



TENNESSEE HISTORICAL COMMISSION

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

December 5, 1996

Ms. Martha Carver Environmental Planning TDOT, 9th. Floor Polk Bldg Nashville, Tennessee 37219

RE: FHWA, ARCHITECTURAL/HISTORICAL ASSESSMENT, SR-15/SOMERVILLE CONNECTOR/IMPVTS., SOMERVILLE, FAYETTE COUNTY

Dear Ms. Carver:

At your request, our office has reviewed the above-referenced document in accordance with regulations codified at 36 CFR 800 (51 FR 31115, September 2, 1986). Considering the information provided, we find that the area of potential effect contains no architectural resources eligible for listing in the National Register of Historic Places. You should notify interested persons and make the documentation associated with this finding available to the public.

All borrow areas outside proposed rights-of-way will require separate certification as specified under Section 107.06-Federal Aid Provisions. If your agency proposes any modifications in current project plans or discovers any archaeological remains during the ground disturbance or construction phase, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

This office appreciates your cooperation.

Sincerely.

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jyg



TENNESSEE HISTORICAL COMMISSION

August 11, 2006

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

Ms. Martha Carver Tennessee Department of Transportation 505 Deaderick St/900 Nashville, Tennessee, 37243-0349

RE: FHWA, ARCHITECTURAL SURVEY REPORT, SR-460/ BYPASS/SR-15 TO SR-15, SOMERVILLE, FAYETTE COUNTY

Dear Ms. Carver:

In response to your request, received on Tuesday, August 8, 2006, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

Considering the information provided, we find that the area of potential effect contains no architectural resources eligible for listing in the National Register of Historic Places affected by this undertaking. You should notify interested persons and make the documentation associated with this finding available to the public.

All borrow areas outside proposed rights-of-way will require separate certification as specified under Section 107.06-Federal Aid Provisions. If your agency proposes any modifications in current project plans or discovers any archaeological remains during the ground disturbance or construction phase, please contact us to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act. This office appreciates your cooperation.

Sincerely,

Herbert L. Harper Executive Director and

Deputy State Historic

Preservation Officer

Herbert Y. Hayen

HLH/jyg

CELEBRATING

Y I A R S

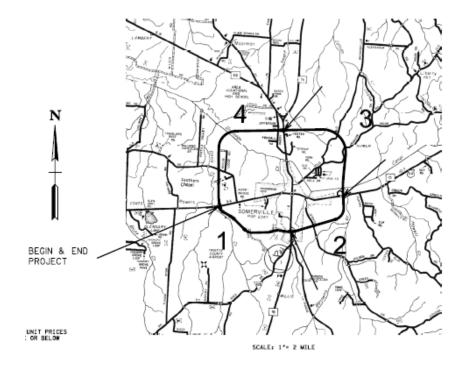
PRESTRYALIES



TENNESSEE DEPARTMENT OF TRANSPORTATION HISTORICAL/ARCHITECTURAL ASSESSMENT FOR PROPOSED IMPROVEMENTS TO

State Route 460 (U.S. 64) Somerville Bypass from State Route 15 (U.S. 64) West of Somerville to State Route 15 (U.S. 64) West of Somerville

FAYETTE COUNTY



July 2006

Prepared by Holly M. Barnett Tennessee Department of Transportation **Environmental Division** Suite 900 James K. Polk Building Nashville, TN 37243-0334

Phone: (615) 741-3653

ARCHITECTURAL/HISTORICAL ASSESSMENT PURSUANT TO 36 CFR 800 FOR THE PROPOSED IMPROVEMENTS TO

State Route 460 (U.S. 64) Somerville Bypass from State Route 15 (U.S. 64) West of Somerville to State Route 15 (U.S. 64)

West of Somerville

FAYETTE COUNTY

MANAGEMENT SUMMARY

The Tennessee Department of Transportation with funding made available through the Federal Highway Administration is proposing to construct for State Route 15 (U.S. 64) a Beltway around the City of Somerville, Fayette County Tennessee.

A TDOT consultant surveyed the area of potential effect in 1996 for a proposed bypass extending around Somerville to the south (Assessment included in Appendix A). The consulted identifying one district listed on the National Register of Historic Places, the Somerville Historic District, as outside the area of potential effect. For the assessment, the consultant surveyed an additional 41 properties and it was his opinion none were eligible for the National Register.

Recently historians from the Tennessee Department of Transportation (TDOT) surveyed an increased area of potential effect as well as the previously surveyed areas. The historians inventoried several additional properties. It is the opinion of TDOT none of the properties are eligible for the National Register.

It is the opinion of Tennessee Department of Transportation (TDOT), pursuant to 36 CFR 800.5, that the project would have no effect on any historic resources listed or eligible for the National Register. Therefore there will be no Section 4(f) involvement with a historic property.

TABLE OF CONTENTS

Statement of Determination1			
Project Description2			
Environment and Land Use6			
Public Involvement7			
Survey Methodology8			
Inventoried Properties 17 Table 17 Seymour School 21 Winfrey House 27 Tenant House 31 Conclusions 32			
Bibliography			
FIGURES			
1. Project Location Map			
 A. Architectural Assessment for Proposed Improvements to the Proposed Somerville Connector, Proposed U.S. 64 (State Route 15), Somerville, Fayette County prepared by Thomason and Associates B. Fact Sheet on Section 106 C. National Register Criteria, 36 CFR 60.4 D. Criteria of Effect, 36 CFR 800.5 E. Fact Sheet on Section 4(f) F. Public Participation 			

PAGE

PURSUANT TO 36 CFR 800 FOR THE PROPOSED IMPROVEMENTS TO

State Route 460 (U.S. 64) Somerville Bypass from State Rotue 15 (U.S. 64) West of Somerville to State Route 15 (U.S. 64) West of Somerville

FAYETTE COUNTY

STATEMENT OF DETERMINATION

The Tennessee Department of Transportation (TDOT) with funding made available through the Federal Highway Administration (FHWA) is proposing to construct for State Route 15 (U.S. 64) a Beltway around the city of Somerville, Fayette County, Tennessee.

Federal laws require TDOT and FHWA to comply with Section 106 of the National Historic Preservation Act of 1966, as amended. Appendix B contains a fact sheet about Section 106. Regulations detailing the implementation of this act are codified at 36 CFR 800. This legislation requires TDOT and FHWA to identify any properties (either above-ground buildings, structures, objects, or historic sites or below ground archaeological sites) of historic significance. For the purposes of this legislation, historic significance is defined as those properties which are included in the National Register of Historic Places or which are eligible for inclusion in the National Register. Appendix C contains a copy of the National Register criteria, which are codified at 36 CFR 60.4. Once historic resources are identified, legislation requires these agencies to determine if the proposed project would affect the historic resource. Appendix D contains a copy of the Criteria of Effect as defined in 36 CFR 800.5. If the proposed project would have an adverse effect to a historic property, the legislation requires FHWA to provide the Advisory Council on Historic Preservation (an independent federal agency) an opportunity to comment on the effect.

The U.S. Department of Transportation Act of 1966, as amended, also requires FHWA to assess the applicability of Section 4(f). This law prohibits the Secretary of Transportation from approving any project which requires the "use" of a historic property unless there is no prudent and feasible alternative to that use and unless the project includes all possible planning to minimize harm to the historic resource. Appendix E contains a fact sheet about Section 4(f).

Pursuant to 36 CFR 800.4 which requires TDOT and FHWA to identify historic resources near its proposed projects, a consultant for TDOT surveyed the area of potential environmental impact for this proposed project in an effort to identify any National Register-included or eligible properties. The consultant identified one property listed on the National Register, the Somerville Historic District. TDOT historians inventoried additional properties in the general project area and identified no additional properties as listed or eligible for the National Register.

It is the opinion of Tennessee Department of Transportation (TDOT), pursuant to 36 CFR 800.5, that the project would have no effect on any historic resources listed or eligible for the National Register. Therefore there will be no Section 4(f) involvement with a historic property.

The archaeological assessment is contained in a separate document.

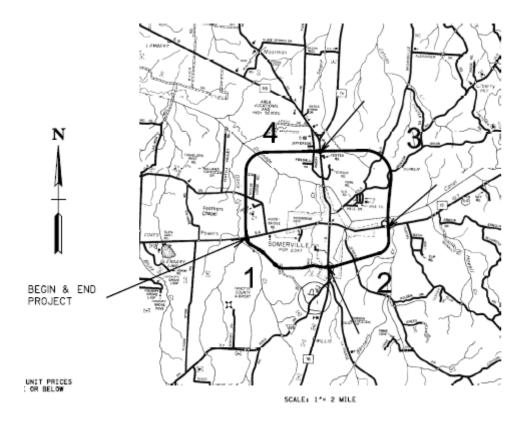
This document has been prepared in consultation with the TN-SHPO and will be circulated to the TN-SHPO and local historians.

PROJECT DESCRIPTION

The purpose of the proposed project is to establish an adequate transportation system, which would provide maximum benefits to its users and be compatible with local and regional goals and objectives. The existing roadway in the project area passes through the City of Somerville and no longer safely and adequately services this area of increasing development potential and will be unable to effectively handle future traffic loads.

The proposed improvement would provide a beltway around the City of Somerville. See the attached project location map. The typical cross section consists of two 12-foot traffic lanes in each direction, 12-foot outside shoulders, and a 48-foot median within a minimum 250-foot right-of-way with partial control of access. Appropriate intersections/interchanges are proposed at public road crossings.

The necessary structures over area streams and watercourses will be designed to meet current standards. The designers will use caution to avoid impacts to the streams and stream canopy through the proposed right-of-way.



General Project Location Map

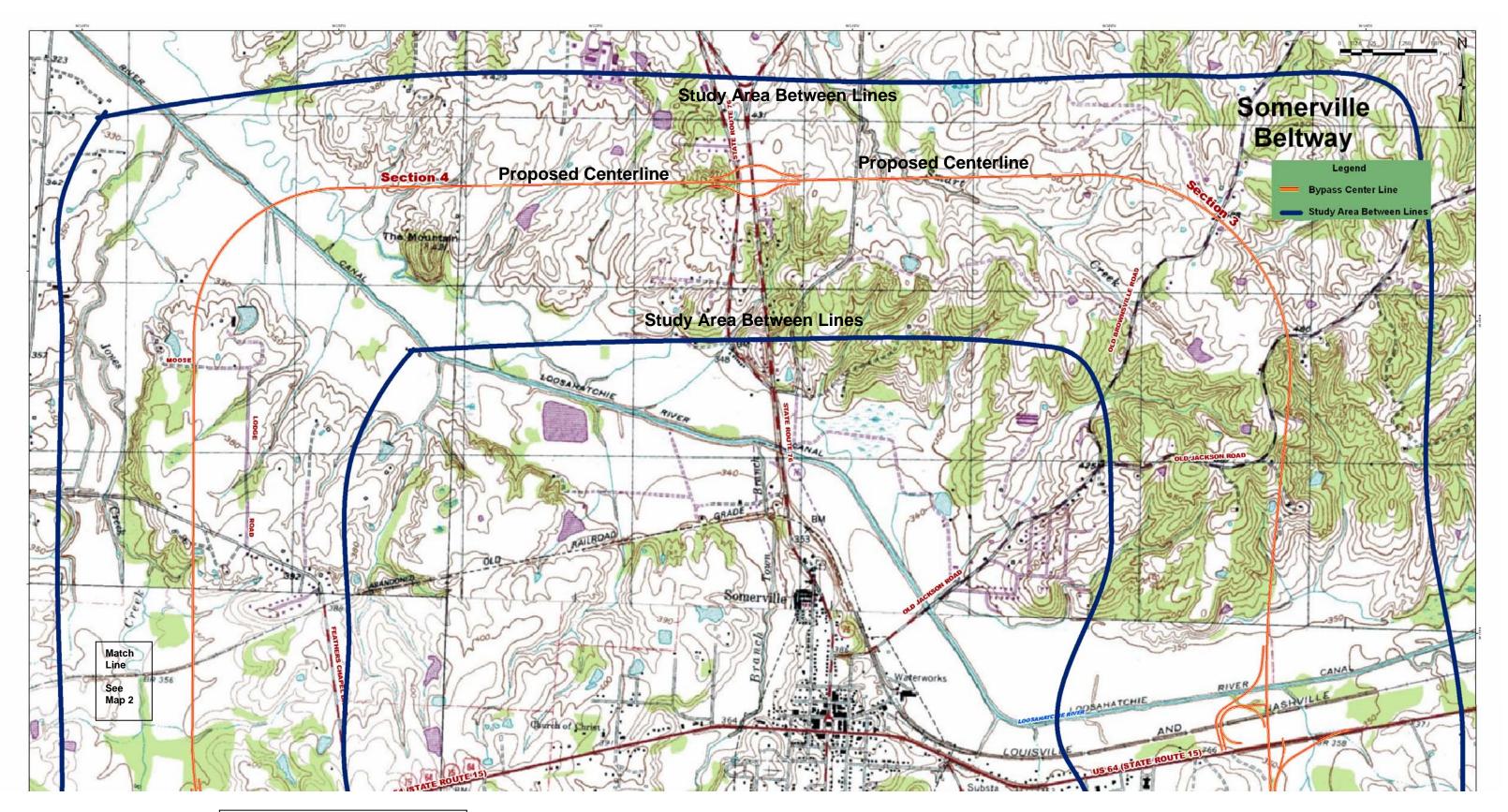


Figure 1: Project Location Map with Study Area Indicated Map 1 of 2

Figure 1: Project Location Map with Study Area Indicated Map 2 of 2

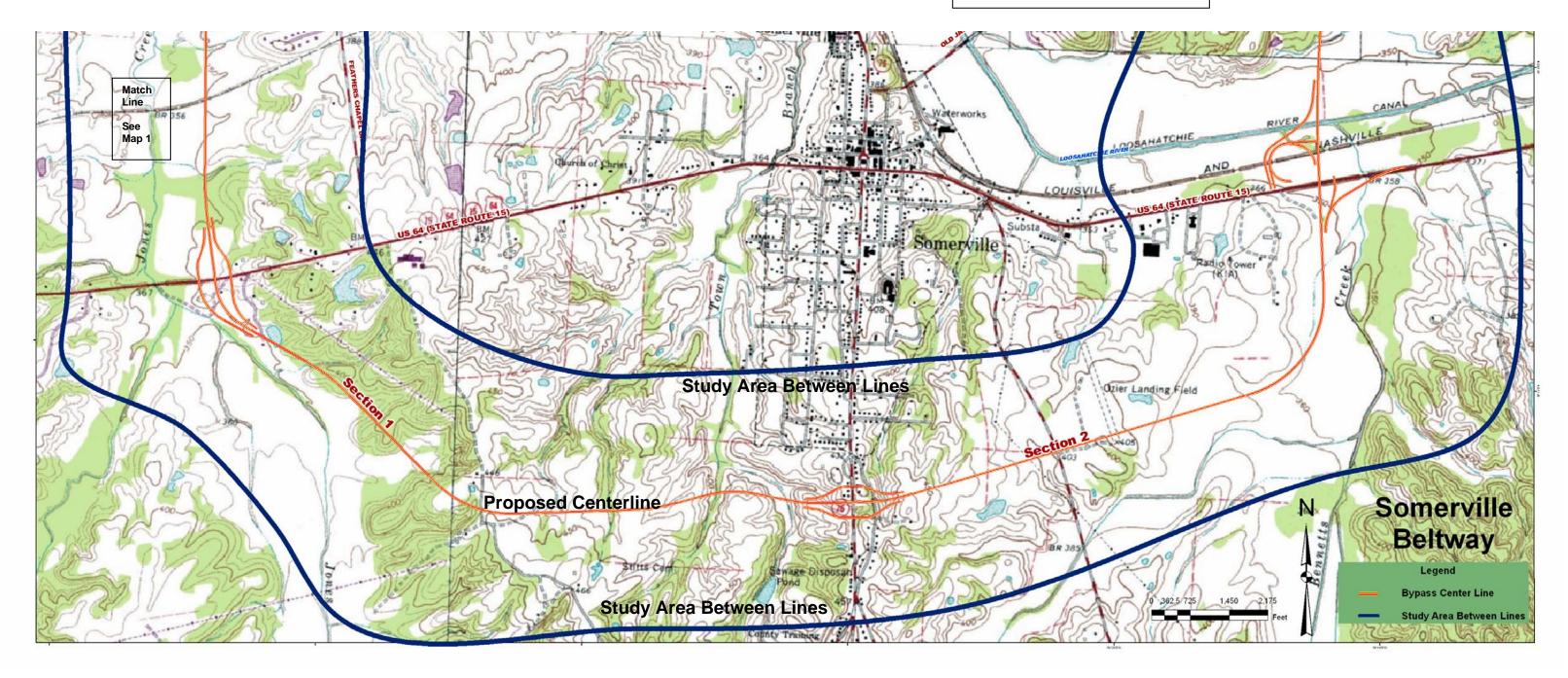
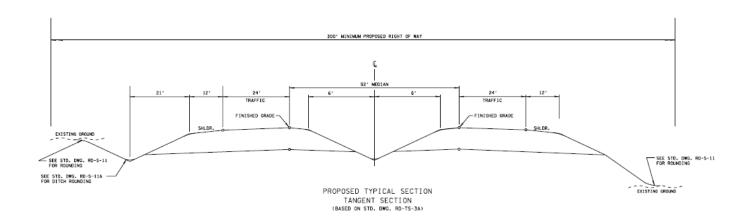


Figure 2: Proposed Cross Section



NOT TO SCALE

ENVIRONMENT AND LAND USE

Fayette County is located in the southern area of western Tennessee. Fayette County adjoins Hardeman County to the east and Shelby County to the west. The county is generally rural-agricultural in nature. The county has a small to medium urban area at the county seat and strip commercial development along the existing transportation corridors. There are also industrial park developments and growing suburban and residential areas.

BRIEF HISTORICAL OVERVIEW OF PROJECT AREA

Named for the Marquis de Lafayette, the Tennessee General Assembly established Fayette County in 1824. Somerville was established as the county seat and named in honor of Lieutenant Robert Somerville, a hero of the battle of Tohopeka in Alabama.

Settlers began inhabiting the area as early as 1820, with Somerville and LaGrange incorporated by 1826. The first church in Somerville, the First Presbyterian Church was established in 1829 and the Immanuel Parish dating from 1832 is the oldest Episcopal church in West Tennessee. Fayette County how has nine incorporated towns: Braden, Gallaway, LaGrange, Moscow, Oakland, Piperton, Rossville, Somerville, and Williston.

The county has been traditionally agricultural with cotton historically serving as the primary crop. A few large plantation homes remain representing Fayette County's role in the cotton culture of the nineteenth century, subsidized by African slaves. After the Civil War many African-Americans remained in Fayette County as tenant farmers or sharecroppers. Unfortunately, living conditions for these citizens, who made up the majority of the county's population, did not improve. By the early 1960s Fayette County became a center of Civil Rights activity. In response to black tenant farmers who were evicted for attempting to register to vote, activists established two "tent cities" as shelter. African-American citizens also organized boycotts and marches. Through the 1970s, Civil Rights activists worked to improve the quality of life for citizens by holding voter registration drives and pushing for school integration.

Fayette County has traditionally had an economy supported solely on agriculture, primarily cotton and corn. Farms large and small brought their goods to the gins in every town and villages. In recent decades, the dominance of cotton has waned with soybeans, beef cattle, dairying, and eggs becoming increasing important to the Fayette County economy. Although agriculture is still dominant in Fayette County, industry entered the county in the late twentieth century. In the 1960s Troxel Manufacturing Company opened a factory in Moscow, and several towns have industrial parks to lure companies to the county. Also suburban sprawl from Memphis in recent decades has removed numerous acres from production. Its population in 2000 stood was 28,806.

