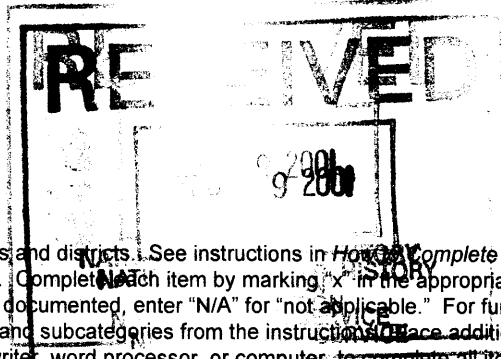


**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

253



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Tennessee Highway Patrol Building  
other names/site number N/A

**2. Location**

street & number Corner of Kingston Avenue and Nelson Street NA  not for publication  
city or town Rockwood NA  vicinity  
state Tennessee code TN county Roane code 145 zip code 37854

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. (See continuation sheet for additional comments.)

Herbert C. Hays 2/2/01  
Signature of certifying official/Title Date  
Deputy State Historic Preservation Officer, Tennessee Historical Commission  
State or Federal agency and bureau

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

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

**4. National Park Service Certification**

I hereby certify that the property is:

- entered in the National Register.  
 See continuation sheet
- determined eligible for the National Register.  
 See continuation sheet
- determined not eligible for the National Register
- removed from the National Register.
- other,  
(explain:)

Msgr M. Way 3/14/01  
Signature of the Keeper Date of Action

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Tennessee Highway Patrol Building

Name of Property

Roane County, Tennessee

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in count)

Contributing

Noncontributing

1

buildings

sites

structures

objects

1

Total

Name of related multiple property listing

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

N/A

Number of Contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: road-related

Current Functions

(Enter categories from instructions)

WORK IN PROGRESS

7. Description

Architectural Classification

(Enter categories from instructions)

Craftsman

Materials

(Enter categories from instructions)

foundation STONE: Crab Orchard Stone

walls STONE: Crab Orchard Stone

roof CERAMIC TILE

other WOOD

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** moved from its original location.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 year of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

TRANSPORATION  
ARCHITECTURE

**Period of Significance**

1936 to 1952

**Significant Dates**

N/A

**Significant Person**

(complete if Criterion B is marked)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):** N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

East Tennessee Development District

Tennessee Highway Patrol Building  
Name of Property

Roane County, Tennessee  
County and State

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**10. Geographical Data**

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**Acreage of Property** Less than one acre Rockwood 123 SW

**UTM References**

(place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>709380</u>	<u>3970700</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>

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.)

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**11. Form Prepared By**

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name/title Amanda L. Wild, Historic Preservation Planner  
organization East Tennessee Development District date October 2, 2000  
street & number 5616 Kingston Pike, Post Office Box 19806 telephone 865-584-8553  
city or town Knoxville state Tennessee zip code 37939

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**Additional Documentation**

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submit the following items with the completed form:

**Continuation Sheets****Maps**

A **USGS map** (7.5 Or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO) or FPO for any additional items

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**Property Owner**

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(Complete this item at the request of SHPO or FPO.)

name City of Rockwood, c/o Harold Holloway, Mayor  
street & number 110 North Chamberlain Avenue telephone 423-354-0163  
city or town Rockwood state Tennessee zip code 37854

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**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Tennessee Highway Patrol Building  
Roane County, Tennessee

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## VII. Narrative Description

The Tennessee Highway Patrol building in Rockwood is located on the corner of Kingston Avenue and Nelson Street, on the original State Route 1/U.S.Highway 70 in Rockwood, Roane County, Tennessee. Built in 1936, the building was used as a sub-station for the Tennessee Highway Patrol until circa 1952 when a new facility was constructed. The new facility is located on the same parcel and was built to face the new Highway 70. After this facility was constructed, the 1936 building was used only for storage, and later was abandoned.

The building is situated on a small grassy plot, and is located between two guardrails. The front elevation faces the former U.S. Highway 70, called Kingston Avenue through the town of Rockwood. The building is a small one-story stone building with a stone foundation, irregular form, tile pyramid roof, and an interior chimney. The construction of the facility represents the use of local materials as the exterior walls are of Crab Orchard Stone from the Cumberland Stone Company in Cumberland County, Tennessee. The pattern of the stone is random ashlar bond. A company located in Daisy, Hamilton County, Tennessee donated the clay tile roof. A boxed cornice with a wood soffit is located below the pyramidal shaped roof. The interior stone chimney is located on the hip of the pyramid-shaped roof. Decorative stone dentils are along the perimeter of the cornice. Sills and lintels are minimal and are demarcated by narrow, rectangular cuts of stone.

