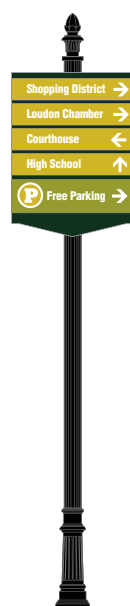
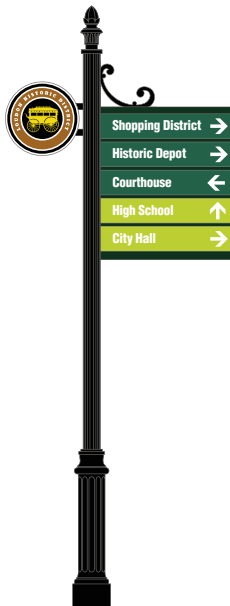
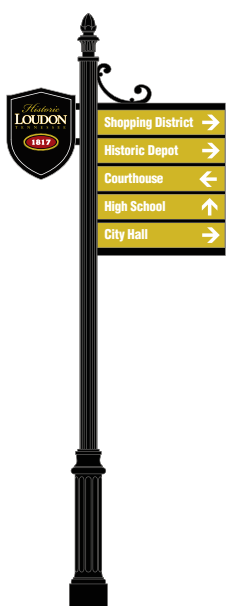
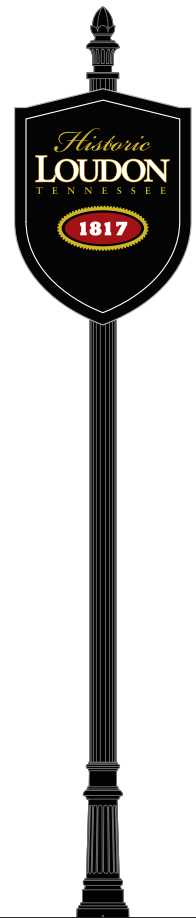


# Historic LOUDON T E N N E S S E E

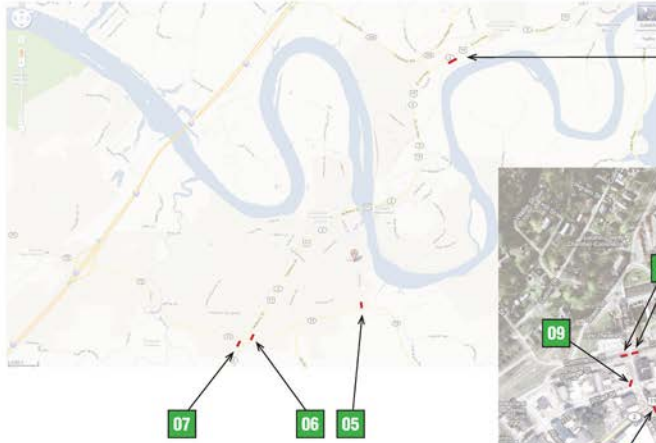
1817





01	MON3P	Monument, Tri-pole	1	Hwy 324 at Hwy 11
02	MON2P_Map	Walk-up Kiosk	1	Courthouse side of Grove Street (tentatively)
03	SHIELD24_Pole	Destination Marker	1	Hwy 11 at Bridge (both approach sides)
04	SHIELD24_Pole	Destination Marker	1	Hwy 11 at Bridge (both approach sides)
05	MINDIR_SHIELD	Minor Directional	1	Hwy 12 and Grove
06	MINDIR_SHIELD	Minor Directional	1	Hwy 12 and Mulberry (North bound)
07	MINDIR_SHIELD	Minor Directional	1	Hwy 12 and Mulberry (South bound)
08	MDIR55	Major Directional	1	Mulberry and Poplar
09	MDIR55	Major Directional	1	Grove and Wharf
10	DEST18_GW	Destination Marker	1	Riverside Park

