality manufacturing for the automobile industry during this period. In 1909 the "Southern" came in only two models, the A9, a five-seat touring car, and the B9, a rumble seat roadster. Both had 35 horse power, 4-cylinder engines, and each car cost \$1500. Such a price placed the "Marathon" more in the luxury class than Ford's Model T, which hit the market in 1908 at \$850. Like other such cars in these years, the Marathon was more expensive because of its attention to detail. Its opulent fittings afforded the owner every possible luxury, including dash-board lights, a cigarette lighter, double rear-wheel brakes, and a state-of-the-art transmission system. The Marathon body was layered with twenty coats of paint as well. Nashville automobile buyers were five times as likely to purchase a "Marathon" over its northern counterparts. The city of Nashville even selected Marathon Motor Works to produce its first gas-run fire engine, which was placed in service in 1912.

From 1910 to 1913, the Marathon Motor Works produced approximately 5,000 automobiles. Confirming the success of the Marathon Motor Works was the construction of the new \$40,000 office and showroom building in 1912, located directly across Clinton Street from the converted factory. Marathon Motor Works spared no expense in the construction of the brick and concrete building, which housed eighteen offices, a general sales office and a showroom for the "Marathon" automobile. The interior was decorated with fine, weathered oak and patterned floor tiles in the foyer. A 40,000-square-foot addition was also constructed and attached to the western elevation of the Mill Building in the same year. The expansion of the work force also illustrates the success of Marathon Motor Works, growing from an original 75 workers in 1910 to 400 by 1913.

William Collier decided to test the "Marathon" in one of the most prestigious touring competitions in the country, the Glidden Car Tour, that originated in New York City and ended in Jacksonville, Florida. In order to receive a perfect score, competitors had to arrive in Jacksonville before the expiration of 12 competition days, requiring an average travel distance of 116 miles each day. On October 14, 1911, four "Marathon" cars began the tour; all four completed the competition with three out of the four achieving perfect scores. After the Glidden Car Tour, A. H. Robinson, at the time the acting president for Marathon Motor Works, held a banquet for the participants and company officers at his Maxwell House Hotel in Nashville.

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The "Marathon" also had a special role in the "good roads movement" that emerged in Tennessee and the South in the early twentieth century, a movement which would ultimately influence the decision to construct the Dixie Highway through Tennessee after 1915. A spin-off of the good roads movement in Tennessee was a 1911 proposal to construct a state highway from Bristol to Memphis. When it was suggested that automobiles might be used to conduct the survey, the Tennessee Highway Commission appealed to Marathon Motor Works to use two of its touring cars to inspect the Eastern and Western Divisions. In separate tours of the eastern and western halves of the state, the two "Marathons" performed admirably, climbing Cumberland (now Monteagle) Mountain with ease, offering many Tennesseans their first glimpse of an automobile, plowing through mud, and fording rivers in a trip that covered over 2,000 miles. According to the "Marathon's" manufacturer, the effort "aroused more enthusiasm on the subject of good roads than anything which was ever attempted in Tennessee."⁴

"Marathons" were sold to people throughout the United States, reaching as far as Tampa, Florida; Atlanta, Georgia; and Cleveland, Ohio. In 1912, Marathon Motor Works sold its first cars overseas in places like London, England and Dublin, Ireland. Originally, the Marathon Motor Works designed and built the same two models, the "A9" and the "B9," as they had at Jackson. The company's tremendous success in Nashville, however, probably influenced decisions to expand its offerings, decisions which appear to have contributed substantially to the eventual failure of the auto manufacturer.

The first expansion occurred in 1911, as shown in an ad in McClure's magazine offering five models (Torpedo Touring Car, Four-Door Touring Car, Standard Touring Car, Standard Roadster, and Torpedo Roadster) ranging in price from \$1500 to \$1700. Its 1912 monthly magazine, The Pace Maker, however, displayed eight models.⁵ In 1913, the officers made a fateful decision, electing to expand the line to twelve models in an action that appeared only to compound other internal problems in the company. By 1914, changes in management were creating instability at Marathon Motor Works. William Collier, the original designer of the "Marathon" who had moved to Nashville to continue with the development of the company, had been demoted in 1913 and excluded from all management decisions. Also in 1913, the Marathon Motor Works had witnessed a further change in management when the Herff-Brooks Corporation of Indianapolis took charge of the marketing arrangements for the firm. Brooks was also one of the original Marathon Motor Works' investors when the venture began in Jackson, Tennessee in 1907.

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Even more significant to the company, however, was a lawsuit filed against Marathon Motor Works for non-payment of funds by three supply companies, the Driggs-Seabury Ordinance Company of Pennsylvania, the Ross-Meehan Company of Chattanooga, and the Ohio Top Company. Though it was eventually dropped, this lawsuit caused extensive damage to Marathon Motor Works. Already weakened economically by its over-expansion in manufacturing and changes in management, the company filed for bankruptcy in 1914.

In an affidavit taken in May 1914, a disgruntled William Collier complained that the company management, since July 1, 1913, had been conducting the company in an "extremely unprofitable manner."⁶ From August 1, 1913 through December 31, 1913, only 246 cars had been sold, at a loss of \$85,569. Collier added in his affidavit that the losses continued to increase. He also charged that the main officers of the company, George Killebrew (President) and Harry Berry (Secretary), had been liquidating the affairs of Marathon Motor Works without the consent of the Board of Directors for the company or the stockholders, which resulted in severe financial losses after July, 1913. This maneuvering amounted to at least \$800 a day in losses for Marathon Motor Works.

In 1915, Marathon Motor Works was bought out by the Herff-Brooks Corporation of Indianapolis. The new owner moved the Marathon Motor Works equipment and inventory to Indianapolis, and the Marathon Motor Works factory in Nashville continued as a parts plant for Herff-Brooks until 1918, under the management of Harry Berry, the company's former Secretary and Treasurer. From 1918 to 1920, the Marathon Motor Works buildings remained empty. In 1920, however, Washington Hosiery Mills set up its manufacturing operations in the 1912 Showroom Building and began adding the new sections to the east. In the same year, Werthan Bag Company began utilizing the Mill Building for storage.

The demise of Marathon Motor Works in 1914 clearly reflected a combination of mismanagement and overexpansion. Auto historians, however, have pointed to a number of other factors which contributed to the instability of the automobile industry in its early years, and especially between 1910 and 1920. Some, for example, suggest that producers of more expensive automobiles might have saturated the market, especially outside major urban areas and in parts of the nation where roads continued to be underdeveloped for local or tourist automobile traffic. Others point to the relatively high cost of finer cars, well beyond the reach of ordinary American families. One historian argues that southern leaders, particularly bankers, were reluctant to provide financial support to nascent auto producers

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for a variety of reasons, including fear of the effect of industry on southern agrarian traditions; a short-sighted notion that the automobile was merely a passing fad; a belief that northerners would not buy inferior southern products; and a generally negative view of the ability of the South to compete with the more industrialized North.⁷

By the time of its demise in 1914, however, Marathon Motor Works was competing in a national market which was being transformed very rapidly by the mass-production techniques of various automakers, particularly Henry Ford. Between 1903 and 1907, American auto production totaled 136,830 cars, but between 1908 and 1912 the figure rose to 970,986. Even more dramatic was the next five-year period, 1913-1917, when the total reached 5,515,641 cars. Although Ford was not the only mass producer of cars during these years, it was the development of Ford's assembly-line techniques after 1914 which thoroughly revolutionized the industry. In 1912, for example, 43.8 percent of all autos sold for less than \$1,000; by 1915, the number was 72.3 percent. As production increased, prices fell. In 1908, Ford sold 5,986 "Model Ts" for \$850 each. By 1916 he was producing 577,036 "Model Ts" for only \$360 apiece.⁸

To succeed in such an environment, Marathon Motor Works would have had to develop either similar mass-production techniques or a specialized market niche. The company appears to have attempted a compromise between the two approaches. In 1912, for example, its eight models ("K-20", "L-30", "M-40", and "N-50", each in two styles) were built on four chassis, with many common features, and with prices as low as \$685 for the "K-20" roadster and \$850 for the "fore-door" [sic] tourist. The 1913 alterations (12 models in 3 series: "Runner," "Champion," and "Winner") eliminated its highest-priced car, a \$3,250 "N-50" limousine and its lowest, the \$685 "K-20" roadster in favor of the 12 models ranging from a low of \$875 to a high of \$1800. At the same time, Herff-Brooks took over marketing of the cars, announcing in the Nashville papers that the new prices would make demand for "Marathons" "practically unlimited." Expected output in 1913 was 5,000 cars from the 250,000 square foot factory, an enterprise that H. H. Brooks had claimed in 1912 could produce 10,000 autos annually.⁹ Unfortunately for Marathon Motor Works, that potential was never realized.

