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National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of
Tullahoma, Coffee County, Tennessee

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Establishing a Railroad Trade Center, Tullahoma, 1866-1903
Emergence of Modern Tullahoma, 1903-1941

C. Form Prepared by

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Herbert L. Hays 6/30/93
Signature and title of certifying official Date
Deputy State Historic Preservation Officer, Tennessee Historical Commission
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Patricia Andrews 8/10/93
Signature of the Keeper Date of Action

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

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 listings. 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 120 hours per response including the 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 Project (1024-0018), Washington, DC 20503.

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Continuation SheetSection number E Page 1Historic and Architectural Resources
of Tullahoma, TennesseeIntroduction

This multiple property nomination for Tullahoma, Coffee County, Tennessee concerns two significant periods of its history. The first, "Establishing a Railroad Trade Center, Tullahoma, 1866-1903" discusses the years of economic recovery and residential expansion from the time of Reconstruction (1866) to a change in the city's charter (1903). The second, "Emergence of a Modern Tullahoma, 1903-1941," covers the years of expansion, decline, and then boom influenced by events associated with the Second World War. Survey research did identify properties related to other themes, but no individual properties or districts relating to these themes appear to meet National Register criteria.

Tullahoma is located in the extreme southwestern portion of Coffee County, with newer neighborhoods located in Franklin County to the southeast and other southwest residential areas located in Moore County. However, this nomination concerns resources located within the town's corporate limits within Coffee County.

Geographically, Tullahoma lies on the Highland Rim of south central Tennessee. The Highland Rim describes a geographic segment of Tennessee and is, literally, a rim encircling what is known as the Central Basin, an area of the richest and most productive farm land in Middle Tennessee. Coffee County, positioned as it is on the rim of the Central Basin, possesses areas of highly productive land along with other areas of lesser quality. The mean equals to about 75% suitable for crops. But Coffee County is blessed by good water. Tullahoma was recognized as an early health resort with its salubrious waters drawing a faithful following of railroad travelers. Its superior spring waters, along with secure railroad connection, also made the town a center for whiskey-distilling in the late nineteenth century.

Tullahoma's history dates to the construction of the Nashville, Chattanooga, and St. Louis Railway in the late 1840s and early 1850s. Indeed, Tullahoma's connection to this significant transportation system is the single most important determinant of its commercial and residential development throughout the period of significance discussed in this nomination. That almost all of the nominated resources attached to this historic context statement either face the railroad tracks or are directly associated with the

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railroad is not coincidental.

The Nashville and Chattanooga Railroad, afterwards the Nashville, Chattanooga, & St. Louis Railway, began letting contracts for the construction of a railroad through middle Tennessee in late 1848. In February 1850, railroad company officials including Volney S. Stephenson, Benjamin Decherd, Pierce B. Anderson, Dr. Thomas A. Anderson, and General William Moore established the Tullahoma Land Company with the intention of establishing a company-owned town at a place where company engineers envisioned a secondary rail center developing. The land company initially designed a traditional middle Tennessee-type town, with a square located in the 13th plot, surrounded by Jackson, Carroll, Franklin, and Decherd streets.

On July 4, 1851, the railroad had reached Murfreesboro, the county seat directly north of Tullahoma. As the construction workers neared the town, the land company opened the sale of Tullahoma lots. The first sale took place in August with notification in Nashville newspapers. Tullahoma soon became one of the line's major construction camps, positioned as it was roughly halfway between Nashville and Chattanooga. By October, 1851, the town company announced its intention to permanently locate the new town within the boundaries of Coffee County. By year's end, the town had its first commercial business, the store of James Grizzard, as well as the "Lincoln Hotel" owned by Meredith Pearson. In December 1851, the railroad placed its water station at the new town site. In 1852, a private school and a Methodist church opened in town. In April 1852, Coffee County formally annexed Tullahoma. Five months later, on September 2, 1852, the 469 residents of Tullahoma petitioned the county government at Manchester for an official city charter. The county government granted the charter a month later but it did not submit the charter to the state legislature for final approval until 1858. Consequently, Tullahoma's incorporation dates to February 1858.

The demands of the railroad began to shape Tullahoma almost from the beginning. In 1855, because of its mid-way location on the line, the railroad established a major passenger and freight depot in Tullahoma. Originally the depot was to be located a block away from the original town plan, but due to the difficulty of stopping

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the trains after the long grade from the south, the company located the new depot on Atlantic Street. It immediately became the town's focal point and both commercial and residential development radiated from that point. The town became oriented parallel to the tracks, with town lots on both the east and west sides of the line. Throughout the region, where the construction of railroads led to the establishment of entirely new communities, this symmetrical town plan was common. Tullahoma, for example, shares its spatial orientation with such surviving nearby towns as Cowan and Wartrace.

1855 was also when Tullahoma began its emergence as an important railroad trade center for south central Tennessee. In that year, the railroad finished construction of the McMinnville and Manchester Railroad, a branch line which connected McMinnville to Manchester and then to Tullahoma. This new branch provided modern market access for the region's thousands of farms. Wheat, flax, corn, and cotton arrived in town by the wagon-loads. The town also became a shipping point for livestock. Tullahoma served as an important late antebellum terminal. Train dispatchers based in Tullahoma directed company traffic up and down the main line as well as the branch lines. Company managers, along with crewmen and operators, made their homes in the new town, with the first dwellings appearing east of the tracks along Atlantic Street. The residential growth spurred other developments, such as the founding for the First Baptist Church in 1857, the establishment of the Tullahoma Courier newspaper in that same year, and the creation of the Tullahoma Female Academy in 1859.