Transportation in Fayette County has been important in getting agricultural goods and later manufactured goods to market. The State of Tennessee chartered the county's first railroad, the LaGrange-Memphis Railroad in 1835. The railroad became the the Memphis and Charleston Railroad, and was eventually subsumed into the Southern

Railway System. Now, the Norfolk-Southern Railway crosses southern Fayette County. The county also has a small municipal airport.

Tennessee state's fourteen term Speaker of the Senate and lieutenant governor, John Shelton Wilder, a Democrat from Longtown, was first elected to the state Senate in 1959 and has been in that office continuously since 1966. ¹

PUBLIC INVOLVEMENT

On 23 June 2006, TDOT wrote to the local government official, Linda Frazier, and asked her for information about the project and asked if he wished to be a consulting party in the Section 106 review process. To date, TDOT has received no responses.

On 23 June 2006, TDOT wrote to nine Native American tribes or representatives asking each for information regarding the project and if they would like to participate in the Section 106 review process as a consulting party. Appendix G contains copies of relevant correspondence.

Augustine Asbury, Alabama-Quassarte Tribal Town

Carrie Wilson, Quapaw Tribe of Oklahoma

Virginia "Gingy" Nail, The Chickasaw Nation Rebecca Hawkins, Shawnee Tribe

Charles D. Enyart, Eastern Shawnee Tribe of Oklahoma Charles Coleman, Thlopthlocco Tribal Town

Gary Bucktrot, Kialegee Tribal Town

Lisa Stopp, United Keetoowah Band of Cherokee Indians

Joyce Bear, Muscogee (Creek) Nation

TDOT has prepared a list by counties of historic groups, county historians, and other such individuals or organizations that might be interested in proposed projects. TDOT regularly updates and refines the list. TDOT will mail a copy of this report to the following groups and individuals. Appendix G contains copies of relevant correspondence.

Fayette County Mayor Room 204

Fayette County Courthouse Somerville, TN 38068

Fayette County Historical Society P. O. Box 304

Somerville, TN 38068

Mrs. J. R. Morton Fayette County Historian

P. O. Box 127 Moscow, TN 38057 Scott and Holly Rhea 1170 Old Jackson Road Somerville, TN 38068

Julian Williamson 1375 Highway 59 Somerville, TN 38068

Edna Lucas

17010 Highway 76 N Somerville, TN 38068

Pinkie H. Clark Old Village Lane Memphis, TN 38125 Warren Hurst 211 Flippin

Somerville, TN 38068

Mary and Wendell Wainwright P.O. Box 275

Somerville, TN 38068

Lucy Niles 807 Charleston St Somerville, TN 38068

Glenda Vester

¹ Dorothy Rich Morton, "Fayette County." *Tennessee Encyclopedia of History and Culture*, Ed. Carroll Van West, 303-304. (Nashville: Rutledge Hill, 1998).

2971 Brandall St Memphis, TN 38118

N. Brooks 1003 Somerville Road Somerville, TN 38068

Johnnie Williamson 2890 Highway 222 Somerville, TN 38068

Mr. and Mrs. Reuben Rhea Jr. 15480 Highway 64 Somerville, TN 38068

J.D. Ballard 11915 South Main Street Somerville, TN 38068

Diane Palmer and Chalres Etvir 1440 Yum Yum Road Somerville, TN 38068

R & R Investments, LLC 12160 Osborne Grove Dr. Arlington, TN 38002

William and Ron Shinault 156 Gardenia Memphis, TN 38717

Hank Herron 18100 Highway 64 Somverville, TN 38068

Richard James and Elroy Jones 6675 Highway 195 Somerville, TN 38068

Bob Jones and Ida Seymour 155 Ben Rd Somerville, TN 38068 7234 Woodshire Memphis, TN 38125

Betty Mae and Thelma Jones 65 Boyd St. Somerville, TN 38068

Miles B. Morris II 809 S. Somerville St Somerville, TN 38068

Frank and Virginia Boswell P.O. Box 727 Somerville, TN 38068

Willie and Lucinda German P.O. Box 939 Somerville, TN 38068

Randolph E. Ozier 18070 Highway 64 Somerville, TN 38068

Linda Taylor 12535 S. Main St. Somerville, TN 38068

Daniel McFerrin and Howard Walker 11560 South Main St. Somerville, TN 38068

Thomas L. Walker and Norman B. Walker 10532 Bryant Ave Cleveland, TN 44108

Dillie German and Rhonda Stiles 12040 S. Main St. Somerville, TN 38068

Roxie and James Whitley 12160 South Main St. Somerville, TN 38068 James and Connie Howell 11990 S. Main St. Somerville, TN 38068

Harold S. and Lucille T. Pattat 155 Pattat Way Somerville, TN 38068

Howard Walker 11560 South Main St. Somerville, TN 38068

John P. Morton 13325 North Main St. Somerville, TN 38068

E.H. Steinert 13315 North Main St. Somerville, TN 38068

Katie Pattat 13275 North Main St. Somerville, TN 38068

Robert Beck 13295 North Main St. Somerville, TN 38068

Mrs. J. Laverne Richardson 905 Charleston St. Somerville, TN 38068

Judy C. Hampton 12185 Main St. South Somerville, TN 38068

George Middlecoff 601 Charleston St Somerville, TN 38068

Rex and Catherine Powers 12205 S. Main St. Somerville, TN 38068

Harold and Lillian Williams 12245 Main St. South Somerville, TN 38068

Calvin Taylor

SURVEY METHODOLOGY

Federal laws require TDOT and the Federal Highway Administration (FHWA) to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (for more information on the Section 106 process, see Appendix B or www.achp.gov). This legislation requires TDOT and FHWA to identify any properties (either above ground buildings, structures, objects, or historic sites or below ground archaeological sites) of historic significance. For the purposes of this legislation, properties with historic significance are defined as those which are included in the National Register of Historic

Places or which are eligible for inclusion in the National Register (eligibility criteria are set forth in 36 CFR 60.4, see Attachment One).

Once historic resources are identified, legislation requires these agencies to determine if the proposed project would affect the historic resource. The area surveyed included land needed for additional right-of-way as well as areas that might possibly be affected by changes in air quality, noise levels, setting, and land use (see Attachment One for the criteria of adverse effect). If the proposed project would have an effect to a historic property, the legislation requires FHWA to provide the Advisory Council on Historic Preservation (an independent federal agency) an opportunity to comment on the effect.

The U.S. Department of Transportation Act of 1966, as amended, also requires FHWA to assess the applicability of Section 4(f). This law prohibits the Secretary of Transportation from approving any project which requires the "use" of a historic property unless there is no prudent and feasible alternative to that use and unless the project includes all possible planning to minimize harm to the historic resource (see Attachment One). It is the opinion of TDOT that there will be no Section 4(f) involvement with a historic property.

In 1996 a TDOT consultant surveyed a corridor for a shorter version of the existing project. In the *Architectural Assessment for Proposed Improvements to the Proposed Somerville Connector, Proposed U.S. 64 (State Route 15), Somerville, Fayette County prepared by Thomason and Associates (Appendix A for a copy of this document), the consultant identified the Somerville Historic District as outside the area of potential effect. The consultant inventoried 41 properties and it was his opinion and TDOT concurred that none of the properties were eligible for the National Register. The TN-SHPO agreed in a 5 December 1996 letter.*

The project did not proceed past the environmental process and is now currently proposed as a beltway in part of the same location as the previous study. For the currently proposed project, TDOT historians surveyed the previous survey area along with the new corridor in December 2005. Prior to the field survey, TDOT historians checked the survey records of the Tennessee State Historic Preservation Office (TN-SHPO) to determine if any previous surveys had identified any historic properties in the area. Since from the 1996 study, the TN-SHPO has not surveyed any additional properties. Overall the project corridor moved further outside Somerville, so it remains the opinion of TDOT that the Somerville Historic District radiating from Somerville's courthouse square is outside the area of potential effect of the proposed project (See Appendix A, page 17).

Staff historians conducted field surveys of the project's study area in the winter of 2005. These field surveys identified changes to previously surveyed architectural/historical resources and to gather additional information on the setting, structural condition, history and integrity of the surveyed resources. Staff also sought to identify any previously unidentified resources that merited further evaluation. The survey was also intended to determine the potential for National Register eligibility of any individual

resources or historic districts in the area. Resulting from this survey, TDOT historians identified the Seymour School as eligible for the National Register of Historic Places. Located over two miles from the proposed centerline, it is the opinion of TDOT that this former African-American school house is outside the area of potential effect. Figure 3 illustrates the coverage (roads driven) of the architectural field survey and the locations of surveyed resources.

Each previously surveyed resource was evaluated in the field and if it appeared to be in the same condition as the previous survey in the original report (Appendix A) it was not reevaluated . The field survey found that FY-105, FY-139, FY-190, FY-191, FY-184, FY-188, FY-189, and FY-199 (ruins) are no longer extant. Additional properties that had not been surveyed in 1996 were also examined. The properties were photographed with a digital camera and are included in the table on pages 15-18. It is the opinion of TDOT that these properties did not appear to be National Register eligible and did not merit further evaluation for NRHP eligibility. This included resources that were clearly not eligible due to reasons such as:

- alterations and deterioration that damaged the architectural integrity of the resource
- lack of architectural significance; and/or
- lack of known historical significance.

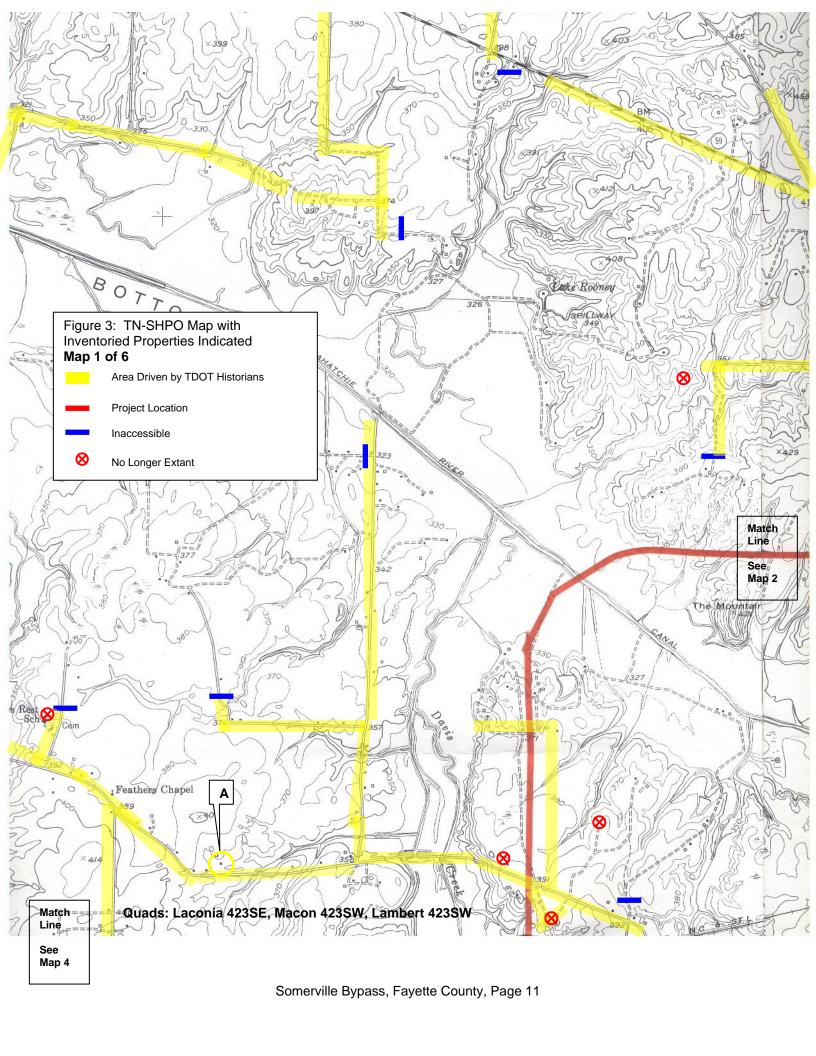
If properties were felt to warrant no further investigation, it is the opinion of TDOT that they are clearly not eligible for the National Register.

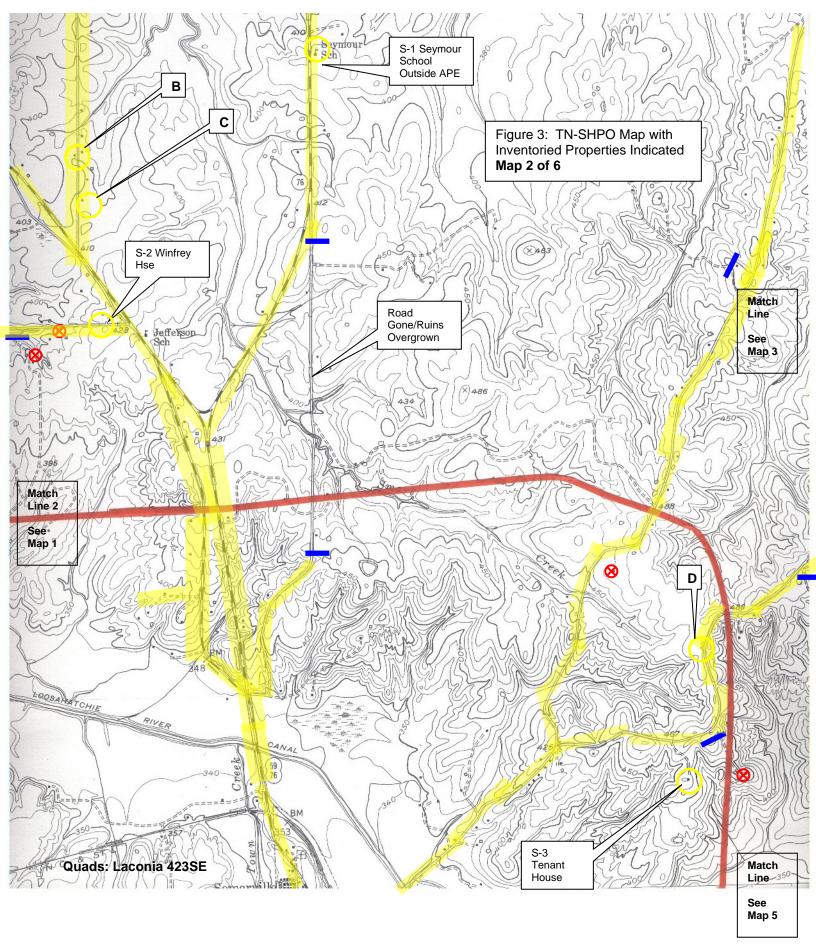
TDOT historians also inventoried three additional properties for National Register eligibility. The location of the each of the inventoried resources in relation to the proposed project is shown in Figure 3. Information about these inventoried resources begins on page 20. It is the opinion of TDOT that none of these properties are eligible for the National Register.

The project area contains commercial, residential, and agricultural architecture dating from the mid-nineteenth century to the present. Part of the impetus for this project is to remove truck traffic from Somerville's historic downtown square which is a traditional center for commercial and political activity. There is no known architectural or historic significance that would make the area surrounding Somerville (east and west on State Route 15 (U.S. 64), and north and south along U.S. 76) eligible for listing on the National Register of Historic Places under Criterion A, B, or C.

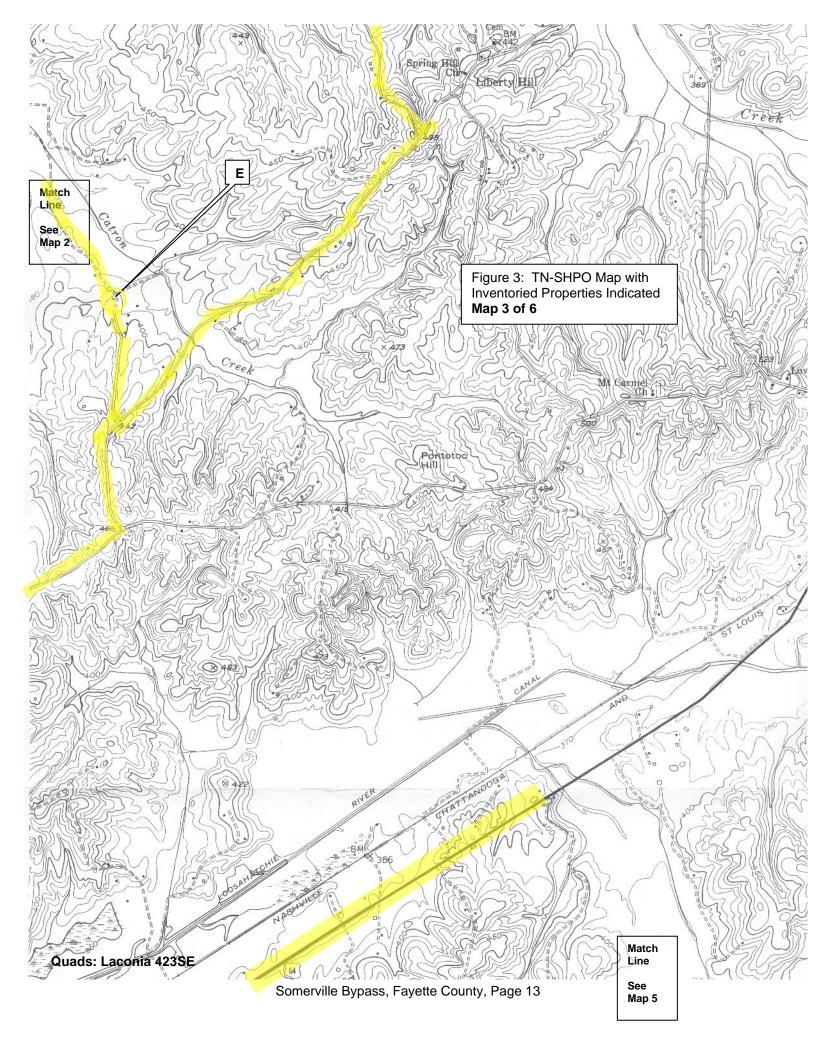
Therefore it is the opinion of TDOT that the proposed project would have no effect on any historic resources listed or eligible for the National Register. Therefore there will be no Section 4(f) involvement with a historic property.

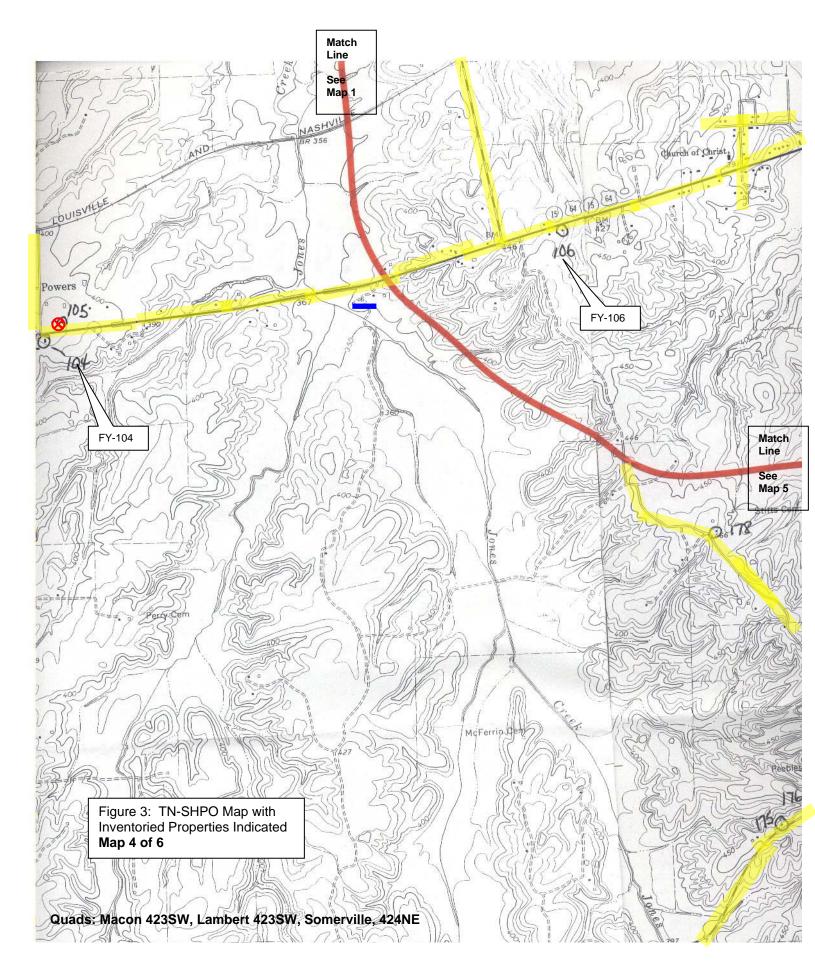
The archaeological assessment is included in a separate document.



