

National Register of Historic Places News

By Christine Mathieson



The Red Boiling Springs Bank

Constructed in 1928, Red Boiling Springs Bank is a one-story, freestanding, load-bearing brick commercial building, located in Red Boiling Springs, Macon County, Tennessee (population 1,124 as of 2010). The façade of the building contains modest elements of the Classical Revival style. The building was listed to the National Register of Historic Places under Criterion A for its local significance in Commerce, and

Since the last issue of *The Courier* there have been ten entries to the National Register of Historic Places from Tennessee. The properties are the following: the Sears Roebuck & Company Catalog Distribution Center and Retail Store and the South Main Street Historic District Boundary Increase both in Memphis, Shelby County; the Red Boiling Springs Bank in Macon County; the Crockett Tavern Museum in Hamblen County; the Westmoreland Waterwheel and Gatepost in Knox County; the Greenback Depot in Loudon County; the M.A. Helm House in McMinn County; the Wartburg Presbyterian Church in Morgan County; the Rocky Springs Presbyterian Church in Sevier County; and the James Beaty General Merchandise Store in Fentress County.

Removed from the National Register was the Ringgold Mill Complex in Montgomery County due to its demolition.

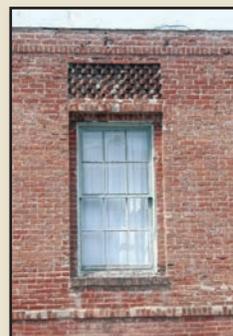
There are now 2,109 entries in the National Register from Tennessee including 277 districts for a total of 42,220 resources now listed.

— *Statistics compiled by Peggy Nickell.*

The regular meeting of the Commission will be held at the conference room of the Fairfield Inn in Cookeville at 9:00 a.m. on Friday, February 21, 2014. The Inn is located at 1200 Sams Street (Exit 287 from I-40).

for its connection to the resort community of Red Boiling Springs. The period of significance for the building is from the date of its construction in 1928 through 1963, when the bank was relocated to another building. Red Boiling Springs Bank was the only bank in Red Boiling Springs until the 1960s, and played a major role in supporting the local resort industry. The building retains a high degree of integrity.

Red Boiling Springs Bank has a three-bay symmetrical façade, with a central single-light glass and wood door with an eight over eight double hung sash window flanking the door. Both windows have a fixed four light transom above. There is a brick belt course that wraps around the entire building. Each bay is divided by brick pilasters each of which rests on a base block. The pilasters extend above the grillwork and conclude with a simple stone capital. Above is a frieze composed of a single course of header bricks and three courses of running bond bricks; this patterned band of bricks wraps around both side elevations. The frieze continues and extends into a parapet. The roof is standing seam metal that has a gradual slope and is hidden behind a brick parapet that runs along the façade and the elevations. The interior of the building is separated into public space located in the northern half of the building and a vault and private office located in the southern rear half. Original materials are extant on the interior, including: wood trim, floors, plaster walls, door and



Window Detail

window surrounds, and vaulted pressed tin ceilings. Some of these materials, such as the wood floors, have been covered over but the building is under renovation to reveal more of these original materials. The original vault has a concrete floor, plaster ceiling and walls, with some original wood baseboards.

Red Boiling Springs was first settled in the 1780s and became a popular nineteenth century resort community, because of its proximity

National Register *cont. page 2*

**Historic Places...continued from page 1**

Detail of the pressed tin ceiling in the President's Office of the Red Boiling Springs Bank.

to various mineral springs that were believed to possess healing properties. Mineral springs, such as White Sulphur Springs in present-day West Virginia, were popular during the eighteenth and nineteenth centuries among the planter class in the south. In the antebellum period, Red Boiling Springs provided a local alternative to the Virginia resorts for Tennesseans and Kentuckians. In 1844, Samuel E. Hare bought the Red Boiling Spring and twenty acres of land around it and began to develop the Red Boiling Springs community into a commercial health resort. With the construction and expansion of the resort in the 1850s and improvements in the local turnpike system, the town grew more popular among the region's upper middle class. The Civil War disrupted the resort, and visitation was not resumed until the mid-1870s. However, Red Boiling Springs boomed from the 1880s until the beginning of World War II. By 1916 the town boasted four hotels, the most famous of which was the sixty-four room Palace Hotel, where President Woodrow Wilson once stayed while visiting.

The prosperity of Red Boiling Springs encouraged real estate speculation, and there was a substantial building campaign undertaken in the late-1920s. It was during this period that the 1928 bank building was constructed, as a necessity to support the local hotels and businesses. Located on the corner of East Main Street and Main Street the bank opened with a paid-in-capital of \$12,500 and fifty-six stockholders.

Red Boiling Springs's resort industry declined after World War II due to changes in the economy, in transportation, and in medicine. Particularly, the development of penicillin made the idea of "healing waters" and other naturopathic remedies antiquated. Improvements in transportation, which made access to the resort town easier conversely allowed residents

to leave for better opportunities. Garment and lumber industries replaced the tourism industry in Red Boiling Springs after World War II, and the bank played a pivotal role in supporting these new industries. By the late 1960s, the bank building was sold and briefly housed a florist shop, a beauty shop, a frame shop, and finally the Sulphur City Art Gallery.

As the first and only institution of its type in the vicinity, the bank proved essential for the hotels, area businesses, and the visitors who came to the resort. The bank building is the only historic non-hotel commercial building from the most prosperous period of Red Boiling Springs' history still standing. While the architecture of the building is a statement from the height of the resort period, the role of the bank as a community institution provided stability as the community transitioned from tourism to other industries in latter half of the twentieth century.

The National Register nomination for Red Boiling Springs Bank was prepared by Angela Sirna, Sara Dusenberry, and Elizabeth Humphreys of the MTSU Center for Historic Preservation.



East elevation of Sears Crosstown

Sears Roebuck & Company Catalog Distribution Center and Retail Store

The Sears Roebuck & Company Catalog Distribution Center and Retail Store, known also as Sears Crosstown, is a ten-story, reinforced concrete frame structure in the Art Moderne style with a central tower that extends the equivalent of six stories above the main block of the building. Designed by

National Register *cont. page 4*



Certified Local Government



BY DAN BROWN
CLG Coordinator

Approximately 80% of all of the historic windows ever installed in the US are gone. The remaining 20% are under constant assault from many misguided elements in the home improvement industry. Preservationists have spent decades debunking false claims related to the economics, energy efficiency, and the aesthetics of these essential character defining historic elements. Historic windows were constructed from the centuries old heart wood in the primeval forests that once blanketed the continent, but were harvested out by the early 20th century. They are irreplaceable. I work constantly with our partners and CLG communities across the state to preserve these last remaining gems. In an ongoing effort to address the plague of historic window destruction I attended Bob Yapp's nationally recognized Window Restoration and Weatherization Boot Camp in September 2013 at his Belvedere School located in the Central Park National Historic District in Hannibal, Mo. These classes are limited to ten attendees that work closely with Bob for three days. In his state of the art craft lab at the school I worked in small teams to remove, rehabilitate, and reinstall historic windows in a circa 1850 Greek Revival structure that is part of the Belvedere School campus. Tennessee's is only the second CLG program in the nation to participate in this training. Bob hosted a weekly PBS series "About Your House" in the 90's and is recognized as one of America's premier window restorers. He is one of the founders of the Window Preservation Standards Collaborative and was instrumental in their "Window Preservation Standards" book released nationally in July of 2013. THC is continuing its window preservation efforts by underwriting, through our federal preservation grants program, Bob's one day Window Restoration Boot Camp to be hosted by our CLG in Knoxville in the spring of 2014. Saving the remaining historic windows in Tennessee is one of our core efforts and this training provides us and our communities with more resources and tools to address what

is one of the most critical issues in preservation today.

As to the basics of our ongoing CLG efforts our fall activities also involved training, grants, conferences, and field visits to CLGs. I visited and engaged in various projects in Brownsville (rehabilitations/training/design guidelines development), Clarksville (design guidelines/Development District re-development), Covington (rehabilitations/ training), Columbia (Funeral home/grants/ training), Gallatin (downtown issues), Greeneville (windows), Kingsport (training/ National Register), Lebanon (training/special events/CLG development), Maryville (training/ conference), and Rogersville (grant). The Clay-Kenner House in Rogersville had its roof and chimney rehabilitated and design guidelines for Clarksville were completed. I also conducted presentations and attended conferences in Maryville (East TN Pres. Alliance), Murfreesboro (Main Street training), and Kingsport (TN Amererican Planning Association). I also participated in the National Alliance of Preservation Commission's (NAPC) winter retreat here in Nashville in January as they considered and planned the format and content for future CAMP and training initiatives of their organization nationally. This was supported by another federal preservation grant, this one hosted by the Nashville CLG, and administered by THC.

Staff also met again with representatives of Global X, a national firm that develops and markets Federal Historic Tax Credits. They are planning to develop projects in Nashville and eventually across Tennessee. I am serving as a resource to Global X to facilitate awareness and communication with historic groups and sites.

As for the spring, I continue to work closely with the newly constituted Historic Zoning Commission in Lebanon as they proceed to CLG status. I am presenting at the winter meeting of the Tennessee American Planning Association meeting in February at

Montgomery Bell State Park as well as other industry related events across the state. I will again participate in History Day judging at the regional and state level. Visits to potential CLG communities have already been scheduled and I am also sponsoring, through the federal preservation grant program, twelve travel grants for CLGs to the NAPC's bi-yearly Forum Conference in Philadelphia in July. This is the premier preservation commission national conference. It is only held every two years and offers exceptional training and networking opportunities for our CLGs. The federal preservation grant application cycle ended January 31st and I anticipate that many of our CLG communities will again receive grants for planning and brick and mortar projects. Review of applications is in progress. Please let me know how I may be a resource for your community to promote historic preservation and assist with your ongoing preservation efforts.

HISTORICAL MARKERS

At its meeting on October 10, 2012, the Tennessee Historical Commission approved eight historical markers: Hunt Field, Blount County; Cumberland Homesteads, Cumberland County; Battle of Nashville: Assault on Confederate Right and First State Penitentiary, Davidson County; Desegregation of Franklin County Public Schools, Franklin County; Christmas Night Shootout, Marion County; College Hill High School, Maury County; and Tragic Accident Sparks Sanitation Workers Strike in Shelby County. Those interested in submitting proposed texts for markers should contact Linda T. Wynn at the Tennessee Historical Commission, 2941 Lebanon Road, Nashville, Tennessee 37243-0442, or call (615) 532-1550.

**Historic Places...continued from page 2**

View of the tower. The scaffolding attached to the top was installed c. 1941 to hold large neon letters that spelled "Sears" on three of four sides

The building contained 650,000 square feet of space at this time, 53,000 of which was dedicated to the building's retail operation. In 1929, an addition provided 80,000 square feet of additional retail space. The total square footage after this addition was 133,000 square feet; the largest single-tenant retail space developed in the city of Memphis prior to World War II.

Four more additions occurred in 1937, 1941, 1965, and 1967 to increase the warehouse capacity and merchandise handling capability of the property. At the end of the 1967 building phase, the complex contained 1.365 million square feet, making it one of the largest, if not the largest building in Memphis even today. The exterior elevations of this massive building are clad in load-bearing and veneered buff-colored brick, including cast stone elements on the principal elevations of the original building block in belt courses, lintels, acroteria, pylons, and parapets. The windows of the building are steel-frame casements in a variety of sizes and configurations. Sears Crosstown is significant in the area of commerce; representative of an important phase in the development of one of America's major retailers.

The building's period of significance extends from its construction in 1927 to 1967, when utilization of the Crosstown building was at its peak, with over 2,000 employees. The building is also significant for its architecture, as an early and noteworthy local example of the Art Moderne style that maintains its historic and architectural integrity. The building was one of the first and best examples of the Art Moderne style in Memphis. The building employs

George C. Nimmons of Chicago and built in 1927, it is sited on 16 acres and bound by the former Louisville and Nashville Railroad right of way to the north. The original 1927 footprint of the building was U-shaped in the first floor plan, with a two-story wing on the south and west. The building's original power plant and railroad receiving docks were located to the north in a two-story wing. The second floor was L-shaped, while the third floor and above were I-shaped. The main block of the building extended 20 bays in width along North Watkins Street, and originally was 15 bays



the vocabulary of that style including: minimal decoration employing stylized geometric and foliated patterns, stepped set back of the building's mass as it rises from its base, and the employment of ribbed pylons that extend through the roof to further emphasize the building's height. The Sears Roebuck Catalog Distribution Center & Retail Store is a fine example of Art Moderne in Memphis. The building retains a high degree of historic and architectural integrity.

Sears Crosstown was abandoned in 1993 and has remained vacant since. Currently the building is in the process of being preserved and adaptively reused as a mixed-used "vertical urban village" that will anchor the surrounding Crosstown neighborhood and facilitate its revitalization and economic development.

The National Register nomination for Sears Roebuck & Company Catalog Distribution Center and Retail Store was prepared by John Linn Hopkins; Anthony E. Pellicciotti; Antonio R. Bologna of LRK Inc.; Bologna Consultants.

National Register *cont. page 6*



The West Tennessee Civil War Site Survey

By Fred M. Prouty

Mr. Fred M. Prouty, Director of the Tennessee Wars Commission, was keynote speaker at the recent "Battlefields and Beyond", Preservation Kentucky Civil War Conference in Danville, Kentucky. Mr. Prouty's comments are recorded here as a call to preservationists to reenergize our efforts in preserving our nations endangered battlefield sites before they are gone forever.

During my tenure with the Tennessee Division of Archeology (1988 – 1994) I had the opportunity to co-author the publication, *A Survey Of Civil War Period Military Sites In West Tennessee*, for the Tennessee Department of Environment and Conservation, Division of Archaeology, and published in 1996 (Prouty and Barker 1996). The project was the second of three surveys that would eventually become a part of a completed statewide Tennessee Civil War survey. The West Tennessee report was published in limited numbers and was soon out of print. It is with this in mind that I write an overview of the survey in hopes it will be of interest to the general public as well as the Civil War historian and historic preservationists.

