

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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 Nashville, Chattanooga & St. Louis Railway Section House

other names/site number Bon Air Mountain Historical Society Museum

2. Location

street & number 9479 Crossville Highway

NA ☐ not for publication

city or town DeRossett

NA ☐ vicinity

state Tennessee code TN county White code 185 zip code 38583

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.)

E. Patrick McHugh, Jr.
Signature of certifying official/Title

May 20, 2011
Date

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:)

Signature of the Keeper

Date of Action

Edson H. Beall

7-6-11

Name of Property

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

1

buildings

sites

structures

1

objects

1

2

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)

DOMESTIC: single dwelling

Current Functions

(Enter categories from instructions)

RECREATION AND CULTURE: museum

7. Description**Architectural Classification**

(Enter categories from instructions)

OTHER: side gable form

Materials

(Enter categories from instructions)

foundation WOOD

walls WOOD

roof METAL

other WOOD

Narrative Description

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

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Nashville, Chattanooga & St. Louis Railway Section House
White County Tennessee

Description

Constructed around 1904, the Nashville, Chattanooga & St. Louis (NC&StL) Railway Section House in DeRossett, White County, Tennessee is a one story residence covered in board and batten siding with a metal gable roof, historic pier foundation faced with metal, and a shed roof extension on the rear. Inside, the section house retains much of its original character and materials. Located near an abandoned rail line, the property has minimal landscaping and is next to commercial and residential buildings. In 2009 the section house was rehabilitated and a handicap accessible restroom was added. The section house retains its historic integrity.

The south façade contains an offset door and two two-over-two double-hung wood windows. The door is single-leaf, paneled wood. Windows and the door have wood surrounds; a shallow wood pediment caps the windows on the façade and other elevations. Originally this was a duplex but the second door was covered over, possibly in the late 1950s or 1960s when the house was converted from a duplex to single family home.¹ A one story, one bay wood porch with a shed roof and simple wood balusters was added to the building in 2009. The façade and all elevations have a wood water table and simple wood cornice.

The east elevation has two two-over-two double-hung wood windows, one under the gable roof part of the house and one in the shed roof extension. The roof slopes on this elevation form a pattern known as a "cat slide" roof.

The north or rear elevation contains no windows and is dominated by a one story shed roof addition. This addition was built in 2009 and contains a restroom and covered porch. A single-leaf wood door opens from the porch into the house. This elevation is covered with vertical board, but no battens. A new handicap accessible ramp leads up to the addition.

Like the east elevation, the west elevation contains two windows. However, on this elevation, the window in the shed roof extension is much smaller. A small two-sided wood enclosure was built on this part of the house to shield the HVAC system.

The interior of the NC&StL Section House is characterized by wood floors, horizontal board walls and ceilings, some of it bead board, narrow wood baseboards, and two brick fireplaces in the front (south) parlors. The fireplace mantels are not historic to the house and were added during the 2009 renovation. They are presumed to look like what was in the house. The back (north) rooms are sheathed with a wider horizontal board. There are no interior doors, but hinge and latch marks remain in the door framing. (See figure 2.)

The property also contains a modern privy and a child's grave. They are noncontributing resources.

¹ This door is visible inside the building. Dates from Bill Hurteau, email to William C. Colley, January 31, 2011.

Name of Property

County and State

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 N/A

(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** a birthplace or 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

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

Circa 1904-1936

Significant Dates

NA

Significant Person

(complete if Criterion B is marked)

NA

Cultural Affiliation

NA

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: _____

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White County Tennessee

Significance

The Nashville, Chattanooga & St. Louis Railway Section House located in the unincorporated community of DeRossett, near the White County seat of Sparta (pop.5,030), Tennessee, is eligible for listing in the National Register of Historic Places under criterion A in the area of transportation. The section house was built circa 1904 and supported railroad activities from the construction date to 1936, after most mines had closed and the rail lines were removed. The building was used to house crews of the NC&StL Railway, who addressed routine track maintenance and emergency responses, all of which provided for smooth rail operations. This railroad section house has historical value applicable to the documented railroad and coal mining operations covering the period of significance from 1904 to 1936. The building is a one of a kind NC&StL section house that retains over 90% of its original design, materials, and workmanship. Finally, it is the last railroad section house in this geographical area and it helps to tie the region's railroad history together.

The Nashville & Chattanooga Railroad was chartered in Tennessee in 1845 and merged with the Louisville and Nashville Railroad in 1957.² The first railroad to successfully charter and operate in Tennessee, the name changed to the Nashville, Chattanooga, & St. Louis Railway when the company was re-chartered in 1873. With tracks in Kentucky, Tennessee, Alabama, and Georgia, the rail line was a major transportation route for goods and people in the Southeast. Many of the tracks went to established cities in Tennessee, but when the coal fields of White County began to be exploited in the late nineteenth century, the railroad moved into the county. Without a good transportation system, the coal could not be marketed and without the coal, the rail line would not have come into the county as soon as it did. In 1882, industrial and railroad demands for bituminous coal prompted entrepreneur George Gibbs Dibrell to begin the Bon Air Coal, Land and Lumber Company. Lumber, like coal, was a major resource in White County at this time. Responding to the same demand in 1903, Richard Hill and Jesse Walling instituted the Clifty Creek Coal and Coke Company. These companies opened four mining areas within a twenty mile radius on Bon Air Mountain and they built four towns to meet the needs of incoming workers. The company owned communities were Bon Air, Ravenscroft, Eastland, and Clifty.

The company towns were linked by rail to each other and to communities outside the coal mining area. There were two daily passenger trains from Sparta to the company towns and freight trains ran regularly. "As one old-timer put it, 'no other way to get on the mountain except the train.'"³ Bon Air was the most important coal town in the county and in 1904 the NC&StL began expanding rail operations further into White County from Bon Air. Lines from DeRossett went to Bon Air and Eastland; from Eastland the rail line would go to Clifty. There was an unpaved road in the area but

² <http://www.ncstl.com/history/history.htm>, accessed December 22, 2010.