11	DEST18_HD	Destination Marker	1	Carmichael Inn
12	DEST18_PP	Destination Marker	1	College and Grove Parking
13	DEST18_PP	Destination Marker	3	College and Poplar Parking
14	DEST18_PP	Destination Marker	3	College and Hooberly Parking
15	MDIR55	Major Directional	1	Mulberry (East bound) before Atlanta Street
N/A	MON2P_JL	Major Directional	1	TBD - may want up to 3 of these
N/A	MON_BASE	Monument Base	1	TBD - may want up to 3 of these
N/A	DEST18_HD	Destination Marker	tbd	Various Lamppost Locations
N/A	POLE_BAN_HARD	Pole banner hardware	tbd	Various Lamppost Locations



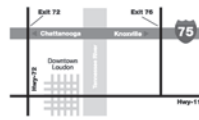
Loudon Signage | September 2011 | Tommy Stokes Design Inc. | NSA



# Finding Loudon. Getting around Loudon.

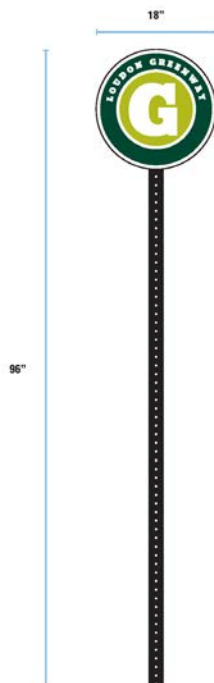
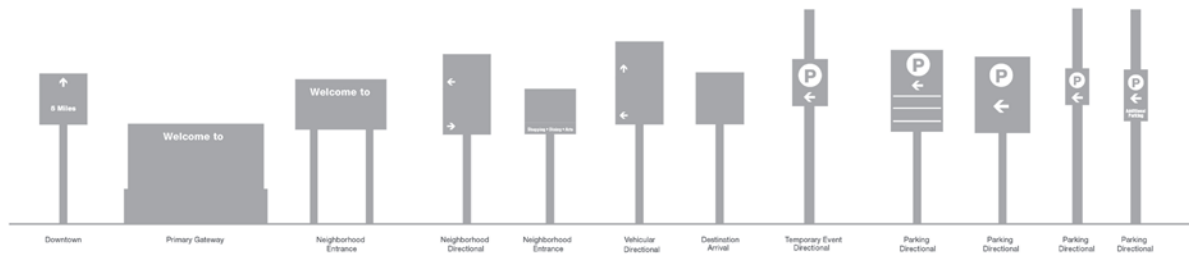
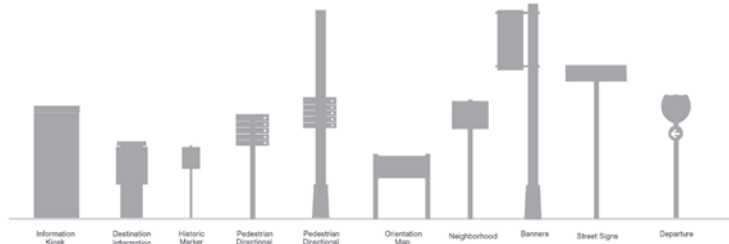


1.



2.

3.