Prior to the West Tennessee survey I conducted and co-authored the first Civil War site survey, in Middle Tennessee, and our investigations identified 132 previously unknown military related sites in the region (Smith, Prouty, and Nance 1990:19). The collection of data exceeded expectations and greatly expanded the state's historic archeological data base. Due in part to the success of the first project, it seemed appropriate to initiate a second survey of Civil War era sites in West Tennessee and lead to the recording of 84 site locations that were previously unrecorded.

The West Tennessee Civil War military site study was conducted in 1992 through 1993 and was the second regional survey completed by the Tennessee Division of Archeology that focused on the Civil War activities of Federal and Confederate military troops in Tennessee. Before the 1992-1993 survey, only five Civil War military sites had been recorded in the western part of the state. This lack of data was inconsistent with the total number of campaigns, battles, skirmishes, and other military actions that occurred in the West Tennessee region (Dyer 1908:595). Along with our research of possible Civil War era

site locations that we hoped to ground-truth while in the field, we were fortunate to have obtained the services of many historians, military collectors and local residents who shared their knowledge of Civil War era military sites that had not previously been recorded.

Historic preservation goals and objectives in Tennessee necessitated the identification and recording of our state's Civil War military sites, emphasizing the immediate need for site identification. In fact, construction activities have recently destroyed several earthworks that the 1992-1993 survey had identified. In keeping with historic preservation goals and objectives, the knowledge gained from this and other surveys facilitates decisions regarding site evaluations for state and federal project reviews, mitigation of site destruction through archeological excavation, and eligibility for the National Register of Historic Places.

As with the Middle Tennessee survey, the project team conducted initial research at the Tennessee State Library and Archives. The researchers also consulted other facilities including the Illinois State Historical Library, the University of Memphis Library, and various county records offices within the survey area. Local informants were another important source of information, and many of them assisted in locating sites during the survey.

The results of the 1992-1993 archaeological survey identified 84 previously unrecorded Civil War military sites in West Tennessee. The survey team also investigated five previously recorded sites to assess the current conditions. Information on the total of 89 sites is now part of the permanent site survey record maintained by the Tennessee Division of Archaeology. With the completion of this project and the one conducted in Middle Tennessee, only the eastern geographic region of the state had not been systematically surveyed to record sites with

Civil War military components. The success of the Middle and West Tennessee surveys encouraged the initiation of a final project in East Tennessee, and was included in a permanent statewide data base for Civil War military sites in all of Tennessee's regions.

As a research tool, the statewide data base provides a foundation for the examination of issues such as the evolution of military earthwork construction technologies and the effect of regional geographic variability on military tactics. As a preservation tool the statewide data base can facilitate site assessments needed for compliance with the National Historic Preservation Act. We are currently partnering with the Tennessee State Library and Archives (TSLA) to identify and locate, by means of GIS, all recorded Civil War sites in Tennessee. The Tennessee Civil War GIS Project can be accessed through the TSLA interactive Web-based map at <http://tnmap.tn.gov/civilwar/>.

One of the primary objectives of the West Tennessee survey was to assess the eligibility of sites for listing on the National Register of Historic Places. The study evaluated the 89 sites according to their prospective eligibility. The first included seven sites currently listed on the National Register. In all but three cases Civil War components were incidental to the site's National Register listing. Group two includes 23 sites that are potentially eligible for listing on the National Register based on our field survey information and archival data. These sites are relatively well preserved and are likely to contain intact archeological deposits that have the potential for providing significant information about specific types of Civil War troop activities.

Group three included 53 sites that require archeological testing to adequately assess their potential for listing on the National Register.

An examination of the survey data indicates considerable variability in the types

Civil War Site Survey *cont. page 8*



Historic Places...continued from page 4

Wartburg Presbyterian Church

The Wartburg Presbyterian Church, constructed in 1883, stands on an irregularly shaped lot at the southern boundary of the town of Wartburg, Tennessee, the county seat of Morgan County. The church is a one-story wood-frame, front-gabled building with a prominent steeple. The vernacular Folk Victorian building employs simple detailing, borrowing elements of the architectural vocabularies of both Gothic Revival and Queen Anne. The building rests on a coursed stone foundation. The walls are clad in weatherboard and the roof material is asphalt shingle. All windows are original. Other than a vestibule housed in the attached bell tower, the interior has a single room. The interior walls are plaster with wood wainscoting, and tongue-and-groove flooring and ceiling. Of particular interest are the 1937 chandeliers, dating to when the building received electricity.

Wartburg Presbyterian Church is significant for its architecture at the local level of significance. The Folk Victorian building retains a high level of both exterior and interior integrity, and serves as a strong illustration of local vernacular craftsmanship. The church is an example of a transitional style, between the simple rectilinear churches characteristic of rural Protestant religious architecture in Tennessee of the 19th century, and the adoption of the Victorian architectural vocabularies of the period. In a community established and settled by Swiss-German immigrants, the history of the Presbyterian Church stands apart as the religious gathering place of the non-Swiss-German minority ethnic community for the town of Wartburg. That difference in heritage is reflected in the choice of



Northwest view of Wartburg Presbyterian Church



architectural style for this church building. Rather than exhibiting traditional styles of religious architecture, this building borrows from both Gothic Revival and Queen Anne styles in a unique local expression of Late Victorian religious architecture. Both the interior and the exterior exhibit a high level of historic integrity.

The congregation of Wartburg Presbyterian Church continues to be active in the community and holds regular services in the building. Recently, the congregation has prioritized building maintenance, which included repairing and re-glazing the historic windows as well as repainting the exterior and interior.

The National Register nomination for Wartburg Presbyterian Church was prepared by Heather L. Bailey, Ph.D., of the East Tennessee Development District.

The sanctuary of Wartburg Presbyterian Church





DETAILED ANALYSIS OF THREATS POSED BY FEDERAL UNDERTAKINGS TO HISTORICAL PROPERTIES IN TENNESSEE

By Joseph Y. Garrison, PhD
Review and Compliance Coordinator
Tennessee State Historic Preservation Office

INTRODUCTION

In the preamble of the National Historic Preservation Act of 1966 (NHPA), the Congressional Framers expressed their fervent belief that, “the spirit and direction of the Nation are founded upon and reflected in its historic heritage” and that “the historical and cultural foundations of the Nation should be preserved as a living part of our community life and development in order to give a sense of orientation to the American people.” Despite the fact that this historic heritage sense of orientation is an essential element of American self-identity, the Framers were well aware that identification, evaluation, and preservation of our nation’s architectural and archaeological cultural heritage was not then, nor had it ever been, a major component of the mission statements of the majority of Federal agencies that plan and execute projects, programs, and activities across the nation. Through the efforts of committed heritage stewardship advocates, both outside and inside the Federal government, the Framers had been exposed to masses of data covering all major types of Federal project-related activity performed over the previous twenty years. This data contained incontrovertible evidence that moved the Framers to the inescapable conclusion that, “in the face of ever-increasing extensions of urban centers, highways, and residential, commercial, and

industrial developments, the present governmental and nongovernmental historic preservation programs and activities are inadequate to ensure future generations a genuine opportunity to appreciate and enjoy the rich heritage of our Nation.”

A careful examination of the record of Federal project-related activity since 1945 had persuaded the Framers of the NHPA to concur with their constituent heritage stewardship advocates that hundreds of major post-War Federal highway, urban renewal, and capital improvements projects and programs had irreparably and unnecessarily degraded the integrity of countless numbers of America’s significant architectural and archaeological cultural resources. As evidence of this Federal agency heedlessness of Constitutionally-mandated general welfare responsibilities, the Framers noted wrathfully that large-scale and wide-ranging agency demolition and new construction projects had rendered vast numbers of our nation’s cultural resources ineligible for listing in the NHPA-created National Register of Historic Places.

To curtail this Federal agency heedlessness and the damage to our cultural resources caused by it, the Framers of NHPA mandated that “The head of any Federal agency having direct or indirect jurisdiction over a proposed Federal, or Federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building,

structure, or object that is included in or eligible for inclusion in the National Register [of Historic Places].”

While it is evident from the wording of the Preamble to the NHPA that the Framers clearly understood that unfettered Federal projects, programs, and activities posed a discernible threat to otherwise-National-Register-eligible Historic Properties, Congress was not then in a position to go so far as to name specific Federal agencies its members believed posed the greatest threat to the nation’s Historic Properties. Nor was Congress able, in 1966, to legislate against, or even enumerate, the specific types of Federal activity that would, if left unresolved, adversely affect National Register of Historic Places eligible Historic Properties. Congress left this task of enumeration to the NHPA-created Advisory Council on Historic Preservation (ACHP), which eventually did compile a general list of adverse effect causing Federal activities carried today at 36 CFR 800.5. However, the ACHP has yet to formulate a definitive list of Federal agencies that pose the greatest threat to Historic Properties.

It is a mandated and ongoing core responsibility assigned by NHPA to the various State Historic Preservation Officers (SHPO) and their Review and Compliance staffs to consult with, assist, and advise Federal agencies and applicants for Federal assistance while they “take into account” those Historic Properties that might be adversely affected by their undertakings. In the nearly fifty years that have elapsed since the passage of the NHPA, the Review and Compliance sections of some 60 SHPOs,

Detailed Analysis *cont. page 13*



Civil War Site Survey...continued from page 5

and configurations of earthworks erected by both the Confederate and Federal Armies in West Tennessee. However, two types are prevalent—simple entrenchments and complex entrenchments.

The construction of simple or hasty entrenchments followed the basic dictums of the pre-Civil War West Point professor and earthwork fortification specialist, Dennis Hart Mahan. According to Mahan's doctrine, troops should take advantage of natural cover when available, and should construct artificial entrenchments when natural obstacles were absent (Hagerman 1992:12). Artificial obstacles consisted of entrenchments "made of trunks of trees laid on each other with a shallow...trench behind them; the earth from which is thrown against the trunks" (Mahan 1836:67-68). The entrenchments gained additional strength by the occasional use of abates or large limbs of trees felled and branches sharpened and pointed in the directions of the enemy. During the Atlanta campaign, General Sherman commented that:

..."all the army was in position and the men were busy in throwing up the accustomed pile of rails and logs, which after a while assumed the shape of a parapet. The skill and rapidity with which our men constructed these is wonderful and is something new in the art of war." (OR series 1, vol. 38, pt. 1, p.77).

Federal earthworks comprise 88 percent of the sites recorded in West Tennessee, which reflects the early Confederate loss of the region and strong Federal occupation during the remaining war years. Of all the recorded Federal earthworks, 52 percent are simple entrenchments erected after the Battle of Shiloh and during the Union advance on Corinth in May 1862. Federal forces moved slowly southwestward to Corinth, constructing line after line of offensive entrenchments. A number of these earthworks remain relatively intact. Field maps and topographical sketches completed during the site survey project allow comparisons between the surviving physical data and the archival report, which in turn will edify the construction techniques for field fortifications and their appearance at the time of their use.

The second prevalent type of earthworks is the complex entrenchment, which includes redoubts (an earthwork that is enclosed on all sides and whose overall configuration may be square, polygonal, or circular), redans or bastions (a V-shaped earthwork, open at the rear) and curtains (a section of parapet wall consisting of straight or indented lines). The most frequent occurrence of complex entrenchments was along the Mississippi River. During the early years of the war the Confederate Army constructed a number of extensive fortifications to prevent Federal navigation of the South's most important waterway. Unseasoned Confederate Military engineers made many of the works excessively complicate to garrison, and Federal flotillas readily bombarded them into submission (Bailey 1989:35).

As the war progressed in West Tennessee, engineering methods became more refined. Both Confederate and Federal earthworks took on more practical and utilitarian designs. Small defensible works accompanied by exterior troop strengths. The small works recorded during the West Tennessee survey offer a number of research possibilities. Recent archeological investigations demonstrate the intriguing potential offered by archaeological examinations of encampment sites. Excavations on sites of defensive structures with encampments could answer questions regarding types of equipage

issued to the troops, types of domestic activities the troops performed during occupation of the sites, or possible attacks on the earthworks and types of arms and equipage used by the attackers. This type of investigation is well documented as the result of the archeological investigations conducted at the Carter House state historic site in 1988 and published in 2010 as the, *Archaeological Investigations At The Carter House State Historic Site, Franklin, Tennessee* (Smith, Nance, with contributions by Breitburg, Prouty and Royse, 2010).

In the past, only two Civil War sites in West Tennessee had been archaeologically investigated, Fort Pillow (Mainfort 1980) and Fort Germantown (G. Smith 1985, 1987). These excavations resulted from efforts to develop public parks, and archaeological information helped interpret the events that took place there.

Scholars formerly believed that little could be learned from the excavation of battlefield sites (Hume 1969:188). National Park Service Archaeologist Charles M. Haecker writes that:

Until recently, battlefields were rarely investigated by an historical archaeologist. Perhaps this bias against such investigations is partly based on the belief, once expressed by Noel Hume (1969) that "Little can usefully be said about battlefield sites... [Where]...the salvage of relics becomes the be all and end all." If, indeed, a battlefield is nothing but a repository of random, rusting relics, then avoidance by the serious researcher is probably correct. Implicit in this line of reasoning is the assumption that archived documents and various other historical records sufficiently meet the needs of the interested historian. (Haecker 1994:4)

However, recent archaeological work on historic United States battlefields demonstrates that such research can in fact provide important information concerning troop movements and locations, as well as the specific arms and materials used by these troops. One of the first such examples was a series of archaeological investigations in 1984 and 1985 at the 1876 Little Bighorn Battlefield in Montana, which provided the basis for the most accurate accounts of that engagement yet published and sparked much interest in battlefield archaeology (Scott et al. 1989; Fox 1993). A similar study in 1992 and 1993, concerning an 1846 Mexican-American War battlefield in Texas, initiated a complex task to determine the major battle line positions of the two opposing armies (Haecker 1994:151-155).