³ Betty Sparks Huehls. "Life in the Coal Towns of White County, Tennessee, 1882-1936." (Master's thesis, Tennessee Technological University, 1983), 29.

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White County Tennessee

it was not until the Memphis to Bristol Highway came through the county in the 1920s that adequate road transportation was available.

The coal companies did not provide housing for the railroad workers. That was the responsibility of the rail company and with a housing shortage due to an increased population, it made sense for the railroad to erect housing for its own workers, such as those working in DeRossett, which was a railroad community, not a coal company town. The rail that served the coal mining area was part of the Sparta branch, which also extended into and had stations in nearby Coffee and Warren counties.⁴

Considerable development took place in and around the four White County coal communities. The Southwestern Railroad, where Dibrell was president, connected the NC&StL to Sparta from Tullahoma in Coffee County. In 1875 the Southwestern line got a charter for the Bon Air Railroad and in 1888 the NC&StL Railway received the charter rights to the rail lines.⁵ The company extended its tracks beyond the county seat of Sparta to the coal fields in Bon Air. In 1904, an additional extension was constructed, about 5.5 miles long from Bon Air northeast to Ravenscroft, primarily to serve the coal and timber operations of the Bon Air Coal and Iron Company, one of the larger coal companies in the state, based in Nashville. The new rail line went through DeRossett, a point four miles east of Bon Air. At that point, a junction was formed with another extension leading southeast to Eastland (about 6.75 miles) and finally to Clifty (1.5 miles). The coal companies now had improved access to markets in Nashville and Chattanooga and markets outside the state. (See figure 6.)

DeRossett, became known as the "Railroad Town" where all the supporting structures such as section houses (which includes the nominated property), depot, rail yard, water tank, coal chute, and storage facilities, were built by the NC&StL Railway.⁶ One source called DeRossett "a railroad section town."⁷ The town was the focal point of all rail traffic to and from Bon Air, Ravenscroft, Eastland, and Clifty. While Ravenscroft, DeRossett, and Bon Air were accessible by road (today's US70) in the early twentieth century, Eastland and Clifty were much more isolated and rail service was the only form of transportation.

Railroads built section houses as residences for track hands or foremen who had to be available for regular maintenance and emergencies. Most railroad section houses were built in smaller towns and sparsely populated areas. Railroads built houses for other employees, such as management personnel, but the section houses were smaller, cheaper, and built to fit the local

⁴ <http://www.ncstl.com/memorabilia/1914listofstations.htm>. Accessed December 28, 2010. Some sources also call the railroad stations by the coal community name, such as the Bon Air branch.

⁵ Huehls, 2.

⁶ Terry L. Coats. *Next Stop on Grandpa's Road: History & Architecture of NC&StL Depots & Terminals*. (Nashville: Author's Corner, LLC, 2010), 301. The depot and other rail facilities are gone.

⁷ Ibid., 6.

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climate.⁸ The NC&StL section house is a typical two room section house with characteristic dual entries, central chimney, and small façade porch. (See figures 3-5.) According to *Buildings and Structures of American Railroads*

Section houses, probably in all cases, are frame structures, roofed with shingles or tin, and sheathed on the outside with upright boards or horizontal weather-boarding. According to the importance and the locality the exterior is more or less elaborate. The designs vary in the different sections of the country, and the influence of the prevailing types of farm-house architecture on the designs adopted for different localities is clearly perceptible. According to the fuel, large, old-fashioned chimneys for wood fires or brick and iron flues are used.⁹

While not everyone who lived in the DeRossett section house is known, it is known that James Young was a NC&StL section hand who lived here around 1912.¹⁰ The 1910 census identified Robert Brock as a section hand with the NC&StL Railway who lived in the house.¹¹ Other individuals who worked for the NC&StL Railway in DeRossett during the period of significance but did not live in this section house were Alvin Young - 1925, Ernest Craig - 1928, Robert Bohannon - 1927, and Mr. W. C. Howard - 1928.

From circa 1909 to 1919 the number of coal mines in production increased by one third and the majority of these new mines were in the South.¹² By 1920 White County was the sixth highest coal producer in the state.¹³ Rail service continued to expand along with the coal industry. For its relatively short length (about twenty-two miles), the "Bon Air - Ravenscroft - Clifty - Eastland" line possessed more steep grades than any other portion of the NC&StL rail. DeRossett was at 1,874 feet elevation and Clifty was almost 300 feet lower in elevation at 1,585 feet. According to *Ghost Railroads of Tennessee*

This section from Tip Top to Ravenscroft was plateau running and fairly level with the exception of a severe dip with 1.5% grades on each side between Mileposts 72 and 73. The section DeRossett to Clifty was rugged in every sense of the word,

⁸ Walter G. Berg. *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects and Students*. (NY: John Wiley & Sons, 1893; reprint ed., Novato CA: Newton K. Gregg, Publisher, 1973), 14.

⁹ Ibid.

¹⁰ Ms. Doris Welch, a relative of Young, reported that he lived in the section house in 1912. Email to Don Graham, February 2011.

¹¹ Legend (supported by death records) has it that a baby, born to the family living in the nominated section house, died at three weeks old of a contagious disease and was denied burial in the local cemetery. The grave marker is within the boundaries of the nominated property.

¹² James B. Jones. "The Development of Coal Mining on Tennessee's Cumberland Plateau 1880-1930." October 30, 1987, 12-13.

¹³ Carroll Van West. "White County" in *The Tennessee Encyclopedia of History and Culture* (Nashville: Rutledge Hill Press, 1998), 1053.