If the economic promise of the only automobile manufacturer in Tennessee and the South before Saturn and Nissan was not fulfilled, the company had made a contribution to economic expansion in the pre-World War I years. The earlier economic boom slowed after the war, but Nashville businesses continued to expand and grow. The area now designated as "Marathon Village" became warehouses for many prestigious companies in

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Marathon Motor Works, Davidson County, TN

Nashville, since the railroad provided easy access to the transportation of goods. Only Washington Hosiery Mills maintained the earlier manufacturing tradition after 1920.

In 1920 Washington Hosiery Mills moved into the vacated Marathon Motor Works Showroom Building; subsequently the company expanded and converted the building into a manufacturing plant and added a warehouse stretching to 1321 Clinton Street.¹⁰ The Mill Building was slightly altered by the Werthan Bag Company to warehouse "burlap and cotton bags, second hand burlap and cotton bags, cotton bagging, ties, sugar bag cloth and cotton patches."¹¹ This site remained in the Werthan Bag Company, or a business affiliated with them (Werthan, Morgan, Hamilton Bag Company, 1929-1930; Swingley Warehouse Corporation, 1930-1933) until 1984 when the warehouse was sold to Nole and Andrews which subsequently sold it to Barry Walker in 1992 for renovation and adaptive reuse.

During World War II, the city's boosters were extremely optimistic about Nashville's potential for war industries. Wartime enterprises and defense contracts had many of Nashville's firms converting to war production. All of the major textile firms produced uniforms, Dupont made parachutes, and Werthan Bag made sandbags.¹² Other companies manufactured pontoons, shell and torpedo parts, contributing to the war effort.¹³

Washington Hosiery Mills continued to manufacture until 1955. However, the company reduced its space in 1943 by selling the Administration Building's original 1912 Showroom section to Bond-Chadwell Company. After Washington Hosiery's demise in 1955, various Nashville businesses utilized the Administration Building for warehousing, although the Building also stood vacant at times. The Administration Building was vacant when Barry Walker purchased the structure in 1986 for renovation and development.

¹ Don H. Doyle, Nashville in the New South (Knoxville: University of Tennessee Press, 1990), 42, citing Manufacturing and Mercantile Resources of Nashville Tennessee (Nashville, 1882) and Year Book of the Nashville Board of Trade, Nashville, Tennessee (Nashville, 1908), 15-16.

² Don H. Doyle, New Men, New Cities, New South: Atlanta, Nashville, Charleston, Mobile, 1860-1910. (Chapel Hill: The University of North Carolina Press, 1990).

³ There is very little information available on automobile production in Tennessee. The best sources on the South as a region are Robert E. Ireland, Entering the Auto Age: The Early Automobile in North Carolina, 1900-1930 (Raleigh: Division of Archives and History, North Carolina Department of Cultural Resources, 1990) and Craig S. Pascoe, "The Struggle to Succeed: John Gary Anderson and the Problems of a New South Industrialist" (MA Thesis, University of North Carolina at Charlotte, 1992), especially Chapter II.

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⁴ Marathon Motor Works, The Pace Maker 1:III ([1912]), n.p.

⁵ Bill Pryor and John Hatcher, "Marathon: It Almost Went the Distance," Automobile Quarterly 31:2 (Winter 1993): 7; The Pacemaker, final page.

⁶ Collier Affidavit.

⁷ Pascoe, "Struggle to Succeed," develops these latter arguments effectively in his thesis on John Gary Anderson. Other relevant sources include: Ireland, Entering the Auto Age; Ralph C. Epstein, The Automobile Industry: Its Economic and Commercial Development (Chicago and New York: A.W. Shaw Company, 1928); James J. Flink, The Car Culture (Cambridge: The MIT Press, 1975); John B. Rae, The American Automobile: A Brief History (Chicago and London: University of Chicago Press, 1965); John B. Rae, The American Automobile Industry (Boston, Mass.: Twayne Publishers, 1984); and Lawrence H. Seltzer, A Financial History of the American Automobile Industry (Clifton, New Jersey: August M. Kelley, Publishers, 1973).

⁸ Rae, American Automobile, pp.60--61; Seltzer, Financial History, pp.46-47. These authors, and those referenced in endnote 7, clearly note that hundreds of small automakers went out of business in the face of competition from the mass-producing companies. To succeed in such an environment would have required either competing with the same production techniques or finding a specialized market niche, neither of which Marathon was able to do.

⁹ Pryor and Hatcher, "Marathon," pp.12-19. Quotations page 19.

¹⁰ 1936 Sanborn Map.

¹¹ Polk City Directory (Nashville, 1920).

¹² Don H. Doyle, Nashville Since the 1920s (Knoxville: University of Tennessee Press, 1985), 112.

¹³ Ibid.

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Marathon Motor Works, Davidson County, TN

Verbal Boundary Description

The Marathon Motor Works buildings lie at 1200-1310 and 1305 Clinton Street between 12th Avenues and 14th Avenues, N. in Nashville, Tennessee. The Mill Building on the north side of Clinton Street covers a most of a 2.338-acre rectangular area approximately 600 feet long and 172 feet wide comprised of parcels 334, 381 and 335 (see attached Davidson County Property Map and Records System plat from Sheets 93-1 and 93-5). The Administration Building on the south side of Clinton Street covers approximately half of a .99-acre rectangular area approximately 250 feet long and 173 feet wide on the west side and 177 feet wide on the east side and bounded by 14th Avenue, N. on the west side, Milson Avenue on the south side and parcel 355 on the east side. The Administration Building sits on parcel 58, which is 250 feet long and 93 feet wide. Parcels 59, 60 and 363 lie to the south of the building and are part of the current owner's property.

Boundary Justification

The boundaries for Marathon Motor Works include the existing two buildings (Mill Building and Administration Building) which have been historically associated with the property. Although parcels 59, 60 and 363 (south of the Administration Building) contain no surviving structures, they have been included in the boundary as part of the property associated with Marathon Motor Works.

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Marathon Motor Works, Davidson County, TN

PHOTOGRAPHS

Marathon Motor Works
Nashville, Davidson County, TN
Photos by: D. Lorne McWatters
Sarah Peveler
Julie Palmer

Date: July 1995
Negatives: Tennessee Historical Commission
2941 Lebanon Road
Nashville, Tennessee 37243

MILL BUILDING: EXTERNAL

South facade, 1881 building
#1 of 67

South facade, 1885 addition and 1912 addition, facing west
#2 of 67

South facade, 1881 building, four-story tower, facing west
#3 of 67

Roof line of 1885 addition, 1881 building, showing two metal water towers, chimney
#4 of 67

West elevation, 1912 addition, facing east
#5 of 67

North elevation of Mill Building, northwest corner, facing east
#6 of 67

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Marathon Motor Works, Davidson County, TN

North elevation of Mill Building, facing east
#7 of 67

North elevation of Mill Building, closer detail, facing east
#8 of 67

North elevation, north wall of original boiler room
#9 of 67

North elevation
#10 of 67

North elevation, temporary cover for boilers, shows wall partly removed
#11 of 67

North elevation, northeast corner of Marathon one-bay addition to 1881 building
#12 of 67

East elevation, overview of east side with flue and portico
#13 of 67

East elevation, close-up of Marathon addition to north side of 1881 building
#14 of 67

East elevation, close-up of doorway into Room 4 of 1881 building
#15 of 67

Top floor of three-story fire tower, water tank removed, facing northeast
#16 of 67

South elevation, 1885 addition to 1881 building, facing west
#17 of 67

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Marathon Motor Works, Davidson County, TN

North exterior wall of third floor of 1885 addition to 1881 building, facing east
#18 of 67

North elevation of skylight on 1912 addition, facing east
#19 of 67

Inside boiler area, close-up of 1881 boiler
#20 of 67

Inside boiler area, close-up of Southern Engine and Boiler Works boiler
#21 of 67