The year 1860 found Tullahoma as a thriving trade center of about 500 people. Its prosperity was directly tied to the tracks of the Nashville and Chattanooga, but those same tracks that once promised a bright future would bring disaster from 1861 to 1865 as both sides in the American Civil War sought control and domination of the Tullahoma terminal.

During the Civil War, Tennessee was a key southern state and middle Tennessee, which possessed a north-south railroad, was the stage of many critical military events. Although less than ten years old, Tullahoma played a major part in the war due to its branch

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lines and terminal status. The railroad connecting Nashville with Chattanooga and Atlanta was of extraordinary strategic importance during the Civil War. Chattanooga was a key junction and a rail gateway to the Deep South. The Nashville and Chattanooga line was the only reliable way to supply an advancing army.

Following his defeat at the Battle of Stones River in January 1863, General Braxton Bragg largely gave up control of the region's Central Basin, locating his dispirited troops along the Highland Rim area between General William Rosecrans' Army of the Cumberland at Murfreesboro and the rail center at Chattanooga. Bragg fortified Tullahoma and established his command center at the former home of Supreme Court Justice John Catron for the next six months. The town became known as "Bragg's Clearing." While in possession of Tullahoma, the Confederate army built Fort Raines on a high point in the north end of town to protect the railroad line. Rifle pits also were dug surrounding the town. [No above ground evidence remains of these fortifications.] But once the federal troops began to advance into Coffee County, Bragg hastily abandoned his Tullahoma base.

The Tullahoma campaign opened on June 24, 1863. Union and Confederate soldiers first skirmished at Hoover's Gap on the railroad line. Federal troops used their newly-issued Spencer repeating rifles to surprise the Confederates and they pushed the Rebels off the railroad, outflanking Bragg's main defense line and forcing his rapid retreat into Chattanooga. Historians now rank this series of flanking movements during the brief Tullahoma campaign as one of the most brilliant and important operations of the entire war.

Tullahoma remained under federal occupation for the remainder of the war and served as an important rail center for troop movements and for supplying the federal army south at Chattanooga. Wartime occupation, coming on the heels of the Confederates fortifying the town, wrecked havoc on the built environment of Tullahoma. Today no buildings remain of the 1851-1865 period. The archaeological resources of Fort Raines and both Confederate and Federal fortifications, however, remain unevaluated. Additional research on these unidentified sites may reveal a potential to yield further

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information and thus the sites may be eligible for the National Register under Criterion D.

Establishing a Railroad Trade Center: Tullahoma, 1866-1903.

Wartime occupation left Tullahoma a shell of its former self. Businesses were destroyed; homes were dismantled. But the tracks of the Nashville and Chattanooga Railroad remained, and on these tracks would ride a rapid return to prosperity.

The immediate Reconstruction years were perhaps psychologically difficult in Tullahoma due to the continuing presence of federal troops guarding the important rail connections possessed by the town. Martial law would not end in the town until 1867 and a fire later that year destroyed many of the recently constructed commercial enterprises. But, judging by data taken from the 1870 census, economic opportunities created by the railroad line and associated activities clearly outweighed the problems of being an occupied town. Tullahoma enjoyed a strong economic recovery from 1866 to 1870. According to the census, 1031 people lived in Tullahoma, double the pre-war population. An architect (sure sign of a rebuilding town) and attorney represented the professions while barbers, insurance agents, barkeepers, carpenters, and blacksmiths also took up residence in the town. In 1867, George W. Davidson, John W. Davidson and James G. Aydelott established the Tullahoma Appalachian newspaper. Fifteen retail merchants had opened stores. The most significant was Michael Ross Campbell, who had arrived in town on February 14, 1865 with Treasury department orders allowing him to sell goods under the firm name of Dunn and Campbell. In the decades to come, Campbell would prove to be a significant civic leader and tireless booster of Tullahoma's commercial and industrial potential.

The immediate post-war years also brought Tullahoma notoriety as an excellent health resort. Tullahoma was famous for its apparent immunity from epidemics and its health-giving waters. The celebrated Hurricane Springs was located six miles south of Tullahoma and was accessible by hack from the depot, with room and board \$1.50 a day. The Tullahoma Hotel, located opposite the railroad depot and operated by F. Cornelius, did well during the

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summer tourist season but also maintained "comfortable accommodations" for winter-season travelers.

Tullahoma's economic recovery from the war and reconstruction received another important boost in 1871 when local businessmen established a flour mill and woolen mill. The town's first post office building also opened that year. The nationwide recession of 1873-74 soon threatened these new businesses. The Woolen Mill appeared ready to close its doors in 1874 when Michael Ross Campbell stepped forward to rescue it. That same year, he bought some worn-out hub and spoke machinery and opened a factory, the M. R. Campbell Hub, Spoke rim, and Handle Works which remained a significant local factory well into the twentieth century. Also in 1874, T. J. Wilson moved his Manchester newspaper to Tullahoma and established the Tullahoma Guardian. During the decade, ten mercantile firms opened in downtown Tullahoma.

Local entrepreneurs, however, could do nothing to stop the reorganization of the regional rail network and events played out in Nashville, Louisville, and New York in the late 1870s influenced Tullahoma's development in the decades to come. The war and generally depressed conditions of the Reconstruction period combined with the 1873 depression to undermine the stability of the old Nashville and Chattanooga line, which had been renamed the Nashville, Chattanooga, and St. Louis line in 1873. On July 10, 1875, for example, the McMinnville & Manchester branch line was sold at foreclosure to the Memphis & Charleston Railway Company. But Nashville railroad entrepreneur, and N. C. St. L. President, Edmund W. Cole had no intentions of letting his railroad empire fritter away. Once the recession was over, Cole wanted to establish a through line from St. Louis to Savannah, with the old Nashville and Chattanooga serving as the heart of the line. On July 28, 1877, he bought the branch line back from the Memphis and Charleston. Two years later, in December 1879, he announced his plans for his grand Midwest-to-South transportation network.