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White County Tennessee

consisting of four miles of 1.5% decline between DeRossett and Owens, a tough climb from Milepost 76 to 78.¹⁴

The popularity of automobiles and improved roads resulted in passenger train service stopping in 1930. At the same time freight traffic slowed due to exhausted coal seams and forests. Between 1929 and 1934 freight traffic on the rail line went from 54,939 tons to 14,990 tons.¹⁵ Track abandonment at DeRossett coincided with curtailment of the coal mine productions and began around 1936-1937; other parts of the system were abandoned earlier. Many of the Bon Air company's holdings were bought out by the Tennessee Products Corporation in 1917. Headquartered in Ravenscroft, the company operated coal mines and subsidiary operations until 1936. Around this time (1930s) Clifty had a population of 1,582; Ravenscroft had a population of 626; and DeRossett had only 200 residents.¹⁶ While the coal companies prospered for several years there were problems with the operations in White County and throughout the country. Among the larger issues were the United Mine Workers of America trying to unionize workers, the price of coal dropping, other natural resources being used for power, over-expansion of mining, and the Depression. Locally, many coal seams were exhausted and the mines became inefficient to operate.¹⁷ Mines started closing and larger companies bought out smaller mining companies. Ironically, the railroads – major users of coal – had become more efficient and needed less coal. The Tennessee Products Corporation attempted to finance a loan through the Reconstruction Finance Corporation in 1934 and when this failed they filed for bankruptcy in 1936. After negotiations failed to renew a union contract, miners in White County called a strike in 1936 rather than take a 10% wage cut. Soon after the mining operations around Bon Air ceased and the NC&StL Railway pulled up the tracks.¹⁸

After the mining operations stopped, rail operations slowed or stopped, and many families moved to cities in hopes of finding work. The houses, like the NC&StL Railway Section House, were left vacant and eventually sold to private owners. All but this one were remodeled or modified in some way, vastly reducing their historic viability. The nominated building was used as a single family residence, meeting place for the Boy Scouts, and a ceramic shop. Since 2003 White County has owned the property and it is operated as a museum.

¹⁴ Elmer G. Sultzer. *Ghost Railroads of Tennessee*. (Indianapolis, IN: VA Jones Company, 1975), 274. Information provided in email from William C. Colley, January 27, 2011. Mileposts are railroad distance markers.

¹⁵ Sultzer, 243.

¹⁶ Federal Writers' Project. *Tennessee: A Guide to the State* (New York: Hastings House, 1949; reprint ed., St. Clair Shores MI: Scholarly Press, 1978), 467.

¹⁷ Huehls, 11.

¹⁸ *Ibid.*, 17.

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White County Tennessee

Bibliography

- Berg, Walter G. *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects and Students*. NY: John Wiley & Sons, 1893; reprint ed., Novato CA: Newton K. Gregg, Publisher, 1973.
- Coats, Terry L. *Next Stop on Grandpa's Road: History & Architecture of NC&St.L Railway Depots & Terminals*. Nashville: Author's Corner, LLC, 2010.
- Federal Writers' Project. *Tennessee: A Guide to the State*. New York: Hastings House, 1949; reprint ed., St. Clair Shores MI: Scholarly Press, 1978.
- Huehls, Betty Sparks. "Life in the Coal Towns of White County, Tennessee, 1882-1936." Master's thesis, Tennessee Technological University, 1983.
- Jones, James B. "Railroad Development in Tennessee, 1865-1920. Study Unit N. 5." March 31, 1987. Available at the Tennessee Historical Commission.
- Jones, James B. "The Development of Coal Mining on Tennessee's Cumberland Plateau 1880-1930." October 30, 1987. Available at the Tennessee Historical Commission.
- NC&StL Preservation Society, Inc. <http://www.ncstl.com/memorabilia/1914listofstations.htm>. Accessed December 28, 2010.
- Sulzer, Elmer G. *Ghost Railroads of Tennessee*. Bloomington, IN: Indiana University Press, 1975.
- West, Carroll Van. "White County." In *The Tennessee Encyclopedia of History and Culture*. Nashville: Rutledge Hill Press, 1998.

Name of Property

County and State

10. Geographical DataAcreage of Property Less than one acre De Rossett 332 NE**UTM References**

(place additional UTM references on a continuation sheet.)

1	<u>16</u>	<u>652419</u>	<u>3979714</u>
	Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>

3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing
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.)

11. Form Prepared By

name/title	<u>Donald Graham</u>		
organization	<u>Bon Air Mountain Historical Society</u>	date	<u>November 2010</u>
street & number	<u>532 Wigwam Street</u>	telephone	<u>931-935-3204</u>
city or town	<u>Sparta</u>	state	<u>TN</u> zip code <u>38583</u>

Additional Documentation

submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7.5 Or 15 minute series) indicating the property's locationA **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

Property Owner

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

name	<u>White County, c/o Herd Sullivan, White County Executive</u>		
street & number	<u>1 East Bockman Way</u>	telephone	<u>931-935-3203</u>
city or town	<u>Sparta</u>	state	<u>TN</u> zip code <u>38583</u>

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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Verbal Boundary Description and Justification

Map 52C, Group A, Parcel 11.01

Being the old Coal Miners House located on Parcel 11.01, Group A, Map 52C and the real property on which the Coal Miners House sets which is located on the parcel described below in the easement granted to White County.