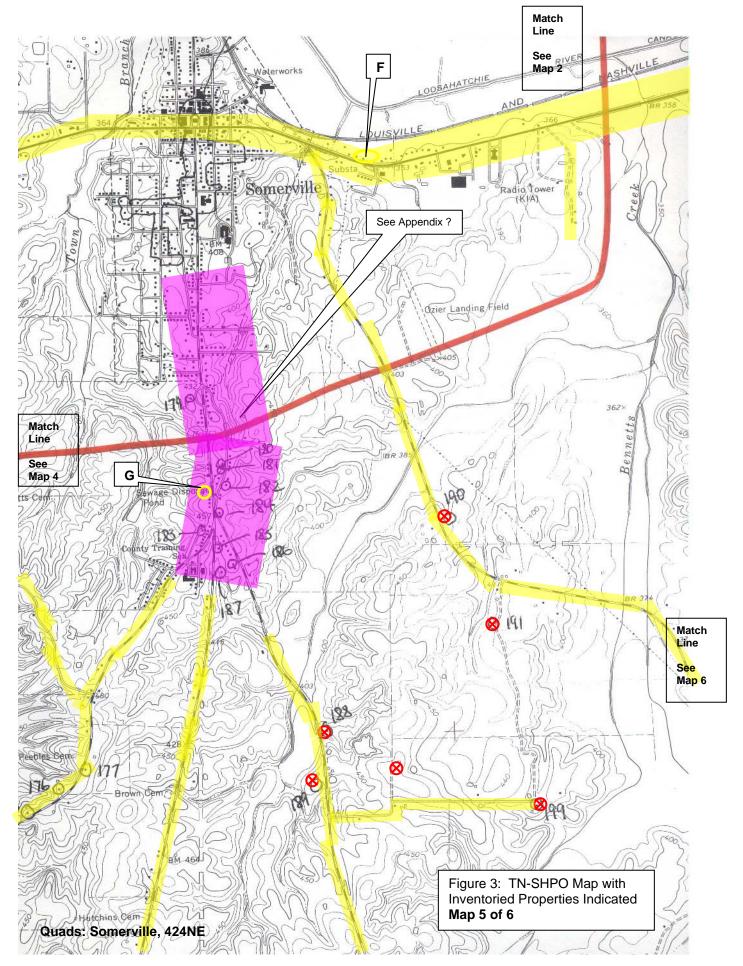


Somerville Bypass, Fayette County, Page 12

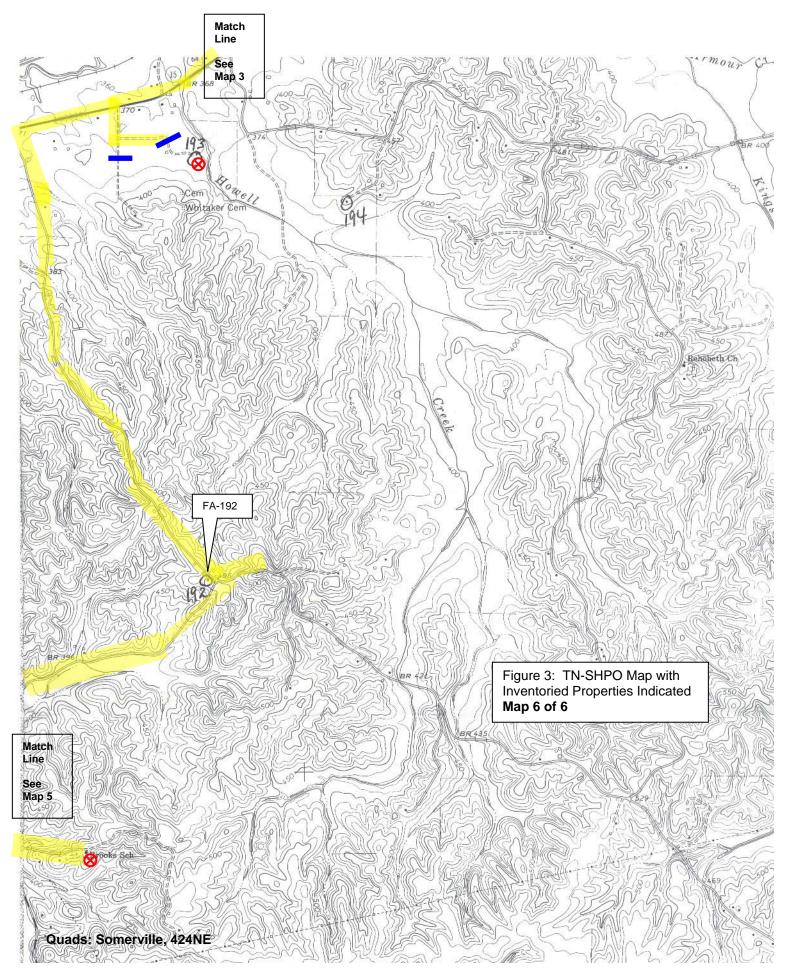




Somerville Bypass, Fayette County, Page 14



Somerville Bypass, Fayette County, Page 15



Somerville Bypass, Fayette County, Page 16

TABLE:	INVENTORIED PROPERTIES	
PROPERTY NAME	DESCRIPTION	PHOTOGRAPHS
Property A Gable Front and Wing	The frame gable front and wing plan house is covered with a standing seam metal roof. A shed roofed porch extends the full length of the facade. The porch is supported by turned wood posts. The house has a central door flanked by two one-over-one double hung sash windows. The front facing gable contains a six-over-six double hung sash window that does not appear do be original.	
Property B Tenant House	Associated with a farm on Garret Road, is this side gable tenant house. The central hall plan house has a central chimney with a standing seam metal roof. The house has been abandoned for some time with trees and brush growing up through the façade. Sections of the roof and weatherboarding are missing.	
Property C Garnett Road Bungalow	This house is a Craftsman influenced bungalow with a side gable roof with a prominent front facing gable with a series of three-over-one double hung sash windows. The house has been covered in aluminum siding and the front porch with masonry posts has been filled in with additional windows and a central door. The house has an exterior chimney on one end.	

Property D Store	This small store sits facing Old Jackson Road. The small gable front structure is under a standing seam metal roof and is covered in aluminum siding. The windows and front door do not appear to be original. The store has a shed roofed porch supported by metal posts. The side elevations have two-over-two metal windows and the south elevation has a door with a small metal awning.	
Property E Chester Road	Sited on a hill overlooking the road, this Craftsman influenced farmhouse is frame with replacement siding. The house has a hipped roof with exposed rafters covered in asphalt shingles. On the façade is a gable front dormer with a three-over-one window. A three-quarter length shed roofed porch covered in standing seam metal extends across the façade.	
Property F O' Taste and See Bar B Que	This ca. 1950s minimal traditional building serves as a bar-b-que restaurant. The frame building is covered in a random stone veneer under a cross—gable roof. On the façade there is a central door flanked by picture windows composed of casement windows surrounded by glass block with stone sills. In the gable field is a simple vent. The side elevations have smaller casement windows surrounded by glass block. The west elevation has a small extension and the rear elevation has an extension only partially covered in the stone veneer.	

FY-104	This circa 1920s frame bungalow is on a concrete block foundation and is under a hipped roof. The house is nearly entirely covered in its original frame weatherboarding. On the façade and west elevation the roof contains eyelid dormers with a series of three four-light windows. A full-length hipped roof porch is supported by simple replacement wood posts. Under a transom, the central replacement door is flanked by original eight-over-one double hung sash windows.	AM ADDILIDAND SOCIOTED
FY-105	No longer extant.	
FY-106	This Cumberland plan house is composed of concrete block. The house is under a side gable standing seam metal roof with an extension over the doors forming a small shed-roofed porch. One of the two doors has been filled in and is no longer in use. Flanking the doors on the façade are two-over-two aluminum windows with painted shutters. These type windows are located on the other elevations of the house	
FY-139	No longer extant	
FY-184	No longer extant	
FY-188	No longer extant	
FY-189	No longer extant	
FY-191	No longer extant	

FY-192 Country Club Lane	This ca. 1910s one and a half story central hall plan house has a series of additions that more than triple the size of the original structure. The house is under a side gable standing seam metal roof. A three-quarters length shed-roofed porch is on the façade. Under the porch is a central replacement door flanked by one original and one replacement window. Originally with capped two end exterior chimneys, one of the chimneys has been removed and a window added in its place.	
FY-199, ruins	This structure is in complete ruins. The house is missing windows, doors, much of its roof, and overgrown with trees and brush.	

INVENTORIED PROPERTY #1: Seymour School

Location/Address: 17010 Highway 76 N

Property Owner: Edna Lucas



Figure 4: Façade view of the Seymour School

The Seymour School is on a hill facing west on State Route 76. The former African-American school building is located in a rural built-up area within close proximity to a modern residence. The concrete structure appears to date from the 1940 or early 50s. The building now appears to be used for storage or as a workshop.

Education in Fayette County followed the patterns of other rural Tennessee counties by establishing private academies and institutes once towns were settled. According to Fayette County historian Dorothy Rich Morton, Mrs. Walker began the first school in 1826 teaching her son and a few other students in the old log courthouse. Prominent county citizens established the Somerville Male Academy in 1831 and the Somerville Female Institute in 1833.²

After the Civil War, Tennessee pushed for advances in public education. The General Assembly passed legislation that provided for the election of a county superintendent for public education in each county. In 1873, citizens elected F. William Morris as the first Fayette County School Superintendent. The county elected Mrs. Nora Cannon in 1881, the first woman in Tennessee to hold elected office. She was re-elected in

² Dorothy Rich Morton, *Fayette-Tennessee County History Series,.* Charles W. Crawford ed. (Memphis: Memphis State University Press, 1989), 50.



Figure 5: View of the north elevation of the Seymour School. Notice the large bank of windows common in school architecture during the first half of the twentieth century

1886.³ Through this period Fayette County schools primarily consisted of small one-room rural school or the formerly private academies switched to public use.

However at the end of the Civil War educational opportunities were not readily available for freed slaves who sought them out and they began to establish either own schools, with minimal support from state and local governments. This began a dual public educational system in the South that left both under funded and lagging behind the rest of the nation. Rural boards of education offered minimal support to African-American communities who were forced to sponsor and raise funds for their own schools.

In Fayette County in 1891, Superintendent Professor T.T. Hardy introduced a uniform system of books, grading, and rules following the dominant educational principles of the period. Fayette County increased taxes from 5¢ to 15¢ per \$100 of taxable property. In 1893 Fayette County had 54 white schools and 45 black schools that served a highly disproportionate 2,897 white students and 8,829 black students. The county founded the Fayette County Board of Education in 1909, abandoning the smaller academies for two year high schools.

During the reform-minded Progressive Era of the early decades of the twentieth century, northern philanthropic organizations such as the Julius Rosenwald Fund or the Anna Jeanes Fund supported many Southern rural African-American schools when local school systems would not. These funds often required a community match as well

³ Ibid, 50.

⁴ Ibid, 52.



Figure 6:
Threequarters view
of the
Seymour
School
façade and
south
elevation

as a state match. In Tennessee the Rosenwald Fund provided \$214,700 from 1914 to 1917 to many rural communities to build schools for African-American children. Contingent on matching funds, the black communities raised \$242,298, the state contributed \$890,520, and white Tennesseans donated \$21,977.⁵ Fayette County had several Rosenwald funded schools such as the Reeves Rosenwald schools and the Barnard Rosenwald School. The Seymour School could have received Northern philanthropic funds of some sort that funded Jeanes teachers or the library but it is not a Rosenwald School. A 1935-36 school census showed that the Seymour School building was built around 1911 and was then in poor condition.⁶ The current building dates from 1949 postdating the Rosenwald fund.

In 1921 the county constructed a new Fayette County High School for white students with the African-American students relegated to the smaller, poorly funded Fayette County Training School. In 1927, the second woman superintendent, Mrs. A. G. Rose, was elected. She worked to keep the school system open during the Depression,

⁵ Cynthia Griss Fleming, "Education, Elementary and Secondary" *Tennessee Encyclopedia of History and Culture*, Ed. Carroll Van West, 281. (Nashville: Rutledge Hill, 1998).

⁶Department of Education Collection, Commissioner's Files 1913-1970, Record Group 92, Box 232, FI 20, Reel 77.



Figure 7: View of the rear and north elevations of the Seymour School

where like many other counties; teachers black and white were forced to take a reduction in pay.

In the 1930s, according to Morton, there was a move to consolidate smaller schools and improve school curriculum. Federal New Deal funds also increased bureaucracy further illuminating the disparities between black and white students. In 1933, there were 5 white two year high schools in outlying towns and one for black students in Somerville. By the 1935-36 school year, there were only three high schools and seven white elementary schools for white students. But in the same school year the county's African-American students attended 71 elementary schools and a single high school. The Seymour School was one of these African-American schools. All but four of the seventy-one schools were one-to-two rooms and twelve of the schools held classes in churches or private houses. By this point none of the white students were taught in one room schools and the consolidated white schools each had between three and eight classrooms.⁷

During the height of the Depression, the 1935-36 school census showed that Seymour school was one room with an average daily attendance of 26 students. Classes were conducted for only four and one-half months a year with the teachers only receiving pay for 4 months. The cost per pupil at Seymour School was \$10.30 per year which was in the higher range of funding of the other African-American schools which ranged from \$3.04 (a school taught in churches) to \$13.55. This number was still considerably lower

⁷ Ibid.

than the average spending per pupil in the white schools. During this period Fayette County had 8 teachers funded by the Anna T. Jeanes Fund and a Jeanes Supervisor who visited schools and homes, organized teachers meetings and workshops, school beautification efforts and countywide spelling contests.⁸

By the late 1940s, conditions in many of the small rural African-American schools were substandard. In 1948, the Fayette County School Board amended their annual budget increasing the allotted amount for new buildings from \$2,000 to \$8,609.75 and stated that for elementary schools "at least 30 negro school buildings are in deplorable condition and additional money should be provided by bond issues or increased taxes to construct as many of this class buildings as possible." In August 1949 the Fayette County Board of Education opened bids for construction of ten rural African-American schools one of which was Seymour School. The specifications and plans for the bids were prepared by Richard Morris, draftsman. The lowest of five bids, the Fayette County School Board awarded J.H. Morton the bid to construct the Seymour School for \$3,488.

By the late 1960s, the Seymour School was no longer in operation. With the fear of oncoming integration rural school boards begrudgingly built a few larger consolidated schools for black children so that their dual systems would not seem so flagrantly unequal. When Brown vs. Board of Education became law in 1956, white Fayette County leaders refused to integrate their school systems, even going as far to suggest gender segregated schools. The refusal of Fayette County to integrate led to lawsuits and protests from the African-American community and Civil Rights leaders. When forced by court order to desegregate in 1965, Fayette County began to consolidate its white and black elementary schools. In 1962 the county had 65 elementary schools. The system eliminated 26 in 1963, and 12 more in the two years following, and had abandoned 13 more by 1969. Today Fayette County has seven elementary schools. The Seymour School was a part of this consolidation period. 12

⁸ Department of Education Record Group 273, Series XI: Division of Negro Education Box 111, Folder 6, Reel 87.

⁹October 1, 1948 Amended Budget, Minutes of the Fayette County Board of Education, Roll A-11,772

¹⁰ August 23, 1949 and September 8, 1949, Minutes of the Fayette County Board of Education, Roll A-11,772

¹¹ TDOT County Map 1969, Department of Education Commissioner's Files, Record Group 93, Box 314 Folder 3

¹² Morton, *Fayette County Series*, 51.

Constructed 1949-50, the concrete school is two rooms housed under a gable front roof. The façade and rear elevations have replacement doors and synthetic siding in the gable fields. The façade (west elevation) contains a central recessed entry flanked by two large three-light casement windows. The south elevation has its original series of six five-light casement windows. The north elevation has only two smaller casement windows with one of them filled in.

The Seymour School represents the dual system of education that existed in the South before the forced integration that resulted from the Civil Rights movement. It is also an interesting late example of a one-room schoolhouse but the building does not reflect a significant architectural style or detailing. For these reasons it is the opinion of TDOT that the Seymour School is eligible for the National Register under Criterion A representing African-American history.

INVENTORIED PROPERTY #3: Winfrey House

Location/Address: 1375 Highway 59 Current Owner: Mr. Julian Williamson



Figure 8: Facade view of the Winfrey House

The house at 1375 Highway 59 is owned by Julian Williamson, a grandson of original owner and builder Jack Winfrey. The example of an Colonial Revival house dates from around 1900. Facing east on Highway 59 the house is located north of Somerville, Tennessee. The house originally was part of a farm owned by the Winfrey family. It currently sits on 19 acres and surrounded by late twentieth century development including the Fayette County High School, a correctional school, and industrial park.

The Winfrey House represents the transition from Queen Anne and Shingle styles to the simplified massing and detailing of the Colonial Revival period (1880-1955). When viewed in contrast to the elaborate popular Shingle and Queen Anne styles of the late nineteen century, the Colonial Revival styles were thought to be nostalgic comfort, a reminder of the so-called simpler period before the Industrial Revolution. The Colonial Revival style, references the early English and Dutch architecture of the Northeast but attempted to use the technological advances of the Victorian period to

¹³ James C. Massey and Shirley Maxwell, *House Styles in America* (New York: Penguin Putnam, 1996), 177



Figure 9: South elevation of the Winfrey House

create a new interpretation of the style.¹⁴ The Colonial Revival style is characterized not by exact copies of historical precedents but new Colonial based interpretations with accented front doors with a pediment or entry porch, sidelights with transom, symmetrically balanced façade, double hung sash windows and in the period before 1915 hipped roofs were common.¹⁵

John Allen Winfrey III was born in Somerville in 1873 as the third of three boys to parents Mattie Sweeny Winfrey and John Alley Winfrey II¹⁶ Winfrey grew up north of Somerville. As an adult he engaged in stock production, farming, sawmilling, and acquired extensive landholdings throughout the county. In 1896 he married Sallie Emma Weatherly, a member of a family who settled early in Somerville and a graduate of the Somerville Female Institute. Jack and Sallie had five children. Winfrey built the house known as The Oaks in the period between 1902-05. According to grandson Julian Williamson, Winfrey built the house for \$700.00, using the wood from his 1,000 acre farm and doing the milling and interior woodworking himself. ¹⁷ The house has

¹⁴ Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Knopf, 2000), 324.

