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NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property:

historic name Tate Building

other names/site number MA-B-121, Blue Grass Hotel

2. Location

street & number 444 Chestnut Street not for publication NA  
city or town Berea vicinity NA state Kentucky code KY  
county Madison code 151 zip code 40403

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X 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 X meets        does not meet the National Register Criteria. I recommend that this property be considered significant        nationally        statewide X locally. (       See continuation sheet for additional comments.)

David L. Morgan  
Signature of certifying official David L. Morgan, SHPO Date 7-20-06

State or Federal Agency or Tribal government

In my opinion, the property        meets        does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title \_\_\_\_\_ Date \_\_\_\_\_  
State or Federal agency and bureau \_\_\_\_\_

4. National Park Service Certification

I, Elson H. Beall hereby certify that this property is:  
 entered in the National Register 9.13.06  
       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): Jan  
Signature of Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

**5. Classification**

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>0</u>	<u>0</u> objects
		<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing N/A

**6. Function or Use**

Historic Functions	Cat:	<u>Commerce</u>	Sub:	<u>Restaurant</u>
		<u>Domestic</u>		<u>Hotel</u>
Current Functions	Cat:	<u>Work In Progress</u>	Sub:	

**7. Description**

Architectural Classification Late 19<sup>th</sup> and Early 20<sup>th</sup> century American Movements  
Other: Commercial Style

Materials

foundation	<u>concrete</u>
roof	<u>Synthetics</u>
walls	<u>Brick</u>
other	<u>Chimney, brick</u>

Narrative Description (See continuation sheets.)

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## 8. Statement of Significance

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### Applicable National Register Criteria

- 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

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

Areas of Significance	<u>Transportation</u>
Period of Significance	<u>1929-1954</u>
Significant Dates	<u>1929, 1930</u>
Significant Person	<u>NA</u>
Cultural Affiliation	<u>NA</u>
Architect/Builder	<u>Unknown</u>

Narrative Statement of Significance (See continuation sheets.)

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## 9. Major Bibliographical References

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Main Bibliography: See continuation sheets.

### Previous documentation on file (NPS)

- 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: The University of Kentucky, College of Design

**10. Geographical Data**

Acreage of Property less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone Easting	Northing	Zone Easting	Northing
1	<u>N43</u>	<u>738582</u>	<u>4161060</u>	3
2	<u>16 km</u>		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 Michael Spencer Project Manager

organization Center for Historic Architecture and Preservation Date 3-28-06

street & number Univ. of Kentucky, 100 Bowman Hall telephone 859-257-4442

city or town Lexington state KY zip code 40502

**Property Owner**

name John Dupuy

street & number 533 Whitlock Road telephone \_\_\_\_\_

city or town Richmond state Kentucky zip code 40475

## Description

The three story brick Tate Building (MA-B-121) is located at 444 Chestnut Street, Berea, Kentucky, faces almost due south and sits atop a ridge.

**Setting.** The town of Berea is situated in the foothills of eastern Kentucky and is often called the gateway to the Appalachians. Ridgelines and hills are the most numerous topographical features helping define the layout of the streets and town. Passing in front of the building, running in an east-west direction along one of the ridges, is the heavily traveled Chestnut Street. The old Louisville and Nashville railroad tracks run parallel to the structure's west façade, running in a north-south direction and passing under Chestnut Street. Today, Broadway Street also runs parallel to the building's west façade, and is on the same side of the tracks as the building. The railroad line marks a noticeable division between the residential and the commercial areas of town. Looking north, sitting considerably lower in elevation, is the old Berea railroad station. The east façade of the structure looks towards the town center and historical Berea College over the one-and two-story adjoining shops which help form the row of commercial structures that the Tate building anchors. Also adjacent to the Tate building is a paved used car lot where two other structures once existed. A number of remaining historic buildings still provide the Tate building with a sense of integrity of setting, signaling its location within a commercial area. The overall size of the lot is less than ½ acre.

Chestnut Street functions as the spine of Berea's commercial center. Today the Tate Building is undergoing renovations; the lower level has until recently been used as a bridal shop, and the top two floors used for rental apartments, falling in line with the majority of the building's earlier functions. These commercial functions began in 1929 with the construction of the current structure's first two floors. The third floor was added in 1930, after an agreement with William Clark, the then-owner of one of the adjacent structures. Around this same time the rear addition was also added to expand the kitchen.

**The form of the structure** is a rectangle measuring sixty-five feet long and twenty-six feet seven inches wide. However, projecting nine feet ten inches from the rear of the structure is a back room, a brick addition, one story in height and covered by a shed roof. The roof of the third floor of the main structure is flat and slightly sloped towards the north, allowing for proper drainage. Parapet walls hide the roof on three sides of the structure except for the north elevation, also the elevation facing away from Chestnut Street but visible from the railroad station. Stylistically speaking, the building is very similar to other early-20<sup>th</sup>-century commercial structures. It contains various stylistic elements, and sits very much in the realm of the vernacular.

**The exterior of the structure** is composed mainly of brick. The foundation, where visible, is poured concrete, most likely set in place with wooden forms. Generally the concrete is smooth and consistent, with a few rough places where large aggregate is visible or has fallen away. The rear addition also has a poured concrete foundation, which at points, projects about a foot from ground line, whereas the foundation of the original building at most only projects a few inches. Rougher in texture, the concrete on the back addition is also poured concrete, with larger aggregate. Where the foundation can be seen, it appears to be continuous, except where the rear addition ties into the original structure. There, the concrete butts directly against the rear brick façade.

Sitting atop the foundation are the building's west, east and north walls. These walls are done in a 1-over-5 and 1-over-6 American Bond pattern on the original structure and a 1-over-6 on the rear addition. These bond patterns indicate that the wall is most likely more than one brick wythe thick and therefore of solid masonry construction. However, the front façade is composed of bricks laid in a running bond pattern, possibly indicating some wooden framing behind the brick veneer. There is also a soldier course running above the first floor transom windows.

The bricks on three of the facades are for the most part smooth and of regular dimensions, although the bricks on the front façade appear to have some texture. Coloration of the bricks varies from a deep red to almost brown. On the east façade, the rows of headers appear as a darker brown, contrasting with the five to six rows of stretchers.

Yellow bricks, or London stock bricks, appear on the front façade to spell the name TATE above the third floor windows. The third floor also has two brick arches, each measuring about five feet wide, that span openings which are now boarded with vertical 4-inch boards painted white. Except for a few mortar issues and the occasional patched brick, the majority of exterior materials are original to the structure and in good condition, adding to its material integrity.

These openings once provided access to the third floor porch and now contain one window each. The floor of the porch now projects from the front façade of the building, providing a two-foot-wooden overhang that is now sloped and covered in black asphalt shingles. Five light bulbs hang from the underside of the old porch floor, adding an interesting detail, although hardly providing an efficient lighting mechanism for the street. These modifications to the porch occurred sometime after 1964. Originally, an awning extended about four feet from below the transom windows. It provided shade for the sidewalk and shop windows, and also sheltered patrons as they entered the side door which led to the hotel rooms on the second and third floors. Indications of the awning are difficult to obtain through examination of the building façade. Photographs from the 1950s show that at one time such an appendage did exist. Photographic evidence from this same time also indicates a sign projecting from directly above the main store entrance but below the second floor windows.

Other projections from the main structure include chimney stacks. The building contains five chimneys, with four being located on the east façade. These chimneys all project from the parapet wall, with the chimney closest to the front façade projecting about six inches. Because the roof is slightly sloped towards the north, the parapet wall steps down to follow this contour, however, the chimneys maintain a constant height. The fourth chimney on this elevation is a bit of an aberration, as it projects from the plane of the wall about one brick width and rises about four feet above the parapet wall, clearly taller than the three other chimneys. Different bricks and mortar joints indicate that at some point this chimney stack was modified, although an exact date for that change is not known. The fifth chimney is located on the rear of the structure and almost splits the rear façade in two. This chimney projects about three feet from the roof top and appears to have two different types of bricks. The first type of brick used corresponds to the main structure and dates to the 1929 construction. It appears that when the kitchen expansion was added during the 1930s another chimney was required, and so new bricks, slightly browner in color, were used and abut directly against the old chimney. The effect is that of a single stack.