The building is almost a rectangle, except for the clipped corners at the face. The facade is symmetrical with three bays. The center bay contains a centered door flanked by two long rectangular windows. The windows have been boarded, but photographic evidence demonstrates that these were fixed windows with four lights, and wood muntins separating each light. Although all the windows in the building have been boarded, most of the glazing is intact, as are the wood muntins, but both the glazing and muntins are in poor condition. East of the door, between the door and the window, is an inscribed stone that reads, "Stone in this building contributed by the Cumberland Stone Co. N.D. Walker Pres. Crab Orchard, Tenn." West of the door, between the door and window, is an inscription on a clay tile. This inscription reads, "Roofing Tile By B. Mifflin Hood Daisy – Tenn, 1936."

A hood is located above the door. This decorative feature is composed of a narrow slab of stone supported by corbelled stone brackets. Originally a sign that read "Highway Patrol Headquarters" was placed above the door, under the hood, but the sign was removed and placed on the new facility. The other two bays are located on the clipped corners of the front façade. A rectangular six over six, double-hung sash window with wood muntins is centered within each of these two bays.

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# National Register of Historic Places

## Continuation Sheet

Section number 7 Page 2

Tennessee Highway Patrol Building  
Roane County, Tennessee

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The west elevation contains two large windows, which have been boarded, but are of the same size as the larger windows on the front elevation. These are six over six double-hung sash windows with wood muntins.

The rear elevation contains a single paneled door encased in a wood frame. The door is not centered, but rather is located in the easternmost part of the rear elevation. Rectangular cuts of stone form the lintel and sill of the door. The door is raised approximately two feet from the foundation and there are no steps leading to this entrance. A rectangular window, of the same size as the larger windows located on the front and west elevations, is located in the center of the rear elevation. The window has been boarded. The window is a six over six double-hung sash window with wood muntins. Level with the foundation is a ventilation grill to the crawl space under the building. A rectangular cut stone forms a lintel above the grill.

The east elevation consists of three windows. The leftmost (south) window is a rectangular window of the same size as the other six over six double-hung sash window with wood muntins on each of the other elevations. There are also two smaller windows to the north. These two windows have been boarded, and it is difficult to determine from the interior as to the original condition. It is probable that these were fixed windows with eight lights separated by wood muntins.

The interior floor plan of the building is simple containing two rooms and a bathroom. The walls are plaster, and the floor is covered with white and black tile. The windows are surrounded with wood molding, and wood molding is located along the floorboard of the building's interior.

The front door opens to one front room. A compass is inlaid into the tile floor in this room. On the north wall, the brick chimney wall is visible. A wood door in the northwest corner of the room leads to a small backroom. The door is surrounded by wood molding, and has two wood panels and original hardware. The walls in the backroom are also plaster and the floor is covered with black and white tiles. A small bathroom is located off the western side of the back room.

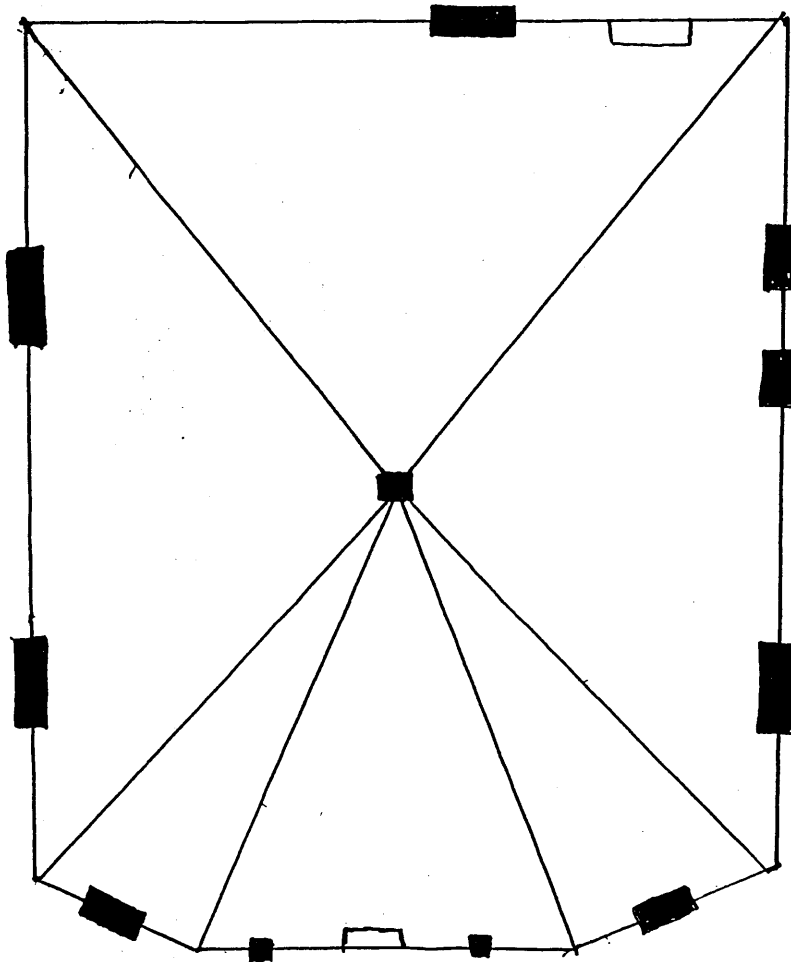
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# National Register of Historic Places Continuation Sheet