Railroad competitors in Louisville had no intention of allowing Cole's line to threaten their dominance of mid-south rail transportation. At a secret meeting in New York City with the N. C. and St. L. company's own attorney, officials of the Louisville

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and Nashville railroad company arranged a sale of N.C. and St. L. stock to the L & N railroad. On January 18, 1880, President Cole of the N, C, & St. L. was informed that the Louisville and Nashville railroad now effectively controlled his company.

Once the L & N gained control of the Nashville and Chattanooga line, it began a major expansion program which affected many towns along the line. By the summer of 1880, the L & N controlled 2,348 miles of railroad. But this expansion program called for investment capital not available in Nashville or Louisville and the company turned to Wall Street for help. According to historian Don Doyle,

Control over the L & N consequently shifted from Louisville to New York by 1880. The company fell into the hands of northern financiers residing in the North rather than southern railroad managers, and the new breed of young entrepreneur that emerged in the 1880s saw the company as a vehicle for financial speculation rather than an instrument for southern economic development. (1)

The financial maneuvers of 1879-80 strengthened the railroad's hold on the commerce of the Mid-south and solidified the company's economic power in the many small towns along its line. Tullahoma benefited from a significant dose of new capital investments during the 1880s. For example, the railroad did its part by expanding the Manchester branch line to Sparta in 1884 and by acquiring the Sparta to Bon Air railway three years later. Newly employed railroad managers, such as James Carroll, the future superintendent of the Sparta branch, built impressive new homes along Atlantic Street facing the tracks. Local entrepreneurs also stepped up their activities. The area's whiskey distilling business began in 1882 with the founding of the Maclin H. Davis' Cascade Distillery, known today as the George Dickel distillery. M. R. Campbell expanded his once tottering Woolen Mills into one of the state's largest in 1882. The mill operated 30,000 spindles and 850 looms and produced \$1,000,000 worth of woolens annually. In 1883 the C. W. Steagall Saw & Planing Mill was established.

Ironically, as in 1867 when an early post-war boom was doused by

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fire, another fire swept through the town's business district in 1883. But this time the fire stopped few from continuing to invest in Tullahoma. Local economic growth once again took off when the Sparta branch line opened in 1884. J. D. Alexander established the Tullahoma Enterprise newspaper. L. D. Hickerson established Tullahoma's first bank, the First National Bank, in 1884. He would later build a striking Eastlake-influenced dwelling on North Washington Street. The town's second bank, the Traders National Bank, opened in 1889.

Less wealthy entrepreneurs also opened businesses during the Tullahoma boom of the mid-1880s. G. A. Moulton established a shirt factory in 1885. Sawmills were a staple of the business activity around the tracks. So too were brick yards: the Keinsey Brick Yard, Luper Brick Yard, the Potter & Brantley Yard, and the Joseph Pratt Brick Yard. Most early brick homes and businesses were constructed of Tullahoma-made brick. Storekeepers abounded in verancular frame businesses, mostly clustered around South Atlantic Street. One building, the Dewey & Troxler Undertakers Shop, still stands. Its operation most likely dates to 1885. The town built its first public school in 1886. A privately-owned electric powerhouse opened in January 1887.

A sense of city pride and identity was clearly evident. In 1886, the town established its own public school system, building the first school on a large 13 acre lot on South Jackson Street. The 1887 Goodspeed History of Coffee County concluded: "the town has seven churches, two schools and business and dwelling-houses that will compare favorably with those of any town in the South." (2)

By 1890, Tullahoma had grown 60% in population (1,600 total) since 1870 and the town's physical appearance had taken on the attributes visible today. The area east of the tracks became a largely residential area with the lots closest to the depot evolving into an enclave for well-to-do merchants and railroad managers. The James Carroll residence, built in 1879-1880, is the oldest remaining dwelling on this side of Atlantic Street. Next to it is the R. H. Mitchell house of 1892. A large portion of this neighborhood, with lots directly facing the depot, developed later in the 1890s and early 1900s. It was placed in National Register

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as the North Atlantic Street Historic District (1988). The second street parallel to the tracks and depot, North Washington Street, also became a preferred address for business and civic leaders during the last years of the century. Here is where bank president L. D. Hickerson built his extant Eastlake-influenced dwelling in c. 1895. West of the tracks developed the commercial center of town. The Drewey-Troxler Building (c. 1885) remains today as well as other resources constructed in the late 1890s and early twentieth century.

The arrangement of space in Tullahoma today is not surprising. A symmetrical town plan with one side tending toward residential properties while the other is more commercial and industrial is a common characteristic of railroad towns, both in the south and the west, that experienced rapid economic development in the late 1880s and 1890s.

An important focus of city pride was the 1892 Jessie Mai Aydelott College, a three story Romanesque-styled building of Sewanee stone, which stood on Lincoln Street. Although the depression of 1893-94 was the most severe one in the nation since 1837, Tullahoma in general enjoyed a prosperous decade. Its population grew by one thousand residents, reaching 2,684 in 1900. M. R. Campbell established another major new industry, the Campbell and Dann Manufacturing Company, in 1897. While the factory has changed its products, and its appearance due to a 1929 fire, it remains in operation along the railroad corridor north of the center of town. Also in 1897 came the construction of the extant St. Barnabas Church Episcopal, designed by noted Chattanooga architect R. H. Hunt. One survey of the town's businesses in 1897 found six grocery stores, two flour mills, two distilleries, four blacksmiths, three shoe stores, three general merchandise stores, two banks, two hotels, and sundry hardware stores, saloons, barber shops, and restaurants. Most of the fine two and three story houses along Atlantic Street documented in the North Atlantic Historic District were constructed as dwellings for these owners or managers of these businesses. In 1898, the city finally added a school for blacks to their public school system. This three-room house served the first through eighth grades and represented the first black public school in Coffee County. To open the new

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century, the city established the municipally-owned Tullahoma Power Company and Tullahoma Telephone Company, which serviced 50 customers.