In terms of **doors and doorways**, there are five total exterior points of egress. The front façade contains both the main store door as well as the side door which leads to the second and third floor rooms. The rear of the structure contains the three other doors, with one being set in the rear addition of the building, facing west, and the other two located on the second and third floors, facing north. These two doorways provide access to the rear fire escape. The third floor doorway has been boarded up for some time, and the second floor door appears to be a more modern replacement door. Details are lacking on all three rear doors. The front doors, especially the main entrance door, still retain much of the original detailing. Both front doors have a transom above and the main entrance, which is recessed about six feet into the structure, also contain glass panes on the sides, the top, and a larger pane in the middle. The main entrance itself is rather wide at about three-and-a-half feet, and is painted magenta. Surrounding exterior woodwork on the first floor is painted light blue with magenta trim.

The Tate building also has a few detail features on the front façade. There is a tile floor leading to the recessed shop door and also indications of large light globes on either side of the side entrance. The tile floor is still in good condition and demonstrates some of the workmanship that went into the construction of this building in 1929. Above the shop windows and side door are also boarded-up prismatic glass windows which would have directed more light into the back of the first floor shop. Because of their sometimes fragile nature, these have been boarded up and the current condition of the glass is unknown.

The remaining doors vary around three feet in width and about six foot eight in height. Unlike the main door, the side door is a metal replacement installed some years ago. The door surrounds are for the most part still wooden and in relatively good condition. Decoration and embellishments are all held to a bare minimum.

Embellishments are also at a minimum on the **windows**. The building has a total of thirty-five windows, including the large shop windows. Of these windows, the majority appear to be original to the structure. The two obvious exceptions appear on the third floor of the south façade. These windows are placed within the arches that once accessed the third floor porch. However, behind these windows on the original exterior wall, the old windows still exist in place. The majority of the windows measure about five feet high and about three feet wide, however there are smaller windows, indicating the presence of bathrooms as well as larger windows on the first floor for shop displays. Eight of the windows, all present on the second floor, are three-over-one single-hung windows, meaning that only the lower portion is moveable. Four of these exist on the front (south) façade and four on the north façade; all are wooden. The rest of the windows, except for seven, are one-over-one single-hung windows, including the two modern windows mentioned above. There are six windows on the third floor of the west façade, seven on the third floor of the east façade and six on the second floor of the east façade. The two small bathroom windows on the third floor east façade are divided light windows, as where the two first-floor shop windows are single plate glass. The small window located on the north elevation is a one-over-one double-hung window, and appears to have been used at some point as a service window. The remaining windows are currently boarded up and located on the 1930s rear addition and face in a northerly direction. Overall, the windows appear to have good material integrity throughout the structure.

This **rear addition** differs from the rest of the structure. It's covered by a shed roof sloped from south to north. The material used to cover the roof is a tar-like substance and appears to be in bad shape currently. There is an aluminum gutter located at the northern end. The rear elevation does not have a parapet wall. The parapet wall on the three main sides is covered by terra cotta tiles still in relatively good condition. Like the addition's roofing material, the main roof appears to have a tar-like substance used as a sealant but is currently in need of repair. Both roofs are grey in color, having very fine gravel embedded in the tar. Where repairs have been attempted, the worker has used modern asphalt shingles. A steel gutter located on the north elevation catches the majority of the runoff, diverting it to two steel downspouts located at each corner.

Also along the back is the old fire escape, running from the roof to the ground floor. On both the second and third floors there are landings to stand on and also to lower the last segment of the fire escape to the ground. Currently the fire escape is lowered but appears to have been retractable originally.

**The interior** of the first floor has seen some changes but remains relatively intact since the 1930s kitchen addition. These changes are minimal, mainly cosmetic and coincide with the changing use of the space from a dining facility to retail. The first floor contains a large room located in the front of retail space. Large shop windows flank the main entrance. The main room is about twenty-feet wide and forty-five feet long. On the left side of the main room is a projecting space that encloses the side stairs, which are only accessible from the exterior side entrance. The room contains modern dropped ceilings and grey carpeting. Where there is wood, it is painted white, although on the left side of the room the red brick is left exposed. Towards the back of the room, facing north, is a doorway to the left. This door is cut through the stud wall partition and leads to a small hallway that gives access to an equally small bathroom, directly across from the door and from the larger back rooms which have an entrance on the right side of the small hallway. The main backroom is currently unfinished and dimly lit. The back wall, originally the back exterior wall, is brick and has an opening for a coal fireplace flue. Another opening on the west side of the room leads to the rear addition space. This area is raised on a wooden platform with three small wooden steps. There are two windows within this room and another window concealed within a smaller room located adjacent. This adjacent room has no access except for a small window.

The second floor, where the guest rooms were, is accessed by the side stairway. This stairway begins after passing through the main exterior door and then one more interior doorway. There are twenty-two steps to reach the second floor, with a railing on the right side for those climbing the steps. Straight back from the steps is the rear second floor door that egresses out onto the fire escape. The paint on the walls is white and in some places rather dirty. At the top of the stairs is a rather simple square newel post and banisters. From here the entire second floor is now open, except for a load-bearing stud wall running down the center. The exterior wall on the west façade of the

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building is still exposed brick but the rest of the walls are finished with a coating of plaster. Because the wood flooring was laid after the partition walls were in place, the ghosts of the walls are easily distinguishable, and so room placement can be determined through this means as well as through study of existing documentation. There would have been thirteen rooms at one point on this floor, including bathrooms and closet spaces. There probably were only eight bedrooms for guests, with possibly two bathrooms to be shared. Bedrooms and guest spaces were typically accessed through the side passage hallway, with the rooms at the front of the building designed more for apartment living. In later years the second floor rooms were used for a permanent apartment, while guest rooms were relegated to the third floor. Except for a large dip in the floor near the rear of the structure, the second floor seems to be in relatively good condition.

The third floor is accessed by another staircase placed directly above the first. This staircase goes up two steps towards the west, and then at a landing turns up in a northerly direction, and then at a second landing turns east going up two more steps until it reaches the third floor. When progressing up this stair it is easy to discern where the old second floor ended in 1929 and where the third floor was added in 1930. There is a large inset ledge where the wood floor joists rest on the masonry wall, this is caused by a setback in the masonry brick wall on the third floor. Currently the third floor partition walls have been taken out, but again like the second floor, ghosts from the stud walls can be seen. The overall plan on the third floor involved a central hall splitting two bays. The bedrooms and bathrooms were accessed off this central hallway. Towards the front there is still a door leading to the once-open porch.

The door to this porch, besides the front door, is the most unique. There is a large glass light set in the top half of the door with some scroll work done underneath the glazing. Although by most standards this is not particularly elaborate, for the Tate building it stands out from the rather straightforward design. Projections from the flat brick walls indicate the presence of chimney flues that would have been connected to some of the stoves used in heating the building during the 1930s.

Currently the structure is undergoing **renovations** that have removed the interior walls from the second and third floors. While changes to the interior spaces have been extensive, the owner plans to utilize tax credits returning the building to a functional use. This use will include rebuilding some of the removed interior spaces. The tax credits will also aid in the restoration and preservation of the building's exterior features. Further restoration work will follow the Secretary of Interior's Rehabilitation Standards. One of the main purposes for this proposal to the National Register is to obtain these credits to enable the project to be completed.