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Tennessee Highway Patrol Building  
Roane County, Tennessee

Sketch Plan



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# National Register of Historic Places Continuation Sheet

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Tennessee Highway Patrol Building  
Roane County, Tennessee

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## VIII. Statement of Significance

The 1936 Tennessee Highway Patrol Building is being nominated to the National Register of Historic Places under criterion A for its significance in Tennessee's transportation history, and under criterion C for architecture. The highway patrol building is an excellent example of Tennessee's response to vehicular traffic and concern for public safety along the new and expanded roadway system. Architecturally, the building is a fine representation of the use of Crab Orchard stone. The Craftsman influence of the building is seen in the cut stone and use of clay tile roofing. In addition, the interior of the building has an interesting feature in the floor tile that represents a compass. The period of significance extends into the less than fifty-year-old period because the Tennessee Highway Patrol Building played a singular role in the history of the automobile from the time it was constructed in 1936 until the modern highway patrol building was built along the newer road in 1952.

The Tennessee Highway Patrol building is located on the corner of Kingston Avenue and Nelson Street within the city limits of Rockwood (population 5,348), Roane County, Tennessee. When the building was constructed in 1936 it was built to face the original State Route 1/U.S. Highway 70, a road that connected Nashville and Knoxville. The building served as a highway patrol sub-station until 1952, when another patrol building was constructed to face a new U.S. Highway 70. The newer building was also constructed with Crab Orchard Stone, and is larger than the original structure. Due to its age, however, it is not being included in the National Register of Historic Places nomination.

The Highway Patrol building in Rockwood is an example of the profound impact the automobile had on American culture and life when Henry Ford first began the moving final assembly line in 1914. Martha Carver, architectural historian with the Tennessee Department of Transportation explains, "By the early twentieth century, the growing number of automobiles created a demand for roads suitable for year-round travel and roads that formed a network from state to state."<sup>1</sup> The increased reliance and acceptance of the automobile required not only new roads, but also safety measures to protect the public.

In the early 1950s, a new U.S. Highway 70, called Gateway Boulevard through the town of Rockwood, was constructed, thus terminating the function of Kingston Avenue as a prominent

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<sup>1</sup> Martha Carver, "Interstate Highway System, Tennessee," Carroll V. West and Connie L. Lester, et al., eds. *Tennessee Encyclopedia of History and Culture*, (Nashville: Tennessee Historical Society, 1998), 463.



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Tennessee Highway Patrol Building  
Roane County, Tennessee

roadway. The construction of a new highway through the town and erection of a new highway patrol building in 1952 represents a post-World War II boom. Many more individuals were car owners, and increased use of the roadways required further expansion and improvement of the roadway system. The 1950s also began a new era for the highway patrol with administration changes and technological increases. Thus, 1952 is the ending period of significance for nominated Tennessee Highway Patrol Building.

## Highway Patrol Building in Rockwood

The Highway Patrol Headquarters in Rockwood was constructed in 1936 representing the expansion of the Highway Patrol several years after its creation. In 1915, the State had made construction of State Highway 1, a route connecting Memphis and Bristol, its number one priority. In 1925, a twelve-mile section of State Highway 1 became the first paved highway in Rockwood. In 1926, two-thirds of State Route 1 was designated as U.S. Highway 70, including the portion in Rockwood. State Route 1 was the primary east-to-west road in Tennessee, therefore necessitating highway patrol facilities and officers stationed along this route.<sup>2</sup>

Construction of the building in Rockwood was largely a locally led process. J.D. Avery sold land for the building to the State of Tennessee, Tennessee Highway Patrol for the sum of \$300.00. The Cumberland Stone Company, and Mifflin Company donated building supplies for the structure. The roof tile donated by the Mifflin Company was produced in Daisy, Tennessee. Mifflin was a company active during the late 1800s and early 1900s. According to an internet site on restoration, this type of tile was either an interlocking pattern or a wire-scored flat shingle. The predominant tile color was Red/Brown, but Mossy Greens were also manufactured. Manufacturing of tiles was discontinued during World War II, when the company instead produced clay targets for military practice.<sup>3</sup>

The building represents the use of local construction materials. The exterior walls are of Crab Orchard Stone. This is a variety of sandstone that is quarried exclusively on the Cumberland

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<sup>2</sup> Martha Carver, "Highways, historic," Carroll V. West and Connie L. Lester, et al., eds., *Tennessee Encyclopedia of History and Culture*, (Nashville: Tennessee Historical Society, 1998), 426.