MILL BUILDING: INTERNAL

Western wall of 1885 addition, eastern wall of 1912 addition
#22 of 67

Eastern room, first floor of 1912 addition, facing north
#23 of 67

Second floor of 1912 addition, ceiling joists, post and beam structure
#24 of 67

Room 5, eastern wall, connecting section
#25 of 67

Third floor, 1885 addition, facing east
#26 of 67

Room 2, view of ceiling
#27 of 67

Room 6, view of ceiling
#28 of 67

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Marathon Motor Works, Davidson County, TN

Room 3, elevator and doorway into courtyard
#29 of 67

Room 7, looking west
#30 of 67

Room 7, view of bridge across courtyard
#31 of 67

Room 7, view of tower entryway
#32 of 67

Room 4, facing east
#33 of 67

Room 8, facing east
#34 of 67

Room 9, facing north into artspace
#35 of 67

Room 9, Marathon extension to north
#36 of 67

Room 9, chimney stack clean out
#37 of 67

Room 10, interiors of arched openings
#38 of 67

Room 11, view of ceiling
#39 of 67

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Marathon Motor Works, Davidson County, TN

Room 15, facing east
#40 of 67

Room 17, facing west
#41 of 67

Room 18, courtyard facing west
#42 of 67

Room 18, courtyard, facing west, windows of original 1881 building
#43 of 67

ADMINISTRATION BUILDING: EXTERNAL

West elevation, 1912 Showroom Building
#44 of 67

Entranceway, 1912 Showroom Building
#45 of 67

Western facade, 1912 Showroom Building
#46 of 67

Southern elevation, 1912 Showroom Building
#47 of 67

Decorative details, 1912 Showroom Building
#48 of 67

North elevation, 1920s addition
#49 of 67

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Marathon Motor Works, Davidson County, TN

North elevation, gantry
#50 of 67

South elevation, 1920s addition
#51 of 67

West elevation, 1920s addition
#52 of 67

East elevation, 1920s addition
#53 of 67

North elevation, workshop
#54 of 67

North elevation, entranceway, stairs and door into workshop area
#55 of 67

East elevation, workshop
#56 of 67

South elevation, workshop
#57 of 67

ADMINISTRATION BUILDING: INTERNAL

Entrance to 1912 Showroom Building, close-up of tile floor
#58 of 67

1912 Showroom Building, first-floor stairway
#59 of 67

1912 Showroom Building, second and third-floor stairway
#60 of 67

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Marathon Motor Works, Davidson County, TN

1912 Showroom Building, double-V wood trim
#61 of 67

1912 Showroom Building, third floor, serpentine wall facing south
#62 of 67

1920s addition, third floor, facing southeast (no floor plan included)
#63 of 67

Firedoor entryway between third floor of 1920s addition and third floor of 1912
Showroom Building (no floor plan included)
#64 of 67