### **Statement of Significance**

The Tate Building (MA-B-121) is eligible for listing in the NRHP under Criterion A. The building is seen as significant within the context “Transportation and Hotel Design on Kentucky’s Dixie Highway 1929-1954.” The Tate Hotel demonstrates the early evolving trend in hotel design relating to automobile tourism in Eastern Kentucky during the late 1920s, 1930s and 1940s. The hotel itself was built almost entirely for motorists on their way through Berea, Kentucky looking for short-term affordable lodging. Until this time, most hotels in Eastern Kentucky were built as destination spots or for travelers on the railroads. The Tate Hotel was built with the modern traveler in mind, and that meant one traveling by automobile. The design of the hotel emphasizes a streamlined approach to hotel accommodation and demonstrates the combination of 1920s hotel design theories applied to a commercial vernacular design. The structure’s building date corresponds with ongoing road improvements in Kentucky, like the paving of the Dixie Highway in 1929 (which is US 25 through Berea today) and the Jackson Highway in 1931, even though the roads were considered passable by 1921.<sup>1</sup> Still, even with these upcoming road improvements, W.B. Tate took a gamble in deviating from the traditional design and operation methods of contemporary hotels in Eastern Kentucky.

### **HISTORIC CONTEXT: Transportation and Hotel Design on Kentucky’s Dixie Highway 1929-1954**

The purpose of the context is to establish that the Tate Hotel offers a significant local insight to the broader nationwide perspective of transportation. The comparisons will demonstrate the design and operation philosophies that W.B. Tate incorporated, as well as successive owners employed, after Tate sold the hotel in 1931.<sup>2</sup>

### **Transportation in the Vicinity of Berea**

Madison County, Kentucky is located on the edge of the Bluegrass where the rolling terrain meets the steeper topography of the knob region. Created in 1785 from Lincoln County, Madison County is named after the fourth President of the United States, James Madison. The county seat of Madison is the city of Richmond, and ten miles south is the small town of Berea.<sup>3</sup> Transportation was late in getting to the region, as it was for most counties and towns within Appalachia, with most development coming in the early part of the 20<sup>th</sup> century or later.

In 1852, the county only boasted one turnpike, and after heavy rains, this was regarded by most as impassable. Conditions only worsened from 1860-1900. Some accounts regard the roads in Kentucky as some of the worst in the country.<sup>4</sup> The lifeline of the county’s transportation remained the Kentucky River, twenty miles northwest of Berea, which by the mid-19<sup>th</sup> century had a system of locks and levees that enabled boatmen to float supplies in from the Ohio River far to the north. The reliance on water transportation mimicked in many respects the national transportation system. Not until 1869 was the county connected with the Louisville and Nashville Railway. These early trains however lacked the power of more modern locomotives, limiting their use. The small town of Berea was not connected to the Central Kentucky Railroad system until 1883, which provided passenger service as well as freight service to portions of Eastern Kentucky. These changes in transportation changed both the way many businesses were run as well as the surrounding built environment, a precursor of things to come.

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<sup>1</sup> Kennedy, Rachel and Macintire, William, *Roadside Architecture of Kentucky’s Dixie Highways: A Tour Down Routes 31E and 31W*, (Kentucky Heritage Council, Frankfort, Kentucky, 2004) pg. 8

<sup>2</sup> Deed book# 110 pg. 456, Clerks office Richmond, Kentucky

<sup>3</sup> Ellis, William E., H.E. Everman, and Richard Sears 1985 *Madison County: 200 Years in Retrospect*. (The Madison County Historical Society, Richmond, Ky.) pg. 24-30.

<sup>4</sup> Dorris, Jonathan Truman and Maud Weaver Dorris 1955 *Glimpses of Historic Madison County, Kentucky*. (Berea Centennial Publications, Berea, Ky.)pg. 53.

The early-20th century saw a boom time for many parts of Eastern Kentucky, with speculation of coal and timber resources. Madison County was located right on the edge of this, and provided an accessible center from which to launch expeditions into the rugged terrain of Appalachia.<sup>5</sup> During this early part of the 20<sup>th</sup> century, Kentucky also established the first State Highway Department in the United States, hoping to improve its roads and to take advantage of the developing highway associations.<sup>6</sup>

Other factors besides the extraction of raw materials from the area played a part in the improvement of the road system. Automobiles brought a booming tourist trade to many areas; Kentucky tried desperately to cash in on some of its natural beauty. One book, *Kentucky Highway Transportation Facts*, laid the benefits of the automobile out clearly,

“When the bulk of recreational travel shifted to the private passenger car every local businessman, innkeeper, cafeman or gasoline station operator that the motorists patronized received the profit at home and, of course, the State reaps a substantial gasoline tax harvest from auto travelers. The motor tourist brings new money into circulation into all communities with good roads. These tourist dollars create new jobs and accelerate trade. According to the American Automobile Association, the tourist dollar is spent as follows: .25 to retail merchants; .21 for food in restaurants; .20 for hotel accommodations; .20 for gasoline, oil and garage bills; .08 for amusement; and .06 for refreshments.”<sup>7</sup>

Maps made by the *Automobile Blue Book* company in 1917 show a number of roads throughout northern Kentucky that connected with roads in Lexington, Louisville, and Cincinnati, but do not indicate many traveling roads past Mt. Sterling and down to Richmond. From this early map it appears that Richmond was a focal point for many of the farmers of eastern Kentucky to bring their goods, as it was one of the closest areas with consistently passable roads. The 1917 map shows one road, then route 409, coming from Winchester, and passing through towns in Madison County like Boonesboro Ferry and White Hall. Route 419 also passed through Richmond from Lancaster and ultimately reached Danville, 61.1 miles away, also a noted tourist attraction.

Auto clubs and associations also helped promote certain routes for tourists and travelers to use. Some of these, including the Dixie Highway and Jackson Highway, passed through Kentucky and even through Berea. Legislation both on a national level and state level, including the 1916 and 1921 roads acts, helped provide matching funding for road projects, and emphasized the need for hard surfaces.<sup>8</sup> Increased auto-tourism and road construction throughout the 1920s and 1930s helped lead to a decline in passenger rail service, which would almost completely vanish in Eastern Kentucky by the 1950s. Construction of roads for resource extraction during the World Wars further eroded rail traffic and contributed greatly to the ongoing rise of the automobile.<sup>9</sup>

Although clear efficient transportation routes, especially roads, were slow in reaching Eastern Kentucky, the area nonetheless mirrored national trends in transportation and hotel design. Because of the remoteness of the area and its distance from large cultural centers, the largest and closest being Cincinnati, design philosophies and technology were often somewhat delayed in their effect on the built environment. The ramifications of this often included a more vernacular approach, and in many cases, a more practical approach to building construction. The Tate Hotel is one such structure that combined some modern features while embracing vernacular designs passed on from early hotel construction.

<sup>5</sup> Eller, Ronald D. *Miners, Millhands, and Mountaineers: Industrialization of the Appalachian South, 1880-1930.* (University of Tennessee Press: Knoxville, Tenn. 1982.)pg. 44-74.

<sup>6</sup>Kentucky Highway Users Conference. *Kentucky Highway Transportation Facts*, (Kentucky, 1946)pg. 3-5.

<sup>7</sup> Kentucky Highway Users Conference. *Kentucky Highway Transportation Facts*, (Kentucky, 1946)pg. 23-24.

<sup>8</sup> Kennedy, Rachel and Macintire, William, *Roadside Architecture of Kentucky's Dixie Highways: A Tour Down Routes 31E and 31W*, (Kentucky Heritage Council, Frankfort, Kentucky, 2004) pg. 12.

<sup>9</sup> Kentucky Highway Users Conference. *Kentucky Highway Transportation Facts*, (Kentucky, 1946) pg. 52

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## Evolution of Hotel Design

The modern era for hotel design begins to emerge with the development of improved transportation. These improved methods included the steam boat, followed closely by the train. Steam boats enabled people to travel vast distances, creating the need for lodging especially along the coasts and major rivers. These new hotels were large compared to previous inns and taverns and became destination spots in their own right. This new breed of hotel, during what historians have dubbed the “bowl and pitcher” period, offered conveniences such as individual rooms and beds as well as soap.<sup>10</sup>

The train replaced the steam boat as the main method of transportation after the Civil War. The train provided affordable, fast, and efficient travel. Interior areas of the country were also opened for the first time to travelers. Like the steamboat hotels, railroad hotels also became destination spots. Kentucky had a number of these railroad destination hotels open during this time. Both the Graham and Olympian Hotels were hotels that utilized the railroad to bring guests to their healing spas.<sup>11</sup> Other famous rail hotels include the Greenbrier, WVa., Hot Springs, Va., and Saratoga Springs, NY.