An exclusive easement is also granted to the following described land to be used for parking and for ingress and egress to and from Crossville Highway:

EXCLUSIVE EASEMENT: Beginning at a rail road spike (old) in the north margin of Crossville Highway, being a southeast corner of Robert Underwood (WDB:205 Pg:870); thence leaving Crossville Highway and with an east line of Robert Underwood N41°25'50" W 79.16' to a Y2" rebar (new); thence leaving Robert Underwood and severing Marvin Blodgett et al. (RB:147 PG:109) N46°57'45" E 80.18" to a Y2" rebar (new); thence N13°35'58" W 74.59' to a Y2" rebar (new); thence N69°20'11" E 14.00' to a 1/2" rebar (new); thence S12°11'45" E 69.45' to a 'A" rebar (new); thence S43°46'20" E 79.96' to a 1/2" rebar (new) in the north margin of Crossville Highway; thence with the north margin of Crossville Highway S47°26'52" W 97.43' to the point of beginning. Containing 0.196 acres, more or less, as surveyed by Allen Maples Land Surveying, 889 East Cole Road, Quebeck, Tennessee, 38579, Allen Maples Jr. R.L.S. #2171, on May 01, 2009.

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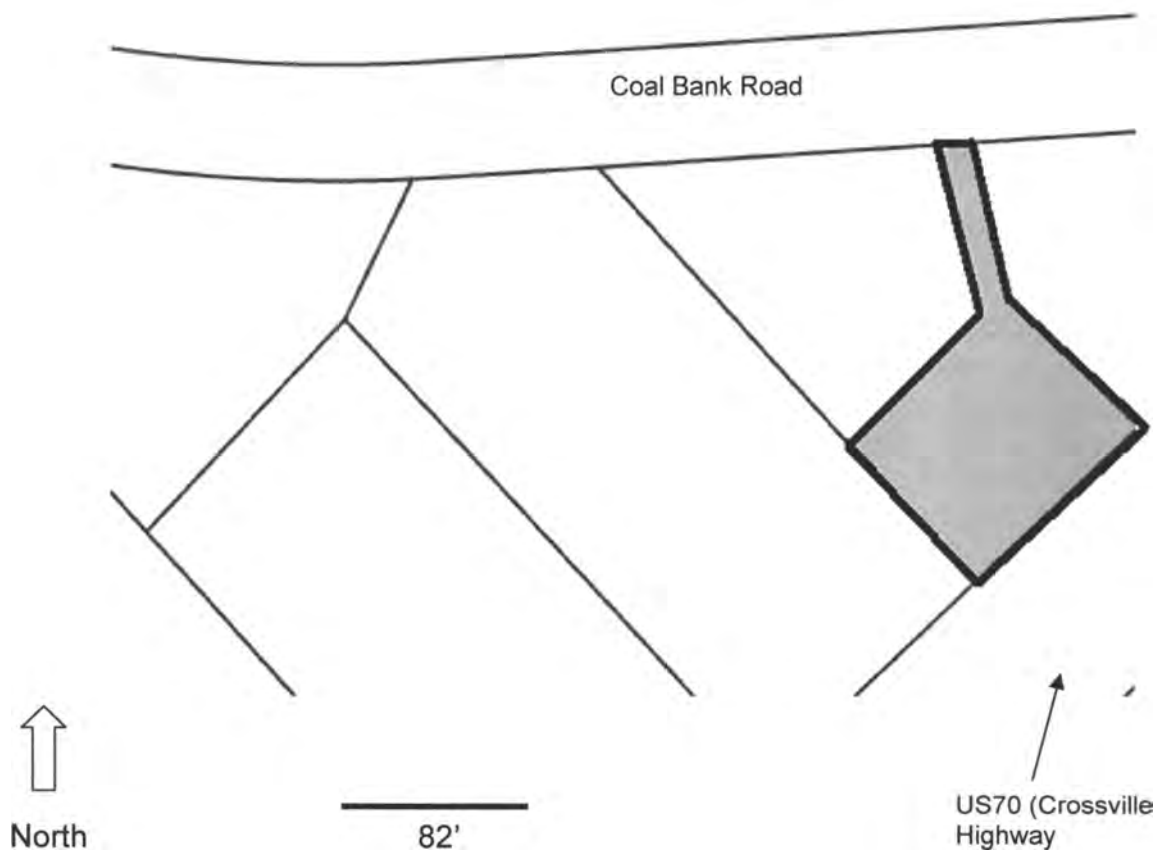


Figure 1. Tax map and aerial view (below)



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White County Tennessee

Photographs

Photo by: Donald Graham
Date: November 2010
Digital negative: Tennessee Historical Commission

- 0001 Exterior, south façade, facing north
- 0002 Exterior, south façade and east elevation, facing northwest
- 0003 Exterior, east elevation, facing west
- 0004 Exterior, east and north elevations, facing southwest
- 0005 Exterior, rear (north) elevation, facing south
- 0006 Exterior, north and west elevations, facing southeast
- 0007 Exterior, west elevation
- 0008 Exterior, south façade and west elevation, facing northeast
- 0009 Interior, southwest room, facing east
- 0010 Interior, southeast room, facing west
- 0011 Interior, southwest room, facing south
- 0012 Privy (non-contributing)
- 0013 Grave (non-contributing)