¹⁵ McAlester and McAlester, 321

¹⁶ Robert Hill Winfrey Jr., "J.A. Winfrey III," in *The History of Fayette County, Tennessee* (Salem, West Virginal: Walworth Press, 1986), 238.

¹⁷ Conversation with Mr. Julian Williamson. 18 November 2005.



Figure 10: Rear (west) elevation of the Winfrey House

decorative interior woodwork and paneling, with pocket doors. Mr. Williamson says that the house had rear servants quarters which he tore down. It also originally had a wrap around front porch according to Mr. Williamson. Winfrey farmed cotton, cattle, sheep, and timber. Mr. Williamson has owned the property since 1993, acquiring it from his mother, Mary Trent Winfrey Williamson, daughter of J.A. Winfrey III.

Currently the frame Winfrey House sits on a masonry pier foundation infilled with concrete blocks and is under a pyramidal roof. The roof is pierced by two symmetrical interior chimneys and has decorative brackets along the roofline. The house has its original wood weatherboarding and one-over-one windows with decorative wood brackets. The façade (east elevation) is symmetrical with a circular porch that has decorative brackets and is supported by Doric columns.

The south elevation contains a series of a paired one-over-one double hung sash windows and a single one-over-one window on both the lower and upper stories of the primary section of the house. On the rear extension is a smaller paired six-over-one double hung sash window on the lower story and a one-over-one window on the upper story.

On the north elevation is the same series of a paired one-over-one double hung sash windows and a single one-over-one window on both the lower and upper stories as is on the south elevation.

The west or rear elevation is composed of a rearward ell on the south side of the house with a screened in porch and small single story addition attached. The rearward ell has an entry door and a one-over-one window. The screened porch and ell have wooden steps leading to them with a small gable front awning over the ell door. The small

addition has a paired single light window. Above the screened porch and addition is a second story verandah supported by Doric columns and a slightly pitched hipped roof. A door and series of one-over-one windows is located on this second story level.

Directly behind the house is a large concrete cistern. The house has a small log outbuilding, likely a smokehouse. The log building has a gable front roof with a wood door on the façade and a small window in the weatherboarded gable field. Adjacent to the log structure is a small frame shed with vertical board siding and a single entry door.

The Winfrey House is a representative example of a Colonial Revival influenced house. The house has porch an other alterations that have changed the original appearance of the house. Although attractive, there is no known architectural or historical significance that would make the house eligible for the National Register under Criterion A or C. J.A. Winfrey appeared to be a prominent local businessman but there is no known significance that would make the house eligible under Criterion B. For these reasons, it is the opinion of TDOT that the Winfrey House is not eligible for the National Register.



Figure 11: Outbuildings associated with the Winfrey House

INVENTORIED PROPERTY #3: Tenant House

Location/Address: Old Jackson Road Property Owner: Scott and Holly Rhea



Figure 12: View of the Tenant House on Old Jackson Road

The frame house on a hill facing Old Jackson Road is an older parcel that extends to U.S. 64. On this parcel north of Somerville, the only extant structure is a tenant house. According to Scott Rhea, the property was owned for several decades by Ruffin and Jane Scott Mathews. The Rheas raised cows, hay, cotton, corn, and soybeans. The Matthews had no children and left the large farm to a nephew of Ms. Matthews, Rube Scott Rhea in the 1960s. The Rhea family currently owns over 1,000 acres in the Somerville area and continues to farm. Several hundred feet behind the tenant house, Scott and Holly Rhea constructed a new home on the property. The tenant house is the only older property associated with this farm.

The house was occupied through the middle decades of the twentieth century by the Odell family. Anderson Odell, who works for the Rhea family, was raised in the house, a somewhat unusual example of a two story Cumberland plan with its integral porch and paired façade windows.¹⁹ The frame house has been abandoned for some time

¹⁸ Conversation with Ms. Holly Rhea, 18 November 2005.

¹⁹ Conversation with Mr. Anderson Odell. 18 November 2005.

and is quite deteriorated. The house is on a masonry pier foundation and has a side gable roof covered in standing seam metal. The integral porch has no floor or support posts. The windows and doors have been removed and the rear elevation is crumbling.

The façade (north elevation) is composed of the integral porch with two doors separated by paired windows. The west elevation has a single window opening on the upper and lower levels. The east elevation has two window openings on the lower level and a single opening on the upper level. The rear or south elevation is extremely deteriorated and is grown up with trees and brush.

Although the remaining tenant house is an interesting example of a two-story Cumberland plan house, the primary farmhouse and other outbuildings do not remain to help illustrate its role as a part of a farm. The house is also in a very deteriorated state. For this reason it is the opinion of TDOT that this property does not have integrity necessary for listing in the National Register of Historic Places.

Figure 13: Threequarters view and interior view of the Tenant House





CONCLUSIONS

The Tennessee Department of Transportation with funding made available through the Federal Highway Administration is proposing to make improvements at State Route 54 (U.S. 641) from near Rison Street to the Kentucky State Line in Fayette County.

TDOT historians inventoried several properties in the general area of the project. It is the opinion of TDOT none of the properties surveyed are eligible for the National Register of Historic Places. There is one historic property within the general project area, the Somerville Historic District, but it is the opinion of TDOT that this property is outside the area of potential effect of the proposed project

It is the opinion of Tennessee Department of Transportation (TDOT), pursuant to 36 CFR 800.5, that the project would have no effect on any historic resources listed or eligible for the National Register. Therefore there will be no Section 4(f) involvement with a historic property.

BIBLIOGRAPHY

- Conversation with Ms. Holly Rhea, 18 November 2005.
- Conversation with Mr. Anderson Odell, 18 November 2005.
- Conversation with Mr. Julian Williamson, 18 November 2005.
- Gowans, Alan. *The Comfortable House*. Cambridge, MA: The MIT Press, 1989.
- Folmsbee, Stanley J., Robert E. Corlew, and Enoch L. Mitchell. *Tennessee: A Short History.* Knoxville: University of Tennessee Press, 1969.
- Harris, Cyril M. *American Architecture: an Illustrated Encyclopedia*. New York: W.W. Norton & Company, 1998.
- Massey, James C. and Shirley Maxwell. House Styles in America. New York: Penguin Putnam, 1996.
- McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1998.
- Morton, Dorothy Rich. *Fayette-Tennessee County History Series*. Charles W. Crawford ed. Memphis: Memphis State University Press, 1989.
- _____. "Fayette County." *Tennessee Encyclopedia of History and Culture*. Edited by Carroll Van West. Tennessee Historical Society, 1998.
- _____. *Nineteenth Century Homes of Fayette County,* Tennessee. Somerville: Published by the author, 1974.
- Schweitzer, Robert and Michael W.R. Davis. *America's Favorite Homes: Mail-Order Catalogues as a Guide to Popular Early 20th-Century Houses.* Detroit: Wayne State University Press, 1990.
- Thomson, Phil. National Register of Historic Places Nomination-*North Poplar Street Historic District*, 1988.
- Winfrey Jr, Robert Hill. "J.A. Winfrey III," in *The History of Fayette County, Tennessee*. Salem, West Virginal: Walworth Press, 1986.

APPENDIX A

ARCHITECTURAL ASSESSMENT FOR PROPOSED IMPROVEMENTS TO THE PROPOSED SOMERVILLE CONNECTOR, PROPOSED U.S. 64 (STATE ROUTE 15), SOMERVILLE, FAYETTE COUNTY, 1996

HISTORICAL AND ARCHITECTURAL SURVEY

PROPOSED SOMERVILLE CONNECTOR PROPOSED U.S. 64 (STATE ROUTE 15)

FAYETTE COUNTY, TENNESSEE

THOMASON AND ASSOCIATES PRESERVATION PLANNERS NASHVILLE, TENNESSEE

OCTOBER 1996

II. PROJECT OVERVIEW

Project Description

The proposed project involves the construction of a four-lane divided highway on a new location around the west side of Somerville in Fayette County. This project is divided into three sections. The first begins at State Route 15 (US 64) west of Somerville and ends at State Route 76 south of Somerville a distance of approximately 3.2 km (2.0 m). The second section begins east of Somerville on State Route 15 and extends south to State Route 76 with two alternatives being considered. Alternative A is approximately 2.7 km (1.7 m) in length and Alternative B is approximately 3.7 km (2.3 m) in length. The third section begins at State Route 76 north of Somerville and extends to State Route 15 for an estimated length of 3.7 km (2.3 m). Planning efforts are being completed by the firm of Jackson Person & Associates in Memphis, Tennessee. The project corridor area is shown on the accompanying map (Figure 1).

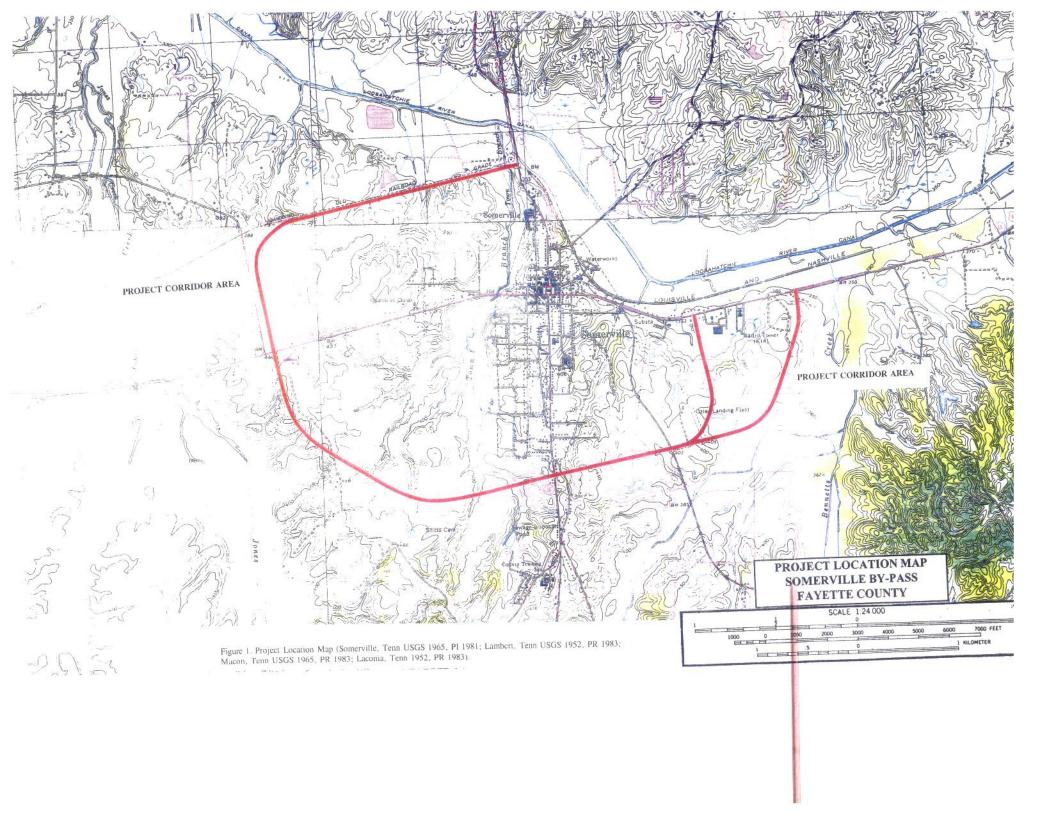
Survey Methodology

The project corridor area was surveyed by Dawn Wise and Matt Sauer of Thomason & Associates, Preservation Planners, of Nashville, Tennessee (Consultant). Resumes can be found in Appendix A.

There were eight properties surveyed in the project corridor area that had been previously inventoried. As part of this project, each previously inventoried property was field checked by the Consultant. Architectural descriptions of these properties were enhanced and additional black and white photographs and color slides were taken.

For properties not previously inventoried, the Consultant surveyed properties in accordance with guidelines set forth by the Tennessee Historical Commission (THC), and the T-DOT. For most properties which appeared to be constructed prior to 1946, a THC inventory form was completed. This included the completion of each relevant item on the form and the drawing of the basic form and plan of the property. For dwellings with associated significant pre-1946 outbuildings, a form was completed for the dwelling and the outbuildings were recorded through brief descriptions and photographs. Black and white photographs were taken of primary and secondary facades, and color slides were taken of each property's primary facade. Black and white photographs were taken of significant outbuildings. Two sets of black and white photographs and color slides were taken for each property. Each property was identified and located on USGS quadrangle maps. Properties were numbered in accordance with THC guidelines and USGS quad maps were utilized to located properties within the project area.

Historical research on the overall project area and specific properties was also completed by the Consultant. Secondary source materials such as general histories and published materials were consulted at the Somerville Public Library and at the Tennessee State Archives. For each surveyed property, the Consultant attempted personal or telephone interviews with property owners. Questionnaires were also left at each property requesting historical information.



III. HISTORIC CONTEXT

The project area partially surrounds the town of Somerville which is located in the northeast corner of Fayette County. Fayette County is in the southwestern corner of Tennessee and the southern border of the county adjoins the Mississippi stateline. The county is one of the largest in the state and is rural in character with the economy based on agriculture. The county was created in September of 1824 by an act of the Tennessee General Assembly from parts of Shelby and Hardeman Counties. It was named for Marquis de la Fayette who was a French Nobleman that fought in the Revolutionary War and visited Memphis and Nashville in 1824.

In October of 1824, the Tennessee General Assembly passed an act naming the county seat of Fayette County in honor of Lt. Robert Somerville. Somerville was killed on March 27, 1814 in at the Battle of Tohopeka of Horseshoe Bend in present day Alabama. The location of Somerville, near the center of the county and the Loosahachie River, was chosen so that traveling distance to the county seat would not be excessive from any area of the county. Major George Bowers and James Brown each deeded 25 acres to the county for the location of the town of Somerville. Somerville was designed in a square plan with the central focus of a courthouse and commercial buildings on the surrounding streets of the square. Residential structures were constructed beyond the commercial buildings. In December of 1824 the first court convened in the county at the home of Robert G. Thornton, 12 miles southeast of present day Somerville. In January of 1825, commissioners were appointed by the General Assembly to locate the county seat and survey the boundaries of the county.

In May of 1825, the second road in Fayette County was planned to extend from Somerville in the direction of Bolivar, the county seat in Hardeman County, and in a western direction to Memphis, the county seat in Shelby County. Two years later there were numerous roads providing access to and from Somerville. According to a report completed in that year, decisions were made as to which roads to keep and which to abandon. Those settled on to maintain were five roads leading out of Somerville to Memphis, to Covington, to Estanaula, to Bolivar, and to old Patteronville. Also to be maintained was the road from Somerville to Mitchell's Ferry in the southwest part of the county (Morton 1989:25).

On September 3, the post office was established and on the 14th of that month town lots were sold at auction. The profit from this auction was used to construct the first courthouse and jail in the county. This first courthouse was a one room log building constructed in 1825 as a temporary building. This building was replaced in 1833 with a two-story brick building. The third courthouse was constructed in 1876, but it burned in February of 1925. The current courthouse, designed by Memphis architect George Mahan Jr. was constructed in 1925 (Somerville NRHP nomination).

It was over a year later after the founding of the town, on December 4, 1826, that Somerville was incorporated with a mayor and aldermen form of government. Pioneers in the town included Henry M. Johnson who was the town doctor and first clerk at the county courthouse. He also opened the first tavern in town in 1825. Isaac B. McClelland is credited as being the first merchant in town arriving in 1827. By 1834, there were approximately 400 inhabitants in town including 100 families. In 1836, the town re-incorporated and John H. Ball was named mayor. He was a major advocate for obtaining a railroad and sought to acquire a branch of the LaGrange & Memphis Railroad. These efforts were unsuccessful and a railroad did not arrive until the 1850s (Fayette County Historical Society 1986:258).

In 1837, the first newspaper was published in town and by 1838 Somerville had its first bank. Merchants in Somerville during the late 1830s included Druggist William D. Wilkerson, Asbury Crenshaw & Son, Hiram Fain & Co., Wirt and Parker, Tappan and Dickason, H. S. Morgan & Co., Jacob M. Webb, Henry J. Cooper, and Mosby & Pettit.

During the 1850s, Somerville prospered and grew. In 1853 the Young Ladies Model School opened and in 1854, Peter Reed built the Eagle Hotel on the northeast corner of the square which was three-stories with 30 guest rooms.

(Today it is the vacant Cooksey's Department Store). In 1856, the town received a branch of the Memphis and Charleston Railroad which constructed a depot in town on Main Street.

Growth and development in the Somerville area halted during the Civil War and during the ensuing years of reconstruction. By 1878, the population of the town was approximately 2,000. There was one newspaper, the *Somerville Falcon*. In addition, there were six churches which included the denominations of Methodist, New School Presbyterian, Episcopal, Baptist, and African-American Methodist and Baptist. There were three schools: a male academy and a female academy with approximately 175 students and seven teachers and a school for Black children with approximately 90 students and two teachers (Morton 1989:115).

The earliest agricultural records in the county date to the 1870s. In 1879, there were 92,231 acres of cotton planted with a yield of 215 pounds per acre, and the corn crop yield was recorded at 16.2 bushels an acre. At this time, the average value of land and building per farm was \$963 and the average value of an acre of land was \$8.82. In the late nineteenth century, the agriculturally based economy of Fayette County needed a reliable transportation system to ship their crops to market. The railroad provided this service and in 1888, the Tennessee Midland Railroad arrived in town. This railway was later known as the Nashville, Chattanooga and Saint Louis and then as the Louisville & Nashville Railroad. (This railroad operated in the area until 1967 when it was closed and the tracks removed.)

At the end of the nineteenth century, Somerville began to receive modern conveniences. One of the first was telephone service which arrived long before electricity. During the early-twentieth century, the county experienced slow consistent growth. In 1900, the population was 27,901. Ten years later it reached 30,257 and in 1920 the population was 31,499. With the Stock Market crash in 1929 the nation and Tennessee entered the Depression. The census in the following year revealed that Fayette County had not only suffered an economic setback but also a loss in population down to 28,891.

To help the nation recover from this depression, the administration of Franklin Roosevelt established many organizations in its "New Deal" to provide employment. One of these which would later directly benefit Somerville was the Tennessee Valley Authority (TVA). In 1936, the TVA constructed power lines to the town of Somerville to provide it with electricity. By 1940, the population in the county was 30,332. However, in the decades of the mid-twentieth century, the county population steadily declined until it reached 22,692 in 1970. According to that census, only 38.8 percent of the population was white with the remainder of the population being from other ethnic groups, mainly African-American (Fayette County Sesquicentennial Inc. 1974).

The African-American population has always been large in Fayette County. In 1830 the population of the county was 8,652 with 3,193 of this number being African-American. With an increase in the production of cotton in the early nineteenth century the demand for slave labor rose. By 1840 blacks outnumbered whites. Even though the ratio has changed slightly over the years, today Fayette County remains predominantly African-American. Just south of Somerville is an area historically associated with the African-American community. This area consists of traditional style dwellings; however, it has its own small commercial area with a country store and a union meeting hall. In addition, there is an abandoned school building from the mid-twentieth century and an abandoned True American Mason Lodge from the early-twentieth century. On State Route 76 is a marker from the Tennessee Historical Commission commemorating "Tent City." In 1959-1960 a number of black sharecroppers from the county were part of a voter registration drive. Many were evicted from their homes as a result. With no home, many of them moved to two areas south of Somerville called "Tent City" or "Freedom Village" and lived in military surplus tents. According to local informants, there were only two "Tent Cities" in the county. One was located on County Road 195 five miles southwest of Somerville and a second on Highway 57, four miles east of Moscow (THC Historical Marker). Neither site is located in the project area.