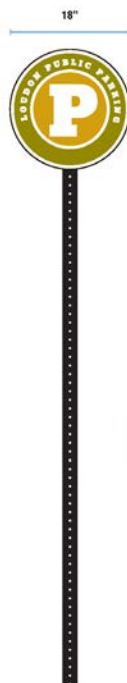
10\_DEST18\_GW

10



11\_DEST18\_HD

11



12,13,14\_DEST18\_PP

12,13,14



NA\_DEST18\_HD

Artwork Provided



16\_BAN\_DECO

NA





# LENOIR CITY

T E N N E S S E E



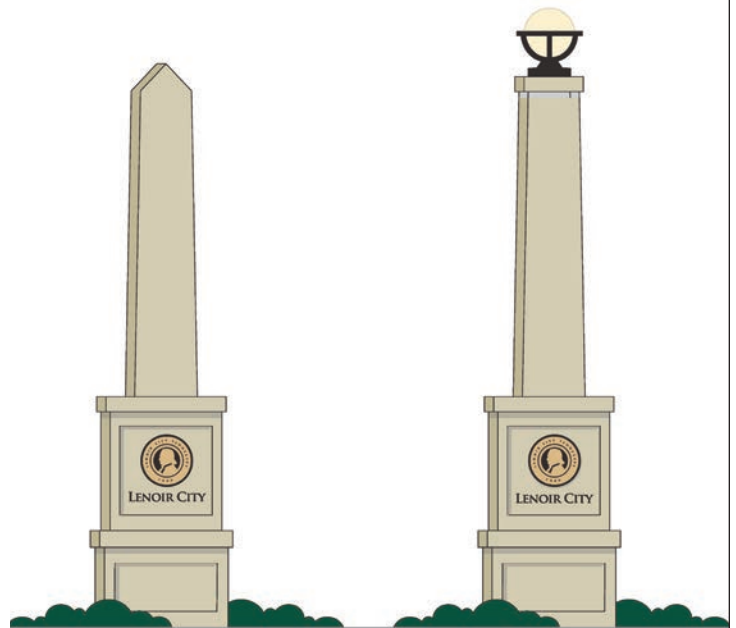
ESTABLISHED 1907

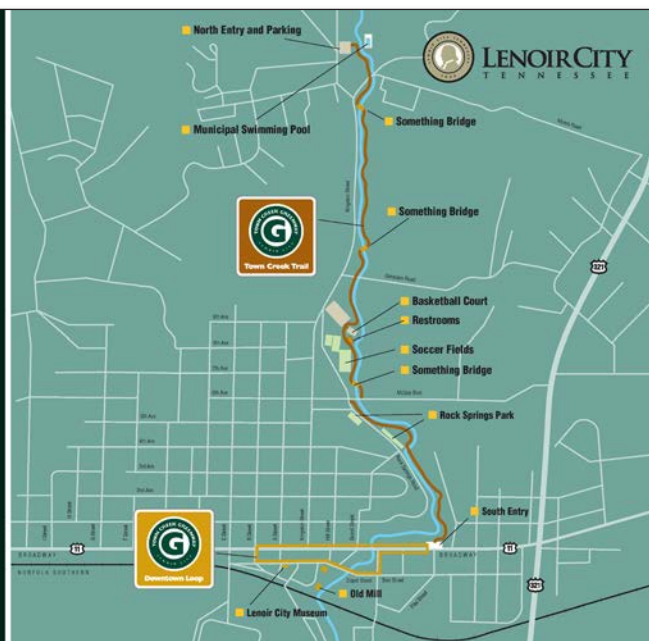
# LENOIR CITY



1.

2.