The automobile, compared to the previous modes of transportation, caught on quickly in making its mark in the business world. This was also true of the hotel and transportation industries. While construction was beginning on roads to move the automobile and the new breed of travelers, entrepreneurs were investing in hotel construction to sleep these same people. The early-20<sup>th</sup> century was a boom time for hotel construction, and led to a number of different types of hotels, which can be broken into three categories. These categories were the commercial, residential and the resort.<sup>12</sup> The largest category, the commercial hotel, is the most relevant category for understanding the Tate Hotel.

During the time of the Tate Hotel’s construction, it is estimated that approximately 30,000 commercial hotels operated within the United States.<sup>13</sup> Hotel handbooks emphasized the new role of the automobile in hotel planning by encouraging hotels to locate near auto shops, gas stations, and major roads. Often, hotels would mention their proximity to garages in their advertisements, hoping to attract guests interested in convenience. Signs and buildings also had to be re-thought and designed to catch the attention of speeding motorists. Advertisements for hotels during the 1910s and 1920s demonstrated this new orientation towards the automobile guest’s needs. Graham Springs Hotel in Kentucky named itself “the Mecca of Autoists” and described how good the roads were for motorists: “...smoothest and most beautiful pikes in every direction.”<sup>14</sup> The reality throughout the 1910s and 1920s for the majority of America, was that the road system was barely passable, with travel over sixty miles often taking more than one day.<sup>15</sup> Not until the 1950s with Eisenhower’s Highway Transportation Act did the federal government attempt to connect the country within a network of concrete highways.<sup>16</sup> New travel guides, such as the Automobile Blue Book established in 1901, were being published to cater to the traveling motorists. Along with maps, these handy books also included advertisements for hotels and garages. Many of the ads emphasized the hotel’s connection to automobiles,

“This is the ideal hotel for the motorist, just outside the noise and dirt of the business section and only ten minutes from the theatres and shops...The best garages in the city within two blocks.”<sup>17</sup>

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<sup>10</sup> Hayner, Norman S. *Hotel Life*, pg 22

<sup>11</sup> *Graham Springs Hotel*, Harrodsburg, Kentucky. (Booklet in special collections, University of Kentucky), (Harrodsburg, Kentucky: 1925) *Olympian Springs Hotel*, Bath County, Kentucky, (Booklet, in special collections, University of Kentucky), (State College, Lexington, Ky., 1920.)

<sup>12</sup> Horwath, Ernest and Toth, Louis. *Hotel Accounting*, pg. 9.

<sup>13</sup> Henkin, Shepard. *Opportunities in The Hotel Industry*, (New York: Vocational Guidance Manuals, Inc., 1950) pg. 6-7.

<sup>14</sup> *Graham Springs Hotel*, Harrodsburg, Kentucky

<sup>15</sup> *Automobile Blue Book, Standard Road Guide of America*, maps/mileage/times

<sup>16</sup> Kennedy, Rachel and Macintire, William, *Roadside Architecture of Kentucky’s Dixie Highways: A Tour Down Routes 31E and 31W*, (Kentucky Heritage Council, Frankfort, Kentucky, 2004) pg. 12.

<sup>17</sup> *Automobile Blue Book, Standard Road Guide of America*, pg. 496.

In 1927, two years before the construction of the Tate Hotel, lodging facilities in the United States were sheltering around 70,000,000 guests annually. Estimates of amounts of money invested in hotel construction during 1923 and 1924 came to over \$500 million and the total value of hotels in 1925 was around \$3.5 billion.<sup>18</sup> These numbers made the hotel industry one of the largest American industries during this period, providing thousands of jobs and a constant flow of money.

Searching for a suitable hotel site was often difficult, as the 1920s and 1930s were a time of transition between the automobile and the train. Some hotel planners and agencies denounced the automobile, proclaiming that it has "taken much of the passenger traffic from the railroad and they are by far the greatest of all boons to the hotel industry."<sup>19</sup> Others took a different stance and encouraged hotel operators to locate close to roads, stating that automobiles have "...doubled, several times over, the business of the commercial hotel as well."<sup>20</sup> Some even went so far as to say that "little if any thought need be given to railroad facilities."<sup>21</sup> Many however, encouraged hotel operators to try and find a comfortable medium, saying that the best location was somewhere with convenience for trading men and automobile tourists, close to railroad stations, yet far enough away to escape the noise and pollution of the passing trains. Finally, the hotel should be located near automobile garage facilities.<sup>22</sup>

Agencies such as the American Hotel Association did provide help for prospective hotel owners and could furnish accurate data on any location desired, demonstrating the need for a hotel, the types of services that should be offered, and potential room rates. These agencies also helped to prevent potential problems in the hotel market, such as overbuilding and saturation. These figures helped the financial backers and builders of hotels to make sound economic decisions that were often manifested through the physical design of the hotel. Some basic figures from the 1920s indicate that the average price per room was around \$3.00 and that a hotel operator needed at least 70% occupancy to stay in business.<sup>23</sup> These figures were applicable to almost every size of commercial hotel.

The physical planning of a hotel during the 1920s and 1930s was very similar to construction projects of today. Just like the economic analysis and financial planning, the physical building also had to be scrutinized to determine the proper room sizes and hotel form. Space in the hotel business was either income-producing or not, so maximum effort is and was made to increase income-producing space. This required efficiency in planning and form. Hotel plans, although of primary importance, were not the only topics the architects and investors had to decide. There were also construction materials and methods, style, interiors, and fixtures among others.

### **History of the Tate Hotel**

Historically, the Tate Hotel functioned in its original capacity from 1929, when it was constructed, until 1954 when the building transferred hands and was converted into rental apartments.<sup>24</sup> This time frame also corresponds to the Period of Significance for which the building is being nominated. Within this time frame two significant dates stand out, the 1929 year of construction and 1930, the year of the third floor addition.<sup>25</sup>

When W.B. Tate purchased the land on November 4, 1924 from John Welch for \$3,125, the area along Chestnut Street had for years been known as a shopping Mecca.<sup>26</sup> John Welch's father, S.E. Welch, had operated a number of wood framed stores on the same block for years before a devastating fire sometime in the early 1920s left the lots vacant and ready for new development.<sup>27</sup> The location and orientation of the lot is of particular importance to

<sup>18</sup> Horwath, Ernest and Toth, Louis. *Hotel Accounting*, pg. 9.

<sup>19</sup> Warren, Charles. *The American Hotel*, pg. 44-45.

<sup>20</sup> Warren, Charles. *The American Hotel*, pg. 45.

<sup>21</sup> Warren, Charles. *The American Hotel*, pg. 45.

<sup>22</sup> Warren, Charles. *The American Hotel*, pg. 56.

<sup>23</sup> Warren, Charles. *The American Hotel*, pg. 54.

<sup>24</sup> *The Citizen*, Berea. "New Owner for the Blue Grass Hotel", March 18, 1954 Vol. LV no. 38 pg. 1 (Berea College Special Collections)

<sup>25</sup> Deed book # 107 pg. 607, Clerks office Richmond, Kentucky

<sup>26</sup> Deed book # 99 pg. 466, Clerks office Richmond, Kentucky

<sup>27</sup> Interview with Mr. Melvin Higgins, July 28, 2004 conducted at City Barber Shop, Glades Park, Berea, Kentucky.