Since the time of the county's founding, agriculture has been the major industry. However, the main cash crops have changed over the years. During the mid- and late-twentieth century, the main agricultural crop began to

change from cotton and corn and by the 1970s, the soybean crop was the largest in the county with approximately 85,000 acres cultivated. Cotton comprised nearly 45,000 acres in the 1970s.

The primary context and characteristics of the project area includes both rural and urban dwellings constructed from the mid-nineteenth century to the mid-twentieth century. Most dwellings surveyed were common house designs of the early- and mid-twentieth century including Pyramid Square, Gabled Ell, Saddlebag, and Double-Pen forms. The most prevalent architectural style is the Craftsman style of the early-twentieth century. In the survey area, this style is commonplace on the south side of town along South Main Street. The dwellings recorded in the survey reflect the development of Fayette County as a largely agricultural area, and Somerville as a rural county seat.

IV. ARCHITECTURAL OVERVIEW

The architectural survey of the Somerville Bypass resulted in the documentation of 41 properties in Fayette County. The majority of these documented properties were constructed in the early-twentieth century. The buildings documented included private residences and three commercial buildings.

Antebellum Period

During the mid-nineteenth century, the farms in Fayette County and the Somerville area prospered growing mostly cotton and corn. Within the project corridor area, only one farm complex was recorded from this time period. Woodburn Farm is a 600 acre farm located on State Route 15 approximately 3.2 km (2 m) west of Somerville (FY-291). The main house was built by General Thomas Rivers ca. 1850, and the design of the house was influenced by the Greek Revival style. This influence is seen in the elaborate door surrounds, full-height porch, and in the multi-light sash windows. This structure has been modified with the ca. 1945 enclosure of the rear two-story porch, a ca. 1960 rear gable addition and garage, and a ca. 1979 east side addition. The only other structure surveyed from the time period is FY-282. Located on South Main Street, the building was extensively altered in the early-twentieth century. It is of brick construction with an interior end chimney.

Reconstruction and the Late Nineteenth Century

The South was largely devastated by the Civil War and Fayette County suffered along with the rest of Tennessee. Extensive construction did not begin again until the late 1870s. The only buildings surveyed from this period were common vernacular forms. For example, FY-273 is a large Saddlebag form with a side-gable roof. The original exterior is weatherboard, and it was later covered with rolled asphalt siding. FY-283 is located on Old Jerningan Street and was constructed ca. 1890. This abandoned one-story single-family residence has an irregular shape with a gable metal roof. The exterior of this dwelling consists of weatherboard siding. Resting on a brick pier foundation, this modest dwelling possesses two interior end brick chimneys and an interior chimney in the rear ell. The building has a rear ell and two rear shed additions and a side shed addition. These were the only two structures surveyed from this time period.

Twentieth Century Period

At the turn of the century the influence of national architectural styles such as Queen Anne was felt throughout the country. The styles of the Victorian era were very popular in both farmhouses and urban dwellings. The influence of this era is evident in two of the houses surveyed on South Main Street in Somerville. FY-270 and FY-271 both were constructed in the 1910s at the end of the Victorian era's popularity. However, both of these Gabled Ell houses display elements of the Queen Anne style and have steeply pitched roofs and irregular forms. FY-271 has decorative wooden shingles in the gable fields which was a common decorative detail.

In the first twenty years of the century, as the popularity of the architectural styles of the Victorian era faded, more simplistic styles of architecture were gaining popularity. One of these was the American Foursquare. This form was popular in the first few decades of the twentieth century and generally displayed elements of the Colonial Revival style or other popular styles of the period. Within the Somerville Bypass project corridor area one example was found. Pattat Place (FY-259) was constructed ca. 1915 and is a vernacular variant of the American Foursquare. This two-story structure has stylistic details which include the low hipped roof, wide eaves, and rustic pebble dash exterior. The building was modified in 1992 with a large single-story addition on the north rear. The house is part of a large farm complex which includes four barns, a storage building, a former foxhound kennel, and a tenant house.

The dominate architectural style for smaller houses during the early twentieth century was the Craftsman/Bungalow style. It is the most prevalent style inventoried during the Somerville Bypass survey, especially in the city limits of Somerville. Examples include FY-179 which is located on South Main Street and was constructed ca. 1915. It is a one- and one-half story Bungalow with a side gable roof and shed dormer. The original exterior was covered with stucco and a rear addition added in the late twentieth century. However, the structure's Bungalow form is

intact with its low full-width porch and the multi-light sash windows. Craftsman details include knee brackets in the gables and exposed rafter ends in the shed dormers. Other examples of the style include FY-263 which was constructed ca. 1930 and is located on U. S. 64 on the east side of town. It is an irregularly shaped house with a side-gable roof with exposed rafter ends. The original porte-cochre on the east elevation is still extant but has been modified with a rear roof addition. However, the porte-cochre maintains its original shaped exposed rafter ends and tapered wood support columns set on square brick piers. The Craftsman influence is also seen in the tapered wood porch support columns on the primary south porch. FY-268 also displays Craftsman details in its form and the double-hung sash windows with four vertical lights over one light.

The majority of the dwellings surveyed that were constructed in the early part of the twentieth century are in traditional forms like Double-Pen, Saddlebag, Gabled Ell, and Pyramid Square and display little to no architectural detailing. The Double-Pen is usually characterized as having two rooms with end chimneys. Within the survey, FY-266 was constructed in this form. FY-266, located on Kay Lane was constructed ca. 1930. It has a side gable roof and is covered in synthetic siding. The building has been modified with rear shed and side gable additions.

The Saddlebag form has a configuration of two rooms with an interior chimney between the two rooms. Within the survey, FY-184 is a frame Saddlebag form house with gable asphalt shingle roof and an exterior of rolled asphalt siding. The building was altered with two rear shed additions in the early- and mid-twentieth century. FY-185 also falls into this category with a rectangular shape, gable roof and weatherboard exterior. FY-273 and FY-275 are constructed in the Saddlebag form as well.

The Pyramid Square is characterized by a square shape and with a high hipped roof. There were two surveyed in the project corridor area: FY-278 and FY-281. FY-278, located on Charleston Street, has a high hipped roof with weatherboard siding. A rear shed addition was added to the structure and the front east porch modified with decorative metal posts. FY-281 located on South Main Street has a high hipped roof and weatherboard siding.

The Gabled Ell form is characterized by a front facing gable and a side ell with a gable or hipped roof. There is usually a partial-width porch on the front elevation. During the survey two structures were surveyed with this form. FY-280 located on South Main has a gable roof and weatherboard siding. The rear has been modified with an addition. Also FY-277 has a Gabled Ell form. The house has been extensively altered with replacement siding ca. 1955, replacement windows and north porch alterations of support replacements, all ca. 1980.

In the late 1930s and early 1940s architectural styles began to shift to more modern styles and away from period styles like the Colonial Revival. Styles moved to more minimal detailing and one of the first and most popular was the Minimal Traditional. This style is seen in FY-287. W. A. Alexander House is located at 13295 North Main Street and was constructed in 1939. This one and a half story single-family residence has an irregular plan with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, this modest dwelling possesses two interior brick chimneys. There is an incised porch that is located on the northeast corner of the front facade and a ca. 1960 shed addition on the rear west elevation.

SURVEY RESULTS

The project corridor area begins on Highway 64 to the east of Somerville. Along Highway 64, the survey area begins approximately .8 km (.5 m) east of the courthouse square, where Jergan Road turns south. It extends eastward along Highway 64 approximately 2.4 km (1.5 m). Along this road there were seven properties surveyed which included two commercial buildings and five private residences. It is the opinion of the Consultant that none of these possess sufficient architectural design or integrity to meet National Register Criterion C nor did research on each property reveal significant information to meet Criterion A. The Lee House (FY-264) located at 30 Jergan Road, just south of the road's intersection with Highway 64, was constructed ca. 1940. This one-story single-family

residence has an irregular shape with a gable asphalt shingle roof and shed rolled asphalt roof with exposed rafter ends. The exterior of this dwelling consists of weatherboard and rests on a cast concrete pier foundation. The building has a side shed addition and a rear gable addition. The first commercial building is FY-262 located on the south side of Highway 64 approximately .8 (.5 m) east of Jergan Road and was constructed ca. 1950. This oneand-a-half story warehouse is clad in metal siding and rests on a concrete block pier foundation. The gable roof is covered with its original metal, as are two shed additions on either side. Windows are three-light casement and stationary, one-over-one wood sash, and two-light casement. FY-263 is located at 17655 Highway 64, on the north side of Highway 64 across from FY-262, and it was constructed ca. 1939. The one-story single-family residence has an irregular shape with a gable asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of synthetic siding. Resting on a continuous brick foundation, the building has a rear shed and a side gable roof addition. On the southeast corner of the building is the original flat roof porte-cochre. It retains its original shaped rafters ends and is supported by two tapered wood columns that rest on square brick piers. The other commercial building recorded in this area was FY-261. It is located on Yates Road and is a warehouse building that was constructed ca. 1950. This one-story warehouse is clad in metal siding and sits on a continuous cast concrete foundation. Most window openings have been covered over with corrugated sheet metal. The only existing window is a ca. 1960 aluminum casement. These buildings are of common styles and forms and research has not revealed any historical significance. Therefore, it is the opinion of the Consultant that none of these buildings meet the criteria for inclusion in the National Register.

Approximately .8 km (.5 m) east of FY-261 are three private residences accessed from Highway 64. These are FY-258, Pattat Place (FY-259), and Ozier House (FY-260). Both FY-258 and Pattat Place are on the south side of the highway and are accessed through field roads. FY-258 was constructed ca. 1915 and was historically a tenant house to the Ozier Farm. This one-story private residence has an irregular shape with a side-gable metal crimped roof. The exterior of this tenant house consists of weatherboard and rests on a cast concrete pier and concrete block foundation. There is an exterior chimney on the east elevation and a centrally located stove pipe on the west slope. The building has been modified with a rear pre-1945 shed roof addition and a ca. 1970 gable roof side addition. On the east elevation is a full width porch with a shed roof and four wooden posts. It is the opinion of the Consultant that this building does not possess sufficient architectural design or integrity to meet National Register Criterion C nor did research reveal significant information to meet Criterion A.

Pattat Place was constructed ca. 1915 by Alexander Wessell who was the builder of Ellis Auditorium in Memphis. He had the house built as a hunting lodge and used it on weekends. In the late 1920s or early 1930s the property was purchased by E. L. Schultz. In 1936, the property was purchased by Richard Ozier, Sr. Harold Pattat Sr. is the present owner of the building. This two-story irregular shaped building displays elements of a common American Foursquare. The private residence has a hipped composition shingle roof with shed dormers on the north and south slopes. The building has a pebble dash exterior. Windows are double-hung with eighteen-over-one and sixteen-over-sixteen configurations. The foundation is cast concrete. The building was modified in 1992 with a large hipped roof addition to the north rear. The farm retains many original outbuildings including a horse barn, a hay barn, and a former foxhound kennel. This dwelling does not possess sufficient architectural design or integrity to meet National Register Criterion C nor did research reveal any significant historical association to meet Criterion A.

Ozier House (FY-260) was constructed in 1938 by Richard Paul Ozier, Sr. This one-story private residence has an irregular shape with a gable composition shingle roof and exposed rafter ends. The exterior of this dwelling consists of cypress logs and weatherboard siding. Resting on a continuous concrete block foundation, the building was modified with rear (N) gable and shed roof additions. There is a one-bay porch that is centrally located on the main facade (S) with a gable roof. This dwelling does not possess sufficient architectural design or integrity to meet National Register Criterion C nor did research reveal any significant historical association to meet National Register Criterion A.

From Highway 64 the proposed bypass project extends southwest toward Highway 76 (South Main Street) over farm land and wooded areas. North of where the project crosses Highway 76 is an area of Somerville that is a mixture

of contemporary houses and those that date to the mid-nineteenth century. There were 15 properties surveyed in this area. All were private residences and located adjacent to South Main Street, Charleston Street, and Flippin Street. In the opinion of the Consultant, none of those surveyed possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

Those located adjacent to South Main Street include FY-179, 268, 269, 270, 271, 279, 280, and 281. FY-179 was constructed ca. 1915 in the Bungalow/Craftsman style. It is a one and a half story single-family residence with an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of stucco and brick. Resting on a continuous foundation that has been stuccoed, this modest dwelling possesses two exterior end brick (stucco-covered) chimneys. The building has second-story shed dormers with six-pane fixed windows. There is a wrap-around porch that is located on the main (E) and south facades. There is a ca. 1955 addition on the west elevation with a gable roof and end chimney.

FY-268 was constructed ca. 1925. It is a one and a half story single-family residence with a rectangular shape and a gable and shed asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of weatherboard. Resting on a continuous brick foundation, this modest dwelling possesses an exterior brick chimney. On the main facade is a full-width porch with slender wooden posts.

The Martin House (FY-269), located at 12040 South Main Street was constructed in 1935. It is a one-story single-family residence with an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding and rests on a continuous brick foundation. The building has a rear shed addition. There is an entry porch that is centrally located on the main facade with a gable roof and two slender round columns. The Leonard House (FY-270), located at 12184 South Main Street was constructed ca. 1917. This one- and one-half story single-family residence has an irregular shape with a hipped asphalt shingle roof, with front and side gables. The exterior of this dwelling consists of weatherboard and rests on a continuous brick foundation. There is a partial-width porch located on the main (W) facade.

FY-271 was reported by the owner as constructed in 1929; however, it is the Consultant's opinion that this structure was constructed in the first or second decade of the twentieth century, ca. 1915. This one-story single-family residence is located on South Main Street. The house has an irregular shape with a hipped asphalt shingle roof with front and side gables. The gable fields have wood shingles. The exterior of this dwelling consists of synthetic siding (vinyl), added in 1996. Resting on a continuous brick foundation, the building has a rear shed and a side gable roof addition. FY-279 is located at 12055 South Main Street and was constructed ca. 1940. This one-story single-family residence has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding and rests on a continuous cast concrete foundation. The building has successive rear gable additions. There is a partial-width porch located on the main facade with a shed roof and square slender columns. FY-280 is located at 12095 South Main Street and was constructed ca. 1920. This one-story single-family residence has a Gabled Ell form with an asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Originally resting on a brick pier foundation, the foundation now has a concrete block infill between the piers. There is a partial-width porch located on the main facade (E) with a shed roof and replacement tapered wood columns set on square brick piers. The Douglass House (FY-281) is located at 12185 South Main Street and was constructed ca. 1915 by Claude Douglass. The one-story single-family residence has an irregular shape with a hipped asphalt shingle roof with exposed rafter ends. There is a shed roof dormer on the east elevation roof. The exterior of this dwelling consists of weatherboard siding and rests on a concrete pier foundation. There is a partialwidth porch located on the (E) main facade with four square columns. In the opinion of the Consultant, none of the buildings surveyed in this area possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

One block to the west of South Main Street is Charleston Street and those buildings surveyed on this street include FY-272 and FY-278. FY-272 was constructed ca. 1945. It is a one-story single-family residence with an irregular shape and a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard and rests on a continuous cast concrete foundation. Windows are double-hung in a six-over-six configuration and a large fixed sash light is on the east elevation. There is an entry-bay porch located on the main facade. The Sam Parks House (FY-278) is located at 905 Charleston Street and was constructed ca. 1920 by Sam Parks. It is a one-story single-family residence with a rectangular shape and a hipped asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding and the structure rests on a continuous cast concrete foundation. The building has a rear shed addition. There is a full-width porch on the main facade with a hipped roof and ca. 1975 wrought iron posts. Neither dwelling possesses sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

One block west of Charleston Street is Somerville Street. Adjacent to this roadway there were four properties surveyed which included FY-273, 274, 275, and 276. In the opinion of the Consultant, none of these buildings possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, limited research on each property did not reveal any significant historical associations to meet National Register Criterion A. The Higgason House (FY-273) is located at 1001 Somerville Road and was constructed ca. 1880. This one-story single-family residence has a rectangular shape with a gable corrugated metal roof. The exterior of this dwelling consists of rolled asphalt siding. Resting on a concrete block pier foundation, the building has a rear shed addition. There is a partial-width porch on the main facade with a shed roof.

FY-274 is located at 1003 Somerville Road and was constructed ca. 1946. The one-story single-family residence has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of asbestos shingle siding. Resting on a continuous concrete block foundation, there is a entry porch that is centrally located on the main facade with a shed roof. There are gable and shed roof additions to the west rear of the building. FY-275 is located at 1006 Somerville Road and was constructed ca. 1920 by Matthew Stewart. The one-story single-family residence has an irregular shape with a gable metal crimp roof. The exterior of this dwelling consists of ca. 1975 synthetic siding. Resting on a concrete block pier foundation, the building has a ca. 1940 rear shed addition. There is a partial width porch that is located on the main (W) facade that has been partially enclosed. FY-276 was constructed ca. 1920, and this one-story single-family residence has an irregular shape with a corrugated metal and fiberglass roof. The exterior of this dwelling consists of weatherboard siding and the foundation is obscured by pressed metal. The building has a ca. 1940 rear shed addition and a ca. 1950 side shed addition.

The final property surveyed in this area is on the southeast corner of Somerville Street and Flippin Street. The Hurst House (FY-277) is located at 215 Flippin Street and was constructed ca. 1910. The one-story single-family residence has a rectangular shape with a hip asphalt shingle roof. The exterior of this dwelling consists of synthetic aluminum siding, added in 1955. Resting on a continuous brick foundation, the building has a rear shed addition and a side gable roof addition. There is a partial-width porch that is located on the main facade with a shed roof, which was altered in 1980. This building does possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

The area south of where the proposed Somerville Bypass crosses Highway 76 has traditionally been an African-American community. Within the survey area there were eight historic properties recorded. Seven of these were private residences and one was the True American Masonic Lodge. All were of common materials and structural forms. In the opinion of the Consultant, none of those surveyed in this area possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research on each property did not reveal any significant historical associations to meet National Register Criterion A.

FY-180 is located at 129 Kay Lane and was constructed ca. 1915. The one-story single-family residence has a rectangular plan with a hipped asphalt shingle roof with rafters exposed under the eaves. The exterior of this dwelling consists of weatherboard siding. Resting on a brick pier foundation, the building has a rear shed addition.

Windows have been altered with the bottom sash of the former double-hung sashes enclosed. There is a partial-width porch located on the main (W) facade with a shed roof and three square columns. FY-181 is located on Kay Lane and was constructed ca. 1915. The one-story single-family residence has a rectangular shape with a hipped metal roof. There is a hipped roof dormer on the west elevation. The exterior of this dwelling consists of weatherboard. Resting on a concrete block pier foundation, there is a partial-width porch located on the main (W) facade with a hipped roof. FY-182 is located at 144 Kay Lane and was constructed ca. 1945. The one-story single-family residence has a rectangular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard and masonite siding. Resting on a concrete block pier foundation, the building has a ca. 1970 rear shed addition. There is a entry-bay porch that is centrally located on the main facade with a gable roof and slender wood columns. On the east rear is a shed roofed outhouse. The True American Mason Lodge (FY-183) is located on Rhea Road (Highway 76) and was constructed ca. 1920. This two-story meeting house has a rectangular shape with a gable metal roof with exposed rafter ends. The exterior of this dwelling consists of ca. 1950 metal siding. Resting on a pier foundation, this building possesses an interior brick chimney on the north slope. The building is abandoned and deteriorated.