# FLEMINGTON GLASS

T O W N H O M E S

*In the Heart of the Historic District*









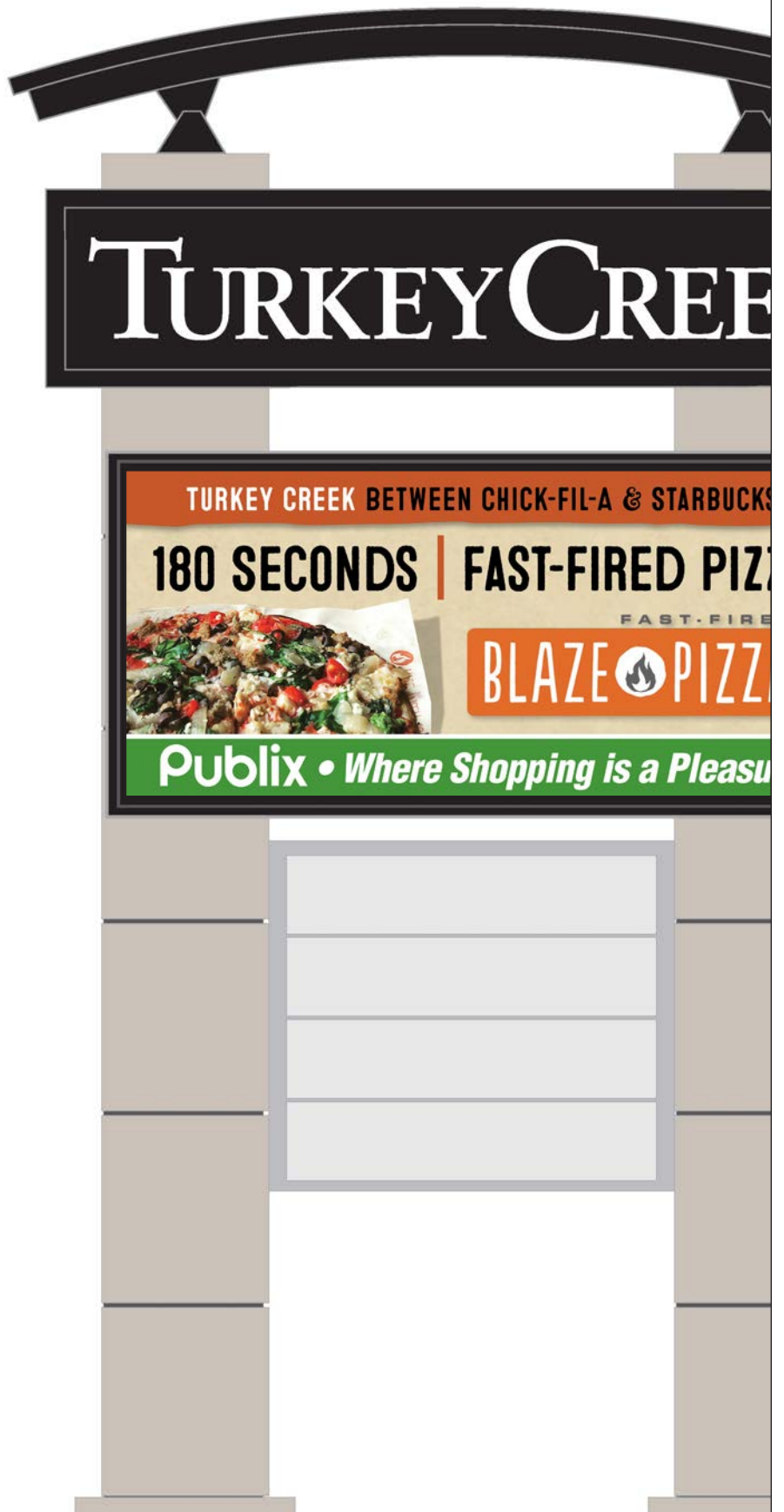
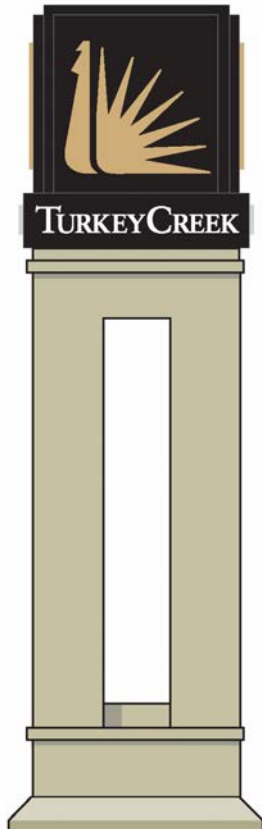
