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the hotel's significance in automobile transportation. Although located in very close proximity to the Berea rail station, the lot and hotel are clearly oriented towards Chestnut Street. This orientation is the first indication that W.B. Tate was planning on catering to motorists rather than rail passengers. The Colonial Hotel built around the same time and demolished in the 1960s, also took advantage of the thriving Chestnut Street's access to motorists.<sup>28</sup> Other hotels in Berea such as the Boone Tavern, a more upscale hotel, and the Railroad Hotel, were not as quick to catch on to this newer mode of transportation, and continued to fill their respective niches within the town. Further enhancing the location of the Tate Hotel was the presence of a service garage directly across the street capable of handling 15 cars.<sup>29</sup> Thirteen years after the Tate's construction, in 1942, the Auto Sales and Service Company moved in across the street.<sup>30</sup> Numerous stores and restaurants, including the Dixie Diner, lined the streets near the Tate Hotel, and provided the services required by travelers on their way to vacation spots further south.<sup>31</sup> The necessity of garages in close proximity to hotels catering to auto-tourists was a vital link for travelers due to the occasional rough road conditions and the toll they sometimes took on cars. Parking was another concern which Tate addressed by locating next to a number of empty lots where motorists would park their cars.<sup>32</sup>

W.B. Tate also incorporated specific design features within the actual structure of the hotel that specifically catered to the newly independent and mobile population. Some of these marketing strategies can be found in contemporary books that discuss different ways to catch the passing motorists; other aspects of the building's design adhere more to vernacular traditions. Examples of some of the design philosophies that W.B. Tate included are the large yellow sign incorporated in brick on the third-story parapet wall. Signage combined with height was stressed in a number of hotel design guidebooks during the 1920s as ways to beckon to weary travelers and also to catch their attention as they sped by in their automobiles. The parapet walls were also designed to be visible to passing motorists, covering from view the less appealing roof. Appealing to the automobile customer also meant providing amenities, seen as a kitchen and dining facility on the first floor. This function was expanded when the Tate Hotel became the Blue Grass Hotel.<sup>33</sup>

Besides the kitchen and dining facility, the Tate Hotel was stripped down in order to offer an inexpensive service to passing motorists intent on reaching their next destination. The goal of Tate's hotel was not to offer five star services but to provide for the two basic amenities that a traveler needs: food and a room to sleep. This was a shift from previous hotel philosophies which called upon the establishment to offer every available amenity to the guests.

The Tate's efficient design, adopted from modern hotel design books, enabled it to offer affordability. The actual floor plan and the number of rooms, bathrooms and public spaces all fell within parameters given by a number of efficiency charts from the 1920s. These charts indicated ratios for bathrooms and rooms and also what services a hotel the size of Tate's should offer during the period.<sup>34</sup> In 1929 there would have been between six and eight rooms available on the second floor, with two or three bathrooms servicing this space.<sup>35</sup> The plan used a side passage hall, something that was not unfamiliar with late-19<sup>th</sup>- and early-20<sup>th</sup>-century commercial buildings which incorporated apartments on their upper floors. Examples of these side passages can still be found throughout Kentucky on almost any Main Street.

This specific example helps to illustrate how Tate adapted vernacular commercial building traditions to meet the demands of this new market in lodging. This market was still at its beginning stages during the 1930s, creating a number of different efficiency floor plans throughout the United States. However telling the floor plan of the Tate Hotel might be for architectural purposes, its main significance still lies with its contribution to automobile transportation.

<sup>28</sup> Sanborn Map, July 1929, Berea, Madison County Kentucky, sheet no. 1 of 6, no. 5366

<sup>29</sup> Sanborn Map, July 1929, Berea, Madison County Kentucky, sheet no. 1 of 6, no. 5366

<sup>30</sup> Sanborn Map, July 1929-October 1942, Berea, Madison County Kentucky, sheet no. 5 of 6, no. 4182

<sup>31</sup> Sanborn Map, July 1929-October 1942, Berea, Madison County Kentucky, sheet no. 5 of 6, no. 4182

<sup>32</sup> Sanborn Map, July 1929, Berea, Madison County Kentucky, sheet no. 1 of 6, no. 5366

<sup>33</sup> *The Citizen*, Berea. "Blue Grass Hotel Purchased", Oct. 18, 1945 vol. XLVII no. 15 pg. 1(Berea College Special Collections microfilm)

<sup>34</sup> Taylor, Stanley, Bliss, Vincent ed. *Hotel Planning and Outfitting*, pg. 16-23.

<sup>35</sup> Interview with Ms. Jennie Kiteck, July 15, 2004 conducted at Crescent Drive, Berea, Kentucky. (Documentation plans verify this account)

In some cases the Eastern portion of Kentucky had been slipping toward depression since the coal busts of the early 1920s and the falling prices of Kentucky crude oil.<sup>36</sup> Although possibly not as efficient as later motels and motor lodges or even current hotels, Tate's hotel still managed to succeed in its first year, prompting Tate to add an additional floor. This floor was added in 1930 through an agreement with William Clark, the owner of the adjacent store.<sup>37</sup> The third floor addition brought the total number of rooms in the Tate Hotel to seventeen.<sup>38</sup> Due to the nature of the clientele that the Tate Hotel was attempting to serve, it only seems logical to assume that during the early 1930s there was a significant increase in automobile traffic through Berea. Seventeen rooms, even considered a small hotel in the 1930s, were enough to indicate a thriving market, especially in a small town such as Berea, and the sometimes short stay of the hotel patrons.

The plan that Tate incorporated on the third floor differed from that on the second and kept in line with what we perceive as standard hotel design today. This plan incorporated a central axis hall flanked on either side by guest rooms. The porch which provided nice breezes for the weary travelers, and a place to watch the passing traffic, was situated at the south end of the hallway.<sup>39</sup>

The materials used throughout the construction of the hotel, primarily brick on the exterior, were all rather common for the time and region, and emphasize a desire for affordability and value. Perhaps a good comparison would be today's economy hotels such as Econolodge, Howard Johnson's, Best Western and a number of others that exist along our modern highways. Although these structures are by no means ostentatious, they for the most part are well kept, clean and when we see them we know what to expect in terms of convenience and cost. Tate adhered to this philosophy in the 1930s and that would have been conveyed to the passing motorists through the exterior materials and overall appearance.

On July 23, 1931 W.B. Tate and his wife sold the Tate Hotel to W.O. Moore for the amount of \$1.00 and other considerations.<sup>40</sup> However, Tate's hotel legacy did not end here. He continued by building and operating a twenty-five room hotel in the larger town of Richmond, Kentucky a move north on the Dixie Highway.<sup>41</sup> The Glyndon Hotel (MA-R-6) in Richmond, still standing on the northwest end of the town square, is another contemporary of Tate's two hotels and shows a number of the same characteristics, but perhaps offered more comforts to automobile tourists than the Tate Hotel did.<sup>42</sup>

Once the Moore interests purchased the Tate Hotel, it was quickly renamed the Blue Grass Hotel. Sometime in the 1930s the restaurant was expanded, offering greater service. During the next fourteen years, only W.O. Moore and Ada Moore owned the property. They continued to operate it as a hotel catering to transient motorists.<sup>43</sup>

During this time the restaurant also became a gathering place for the community where Sunday chicken dinners could be enjoyed.<sup>44</sup> When the Miltons took over the building from D.W. Rice in 1945, the building was sixteen years old and they undertook the needed interior remodeling.<sup>45</sup> Because the Miltons sold the property in 1946, we know that these interior changes, mainly cosmetic, were made from 1945-46.<sup>46</sup> Throughout the remainder of the decade the hotel changed ownership four times.<sup>47</sup> Throughout this time the hotel had continued operating for its original purpose, although occasionally the first floor had been used for commercial space rather than as an eatery.<sup>48</sup> The purchase of

<sup>36</sup> Eller, Ronald D. *Miners, Millhands, and Mountaineers*, pg. 128-131, 86-111.

<sup>37</sup> Deed book # 107 pg. 607, Clerks office Richmond, Kentucky

<sup>38</sup> *The Citizen*, Berea. "Blue Grass Hotel Purchased", Oct. 18, 1945 vol. XLVII no. 15 pg. 1 (Berea College Special Collections microfilm)

<sup>39</sup> Interview with Ms. Jennie Kiteck, July 15, 2004 conducted at Crescent Drive, Berea, Kentucky. (Documentation plans verify this account)

<sup>40</sup> Deed book # 110 pg. 456, Clerks office Richmond, Kentucky

<sup>41</sup> *The Citizen*, Berea. "Tate Buys in Richmond", July 30, 1931 vol. XXXIII no. 5 pg. 1 (Berea College Special Collections microfilm)

<sup>42</sup> Sanborn Map, May 1926, Richmond, Madison County, Kentucky, sheet no. 2 of 9.