The Seymour House (FY-184) is located at 148 Kay Lane and was constructed ca. 1915. The one-story single-family residence has a Saddlebag form with a gable asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of rolled asphalt siding. Resting on a brick pier and continuous concrete block foundation, the building has two pre-1945 rear shed roof additions. There is a full-width porch located on the main facade with four square wood columns. FY-185 is located at 100 Highway 76 and was constructed ca. 1930. The one-story single-family residence has a rectangular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard. Resting on a brick and concrete block pier foundation, there is a partial-width porch located on the main facade with a shed roof and three square wood columns. FY-265 is located on Highway 76 and was constructed ca. 1945. The one-story residence has an irregular shape with a gable metal roof. The exterior of this dwelling consists of weatherboard. Resting on a brick pier foundation, the building has a ca. 1960 rear shed addition. There is a full-width porch located on the main facade with slender wood columns. FY-266 is located on Kay Lane and was constructed ca. 1930. The one-story single-family residence has a Double Pen plan with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding and rolled asphalt. Resting on a concrete block pier foundation, the building has a ca. 1960 rear shed and a ca. 1975 side gable roof addition. There is an entry-bay porch located on the main facade.

As the proposed bypass project continues on north and west, there was one property recorded approximately 1.6 km (1 m) from Highway 76, in the rural area along Clark Road. In the opinion of the Consultant, this dwelling (FY-178) does not possess sufficient architectural design or integrity to meet National Register Criteria. Built ca. 1930, the one-story abandoned tenant house has a cross-gable plan with a metal roof and an exterior of stucco. Resting on a continuous foundation, the building is badly deteriorated.

On the west side of Somerville the proposed project crosses Highway 64 approximately 2.8 km (1.75 m) from the courthouse square. The only property surveyed in this area was Woodburn Farm (FY-291). Even though this property is one of the oldest in the survey area and is an example of the Greek Revival style constructed in West Tennessee during the mid-nineteenth century, this structure has been highly modified with successive additions and replacement siding. In addition, historical research has not revealed any significant historical associations that would meet National Register Criteria. Therefore, it is the Consultants opinion that FY-291 is not eligible for the National Register of Historic Places. The house was constructed ca. 1850 by General Thomas Rivers. The farm was purchased by William Scott in 1904, and in 1932, Scott's sister and husband, Ruffin Matthews inherited the property. This 600 acre family farm is located on Highway 64, 3.2 km (2 m) west of Somerville. The two-story house has a center hall plan with a hip, gable, and shed asphalt shingle roof with wide overhanging eaves. The exterior of this dwelling consists of weatherboard siding, with synthetic siding (aluminum) on the rear facade. Resting on a continuous brick foundation, this dwelling possesses four exterior end brick chimneys, and two interior brick chimneys. The building has a ca. 1979 side shed addition on the north, a ca. 1960 rear gable addition and the two story hipped roof porch was enclosed ca 1945. There is a partial-width two-story porch that is centrally located on the main facade (W). The four Doric column supports were modified ca. 1970 and presently rest on

masonry piers. The central entry on the main facade has a wood door with a large single light and nine-light sidelights and four-light transom with enclosed corner lights. The second floor entry on the west facade is similar. There are two large gambrel roofed barns to the south of the property alone with miscellaneous farm outbuildings.

The proposed project continues north and west until it connects with Highway 76 on the north side of Somerville along the old railroad grade just south of the Loosahatchie River Canal. There were seven structures recorded in this part of the project corridor area immediately adjacent to North Main Street (Highway 76). None of those surveyed possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

The northernmost structure is the Emmet L. Middlecoff House (FY-284) located on the west side of Highway 76 and constructed ca. 1925. The one- and one-half story single-family residence has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding and rests on a continuous brick foundation. The building has a ca. 1950 rear addition and a ca. 1990 deck was added to the rear as well. There is a partial width-porch located on the main (E) facade with ca. 1990 metal posts.

FY-285 is located at 503 Taylor Road and was constructed ca. 1930. The one-story single-family residence has an irregular shape with a gable metal roof. The exterior of this dwelling consists of weatherboard siding. Resting on a cast concrete pier foundation, there is a rear shed addition with an entry-bay porch. Finally, there is a partial-width porch that is centrally located on the main (E) facade with a gable roof. FY-286 is located at 502 Taylor Road and was constructed ca. 1915. The one-story single-family residence has a Double Pen plan with a gable corrugated metal roof. The exterior of this dwelling consists of synthetic (rolled asphalt) siding. Resting on a concrete block and brick pier foundation, the building has a side gable addition. There is a partial width porch located on the main (W) facade with a shed roof and a rear single bay porch with shed roof. These dwellings do not possess sufficient architectural design or integrity or historical significance to meet National Register Criteria.

The W. A. Alexander House (FY-287) is located at 13295 North Main Street and was constructed in 1939 by builder Grady Morris for W. A. Alexander. The one- and one-half story single-family residence has an irregular plan with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, the dwelling has an incised porch located on the northeast corner of the front facade. There is a ca. 1960 shed addition on the rear west elevation. FY-288 is located at 13275 North Main Street and was constructed ca. 1938. The one- and one-half story single-family residence has an irregular plan with a gable asphalt shingle roof and a brick veneer exterior. Resting on a continuous brick foundation, there is a partial-width porch located on the main facade with ca. 1975 metal columns. The Morton House (FY-289) is located at 13315 North Main Street and was constructed in 1946. The original owner was John P. Morton. The one-story single-family residence has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, the building has a front entrance (E) which features a four-light sidelight and an original door. There is a side shed addition and a rear hip addition. These dwellings do not possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

FY-290 is located at 13325 North Main Street and was constructed ca. 1930 by Robert and Cary Winfrey. The building was used originally as a cotton gin, but during World War II, this building was purchased by W. C. Latta to be used as an ammunition box factory. The factory employed 100 men during the war. The one-story frame vernacular commercial building has an irregular shape with a gable metal roof. The exterior of this dwelling consists of synthetic (corrugated metal and asbestos shingle) siding. Resting on a continuous cast and block concrete foundation, the building has a ca. 1960 (N) gable addition, ca. 1955 (E) front facade addition, and ca. 1950 rear (W) addition. There is an octagonal storage building with vertical wood siding to the northeast of the property. In the opinion of the Consultant, neither of these buildings possess sufficient architectural design or integrity to meet National Register Criteria. In addition, research has not revealed any significant historical associations.

V. NATIONAL REGISTER ASSESSMENT

Somerville Historic District

A review of the National Register files at the Tennessee Historical Commission revealed no National Register listed or eligible properties existing within .8 km (.5 m) of the project corridor area. However, within the general project area is the Somerville Historic District which was listed on the National Register of Historic Places in 1981. This district comprises an area of approximately 52 acres around and south of the courthouse square. The boundary of this district basically follow the "rear property lines of buildings primarily on the count square and those along sections of S. Main, Cemetery, S. Somerville, East and West Streets running north-south and those along sections of Marginal, Church, W. High and Maple Streets running east-west" (Figure 2) (Somerville NRHP Nomination 1981). The district was nominated for its architecture and is characterized in the NRHP nomination as "an excellent collection of residential and commercial architecture in a rural southwest Tennessee community" (Ibid).

The original boundary of this National Register district no longer retains integrity due to the loss of contributing buildings; therefore, the Consultant recommends that two districts be formed out of the original district boundary. The buildings in the following discussion are coded to the number system found in the 1981 NRHP nomination (Figure 3).

The boundary of this district was originally designed to exclude many non-contributing properties and is somewhat erratic in nature. The northern end of the district around the courthouse and southward to Charleston Street has experienced few modifications and maintains it integrity (Figures 4, 5, 6 and 7). An examination of this area revealed no notable buildings that are excluded from the district boundary. In addition, an examination of the district boundary on the east side of South Main Street did not reveal any notable buildings that are excluded from the district boundary nor any extensively altered buildings that cause a loss of integrity of the district boundary.

An examination of the boundary on the west side of South Main Street between the northern end of Charleston Street and West Church Street revealed a loss of integrity. There were originally two contributing and three non-contributing buildings in this block. Within the last three years the two contributing structures (#29 and #32) and one non-contributing structure (#30) have been removed. In addition, the block south of West Church Street on the west side of South Main Street has only one contributing building (#26) which is separated from other contributing elements by two non-contributing buildings (#24 and 25). At West Church Street the district turns west. Between Charleston Street and South Somerville Street there are two post-1950 non-contributing private residences and one non-contributing church building (First Baptist Church Activities Building #22). This wood frame activities building was brick veneered ca. 1950 and in the Consultant's opinion has lost its architectural integrity and is a non-contributing element to the district. These non-contributing buildings and the removal of contributing elements in the block along South Main Street between Charleston and West Church Street has created a gap of contributing buildings in the district that is in excess of a city block long. Due to the removal of buildings, 507 South Main Street (#26) is isolated from contributing buildings of the district. In addition, an examination of buildings adjacent to the boundary on this block revealed post-1950 construction and vacant parcels.

The district continues westward along West Church Street taking in two properties on the north side of the street between South Somerville Street and Oak Street. These two buildings (#18 and #19) maintain their integrity and remain contributing elements to the district. To the west of this block the boundary includes contributing structures on the northwest (#17) and southwest (#16) corners of Oak Street and West Church Street. Both of these remain contributing elements in the district. The examination of adjacent buildings outside the boundary identified most as post-1950 construction.

The district continues southward along South Somerville Street. Between West Church Street and West High Street there are two contributing buildings and one non-contributing building within the district boundary. These two contributing elements (#14 and #15) maintain their architectural integrity. To the west of these building along the south side of West Church Street is a ca. 1925 Bungalow (307 West Church Street). This building is an irregular

shaped dwelling with common bond brick exterior and a gable and hipped roof. Windows are double-hung wood sash with three-over-one configuration. The north front porch has original square brick columns. The building maintains its architectural integrity and meets National Register Criteria C for inclusion within the district boundary (Figure 8). The remaining buildings on this block are post-1950 residences. On the east side of South Somerville Street between West Church Street and West High Street are two dwellings outside the district boundary which, in the Consultant's opinion could be included as contributing buildings to the district (Figure 9 and 10). These are 506 and 508 South Somerville Street. 506 South Somerville Street is a one-story frame Colonial Revival style dwelling. Constructed ca. 1940, the building has double-hung wood sash eight-over-eight windows and an entry-bay gable roof portico with Doric columns. In addition, there is a elliptical fanlight transom and a corbeled brick chimney. 508 South Somerville Street is a frame two-story dwelling with Craftsman detailing. The building has wood double-hung sash windows with twelve-over-eight configuration. The original square brick pier columns with exposed rafter ends are extant with a gable dormer on the west facade. Constructed ca. 1925, the building maintains its architectural integrity.

The 1981 district boundary continues southward along South Somerville Street reaching its southernmost boundary at Jones Street. On the west side of South Somerville, between West High Street and Jones Street, there are four contributing and one non-contributing buildings. These buildings have undergone very few alterations and maintain a sense of time and place. In addition, it appears that 701 South Somerville Street would qualify as a contributing element to the district (Figure 11). This one-story frame dwelling was constructed ca. 1940 in the Colonial Revival style. It has eight-over-one double-hung wood sash windows and an entry-bay portico with gable roof. The exterior is synthetic siding and there are gable dormers on the east facade. This building maintains sufficient architectural integrity to be a contributing element to the district boundary.

On the east side of South Somerville Street between West High Street and Maple Street are four contributing buildings and one non-contributing building. These buildings maintain their architectural integrity and remain contributing elements. South of Maple Street is the southernmost property in the district. Located on a large lot, this ca. 1846 building maintains its architectural integrity and is the southern anchor for the district. An investigation of adjacent parcels revealed post-1950 buildings or extensively altered buildings that do not meet the criteria for inclusion in the district boundary.

Based on this examination, it is the Consultant's opinion that the present district should be divided into two separate districts as depicted in Figures 12a and b. A large gap occurs in the contributing elements along South Main Street between Charleston Street and West Church Street. North of this area the boundary continues to include mainly contributing elements to the district's period of significance. The buildings south and east of South Somerville Street also maintain their integrity and sense of time and place. In addition, there are three residences in this area that should be added to the district as contributing elements.

The dividing of the original Somerville Historic District would leave 507 South Main Street out of either district (Figure 13). Even though the building is a contributing element to the present National Register district, it is the Consultant's opinion that the building is not individually NRHP eligible. The building was constructed ca. 1850 in the Greek Revival style with Italianate style detailing. The dwelling was modified ca. 1950 with an east entry-bay porch and ca. 1900 and ca. 1950 rear shed additions. The interior has original mantels, staircase, wood panel doors, and woodwork. However, the plaster walls were covered ca. 1970 with paneling in the southeast corner room. In the 1920s, the house was used as a female dormitory for the Fayette County High School; however, the building has primarily been a private residence throughout its history. This dwelling has elements of the Greek Revival and Italianate styles from the mid-nineteenth century. However, the dwelling is not an outstanding example of either style. Due to its alterations and lack of significant historical association, it is the Consultant's opinion that the building is not individually eligible for the NRHP.

McFerrin Store

Approximately 2.8 km (1.75 m) south of Somerville at the intersection of Highways 76 and 195 is McFerrin Store. The original McFerrin Store stood one lot south of the present McFerrin Store. This building was owned by Robert

McFerrin and his wife Ernestine who moved to Memphis from Somerville ca. 1960. When Robert McFerrin moved, John McFerrin (Robert's brother) and his wife Viola opened a store in the building. In the Spring of 1960, John began to hold meetings in the back of the store to gather support and encourage African-Americans to register to vote. As the registration movement gained support in the African-American community, many white merchants in Somerville refused to sell products to the black residents. As a result, John and Viola built a larger store on the lot north of the original store to help alleviate the hardship of inhospitable merchants. They began construction on the present McFerrin Store in 1961, and it was completed in 1963 with the help of a loan from the Small Business Administration (Figure 14). While this building was under construction, voter registration meetings continued to be held in the original store. By the time the new store was completed, the voter registration movement had reached its peak and very few meetings were held in the 1963 McFerrin Store. An interview with Viola McFerrin revealed the original McFerrin Store burned at an undetermined date. The site is presently occupied by a ca. 1975 rectangular concrete block building (Figure 15) (Viola McFerrin September 1996; Fayette County Property Appraiser's Records). Attempts to inventory and gather further information on the 1963 building and its role in the voter registration movement were unsuccessful due to John McFerrin's refusal to be interviewed. Based on this information, it appears that the original McFerrin Store, known as the "GHQ" of the black voter registration movement is no longer extant.

In addition to merchants refusing to sell to African-Americans during the early 1960s voter registration movement, some white landowners evicted black renters. With nowhere to live, two "tent cities" or "freedom villages" sprang up. Housing at these two areas basically consisted of military surplus tents. According to local informants, there were only two such living quarters in the county. One was located on County Road 195 five miles southwest of Somerville and a second on Highway 57, four miles east of Moscow (Minnie Jamison September 1996; THC Historical Marker). Neither site is located in the project corridor area.

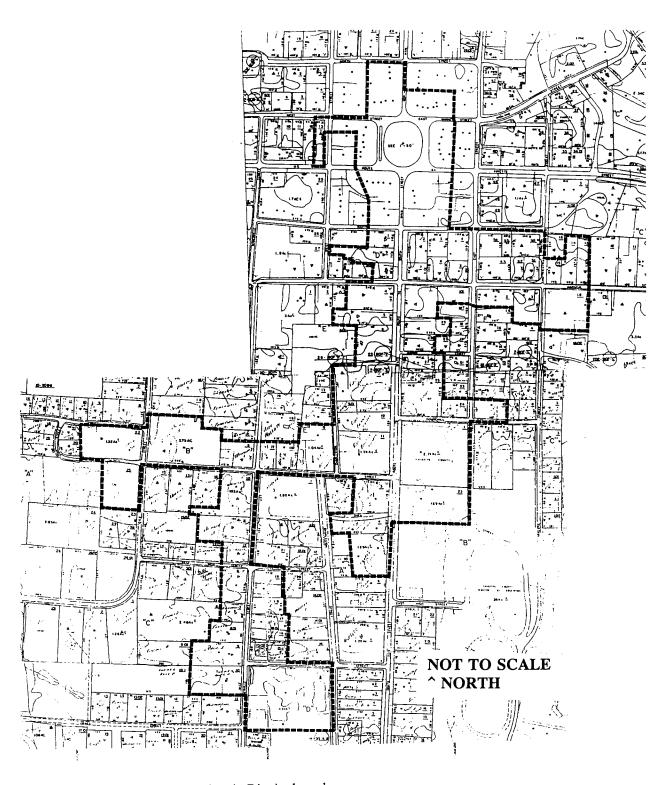


Figure 2. Current Somerville Historic District boundary.

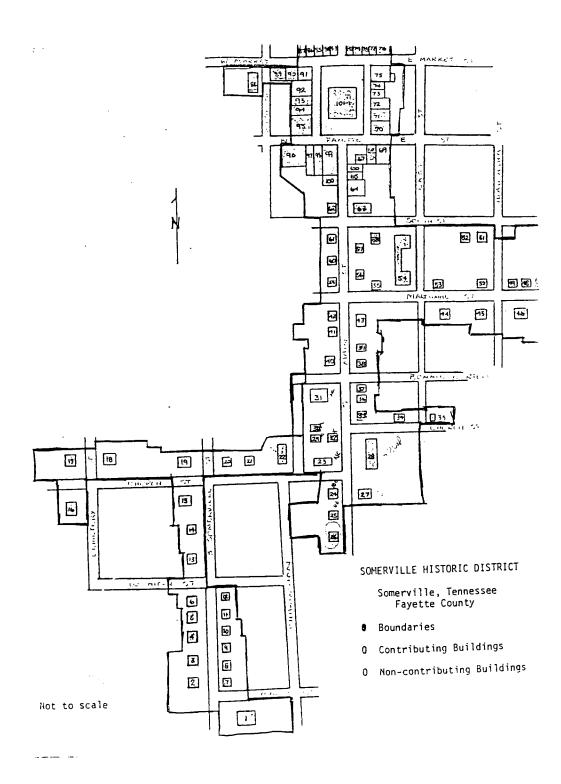


Figure 3. Current Somerville Historic District boundary with number coded buildings.



Figure 4. Courthouse Square, Southwest Corner, Somerville Historic District.



Figure 5. Courthouse Square, Northeast Corner, Somerville Historic District.



Figure 6. Courthouse Square, Southeast Corner, Somerville Historic District.



Figure 7. Courthouse, South Elevation, Somerville Historic District.

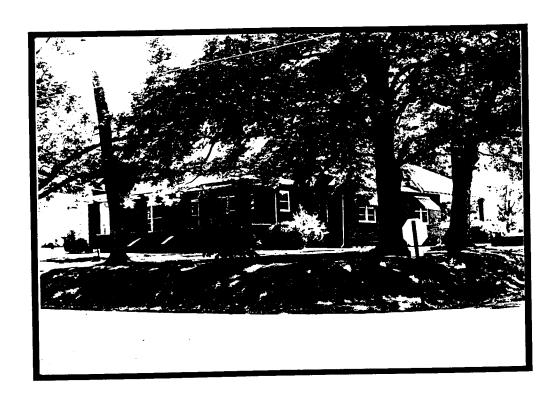


Figure 8. 307 West Church Street.