MOCK UP







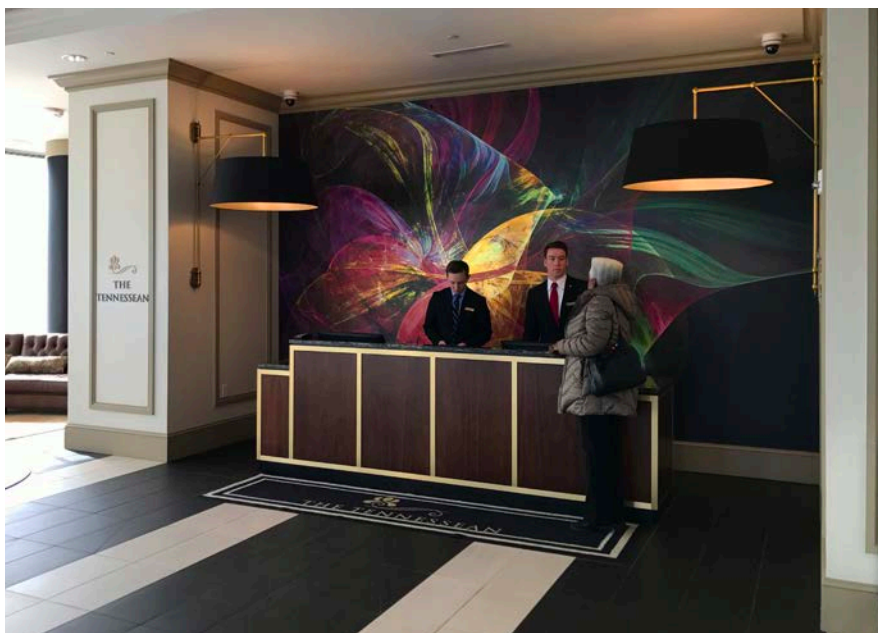




THE TENNESSEAN™  
PERSONAL LUXURY HOTEL & RESIDENCES













Rarity Bay | Proposed Signage Program Vocabulary | December 2015



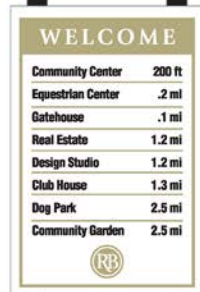


# RARITY BAY

ON TELlico LAKE

Nightingale DR

Nightingale DR



- 6 in. post
- 28 in. x 8 in. Signface

- 4 in. post
- 38" x 57"

- 4 in. post
- 24" sign panel

- 4 in. post
- 18 x 24" sign panel

36 in. x 9 in. Signface (pro

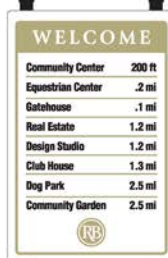
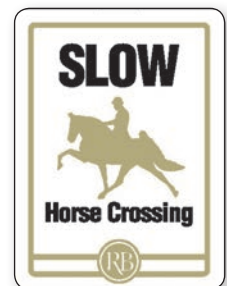
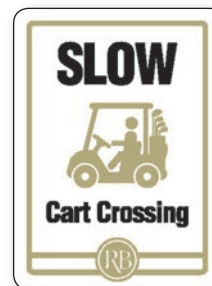
"Welcome" Legibility Comparison

WELCOME

WELCOME TO RARITY BAY

\* Recommended

\* Recommended



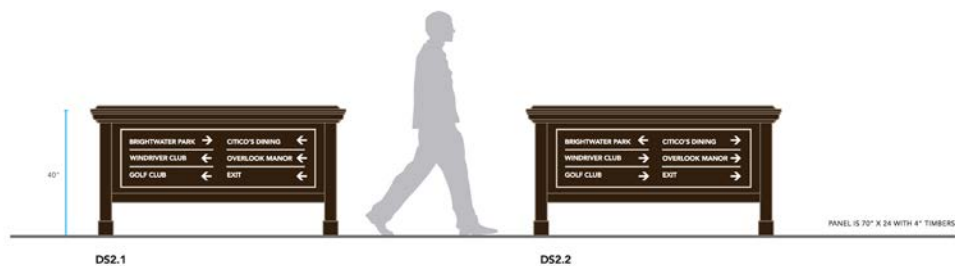
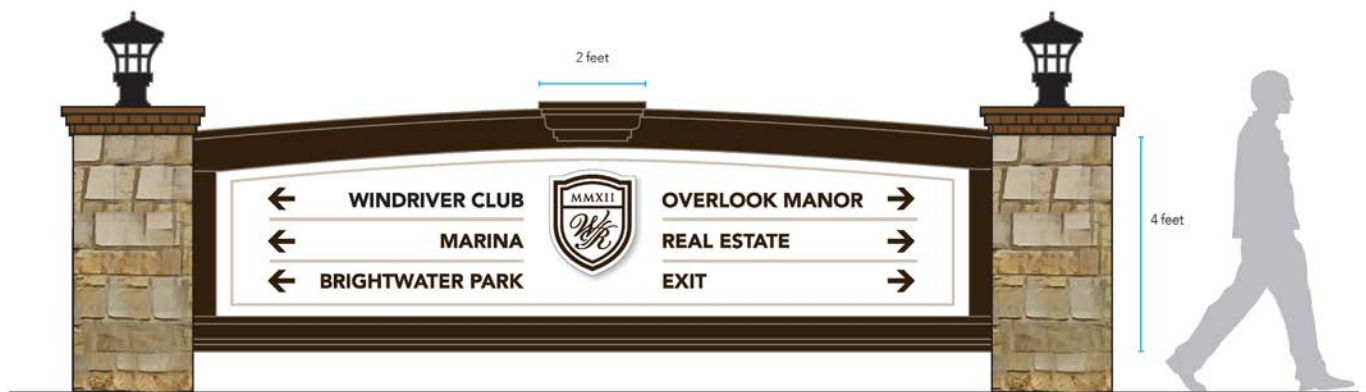
38" width (same as proposed)  
57" tall sign face  
Pole 6 ft above ground