<sup>43</sup> Deed book # 129 pg. 453, Clerks office Richmond, Kentucky

<sup>44</sup> *The Citizen*, Berea. "Advertisement", Oct. 25, 1945 vol. XLVII no. 16 pg. 3 (Berea College Special Collections microfilm)

<sup>45</sup> *The Citizen*, Berea. "Blue Grass Hotel Purchased", Oct. 18, 1945 vol. XLVII no. 15 pg. 1 (Berea College Special Collections microfilm)

<sup>46</sup> Deed book # 136 pg. 254, Clerks office Richmond, Kentucky

<sup>47</sup> Deed book # 146 pg. 196, Clerks office Richmond, Kentucky

<sup>48</sup> *The Citizen*, Berea. "Blue Grass Hotel Changes Owners", March 18, 1954 vol. LV no. 38 pg. 1 (Berea College Special Collections microfilm)

the hotel by Stephen Kiteck in 1954 marked the end of the period of significance, primarily because the building ceased to be operated as a hotel.<sup>49</sup> The same year that the old Tate Hotel ceased to operate, Congress passed the Federal Highway Act, ushering in the age of Interstate Highways and the decline of state routes and the structures associated with them.<sup>50</sup>

This decline included the Tate building, which the Kitecks used as apartment rental space for Berea College students, as well as for patrons of the adjacent pool hall and the Berea Fabric Store which Mr. Kiteck ran.<sup>51</sup> The building was often in disrepair, mainly from failure to perform routine maintenance during the late 1940s when the hotel changed hands so many times. During the same time as the Kiteck's occupation, segregation of hotel facilities became a large issue in the town of Berea, with the Tate building and the Kiteck family playing a small role. When other lodging facilities in the area turned down a black family in need, the Kitecks provided room and board.<sup>52</sup> The first floor continued to be used by a number of merchandise vendors. Mr. Wayman ran a dry goods store during the 1960s; an H&R Block tax office occupied the first floor during the late 1980s early 1990s.<sup>53</sup> The property was sold to MACED in June of 1997 and to Mr. John Dupuy in 2005.<sup>54</sup> Currently the top two floors are being renovated while the first floor remains intact.

### **Evaluation of the Significance of the Tate Hotel**

The specific design features and planning that W.B. Tate incorporated into the Tate Hotel relate directly to the hotel's significance. These design features mirror the developing lodging facilities across the country as they evolved to cater to the motorists. The Tate Hotel's features reflect a very early example of this new design methodology, especially in Eastern Kentucky and the town of Berea.

Location and structure orientation is perhaps the most important feature that is shown through the Tate Hotel: in being oriented towards the road, the purpose of the hotel is clearly to serve passing motorists. This is further emphasized in design features such as the parapet wall and the name TATE spelled out on the third floor. Other hotels such as the Glyndon in Richmond, Kentucky and the Beecher in Somerset, Kentucky demonstrate this orientation towards the road. The location of the Tate Hotel, in close proximity to garage facilities compared with the other Berea hotels, is another indication of the new philosophies that the Tate Hotel followed. These features are also coupled with the location of the hotel near parking and open areas.

The hotel layout and space allocation is another early example of changing philosophies in hotel design, especially in Berea, Kentucky. Without much in the way of precedence, W.B. Tate adapted general rules for hotel efficiency to cater to his environment and particular situation. The Tate Hotel incorporated a restaurant in its original design, but a number of other suggested amenities were disregarded. Tate also promoted shared restrooms and a side passage floor plan to maximize his income-producing space. Where practical, he adopted a central hall plan (third floor) to again maximize his lodging space. These design features all resulted in a stripped down version of a typical early-20<sup>th</sup>-century hotel which specifically catered to the motorists on a budget.

These design features help to indicate the Tate Hotel as a significant structure on a local scale. The structure reflects and contributes to the extraordinary changes occurring in hotel design and transportation during the early-20<sup>th</sup>-century. Although not the first of its kind, the Tate Hotel plays a significant role in contributing to the understanding of the development in hotel construction throughout Eastern Kentucky and on the Dixie Highway 1929-1954.

<sup>49</sup> Interview with Ms. Jennie Kiteck, July 15, 2004 conducted at Crescent Drive, Berea, Kentucky.

<sup>50</sup> Kennedy, Rachel and Macintire, William, *Roadside Architecture of Kentucky's Dixie Highways: A Tour Down Routes 31E and 31W*, (Kentucky Heritage Council, Frankfort, Kentucky, 2004) pg. 12

<sup>51</sup> Interview with Ms. Jennie Kiteck, July 15, 2004 conducted at Crescent Drive, Berea, Kentucky

<sup>52</sup> Interview with Ms. Jennie Kiteck, July 15, 2004 conducted at Crescent Drive, Berea, Kentucky

<sup>53</sup> Interview with Ms. Jessie Long, July 13, 2004, conducted over the phone.

<sup>54</sup> Deed book # 398 pg. 375, Clerks office Richmond, Kentucky

Today the Tate Hotel still stands on Chestnut Street in Berea as a physical example of the changes that occurred during the early-20<sup>th</sup> century in both transportation and hotel design along Kentucky's Dixie Highway. W.B. Tate built the Tate Hotel during a time when automobile transportation was still limited, especially in the Eastern portion of Kentucky. Few other examples of hotels of this type existed from which Tate could borrow ideas, so his first hotel in Berea was somewhat of a prototype in dealing with automobile travelers. Lessons learned from this hotel were applied to other hotels in the area, especially the New Richmond Hotel built by Tate in 1931.<sup>55</sup> This broad American movement in transportation and hotel design evolution is seen exceptionally well in the Tate Hotel's location, form, and exterior design. These features are at the foundation of its significance.

### **Integrity Consideration**

The Tate Hotel meets Criterion A and is significant in the history of "Transportation and Hotel Design on Kentucky's Dixie Highway 1929-1954." For a building to maintain its significant associations with a series of events, it must possess integrity of location, setting and materials. If the significant property possesses these three integrity factors, it will have integrity of association, and thus be eligible for National Register listing.

A building related to the context of Transportation and Hotel Design on Kentucky's Dixie Highway must have the following physical characteristics to be said to have integrity of location: It must be on its original site. The Tate Hotel retains the integrity of location still occupying its original site of 1929. This site was strategically chosen and therefore becomes significant to the understanding of the building and context.

A building must have the following physical characteristics to be said to have integrity of setting: The area around the structure must still convey the overall context that makes the structure significant. The Tate Hotel's setting is still largely intact, with many of the buildings, including the rail station, car garages and adjacent stores still existing. The road frontage is still the same and Chestnut Street remains a busy thoroughfare into the town center. The immediate setting of the hotel is of lesser importance, as the building covered almost the entire parcel.

A building related to this context must have the following physical characteristics to be said to have integrity of materials: The structure in its current state retains most of its original fabric and materials on its exterior. These materials were essential to the argument of significance and also help to convey the interior form of the structure. Recently, interior walls of the structure have been removed for a proposed renovation of the building. Their condition upon removal was relatively good. The original room configurations had been somewhat altered due to the changing uses of the structure. The future renovation of the structure will incorporate some of the same spaces that have been removed.

The owner, seeking federal and state tax credits for an appropriate rehabilitation of the building, will follow the Secretary of Interior's Rehabilitation Standards. The exterior, because of its good condition, still conveys the interior form of the building through its small windows, door placements and chimney stacks. These will not be removed during the renovation, and so future architectural historians and historians will have some insight into the original room configuration. The Tax Credit project will aid in the preservation of the material fabric that is still present, especially on the exterior. The proposed use of the space will also restore the building to a useful capacity, therefore saving the property from demolition and redevelopment which often destroys such vernacular structures. There is no doubt that the removal of the interior walls has caused loss to the building's material integrity. Despite this, the building's overall integrity of location, setting, and materials remain, so the building is judged to have the integrity of association that makes it eligible.