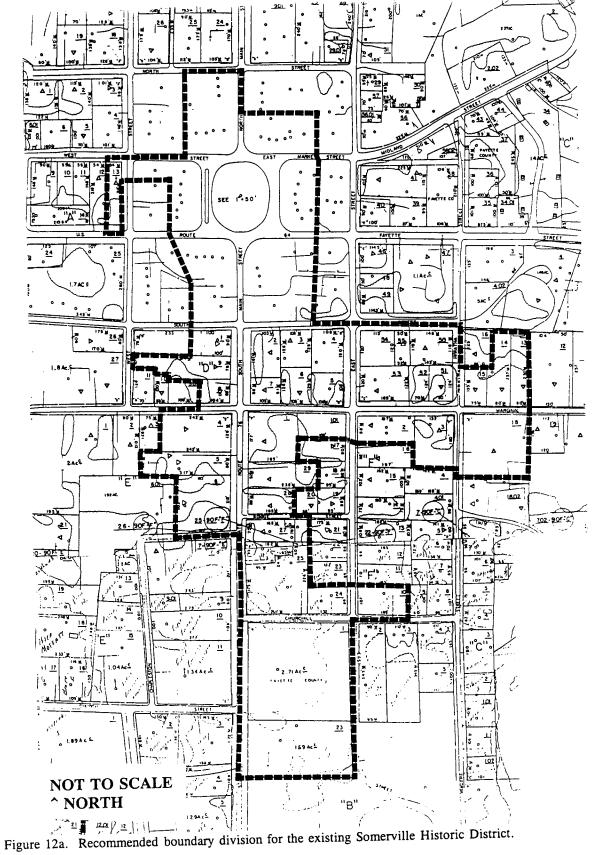
Figure 9. 506 South Somerville Street.



Figure 10. 508 South Somerville Street.



Figure 11. 701 South Somerville Street.



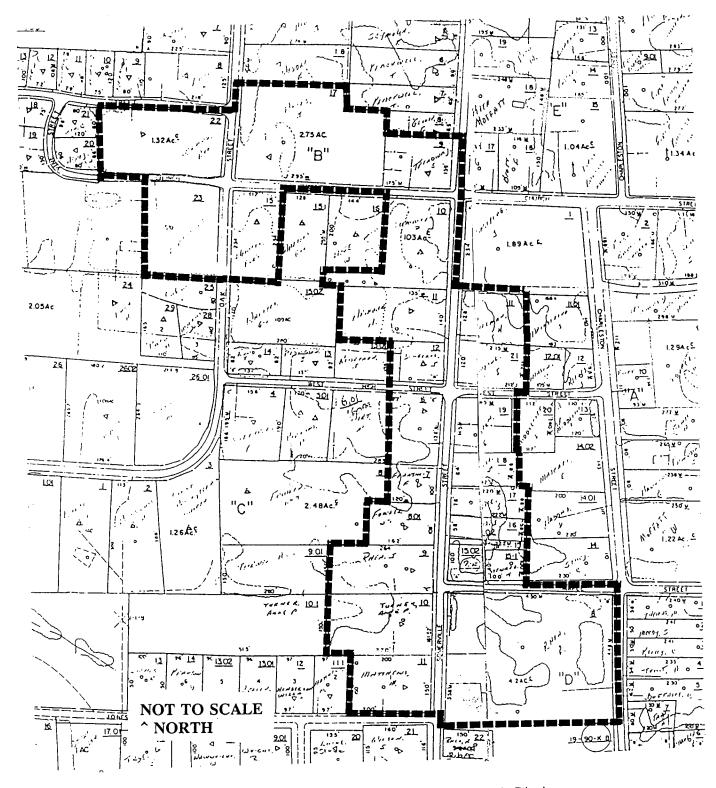


Figure 12b. Recommended boundary division for the existing Somerville Historic District.



Figure 13. 507 South Main Street, Somerville Historic District.



Figure 14. McFerrin Store constructed in 1963.

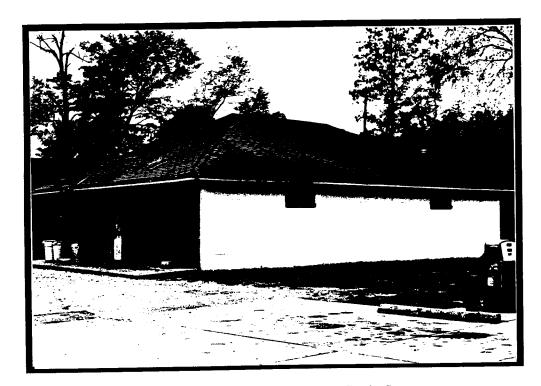


Figure 15. 1975 Building on the site of the original McFerrin Store.

CONCLUSION

The Tennessee Department of Transportation is proposing the construction of a four-lane divided highway on a new location around Somerville in Fayette County. This project is divided into three sections. The first sections begins at State Route 15 (US 64) west of Somerville and ends at State Route 76 south of Somerville a distance of approximately 3.2 km (2.0 m). The second section begins east of Somerville on State Route 15 and extends south to State Route 76 with two alternatives being considered. Alternative A is approximately 2.7 km (1.7 m) in length and Alternative B is approximately 3.7 km (2.3 m) in length. The third section begins at State Route 76 north of Somerville and extends to State Route 15 for an estimated length of 3.7 km (2.3 m).

Within 1.6 km (1 m) of the proposed project corridor area is the Somerville Historic District. Listed on the National Register of Historic Places in 1981, this district comprises an area of approximately 52 acres. The boundary of this district basically follow the "rear property lines of buildings primarily on the count square and those along sections of S. Main, Cemetery, S. Somerville, East and West Streets running north-south and those along sections of Marginal, Church, W. High and Maple Streets running east-west" (Somerville NRHP Nomination 1981). This district was nominated for its architecture and is characterized in the NRHP nomination as "an excellent collection of residential and commercial architecture in a rural southwest Tennessee community" (Ibid). Following a reassessment of the district, it is the opinion of the Consultant that the district should be divided into two separate districts as depicted in Figures 12a and b. A large gap occurs in the contributing elements along South Main Street between Charleston Street and West Church Street. North of this area the boundary continues to include mainly contributing elements to the district's period of significance. The buildings south and east of South Somerville Street also maintain their integrity and sense of time and place. The dividing of the original Somerville Historic District would leave 507 South Main Street out of either district. Even though the building is not individually NRHP eligible.

Other previous surveys in the project corridor area include a 1988 T-DOT architectural and historical assessment of State Route 15 (U. S. 64) from .3 km(.2 m) east of the Fayette County line to Somerville. This survey assessed two buildings within the present project area. Neither one was found to the eligible for the National Register of Historic Places. Also, in 1990, students from Memphis State University participated in a partial survey of Fayette County. Initially, this survey was planned to encompass the entire county; however, due to time and monetary constraints the survey was not completed according to the original specifications. Within the Somerville Bypass project corridor area, there were nine properties surveyed during the 1990 survey. None were deemed eligible for the National Register of Historic Places by the Memphis State surveyors. No other National Register-listed properties were identified by the Consultant along the project corridor area.

For this project, the Consultant documented a total of 41 properties within the project corridor area. With few exceptions, these properties were comprised of modest dwellings constructed from the mid-nineteenth century to the mid-twentieth century. With the exception of the recommended modifications to the Somerville Historic District, it is the opinion of the Consultant that no other properties within the project area meets National Register criteria either individually or collectively.

BIBLIOGRAPHY

- Fayette County Historical Society. The History of Fayette County Tennessee 1986. Salem, West Virginia: Walsworth Press, 1986.
- Fayette County Sesquicentennial Inc. 150 Years In Fayette County Tennessee 1824-1974. No publisher listed, 1974.
- "Freedom Village Attacked" The Times Herald, Memphis 8 January 1960.
- Morton, Dorothy Rich. Fayette County. Memphis, Tennessee: Memphis State University Press, 1989.
- . Nineteenth Century Homes of Fayette County. No publisher listed, 1974.
- Rosser, Joy, Somerville Historical Society
 Telephone Interview with Dawn Wise, July 23, 1995.
- Tennessee Historical Commission (THC). Somerville Historic District NRHP Nomination. On file Tennessee Historical Commission, Nashville, Tennessee.
- _____. "Tent City" Historical Marker.
- "Tent City...Home of the Brave" Published by the Industrial Union Department of the AFL-CIO. n.d.
- "Tent City Shooting Incident Solved: White Youths Admit Firing Blanks." Memphis Press-Scimitar. 3 January 1961.

APPENDICES

Appendix A - Resumes of Consultant Team

Appendix B - Catalog of Inventoried Properties



S. DAWN WISE PRESERVATION PLANNER/THOMASON AND ASSOCIATES

EXPERIENCE

1996 - Historic Preservation Planner - Thomason and Associates, Nashville, Tennessee

Military Installation Preservation Planning

Project Assistant for the analysis and evaluation of cultural resources at Naval Surface Warfare Center Crane Division, Louisville, Kentucky; Naval Technical Training Center, Corry Station, Pensacola, Florida; Naval Air Warfare Center, Indianapolis, Indiana. This work included the completion of cultural resource surveys, historical research, and photographic documentation.

1994-1996 - Architectural Historian - Archaeological Consultants, Inc., Sarasota, Florida

Cultural Resource Surveys

Project Assistant in the completion of cultural resource surveys for the Florida Department of Transportation throughout Florida. Responsibilities included architectural surveys, photography, historical research, and assistance with report writing.

1994 - Architectural Surveyor - Thomason & Associates, Nashville, Tennessee

Project Assistant in the cultural resources survey of Interstate 840 in Sumner and Wilson Counties, Tennessee. Responsibilities included architectural surveys and photography.

1992 - Architectural Surveyor - Lincoln County, South Dakota

Project Assistant in the completion of a cultural resources survey for Canton, South Dakota. Responsibilities included architectural surveys, photography, and historical research.

Education

- 1995 M. A. Middle Tennessee State University, Historic Preservation
- 1989 B.A. University of Montevallo, History

MATTHEW D. SAUER PRESERVATION PLANNER/THOMASON AND ASSOCIATES

EXPERIENCE

1996 Historic Preservation Planner - Thomason and Associates, Nashville, Tennessee

Project Assistant in the completion of cultural resource surveys for the Tennessee Department of Transportation throughout Tennessee. Responsibilities included architectural surveys, photography, historical research and assistance with report writing.

1996 Executive Assistant - Midwest Brokers and Associates, Dayton, Ohio

As Executive Assistant to Principal Broker, was responsible for the creation of marketing materials and client support.

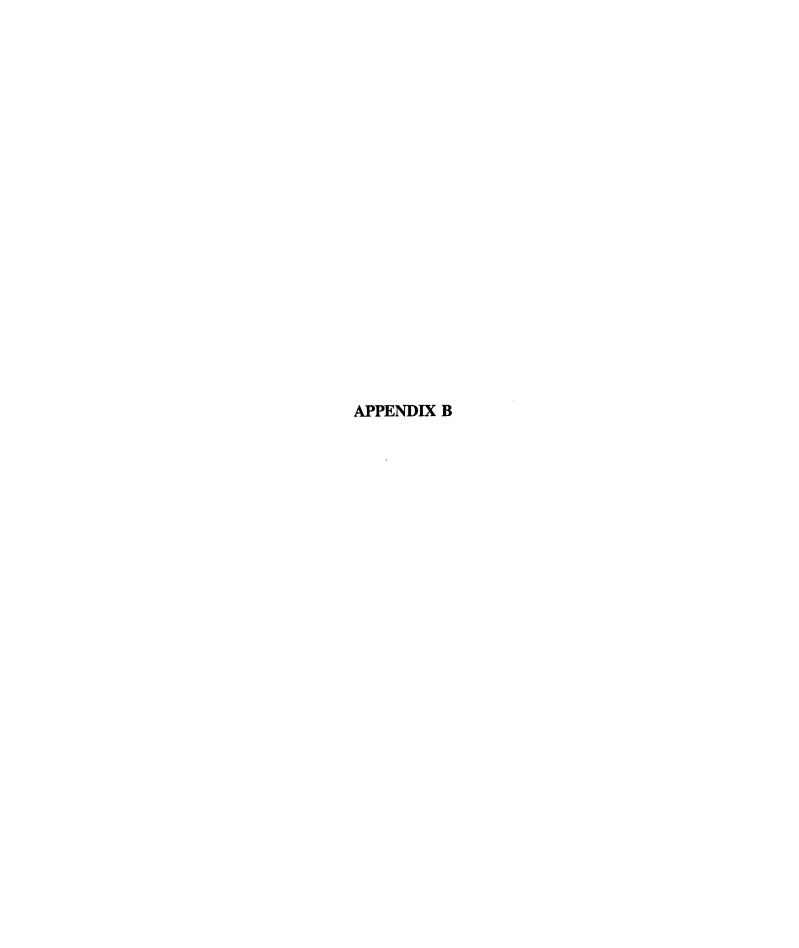
1993 Preservation Intern - City of Dayton Department of Planning, Dayton, Ohio

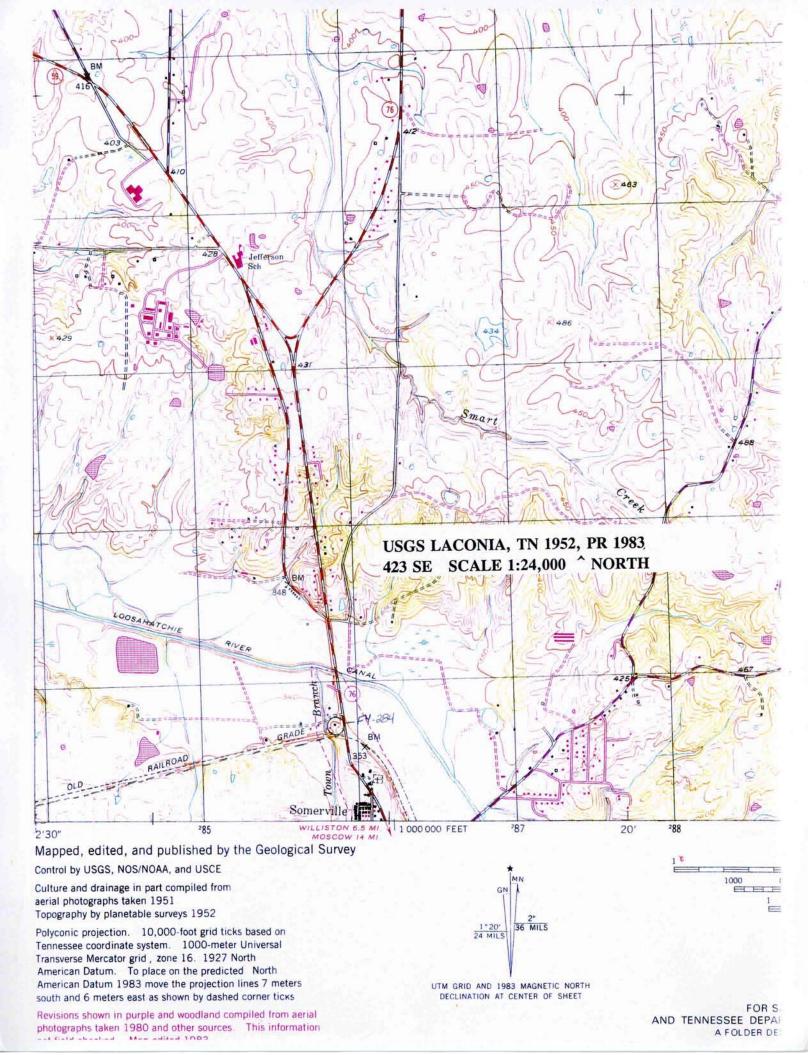
As the Preservation Intern, was responsible for the completion of the List of Historic Properties in Dayton, Ohio. This project required architectural analysis, field surveys, and GIS mapping of over 200 property locations. The List was to be used for future preservation ordinances, and was completed for the City Historic Preservation Officer.

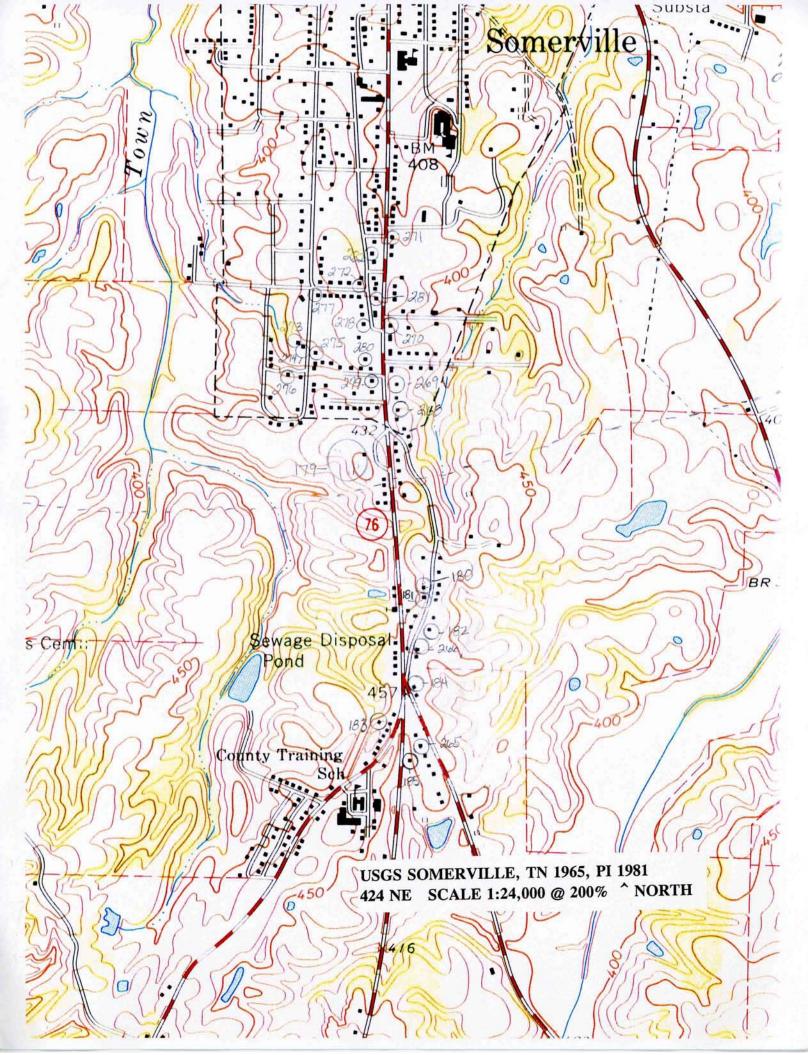
Education

1995 Bachelor of Arts, Growth and Structure of Cities Program, Haverford College

An interdisciplinary major encompassing architectural history, architectural design, and urban planning. Thesis was entitled "Cul-de-Sacked: Defensible Space Planning in Dayton's Five Oaks Neighborhood".







UNITED STATES DEPARTMENT OF THE INTERIOR GEOLOGICAL SURVEY BROWNSVILLE 26 MI. DANCYVILLE 12 MI. 20' 89°22′30″ 35°15′ 285000m.E. 3903000m N LOOSAHAT NEMPHIS 42 MI 1264 LOUISVILLE Church of Christ 291 Substa Somerville 262 Ozier Landi 3901 BR 385 Sawage Disposal Stitts Cent 3900 County Training USGS SOMERVILLE, TN 1965, PI 1981 3899 424 NE SCALE 1:24,000 ^ NORTH 12'30" Peebles Cem Brown Cem 3898 BM 464 MACON 8 MI. Hutchins Cem BM 499∆

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-178 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Clark Road, Somerville vicinity

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other information: This house is abandoned on a field road and is presently owned by Fayette County.

ARCHITECTURAL SUMMARY:

This one-story abandoned tenant house is located on Clark Road. The cross-gable dwelling has a metal roof and the exterior of this dwelling consists of stucco. Resting on a continuous foundation, this dwelling possesses two brick interior chimneys. Original wood sash windows are double-hung in a six-over-six configuration. There is a full-width porch that is located on the main (N) facade and a partial-width shed roof porch on the west. The building is badly deteriorated.