38" width (same as proposed)  
57" tall sign face  
Final verbiage to come  
Pole 7.5 ft above ground

18 x 24 sign program with 3" Poles

Stand Alone Stop Sign  
24" Face







DS1.1

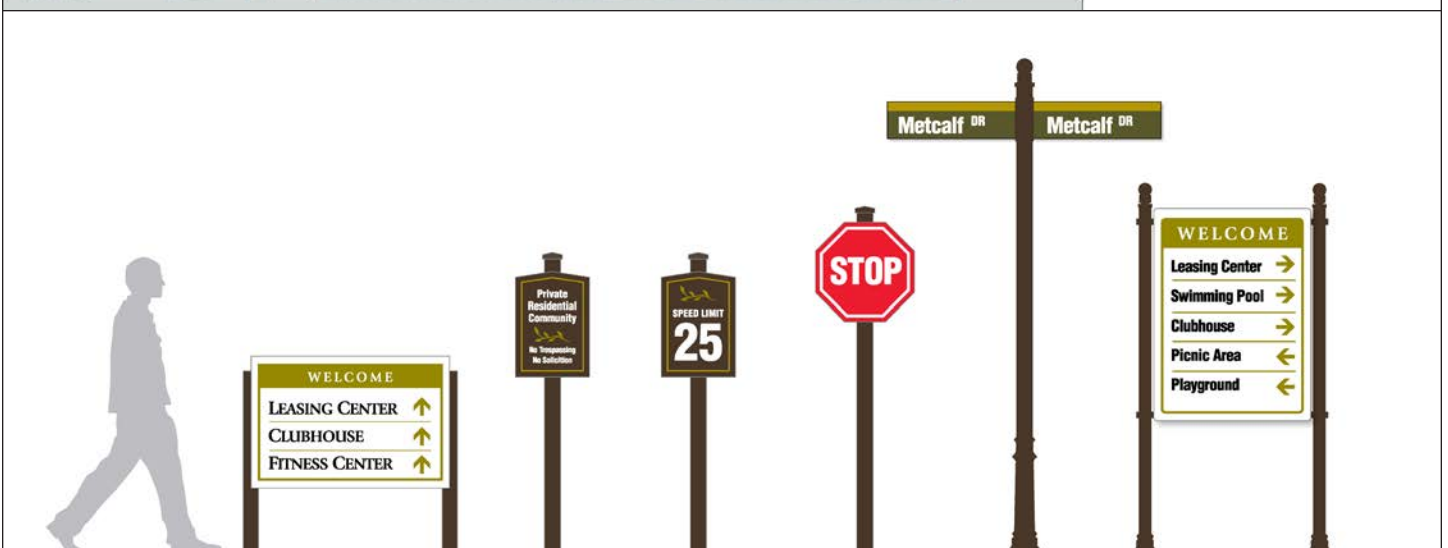
DS1.2





# METCALF VILLAGE

APARTMENT HOMES







North Wall:  
Panels A & B





STEM ACADEMY

# Historical Exhibit | L&N Freight Depot



## L&N Freight Depot

The Freight Depot was originally constructed in 1904 and built to capture a share of the vast freight and passenger market functioning in Knoxville. The original building was Victorian in character, with detailing tied to the passenger station as freight played a significant role in developing the company. On the day after the original freight depot burned, L&N announced that they would reconstruct it. The reconstructed building was in constant use from 1922-23 until 1979. Of particular interest is the rivet and steel frame construction technique popular for bridge building in the 1920s and 30s.



**The structure and materials**  
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## L&N and Knoxville in Primetime



The L&N Freight Depot illustrated Knoxville's position as the center of a large region that depended on rail for shipping products to Knoxville and for receiving goods from Knoxville's workforces. The building was rehabilitated in preparation for the 1982 World's Fair and for 25 years was used as a restaurant. Additional renovations completed in 2012 prepared the building as an integral part of the STEM Academy campus.



**The Freight Depot and Station**  
The Freight Depot and Station were constructed in 1904 and built to capture a share of the vast freight and passenger market functioning in Knoxville. The original building was Victorian in character, with detailing tied to the passenger station as freight played a significant role in developing the company. On the day after the original freight depot burned, L&N announced that they would reconstruct it. The reconstructed building was in constant use from 1922-23 until 1979. Of particular interest is the rivet and steel frame construction technique popular for bridge building in the 1920s and 30s.

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## L&N Passenger Station