Archaeological research specifically concerning Civil War battlefields is still in its infancy, but a few studies have been completed. One such study provided clear information to redefine the areas that constitute the Mine Creek Battlefield in Kansas (Lees 1992). Additionally, testing at the site of the Battle of Gilgal Church in Georgia helped define a small portion of the battlefield (Barley 1987). Elsewhere, a Civil war battlefield study concerning "Latimer's Farm" in Georgia "provided an opportunity to link the ... [documented]...events to specific locations on the ground and to clarify many issues about tactics and strategies" (Wood and Wood 1990:120). Another such study in Middle Tennessee has been conducted on a portion of a battlefield. Excavations at the Carter



Civil War Site Survey...continued from page 8

House, which was at the center of the heaviest fighting in the 1864 Battle of Franklin, yielded an interesting record of artifacts distributed according to several definable patterns that appear to be related to particular troop positions and activities (Smith, Nance, with contributions by Breitburg, Prouty, Royse, 2010). And recent investigation at the Stones River National Battlefield in Murfreesboro, Tennessee, determined possible battle lines (Cornelison, 2005).

In spite of the existence of several large battlefields and numerous other Civil War military sites in West Tennessee, archeological excavation is sparse. It is premature to discuss what some of the particular research possibilities may be. Nonetheless, the research potential demonstrated at the Carter House and other locations clearly supports the pressing need for archaeological data as an adjunct to the vast amount of documentary material what exists concerning Civil War sites in West Tennessee.

In summary, the 1992-1993 survey of Civil War military sites in West Tennessee added information on 89 sites to the permanent record. Of the total, 33.7 percent are currently on or potentially eligible for the National Register of Historic Places; 6.7 percent are probably no longer eligible for listing due to loss of archaeological integrity; and 59.6 percent warrant further archaeological testing to assess their National Register potential.

The Civil War military sites in West Tennessee and other parts of the state are constantly threatened by site destruction. The permanent site record and the above report are vehicles that will enhance the ability of government agencies, educational institutions, and concerned citizens to preserve the sites, and will provide future research opportunities to understand and interpret the Civil War and its role in the history and development of the State of Tennessee.

It was a pleasure working and co-authoring with my Tennessee Division of Archaeology co-worker Mr. Gary Barker during this important thematic Civil War site survey. He was trained for and was passionate about his archeological preference for early Native American sites, but his work during the historic Civil War site survey reflected his sense of professionalism in accurately documenting Tennessee's endangered Historic Civil War sites.

On December 28, 2013 Gary Lee Barker, age 52 of Kingston Springs, Tennessee, passed away leaving his wife Donna of 27 years and two children, daughter Ashley Baker and son Gary Austin Baker. Gary Barker was a well-known archeologist who, for the last 18 years, worked for the Tennessee Department of Transportation. Gary's love for archeology began during his boy hood days and as an adult he was able to make his life-long passion and hobby into a highly professional and respected career. He will be fondly remembered and greatly missed.

To learn more about Tennessee's current Civil War resources see the Tennessee Civil War GIS Project and explore Tennessee's Civil War history in an interactive Web-based map at the Tennessee State Library and Archives web site: <http://tnmap.tn.gov/civilwar/>.

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PUBLICATIONS TO NOTE

By Linda T. Wynn • Assistant Director for State Programs & Publications Editor

Publications of Mercer University Press, 1400 Coleman Avenue, Macon, Georgia 31207 include:

A Touch of Greatness: A History of Tennessee State University by Bobby L. Lovett is a story about the freedom of an institution, its constituents, and the saga of complex economic, political, and social forces that affected the university in a dynamic, multi-racial American society. Lovett, the author of *Historical Black Colleges and Universities, A Narrative History 1837-2009*, covers the period from 1909 to the present. This history of the historically black Tennessee State University, formerly known as Tennessee A & I State University, calls attention to leadership, the fight against Jim Crow restraints, the university's role in the Civil Rights era, and the school's athletic teams and programs. The book contains black and white historical photos. Cloth, \$35.00.

Publications of University of Kentucky Press, 663 South Limestone Street, Lexington, Kentucky 40508-4008 include:

In Peace and Freedom: My Journey in Selma by Bernard LaFayette Jr. and Kathryn Lee Johnson. LaFayette Jr. was a co-founder of the Student Nonviolent Coordinating Committee, a leader in the Nashville lunch counter sit-ins, a Freedom Rider, an associate of the Reverend Dr. Martin Luther King Jr., and the national coordinator of the Poor People's Campaign. At the young age of twenty-two, he served as the director of the Alabama Voter Register Project in Selma—a city previously removed from the organization's list because of the dangers of operating in the county seat of Dallas County. *In Peace and Freedom*, Lafayette shares his experience as one of the primary organizers of the Selma Voting rights movement and the Selma—to Montgomery marches. Currently, a Distinguished Senior Scholar in Residence at Emory University's Candler School of Theology in Atlanta, Georgia, LaFayette narrates the historic events he saw first-hand and chronicles his

experiences with both the black community and white authorities. Although the Selma movement has seized the attention of countless scholars, writers, and participants, not until Lafayette has anyone written about its effective testing in the Gandhi nonviolence ethos studied in workshops conducted by the Reverend James M. Lawson. *In Peace and Freedom*, offers an assessment on the civil rights movement in the 1960s from one of its leaders. Cloth, \$35.00

Publications of The History Press, Charleston, South Carolina www.HistoryPress.Net include:

Hidden History of Civil War Tennessee by James B. Jones, Jr. is a small tome based on solid documentation that aids the reader in comprehending that there was more to the Civil War in Tennessee than famous battles, cunning campaigns and renowned figures. *Hidden History of Civil War Tennessee* uncovers the well-documented history of "The War" to reveal the countless stories forgotten and displaced over time. Within the book's six chapters, the reader discovers how Vigilance Committees sought to govern cities such as Memphis, where law before Union occupation and how the "Bluff City and Nashville became important medical centers, addressing the spread of "private diseases" among soldiers. The book also addresses a topic barely broached in studies of Tennessee in the Civil War, that of public health in Middle Tennessee cities occupied by the U. S. Army. Jones, the public historian on the staff of the Tennessee Historical Commission, also brings to the forefront Colonel John M. Hughes, whose men engaged in guerrilla warfare throughout the Upper Cumberland area and Tennessee and Negley's Raid on Chattanooga. Anyone interested in adding more breadth to his/her knowledge beyond the famous battles, shrewd campaigns and renowned figures of the Civil War in Tennessee should read this work. Paper, 19.99.

Publications of The University of Tennessee Press, 600 Henley Street, Conference Center Building, Suite 110, Knoxville, Tennessee 37996-4108 include:

Massacre at Cavett's Station: Frontier Tennessee During the Cherokee Wars by Charles H. Faulkner who reveals the true story of the massacre and its aftermath, separating historical fact from pervasive legend. In doing so, the author focuses on the interplay of such early Tennessee stalwarts as John Sevier, James White, and William Blount, and the role each played in the white settlement of east Tennessee while drawing the ire of the Cherokee who continued to lose their homeland in questionable treaties. Faulkner, professor emeritus in the Department of Anthropology and Distinguished Professor of Humanities at the University of Tennessee, combines careful research with meticulous archaeological excavations conducted in developed areas of west Knoxville suburbs to illuminate what happened on September 25, 1793. Consequently, he answers significant questions about the massacre and seeks to discover the genealogy of the Cavetts and if any family members survived the attack. This work makes an important contribution to the study of frontier history while analyzing one of East Tennessee's well-known legends. Paper, \$24.95.

Another work published by the University of Tennessee Press is *Tennessee Women in the Progressive Era: Toward the Public Sphere in the New South* edited by Mary A. Evins is the first exploration of the work and lives of Progressive era Tennessee women beyond their involvement in the struggle for the right to vote. The book's eight chapters range in subject matter from the role of women's missionary organizations and efforts to end lynching to the challenges of agricultural reform and the development of stronger educational institutions. The essays contained in the book

Publications to Note cont. page 27



SLAVE DWELLING PROJECT SET FOR TENNESSEE

In an exciting development, the Tennessee Historical Commission has invited Joe McGill with the Slave Dwelling Project in South Carolina <http://slavedwellingproject.org/> to participate in a special event tentatively scheduled for May, 2014. This event will feature African American slave dwellings and encourage their recognition and preservation. As part of the program, Mr. McGill will stay overnight in an outbuilding at the Commission's offices, Clover Bottom Mansion in Nashville. This will involve the local media and allow for an on-site presentation by Mr. McGill. Certified Local Government Coordinator Dan Brown plans to attend the first national conference for this organization in the fall of 2014 in Savannah, GA. Mr. McGill has founded an organization that utilizes ongoing overnight stays in historic slave structures across the South to develop recognition of these endangered structures and to encourage their preservation. The overnight stay serves to emphasize the privations experienced by slaves in these structures and honor their history. Hiss efforts have brought national media attention from entities including National Public Radio and Smithsonian Magazine. Tennessee will be the thirteenth state to participate in this effort and Clover Bottom will be the first participating site in the state. The Tennessee Wars Commission is also participating in this event to highlight the extraordinary John McClintock Clover Bottom slave narrative, especially as it relates to the Civil War, as Tennessee's sesquicentennial commemoration is in progress. This promises to be a unique event that highlights Tennessee Historical Commission's preservation efforts, encourages awareness and preservation of slave dwellings and African American history, and provides a rare opportunity to bring attention to these very special historic resources.

An article in the June 2013 issue of the Courier, page 5, mentioned that John Sevier was in residence at the capital of the Old Southwest Territory, Rocky Mount. William Blount was in residence at Rocky Mount, not Sevier. The Courier regrets the error. The intent of the article in mentioning Rocky Mount was to highlight that dendrochronological research resulted in a determination of a late 1820s construction date for the main dwelling, disproving the long-held assertion that it was built in the 1770s.

To find earlier online issues of the Courier go to:
http://www.tn.gov/environment/history/history_courier-newsletter.shtml

CELEBRATION

On February 14, 2014, Tennessee State University's College of Liberal Arts and the Metropolitan Historical Commission will celebrate the contributions of African Americans to Nashville and Tennessee history, 8:30 – 4:00. For over thirty years, this award-winning conference has brought together historians, students, educators, community leaders, and others interested in African American history and culture. The 2014 conference will focus on the educational and musical legacies of the African-American community in Nashville, and commemorate the sesquicentennial of the Battle of Nashville in the American Civil War.

Dr. Sonya Ramsey will speak on the subject of her recent book, *Reading, Writing, and Segregation: A Century of Black Women Schoolteachers in Nashville*. Some of Ramsey's research was drawn from interviews with our own Conference attendees.

Dr. Don Cusic will speak about the contributions of poet, educator, and activist James Weldon Johnson. Dr. Janet Walsh and Mrs. Beverly Robertson will highlight research and interpretation of the African-American experience at their institutions. In commemoration of the Sesquicentennial of the Battle of Nashville, Mr. Norm Hill and Dr. Tim Johnson will discuss the Civil War experiences of Nashville's African Americans during the battle. The Fisk University Stagecrafters and Tennessee State University's Jazz Collegians will provide entertainment.

For more information call (615) 862 7970
Tennessee State University
Avon Williams Campus
10th & Charlotte Ave.
Nashville, Tennessee



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Sam D. Elliott, Chairman
E. Patrick McIntyre, Jr.,
Executive Director & SHPO
Dr. James B. Jones, Jr., Public Historian,
Editor, *The Courier*
Linda T. Wynn, Assistant Director of
State Programs and Publications Editor

Public Comment Solicited

The Tennessee Historical Commission is again soliciting public comment and advice on its administration of the National Historic Preservation Act. Especially, we are seeking input on such matters as geographic areas or classes of properties which should be a priority for survey and/or registration efforts, criteria and priorities which should be established for restoration grants, and ways and means through which local efforts at preservation of historic properties can be most effectively assisted. Comments and advice on other areas and issues of a more general nature are also encouraged. Activities carried out by the Commission under the mandate of the Act include efforts to survey and inventory potentially-historic properties across the state and to nominate the most significant to the National Register of Historic Places. Other activities involve programs to protect and preserve properties once they are identified by reviewing Federal projects to determine if they will adversely affect historic properties and wish to earn the investment tax credits which are available; awarding and administering grants for the restoration of National Register properties; and providing technical assistance and advice to local governments which are attempting to establish local programs and ordinances to protect historic properties. Besides the restoration grants program, some of these activities are carried out in part by the provision of grant support to local groups and agencies. These grant funds are federal funds which are appropriated under the authority of the National Historic Preservation Act to assist states in carrying out the purposes of the Act. The comments received will be used to structure the annual application to the National Park Service for these funds. The Tennessee Historical Commission expects to solicit applications for grants-in-aid in June of this year for the 2015 Fiscal Year (10/01/2014-9/30/2015). The public input and advice which we are soliciting now will help to set both general office objectives and to establish priorities and criteria for the review of grant applications. Comments are requested by April 15, 2014, and may be addressed to Claudette Stager, Assistant Director for National Register Programs, Tennessee Historical Commission, 2941 Lebanon Road, Nashville, Tennessee 37243-0442.

This program receives Federal funds from the National Park Service. Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination in departmental federally assisted programs on the basis of race, color, national origin, age or disability. Any person who believes he or she has been discriminated against in any program, activity or facility operated by a recipient of Federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127

Tennessee Historical Commission, Authorization Number 327324, 8,000 copies promulgated at a cost of \$0.23 per copy, 01/1/10.



WORK CONTINUES AT STATE HISTORIC SITES

By Martha Akins, Historic Sites Program Director

Several Capital Budget projects at the Commission's State-owned Historic Sites are well underway this winter.

