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United States Department of the Interior
National Park Service

NOV 02 1992

National Register of Historic Places Registration Form

NATIONAL
REGISTER

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 SPARTA NASHVILLE, CHATTANOOGA, AND ST. LOUIS RAILROAD DEPOT

other names/site number N/A

2. Location

street & number DEPOT STREET N/A not for publication

city or town SPARTA N/A vicinity

state TENNESSEE code TN county WHITE code 185 zip code 38583

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 forth 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. Huger 10/26/92
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): _____

Signature of the Keeper

~~Entered in the~~
~~National Register~~

Date of Action

William Byrum 12/7/92

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

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

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/Train Depot

Current Functions
(Enter categories from instructions)

TRADE/Warehouse

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Combination Depot

Materials
(Enter categories from instructions)

foundation Concrete

walls Brick; Stucco

roof Asphalt

other Wood; Iron

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** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

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 # _____

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1917-1942

Significant Dates

1917

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Engineer's Office, Nashville, Chattanooga, and St. Louis Railroad

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

MTSU Center for Historic Preservation

Nashville, Chattanooga, and St. Louis Depot

White County, TN

Name of Property

County and State

10. Geographical Data

Acreeage of Property 1.5 acres

Sparta 332NW

UTM References

(Place additional UTM references on a continuation sheet.)

1 16 637860 3977880
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 Lynn Niedermeier and Carroll Van West

organization Center for Historic Preservation date June 10, 1992

street & number Box 80, MTSU telephone 615-898-2947

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 Tom Crosslin

street & number 301 Morningside Drive telephone 615-836-3383

city or town Sparta state TN zip code 38583

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 listings. 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 20503.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Nashville, Chattanooga and St.
Louis Depot
Sparta, White County, TN

Architectural Description

The Nashville, Chattanooga, and St. Louis Railroad Depot is located on the south side of Depot Street, in a commercial and light manufacturing district one block west of Bockman Way, at the terminus of the railroad tracks in Sparta, Tennessee. Built in 1917 for the Nashville, Chattanooga and St. Louis Railroad, the property is a good example of a standard-design "combination depot," so called because the single structure acted as passenger shelter, freight house and business office.

The one-story building rests on a concrete foundation and has a rectangular shape approximately 30 feet by 140 feet. The passenger and business section at the east elevation is slightly wider and has a slightly higher roof line than the freight section at the west elevation. The exterior walls are stucco and red brick, with wooden doors and wooden sash window frames of two over two lights with approximately 60 percent original glass. Red bricks are used as a stylized shouldered architrave to surround and define the window and door openings of the passenger section of the depot before wrapping around the freight section as a decorative band of ten bricks in width. Three foot high cast iron guards protect the corners of the building. The medium-pitch hip roof is covered with rag-based red asphalt shingles and has an overhang of approximately five feet. Except for decorative brackets supporting the open gable of a square bay window projecting south from the business office, the roof eaves are unbracketed. A concrete loading dock extends from the west elevation of the building, and a concrete ramp and platform extend along the track (south) facade of the freight room and some 50 feet beyond its west elevation.

A few months after purchasing the property in 1985, the current owner took steps to restore the exterior to its historic appearance. Most of the roof covering had disappeared, and after some research, he replaced it with a traditional red roof of asphalt shingles. He painted the stucco white and replaced broken windows with clear or frosted glass, where necessary, to match existing windows. Seeking to match as closely as possible the "company colors" of a Nashville, Chattanooga and St. Louis

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Section number 7 Page 2

Nashville, Chattanooga, and St.
Louis Depot
Sparta, White Co., TN

Railroad depot, he painted the window frames and freight doors green, and the roof eaves yellow. For reasons of security, and to protect the building from trucks using Depot Street, the owner erected a chain link fence around the site and installed four-foot-high concrete pillars in the sidewalk along the street (north) facade of the depot.

The passenger waiting room, located at the east elevation of the building, is accessible through a door, flanked by a window on each side, in the middle of the east elevation. Another door, flanked by a window on each side, opens on the track facade of the waiting room to allow access to the tracks. The north wall of the waiting room has three windows.

A ticket window in the middle of the west wall of the passenger waiting room looks into the main business office. Opposite the business office, on the north elevation of the building, is a trainmen's room flanked on each side by a lavatory and shower room. Access to the trainmen's room is through an interior door connecting it with the business office, and an exterior door in the street (north) facade.