<sup>3</sup> Tile Man, <[www.thetileman.com/wantads.html](http://www.thetileman.com/wantads.html)>.

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Tennessee Highway Patrol Building  
Roane County, Tennessee

Plateau, and is known for being hard, and weather-resistant. The presence of minerals including iron, titanium, and magnesium creates the tan, buff, gray, blue-gray, and pink coloring that make this stone recognizable. According to Carroll Van West, prior to the 1920s, this stone was predominately used for construction of chimneys and foundations. West finds, however, that in the 1920s, the stone gained a regional reputation. He explains, "Then, in 1925, Nashville architect Henry Hibbs used the distinctive stone for his designs at Scarritt College, bringing it national notoriety that was only multiplied when CCC and WPA designers used it extensively at the Cumberland Homesteads project in the mid-1930s."<sup>4</sup> The use of this stone for the Rockwood Highway Patrol building demonstrates the continued prominence of this building material.

The Highway Patrol building in Rockwood served not only as a workplace, but also as living quarters for unmarried patrol officers. The back room of the building was fitted with beds, and contained a kitchen and bathroom. Leon Miller, a former patrol officer who was stationed in this building for a short time before the new building was constructed, recalls that this arrangement kept officers working day and night. He commented that the main responsibilities of the patrol officers were to enforce traffic laws and the liquor laws.<sup>5</sup> The front room was used as an office. This is where the officers had a desk, did paperwork, and provided tourist information.

There were at least two other highway patrol buildings that resembled the Rockwood Highway Patrol Building. The former Highway Patrol building in Crossville is identical to the Rockwood building in terms of window and door configuration. Both buildings are constructed from stone donated by the Cumberland Stone Company; they both have canted corners at the front and a pyramid roof. This structure is located on U.S. Highway 70, adjacent to the courthouse. The Crossville structure does demonstrate some differences, namely that the roof is of a different style, more pronounced lintels, different chimney, a shed extension over the front entrance, and there is no inscription for a Mifflin Hood Tile Company.<sup>6</sup> A highway patrol building in Athens, Tennessee is rumored to have been nearly identical to the one in Crossville. Unfortunately, this building has been demolished.

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<sup>4</sup> Carroll Van West, *Tennessee's Historic Landscapes: A Traveler's Guide* (Knoxville, University of Tennessee Press, 1995), 241.

<sup>5</sup> Leon Miller, interview by author, 13 September 2000, Rockwood, TN.

<sup>6</sup> The Crossville building may have been constructed as a Crab Orchard stone demonstration building.

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Tennessee Highway Patrol Building  
Roane County, Tennessee

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## History of the Tennessee Highway Patrol

Police officers stationed in towns and cities were unable to patrol the increasing network of the state's highway system. Fred W. Schott, Jr., author of *"Servants. . . Not Lords:" A History of the Highway Patrol, 1929-1979 Fifty Years of Heritage*, explains, "It had become obvious that local law officials, who were limited in authority by city limits and county lines, could not cope with law violators who were highly mobile and were limited only by the particular speed of their vehicle."<sup>7</sup> Tennessee government officials began to examine ways to make the roads safe for the public.

Governor Austin Peay died during his term; therefore, the Speaker of the Senate, Henry Horton (1866-1934), assumed the governorship, and served in this position through 1932. Horton continued Peay's road building campaign, yet he also desired to improve safety along the new roadways. In 1929, Horton commended the progress of Tennessee's highway construction and advocated increasing the number of state highway miles. At the same time, however, he was conscious that the expanded highway system raised traffic safety concerns. He stated, "The increasing use of motor vehicles and the construction of modern roadways have necessitated in the interest and protection of those who must use the roads a stricter regulation of traffic than now exists."<sup>8</sup> He advocated several safety measures, initially calling for the issuance of a driver's license, but this was not made law until eight years later

Because the regular session of the legislature did not provide for adequate safety measures, an extra session of the 77<sup>th</sup> General Assembly was called. Horton urged the legislature to create a State Highway Patrol "for the purpose of better enforcing the laws, rules, and regulations relating to traffic on, and use of highways, and the collection of taxes and revenues for the state."<sup>9</sup> Legislators approved this measure (Senate Bill #36 and House Bill #39), and on December 14, 1929, Governor Henry Horton signed legislation creating the Tennessee Highway Patrol.