At Sabine Hill State Historic Site (Elizabethton), a pre-bid conference was held to answer questions from the contractors who were qualified to bid on the restoration project. During this phase, the Bid Documents are being finalized with a bid date of February 11th. One of the first items on the list is the removal of non-historic changes to the house, which should reveal original construction material. Matthew Mosca, nationally recognized historic paint specialist, will return to the site during this phase to complete his research. His information is critical to understanding changes to the building through time.

At Hawthorn Hill State Historic Site (Castalian Springs), New South Associates, Inc., conducted archaeology to assist in restoration efforts, and the official report is forthcoming. Once archaeological information has been integrated into the Construction Documents, Bid Documents will be ready for bidding by qualified historic preservation contractors. A bid date has not yet been set.

At Rocky Mount State Historic Site (Piney Flats), a pre-bid conference was held to answer questions from contractors who were qualified to bid on the project to install oak shingles on five historic buildings. Bid Documents were revised with any changes from this meeting, and bids on the work were received on January 21st.

At Burra Burra Mine State Historic Site (Ducktown Basin Museum) (Ducktown), Hefferlin + Kronenberg Architects, PLLC has completed the Schematic Design Phase, and the firm is now working on the Design Development Phase. The Hoist House, Plate Shop, Powder House, and Clinic will

all be restored when this project is complete.

The Tennessee Historical Commission submitted additional Capital Budget requests in October, 2013. Funding is dependent on the Governor and General Assembly including the projects in the 2014-15 budget.

There were five Capital Maintenance requests for the following sites:

- Burra Burra Mine State Historic Site to complete the restoration of the majority of the buildings on site
- Cragfont State Historic Site to restore two barns and address ground issues
- Tipton-Haynes State Historic Site to replace several roofs and build a parking lot
- Rocky Mount State Historic Site to address visitor center maintenance needs and landscaping elements
- Rock Castle State Historic Site to replace roofs and other, smaller restoration items

There was one Capital Improvement request:

- Marble Springs State Historic Site (Knoxville) to build a Visitor Center

In addition to Capital Budget funding, the Tennessee Historical Commission is allocated funding for maintenance projects that cost less than \$100,000 each. Several maintenance projects are being developed, with the following two major projects being very close to bidding.

At Alex Haley State Historic Site (Henning), bid documents are being finalized for miscellaneous repairs and site improvements. The historic house needs a new roof-- along with siding repairs,

paint, and HVAC improvements. The interpretive center needs siding repairs, a gutter, lighting improvements, and signage. The grounds will be improved by some minor regrading, adding a drainage swall, landscaping, and signage.

At Tipton-Haynes State Historic Site (Johnson City), bid documents are being finalized for miscellaneous repairs, including wood repairs, grounds issues, gutter repairs, and painting. Matthew Mosca, historic paint specialist, determined the historic paint colors of the exteriors of the Main House and Law Office; consequently, those buildings will accurately reflect their authentic colors when repainted.



A New South Associates, Inc., employee is recording data on the east side of the Hawthorn Hill where a doorway once lead to the "medicine room" (the office of Dr. Humphrey H. Bate, one of the leading physicians in Sumner County during his lifetime) which is no longer standing .

**Detailed Analysis...continued from page 7**

therefore, have accumulated extensive Section 106 databases of their reviewed Federal undertakings. Absent any definitive ACHP threat analysis to Historic Properties arranged by specific Federal agency, it is in the best interest of those SHPO Review and Compliance staffers who are seasoned practitioners of the Section 106 process to analyze our SHPO Section 106 review databases with the goal of ascertaining which Federal agencies' projects, programs, and activities pose the greatest threat to Historic Properties within our respective states. Given our statutory mandate under NHPA, once we have identified those agencies and their undertakings, we would be remiss if we did not propose measures whereby that identified level of threat might be substantially reduced.

In the previous issue of the "Courier" my article, entitled "Tennessee State Historic Preservation Office: Quantitative Analysis of Federal Agency Resolution of Adverse Effects: July, 1985 To July 2013" appeared. In that article, I made a strong quantitative case for concluding that the Federal Communications Commission (FCC), through its licensing of cellular and other wireless communications towers, poses the greatest single threat to Tennessee's National Register-eligible Historic Properties among all 60 Federal agencies studied that have proposed projects in Tennessee. This conclusion was based upon the statistical evidence that the FCC alone generated almost 53% of Tennessee's total unresolved adverse effect findings for the twenty-eight state fiscal years under study irrespective of Federal agency. Furthermore, FCC projects still had 23% of their initial adverse effect findings left unresolved.

My detailed review of the FCC Section 106 review case record database compiled over the past twenty-eight years emphasized the fact that the level of FCC's threat to Historic Properties in Tennessee has been especially high against those culturally significant settings and historic view sheds that form such a large part of their National Register of Historic Places eligibility. Further consultation regarding these specific

adverse effects might have resolved them either by avoidance, minimization, or mitigation. That further consultation never occurred and the adverse effects remain unresolved to this day.

ASSESSING THREAT LEVELS

Shortly after submitting my "Courier" article for publication, I began to speculate that it might prove useful to conduct further research into the Tennessee SHPO Review and Compliance electronic database with the goal of identifying a set of specific Federal project-related activities that have posed threats against Tennessee's Historic Properties over the past twenty-eight years. Was there more to the story than FCC's high percentages of unresolved adverse effects to Historic Properties' significant settings and viewsheds? Sensing there might be, I determined to seek out and evaluate a number of threat analysis protocols used by large Federal regulatory agencies that deal with threat on a daily basis to ascertain whether any such protocols might be applicable here. After some time reviewing a variety of agency threat analysis protocols, I concluded that the Nuclear Regulatory Commission (NRC) has had the most relevant experience of any regulatory agency in America both in assessing types and levels of threat and in proposing measures that are meant to reduce threat levels substantially.

A significant portion of the NRC's mission involves identifying, measuring, and reducing various types of threat against one of our nation's most vulnerable and potentially most hazardous assets, our nuclear power generating facilities. The fact that the United States has sustained only minor disruptions in the operations of our nuclear power plants over the past three decades indicated to me that the NRC's threat assessment and reduction protocols have been working very well indeed. I decided, therefore, to use NRC's protocols as much as was practicable to assess the types and levels of threat posed by various Federal agency programs against Historic Properties

in Tennessee. I chose the State of Tennessee as my set geographic boundary and July 1, 1985 through June 30, 2013 as my set period of time simply because I had easy access to detailed and verified electronic Section 106 review data covering more than 60,000 Federal undertakings evaluated during that period by the Tennessee SHPO. I surmised this data set would generate a useful sample against which to gather statistically-verifiable information for the study.

"PROBABILISTIC RISK ANALYSIS"

In assessing type and level of threat, the NRC uses what it refers to as "Probabilistic Risk Analysis" (PBA). To quote the NRC's homepage, "PBA is a systematic method for addressing the 'threat triplet' as it relates to the performance of a complex system to understand likely outcomes, sensitivities, areas of importance, system interactions, and areas of uncertainty. The 'threat triplet' is the set of three questions that the NRC uses to define "threat":

- (1) What can go wrong?
- (2) How likely is it?
- (3) What are the consequences?"

Quoting again from the NRC's homepage, "To perform a PRA [at a specific nuclear power generating plant], NRC analysts must go through many steps:"

- First, NRC examines a specific hazard or threat (what can go wrong).
- Second, NRC identifies "initiating events", that is, events that could possibly lead to the specific hazard or threat (what event initiates what can go wrong).
- Third, NRC estimates the frequency of each initiating event (how often does the event that initiates what can go wrong occur).
- Fourth, if NRC identifies an "initiating event" that occurs frequently, and then NRC also looks for any combination of "initiating events" to determine the

Detailed Analysis *cont. page 14*

**Detailed Analysis...continued from page 13**

nature of the overall threat. (what is the combination of events that initiate what can go wrong, how likely is that combination to occur, how threatening is it).

- Fifth, if NRC identifies a combination of frequently-occurring “initiating events” that result in a discernible threat, NRC evaluates whether that threat will cross a clearly-defined threshold, thereby assuring a harmful outcome for the nuclear facility under study (what is the threat threshold and what are the adverse consequences of crossing it).

It became obvious to me early on that the detailed and highly specialized types of technical structural engineering questions posed by NRC analysts as they perform a PRA at a specific nuclear facility would not be appropriate to ask when analyzing Federal agency threats to Historic Properties. Taken as a whole, however, using the basic PRA methodology to analyze the data contained in the Tennessee SHPO Section 106 database did allow me to create a statistically-justifiable threat range for each Federal agency analyzed. Most helpful was the fact that the PRA protocol arranged my research and analysis tasks for me in their proper sequence without my having to “re-invent the wheel”.

My initial task was to fashion a universe made up of all the various kinds of Historic Property hazards posed by all Federal agencies operating in Tennessee during the period under review. Then, I needed to concentrate on finding one system-wide Federal project-related initiating event that could spawn one or more of those hazards. Then I was obliged to quantify the frequency of that system-wide identified initiating event. Then I needed to correlate the inter-relatedness of all the various kinds of Historic Property hazards posed by Federal agencies. Then I must compute the statistical likelihood of each of these correlations. Then I was obliged to multiply each correlation by the frequency of its occurrence. The result of all this calculation would be a set of Federal agency threat

ranges from least threatening to most threatening.

RISK ASSESSMENT TASKS

As I said, my first task was to fashion a universe composed of all the various specific hazards to Historic Properties that had been posed by Federal undertakings operating in Tennessee during the period under review. After closely studying the Tennessee SHPO Review and Compliance Database, I prepared the following general list of Federal project hazards to Historic Properties that would make up that universe:

- new construction associated with the undertaking located adjacent to an Historic Property
- ground disturbance directly or indirectly associated with the undertaking that affects an Historic Property
- partial or complete demolition of an Historic Property, including abandonment associated with the undertaking
- modification of an Historic Property associated with the undertaking
- relocation of an Historic Property associated with the undertaking
- undertaking-associated ground-covering activity such as a landfill, aeration field, spoil, staging area, or riprap on or adjacent to an Historic Property
- undertaking-associated planting or removal of vegetation, including reforestation, controlled burn, or tree and brush removal on or adjacent to an Historic Property
- undertaking-associated reclamation program such as superfund, brownfield reclamation, or mining reclamation on or adjacent to an Historic Property
- undertaking-associated transfer or lease of a Federally-owned Historic Property out of Federal control or from one Federal agency to another
- undertaking-associated mortgage guarantee for an Historic Property or

any other similar type of Federal financial support to applicants

- undertaking-associated purposeful and deliberate Federal agency neglect of an Historic Property under its jurisdiction or control
- survey-related data recovery of a significant archaeological Historic Property that is not Archaeological Resources Protection Act permitted
- undertaking-associated data recovery of a significant archaeological Historic Property that is significant for reasons other than purely research (National Register Criterion “D”) value (and that is significant for reasons of religious or cultural or historical association)
- undertaking-associated removal of a significant archaeological Historic Property that contain human remains or directly associated funerary objects
- short or long-range neglect of a Federally owned or controlled land surface that contains or has the likelihood to contain an archaeological or architectural Historic Property through such actions as the knowing sanction of stream bank erosion, wind erosion, rain erosion, or other preventable natural force.

While arranging this universe of Federal agency hazards to Historic Properties in Tennessee it is certainly possible that I may have overlooked certain threats. Even so, I am reasonably certain, however, that this universe is composed of the major hazards posed by Federal undertakings against Historic Properties in Tennessee that have occurred within the specified timeframe. Furthermore, I believe the list of hazards comports well with the “Criteria of Adverse Effect” codified by the ACHP at 36 CFR 800.5, which states that, “Adverse effects on Historic Properties include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including

Detailed Analysis *cont. page 15*

**Detailed Analysis...continued from page 14**

restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The next task was to identify a system-wide Federal project "initiating event" that might eventually lead to adverse effects finding against an Historic Property. This task was not as straightforward as the first, yet it was still doable. I was aided in performing this task by the fact that Federal agency undertakings subject to Section 106 review in Tennessee divide themselves naturally into two main categories: 1) projects, programs, and activities performed by a Federal agency on its own property and 2) projects, programs, and activities performed by a federal agency beyond its own property. The former primarily includes such undertakings as: capital improvements at Federal installations such as national parks, national forests, military bases, GSA and Postal Service facilities, etc., and various sorts of real estate transactions. The latter includes: funding various

programs and projects submitted by applicants for Federal assistance; issuing Federal permits, licenses, and approvals of various types; and cooperating with various entities in furtherance of national policy objectives. In both cases, the Federal agency associated with the specific undertaking under review and the applicant for a specific type of Federal assistance both begin their project planning with some sort of scoping/planning/environmental review document. This document is either produced in-house by the agency's project manager or required of an applicant for Federal assistance as a cost of doing business. Most often, the result of this initial planning stage in the development of an undertaking is referred to as a "Feasibility Analysis".

It is during the preparation of a "Feasibility Analysis," that the Federal Agency Official or the applicant for Federal assistance assesses the purpose and need for the specific undertaking, begins to assemble cost data, estimates project staging timelines, formulates environmental review matrices, etc. Each "Feasibility Analysis", therefore, can contain within itself the specific "initiating event" that will eventually resolve itself into either positive or negative outcomes for Historic Properties.

Careful analysis of the Review and Compliance database revealed that unresolved Federal undertakings in Tennessee rarely, if ever, posed more than one kind of Historic Property hazard contained in the threat universe. Even so, Federal agency project managers and applicants who are responsible for analyzing the feasibility of proposed projects, programs, and activities that do include one of the hazards to Historic Properties contained within the threat universe listed above should be aware that, by definition, those undertakings are going to pose levels of threat to Historic Properties positively proportionate to the size, scale, and numbers of those projects, programs, and activities. Because this is true, when considering any Federal undertaking at this early "Feasibility Analysis" stage, the Federal Agency Official responsible for managing it or the applicant

for Federal assistance that plans to implement it would do well to consult early on with the appropriate SHPO/THPO and other Consulting Parties listed at 36 CFR 800.2 to determine whether there are possible adverse effects to Historic Properties related to the proposed undertaking and how best to avoid, minimize, or mitigate these effects. Those Federal project managers and applicants who do not consult at this early "Feasibility Analysis" stage may well be increasing the level of threat to Historic Properties while at the same time decreasing the level of our mutual capability to resolve that threat.

