

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH0674761

FOR NPS USE ONLY	
RECEIVED	MAY 10 1979
DATE ENTERED	JUL 9 1979

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Chattanooga Car Barns
City Street Railway Company, Street Car Barns Complex

AND/OR COMMON

Chattanooga Car Barns Complex

LOCATION

STREET & NUMBER

301 Market Street ~~at Third Street~~

__NOT FOR PUBLICATION

CITY, TOWN

Chattanooga

__ VICINITY OF

CONGRESSIONAL DISTRICT

Third

STATE

Tennessee

CODE

47

COUNTY

Hamilton

CODE

065

CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER: Vacant

OWNER OF PROPERTY

NAME

See Continuation Sheet

STREET & NUMBER

CITY, TOWN

STATE

__ VICINITY OF

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Hamilton County Courthouse

STREET & NUMBER

Georgia Avenue

CITY, TOWN

STATE

Chattanooga

TN 37402

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Chattanooga-Hamilton County Landmarks Survey and Preservation Plan

DATE

1976-77

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Chattanooga-Hamilton County Regional Planning Commission

CITY, TOWN

Chattanooga

STATE

TN 37402

7 DESCRIPTION

CONDITION

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The City Street Railroad Company Car Barns Complex consists of three brick buildings which occupy the southern part of the block bounded by Broad, Third, Market, and Second Streets and the northern part of the block bounded by Broad, Third, Market, and Fourth Streets in Chattanooga. In recent years the buildings have served as bus repair, maintenance, and storage facilities as well as providing office space for the Chattanooga Area Regional Transportation Authority, the city's mass transit system.

The southernmost building has seen continuous service as a storage and repair facility for Chattanooga's public transportation system since it was erected in 1886. On June 15, 1886, J.H. Warner, president of the Chattanooga Street Railroad Company, announced that the firm had recently purchased the property at Market and Third Streets and would be constructing "an appropriate and enlarged stable and car barn" to house the additional stock and cars needed for its recently announced twelve mile expansion to its present system.

Construction was soon underway on a 110' x 200' structure composed of a large open ground floor and a full basement. The ground level was divided lengthwise by two rows of steel columns, fabricated from smaller angles and placed on 20' centers, creating column bays of 40' x 24', and 40'. Walls were of local red brick with poured-in-place concrete for floors and the roof structure, which was essentially flat with a slight slope to the north. The major functional features of the structure were the large wooden overhead doors whose openings measured 12' wide by 16' high occurring on both east and west elevations. The north and south elevations were pierced by windows in a regular fashion in line with the interior column bays. Each of these windows included cut limestone sills and arched lintels composed of rows of brick. Roof drains disrupt the window alignment of the north elevation roughly in line with the interior columns.

The major decorative elements are found on the east and west elevations which contain the large car doors and are topped with decorative pediments. Each of these elevations is divided by a series of bands or string courses starting directly above the large car doors with a lintel course. Some two feet above this is a corbeled course imitative of round-arch lintels surmounted with two additional string courses.

The present appearance of the building has remained essentially unchanged, although several window and door openings have been altered, and an interior elevator with a roof penthouse (c. 1905) has been added. A 14' x 52' bus wash was built in 1955 at the southwest corner of the building.

Those buildings located north of Third Street include the offices facing Third Street, a fifteen-track car barn, and a bus fueling and storage facility. The offices and car barn were designed by R.H. Hunt, Architects, and construction was begun in late 1906. The Hunt firm, one of the finest ever to practice in the city, has many fine buildings to its credit including the Hamilton County Courthouse and the Carnegie Library, both currently listed on the National Register.