A short hallway leads from the business office area past a small records room on the street facade of the building. This room has one window and is accessible from the hallway through an interior door.

The passenger and business sections of the depot described above have plastered interior walls and ceilings, and concrete floors.

The two sections of the freight area in the west section of the building consist, first, of a baggage room to the west of the business and records offices. Sliding doors in the street and track facades open into the baggage room, and each has a window to its west side. The baggage room has plastered walls, a concrete floor, and a high exposed-beam ceiling. The outside concrete ramp leading up to the freight platform begins just west of the south baggage room door.

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Section number 7 Page 3

Nashville, Chattanooga, and St. Louis
Depot
Sparta, White Co., TN

The second primary area, a large freight room, is accessible through two sliding doors in the track facade opening onto the freight platform, and two elevated sliding doors in the street facade. At the east end of the freight room are two windows in the track facade, and one "full-length" window (two upper and two lower windows) in the street facade. This window provides light for a staircase, near an exposed chimney, leading down to the coal cellar. Another sliding door opens from the freight room onto the concrete loading dock at the extreme west elevation of the building. The freight room has a concrete floor with a built-in freight scale, unfinished brick walls and a high exposed-beam ceiling.

The interior of the building retains its original functional character. No alterations have been made to the interior and, aside from deterioration of some of the plaster, it remains in good condition.

A frame outbuilding, with galvanized metal siding and roof, erected about 1960 and used for storage, stands south of the depot across two sets of tracks. It has been painted a muted yellow color by the owner. It is a non-contributing (NC) property due to the date of construction.

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Section number 8 Page 4

Nashville, Chattanooga, and St. Louis Depot
Sparta, White County, TN

Nashville, Chattanooga, and St. Louis Railroad Depot
Sparta, White County, TN

8. Significance

The Nashville, Chattanooga, and St. Louis Railroad Depot, constructed in 1917, is eligible for listing in the National Register of Historic Places under Criterion A, for its local significance in transportation, and Criterion C, as a locally significant example of standardized, functional railroad architecture in Sparta, Tennessee.

The depot is associated with a pattern of railroad growth and monopoly that shaped economic and settlement trends in the southeast during the early twentieth century. Between 1902 and 1921, the Louisville and Nashville Railroad, the parent company of the Nashville, Chattanooga, and St. Louis, expanded its miles of track from 3,327 to 5,041 miles, representing an increase of 57 per cent. Some of this new construction took place in White County as the railroad extended its 1884 Bon Air spur line to the new coal towns of Clifty, DeRossett, and Ravenscroft near the border between White and Cumberland counties in an attempt to better exploit coal and mineral ores. As historian Maury Klein observed in his study of the Louisville and Nashville, "it is significant that none of the new trackage tried to extend the L & N's territory but rather sought to exploit the existing territory more fully. What might be called a more mature phase of interterritorial strategy had arisen and was flourishing . . . [in the] cultivation of the sources of coal and ore traffic." (pp. 397-98).

White County was a significant producer of raw materials, especially coal and timber products, during the early twentieth century. After the coal company built an underground shaft at Bon Air in 1902, that single mine produced an average daily tonnage of 350 tons for the next twenty years. The adjacent Eastland Mine also opened in 1902 and produced an average of 350 tons daily for the next thirty years. Sparta was home to the Sparta Spoke Factory, one of the largest such operations in the country.

Demand for raw materials increased dramatically during the First World War and great amounts of Cumberland Plateau coal and timber was shipped out of Sparta. Railroad historian Kincaid A. Herr, in his book The Louisville and Nashville Railroad, 1850-1959, concluded that for the line in general, "it was a time of great activity and prosperity [profits jumped over 300%] and the L & N's

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Section number 8 Page 5 Nashville, Chattanooga, and St. Louis Depot
Sparta, White County, TN

physical plant was put to it to keep pace with the demands made upon it." (p. 132) Even local chroniclers noted the massive amounts of raw materials passing through Sparta during the war years. White County walnut was especially in demand for use in gun stocks, first in orders from Allied nations and then, in late 1917 and 1918, for the U. S. Army.

Due to the increased traffic and demand for railroad services, the company in 1917 decided to replace the original frame Sparta depot, which housed only an office and freight room, with a new much larger brick depot. The new depot reflected the importance of the railroad, and the county's coal mines, to the economic life of Sparta. As the town's gateway, it symbolized local prosperity and confidence at the height of the wartime boom in demand for raw materials. Moreover, the depot served Sparta itself as the town's major contact point between the national corporate economy and the local market economy.