The L&N Station conveys a unique sense of arrival and adventure through its elaborately detailed and unique architectural design. It has been a landmark in the region since its construction, marked by its prominent location at the intersection of two of downtown Knoxville's busiest traffic arteries, and by its elaborate architectural detailing. Its rehabilitation during the 1982 World's Fair and its continued use since that time is a testament to its importance.



**In the early 1900s**  
The L&N Station was constructed in 1904 and built to capture a share of the vast freight and passenger market functioning in Knoxville. The original building was Victorian in character, with detailing tied to the passenger station as freight played a significant role in developing the company. On the day after the original freight depot burned, L&N announced that they would reconstruct it. The reconstructed building was in constant use from 1922-23 until 1979. Of particular interest is the rivet and steel frame construction technique popular for bridge building in the 1920s and 30s.



**The station of the early 1900s**  
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## Life at the L&N Station

The Louisville and Nashville Station is Knoxville's largest railroad station. At the time of its construction, it was the finest station on the north south railroad line between Atlanta and Louisville, Kentucky.



**Placed in this 1900s photograph**  
The L&N Station was constructed in 1904 and built to capture a share of the vast freight and passenger market functioning in Knoxville. The original building was Victorian in character, with detailing tied to the passenger station as freight played a significant role in developing the company. On the day after the original freight depot burned, L&N announced that they would reconstruct it. The reconstructed building was in constant use from 1922-23 until 1979. Of particular interest is the rivet and steel frame construction technique popular for bridge building in the 1920s and 30s.

**Just outside the front doors**  
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**Economic growth continued**  
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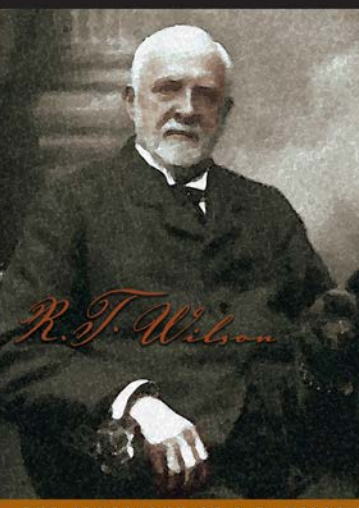
# I S T O R Y

## by Richard Thornton Wilson

**Once Wilson Vanderbilt**  
The portrait of R. T. and Wilson (Charlotte) Wilson's children, once was both parts and played by 1890, he married the first Charlotte Vanderbilt II, which caused the young lady to be described as the "Vanderbilt Princess" by her parents. Her thought (once was all and made for her was thought) that Charlotte's name was only about 3 years later than the Vanderbilt name itself.