Workshop, facing northeast
#65 of 67

Workshop, facing southeast
#66 of 67

Marathon Automobile, side view
#67 of 67

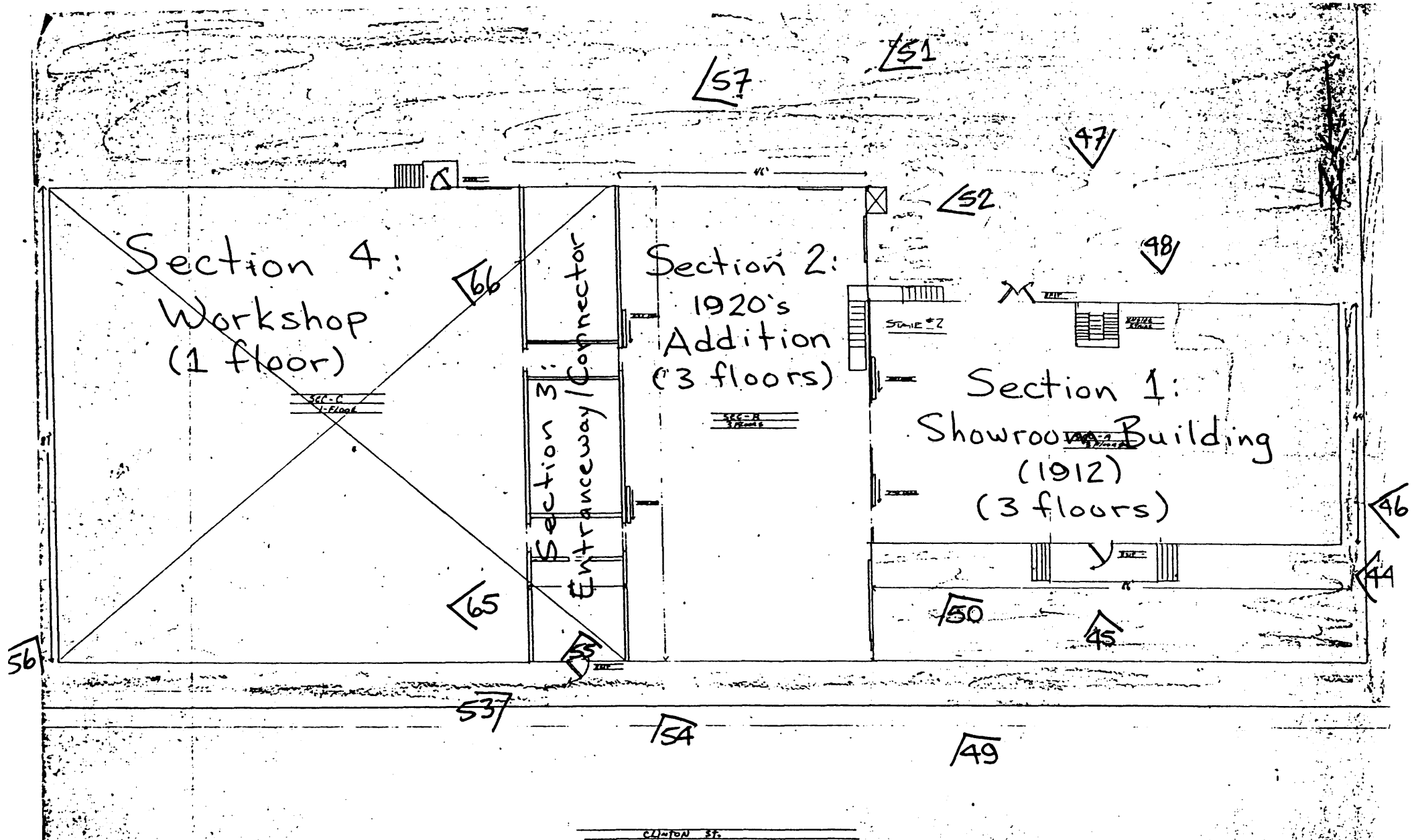
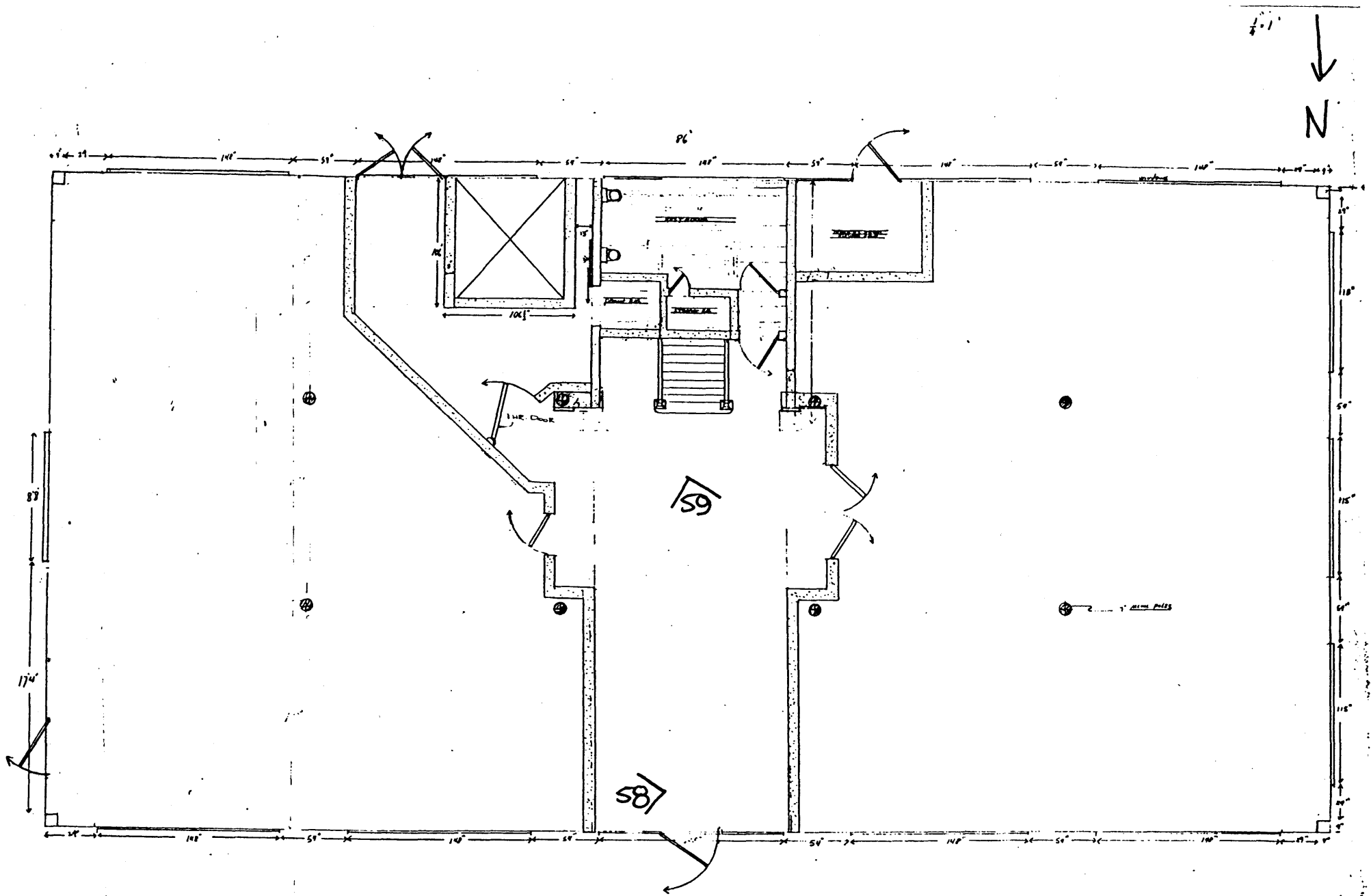
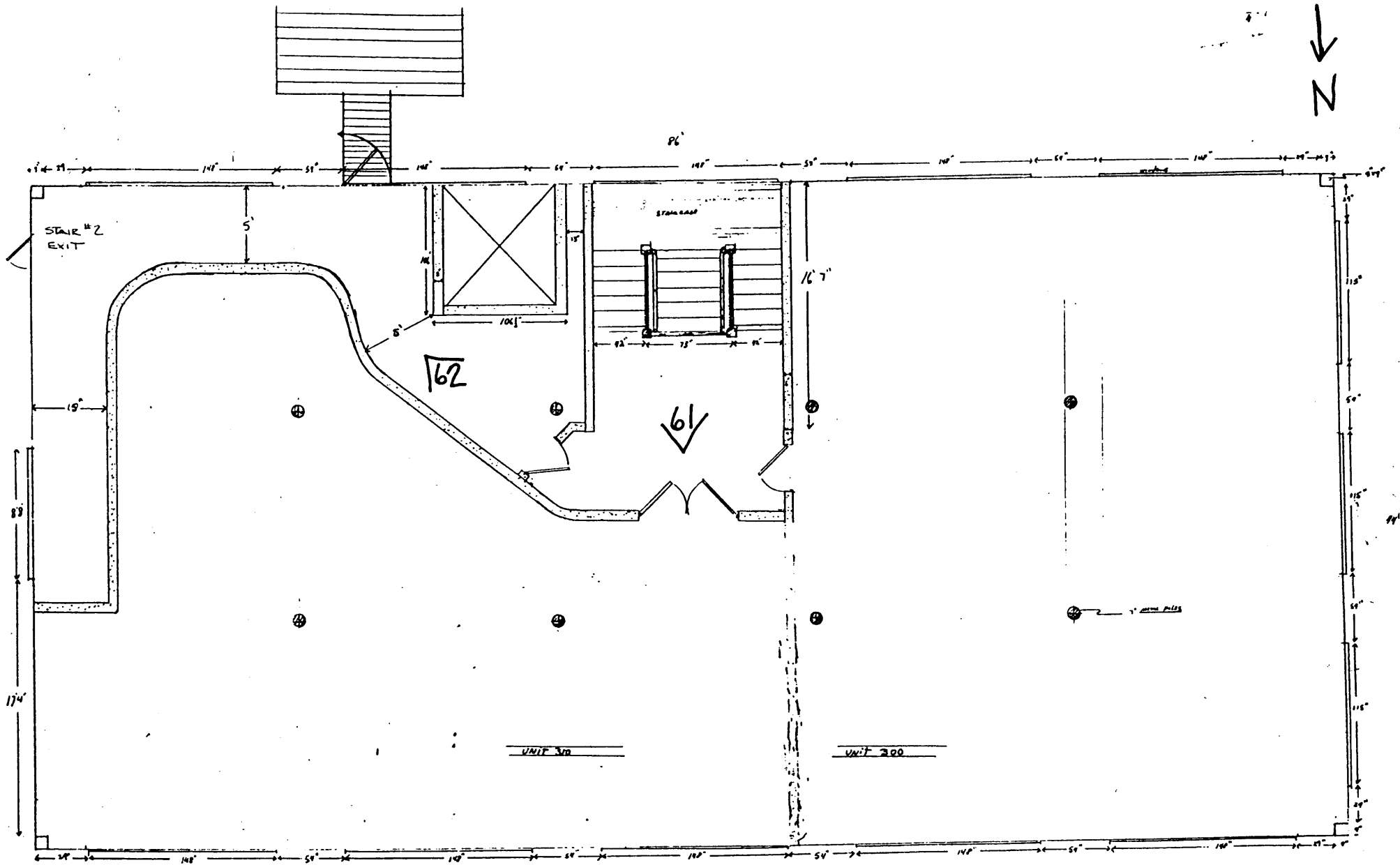


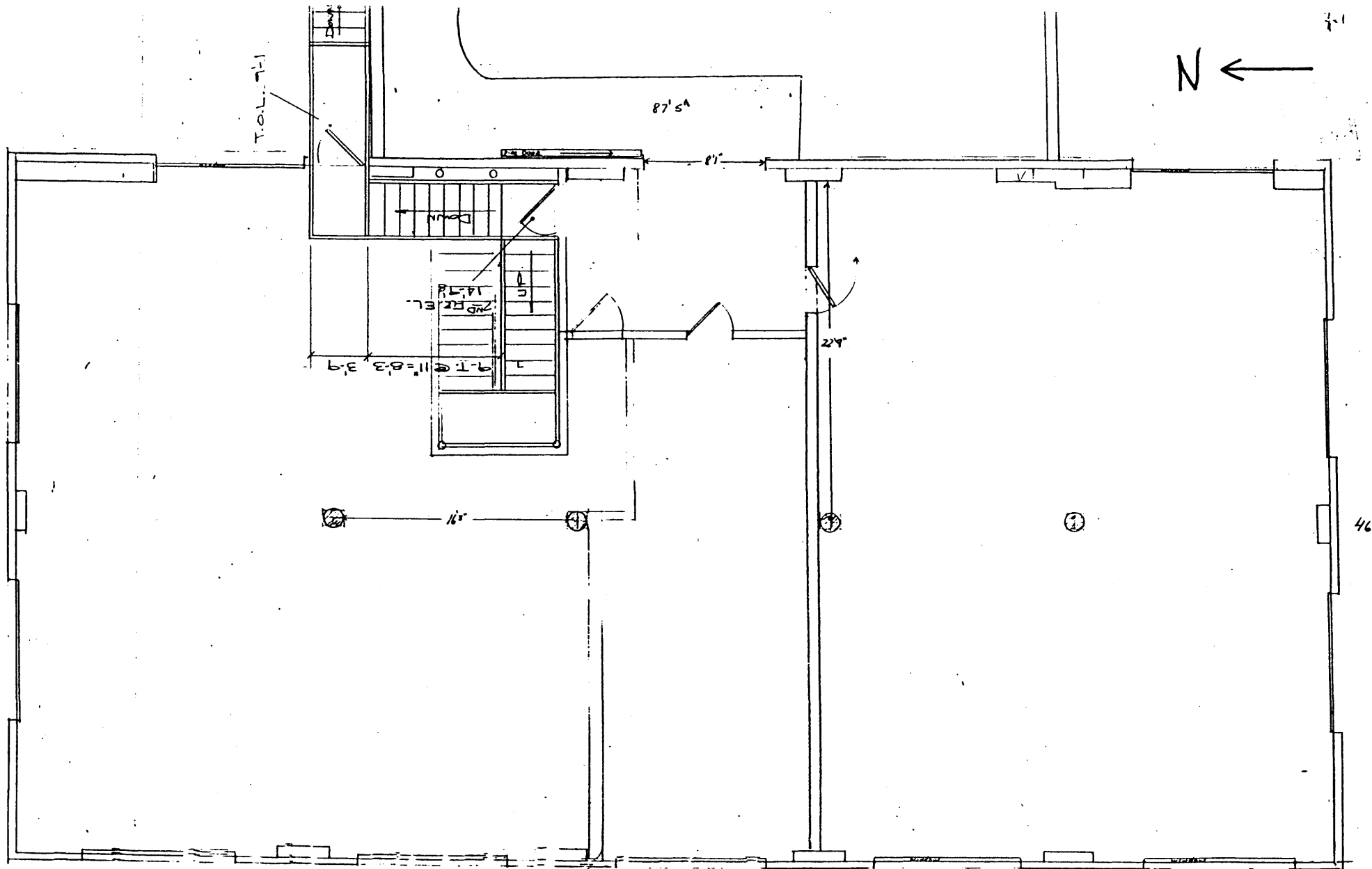
Figure 2 (a): Administration Building Current Floor Plan