FOCUSING THE ANALYSIS

As stated earlier, the most profound overall threat to Historic Properties caused by Federal undertakings is generated by projects, programs, and activities found to have an adverse effect during initial SHPO consultation that proceed all the way to completion without any type of resolution of that adverse effect. The Federal agencies that propose such undertakings or the applicants for Federal assistance who carry them out will have made no attempt to consult further with the SHPO to assess the prudence or feasibility of project alternatives that could avoid, minimize, or mitigate the adverse effect even though they are required to do so by the 36 CFR 800.6 regulation. Their undertakings, therefore, never have an opportunity to be re-classified as having either no adverse effect or no adverse effect with conditions. Instead, they impose their adverse effects upon Historic Properties all the way through to completion of the undertaking.

As I assessed the threat levels associated with unresolved adverse effect findings, I came to understand that different Federal agencies' undertakings have different kinds of adverse effects to Historic Properties depending upon how they reflect those agencies' missions. As expressed earlier in the article, there are

Detailed Analysis *cont. page 16*

**Detailed Analysis...continued from page 15**

some fourteen different kinds of Federal undertaking-related adverse effects to Historic Properties in Tennessee that comprise the threat universe. Certain agencies cause more of one type of adverse effect than other types. Some of these adverse effects are, by their nature, more impactful than others. Plus, the frequency of adverse effect calculated for a specific agency also has a bearing on that agency's overall level of threat.

NRC THREAT LEVEL ASSESSMENT

The NRC maintains that the level of threat is determined by two primary factors:

1. How often might a particular threat arise (frequency)?
2. How much harm is likely to result from a particular threat (intensity)?

It seemed to me that NRC's simple and

straightforward concept of threat level analysis would hold up quite well when assessing threat levels posed by particular Federal agencies' projects, programs, and activities against Historic Properties in Tennessee. This separation of those primary factors that comprise threat level into two discrete portions is quite compatible with such a study as the one I had embarked upon because each portion is easily quantifiable. One can without difficulty measure and quantify how often a particular Federal agency has adversely affected Historic Properties over a set period of time within a set geographic boundary with that adverse effect going unresolved. One can also effortlessly measure and quantify the overall level of harm caused by that unresolved adverse effect to Historic Properties based upon the numbers of properties involved and their levels of significance. Blending these two

assessments, one should be able to assign an overall threat range to each Federal agency analyzed.

As an aside, the NRC also employs what I consider to be very sound methods for reducing identified threat, methods it refers to as "safety margins." After completing the threat analysis, I devoted some time to speculating about certain threat reduction techniques that might be applied within the context of Section 106 review. These speculations appear at the end of this article. Having prepared the ground, I began my analysis using some baseline data for the ten Federal agencies that have maintained the highest overall percentages of projects under Section 106 review for the period under study. Then I winnowed the numbers of unresolved adverse effects by agency. Here is the matrix of Federal Agency unresolved adverse effects re-printed from my earlier article.

UNRESOLVED ADVERSE EFFECT FINDINGS BY AGENCY

AGENCY	RAW NUMBERS – UNRESOLVED ADVERSE EFFECTS: JULY 1985 TO JULY 2013	% OF TOTAL UNRESOLVED ADVERSE EFFECTS: JULY 1985 TO JULY 2013	% RATIO OF UNRESOLVED ADVERSE EFFECTS TO INITIALLY-FOUND ADVERSE EFFECTS: JULY 1985 TO JULY 2013
OFFICE OF SURFACE MINING, RECLAMATION, AND ENFORCEMENT	0	0	0
FEDERAL DEPOSIT INSURANCE CORPORATION	0	0	0
ENVIRONMENTAL PROTECTION AGENCY	2	0.1	5
DEPARTMENT OF ENERGY	4	1.68	7
TENNESSEE VALLEY AUTHORITY	10	4.20	7
NASHVILLE DISTRICT CORPS OF ENGINEERS	8	3.36	6
RURAL DEVELOPMENT	1	0.001	-1
FEDERAL COMMUNICATIONS COMMISSION	156	52.94	23
FEDERAL HIGHWAY ADMINISTRATION	6	2.52	4
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT	39	16.39	11



BICYCLING IN NASHVILLE AND ENVIRONS, 1880s – 1890s.

By James B. Jones

Bicycling in the 1880s-1890s was essentially a gender-based, middle class phenomenon tied closely to the growth of income and its concomitant the growth of leisure time. The activity crossed gender lines, was both amateur and professional, a social outlet and even a force for the improvement health and of roads. Local cycling clubs were formed, recreational area races were run and interest in professional races is noted. Bicycling symbolized the growth of leisure time, the middle class and increased mobility and the American focus on forming associations. The kinds of bicycles utilized were at first the “ordinary” most commonly thought of as a “high wheel” and the successor to it, the “safety,” or what is today generally thought of as the standard bicycle. The ordinary bicycle sported a high wheel with a diameter running from forty-eight to sixty inches.

While ordinary bicycles were noted in Nashville in the early 1880s it wasn't until June, 1883 that the Nashville Bicycle Club was founded, with nineteen members. Their bike preference and uniform indicate that bicycling was an upper-class masculine pass time.¹

The members seem to favor the [ordinary] Columbia wheels that make



Jennings Dortch's Portrait in his Bicycle Club's Uniform, ca. 1883. Courtesy Metropolitan Nashville/Davidson County Archives.



Courtesy of TSLA

having fourteen representatives, the Harvard three, and the American Star two....Their colors are blue and gold. The regulation uniform consists of dark navy blue cloth, knee pants, blue flannel shirt and dark blue stockings; bicycle cap, with peak to match, and a dark blue necktie.²

The high-wheel bike was, because of its construction, impossible for Victorian-era women to ride, given the modesty of the times and the length of skirts, but posed no problem

in that regard for men. Bicycling was, therefore, at first essentially a male gender activity until the introduction of the safety-bike, essentially what we today think of as a bicycle. Bikes, whether of the high wheel or safety design were typically called the “wheel” by American enthusiasts.³ Bicycling was an excellent means of promoting health and was said to be the “best of all forms of health-giving exercise.”⁴

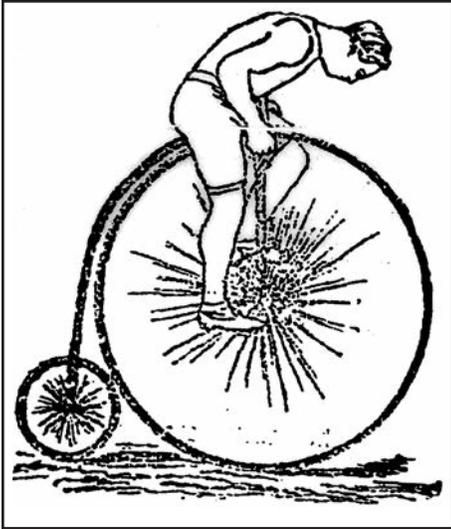
The first part of cycling was confidence that one would gather the expertise not to crash. Experience was the other, more

¹Nashville American, April 12, 1896.

²Nashville Daily American June 15, 1883.

³Nashville American, July 30, 1883.

⁴Nashville American, July 1, 1888.



Courtesy of TSLA

Riding an Ordinary Bicycle.

essential factor. In 1889 the beginning of the "cycling season" had seen only one or two safety wheels among the estimated 300 or more ordinary bikes. "Such was the prejudice against (safety bikes) that it was some time before others were introduced."

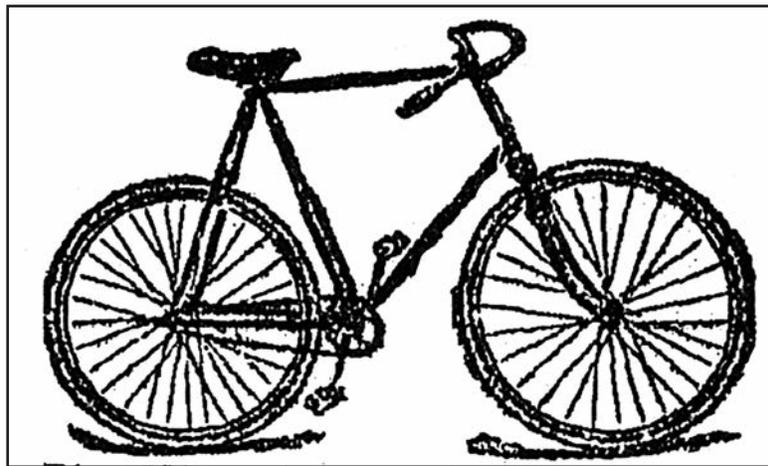
The bias melted away as the superiority of the safety over the ordinary became manifest, and by August 1889 nearly half the bicycles in Nashville were of the safety design. "as an evidence of their decadence in popularity it need only be stated that, although there are still more ordinaries than safeties in Nashville, the latter outnumber the former two to one when runs are made, showing that the practical features of the low style make it possible to ride on all occasions and over any sort of road, while the owner of the high machine stays at home and bewails the condition of the roads which might endanger his neck."⁵

According to one comparison

The advantage of the pony (safety) over the 'tall hoss' has been well illustrated on several occasions of late, notably upon recent

runs over the Dickerson pike. There are several long hills on this pike, and recent rains and much travel have loosened the gravel with which it is paved, make it quite uncomfortable, to say nothing of the danger to coast them at full speed on an ordinary. Both wheels start together at the top. The ordinary rider, if he have common caution and regard for the preservation of his anatomy, will take a moderate pace, keeping a firm grip upon his bike, while the safety riders will turn his wheel loose, feeling perfectly secure, and reach the bottom hundreds of yards in from to his prejudiced friend, who is suspicious of an innovation. Reaching the level stretch at the bottom of the hill, Mr. Ordinary man has to expend much muscular force to regain his place beside his friend on the safety. This experience repeated a half dozen times on a twenty of thirty-mile trip must certainly tell severely on the ordinary rider, making a vast difference in the condition of the two when their destination is reached.⁶

Despite the advantages of the safety design the ordinary still had its devotees, particularly when riding in level, smooth country. While the ordinary was more dangerous a bike it would never be deserted. "The graceful outlines we are so accustomed to seeing have, not as yet, been imparted to the safety,



Courtesy of TSLA

The Safety Bike with Pneumatic Tires.

according to popular belief, although this may be pretty much a matter of education After the small wheel has been on the market longer and we become accustomed to seeing them their proportions will doubtless become as symmetrical too the average person as the other."⁷

Non-wheelmen had an unjust belief that the safety, because of its smaller wheels, hadn't the ordinary's capacity for speed. But speed was determined by the gearing, not wheel sizes. It was explained, "if one has a safety wheel geared to 60 inches, one revolution of the pedals will propel the wheel the same distance a high wheel 60 inches in diameter would go by one revolution of the pedals. This gearing gives increased friction, but the increased power obtained counter balanced this making the two styles of bikes about equal insofar as speed was concerned...."⁸ The "ordinary" had been perfected in 1886 when the more modern safety was, according to a newspaper article in the Nashville American, "far enough advanced toward perfection to make a bit for patronage, and the newcomer was not long in relegating the high wheel to the limbo of things discarded."⁹

Reminiscing about his days on an ordinary bike, H. M. Doak, editor of the Nashville American, he had "knocked up a larger assortment of joints than my anatomical studies warranted me in believing could be found in the human frame by a series of 'headers.' I was skinned, barked, dislocated, confused and sprained to a shameful extent. In this plight I received notice of my election as honorary member of the Nashville Bicycle Club.... That was the day when the bold pioneer and adventurer mounted himself from thirty to sixty inches up in the air and took his life in his hands, or I might say, borrowing a metaphor from sporting circles, staked his life upon a turn of the wheel." In the earlier day of such cycling the biker had not "forced himself upon the respect of the community, and

⁵Nashville Daily American, August 4, 1889.
⁶Nashville Daily American, August 4, 1889.
⁷Nashville Daily American, August 4, 1889

⁸Nashville Daily American, August 4, 1889.
⁹NA, April 12, 1896.



Taking a Header.

Bicycling...cont. from page 18

nothing more delighted the driver of a market wagon than to turn square across the track, bringing about collision and destruction of forcing the unfortunate wheelman into gullies or upon direful headers. Those were the days of the genuine wheelman - I mean the pioneer days - a man with such pride in a glorious and adventurous past as the California '49ers takes in the past - compares with these effeminate days, when a new woman and even an old woman 'bikes as the old African lion hunter ...would compare lion hunting of his day with the tame sport of this time."

Doak's views on the safety bike, considered by some as effeminate, had changed a great deal, and after 18 years, he found that he would ride a safety bike, "and the safetyer the better."

He traced the evolution of the bicycle from the velocipede in France, which was not too much different from the current safety bike. A velocipede school was opened in Nashville, between Cherry street and the Square, but velocipeding was too awkward and the ordinary bike offered more speed balance to the sport. The ordinary, or "big wheel" was followed by a "little excuse for a wheel." So far as grace, the delight of motion, exhilaration, and a sweet spice of danger are concerned, the world would never see the like of the big wheel.