By 1903, five companies employed the largest number of Tullahoma laborers: the railroad, the Rock Creek Mills, the Parker-Finney Furniture and Lumber Company, Tullahoma Ice and Electric Company, the Campbell Hub, Spoke Rim and Handle Works, and the Steagall Saw & Planing Mill. Most laborers lived outside of the town's center and along the more northern blocks of North Atlantic and North Washington streets.

Considering where Tullahoma stood in 1866--a town largely demolished by both Confederate and Federal forces and occupied by the Federal army--to its condition at the turn of the century--a thriving railroad trade center of almost 2700 residents, fine Victorian styled houses, three full business blocks, and several medium-sized factories--the town's change in fortunes is striking. The railroad, however, represented continuity between the discouraging past and the promising future. Its presence led to the town's creation in 1851-52; upon its tracks came the armies of destruction during the Civil War; and corporate takeover by the Louisville and Nashville Railroad brought on a decade of stability and expansion. Tullahoma in 1903 had evolved into one of the leading rail centers of south central Tennessee.

The resources identified as potentially eligible for the National Register during the 1988-89 survey of Tullahoma are significantly associated with the town's commercial and residential evolution during the late nineteenth century. The J. G. Carroll and R. H. Mitchell homes are associated with a key railroad manager. Their construction near the spur for Sparta is associated with the growth of residential neighborhoods caused by the industrial developments of the 1980s. Moreover, their location on the east side of the tracks began the residential pattern which found merchants and railroad managers living along North Atlantic and North Washington streets across from the tracks. The L. D. Hickerson house, built by one of the town's leading bankers and railroad managers, was a later (c. 1895) manifestation of this residential pattern. Its proximity to the earlier nominated North Atlantic Street Historic

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District and to the Tullahoma depot documents how the managerial and entrepreneurial class of Tullahoma developed a residential enclave tied closely to the tracks that brought life to the town. On the west side of the tracks the only nineteenth century resource that retains its integrity is the c. 1885 Dewey-Troxler Building, which is associated with the commercial growth and economic diversification that occurred in Tullahoma during the mid-1880s era of expansion.

II. Emergence of Modern Tullahoma, Coffee County, Tennessee
1903-1941

The railroad, along with the energetic activities of several local businessmen, transformed Tullahoma into the most significant industrial and transportation center in Coffee County. As the Louisville and Nashville railroad system enjoyed its greatest era of prosperity from 1900 to 1920, Tullahoma too would benefit by its steel lifeline represented by the Nashville, Chattanooga, and St. Louis section of the line. But after the depression era, the railroad would never again be the economic stimulus it once was. Highway development, especially the Dixie Highway, became more important than ever. During the 1940s, government-sponsored military projects became the key economic influence in Tullahoma. The Second World War and its aftermath would do as much to reshape Tullahoma's appearance as the Civil War had accomplished some 80 years earlier.

1903 represents a year of transition in Tullahoma history due to the city's decision to replace its original city charter with a new governing order. Throughout the early twentieth century, the question of prohibition raged in Tennessee politics. In 1903, the state legislature again extended the Four Mile Law, which originally had prohibited the sale of liquor within four miles of a rural school, to towns of 5,000 or less as long as the towns were incorporated after the extension was approved. Local prohibitionists began an immediate campaign to convince the town to surrender its charter and reincorporate under the extended Four Mile Law. On March 10, 1903, their efforts met with success as citizens voted 215 to 168 to surrender the city's original charter.

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In April, Tullahoma became a "dry" town and the local distilleries were closed. Not until 1959 would George Dickell Distilleries reopen the whiskey-making chapter of Coffee County history.

But this economic change did little to blunt the town's continued expansion. Again the railroad led the way. In 1905, it extended the Bon Air-Sparta branch an additional 16 miles to the coal mining operations at Ravenscroft and Clifty. It also increased Tullahoma's role as an operations terminal for rail traffic throughout south central Tennessee. By 1910, passenger train traffic reached its peak. Four round trips between Nashville and Chattanooga passed daily and a single round trip between Tullahoma and Nashville and between Tullahoma and Chattanooga passed through daily except on Sundays. More train traffic came from Sparta, Manchester, and McMinnville on the branch line. For example, three trips were made daily (except Sundays) between Tullahoma and Sparta. A total of 18 passenger trains departed and arrived each day (except Sunday) in Tullahoma.

The increased railroad operations led to a need for additional housing for railroad workers. One significant enclave was located in the six hundred block of North Washington Street, near the railroad yards and two blocks away from the heart of the upper-class residential neighborhood across from the depot. A series of worker cottages were built in c. 1910 for railroad and other industrial workers and soon around this group of dwellings a working-class residential neighborhood emerged.