**Figure 2(b): Administration Building Current Floor Plan
Section 1: First Floor**

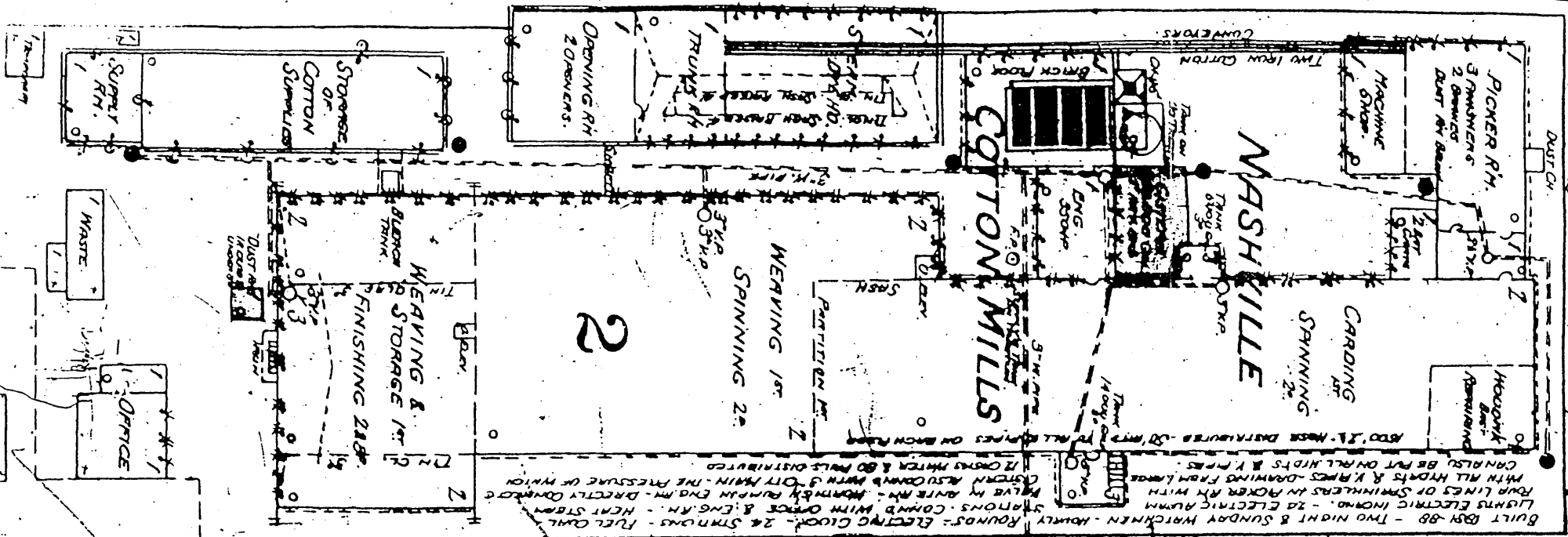


**Figure 2(d): Administration Building Current Floor Plan
Section 1: Third Floor**



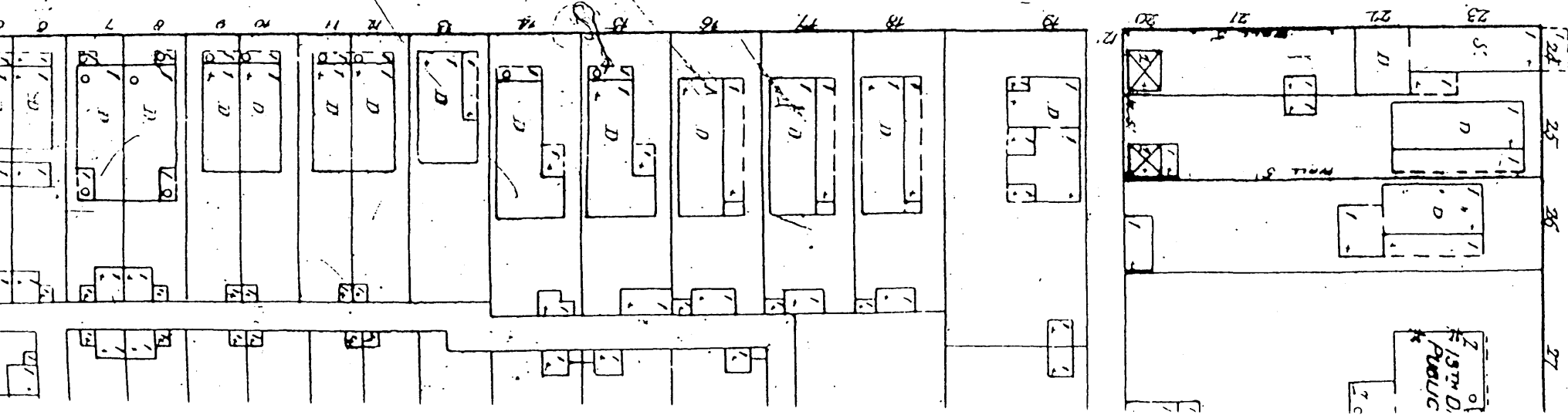
**Figure 2(e): Administration Building Current Floor Plan
Section 2: Second Floor**