Think of coasting down Paradise Ridge, legs over handle bars, a mile a

Courtesy of TSLA

second [sic], encountering, perhaps at the very bottom, a pebble of size such as never before hurt hair of human head...and taking a header of 40 feet through the air into a stone wall, and come up smiling, with only a few bruises, sprains, contusions, dislocated limbs, broken head and a wheel to carry back, a pleasant walk to town! That was the spice of wheel life! Only great sprits mounted the wheel in those days." Velocipeding "was not a crime" it could scarcely be called a vice; but it was a very awkward proceeding. I think a lofty sense of honor would condemn it as an unseemly thing. It was safe, with respect to that sort of cataclysmic disturbance, which as seemed inevitable with the latter high wheel, but the devotee sacrificed his self-respect, the respect of his neighbors, and died at somewhere between one and two years of nervous exhaustion - unless he reformed - and I thing all of them reformed after about two weeks' practice. I heard of no deaths.¹⁰

A boy always learns to ride at once...because he commonly has no fear of breaking either himself or the machine; "while a man may require anywhere from one lesson to a series that extend over weeks before he is really able to use his wheel on the road; just in proportion as he is fearless of disaster and can grasp the essential points that he does not need to balance the bicycle but only allow the bicycle to balance him without interference on his part."¹¹

It was a gradual process by which an ordinary or safety wheelman could work up to a fifty or sixty mile run each day without serious fatigue. "To become a racing man of any account, or even a 'road scorcher,'¹² one must be both physically and mentally somewhat a phenomenon and the honor is not a very satisfactory one at best." Yet cycling was more than just exercise or a sport. The danger involved in riding an ordinary bike "is one of the best features of the sport. Free from all elements of brutality it yet stirs up sluggish blood in a way all of us need sometimes, and

the necessity of watch of cares engrosses the mind as to take it away from business cares."¹³ When a man has learned to ride so well that he can extend his tours freely and gain distraction through freshness of surroundings, he can afford to try a safety or even a tricycle, but not profitably before."¹⁴

Yet the growth of the sport depended not just on the bike in question, or cleansing one's mind from everyday cares, but upon good roads. The so-called Good Roads movement was in many ways, a result of bicycling advocates in the League of American Wheelmen (LAW).¹⁵ In fact, the "father of good roads," Horatio Earle acknowledged the connection in his 1929 biography. "I often hear nowadays the automobile instigated the good roads; that the automobile is the parent of good roads. Well, the truth is the bicycle is the father of the good roads movement...The League [of American Wheelmen] fought for the privilege of building bicycle paths along the side of public highways. The League fought for equal privileges with horse drawn vehicles. All these battles were won and the bicyclist was afforded equal rights with other uses of highways and streets."¹⁶ Indeed, without good roads the bicycle would have remained a largely urban phenomenon, never able to venture from the confines of cities and towns. The clamor for good roads was heard at Vanderbilt University which, taking "a hint from cyclists about improvement of highways" established a department of instruction in public highway construction in 1888.¹⁷

By January, 1889, the LAW claimed 117 members in Nashville, whose members enjoyed better conditions on Summer from Church to Union. According to a story in the Nashville American, entitled "They Ride Silent Steeds" the unusually mild winter saw cyclists taking advantage of it, and "the average wheelman hailed with delight the presence of the city scavenger force on Church street last week." Additionally, "repairs are being made on many streets in the city, and although the fresh rock make them bad for cycling now, they will be in fine condition by spring, it is hoped." Gravel, then as now, was a hazard for cyclists. January 13, 1889 promised to be "bright and will be taken

¹⁰Nashville, April 12, 1896.¹¹Nashville American, July 1, 1888.¹²One who sped dangerously to excess.¹³This sort of extreme exercise results in the increase of endorphins, hormones related

to a sense of well-being. This was not known in the nineteenth century.

¹⁴Nashville American, July 1, 1888.¹⁵NA, May 11, 11896¹⁶En.wikipedia.org/wild/Good_Roads_Mov

ement. See also Nashville American, February 10, 1898; February 12, 1897; January 27, 1889; June 23, 1889.

¹⁷Nashville American, December 9, 1888.

**Bicycling...cont. from page 19**

advantage of by a large number of [cyclists] to participate in the regular 2:30 run, which will cover a new route – out the Gallatin Pike as far as the county farm. All wheelmen are requested to be at the club rooms at 2:15 o'clock.”¹⁸

Nashville youth apparently did not, at first, take to bicycling as in other cities. This remained a mystery, but two reasons were suggested: one was the fear of personal injury to the uninitiated in learning to ride. The second “that those who never enjoyed the sport are unable to truly appreciate the delights of a spin in the country.”¹⁹

Touring was a favorite pastime for amateur cyclists. For example in June 1888 a group of wheelmen made a 130 mile tour from Nashville to Fayetteville, in a riding time of fourteen hours. Likewise a tour to Ashland City was planned.²⁰ A party of local wheelmen toured down to “Eldorado Springs Saturday afternoon.”

Their number was augmented by another party that went out Sunday morning, the entire crowd coming back Sunday evening. Eldorado has always been a favorite with the boys, not only on account of the cool, shady bowers, the delightful waters, of which there are four or five different kinds, but more on account of the generous hospitality which is always extended them by the proprietor, Dr. Connell. He knows that a good appetite naturally follows indulgence in cycling, and his success in appeasing these ravenous demands...very naturally creates among wheelmen a kindly feeling for the Doctor, and hence it is they are always glad to go to Eldorado.²¹

Of a greater distance was the tour taken on by four Nashville ordinary cyclists from the City of Rocks to Windsor, Ontario, Canada. Many doubted such an extended tour was even possible, yet it was successfully undertaken in 1887. The trip began from

Nashville to Louisville, KY, in which a new speed record was set. From Louisville the four set their sites for Bowling Green, then to Shelbyville and Frankfort, KY to Florence KY to Cincinnati, OH, through Ohio northeasterly to Buffalo, NY, then across to Hamilton, Windsor Ontario, Canada, then to Detroit. From Detroit they returned to Nashville via train, having traveled 640 miles in nine actual touring days, according to a Butcher hub cyclometer.²² They averaged 71 miles per day.



Courtesy of TSLA

Touring Solo.

According to one newspaper article in 1888:

Interest in cycling matters has risen ... to the position of enthusiasm, the American desires to suggest to the management of the West Side Park the feasibility of adding to its already fine list of attraction for the fall fair a bicycle race. A number of local wheelmen to whom the matter has been mentioned by [wheelmen] have signified their willingness to participate in the contest should the fair management decide to arrange the races as a part of the program. The rules of the League of American

Wheelmen prohibit competitive contests for a cash consideration, hence the prizes to offered would not be a matter of great financial outlay for the management. The first prize might be a new bicycle, the second a gold medal, and the third as cyclometer...or there might be two or three races arranged, of different classes, with medal prized to be competed for. There is nothing more exciting than a closely contested race *between expert wheelman*.²³ The enthusiastic interest of race between queens and king of the turf would hardly exceed that of the trial of speed and endurance between the riders of the silent steed..

It would certainly be a big drawing card for the fair, and would be witnessed by hundreds who have not been permitted to see so novel an entertainment in Nashville....²⁴

And there were local races, but not yet at the annual fair. For example, local races, such as the 1889 run to Franklin, demonstrated that “cycling is more talked of and more indulged in now in Nashville than ever before and a road race this fall would be a fitting finale to a season’s sport.”²⁵ In 1889 the Tennessee division of LAW met in Nashville. The parade committee of the local branch established the line of march for an expected mass local and visiting wheelmen. The Committee on Runs established a four day tour, from Nashville to Eagleville, Eagleville for Fayetteville, “over the short route,” Fayetteville to Lynchburg on to Shelbyville and then Shelbyville to Lebanon, via Murfreesboro, and finally Lebanon to Nashville covering a total of 201 miles.²⁶ It is not known if the bikes in question were the highwheel or safety type, although it seems likely that both were utilized. In any event the roads were capable of supporting the touring wheelmen.

Fifteen cyclists, representing Nashville, Chattanooga, Memphis and Clarksville were to race from the junction of Chestnut street in South Nashville, and the Lebanon pike, on “a contest of speed and endurance from here to Lebanon.” The contestants had been in

¹⁸Ibid., January 13, 1889.

¹⁹Nashville D *American*, July 1, 1888

²⁰NDA, June 29, 1888

²¹Ibid., July 2, 1889. El Dorado cannot be identified. It may have been a nearby spa

in Davidson County.

²²Ibid., July 14, 23, 1887. See also November 25, 1888. A cyclometer was analogous to an odometer.

²³Emphasis added.

²⁴Nashville D A, June 29, 1888

²⁵Ibid., May 26, 1889.

²⁶Ibid., June 9, 1889.

**Bicycling...cont. from page 20**

Nashville for a week, making practice runs to



The Race to Lebanon.

Courtesy of TSLA

Lebanon before the race. Younger and inexperienced riders were handicapped and there were a total of sixteen entries.²⁷

These entries represent some of the best riders in the State, and there is no doubt the stimulus of local pride, to say nothing of the valuable prizes to be won, will be an incentive to vigorous exertion on the part of each of the contestants to cross the wire first. The roads are in good condition, and there is no reason why the distance should not be made in good time. The last five miles of the route is as level as a race track, and as it is here the real contest will be, those who go will be as excitingly entertained as they would at a closely contested race....²⁸

At the race, Clarksville favorite Jeff Hearndon, the winner of the race, rode a 56-inch Victor; other ordinary bike brand names included: 53-in Newstar; 53-inch New Mail; 52 inch Club; 50-inch Light Champion, and a Columbia Light Roadster. Riders were handicapped according to ability and past

records, and left the starting line at intervals of two minutes. Two wheelmen had gone over the course to guarantee that all toll gates would be open to clear the track for the race.²⁹

A special train took fans to Lebanon "to witness the finish of what promised to be an interesting and exciting race. The merit of the various contestants was the subject of animated discussion among all the passengers." Hearndon was the "sho' winner." He was probably under 20, weighed but 115 pounds and rode a 56-inch wheel. "He was the winner of three events in 1887 and had not yet been beaten."³⁰

A newspaper story on July 2, 1888 entitled "THAT BIG CENTURY RUN" told how three Nashville cyclists, riding a 56-inch, New Mail, a 53-inch New Mail, and a 50 inch New Rapid (all ordinary bicycles) left the city to "over a part of the proposed route of 'the straight away century run' of the Nashville Bicycle Club, which is called for on July 4." The roads were in good condition when they left the public square at 3:32 a.m., and arrived in Lebanon, 31 1/2 miles distance, where they arrived at 6:50 a.m. and had their breakfast. After an hour's rest "they mounted their wheels and reached Murfreesboro, 26 1/2 miles "stopping only for a half hour's rest before reaching Eagleville 18 1/2 miles away, reaching that burg at 1:30 p.m. After lunch they slowed down somewhat passing through Triune and Nolensville and at 4:40 arrived at the Nashville custom-house at 7:30 p.m., having ridden 108 miles in twelve hours. Their average speed, including stops, was 9 miles per hour. Excluding stops they averaged 10.8 miles per hour. This century marked the first time a "straight away run of over 100 miles has been made in the State, though they are common in sections of the country having better roads with fewer hills. All parts of the route had previously been wheeled over several times by one of the party and each time measured by a Butcher hub cyclometer. The hub cyclometers in the party...registered over 108 miles, so there is little reason to doubt the distance."³¹

While the century was accomplished using the ordinary bicycles, there were dangers in riding them. In fact, the dangers inherent in high wheel bicycling were believed to be a

danger that only men could and should face. This helped, within the concept of the external artifactual context, keep cycling a masculine activity

Knowing what wheelmen found irksome tell us something of the difficulties they faced. For examples, riders of ordinary bikes had a number of things they did not like. "Among them" according to an 1888 newspaper article, were:

Headers.

Street Sprinklers.

Gutters across the sidewalk.

To be laughed at when he takes a header.

To be between street car rails two inches high on each side with a street car bearing down upon him and a crowd of pretty school girls watching him from the pavement.

To be coasting down a hill, just wide enough for two vehicles, with rocks on each side, and coming around a curve, discover two vehicles standing in the middle of the road, the owners discussing politics.

To have two street gamins, while his wheels is leaning against a fence, playing with the pedals, each one wagering that his will run the longest.

To be climbing a steep hill, and just as he is looking at an inviting turn just ahead, to discover when he gets there that he is only one-third the way up.

To be coasting down a steep hill at the rate of about fifteen miles an hour, and to suddenly see a lumber wagon about thirty feet long, with four mules attached, pop out across a lane about thirty yards ahead.

To depend on a friend meeting him at a country town with the "stuff" to pay for a night's lodging and for him not to show up.

To be toiling up a hill that has about one-fourth a mile more of backbone, with a wagon-load of girls coming up behind him, while his breath is already as far ahead that he can catch it only now and then, and he finds that he was born tired.³²

²⁷Ibid., September 21, 1888.

²⁸Ibid.

²⁹Ibid., September 22, 1888.

³⁰Ibid.

³¹Ibid., July 2, 1888

³²NDA, November 11, 1888.

**Bicycling...cont. from page 21**

Another pet peeve of cycling enthusiasts was the “road hog.” According to a comment in the *Nashville American*, in April 1890:

There are very few full-fledged ‘road-hogs’ around Nashville. ‘Road-hog,’ in the vernacular of the wheel, is the an who is out for a drive and wants to monopolize the whole turnpike, forcing the unfortunante cyclist to take his chances with the rough places and rock piles on the roadside. Of course there are some, but a majority of people who are constant drivers on the pikes and streets show some regard for the safety of wheelmen by dividing the road with them. I had an experience with one of these fellows once that will never be forgotten, and which will be brought against him at the judgment day. It was when I was first learning to ride, and was out for s short run on a pike which had just received a fresh supply of stone. He doubtless saw, by the awkward manner in which I rode, that I was a beginner, and so he conclude to have some ‘fun’ at my expense, and deliberately crowded me out into a pile of rock where I took the worst header of a lifetime. He was ‘sorry,’ of course, but that did not help me any. But there is a sequel to this. The same man can now be met almost any day out on the pikces, and he drives a horse that would rather walk over a circular saw than pass a wheel. And so it is always with grim satisfaction that I meet him now and send his horse dancing and buck-jumping to the other side of the road, often requiring his best effort to avoid a runaway. The tables have been turned and I now have better control of my horse than he has of his.