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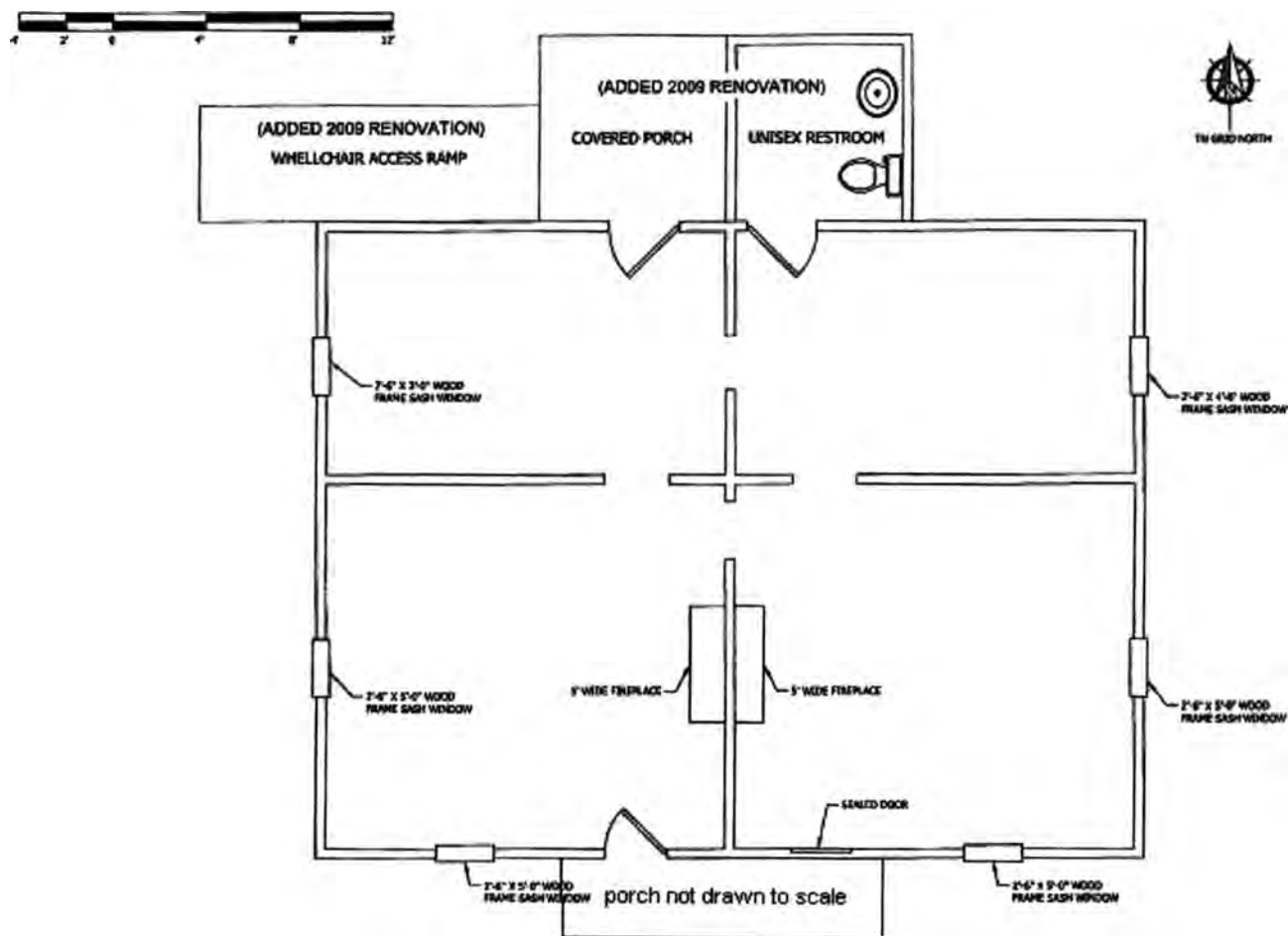


Figure 2. Plan of NC&StL Section House

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FIG. 40.—FRONT ELEVATION.



FIG. 41.—END ELEVATION.

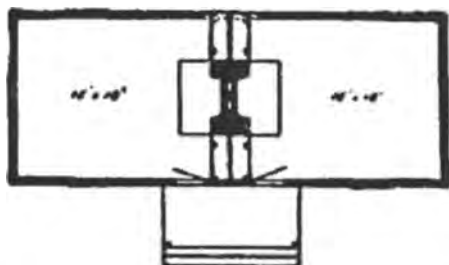


FIG. 42.—GROUND-PLAN.



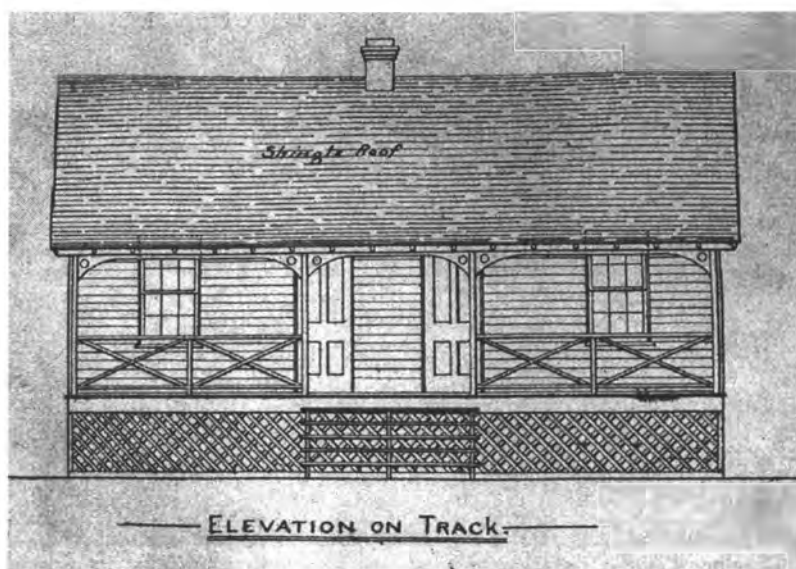
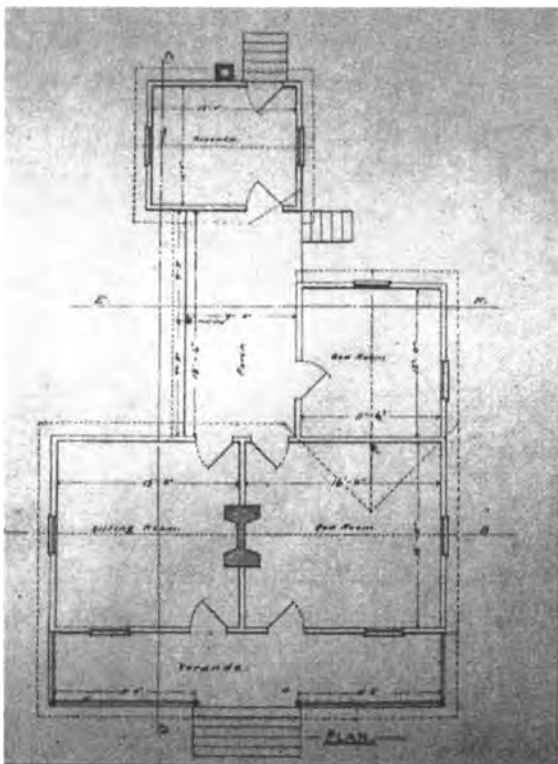
FIG. 43.—CROSS-SECTION.

