

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Tennessee	
COUNTY: Hamilton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	APR 26 1972

1. NAME

COMMON:
Lookout Mountain Incline Railway (Rep. Lamar Baker)

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

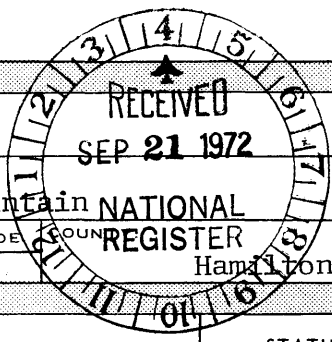
CITY OR TOWN:
Chattanooga / Lookout Mountain

STATE: Tennessee

CODE: 47

COUNTY: Hamilton

CODE: 065



3. CLASSIFICATION

CATEGORY (Check One)		OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District	<input type="checkbox"/> Building	<input type="checkbox"/> Public	Public Acquisition:	<input checked="" type="checkbox"/> Occupied	Yes:
<input type="checkbox"/> Site	<input checked="" type="checkbox"/> Structure	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> In Process	<input type="checkbox"/> Unoccupied	<input checked="" type="checkbox"/> Restricted
<input type="checkbox"/> Object		<input type="checkbox"/> Both	<input type="checkbox"/> Being Considered	<input type="checkbox"/> Preservation work in progress	<input type="checkbox"/> Unrestricted
PRESENT USE (Check One or More as Appropriate)					
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments	
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)		
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious			
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific			

4. OWNER OF PROPERTY

OWNER'S NAME:
Lookout Mountain Incline, Inc.

STREET AND NUMBER:
827 East Brow Road

CITY OR TOWN:
Lookout Mountain

STATE:
Tennessee

CODE:
47

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Hamilton County Register's Office

STREET AND NUMBER:
Courthouse

CITY OR TOWN:
Chattanooga

STATE:
Tennessee

CODE:
47

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

SEE INSTRUCTIONS

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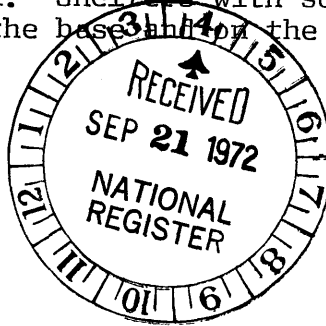
7 DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Chattanooga's Lookout Mountain Incline Railway consists of a double track stretching 9/10 of a mile from the base to the top of the mountain where it reaches an altitude of 2,100 feet above sea level. According to a booklet published by the Railway, the grade of the track is 72.7% near the summit, the steepest passenger incline railway in the world.

Passengers travel in two cable cars painted bright yellow and red. The cars begin simultaneously at each end, passing at exactly the half way mark. Shelters with souvenir shops and offices are located at the base and top of the mountain top.



SEE INSTRUCTIONS

SIGNIFICANCE

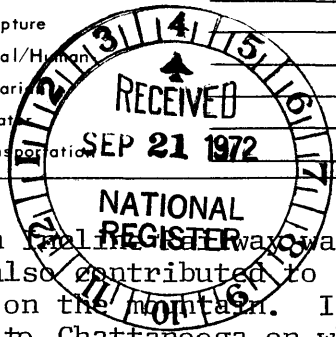
PERIOD (Check One or More as Appropriate)

- Pre-Columbian; 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other (Specify) <u>Tourism</u> |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |



STATEMENT OF SIGNIFICANCE

Although Chattanooga's Lookout Mountain Incline Railway was built primarily as a tourist attraction, it also contributed to the establishment of a permanent community on the mountain. In bad weather, local residents still commute to Chattanooga on what has been claimed as the steepest passenger incline railway in the world. During the ride, residents and tourists alike get a magnificent view of Chattanooga and its surroundings.

Prior to the building of any railway on the mountain, a trip up Lookout Mountain took three hours by way of either one or two turnpikes. In 1885-86, Incline Number 1 was built by a group of men who also wanted to construct a hotel directly below the towering palisades of the "Point" of the mountain. Once the incline was completed, the cars were used to haul the building materials needed for the hotel. The incline ran from the village of St. Elmo to the hotel, at which point the Narrow Gauge Railroad gave access to the mountain top. The Broad Gauge Railroad was also in use on the mountain. Neither Incline Number 1 nor the two railroads provided service from the bottom of the mountain directly to the top. This was the reason for building Incline Number 2, as the present railway is called.

The new incline was designed by Josephus Conn Guild, Sr., a partner in a Chattanooga engineering firm. Completion of the incline did not coincide as planned with the dedication of the Chickamauga-Chattanooga National Military Park on Lookout Mountain. The last rail was laid on November 16, 1895.

At first, the power was supplied by huge coal burning steam engines situated in a power house at the crest of the incline. On each trip the cable cars carried passengers and coal, the latter to be used for fuel to power the steam engines or to be sold to the residents. The incline became not only a great tourist attraction but also served as an emergency service for people living on the mountain.

In 1911, an electrical system replaced the steam power. The following year, the original operating company, the Lookout Incline and Lula Lake Railway sold the property to the Lookout Mountain Railway Company.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Chattanooga Public Library Clipping File on the Incline Railway.
 Lookout Mountain Incline, Inc. "America's Most Amazing Mile:
 Lookout Mountain Incline Railway." Published by Lookout
 Mountain Incline, Inc., 1967.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES			
CORNER	LATITUDE				LONGITUDE			
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		
NW	35°	00'	24"	85°	20'	39"		
NE	35°	00'	38"	85°	19'	40"		
SE	35°	00'	32"	85°	19'	38"		
SW	35°	00'	18"	85°	20'	37"		

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **85**

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

STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Ellen Beasley

ORGANIZATION: **Tennessee Historical Commission** DATE: **9-14-72**

STREET AND NUMBER:
403 7th Avenue, North

CITY OR TOWN: **Nashville** STATE: **Tennessee** CODE: **47**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name *Michael J. Smith*

Title Executive Director
Tennessee Historical
Commission

Date 9-14-72

I hereby certify that this property is included in the National Register.

Robert K. Utley
 Chief, Office of Archeology and Historic Preservation

Date 4/26/73

ATTEST:

W. Monte R.
 Keeper of The National Register

Date 4 20 73

H 13 25
 16/6522600
 3875320
 3875120
 307608
 SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet)

STATE	
Tennessee	
COUNTY	
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(Number all entries)

Significance (cont.)

On March 19, 1919, a fire during the night damaged the railway so badly that it was closed for nearly one year for repairs. Improvements were made, especially in the cable cars which were made of wood. In 1949, the first steel cars were used. The present incline buildings were built during 1949, and a modernization program was completed in 1955.