Perhaps as important as the railroad in the economic growth of the early 1900s was the local mill industry. In 1903, Captain B. H. Wilkins established the Tennessee Overall Company and it employed 75 people. About two years later, Tennessee Underwear Company, with 80 employees, opened for business. The town's industrial base included more than the railroad and the cotton mills. The Campbell and Dann Manufacturing Company, for instance, remained an important employer. But local businessmen wanted more and boosterism became a popular subject in the local newspapers. In 1910, the Tullahoma Guardian observed:

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Tullahoma is not showing the 'get-up-and-get' that she was wont to show in years ago. We need some live men in our public affairs. We should be gathering in all kinds of factories and enterprises. All that is needed to make things boom as of yore is to put a little ginger into the Tullahoma spirit. Let's move on. (3)

But the "get-up-and-get" spirit was slow to materialize. In 1912, the 29 year old John W. Harton became the city's mayor. No one ever claimed that Harton lacked that "Tullahoma spirit." He played a highly significant role in local politics and commercial development for the next three decades. He created a city slogan: "Tullahoma--Where Everybody Boosts and Opportunity Knocks" and during his first term, he supervised the construction of a City Hall/ firestation which housed the city's first horse-drawn fire wagon, had sidewalks installed, as well as electric lights. He also responded to an unique federal offer. In 1911, the federal government had announced its intention to locate army maneuvering grounds at selected places throughout the country. In 1912, Harton offered the federal government a large tract of land free of charge for military maneuvers. Nothing immediately happened with this offer but Harton's interest in the military would later pay great dividends for Tullahoma.

The possibility of a military base along its railroad line certainly interested officials of the N. C. and St. L. Railway. In 1915 the company established a 300 acre demonstration farm outside of Tullahoma as a way of encouraging better crop production and new immigration to the area. The railway owned over 4,000 acres in and around Tullahoma and it was eager to see their holdings put to use. As the nation prepared for war in the summer of 1917, company president John Peyton Howe offered the army all of its land--including the demonstration farm if necessary--as a site for either maneuvering grounds, or, even more preferred, an infantry school and Machine Gun school. He also promised that the railroad would build any necessary branch lines for army activities. The willingness of the railroad to give its land to the army involved more economic concerns than that it did patriotism. An army base located near its Tullahoma terminal would create more profitable traffic along its main line.

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The army did not accept the railroad's offer at this time, but the efforts of both Mayor Harton and the N. C. and St. L. Railway planted the seeds for a later substantial military presence in the Tullahoma area during the Second World War. Rebuffed by Washington, the railroad attempted in 1918 to use its land holdings at Tullahoma to establish a colony for displaced European farmers. The experiment began with 5 Belgian families, but the immigrants abandoned their farms before they ever repaid the railroad for its assistance.

In 1914, as the world turned its attention to the Great War, two new businesses opened in Tullahoma: a tannery-harness manufacturing plant operated by Lannom Manufacturing Company and the Tullahoma Ice and Coal Company. Throughout the war period, the Louisville and Nashville railroad system played a major role in shipping goods, materials, and troops involved in the war effort. The Nashville, Chattanooga, and St. Louis line, positioned as it was between the major national hubs of St. Louis and Atlanta, received heavy amounts of traffic, leading, of course, to economic stability and employment gains at its Tullahoma terminal. After the armistice, in 1919, Boyd Mitchell and John Mather established a wagon and lumber company, which eight years later became the Builders' Supply Company.

Tullahoma's "get-up-and-get" spirit did not return in full force until 1920, and, once again, the railroad led the way. The N. C. and St. L. Railroad located its headquarters for its "Huntsville Division" at Tullahoma in that year. Division Headquarters status brought new prestige to Tullahoma along with new jobs for the additional railroad employees. The office's 1923 use of a radio telegraph to control train traffic between Tullahoma and Guntersville, Alabama, represented a first in the effort to improve and modernize the dispatch of freight traffic. In 1929, the railroad built a Craftsman-styled two-story office building at the prominent city corner of Grundy and North Atlantic streets. From this extant building the railroad operated the "Huntsville Division" until the Second World War.

The railroad's decision to invest more in its Tullahoma terminal spurred others to do the same. The Mitchell family, for example,

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opened the Mitchell Lumber Company in 1920. Businessmen formed the town's first Rotary Club the next year. In 1922 the town added a large extension to the public school on South Jackson Street, turning the school into an impressive Classical Revival building. Industrial developments marked the years 1923-24. The Owens Manufacturing Company built a small bedspread factory in 1923. A considerable amount of the company's products, however, was produced piece-work style in area homes and farms. The following year the Lannom Manufacturing Company began manufacturing baseballs and softballs. This new venture became very profitable. The company soon shipped all types of sport balls by rail throughout the country. As one of the city's leading industries, the company built a larger and more modern factory in 1929. The Tennessee Glove Factory opened its doors at a small frame building in 1924. Four years later, however, a fire destroyed the building and the firm closed. Two years later, reorganized and housed in a new two-story concrete block factory at 108 South Atlantic Street, facing the railroad tracks, the Tennessee Glove Factory reopened and became another prominent industrial concern in the decades to come. Today the Glove Factory Building is the only remaining building associated with the town's industrial growth during the early 1920s.

The railroad's activities and new manufacturing firms were not the only positive economic developments shaping Tullahoma during the Jazz Age. Perhaps as important was the construction of the Dixie Highway, which connected Tullahoma to the ever growing automobile traffic between Chicago and Miami. South Jackson Street, one block west of the railroad tracks, became the Dixie Highway's route through the city. New spacious bungalows and other modern homes were built along this street in the 1920s and 1930s. The presence of the paved Dixie Highway influenced city leaders to improve other streets and by 1926 the city had 16 miles of paved streets.

However, the highway's eventual reshaping of the town's commercial built environment remained several years away. When the postal service decided in 1925, for example, to build Tullahoma a new modern post office building, it placed it at 201 North Atlantic, across the tracks from the railroad depot.