<sup>55</sup> Sanborn Map, May 1926, Richmond, Madison County, Kentucky, sheet no. 2 of 9.



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NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Tate Building  
Madison County, Kentucky

Section 9 Page 4

*The Citizen*, Berea. "Blue Grass Hotel Under New Management (ad)", Oct. 25, 1945 Vol. XLVII no. 16 pg. 3. Berea College Special Collections. (microfilm)

*The Citizen*, Berea. "Blue Grass Hotel Changes Proprietors Again", Jan. 22, 1948 Vol. XLIX no. 30 pg. 8. Berea College Special Collections. (microfilm)

*The Citizen*, Berea. "New Owner for Blue Grass Hotel", March 25, 1948 Vol. XLIX no. 39 pg. 8. Berea College Special Collections. (microfilm)

*The Citizen*, Berea. "Blue Grass Hotel Changes Owners", March 18, 1954 Vol. LV no. 38 pg. 1. Berea College Special Collections. (microfilm)

### Mortgages

Mortgage Book 35 pg. 310, Madison County Clerks' Office, Richmond Ky.  
Mortgage Book 35 pg. 312, Madison County Clerks' Office, Richmond Ky.  
Mortgage Book 42 pg. 88, Madison County Clerks' Office, Richmond Ky.  
Mortgage Book 42 pg. 295, Madison County Clerks' Office, Richmond Ky.  
Mortgage Book 43 pg. 184, Madison County Clerks' Office, Richmond Ky.  
Mortgage Book 47 pg. 347, Madison County Clerks' Office, Richmond Ky.  
Mortgage Book 48 pg. 434, Madison County Clerks' Office, Richmond Ky.  
Mortgage Book 50 pg. 498, Madison County Clerks' Office, Richmond Ky.

### Will Books

Will Book 7 pg. 27, Madison County Clerks' Office, Richmond Ky.  
Will Book 7 pg. 56, Madison County Clerks' Office, Richmond Ky.  
Will Book 9 pg. 205, Madison County Clerks' Office, Richmond Ky.

### Maps

Sanborn Map, May 27, 1912, Berea, Madison County Kentucky, sheet 1 of 3, no. 4784  
Sanborn Map, January 1922, Berea, Madison County Kentucky, sheet 1 of 6, no. 5366  
Sanborn Map, July 1929, Berea, Madison County Kentucky, sheet 5 of 6, no. 4182  
Sanborn Map, July 1929 - October 1942, Berea, Madison County Kentucky, sheet 5 of 6, no. 4182  
Sanborn Map, May 1926-October 1942, Richmond, Madison County Kentucky, sheet 2  
Sanborn Map, 1924, Chicago, Illinois, volume one, south, sheet 77 of 88

### Interviews

Interview with Mrs. Jennie Kiteck, July 15, 2004, at her house on Crescent Drive, by Michael Spencer.  
Interview with Mr. Melvin Higgins, July 28, 2004, at City Barber Shop, Glades Park, by Michael Spencer.  
Interview with Mrs. Jessie Long, July 13, 2004, phone interview, by Michael Spencer.  
Interview with Mr. Russell Barclay, November 15, 2004, at 130 East Main St., Richmond, Kentucky, by Michael Spencer.

### Photographs/ Misc.

*Automobile Blue Book, Standard Road Guide of America*, volume 4, (Chicago: Automobile Blue Book Publishing Company, 1917)  
Misc. Book 17 pg. 73, Deed of Release, Madison County Clerks' Office, Richmond Ky.  
Photographs of Tate building in 1954 courtesy of Mrs. Jennie Kiteck  
Deese, Wynelle. *Kentucky's Bluegrass*, (Arcadia: Great Britain, 2002)

**Verbal Boundary Description:**

The boundary for the Tate Building nomination encompasses an area less than one acre and is shaped in a rectangle. This small area is part of a city block and therefore the eastern boundary runs along the east wall of the Tate Building which is adjacent to a 1 story commercial store. This straight line continues from the sidewalk to the back of the lot measuring 80ft. The property line then makes a right angle heading due west for another 27ft. This property line is defined by the ending of the adjacent funeral home's parking lot. The line running on the west side of the property heading south follows the west elevation of the structure before it terminates at the sidewalk, measuring 80ft. Adjacent to the Tate Building on this side is a used car lot paved with black asphalt. The last segment of the property line runs across the front elevation of the building for 27ft, completing the rectangle.

**Boundary Justification:**

The boundary used to define the Tate Building is the same boundary noted in the 1929 Sanborn Maps when W.B. Tate began construction on the hotel.

**Photographic Identification:**

Same data for all photos:

Photographer: Michael Spencer

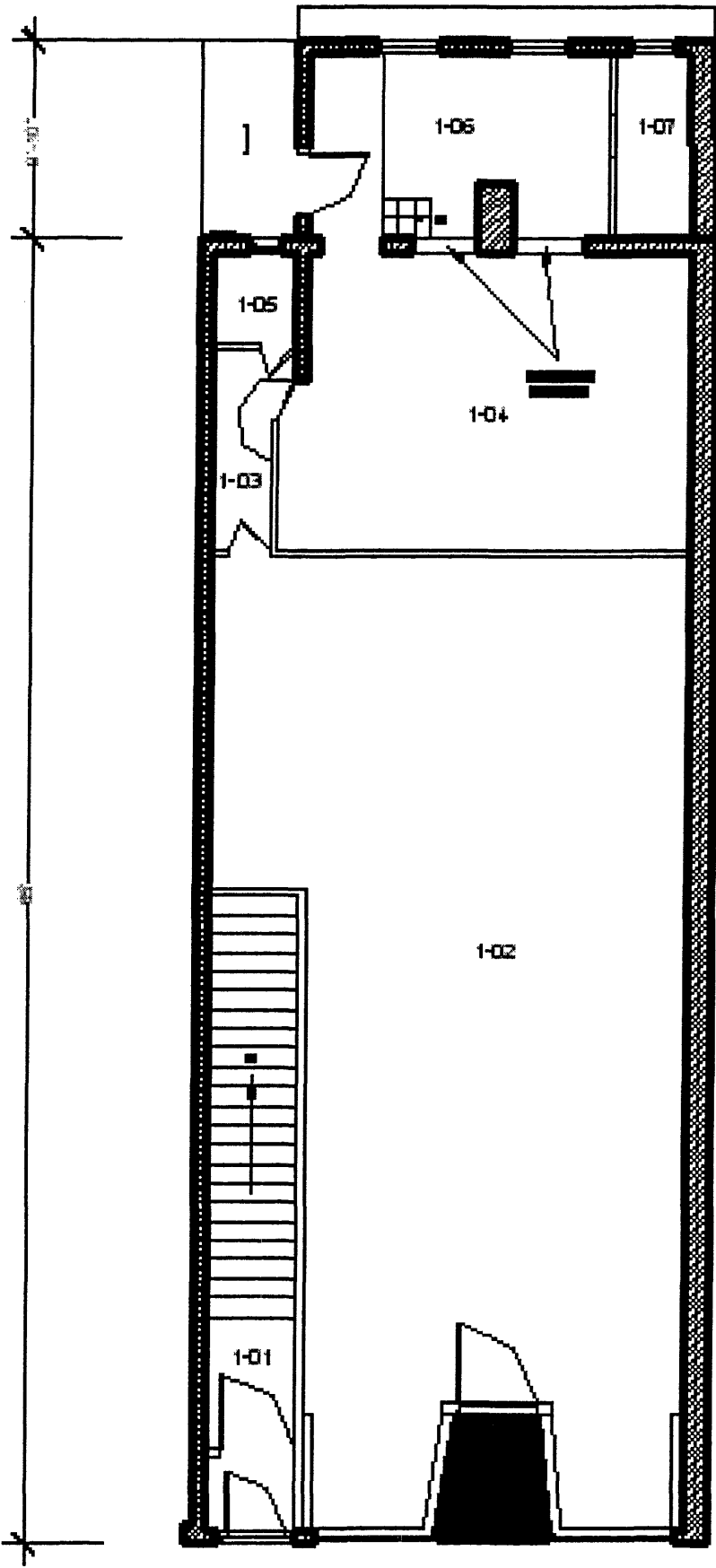
Date of Photograph: 2006

Electronic images

Photographic specific information:

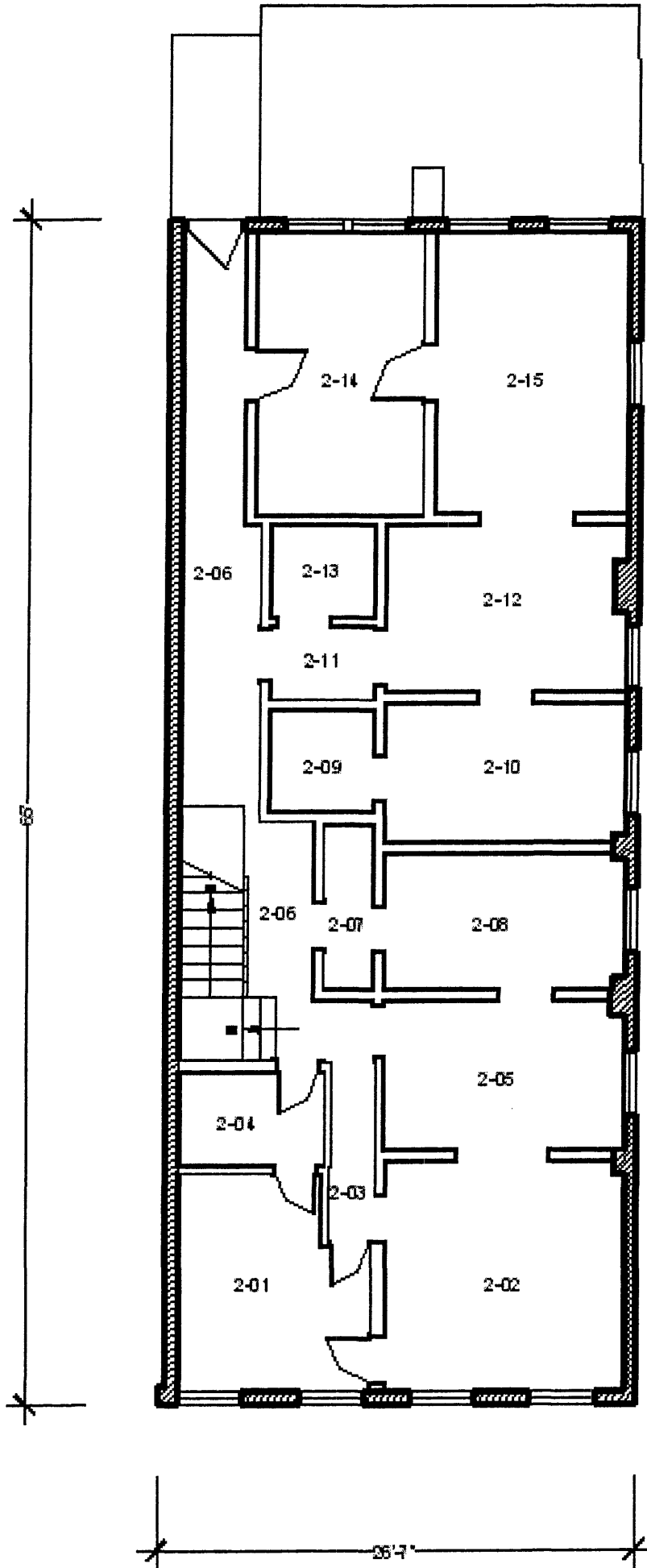
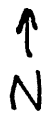
Photo #	Content of Shot	Direction of shot	Photo file name
1	Front (south) façade of building	North	KY_MadisonCounty_Tate1.tif
2	Front (south) façade of building, west and south elevations of building	Northeast	KY_MadisonCounty_Tate2.tif
3	Chestnut Street—the Tate Building's surrounding context	West-northwest	KY_MadisonCounty_Tate3.tif
4	East side	Southwest	KY_MadisonCounty_Tate4.tif

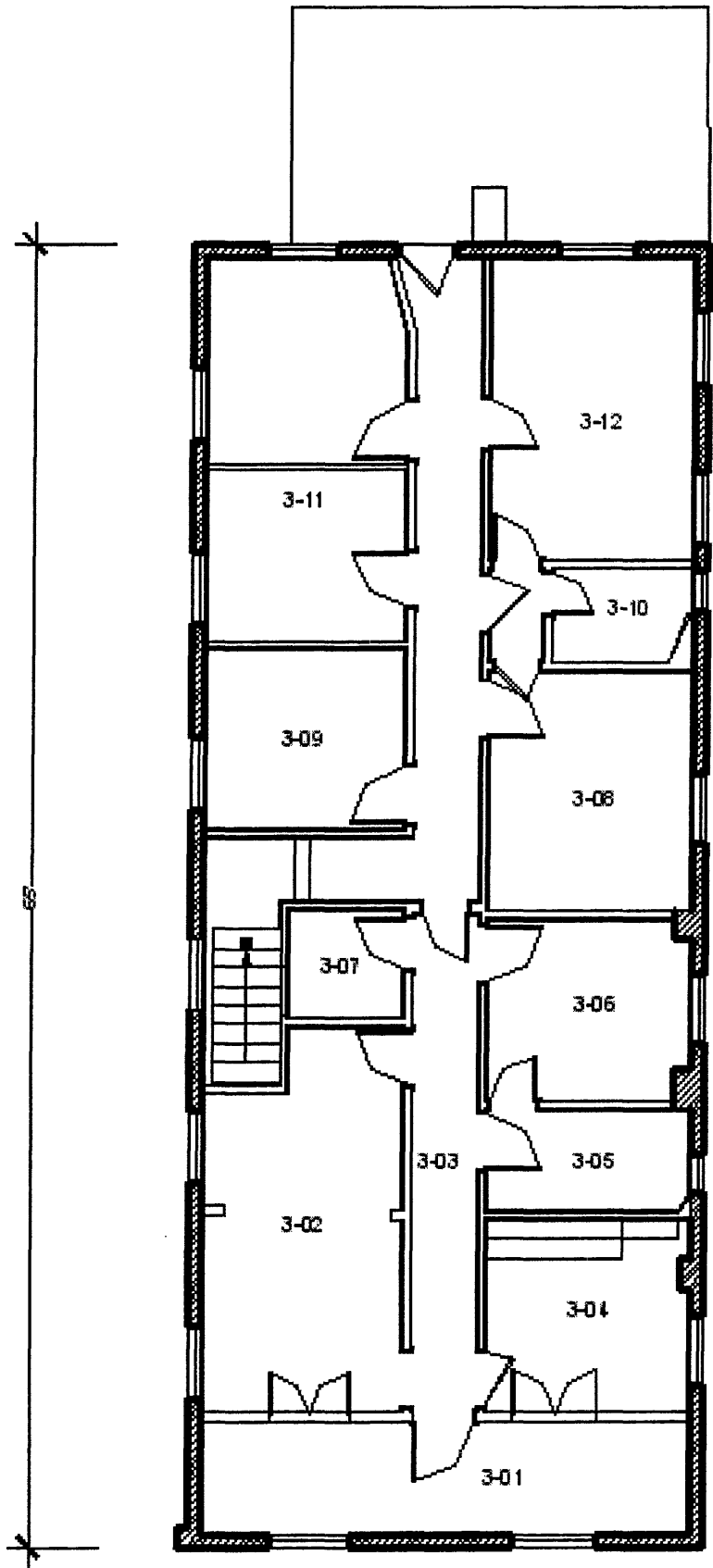
KY\_MadisonCounty\_Tate4.tif



Tate Building  
 Berea  
 Madison County, Ky  
 1<sup>st</sup> Floor plan

Tate Building  
Berea  
Madison Co., Ky  
2nd floor plan





Tate Building  
 Berea  
 Madison Co., KY  
 3<sup>rd</sup> floor plan