The formation of the State Highway Patrol represents the culmination of road construction and the maturation of the highway department. This body would help bring order and safety to the network

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<sup>7</sup> Fred W. Schott, *"Servants . . . Not Lords" : A History of the Tennessee Highway Patrol, 1929-1979 Fifty Years of Heritage* (Paducah, KY: Dave Turner and Assoc., 1981), 8.

<sup>8</sup> Governor Henry Horton quoted in Schott, *Servants*, 8.

<sup>9</sup> Governor Henry Horton, quoted in Schott, *Servants*, 8- 9.

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Tennessee Highway Patrol Building  
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of roads that could no longer be easily monitored by local police. The main purpose of this body was to provide protection rather than to prosecute. It was established to “enforce the traffic regulations and laws, and also to aid in the collection of the license fee and taxes due the state from the owner of motor vehicles and other delinquent privilege tax payers.”<sup>10</sup>

After passage of the bill, arrangements for the establishment of the Tennessee Highway Patrol (THP) developed rapidly. The state received hundreds of applications for employment with the Highway Patrol. Men applying for a position were required to undergo a physical examination, and complete forms detailing their life history. Commissioner of Taxation and Finance, Charles M. McCabe; furthermore, stated “It is my purpose to recommend only men who have clean records and who not only will clean up the highways, but will popularize the State Patrol. Any man who falls short of expectations will not stay long.”<sup>11</sup> These expectations did not limit applications as 3,250 men applied. Fifty-five men were hired for employment as officers for the THP. The average age of the newly hired officers was twenty-eight years, his average height was 5’11”, and he had a high school education.

The officers were sent to a training program where they received instruction in traffic, tax and revenue laws, court procedures, first aid, and motorcycle operation. The Department of Finance and Taxation purchased fifty-five Harley-Davidson motorcycles and five cars for the officers. The State supplied the motorcycles with red lights, a siren, first aid kit, and a fire extinguisher. A sign on the front fender read “Tennessee Highway Patrol.” The officers were fitted with a uniform of forest-green pants, jacket, cap, and a white shirt.<sup>12</sup>

The first class of officers graduated on March 11, 1930. In an address to the newly graduated class of officers, Governor Horton reminded them of their responsibilities. He stated, “You go not as lords, but as servants of the people. You are chosen for what you are and the eyes of Tennessee are focused upon you. The stranger in Tennessee must receive every courtesy from your hands.”<sup>13</sup>

<sup>10</sup> Schott, *Servants*, 9.

<sup>11</sup> Charles M. McCabe, quoted in Schott, *Servants*, 12.

<sup>12</sup> Tennessee Department of Safety, “The Tennessee Highway Patrol,” 2.

<sup>13</sup> Tennessee Department of Safety, “The Tennessee Highway Patrol,” 3.

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Tennessee Highway Patrol Building  
Roane County, Tennessee

The organization of the state highway patrol was largely well received and appreciated. A newspaper release on July 7, 1930 spoke in favor of its creation stating, "Something had to be done. Life is too cheap on the road in Tennessee. The traveling public must be protected. The State has expended too much money to permit the highways to be infested with drunken and reckless drivers. The Tennessee Highway Patrol will clear the road of these undesirable car and truck drivers if given the chance. Let the public be advised of their great work and in a short time the boys on motorcycles will be the most highly honored and respected of Mr. McCabe's department."<sup>14</sup>

The newly formed highway patrol fulfilled its purpose, as demonstrated by correspondence to the highway patrol during its first two years of existence. One individual commented, "It is my opinion that should this Patrol be removed from the State roads that the accidents would materially increase. The mere fact that they are there helps many irresponsible persons from doing things they would if they were under the impression they could get away with it."<sup>15</sup> Furthermore, the Tennessee Highway Patrol must have heeded governor Horton's address when he instructed them to treat the stranger with courtesy. The routes that the patrol were stationed on served as major tourist roadways, bringing tourists through from across the county. An out-of-state traveler commented on the Tennessee Highway Patrol stating, "Believe me when I say that it is always a pleasure to me to traverse Tennessee's highways. Partly because of your splendid roads, but more particularly on account of the kindness and consideration accorded me by the boys of the Tennessee Highway Patrol . . . They are always so considerate to tourists. They are always more than glad to be of service to tourists."<sup>16</sup>

## Tennessee's Highways

Prior to the 1920s, the State of Tennessee was slow in constructing roads for automobile traffic. The formation of the Tennessee Good Roads Association during the last decades of the nineteenth century did generate some interest in road improvement. According to Dan Pierce, this association

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<sup>14</sup> "State Highway Patrol in Action," July 7, 1930, James Orren Davis Papers, Manuscript Collection, Tennessee State Library and Archives, Nashville.