The office building is a one-story brick bearing wall structure with a two story central office tower. The facade (south elevation) is composed of alternating double and single window openings with cut limestone sills and lintels with keystones. The central two-story element contains the major doorway at the ground level. This central section is topped by a poured-in-place concrete pediment containing the name of the Chattanooga Railways Company and is roofed with tile. Directly adjoining the office structure are the five car barn bays with brick bearing walls and elevations similar on both the Market Street (east) and the Broad Street (west) sides. These elevations contain large openings (once enclosed by large wooden doors now in storage)

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CONTINUATION SHEET

ITEM NUMBER 4

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Owners of Property:

John Ross Properties
c/o Dr. N. R. Nichols
1201 Carter Street
Chattanooga, TN 37402

The Sports Barn, Inc.
c/o Mr. T. A. Leyston, Trustee
Suite 702, The Krystal Building
100 West Ninth Street
Chattanooga, TN 37402

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topped by stepped gables concealing corrugated metal deck roofs. Each of these gables is pierced by a circular light which is surrounded by a double row of brick headers.

The northernmost section of this complex was constructed in 1926. This brick building served as a refueling and storage facility. Although architecturally undistinguished, the building was designed to create a visual unit with the adjacent 1906 portion.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
—PREHISTORIC	—ARCHEOLOGY-PREHISTORIC	—COMMUNITY PLANNING	—LANDSCAPE ARCHITECTURE	—RELIGION
—1400-1499	—ARCHEOLOGY-HISTORIC	—CONSERVATION	—LAW	—SCIENCE
—1500-1599	—AGRICULTURE	—ECONOMICS	—LITERATURE	—SCULPTURE
—1600-1699	—ARCHITECTURE	—EDUCATION	—MILITARY	—SOCIAL/HUMANITARIAN
—1700-1799	—ART	—ENGINEERING	—MUSIC	—THEATER
XX1800-1899	—COMMERCE	—EXPLORATION/SETTLEMENT	—PHILOSOPHY	XXTRANSPORTATION
XX1900-	—COMMUNICATIONS	—INDUSTRY	—POLITICS/GOVERNMENT	—OTHER (SPECIFY)
		—INVENTION		

SPECIFIC DATES 1886-7, 1906, 1926 BUILDER/ARCHITECT Unknown, R.H. Hunt, Unknown

STATEMENT OF SIGNIFICANCE

This complex of buildings has served as a focal point in Chattanooga's transportation history since the oldest building in the complex was built at 301 Market Street in 1886. This building and the two others in this complex, the 1906 office and five bays at 241 Market and the 1926 garage at 215 Market, have played vital roles in three distinct phases of mass transportation history in Chattanooga. First as a stable and car barns for horse-drawn street cars, then as car barns for electric street cars, and finally as garages for the city's bus system, these buildings have been an important factor in Chattanooga's transportation development for over ninety years. Vacated in 1978 by the Chattanooga Area Regional Transportation Authority, the city's mass transportation system, the buildings at first appeared slated for demolition. Currently, the complex has been purchased by a group of developers for redevelopment as a sports complex.

Various street car companies existed in Chattanooga during the late 1800's. The third of these companies to be chartered and the first actual working company was the Chattanooga Street Railroad Company. After renting stables at a local hotel, this company erected its first building in the early 1800's. Used as the business's major terminal, it burned in the late 1800's. In 1886 additional land was purchased for a building for use as stables, car barns, and general office space. This 1886 building is currently the oldest remaining building in Chattanooga directly dealing with Chattanooga's streetcar history. Three years later this company was sold to Chattanooga Electric Street Railroad Company which had introduced in that same year electric street cars to Chattanooga. In 1891 this firm was renamed the Chattanooga Electric Railway Company.

This early period of streetcar history reflects two significant tendencies. First, there were a number of street car lines in operation. These lines were highly competitive, often short-lived, and exchanged ownership frequently. Secondly, many of the early owners were local leaders who played crucial roles in Chattanooga's development in this and other areas such as banking and land development.

Needing additional space, the Chattanooga Electric Railway Company constructed another building in 1906. This building was used for their main offices and had a five bay-15 track car barn attached. Shortly afterwards, this company went broke.