**Charlotte Vanderbilt II**  
Charlotte's portrait, which was painted by John Singer Sargent in 1890, was the first of the "Queen of the Gilded Age" and the most important portrait in the history of the city. She was the first of the "Gilded Age" and the most important portrait in the history of the city. She was the first of the "Gilded Age" and the most important portrait in the history of the city.

**R.T. Wilson's Remains**  
R. T. Wilson's remains were placed in the vault of the New York City Public Library in 1890. The remains were placed in the vault of the New York City Public Library in 1890. The remains were placed in the vault of the New York City Public Library in 1890.



**R.T. Wilson**

**THE BIOGRAPHY OF R. T. WILSON**

Richard Thornton Wilson (R.T. Wilson) was born in 1810 in Georgia. He was a prominent businessman and a member of the New York City Public Library. He was a prominent businessman and a member of the New York City Public Library. He was a prominent businessman and a member of the New York City Public Library.

**become part of Mrs. Astor's first "400."**  
The Astor family in New York City (which this occurred by their becoming) and the Astor family in New York City (which this occurred by their becoming) and the Astor family in New York City (which this occurred by their becoming).

**Richard Wilson**  
Richard Wilson was born in 1810 in Georgia. He was a prominent businessman and a member of the New York City Public Library. He was a prominent businessman and a member of the New York City Public Library. He was a prominent businessman and a member of the New York City Public Library.



This is a portrait of Confederate soldier, James H. Carmichael, son of John Hudson Carmichael. John was the original builder of the Carmichael Inn circa 1800/1810. Sons James and Dan helped operate the Inn in addition to a ferry and stagecoach. After the Civil War, James and wife, Mary Janet (Turkotte) Carmichael left the Inn and raised their family of five on a nearby farm adjacent to the river.

## HISTORY OF THE ORME WILSON STOREHOUSE

Constructed in 1832 by Richard Thornton Wilson



MELISSA CLEMENTS (ORME) WILSON



RICHARD THORNTON WILSON, SR.



R.T. Wilson and "Clemmie" would eventually move to New York City and become part of Mrs. Astor's first "400."



R.T. WILSON



R.T. WILSON

For her beautiful background in Columbia, Georgia, she was a successful businesswoman in New York City. She was a successful businesswoman in New York City. She was a successful businesswoman in New York City. She was a successful businesswoman in New York City.

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Wilson's five children married English royalty and American millionaires with last names that include Goeler, Astor and Vanderbilt. A granddaughter became the 8th Duchess of Roxburghe.





## 1982 WORLD'S FAIR

## The 1982 World's Fair

The Knoxville World's Fair opened its gates on May 1, 1982 with participation by 22/23 countries and more than 50 private organizations and

companies. By the time the gates closed for the last time on October 31, more than eleven million visitors had passed through the turnstiles and the Fair was able to report a modest profit.

Knoxvillians took many memories and souvenirs away from the fair. Among the most popular items were tee shirts, buttons, or almost anything with the printed phrase: "The Scruffy Little City Did It!"



Flame Logo

The flame logo was the official logo of the 1982 World's Fair, appearing on everything from construction helmets to souvenirs and posters. The logo was designed by David Gilbreath, a Knoxville graphic designer, for the Energy Expo and later adopted as the official trademark of the 1982 World's Fair.

## Commemorative Buttons

Collectors could theoretically gather more than 100 pins and 50 buttons from the 1982 World's Fair. These include pins and buttons from countries, states, corporations, Olympics, other World's Fairs, and even some made without the authorization of KBF. Highly sought after pins (or sometimes, be it or super backs) were ones given to dignitaries and employees by pavilions and corporate exhibitors.