Figure 3. "Two-room Section House, East Tennessee, Virginia & Georgia Railroad" from *Buildings & Structures of American Railroads*. The small front porch, central chimney, and dual entries are features used in the building being nominated.

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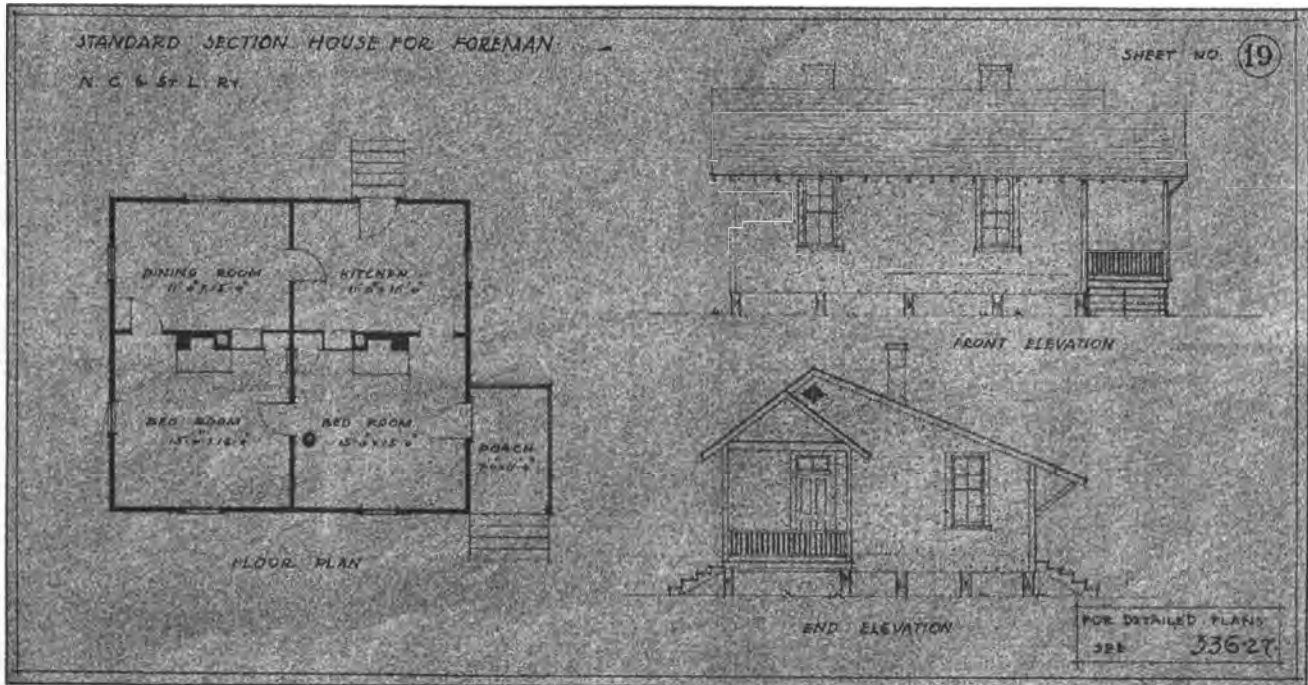
Maintenance of Way Foreman's House front elevation. -Nashville, Chattanooga & St. Louis Railway

Figure 4. Maintenance of Way Foreman's House for NC&StL. Foremen had single houses and larger accommodations. The dual entries and central fireplace are similar to the nominated property. From *Next Stop on Grandpa's Road: History & Architecture of NC&St.L Railway Depots & Terminals*.