The Nashville, Chattanooga, and St. Louis Railroad Depot also embodies a trend in early twentieth century railroad architecture that balanced the cost-saving strategies of the railroads against the demands of a more sophisticated local community. The design achieved economy, functionalism and comfort under one roof. The waiting rooms accommodated more passenger traffic on the line, while the spacious freight room and loading platforms handled the increased volume of timber, mineral, and agricultural products being shipped out of the county. Although a standardized design lay at the heart of the depot's plan, its roof line and minimal Craftsman-style exterior detailing reflected the use of minor architectural features and varying roof shapes to give uniqueness to the building. Particularly distinctive were the wide, overhanging, unbracketed roof eaves. The square bay window of the business office also helped to add variety to the form while the functionally-placed windows on east and west elevations, along with the decorative band of bricks, added rhythm to the building's appearance.

White County possesses one other extant depot, the Nashville, Chattanooga, and St. Louis Railroad Depot at Quebeck, along U. S. Highway 70S southwest of Sparta. This small board and batten frame depot with decorative brackets belongs to an earlier period of railroad expansion, that of the 1880s when the railroad built its initial branch line between McMinnville and Sparta. The Quebeck depot's board and batten styling belongs to the Victorian era of architecture. Its small size devoted largely to a passenger

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Nashville, Chattanooga, and St. Louis Depot
Sparta, White County, TN

waiting room speaks to the comparatively minor role that Quebeck played in the industrial and commercial history of White County.

The Nashville, Chattanooga, and St. Louis Railroad Depot is associated with and physically represents the peak of railroad influence in White County during the early twentieth century. Built in 1917, at the peak of wartime demand for local raw materials, the depot continued to serve the community as its primary access to national transportation corridors until the Depression era. Its brick construction spoke of its importance to the town and to the profits of the railroad. Its functional, Craftsman-influenced design reflected national trends in railroad architecture in the 1920s. But within a decade of the depot's construction, the popularity of the automobile, the building of the Memphis to Bristol Highway, the railroad's use of more centralized traffic management at its Tullahoma hub, and the closing of the Bon Air coal operations in the mid-1930s had combined together to lessen the transportation significance of the spur line from Sparta to Tullahoma. This small-town depot, like many others across the country, entered a period of decline. The railroad abandoned the line approximately fifteen years ago. The Tricounty Railroad Authority has since purchased and opened a line from Tullahoma to Sparta, but elected not to purchase the Sparta depot. In 1985 the current owner purchased the depot and a surrounding 1.5 acre site from Seaboard System Railroad, a successor to the Nashville, Chattanooga, and St. Louis Railroad. It is now used as storage for his furniture liquidation business.

The property also contains a small gable-roof rectangular outbuilding, constructed by the railroad for additional storage in 1960. It is a non-contributing (NC) building due to its date of construction.

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Section number 9 Page 7 Nashville, Chattanooga, and St. Louis Depot
Sparta, White County, TN

Nashville, Chattanooga, and St. Louis Railroad Depot
Sparta, White County, TN

9. Bibliographic References

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New York: Macmillan, 1972.

O'Neal, Michael Ray. "Historic Railroad Depot Architecture in
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Section number 10 Page 8

Nashville, Chattanooga, and St. Louis Depot
Sparta, White County, TN

10. Verbal Boundary Description

Map 59-A, Block "B," Parcel 1, White County Tax Assessor's
Office, Sparta, Tennessee.

Boundary Justification

The nominated property includes the Sparta depot and all
surrounding land currently under single ownership.

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Section number Photos Page 9 Nashville, Chattanooga, and St. Louis Depot
Sparta, White County, TN

Photographs

Nashville, Chattanooga, and St. Louis Railroad Depot
Depot Street
Sparta, White County, Tennessee

Photographs by: Lynn Niedermeier and Carroll Van West
MTSU Center for Historic Preservation
Murfreesboro, TN 37132

Date: February and May, 1992

Negatives: Tennessee Historical Commission
Nashville, TN

South (track) facade, facing west
#1 of 12

South (track) facade, facing west
#2 of 12

East elevation, facing west
#3 of 12

North (street) facade, facing east
#4 of 12

West elevation, facing east
#5 of 12

Outbuilding, south of depot, north elevation, facing southwest
#6 of 12

Original steam radiator, chair rail, passenger waiting room, facing
northeast
#7 of 12