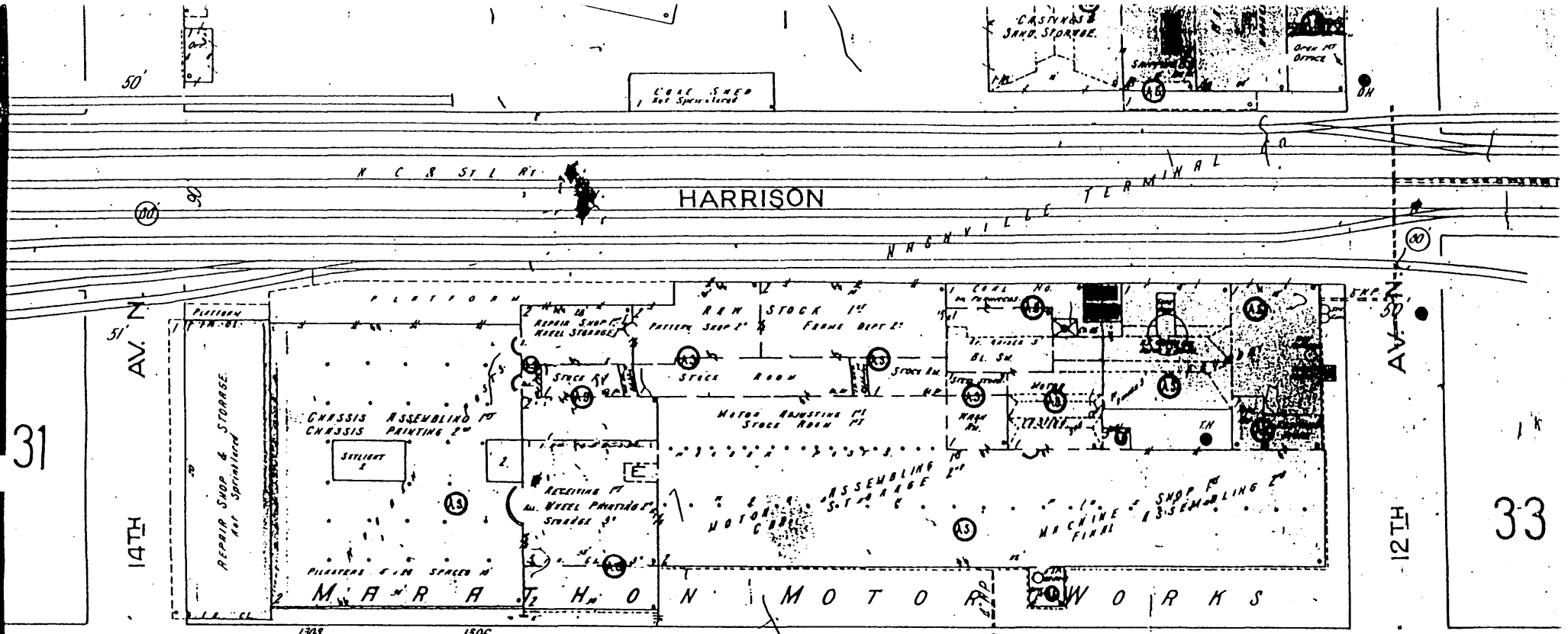
SCALE 1/4"=1'



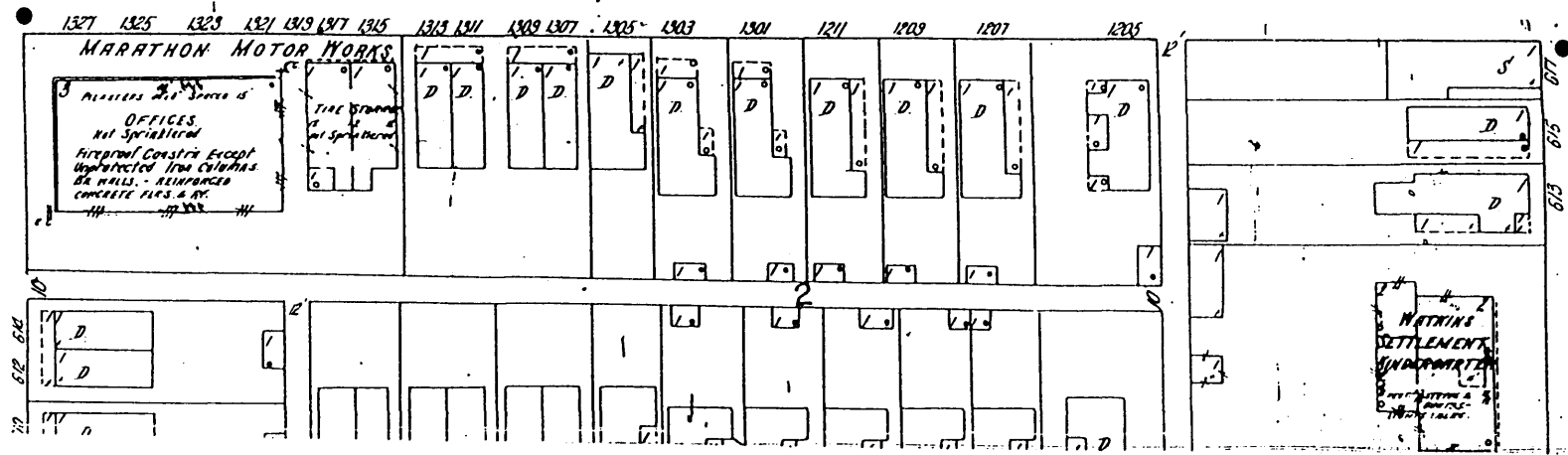
1888 Sanborn Map

CLINTON





1914 Sanborn Map



MAR
 WATERMAN,
 CENTRAL ST.
 HEAT STERN
 UNDERWRITE
 GRINNELL B.
 AS SHOWN;
 FOUNDRY IN
 PRIMARY BLDG
 NINE, 1905
 621 GRANT
 FOUNDRY BLDG
 HIGHEST SP.