When initially planned, the new post office was expected to receive

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heavy use from the railroad's division headquarters. But the building was not finished and in use until 1927, and by that time, an unexpected yet welcomed event--the opening of Camp Peay--had added substantially to the mail traffic in Tullahoma. In 1926, the State of Tennessee established a training camp for the Tennessee National Guard one mile from Tullahoma and named it for Governor Austin Peay. Camp Peay served the Guard as its annual site for maneuvers. The construction of the camp positively affected the town's growth and new housing was constructed in town, especially in the East Central Historic District area. Certainly the population gains associated with the recent economic expansion taxed the local school system. By 1927 the South Jackson school was overcrowded and the city built a new high school on the site of the old Aydelott College. The city also remodeled and expanded the black school, adding the ninth and tenth grades to the curriculum.

The depression found Tullahoma's population at 4,025 in 1930, a total more than three times greater than the county seat of Manchester. Local histories stress that the depression did not damage Tullahoma; banks and businesses remained open. But it appears that the years of 1931-34 witnessed little economic or population growth. Not until the New Deal was underway did new businesses open in the city. The most significant was the General Shoe Corporation which began in 1934 with 53 employees. In the years to come, the factory would become the city's largest employer.

In honor of Coffee County's centennial in 1936, Leighton Ewell wrote History of Coffee County, Tennessee. In his description of Tullahoma, Ewell left a valuable document of what the town was like at that time. The town had three banks, a public light and water system, 14 churches, a public library, and a sound public school system for 1000 students. Business clubs included a Chamber of Commerce, Civitan Club, Exchange Club, Business and Professional Women's Club, as well as the earlier 1921 Rotary Club. 65 merchants operated businesses in Tullahoma to complement the town's 17 various manufacturing enterprises. "Tullahoma is, and has always been a railroad town," Ewell concluded. "There are many railroad men living at Tullahoma, and this has been true ever since

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the town was founded. Its people have always been loyal to the railroad. It maintains a repair shop, engine pits and other facilities for the handling of its equipment in Tullahoma." (4)

But in his count of local businesses, Ewell mentioned five service stations, including two representing the national chains of the Standard and Sinclair oil companies. These new local businesses were a sign that the years of railroad dominance were nearing an end in Tullahoma. Automobile and truck transportation along the Dixie Highway (now designated US 41A) was becoming much more important as the entire country recovered from the doldrums of the Great Depression. A shift in transportation preference would soon transform South Jackson and US 41A into the city's most important commercial artery. Atlantic Street, once the heart of Tullahoma, steadily began to decline as the town's key commercial area.

The most influential event shaping modern Tullahoma--the establishment of Camp Forrest--came as America prepared for war in 1940-41. On May 22, 1940, Tennessee became the first state to create its own state defense organization. In January 1941 the general assembly established the volunteer Tennessee State Guard, which received federal training at Camp Peay. In June 1941, the Second Army of General Ben Lear and 80,000 soldiers came to Coffee County began maneuvers all around the Tullahoma area. The army continued to prepare its troops throughout south central Tennessee for the next three years. After the attack on Pearl Harbor on December 7, 1941, Senator Kenneth D. McKeller, chairman of the Senate Appropriations Committee, and Tullahoma Mayor John Harton convinced the military to convert Camp Peay into a federal induction center, renamed Camp Forrest. During the war, an estimated 250,000 students passed through the gates of Camp Forrest, stimulating a commercial boom in the area that focused along U. S. 41 A. One estimate has the town's temporary population, counting service personnel, reaching 75,000.

The impact of the military camp was so immense that it almost totally eclipsed the old town of Tullahoma. The city could not meet the demand for buildings and the federal government built many residences and office buildings. It also built a new city elementary school in 1945. Tullahoma's industry expanded to

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accommodate those years of rapid growth, supplying the service men with everything from milk to leather jackets. Many new buildings replaced older factories and business establishments.

Camp Forrest closed in 1946 and the subsequent retraction of federal aid stymied the local economy. The Cold War soon brought relief in the form of a new, high-tech federal project. The government wanted a research center for testing aerodynamic and propulsion systems. Local and state leaders promoted the old Camp Forrest site, which Congress eventually accepted in 1949. Construction of the research center began in June, 1950, and one year later, on June 25, 1951, President Harry S. Truman formally dedicated the Arnold Engineering Development Corporation Center. The Arnold Wind Tunnel project represented a third military-induced boom in Tullahoma's history. The new construction of residences and commercial buildings, however, cost the city even more of its historic fabric. Tullahoma, the railroad town centered around the tracks, had been replaced by Tullahoma, the military town dominated by the four-laned commercial strip of South Jackson Street (US 41A).

The 1989 survey of Tullahoma identified four extant properties which were associated with the 1903-41 period of town economic and population growth and which retained their architectural and historical integrity. The North Washington Street Historic District documents a series of worker cottages, built in c. 1910, which are associated with the spurt in Tullahoma's population during the years 1903-1910 when the railroad expanded and new significant local industries were established. The Post Office of 1925-1927 documents a later population and commercial boom, that of the early to mid-1920s when Tullahoma became a Division Headquarters for the railroad and benefited greatly from increased industrial activity. Of course, the N. C. St. L. Railway's Headquarters Building of 1929 symbolizes the importance of the railroad to the town's fortunes. Even at this late date, as a local historian would observe in 1936, Tullahoma was a "railroad town." Although it falls outside the period of historical significance, it is further interesting that the railroad headquarters later would be converted into a local hotel, named for Mayor Harton (a close ally of the railroad) when the military boom

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of the 1940s called for additional housing facilities in Tullahoma. Finally, the Tennessee Glove Factory is the only extant industrial building remaining from the town's economic boom during the 1920s. Today it documents Tullahoma's earlier reliance on small industries.