Original bench, passenger waiting room, facing southeast
#8 of 12

North wall, baggage room, facing northeast
#9 of 12

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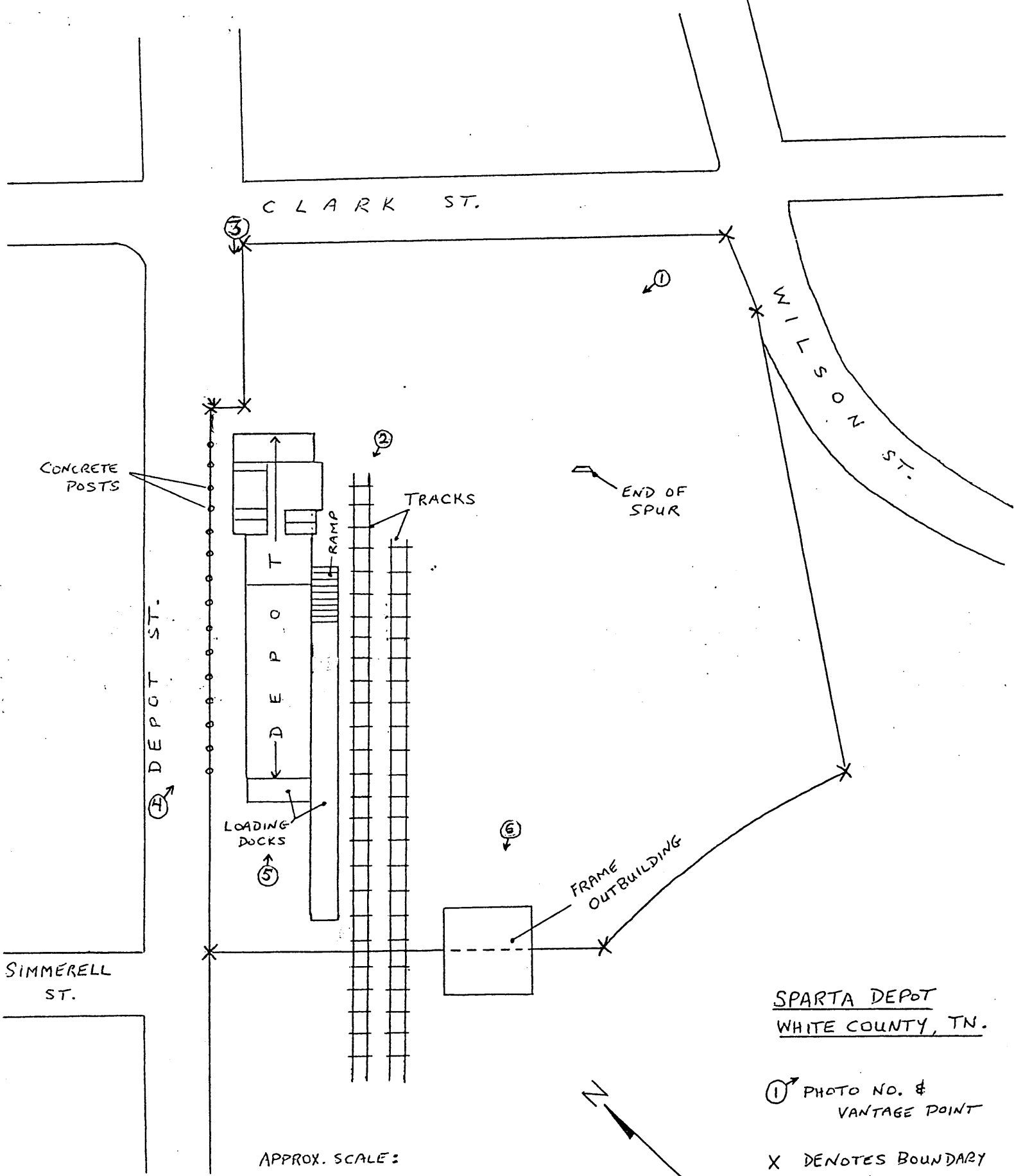
Section number Photos Page 10