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White County Tennessee



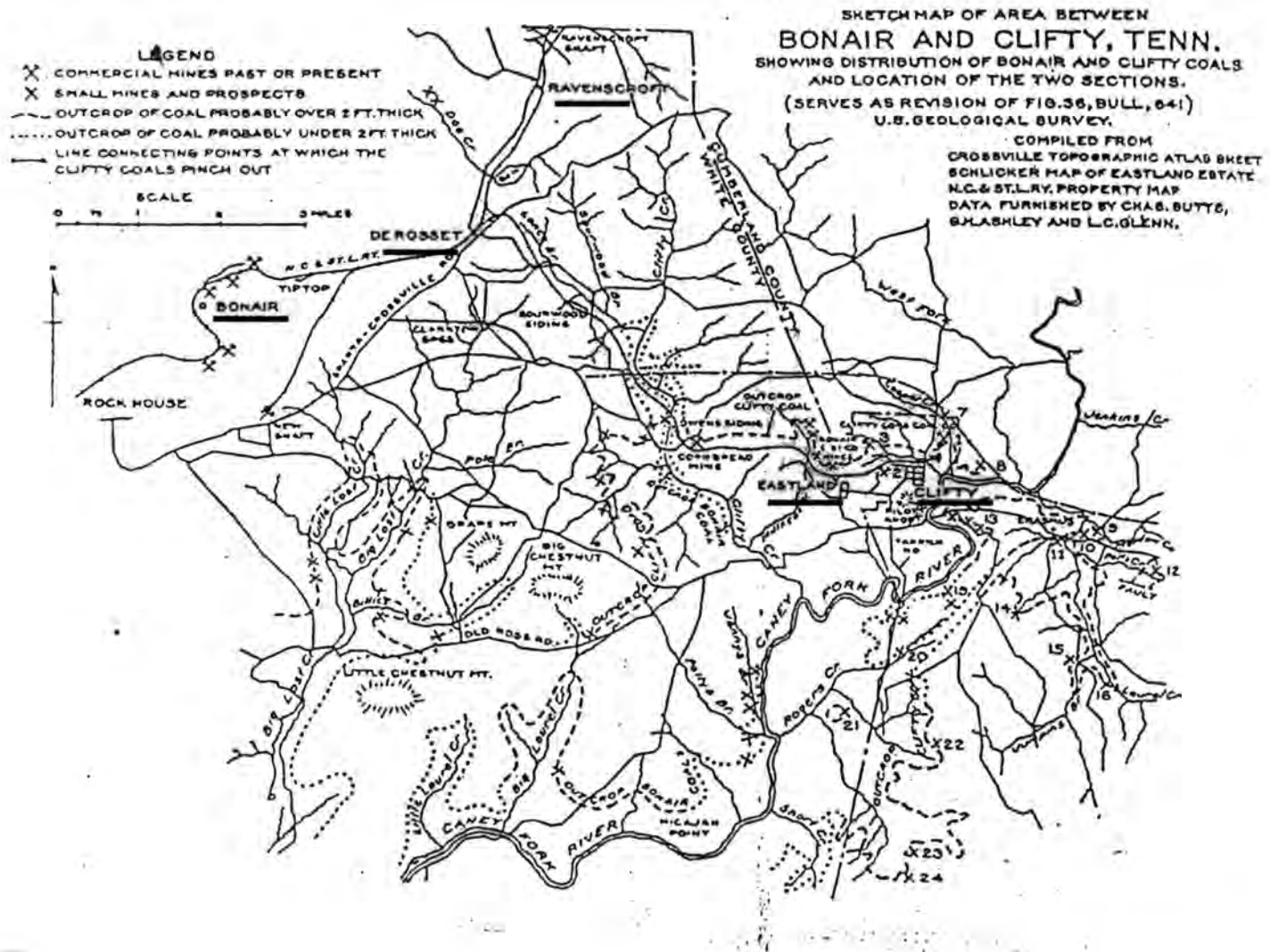
Typical NC&St.L Foreman and Laborers Section House with Floor Plans. These houses were the standard construction for a foreman or laborer of a maintenance of way crew. Both houses were the same size. Because he was the supervisor the foreman would receive the entire four rooms. The laborers house would have been divided for the use of two families. -NC&St.L Railway

Figure 5. Another example of a foreman's section house. From *Next Stop on Grandpa's Road: History & Architecture of NC&St.L Railway Depots & Terminals*. The four room floor plan is similar to the four room floor plan of the nominated property, although the building orientation of this example is very different.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number figures Page 14 Nashville, Chattanooga & St. Louis Railway Section House
White County Tennessee



"Map of the Bon Air Mountain coal fields indicates the locations of coal mines, railroads, and towns discussed within this study. Source: Nelson, Wilbur, The Southern Coal Field, Bulletin 33-D (Nashville, State of Tennessee, Department of Education, Division of Geology, 1925), cited by Pater, Otto, "Economic History of White County" (Unpublished Masters Thesis, George Peabody College for Teachers, 1932), p. 32."

Figure 6. From Betty Sparks Huehls. "Life in the Coal Towns of White County, Tennessee, 1882-1936." Master's thesis, Tennessee Technological University, 1983. Highlighted/underlined towns are the major coal mining areas and DeRossett.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Nashville, Chattanooga and St. Louis Railway Section House
NAME:

MULTIPLE
NAME:

STATE & COUNTY: TENNESSEE, White

DATE RECEIVED: 5/27/11 DATE OF PENDING LIST: 6/17/11
DATE OF 16TH DAY: 7/05/11 DATE OF 45TH DAY: 7/12/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000421

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 7-6-11 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the
nomination is no longer under consideration by the NPS.



