Endnotes

1. Don H. Doyle, Nashville in the New South, 1880-1930. (Knoxville, 1985), 22.
2. The Goodspeed Histories of Cannon, Coffee, DeKalb, Warren and White Counties. (McMinnville, TN, 1972 [1887]). 844.
3. Cited in Corinne Martinez, Coffee County: From Arrowheads to Rockets (Tullahoma, 1969), 262.
4. Leighton Ewell, History of Coffee County, Tennessee (Manchester, TN, 1936), 52.

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F-I Residential Properties

F-II Description-Residential Properties

Tullahoma's residential neighborhoods were laid out as early as 1852, when the first lots were sold. However, the survey of Tullahoma did not identify any extant residential buildings constructed before the late 1870s. The oldest identified house in the community is the 1879 James G. Carroll House on South Atlantic, an I-House with Italianate influence. The majority of Tullahoma's older homes are usually isolated, located across the town's broad and altered landscape. Most of historic Tullahoma was overbuilt by new construction after 1941 with the opening of Camp Forrest and the Arnold Engineering Development Center. Many of the remaining older buildings identified through the survey are either of little architectural or historical significance or have been altered so much as to no longer possess integrity.

Mid-to-late nineteenth century (1860-1900) housing in Tullahoma reflects a variety of styles including Italianate, Queen Anne, Eastlake, Second Empire, and Folk Victorian with most examples being vernacular adaptations of the style. These structures are often heavily embellished with sawn wooden trim, including brackets; turned posts, spindles, and friezes; wraparound and cantilevered porches; shingled gable fields; vergeboards, finials, and sawn gable spanwork; and heavy door and window architraves. Porches range from monumental pedimented porticos to integral shed types. Frequently the porches are the focal points of the houses' facade, and are often richly ornamented. Other details on these houses included canted gable bay ends and bay windows, tall corbeled brick chimneys, dormers, and turrets, and decorative gable ventilators.

Early twentieth century houses, built between 1901 and 1941, include Bungalows, Craftsman, Colonial Revival, Classical Revival, Cottage Revival, and Shingle style houses. These houses usually have prominent front porches, as well, often full-length, supported frequently by massive columns or by tapered posts on brick piers, shed or gabled dormers, shingled upper stories, and mixed fenestration, including multi-light sash windows and sidelighted entries with transoms. Colonial Revival houses employ such decorative

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elements as fanlighted entries, Serlian and lunette windows, dentilated cornices, and interior chimneys. Classical Revival (or residential Neo-Classical) houses have such romantic revival features as monumental porticos (often on an exaggerated scale) supported by heavy columns in quasi-Ionic, Doric, or Tuscan orders, full entablatures, return cornices, and molded door and window covering, and here range from small houses to large rambling Bungalow influence plan houses. Several worker cottages constructed in 1910 appear on North Washington Street. These dwellings are one-and-a-half stories in height and have a cross-gable plan. These cottages have front porches which extend along their east facades. Their uniform floor plans are arranged around a central chimney.

F-III Significance-Residential Properties

Residential properties are the best extant reflection of Tullahoma's past and community development. Residential properties may be eligible under National Register criteria A, B, or C for their significance in community development, association with an important person, or architectural significance. The development of residential properties can be traced by good representative examples from periods and movements following the Civil War, beginning with the James G. Carroll House built in 1879. Despite the relatively small number of surviving historic resources in the community, a wide variety of late nineteenth and early twentieth century examples of different popular styles remain intact.

Historic districts in the community are intact collections of architecturally or historically significant properties, containing properties which may or may not be individually eligible for listing in the National Register, but which, as a group, are significant and are distinctly united by plan or physical development. Historic districts may contain resources that cover a broad period of significance, but, in general, usually contain resources from narrower periods. This can be so closely defined as a certain year, such as the North Washington Street Historic District, or may cover a range of years, such as the North Atlantic Street Historic District (NR 7/14/88), which contains significant properties dating from 1883-1920. Historic districts may be significant under either Criteria A or C because they

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reflect the historic characteristics of the community at different periods of development and display a wide variety of architectural styles. The simple worker cottages in the North Washington Street Historic District are good examples of twentieth century architecture which reflect the growth of industry in Tullahoma..

Tullahoma is the largest town in Coffee County and much of the community's development occurred in the years following the American entry into World War II in 1941. Some areas of the community were overbuilt as the demands of the town changed. This growth continued in postwar years with the development of the Arnold Engineering Development Center and the University of Tennessee Space Institute. The majority of Tullahoma's extant resources were built after 1941.

F-IV Registration Requirements-Residential Properties

To be eligible for the National Register of Historic Places, Residential properties must be either architecturally or historically significant to the growth and development of Tullahoma. Individual properties should retain sufficient physical characteristics to identify them as having been built during the period of significance, retain integrity of one or more of the following: design, workmanship, materials, setting, location, feeling and association. Individual Residential Properties may be nominated under criteria B or C for their association with a significant individual in the development of Tullahoma or for their architectural significance.

Historic districts are eligible for the National Register if they possess cohesive collections of Residential Properties predominantly dating from a defined period of significance and are reasonable free of intrusions, incompatible alterations, or recent development. Individual residences and their support buildings will be considered contributing to the district if they retain integrity of one or more of the following: association, design, materials, workmanship, setting, location and feeling. Contributing properties in a district should retain integrity of association. Integrity of design, materials, and workmanship may be compromised, but not enough to significantly change the historic appearance of the district.

