

PH0501760

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED AUG 1 1977

DATE ENTERED JAN 2 8 1978

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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

1 NAME

****** HISTORIC Westmoreland Tunnel
AND/OR COMMON

2 LOCATION

STREET & NUMBER Off TN 52

CITY, TOWN Westmoreland VICINITY OF Fourth CONGRESSIONAL DISTRICT

STATE Tennessee CODE 47 COUNTY Sumner CODE 165

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Louisville and Nashville Railroad

STREET & NUMBER 4th and Church streets, J.C. Bradford Building

CITY, TOWN Nashville VICINITY OF Tennessee STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Sumner County Courthouse

STREET & NUMBER Courthouse Square

CITY, TOWN Gallatin STATE Tennessee

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Tennessee Historical and Architectural Survey

DATE January 1977 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Tennessee Historical Commission

CITY, TOWN Nashville STATE Tennessee

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> _EXCELLENT	<input type="checkbox"/> _DETERIORATED	<input checked="" type="checkbox"/> _UNALTERED	<input checked="" type="checkbox"/> _ORIGINAL SITE
<input type="checkbox"/> _GOOD	<input type="checkbox"/> _RUINS	<input type="checkbox"/> _ALTERED	<input type="checkbox"/> _MOVED DATE _____
<input type="checkbox"/> _FAIR	<input type="checkbox"/> _UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Westmoreland Tunnel was built in 1886 by the Chesapeake and Nashville Railroad on Line 178 connecting from Gallatin, Tennessee, to Scottsville, Kentucky. The line runs through the middle of Westmoreland, and just south of the town square is the famed shortest tunnel, or, as writers have referred to it, the Westmoreland "smoke-hole." The line runs through a deep ravine with a twenty-five-foot drop from the road above.

The tunnel is of quite simple design. It appears to be a vaulted, timber-framing style tunnel. The timber-lined tunnel was hewn out with hammers and the limestone rocks removed with mules. The tunnel is supported by ten, six-by-eight inch posts, five on each side. In 1945 the tunnel needed repair and the support posts, as well as a few rafters, appear to have been replaced. The ceiling planks and some of the rafter supports are probably part of the original structure.

The tunnel was built on a horizontal curve of four degrees, forty minutes and at a grade slope of 1.69 percent. It is the shortest tunnel on the L & N line, measuring forty-six feet, six inches in length; it is fifteen feet, six inches wide and nineteen feet, one inch high. The small tunnel was built to allow the line to follow the natural course of the land, and to leave the farm land as well as the road above the line undisturbed.

The tunnel is in extremely good condition and there appears to have been no major changes in the design. The future of this unique tunnel is not certain at this time. It is hoped this distinguished recognition will contribute to its preservation.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES	1886	BUILDER/ARCHITECT
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STATEMENT OF SIGNIFICANCE

The Westmoreland Tunnel is the shortest tunnel on the Louisville and Nashville Railroad Company line and possibly the shortest railroad tunnel in the United States. The official measurement of forty-six feet, six inches was made in 1963 by the L & N civil engineers from the Louisville Division. The measurement proved that the Westmoreland Tunnel was thirteen inches shorter than the Bee Rock Tunnel located in Virginia, the passageway previously considered to be the shortest with a measurement of forty-seven feet, seven inches.

The Westmoreland Tunnel was part of the original Chesapeake and Nashville Railroad. It was the intention of C & N Railway to build north from Nashville to connect with Cincinnati Southern at Danville, Kentucky, by way of Glasgow, Kentucky, through Hodgenville and on to Elizabethtown. In 1886 C & N constructed 35.44 miles of line between Gallatin, Tennessee, and Scottsville, Kentucky, the only portion of the proposed track to be completed. On January 1, 1891, the railroad was sold and after several changes of ownership was bought on July 1, 1906 by L & N.

The Westmoreland Tunnel was used during World War II for mock combat between the "Red" and "Blue" teams of the U.S. Army training forces. The last regular passenger train ran over the branch line on April 23, 1953. It was used as a freight line with several trains a week passing through until December 10, 1976, when the L & N closed the line.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Bell Notes, South Central Bell, August 1976.

History of Louisville and Nashville Railroad. MacMillan: New York City, 1972.

"A Tale of Two Tunnels." L & N Magazine, July 1963.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1/2

UTM REFERENCES

A	1,6	56,72,0,0	4,04,59,8,0
	ZONE	EASTING	NORTHING
C			

B			
	ZONE	EASTING	NORTHING
D			

VERBAL BOUNDARY DESCRIPTION

The property nominated consists of the tunnel itself measuring 46'6" long, 15'6" wide, and 19'1" high.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME / TITLE

Deborah K. Henderson, Research Aide

ORGANIZATION

Tennessee Historical Commission

STREET & NUMBER

170 Second Avenue North

CITY OR TOWN

Nashville

DATE

January 1977

TELEPHONE

(615) 241-2371

STATE

Tennessee

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Herbert L. Hoyer

TITLE

Executive Director, Tennessee Historical Commission

DATE

7/25/77

FOR NPS USE ONLY

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

Wm. ...

DATE

1-20-78

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Charles ...

DATE

7-17-78

KEEPER OF THE NATIONAL REGISTER