Bicyclists also were not afraid to flex their political muscles in local contests. Two issues were up for contention, that of the trouble caused cyclists by street sprinkling and the lantern law for night time riding. What they

wanted was a blanket coverage of all vehicles for use of a lantern, not just bikers, and for the public works department to “leave a part of the streets unsprinkled for the benefit of bicyclists.” Muddy streets were a hazard to the cycling enthusiast. According to a note in the newspaper:

Several years ago, the bicycle craze was at its height, but it has subsided to almost nothing... [because of] the lack of interest in riding through the wet streets after the spring carts have gone through.³³

One letter broadly hinted broadly that there was a political quid pro quo in the balance. The “2,000 or more wheelmen in this city, by voting for the reform ticket, did no little towards assisting in the election of that ticket. There is no reason why the sprinkling question cannot be regulated satisfactorily to all classes of citizens.”³⁴

Indeed, bicycle manufacturing appeared in Nashville. In 1895 it was reported:

The bicycle business is enlarging every day and during the past week a very large store-room has been opened at the stand formerly occupied by Buckner & Co., as a wholesale dry goods house. The entire first floor is filled with bicycles. Another indication of larger trade expected is the probably establishment here of one of the largest bicycle factories in the country. A leading firm of wagon-makers made half a dozen bicycles as an experiment, and as a result of that experiment decided to try and organize the bicycle factory. So far everything is favorable, but the ultimate conclusion has not been arrived at. Negotiations are in progress with the man who has been the foreman in a factory where one of the very best bicycles in the world is manufactured. Only the most experienced talent will be engaged in the factory, and it is contemplated to turn out a wheel that is not exceeded by any now on the market.³⁵

The ordinary was not for women. Victorian social taboos restrained women from using such bicycles. The big wheel and women were opposing poles, regardless of split skirts or other bifurcated garments. Women, however, wanted to ride, and human ingenuity couldn’t invent a side-saddle bike. When men found that women couldn’t go with him on the “big wheel he invented the safety. Like everything modern,” wrote one social commentator, the safety “is effeminate, luxurious, and degenerate, but it has come to stay.”³⁶

Thus, bicycling, following the advent of the safety, was a permanent fixture in the social landscape, its use crossing gender lines. It even helped advance the movement for women’s equality. No less of a leader in the movement for women’s rights than Susan B. Anthony remarked:

Let me tell you what I think of bicycling. I think it has done more to emancipate women than anything else in the world. It gives women a feeling of freedom and self-reliance. I stand and rejoice every time I see a woman ride by on a wheel...the picture of free, untrammled womanhood.³⁷

Indeed, by 1888 the prejudice that cycling in Nashville was thought to be a recreation for men only had “in the past two or three years [had changed], and especiall[y] since the lighter and more improved tricycles have been placed on the market, many women...have been made ‘converts’ and now would not give up the exercise. This was truer of cities of the East and North, but, claimed one local newspaper writer, the safety bike made it possible for women to exercise and even travel greater distances than ordinary male bikes.³⁸ The craze for feminine bicycling led to clothing style changes, a split skirt, for example, that allowed for women, hemmed in by Victorian taboos, to ride safety bikes. And ride them they did. In 1895 a paragraph in the *Nashville American* explained:

“The future of the bicycle depends largely upon the wheelwoman. And the future of the wheelwoman depends

³³NA, May 11, 1898.

³⁴NA, October 31, 1895.

³⁵NA, , Aug. 25, 1895

³⁶Ibid., April 12, 1896

³⁷http://www.goodreads.com/author/quotes/59711.Susan_B_Anthony

³⁸*Nashville American*, July 1, 1888.

**Bicycling...cont. from page 22**

largely on the devising and wearing of a becoming costume' There it is again, the question of clothes. Isn't it queer how they must be inevitably and invariably considered wherever a woman is concerned?³⁹

In 1888 it was predicted that women would soon be joining the cycling crowd by "riding bicycles instead of the three wheeled vehicles which has formerly served them.

What would be thought to see a lady riding a tricycle on the streets of Nashville? It would excite as much curiosity as is manifested by a youth from the rural districts upon his first visit to a metropolis. Yet, such a sight may be witnessed soon. A well-known young lady of one of our best families, living a short distance out on one of the pikes, has been negotiating with a local agent for a tricycle. As she is a pupil at one of our city schools, and if the purchase is made, and if it will be used by her to ride to and from school, thus serving as a very useful possession as well as a source of much health-giving and invigorating exercise. Custom is a wonderfully tenacious thing, and all that is necessary for the introduction of these machines for the use of ladies, is for someone to break the ice.....when it is demonstrated that this form of exercise is really more healthful than horseback riding, and may be indulged in without a possibility of modesty being outraged, the young ladies may not be slow to take it up.⁴⁰

While one woman had been taught to ride by her husband in 1889, still masculine concerns about feminine modesty were manifested.

There is a mistaken popular belief among those who have not seen a lady mounted on a wheel⁴¹ that she must of necessity lay herself liable to an immodest exposure of ankles. This is

of course, not the case, or cycling for ladies would not have become so popular in the East where ladies of the best families indulge in it. The ladies' wheel is so constructed that she sits on the saddle about like a person would sit on the corner of a table. There is no obstruction whatever from the saddle to her feet, the frame connecting the front and rear wheels, being what is called a drop frame. The only thing visible to the bystander is the down beneath the skirt in its work of propulsion. Any ordinary street dress may be worn by the rider, the idea being to obtain a garment as cool as possible. Female cyclists, now so much of a novelty here, will be so numerous next season as to cease to attract more than a passing notice, and then you may expect a boom in cycling for the young fellows never seen before.⁴²

Just two years later, 1891, a newspaper report held that it women were concerned about feminine bike riding. It "might not be generally known, but there are scores of ladies right here in Nashville who are anxious to keep pace with the times, as their Northern, Western and Eastern sisters are doing, and acquire the sixth sense – that of cycling. They are kept back generally by their fathers, brothers, or others, who never having ridden, know nothing of a thing can be usually do give the most advice on the subject"⁴³ Male chauvinism thus worked to keep women off bicycles in Nashville. Riding a bicycle was no more scandalous than skating or tumbling It would appear, wrote one reporter, writing under the pseudonym of "Billy Crank turner," "that the healthfulness of wheeling for girls is established insofar as present experience goes."⁴⁴

By 1893 an illustration in the *American*, entitled "The Bicycle Girl" indicated what modesty demanded of female cyclists appear. Predictions of a boom in bicycles in the summer of 1894, the *American* noted "a number of well-known ladies have learned to ride bicycles...this summer there will be a

large number of Nashville lady riders on Nashville streets.⁴⁵ Wearing apparel was still a topic of modesty for women, but if the split skirts popular in Paris and New York indicated anything it was that solutions had been found to the dilemma. Yet, it was pronounced that the "only dress that is suitable for a woman is one on the order of a horseback-riding costume, which, with the exception of the length, but very full. This makes a very modest and at the same time neat dress."⁴⁶ The pleasant weather of early May, 1895, saw many young women learning to ride bicycles at the Vanderbilt grounds. It only took a day or two to learn. Nevertheless, "very few girls can mount or dismount gracefully; in fact these are the hardest points they have to overcome."⁴⁷ One female writer, Clara Mai Howe, explained that:

It is thought that it is only a question of time when the lady's wheel will be abolished and she will don her bloomers and ride a man's [ordinary bike.] Let's go slowly and suffer ourselves to be handicapped by the extra five pound of weight and our skirts.

The weight of the ladies' wheel could be somewhat reduced if we could do away with the mud guard, but that we



Bicycle Girl

Courtesy of TSLA

³⁹Nashville *American*, August 25, 1895.⁴⁰Nashville *American*, October 7, 1888.⁴¹Most likely a safety.⁴²Nashville *American*, July 28, 1889,⁴³Nashville *American* June 21, 1891.⁴⁴Nashville *American*, March 27, 1892⁴⁵Nashville *American*, April 2, 1894.⁴⁶NA, April 8, 1894⁴⁷NA, May 5, 1895.

**Bicycling...cont. from page 23**

cannot do so long as our streets are in the condition they are from improper sprinkling....

That the 'fad' for women to ride a wheel is daily gaining ground is an undisputed fact. Almost each hour sees new converts to cyclist. The tirade which was raised against the appetence of the 'new belief' is rapidly subsiding, and a girl is not quite 'fin de siècle' now unless she is a devotee of the wheel, whether she is the owner of one or not.

Until riding becomes a 'matter of course instead of discussion,' there will still be those who still who will frown upon it. It is hoped that the millennium of wheeling will be hastened, and then, if ever, those who are now 'groaning in darkness' will realize that 'it is not all of life to live.'

Watch the girls as they spin along. Do not their sparkling eyes, their rosy cheeks and their happy voices speak volumes of their enjoyment of life? Yet some of us deny our girls this innocent, healthy pleasure. Many object to cycling for women. Why? Simply because it is an innovation. Perhaps some fifty years ago it would have seemed rather strange for maidens to have used modern 'spinning wheels.' But this is a progressive urge, and we must keep abreast of the times. What would have been thought of our men half a century ago had they parted their hair "right in the middle" as is the present style? They would have been considered ridiculously absurd. When a man parts his hair in the middle, femininity does not rise up and declare that her rights have been infringed upon; neither can masculinity say that a woman approaches near the borders of his territory when she rides a wheel. Grandfathers, fathers, you who are sometimes cynically inclined to ask yourselves: 'What is going to become of the girls of this age? What will they

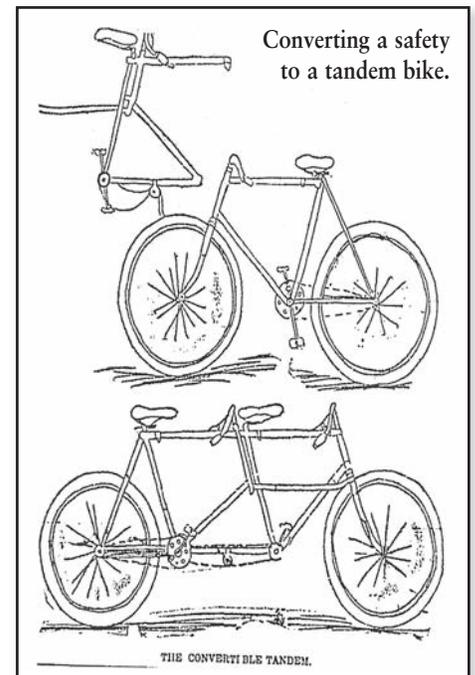
be doing next?' Away with such questions! Be assured that your granddaughters, your daughters, possess the same sweet, true, womanliness which made so dear to you that whispered 'yes' of long ago.⁴⁸

The incidence of female riders had increased to a time when "it was such a rarity that people ran to their doors to see one go by." By May 1895 "the town is full of them and lady cycling clubs⁴⁹ are all the rage, from which men are barred." Still, women did not go wheeling alone and generally had a male escort, yet "since they have multiplied in numbers they," echoing Elizabeth Cady Stanton's observation, "have grown more independent and, and by getting together take fine spins out on the pike." Clothing was still an issue, as on one outing a mad horse charged a party of female cyclists, forcing them to abandon their bikes and take refuge behind a barbed wire fence. They all decided there "was nothing to compare with the bloomer costume worn by lady cyclists. The President (of the club) had shown just as much trepidation and fright as her seven members, and for a protector (i.e. male escort) wasn't worth a cent."⁵⁰

By July, 1895:

The new woman, with her up-to-date bloomers, has appeared in Nashville. You don't see her on the streets during business hours, nor is it a common occurrence to see her in the cool of the afternoon wheeling along the boulevard where so many cyclists congregate. But she is here, and once the 'ice is broken,' look out for more of them. She was out bright and early yesterday morning, so early indeed that but few were up to enjoy the sight. An AMERICAN reporter, tired from his night's labor, was wending his way homeward just as the sun was beginning to tinge with a golden hue the fleecy clouds that were rapidly flying overhead, and but for his lonesome presence Church street would have been deserted. Suddenly, from Spruce street's corner, a beautiful

apparition burst into view and the reporter forgot his night of toil. The apparition was refreshing to a degree, and no more appreciative audience than that lone reporter could have been collected. What it lacked in numbers it made up in enthusiasm. There she was, attired in a natty check suit, the cutaway coat fitting her shapely shoulders and waist in a style that enthusiastic audience voted bewitching. Then if the coat was a perfect fit, the bloomers were more so. A pair of leggings, that blended easily with the checks of the trou-bloomers, reached up to her knees. A jaunty cap sat upon a wealth of golden hair, done up in a close compact style. From under her cap's brim peered a pair of lustrous blue eyes intent on the path before her. Altogether she was a



Courtesy of TSLA

delightful picture. Evidently out for a long run, she was moving with an ease and grace that bespoke of the expert, while her utter oblivion to outside affairs clearly demonstrated her devotion to the wheel. Otherwise she would have noticed that fellow standing on the sidewalk with

⁴⁸NA, May 9, 1895.

⁴⁹NA, June 29, 1895.

⁵⁰NA, May 19, 1895.

**Bicycling...cont. from page 24**

'admiration' spelt in every lineament of his countenance. She didn't, though, much to his chagrin, and she disappointed further up the street, gliding gracefully around another corner. There may have been some lucky fellow accompanying that fair vision, somewhere back in the rear. The reporter is not prepared to testify on this point, but he thinks maybe he did catch a glimpse of some insignificant-looking figure following along in the wake of the vision he told you of."⁵¹

Tandem bikes were found increasingly popular, allowing an escort to ride the same bike as the female cyclist. The number of female cyclists, notwithstanding the popularity of the "bicycle built for two" had more than trebled, judging from "the number of women's wheels local dealers are selling." The tandem, or bicycle built for two, made its appearance as well. One West End gentleman was known to have no trouble finding a woman to ride with him on his tandem. One prominent Nashville dealer told a reporter that in the previous year he had only nine women's cycles, and in 1896 fully thirty-two and that at the beginning of the season. "Other dealers are also selling more of this kind of wheel than ever before, and the Nashville public will see many fair cyclists on the streets and boulevards during the long afternoons this summer."