The next company, the Chattanooga Railway and Light Company existed until after World War I when it also failed and then went into receivership. Afterwards it became known as the Chattanooga Street Railways Company. This firm merged in 1922 with a power company to become the Tennessee Electric Power Company (TEPCO) which, in 1925, instituted the city's first motor powered bus services. It was roughly at this time that the third building in this complex was constructed to the north of the 1906 structure. After the introduction of these new buses, trolley lines began to be slowly eliminated until 1947 when Chattanooga's last electric trolley

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Chattanooga News-Free Press, 3 March 1978; 27 December 1978.
 Chattanooga Times, 1 November 1908; 20, 29, January 1978.
 Steinberg, David. And To Think It Only Cost a Nickel!, n.p., 1975.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2 1/4 acres

UTM REFERENCES

A	1 6	6 5 4 0 9 0	3 8 8 0 0 8 0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

County Assessor's Property Parcel Map Nos. 135-MA-1 and 135-A-M2 -- A copy of the appropriate portion of this map is attached.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Garnet Chapin

ORGANIZATION

Landmarks Chattanooga

DATE

December 1978

STREET & NUMBER

Fountain Square, Georgia Avenue

TELEPHONE

615-266-1207

CITY OR TOWN

Chattanooga

STATE

TN

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Herbert E. Hays

TITLE

Executive Director, Tennessee Historical Commission

DATE

5/2/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Bill Wierich

DATE

July 2, 1979

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Jann H. Calmore

DATE

5/16/79

KEEPER OF THE NATIONAL REGISTER

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ran. TEPCO was purchased in 1941 by Southern Coach Lines who managed Chattanooga's transit operations until the 1970's when the Chattanooga Area Regional Transportation Authority (CARTA) was created. This agency continued to use the old car barn facilities until 1978 when new terminal facilities were constructed.

These three buildings have been in continuous transportation related uses since their dates of construction---1886, 1906, and 1926. Individually each building represents a significant development in mass transportation history in Chattanooga: the 1886 structure is the only building remaining in Chattanooga that was constructed for use as a mule/horse stable; the 1906 structure is one of two buildings remaining in Chattanooga that was constructed for use as trolley barns; and the 1928 structure is the oldest building in Chattanooga specifically constructed for the then new motor powered buses. Collectively, the history of these three buildings span the major developments of mass transit in Chattanooga and represent a crucial element in Chattanooga's development as a major city.

The property nominated includes the two tracts in the possession of the current owners: John Ross Properties and The Sports Barn, Inc. The tracts contain a total of approximately 2.25 acres.

Ac

T

408

A

P

U

U

ORIGINAL TOWN

MARKET ST. ORIGINAL MARKET

"A" 135-M

(N/R)

(N/R)

282

282

"A" 200' "A"

~~135-A-2~~

ST.

1

135-MA-1

135 N-B

1091

2

3

4

5

6

CHATTANOOGA CAR BARN COMPLEX
CHATTANOOGA, TN

MAY 10 1979

MARKET ST.

27

MAP 135-MA

SCALE 1"=50'



TOWN ST.

A

3

4

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

THIRD ST.

FOURTH ST.

110'

110'

110'

110'

110'

110'

110'

110'

110'

110'

110'

110'

110'