Nashville, Chattanooga, and St. Louis Depot
Sparta, White County, TN

Ceiling beams and north wall, freight room, facing north
#10 of 12

Freight door, freight room, facing east
#11 of 12

Ceiling beams, freight room, facing north
#12 of 12



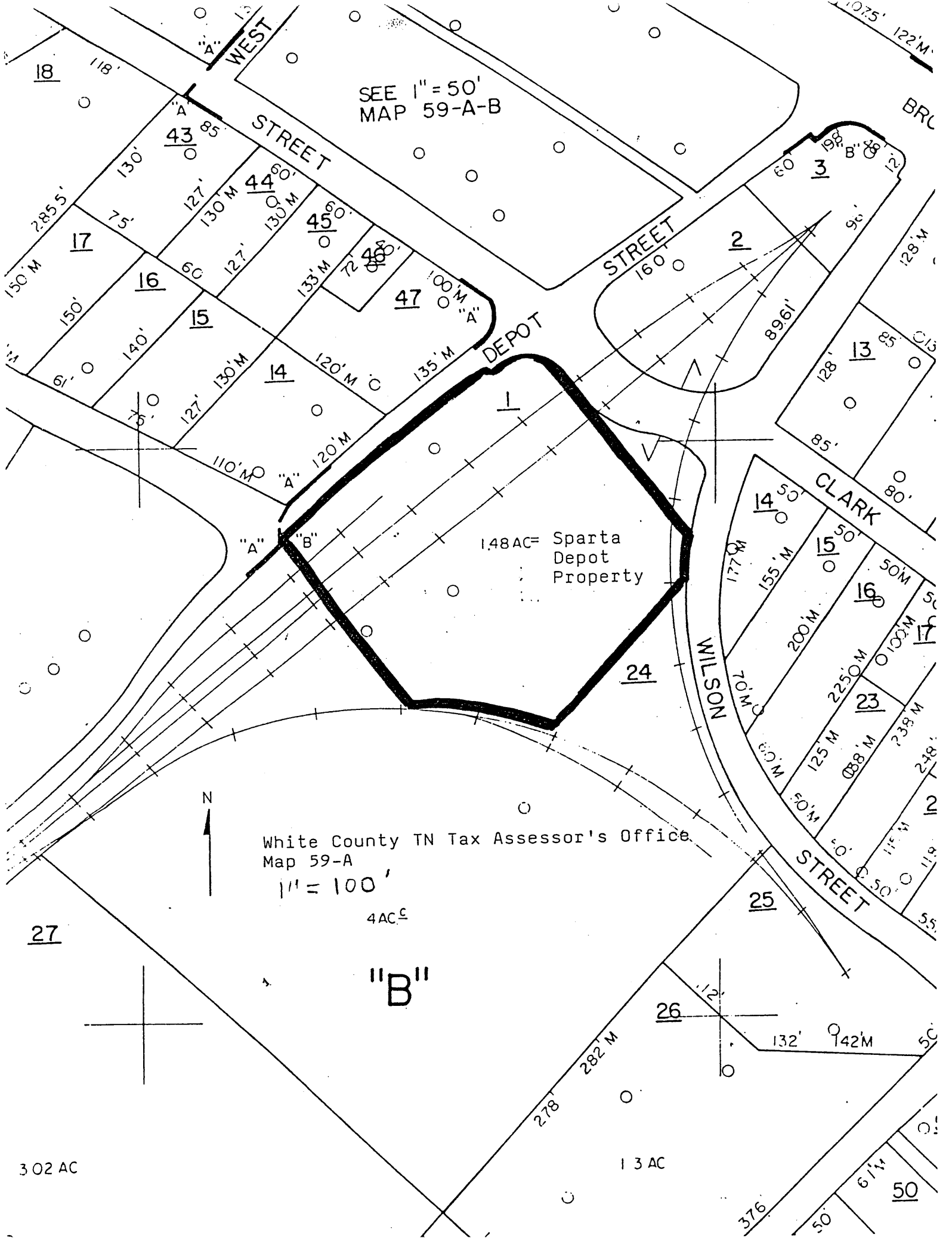
SPARTA DEPOT
WHITE COUNTY, TN.