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Neighborhoods frequently developed over several decades; therefore, districts could contain resources with different periods of significance. Districts in Tullahoma may be significant under criterion C for architecture and are eligible for consideration if they retain sufficient stylistic and structural features to identify the as having been built during the early twentieth century. Districts may also be eligible under criterion A if they are significant in the development of Tullahoma.

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F-I Property Type-Commercial, Industrial, and Civic
Buildings

F-II Description-Commercial, Industrial, and Civic
Buildings

Few historic, commercial, industrial, and civic properties remain in unaltered condition in Tullahoma. Like the residential areas, most of the historic resources have been overbuilt by replacement construction. Many of the historic Commercial, Industrial, and Civic Buildings that survive have been altered to the point that they no longer retain integrity of design or materials. Of more than two hundred commercial structures in downtown Tullahoma, only one small structure retains its original storefront design and decorative appointments. The Dewey-Troxler building at 225 North Atlantic Street is the town's only surviving unaltered late nineteenth century commercial storefront. The Dewey-Troxler building dates to 1885 when it opened as an undertaking business. Other surviving commercial buildings include the railroad depot and the railroad office building, both located on Atlantic Street.

The historic industrial resources of the community have, likewise, mostly vanished, and the few surviving historic properties of this type have been upgraded, modernized or no longer retain integrity. The Tennessee Glove Company is the only remaining unaltered industrial building in the community. Other historic resources in these categories were demolished as the town developed and grew rapidly during the World War II years.

The only individual historic building used for civic or government use to survive Tullahoma's rebuilding in the 1940's is the 1927 United States Post Office. Started in 1925 the Classical Revival building was completed in 1927. The Post Office served the town of Tullahoma, as well as Camp Péay and Camp Forrest, until 1985.

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F-III Significance-Commercial, Industrial, and Civic Buildings

From the beginning of railroad operations through Tullahoma in 1852, Tullahoma became a regional market center and transit point. Commercial, Industrial, and Civic Buildings are especially important as historic resources because this community, unlike its neighbors, developed as an industrial and transportation center rather than as a farm community or seat of county government. Commercial, Industrial, and Civic Buildings are potentially eligible for the National Register under criteria A, B, or C for their significance in the development of Tullahoma, association with important people, or their architectural significance.

Early commercial and industrial growth in Tullahoma consisted primarily of small industrial enterprises including flour and woolen mills and a distillery. By the late nineteenth century, the commercial base expanded to include a jeweler's shop, a shoemaker's shop, a mortuary, drugstore, grocery, hub and spoke factory, a laundry, and a sawmill. The town was considered a primary manufacturing center, shipping worldwide the products of such businesses as: Parker-Finney Furniture & Lumber Company, Tennessee Glove Company, Tennessee Overall Company, Hub & Spoke Works, and other. Tullahoma's commercial area consisted of one and two story brick and frame store buildings, as well as factories and other industrial structures. These properties were largely replaced during the second period of development, which occurred after the outbreak of World War II.

F-IV Registration Requirements-Commercial, Industrial, and Civic Buildings

The survey identified few non-residential resources from either of Tullahoma's two major periods of development, 1866 to 1900 or 1901 to 1941. Commercial, Industrial, or Civic Buildings must be either architecturally or historically significant to the growth and development of Tullahoma. Commercial, Industrial or Civic Buildings are potentially eligible for the National Register if they retain sufficient integrity of workmanship, design, materials, setting, location, feeling and association.

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Commercial, Industrial, and Civic Buildings have played an important role in the area of significance they represent. The few remaining identified non-residential properties include a storefront building, a factory, a post office, and a railroad-related building. Taken together, along with the surviving residential resources, they complete the overview of the development of Tullahoma, Coffee County. To meet registration requirements, they should have been built during the stated period of significance, should retain integrity of site and location and physical features. Because such a small number of these extremely significant properties survives, most unaltered extant examples should qualify for consideration. Since there are so few extant commercial, industrial or civic buildings remaining in Tullahoma, some may qualify for the National register with either altered or unknown interiors.

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The corporate limits of Tullahoma, Coffee County, Tennessee

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H. Summary of Identification and Evaluation Methods

This nomination was based on data collected during the 1981 cultural resources survey of the community, conducted by the Tullahoma Historic Preservation Society with grant funds from the Tennessee Historical Commission. The survey was conducted following the Commission's guidelines as a part of the on-going comprehensive statewide survey of cultural properties. All properties in the community fifty years old or older were surveyed. Each was photographed and recorded on standard survey sheets. Sites were also marked on USGS quadrangles and tax maps.

This nomination was prepared in the summer and fall of 1988 by Lynn Hulan of Shelbyville, consultant to the Historic Preservation Society of Tullahoma. The consultant examined each property surveyed to determine potential National Register listings. More than one hundred properties were examined by the consultant and the regional historic preservation planner; three districts and six individual properties were recommended for nomination.

Only one district was previously listed in the National Register of Historic Places, the North Atlantic Street Historic District, listed on 7/14/88. This nomination was prepared by Miranda T. Roche, acting Preservation Planner for the South Central Tennessee Development District.

No archaeological survey or testing was conducted. The archaeological resources of Coffee and Franklin counties have not been comprehensively surveyed; hence, no archaeological properties are included in this nomination.

Richard Quin, Preservation Planner at the South Central Tennessee Development District assisted with the writing and editing of this nomination.

In the Fall and Spring of 1991-92, the Center for Historic Preservation revised the Multiple Property Documentation Form. After this revision was completed, the properties were grouped under the historic contexts that best define the development of Tullahoma, Coffee County Tennessee: (1) Establishing a Railroad Trade Center, Tullahoma, 1866-1903 (2) Emergence of a Modern Tullahoma, 1903-1941. From the original nine individual nominations, seven are being submitted in the revision.

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