<sup>15</sup> Robert W. Creighton to J.O. Davis, 12 December 1931, James Orren Davis Papers, Manuscript Collection, Tennessee State Library & Archives, Nashville.

<sup>16</sup> Edward C. Lee, to J.O. Davis, 27 March 1931, James Orren Davis Papers, Manuscript Collection, Tennessee State Library & Archives, Nashville.

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Tennessee Highway Patrol Building  
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organized “to promote Tennessee’s economic prospects by upgrading and expanding its road system.”<sup>17</sup> Different approaches and goals among advocates for good roads, however, impeded the movement. Farmers desired farm to market routes funded by a pay-as-you-go approach, while highway progressives desired interstate highways paid for by long-term bonds.<sup>18</sup> As a consequence of these disagreements, in 1920, Tennessee had very few miles of paved roads.

During the 1920s, however, under the governorship of Austin Peay (1923-1927), Tennessee began a reform for good roads. Peay reorganized the State Highway Commission and replaced it with a single state highway commissioner to increase efficiency. To finance road construction, he proposed a gasoline tax along with vehicle registration fees and short-term bonds.<sup>19</sup> This conservative finance approach placed him in conflict with the Good Roads Association, an organization that advocated a bond issue for highway construction.<sup>20</sup> Peay, however, was reelected, and construction of the state highway system began.

During Peay’s three administrations as governor, the state expended \$75 million on road construction. By the end of the decade there were over 4,000 miles of state highways. Dan Pierce explains, “Under Peay, more than half of the state’s total expenditures went to road projects. By the time of his death in 1927, Tennessee’s system of paved roads had expanded from 244 miles to over 4,000 miles, with a paved highway connecting Memphis and Bristol, four paved routes that crossed the state north to south, and 17 new bridges over major rivers.”<sup>21</sup> Expansion and improvement of the road system led to increased vehicular traffic as well as safety concerns for the mobile public along the highway.

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<sup>17</sup> Dan Pierce, “Good Roads Movement,” Carroll V. West and Connie L. Lester, et al., eds., *Tennessee Encyclopedia of History and Culture*, (Nashville: Tennessee Historical Society, 1998), 367.

<sup>18</sup> Pierce, 367.

<sup>19</sup> Pierce, 367.

<sup>20</sup> Paul H. Bergeron, Stephen Ash, and Jeanette Keith, *Tennesseans and Their History* (Knoxville: University of Tennessee Press, 1999), 237.

<sup>21</sup> Dan Pierce, “Austin Peay,” Carroll V. West and Connie L. Lester, et al., eds., *The Tennessee Encyclopedia of History and Culture*, (Nashville: Tennessee Historical Society, 1998), 727-728.

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# National Register of Historic Places Continuation Sheet

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Tennessee Highway Patrol Building  
Roane County, Tennessee

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Another strong force behind highway improvement and construction was the formation of highway associations. Regional or local highway associations often organized to encourage tourism and economic incentives in their cities or states. Leslie Sharp, author of an article on the Dixie Highway, states, "Motor enthusiasts and/or entrepreneurs formed the Dixie Highway Association and similar groups to promote the construction of roads that would connect cities to each other."<sup>22</sup> The Dixie Highway Association is one such example. This organization was largely responsible for the designation and construction of portions of the Dixie Highway, a roadway that traveled from Michigan to Florida crossing through the states of Illinois, Indiana, Ohio, Kentucky, Tennessee, North Carolina, South Carolina, and Georgia. In the state of Tennessee, the highway crossed through twenty counties. Location of the route was determined by local support as county governments accepted responsibility of both the construction and maintenance of the route.

Regional highway associations, like the Dixie Highway Association, ebbed out of existence in the late 1920s with the creation of state highway departments and the institution of the U.S. routing system. Nevertheless, the roadways had already been established as major routes and continued to be widely used. Historian Martha Carver explains, "The results [of designation] occurred not only during the primary 1915 to 1927 period of the Dixie Highway Association, but because the selection of the route created a highway corridor that became a fundamental component of the state route system, the Dixie Highway impacted construction patterns along its route for many years after the association ceased active operation."<sup>23</sup> The designation of these state routes and roadway construction is evident in Rockwood with the construction of a highway patrol building in 1936.

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<sup>22</sup> Leslie Sharp, "Dixie Highway Association," Carroll V. West and Connie L. Lester, et al., eds., *Tennessee Encyclopedia of History and Culture* (Nashville: Tennessee Historical Society, 1998), 250.

<sup>23</sup> Martha Carver, "The Development of the Dixie Highway and the Influence on Material Culture," unpublished manuscript, 32.