① PHOTO NO. & VANTAGE POINT

X DENOTES BOUNDARY CORNERS

APPROX. SCALE:
0 25' 50'

SEE 1" = 50'
MAP 59-A-B



White County TN Tax Assessor's Office
Map 59-A

1" = 100'

4 AC^c

"B"

3.02 AC

1.3 AC

1.48 AC= Sparta
Depot
Property



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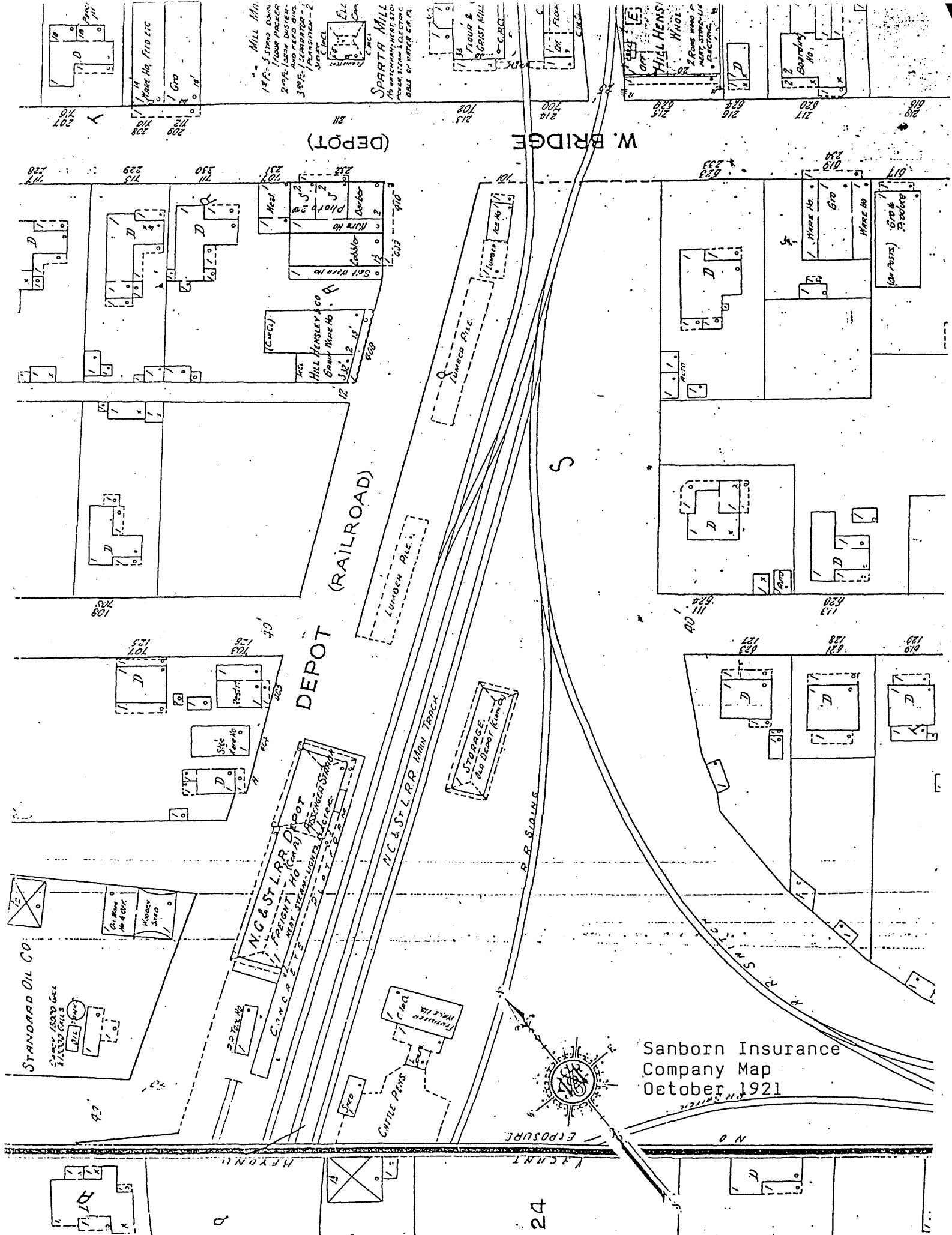
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(DEPOT)

W. BRIDGE

(RAILROAD)

DEPOT

N.C. & ST. L.R.R. DEPOT
 FREIGHT HO (CEN. B.)
 MEAT STATION
 MEAT STATION

N.C. & ST. L.R.R. MAIN TRACK

STORAGE
 (RAIL DEPOT)

R.R. SLIDING

PAINTED
 WAGON

CATTLE PENS



Sanborn Insurance
 Company Map
 October 1921

Mill Mill
 174-5 Stone Dams
 174-6 Iron Packer
 274-7 Iron Duster
 AND FEED BINS
 374-8 SEPARATOR - 2
 474-9 MILL - 2
 574-10 MILL - 2

SPARTA MILL
 174-11 WINDING - NEAR STD.
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