However, one "well-known practitioner of considerable repute" had bad things to say about women and bicycling. It was her declaration that the effects of the exercise were injurious to the lady rider. "The physician further remarked that she does not ride a wheel and never has." One of the physician's well-known feminine acquaintances was in hearing distance when the wheel was so dismissed and "immediately exclaimed: "Why, Doctor, I am sure you are wrong in the matter. I have ridden for three years now and never experienced any of the effects of which you speak. I am sure that every woman in America would become stronger and healthier were she to adopt

wheeling for the recreation this exercise gives."⁵²

A good epitome of the rise and prominence of female cyclists in nineteenth-century Nashville is found in an article in the April 12, 1896 number of the Nashville American, Entitled "THE FAIR BICYCLE GIRL." According to the story:

WITH THE BLOSSOMING OF THE
SPRING SHE BLOOMS
SHE COMES DOWN THE
SUNLIGHT ROAD WITH ROSES IN
HER CHEEKS AND SUNSHINE IN
HER EYES – THE LADY RIDERS
OF NASHVILLE, THEIR WHEELS
AND CLUBS.

With the blossoming of the flowers they bicycle girl blooms forth. She comes down the sunlight road with roses caught on her cheek and sunshine in her eyes, and as she speeds along the highways, exhilarated and happy, I give to her and her dearest fad a rising toast: "May she, like the flowers, live under the bluest skies and amid the balmiest surroundings; may she never fade, but with their 'bike' defy ill –health and old age."

A seller of bicycles asserted the other day that there was \$500,000 invested in wheels in Nashville. When one considers that 1,000 ladies own wheels this seems probable. At first nearly all the physicians declared wheels to be injurious to women, and so the timid of the sex let go and the stronger sisters rode on. At the end of the season the girl with the rosiest cheeks and strongest muscle was she who had mounted this unique invention and glided to green pastures.

The athletic women, in whatsoever guise she comes, should be welcomed; for she is sure to be a healthy, agreeable companion. Fragile women with languishing, tender, sentimental moods are almost sure to have bad digestive organs and usually most tiresome dispositions. So, many of

them torment themselves to a remarkable degree by morbidly taking hold of somebody's shortcomings and brooding over them, when really the trouble is the lack of fresh air and exercise. Put that woman on a wheel, speed her to the country, and she returns bright and cheerful, having forgotten altogether the animated discussion at breakfast when man seemed unendurable.

"Between the X rays and the bicycle," enthusiastically declared Miss Frances Willard in Chicago the other day, "the temperance women will find their vocation gone in fifty years. The X rays will take interior views of a man and conclusively prove to him the evil effects of alcohol and nicotine and the wheel will do the rest. The fact is modern inventions are doing a great ethical work not adequately appreciated."

Mrs. Rover, whom the ladies in this city seemed to heartily indorse, declared the wheel a salvation to women. The beautiful country surrounding or city affords an unending delight to the wheelers. The favorite runs are out the boulevard by Melrose and out the Franklin road. The High Bridge, returning the White's Creek road, gives the sixteen-mile spin that the best riders enjoy. The Harding road is a popular road also.

These lovely spring afternoons bring out hundreds of riders, and among them some of our most prominent young women, who declare there is no sport half as enjoyable. One enthusiast said her health had been infinitely better since since riding the wheel, and if women would only wheel more all of their ills would vanish. "You must be a connoisseur, though, she said, "to get the best result. Of course you would never wheel up hill. It affects the heart, and unless has great strength it should not be attempted. The position taken in riding is a most important feature. Sit erect; keep knees

⁵¹NA, July 29, 1895.

⁵²NA, April 2, 1896.

**Bicycling...cont. from page 25**

together, and do not crook the elbows.”

This young woman, who looks most attractive on her wheel, declared bloomers an abomination. “Not only are the unsightly, but they are not even as convenient as the short skirt.” The sterner sex will all want to shake hands with this girl, but she expresses the sentiment of thousands of women, which has been so strong on this subject that even extremists now announce the short skirt the correct costume.

“Never try to coast on a cheap wheel,” she continued. You never know the weak part, and in coasting something is apt to break and off you go.”

An important improvement, it is said, will soon be made in the saddle of the bicycles. One of the complaints made by physicians is that the seats are too small and improperly constructed. “The bicycle manufacturers have been quick to recognize these defects, and during the present season especially the market is supplied with saddles that avoid most of the dangers that old saddles gave rise to. Women are especially warned against the hard, long saddle. To obviate this special pads are in the market which could be affixed by a strap to any seat.

Altogether there are said to be about 3,000 ladies who ride the wheel in this city, and 8,000 riders including gentlemen.

There are several bicycle clubs in the city. There is a West End Cycling Club, composed of a number of young men and...ladies...[list follows]

There is a cycling club at Ward’s Seminary, composed of eighteen of the boarders. These young women wear suits the color of the college uniform, and with the college colors in ribbons, caught with college pins make an attractive display. Prof. Blanton usually accompanies them.

A number of younger, who are excellent cyclists, have a club which meets every Friday afternoon. They

are enthusiasts and make long runs....⁵³

There were likewise some problems associated with bicycling in Nashville. One newspaper story entitled “The New Cyclists” exposed some nagging problems.

Dealers may well warn new cyclists against the habits complained of...since nothing trends more to bring the sport into disrepute with the better people than the reckless riding indulged in by these thoughtless riders. The complaint may also be made in Nashville with justice. Numerous complaints have been received, and many instances are continually being reported as to the result of reckless riding on the part of the ‘new cyclist.’ Much has already been said on the subject, but not enough, seemingly, to check the bone breaking scorchers. Who of late has been very much in evidence on riverside drive and other good cycling thoroughfares uptown. ‘The new cyclist’ is either bloomer-clad wheel woman or a youth of uncertain age, who has just learned to ride, in addition thereto has mastered the ‘art’ of gliding along ‘without hands.’ In nine cases out of ten these youths own a conspicuous Golf suit, and go about mounted on hired wheels. They, of course, have acquired a ‘mastery’ in some cycling academy, and are ‘expert’ riders, but their knowledge of the laws of the road would do credit to a 5-year old child. They go tearing up and down the avenues as if their lives depended upon it, never stopping to think that whether they are on the right or left side or that there are others about them, with the result that it is really dangerous for a wheelman of peaceful mind to venture out in broad daylight, to say nothing of the night...women... [who] are the principal offenders against the laws of the road. They ride on any side of the street that is, best to their liking, and

keep wheelmen who keep within the limits of the law in a state of constant anxiety, as it is impossible to tell which way the fancy of the fair devotees will take them.⁵⁴

Bicycle races were at first affairs carried out on the high wheel bicycle, and racers themselves “were less than enthusiastic about the invention of the chain-drive bicycle, which brought riders down off the dangerous high wheels of the ordinary bikes. The dare-devil image of the riders who were brave enough to pedal fast on high-wheelers was in jeopardy. Then with the invention of air-filled pneumatic tires, bicycles suddenly became more comfortable. Again, the rugged image of cyclists was threatened by the notion that bicycle riding could actually be pleasant. Within a few years, though, as it became clear that the new inventions not only made cycling safer and more comfortable but also faster and more efficient, racers embraced the pneumatic-tire safety bike.” As bike racing began to become popular in America, bike races themselves became professional, long and more of an entertainment spectacle.⁵⁵ In American cities the sport led to the construction of race tracks, in the case of Nashville, the “Coliseum” in 1895.⁵⁶ Within a year the management of the Coliseum had arranged for “professional bicycle races to begin” by May 1896. Professional bicyclists were followed as closely as were baseball teams, and rivaled baseball as a sports’ past time.⁵⁷

Bicycle racing in its first manifestation was primarily a matter for local bicycle clubs, usually utilizing an ordinary bike on public roads. For example, a proposed seventeen mile race was announced in 1891, from Nashville to Franklin, along with other events for safety and high wheel bikes. Twenty six entries were made, ten from Nashville, with five from as far away as Memphis, and even a Clarksville contestant. The races were for both types of bikes, but on the race to Franklin pneumatic cushion tire wheels and pneumatics were to be penalized a minute.⁵⁸ In any event, bicycle races came to be so popular that a facility was built solely for their

⁵³NA, April 12, 1896.

⁵⁴NA, September 15, 1895.

⁵⁵NA, October 21, 1888; July 8, 10, 1891.

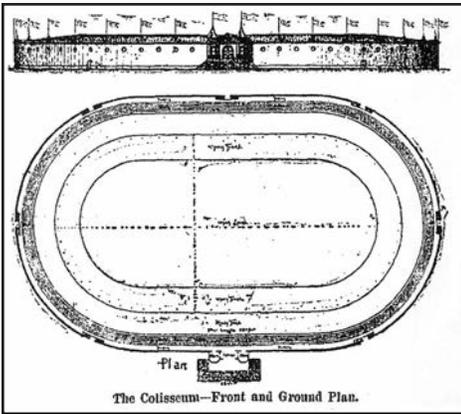
⁵⁶NA, September 15, 1895.

⁵⁷Roni Sarig “A History of Cycling Sports,” at

<http://www.netplaces.com/bicycle/bicycling-for-sport/a-history-of-cycling-sports.htm>

⁵⁸NA July 7, 1891.

⁵⁹NA, September 15, 1895



The Coliseum, ca. 1895.

Courtesy of TSLA "Cyclists were pushed well beyond the point of exhaustion, while bands played in the infield, gambling ran wild, and gawkers filled the grandstands hoping for the chance ...to see one of the racers collapse and crash to the ground."⁶⁰

The day before its grand opening the coliseum was the scene where professional cyclists, practicing for the big event, "SMASHED THE RECORDS." "The fact that there is to be a race between eight champions for the twelve-hour record of the United States should alone be sufficient to make the attendance something phenomenal.

Bicycling...cont. from page 26

exhibition. By October 1895 the Nashville Coliseum was scheduled for completion, allowing for races along a track. It was touted as "one of the institutions of the city when completed...It will contain nine thousand seats and the floor is built so that it can be taken up and put down as required." While allowing for athletic events from Olympic style contests to football, it was intended mainly for bicycle races. The track was eight laps to the mile "built in the most substantial manner and according to the latest ideas on a scientific plan that will make it not only the largest and fastest track in the world." On opening night, after other athletic events, there was to be an "eighteen-hour bicycle race for the championship of the State, three hours each night for six nights. By that time there will be a large number of crack riders here and an international tournament will be given, in which the crack riders of the world will participate."⁵⁹ As racing's popularity grew in the U.S. and in Nashville "bike races became longer and more of an entertainment spectacle." Indeed, the most outstanding racing event of all was the six-day race, which caught on in America around 1890. Held in racing coliseums, cyclists would ride around the tracks for six days. Earlier races entailed cyclists to ride an exhausting eighteen hours a day, the contest soon slipped into a uninterrupted 144-hour debacle.

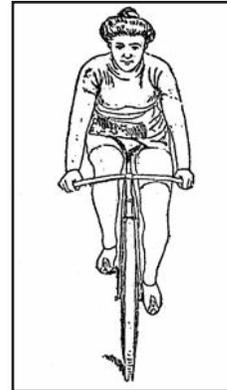
When the fact is added the additional fact that each one of these eight contestants has a record of less than two minutes for a mile, and that this is the first time there has been such a race with eight contestants, there should be wonderful interest. The great twelve hour race will be run two hours each night for six nights. The remaining time will be taken up to other sports and races. Every night there will be contests for the local champions in the amateur and professional classes."⁶¹

Many professional records were set in Nashville, for example Mr. Barnet has "all the time contended that this track would be the fastest indoor track in the world...[he] yesterday went two laps on the new track in 21 seconds, a 1:35 gait, and faster than any record ever made heretofore in the world.The mile yesterday was within a second of the fastest mile made on a straightaway track. This record was made on the boulevard at Buffalo on the quad last August." Tandem records were met or exceeded at the Coliseum⁶²

Any amateurs, according to L.A.W. regulations, lost their status as amateurs if they participated in a race with professionals.⁶³ The coliseum held professional races from 1895 to 1897, three

or four times a year. Many local cyclists "gained fame as speedy pedal pushers....Tennessee boys from this section who...proved the possession of speed on the "bike...." Bankruptcy forced the coliseum to remain unused until 1901 when it was re-used for horse shows. By 1904 it was demolished.⁶⁴

Perhaps surprisingly, women also competed for national records at the Nashville coliseum. Particularly Tillie Anderson vs. the French national title holder, Mille Lisette. They raced for the World's Women's Championship in 1899, at the Coliseum in a ten hour competition.⁶⁵ In 1900, in a six day at the Coliseum, with some of the most famous names in the business. The main event in 1900 for the "lady championship of America" between Lisette and Anderson. The latter upheld her championship. Other races were held for other women's records as well, with Lizzie Anderson usually the winner.



Tillie Anderson, American Female Bicycle Champion.



Mille Lisette, French Female Bicycling Champion.

Publications to Note...cont. from page 10

consider a wide variety of reform efforts that engaged progressive women in Tennessee before, after, and during the suffrage movement. Evins, demonstrates Tennessee women's engagement with politics long before they had the vote, ran for office or served on juries and supports the argument that a broader definition of "politics" permits a fuller incorporation of women's public activities into U. S. political history. Cloth, \$44.00



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⁶⁰Roni Sarig "A History of Cycling Sports," at <http://www.netplaces.com/bicycle/bicycling-for-sport/a-history-of-cycling-sports.htm>
⁶¹NA, November 24, 1895.

⁶²NA, November 24, 1895.
⁶³NA, September 15, 1895; October 31, 1897; March 14, 1897.
⁶⁴NA, May 10, 1904. See also: NA, November 24, 1895; April 27, 1896,

May 10, 1896 and June 12, 1896.
⁶⁵NA, June 4, 1899; June 8, 1899; June 11, 1899, June 12, 1899; June 13, 1899; June 19, 1899; June 3-4, 1900.
⁶⁶NA, May 28, 1900