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Tennessee Highway Patrol Building  
Roane County, Tennessee

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In Rockwood, Roane County, Tennessee, the street known as Kingston Avenue was designated as the Dixie Highway. This designation made Rockwood significant in tourism. The portion of Kingston Avenue designated as the Dixie Highway served as the primary north-south highway through town. The Highway Patrol building in Rockwood was placed prominently on this major state route representing not only the expansion of the roadway system, but also as a reflection of the state's increasing role in transportation.

Since the Rockwood building has been abandoned for a number of years, it has not been altered from its original condition. The structure is, however, in need of rehabilitation, and Rockwood's historic preservation organization is seeking funds through grants to restore the building and adapt it as a museum. Despite neglect, the building still retains a large degree of architectural and historical integrity.



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## X. Geographic Data

### Verbal Boundary Description

The nominated property contains less than one acre. The building is located in Quadrant "A" on a portion of parcel 35. The boundary is approximately 110 feet on the northwest and southeast and approximately 75 feet on the northeast and southwest. See map.

### Boundary Justification

The nominated boundary includes the property historically associated with the 1936 Tennessee Highway Patrol building in Rockwood. It excludes the 1952 building also on the same parcel.

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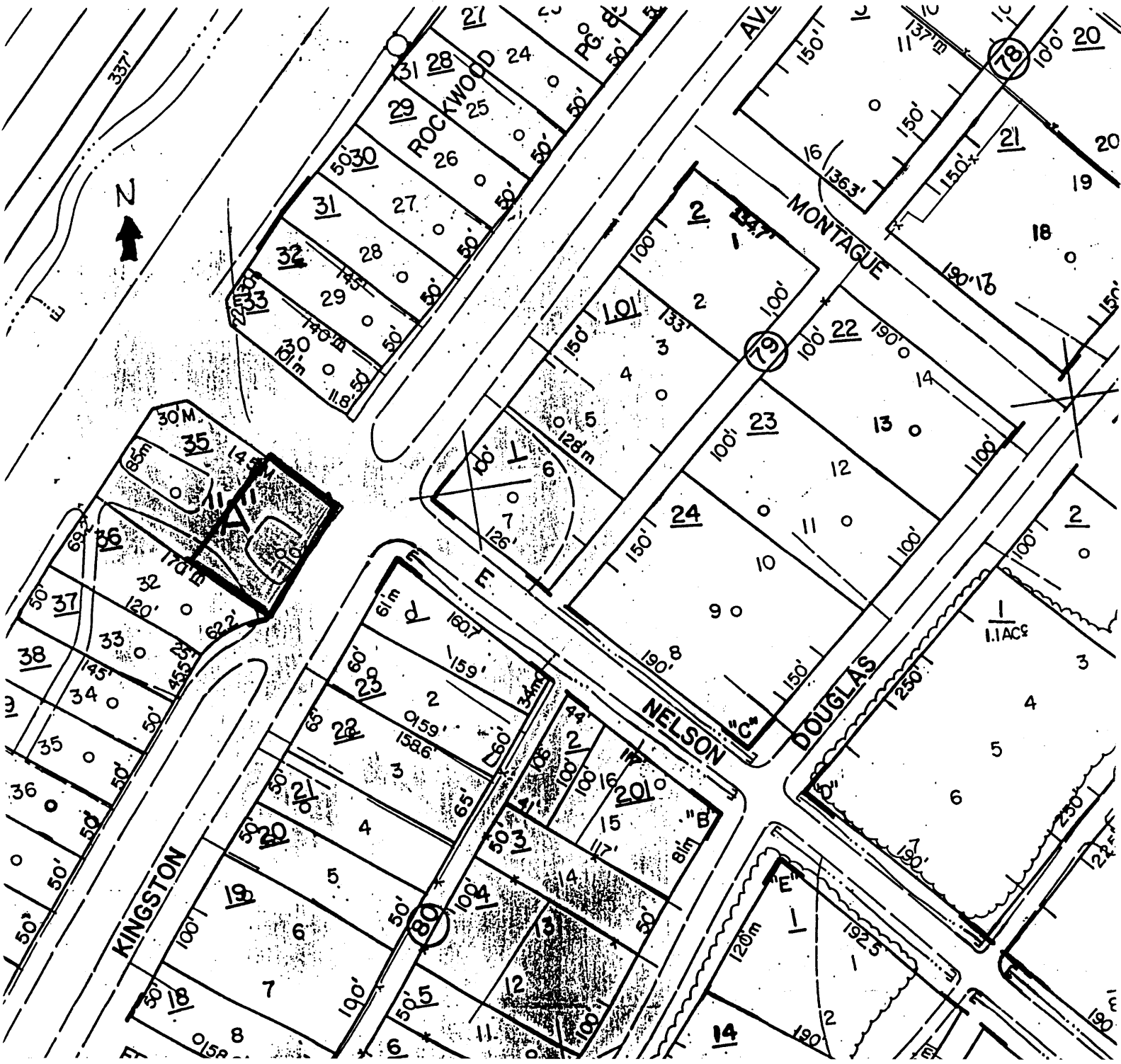
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Tax Map