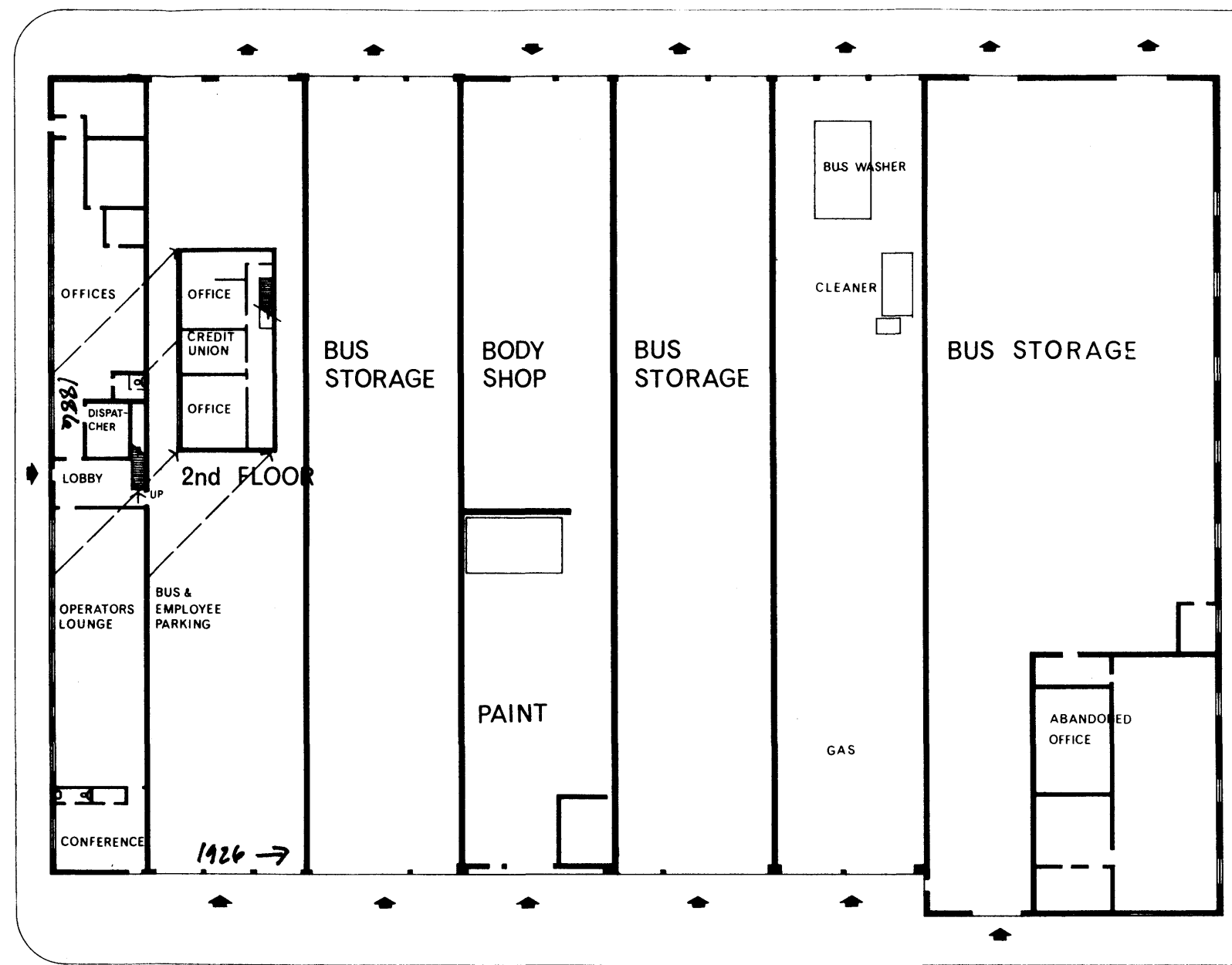
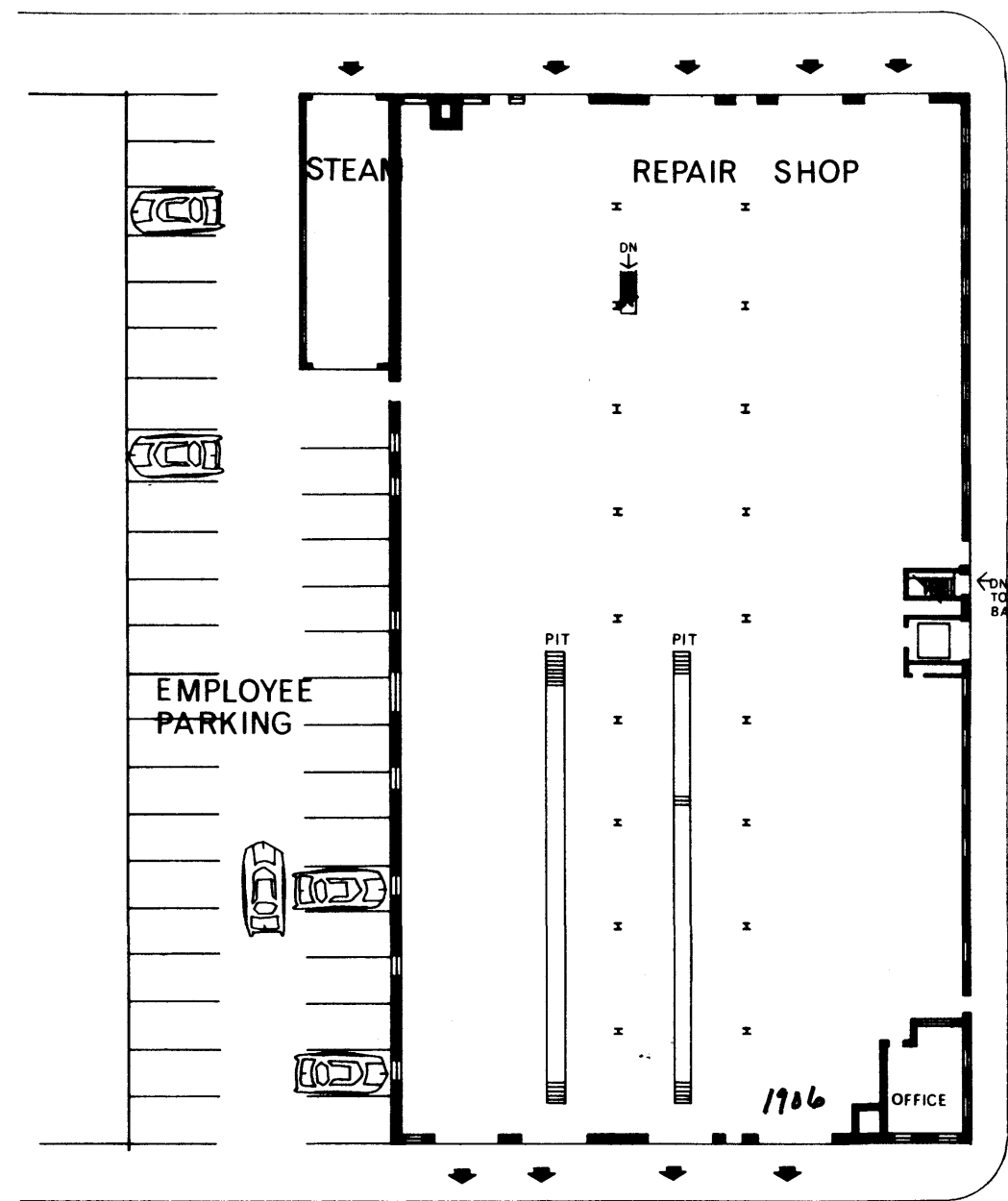
110'

110'

110'

110'

110'



BROAD STREET

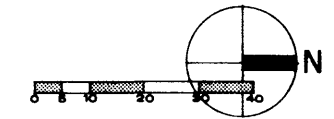
3rd STREET

ONE WAY

MARKET STREET

CHATTANOOGA CAR BARNS COMPLEX
CHATTANOOGA, TN MAY 10 1979

EXISTING GROUND FLOOR LEVEL



SELMON T. FRANKLIN ASSOCIATES
ARCHITECTS, INC.
142 North Market St Chattanooga, Tenn.

EXISTING SITE

PART 1

EXHIBIT A
date: 12/20/75
Sheet: 1-A