(4)4

H. C. & ST. L. RY.

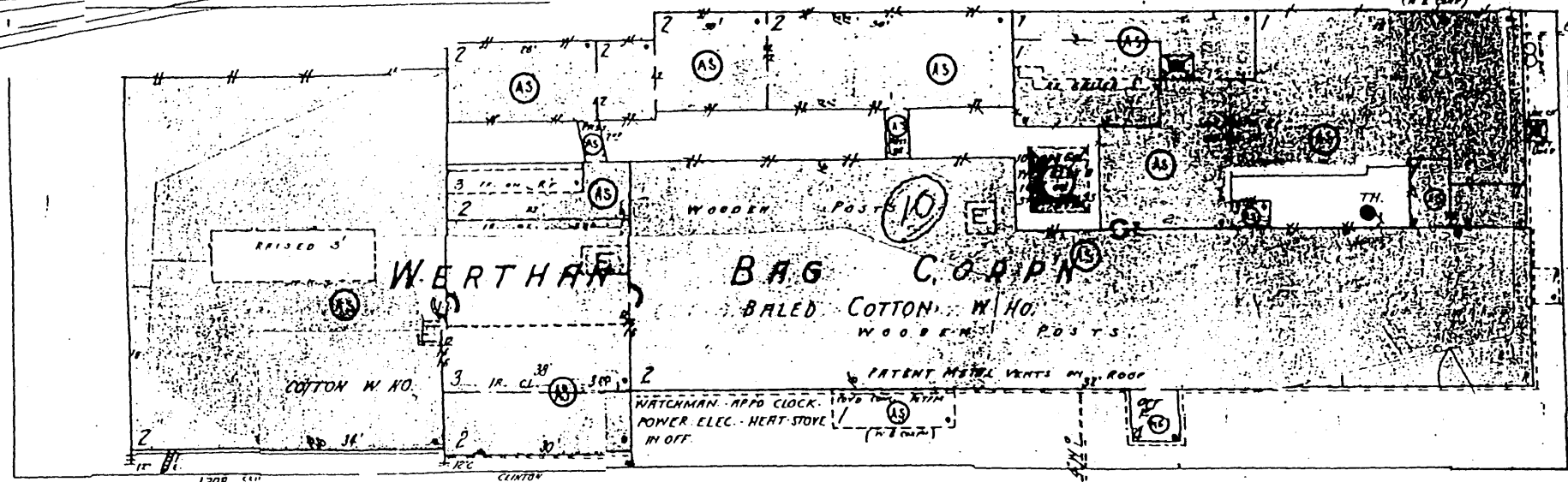
HARRISON

TERMINAL

N. H. & V. L. E.

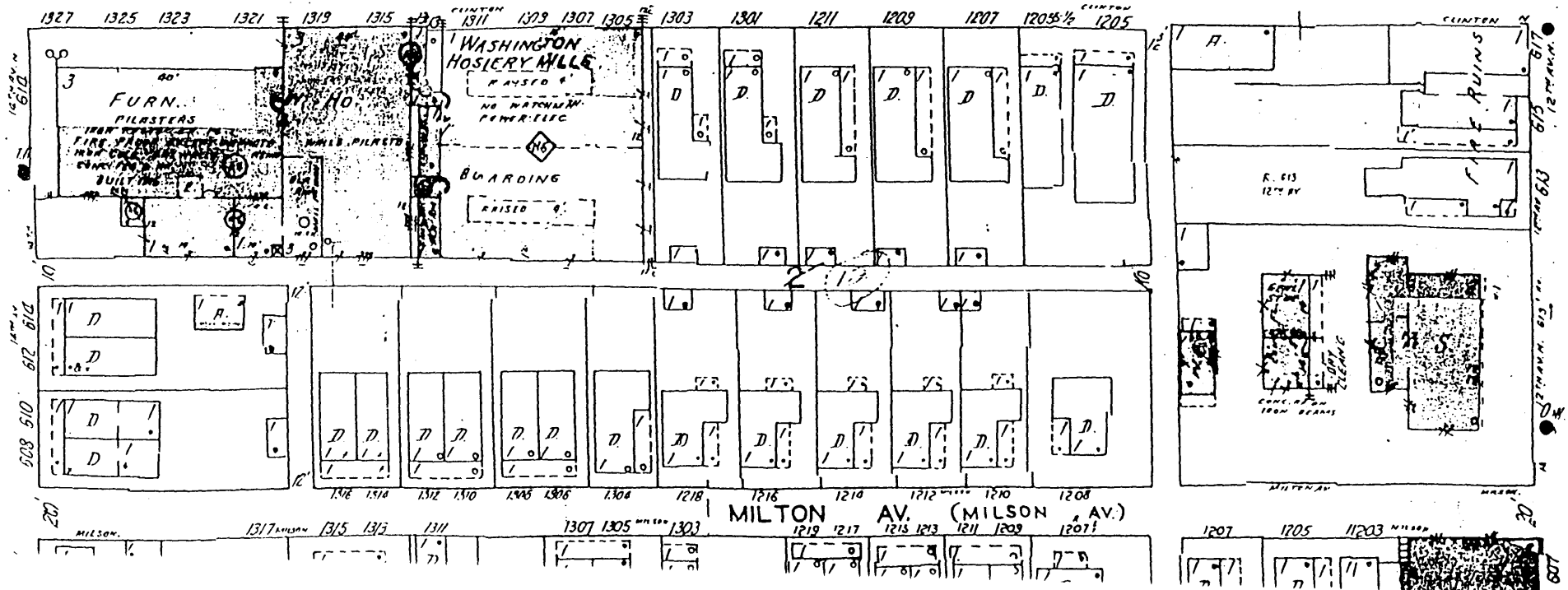
14TH AV. N

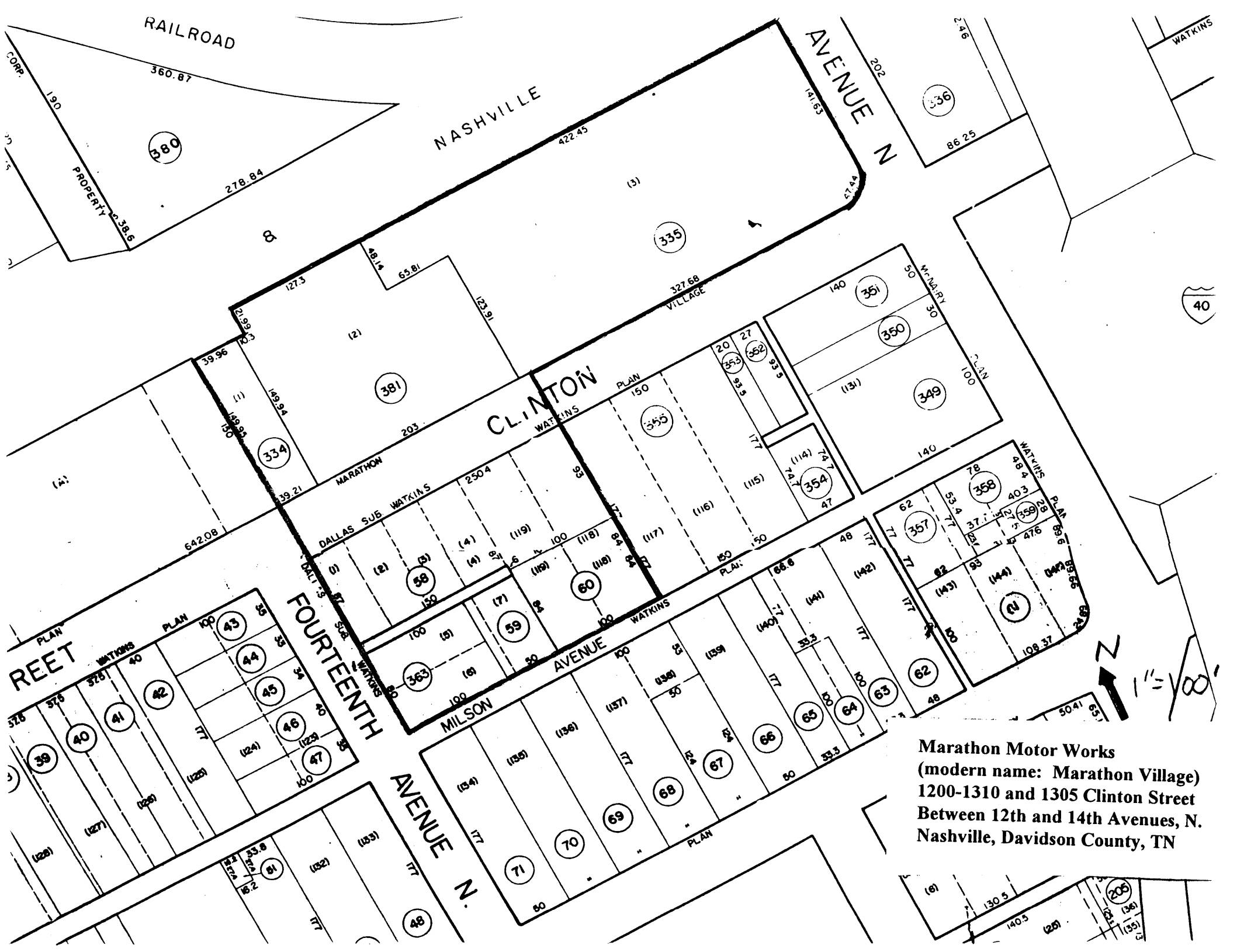
12TH AV. S



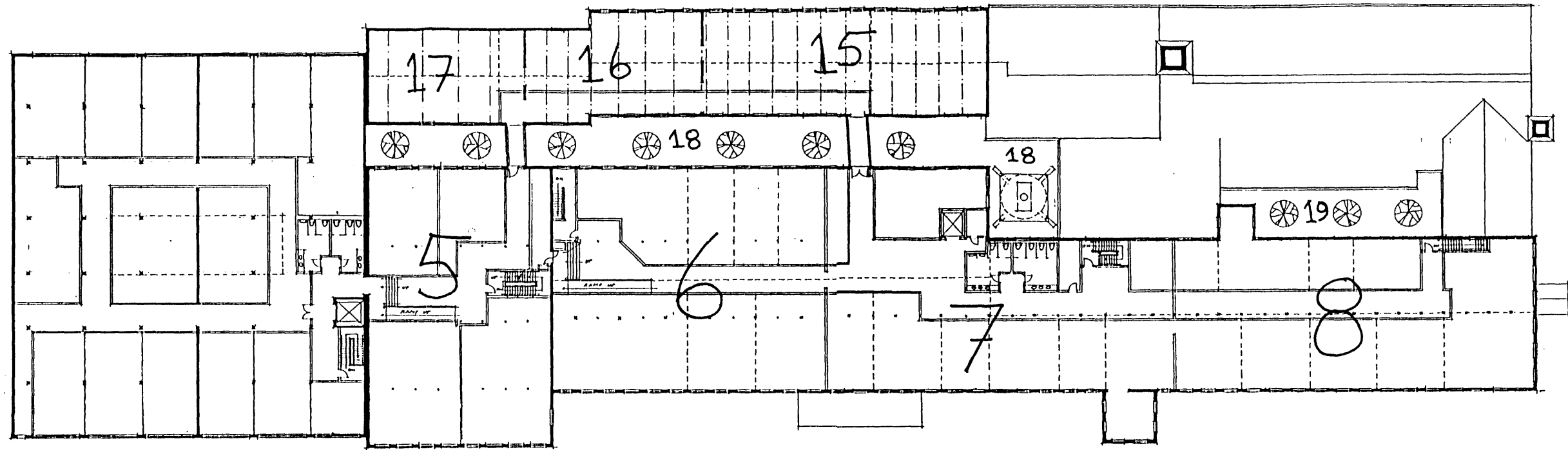
CLINTON

1931 Sanborn Map

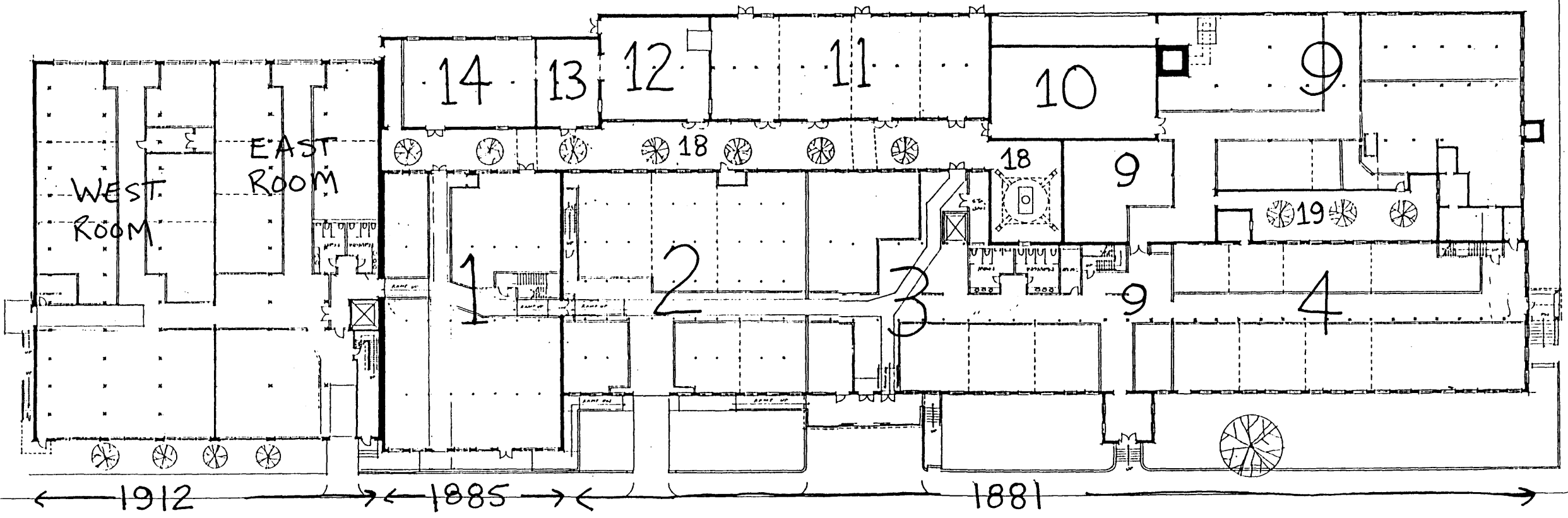




Marathon Motor Works
 (modern name: **Marathon Village**)
 1200-1310 and 1305 Clinton Street
 Between 12th and 14th Avenues, N.
 Nashville, Davidson County, TN



2ND LEVEL FLOOR PLAN



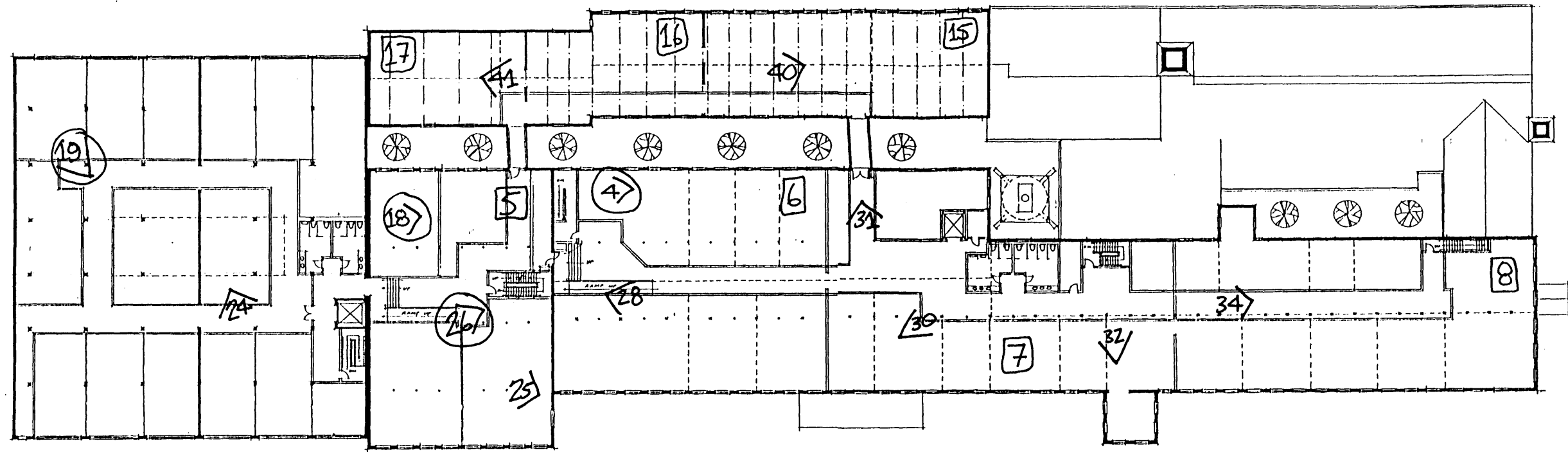
1ST LEVEL FLOOR PLAN

CLINTON STREET