Scale: 1" = 100'



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### **Photographs**

Tennessee Highway Patrol, Rockwood

Photos by: Amanda Wild  
East Tennessee Development District  
Date: October 3, 2000  
Negatives: Tennessee Historical Commission  
Nashville, Tennessee

South facade, facing north  
1 of 6

West façade, facing east  
2 of 6

North façade, facing South  
3 of 6

East façade, facing west  
4 of 6

Interior, inlaid compass  
5 of 6

Interior, front room, facing west  
6 of 6

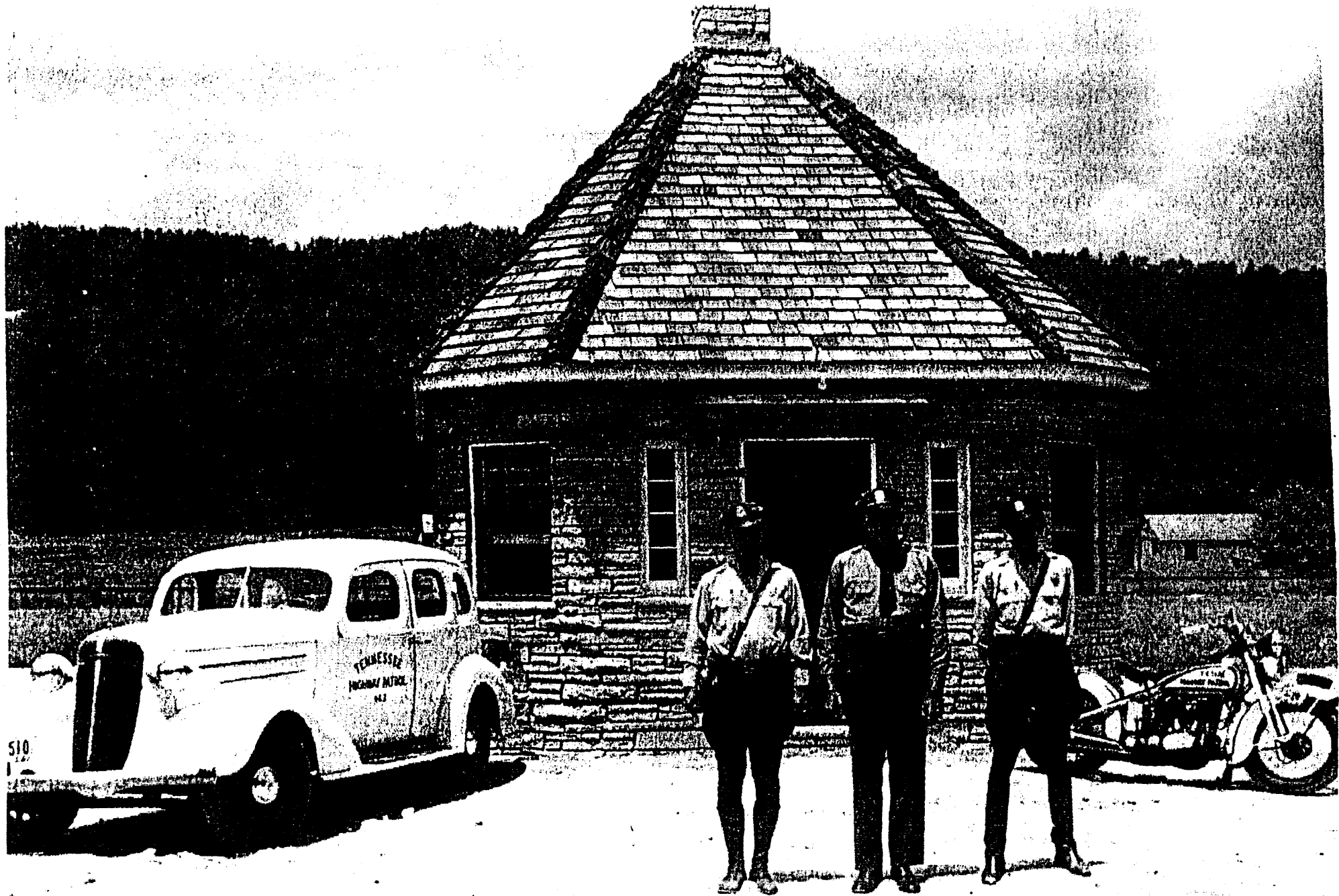


Figure 1 –Tennessee Highway Patrol, Rockwood, circa 1940