THE
TENNESSEE
PRODUCTS
CORPORATION

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ENCYCLOPEDIA







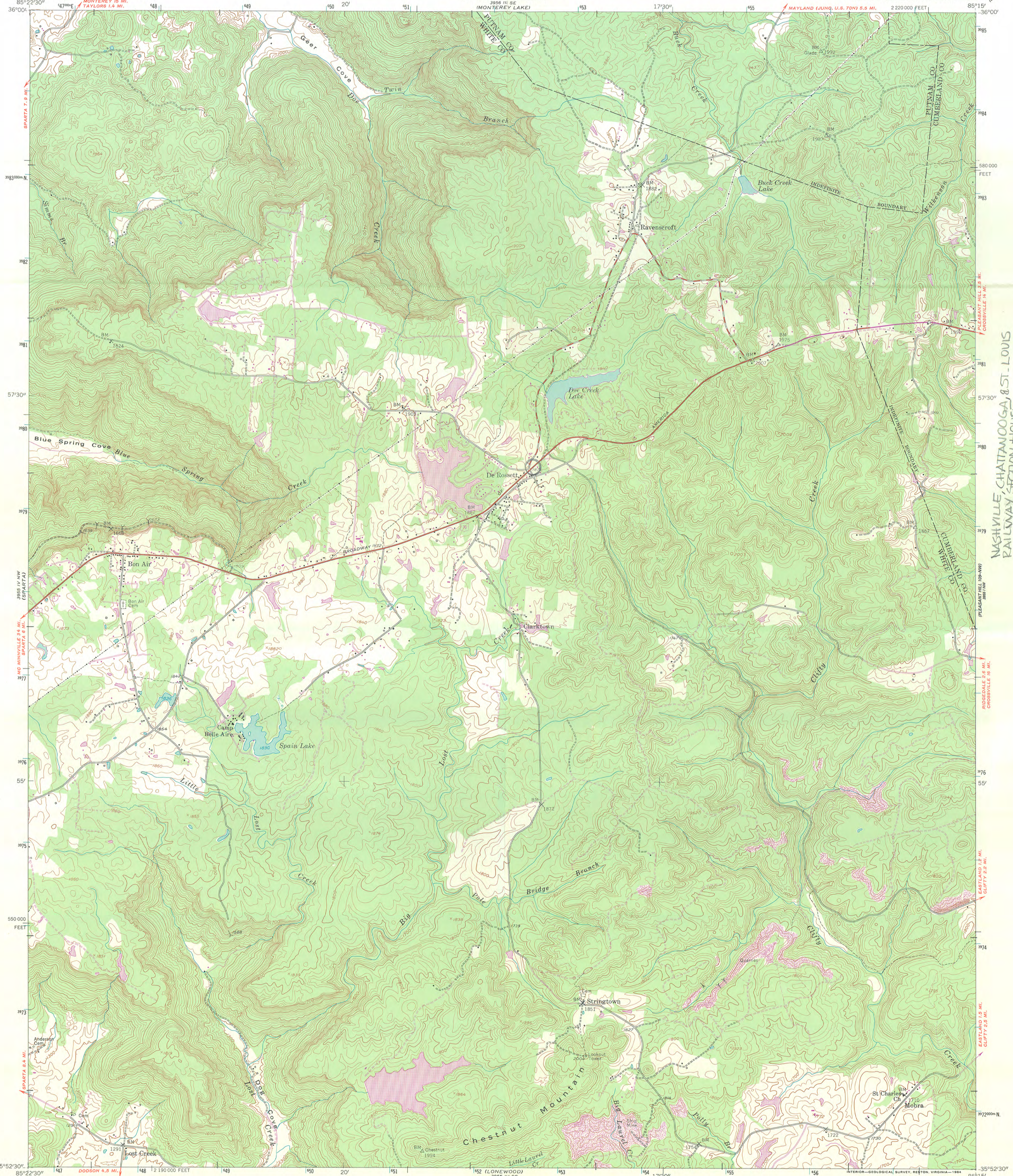


WILLIAM
BROCK
MAY 31 1844
JAN 31 1894

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF TENNESSEE
DEPARTMENT OF CONSERVATION
DIVISION OF GEOLOGY

DE ROSSETT QUADRANGLE
TENNESSEE
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey

Control by USGS, NOS/NOAA, Tennessee Valley Authority,
and Tennessee Geodetic Survey

Topography by photogrammetric methods from aerial
photographs taken 1951. Field checked 1954

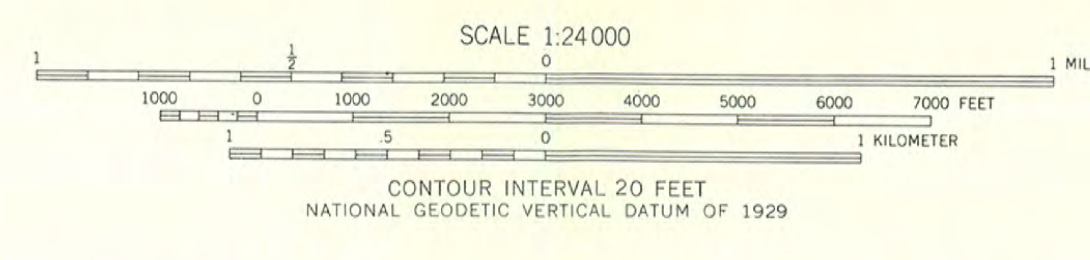
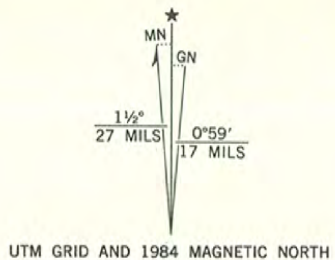
Polyconic projection. 10,000-foot grid ticks based on
Tennessee coordinate system

1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue

1927 North American Datum
To place on the predicted North American Datum 1983
move the projection lines 6 meters south and
4 meters west as shown by dashed corner ticks

Revisions shown in purple and woodland compiled from
aerial photographs taken 1981 and other sources

This information not field checked. Map edited 1984



ROAD CLASSIFICATION			
Heavy-duty	Light-duty	Medium-duty	Unimproved dirt
U.S. Route	State Route		

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
AND TENNESSEE DEPARTMENT OF CONSERVATION, DIVISION OF GEOLOGY, NASHVILLE, TENN. 37219
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

TENNESSEE
QUADRANGLE LOCATION

Div. of Geology Sales Office
332 NE \$6.00

DE ROSSETT, TENN.
35085-H3-TF-024

1954
PHOTOREVISED 1984
DMA 3955 IV NE-SERIES Y841

NASHVILLE, CHATTANOOGA, & ST. LOUIS
RAILWAY SECTION HOUSE
16-652419-3979714
WHITE COUNTY, TN





TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550



May 20, 2011

Carol Shull
Keeper of the National Register
National Park Service
National Register Branch
1201 Eye Street NW
8th floor
Washington, DC 20005

Dear Ms. Shull:

Enclosed please find the documentation to nominate the *Nashville, Chattanooga & St. Louis Railway Station* to the National Register of Historic Places.

If you have any questions or if more information is needed, contact Claudette Stager at 615/532-1550, extension 105 or Claudette.stager@tn.gov.

Sincerely,

E. Patrick McIntyre, Jr.
State Historic Preservation Officer

EPM:cs

Enclosures