BUILDING MASTERPLAN

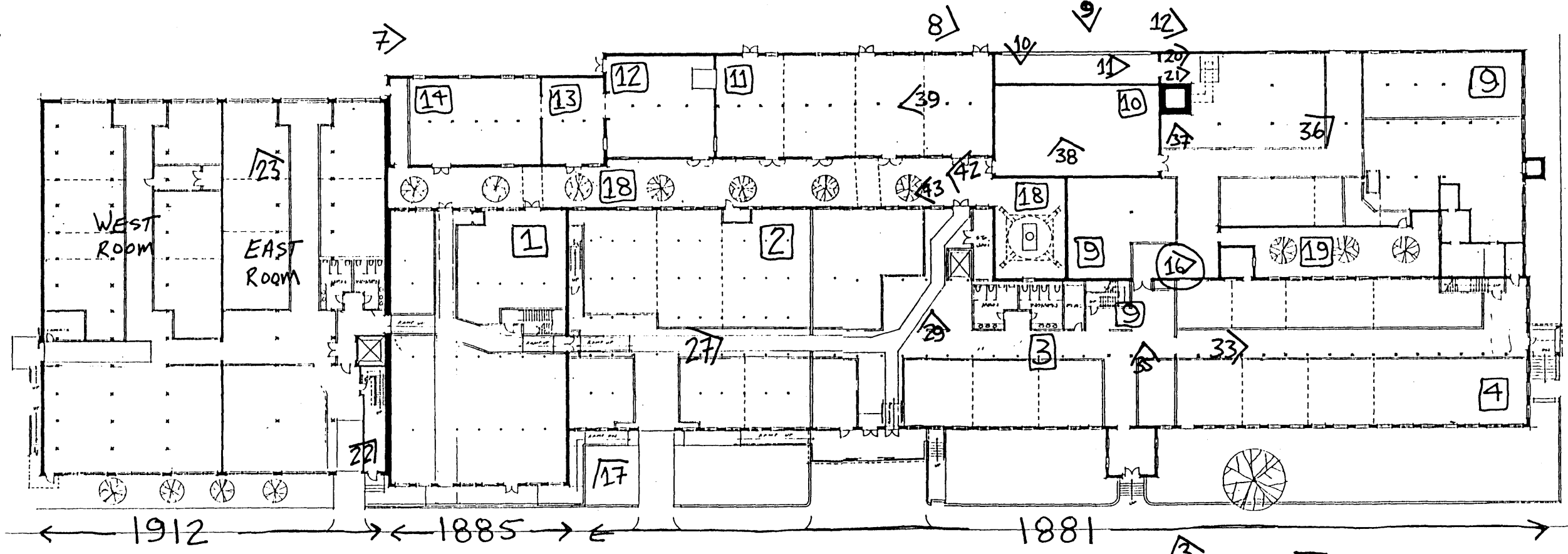
Figure 1: Mill Building Floor Plan
(Current and Projected Partitions)

Marathon Village
"A Creative Community"
MANUFACTURING BUILDING
1305 Clinton St.
Nashville, TN 37203
Berry Walker
615-327-1010



2ND LEVEL FLOOR PLAN

5 room number
 3 photo taken from roof or on third floor of 1885 addition



1ST LEVEL FLOOR PLAN

BUILDING MASTERPLAN

Marathon Village
 "A Creative Community"
 MANUFACTURING BUILDING
 13 65 Clinton St.
 Nashville, TN 37203
 615-227-1010

Figure 1 (a): Mill Building Floor Plan with Photo References