NATIONAL REGISTER ASSESSMENT:

This dwelling is a common house form from the early-twentieth century, and it is the Consultant's opinion that the building does not possess architectural significance to meet National Register Criteria. In addition, research did not reveal any historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-179 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Ballard House (Common)
Property Location: 11915 South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: The J. D. Ballard Family has lived in the house for 56 years. At the time of purchase the property consisted of approximately 100 acres with the house and outbuildings and it functioned as a farm. A telephone interview with Mrs. Ballard revealed no further historical information about the property. Photography of this structure was hindered due to gated yard.

ARCHITECTURAL SUMMARY:

This one- and one-half story Craftsman Bungalow single-family residence is located on South Main Street. The cottage has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of stucco and brick. Resting on a continuous foundation that has been stuccoed, this dwelling possesses two exterior end brick (stucco-covered) chimneys. The building has second-story shed dormers with six-pane wood sash windows. Other windows are double-hung wood sash in a twelve-over-twelve configuration. There is a wrap-around porch that is located on the main (E) and S facades with square brick columns. There is a ca. 1955 addition on the west elevation with a gable roof and end chimney.

NATIONAL REGISTER ASSESSMENT:

This residence is an altered example of a common Craftsman Bungalow house from the early-twentieth century, and it is the Consultant's opinion that the building does not possess architectural significance to meet National Register Criteria. In addition, consultation with the owner revealed no significant historical associations.

Tennessee Department of Transportation

State Route 15, Somerville West Bypass, Fayette County

THC#: FY-180 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 129 Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other information: Attempts to locate and contact the owner were unsuccessful.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Kay Lane. Facing east, the house has a rectangular plan with a hipped asphalt shingle roof, with rafters ends exposed under the eaves. The exterior of this dwelling consists of weatherboard siding. Resting on a brick pier foundation, this dwelling possesses interior brick chimneys. The building has a rear shed addition. Windows have been altered with the bottom sash of the former double-hung wood sash windows enclosed with weatherboard. Presently windows are single wood sash in a one-light or four-light configuration. On the northeast corner of the building is a bay window. There is a partial-width porch located on the main (E) facade with a shed roof and three square columns. The original three panel wood door with single light is intact.

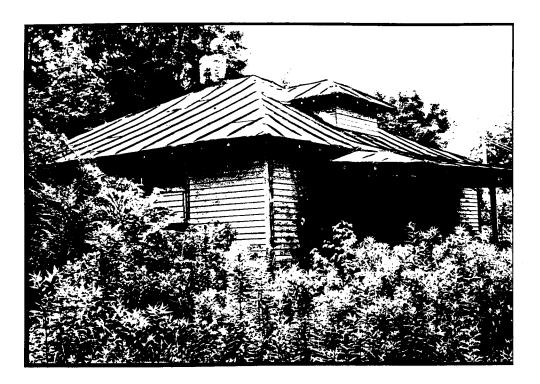
NATIONAL REGISTER ASSESSMENT:

This dwelling is a common house type from the early-twentieth century. It has been modified with the partial enclosure of all the windows, and it is the Consultant's opinion that the building does not possess architectural or

historical significance to meet National Register Criteria. The questionnaire for this property was not returned by the owner nor were attempts to contact the owner successful.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-181 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Lofties House (Common)

Property Location: Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: This abandoned property is associated with the Lofties Family in Somerville but further

historical information was not located.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Kay Lane. The abandoned Pyramid Square dwelling has a hipped metal roof with exposed rafter ends. There is a hipped roof dormer on the west elevation. The exterior of this dwelling consists of weatherboard. Resting on a concrete block pier foundation, this dwelling possesses an interior brick chimney. Various windows are missing; however, existing windows are double-hung wood sash in a six-over-six configuration. There is a partial-width porch that is located on the main (W) facade with a hipped roof.

NATIONAL REGISTER ASSESSMENT:

This residence is an example of a Pyramid Square, a common house type from the early-twentieth century. In addition, it is deteriorated on the exterior, and the interior is exposed to the elements due to missing windows and doors. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-182 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Walker House (Historic) Property Location: 144 Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1945

Other Information: The present owner reports that the original owner of the building was A. L. Walker. He could provide no other historical information about the property.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Kay Lane. The Gable Front house has a rectangular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard and masonite siding. Resting on a concrete block pier foundation, this dwelling possesses two interior brick chimneys on the north slop. The building has a rear shed addition ca. 1970. Windows are double-hung wood sash in a four-over-four configuration. There is an entry-bay porch that is centrally located on the main facade (W) with a gable roof and square wood columns. On the east rear is a shed roofed outhouse. To the north of the main house is a gable roofed barn that appears to a contemporary of the house.

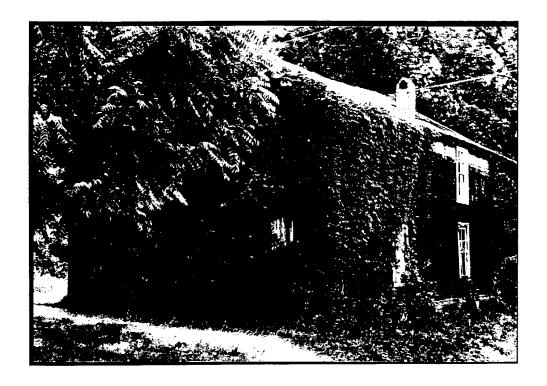
NATIONAL REGISTER ASSESSMENT:

This dwelling is an example of a common Gable Front house form from the mid-twentieth century. It is the Consultant's opinion that it does not possess architectural significance to meet National Register Criteria.

Consultation with the owner revealed no historical significance. In addition, the outbuildings are common forms of the period and do not collectively possess architectural or historical significance.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-183 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: True American Mason Lodge (Historic)

Property Location: Rhea Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1920

Other Information: Consultation with the building's owner, the Grand Masonic Lodge in Memphis, surrounding land owners, Joy Rosser of the Somerville Historical Society, and five other local informants revealed no historical information about the lodge. There is no known historian in the area for African American history. This building appears to have been constructed ca. 1920 and used as an African American Masonic and Eastern Star meeting hall. It has been abandoned for many years and is in poor condition.

ARCHITECTURAL SUMMARY:

This two-story social building is located on Rhea Road. The building has a rectangular shape with a gable metal roof with exposed rafter ends. The exterior of this building consists of ca. 1950 metal synthetic siding. Resting on a pier foundation, this building possesses an interior brick chimney on the north slope. Windows are double-hung wood sash in a four-over-four configuration. Assessment of the interior of the building was hindered due to the boarded over windows and doors. Observation through the open window on the north facade revealed an interior in ruins with exposed wood studs. The building is abandoned and deteriorated.

NATIONAL REGISTER ASSESSMENT:

This building is a representative example of a social hall from the early-twentieth century. The abandoned building has suffered a loss of integrity due to its deteriorated state and it is the Consultant's opinion that it does not possess architectural significance to meet National Register Criteria. In addition, consulta with numerous local informants and adjacent landowners revealed only that the building was a meeting hall the local Masonic and Eastern Star groups. No other historical information was available and it is the Consultant's opinion that this property no longer retains integrity and does not meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-184 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Seymour House (Common) Property Location: 148 Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: The property was previously surveyed in 1990. The house name was provided from that survey information. Attempts to contact the owner were unsuccessful. Access to the rear of this structure was limited due to overgrown vegetation.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is an example of the Saddlebag form. It is frame with a rectangular shape and a gable asphalt shingled roof with exposed rafter ends. The exterior of this dwelling consists of rolled asphalt siding. Resting on a brick pier and continuous concrete block foundation, this dwelling possesses a central interior brick chimney. The building has two pre-1945 rear shed roofed additions. Windows are double-hung wood sash in a four-over-one configuration. There is a partial-width porch located on the main facade with four, square wood columns.

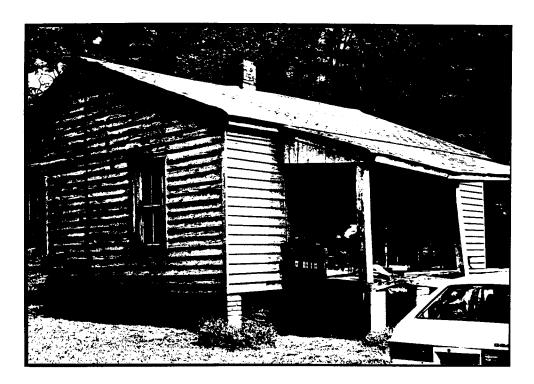
NATIONAL REGISTER ASSESSMENT:

This dwelling is an example of the Saddlebag form, a common house form from the early twentieth century. This building has suffered a loss of integrity through two rear additions and its deteriorated state. The questionnaire for

this property was not returned and attempts to obtain historical information were unsuccessful. It is the Consultant's opinion that the dwelling does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-185 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 100 Highway 76, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other Information: Consultation with the present occupant revealed no historic information about the property. Attempts to contact the owner were unsuccessful. Access to the rear of this structure was restricted due to occupant objections.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Highway 76. The frame house is built in the Saddlebag form and has a rectangular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard. Resting on a brick and concrete block pier foundation, this dwelling possesses a central interior brick chimney. Windows are double-hung wood sash in a four-over-four configuration. There is a partial-width porch located on the main facade with a shed roof and three square wood columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common example of a Saddlebag form house from the early-twentieth century. It is the Consultant's opinion that it does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-258 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Ozier Farm (Historic) Property Location: 18100 Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: This was a tenant house for the Ozier Farm. Today, Harold Pattat is the owner, and it is rental property.

ARCHITECTURAL SUMMARY:

This one-story private residence has an irregular shape with a side-gable 5-V metal crimped roof. The exterior of this tenant house consists of weatherboard. Resting on a cast concrete pier and concrete block foundation, this dwelling possesses an exterior chimney on the east elevation and a centrally located stove pipe on the west slope. The building has been modified with a rear pre-1945 shed roof addition and a ca. 1970 gable roof side addition. Windows are double-hung and single-hung wood sash in six-over-six, four-over-four, six-over-one, and two-over-two configurations. On the east elevation is a full-width porch with a shed roof and four wooden columns that appear to be replacement.

NATIONAL REGISTER ASSESSMENT:

This dwelling is an example of a common tenant house from the early-twentieth century. The building has suffered a loss of integrity through rear and side additions. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-259 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Alexander Wessell House (Historic)/ Pattat Place (Common)

Property Location: 155 Pattat Way, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: Alexander Wessell, builder of Ellis Auditorium in Memphis, had the house constructed as a hunting lodge and used it on weekends. The property was originally composed of 2,000 acres and the house fronted State Road 64 before the road was rerouted in the 1920s. The front porch floor is marble which is said to be remnants from the Ellis Auditorium. In the late 1920s or early 1930s the property was purchased by E. L. Schultz. In 1936, the property was purchased by Richard Ozier, Sr. Harold Pattat Sr. is the present owner of the building and has owned the property since approximately 1990.

ARCHITECTURAL SUMMARY:

This one- and two-story rectangular plan dwelling displays elements of the common American Foursquare form. The residence has a hipped composition shingle roof with shed dormers on the north and south facades. The exterior consists of stucco that is a combination of concrete imbedded with small rocks and pebbles. Windows are double-hung wood sash with eighteen-over-one and single sash with twelve pane configurations. The front (S) hipped roof porch has original wood sliding windows with sixteen panes each. The building has two interior chimneys of brick. The foundation is cast concrete. The building was modified in 1992 with a large hipped roof addition to the north rear. The interior of the property has original hardwood floors, plaster walls, light fixtures, and wood paneled front

(S) door with large single light. There is an original built-in cupboard in the dining room (southeast corner of the house). The second floor has original crown molding and single light transoms above each interior door.

Today there are 250 acres to the property, and it is a working farm. To the northeast of the house is a pre-1945 wood frame, gable roof outbuilding with double-hung four-over-four sash window. The present owner speculates that this building was originally used as a servant's quarters. To the north of the house is a gable roof outbuilding with weatherboard siding that was originally used to house foxhounds when the house was a hunting lodge. Also there are two large wood frame barns with gable roofs originally used as a stable and hay barn. To the east of the house is a storage shed and a former henhouse. In addition, there is a gable roof weatherboard building that was originally the living quarters for the original owners while the main house was under construction. This building has a shed roof area on the east facade that is used for equipment storage.

NATIONAL REGISTER ASSESSMENT:

This dwelling is an example of the common American Foursquare form of the early-twentieth century. This house form is not uncommon in rural areas of West Tennessee and does not possess notable design or detailing. The dwelling has been altered with a large rear (N) addition. The outbuildings are also common forms of the period and do not possess architectural significance. In addition, research did not reveal any historical significance associated with the property. It is the Consultant's opinion that this dwelling does not possess sufficient architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-260 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Ozier House

Property Location: 18070 Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1938

Other Information: The present owner reports the original owner or builder was Richard Paul Ozier, Sr.

ARCHITECTURAL SUMMARY:

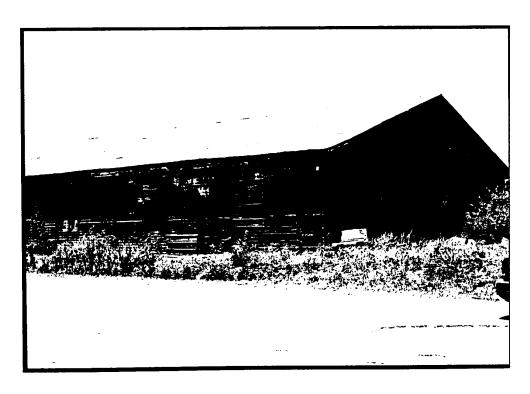
This one-story log Craftsman/Bungalow is a private residence and has an irregular shape with a gable composition shingle roof and exposed rafter ends. The exterior of this dwelling consists of cypress logs and weatherboard siding. Resting on a continuous concrete block foundation, this dwelling possesses exterior end and interior end chimneys. The building has been modified with rear (N) ell and shed roof additions. Windows are double-hung wood sash in a four-over-four configuration and paired three-light metal casement windows. There is an entry-bay porch that is centrally located on the main facade (S) with a gable roof. The house was renovated in 1952 with the addition of a bath and electric well. There is a ca. 1945 garage to the west with a front facing gable roof, weatherboard siding, and two side hinged doors on the south elevation.

NATIONAL REGISTER ASSESSMENT:

This residence is an example of a Craftsman/Bungalow house from the mid-twentieth century. The building has suffered a loss of integrity through a rear shed addition. It is the Consultant's opinion that the house along with its outbuilding do not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

QUAD: Somerville 424 NE THC#: FY-261 COUNTY: Fayette



PROPERTY INFORMATION:

Historic/Common Name: Fayette Equipment Company Warehouse (Historic)/Shelton Equipment Company, Inc.

Warehouse (Common)

Property Location: Yates Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1950

Other Information: This building was constructed by the Fayette Equipment Company as a warehouse to store farm equipment. Fayette Equipment was located adjacent to the building on the north and has been torn down. FY-261 was purchased ca. 1990 by Shelton Equipment Company, Inc., which replaced the former equipment company. The building is presently used for equipment storage.

ARCHITECTURAL SUMMARY:

This one-story commercial warehouse is located just off Highway 64 on Yates Street. Clad in metal siding, the frame building sits on a continuous cast concrete foundation. The roof material is metal standing seam. Most window openings appear to have been covered over with corrugated sheet metal. The only existing window is a ca. 1960 aluminum casement. The doors are sliding track design. The interior is open with wood beam supports and dirt floor.

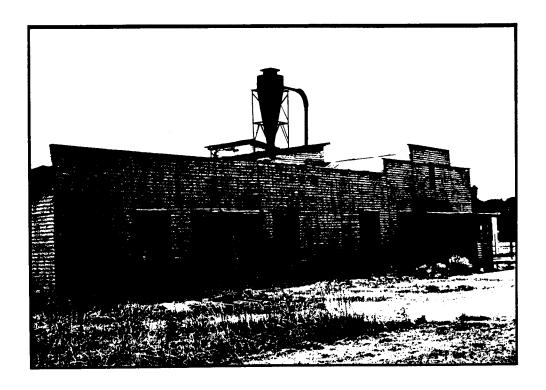
NATIONAL REGISTER ASSESSMENT:

Less than 50 years of age, this commercial warehouse is a common warehouse building from the mid-twentieth century. In addition, consultation with the owner and historical research did not reveal any significant historical association to meet the exceptional significance criteria of the National Register.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-262 COUNTY: Fayette

OUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Former Somerville Farm Supply (Common)

Property Location: Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1950

Other Information: The building was constructed by Virgil Luck and Dr. John Morris as a feed mill for their chicken operation. A small retail store was located in the front of the building. Bobby Tap purchased the building ca. 1982 and the present owner, Frank Boswell bought the property ca. 1985. In the late 1980s, the Somerville Farm Supply operated here. The building is still used for a feed mill on a small scale.

ARCHITECTURAL SUMMARY:

This one-and one-half story False Front commercial building is located on Highway 64. Clad in metal siding, this frame building sits on a concrete block pier foundation. The gable roof is covered with its original metal, as are two rear shed additions. Windows are groups of three-light metal casement and three-light metal stationary windows. There are three-light transoms over the metal casements. The building also has one-over-one wood sash windows, and two-light metal casement windows. The main entrance to the building is through a set of original double wooden doors on the north facade. This entrance is sheltered by a shed roof porch. Also on the north facade is a set of double swinging metal doors. There is a metal bin on the west end of the roof. In addition, there is a ca. 1960 gable roof storage crib on the south rear. On the interior there is a ca. 1970 office area in the western end of the building. The remaining interior has an open floor plan.

NATIONAL REGISTER ASSESSMENT:

This building is a late example of a False Front commercial building. It is less than 50 years old and is a common rural commercial design. The businesses which have occupied the building are not of exceptional historical significance. It is the Consultant's opinion that this building does not possess exceptional architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-263

COUNTY: Fayette

OUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Morris House (Historic) Property Location: 17655 Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1939

Other Information: The original owner of the property was R. B Morris who is the present owner's grandfather. A telephone interview with the owner resulted is no additional historical information. The house is presently a rental property.

ARCHITECTURAL SUMMARY:

This one-story single family residence is located on Highway 64. The Bungalow/Craftsman style house has an irregular shape with a gable asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of synthetic siding. Resting on a continuous brick foundation, the dwelling possesses no chimneys. The building has a rear shed and a side gable roof addition. Windows are double-hung wood sash in a one-over-one configuration and fixed, four-light design. There is an entry-bay porch located on the main facade with gable roof and two tapered wood columns. The original door has been recently replaced. On the southeast corner of the building is the original flat roof porte-cochre. It retains its original shaped rafter ends and is supported by two tapered wood columns that rest on square brick piers.

NATIONAL REGISTER ASSESSMENT:

This residence is an example of a common Bungalow/Craftsman style house from the early-twentieth century. Consultation with the owner revealed no historical information, and it is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-264

COUNTY: Fayette

QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Lee House (Historic) Property Location: 30 Jergan, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1940

Other Information: The house was historically associated with the Lee Family of Somerville and is presently a rental property. An interview with the owner resulted in no additional historical information.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Jergan Street. The house has an irregular shape with a gable asphalt shingle roof and shed rolled asphalt roof with exposed rafter ends. The exterior of this dwelling consists of weatherboard. Resting on a cast concrete pier foundation, this dwelling possesses no chimneys. The building has a side shed addition and a rear gable addition. Windows are double-hung wood sash in a six-over-six configuration. There is a partial-width porch on the main facade (E) with a hipped roof and four square wood porch columns which appear to be replacements.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house type from the mid-twentieth century. The building has been altered with two additions to the rear and does not possess architectural distinction. In addition, research and consultation with the owner did not reveal any significant historical associations, and it is the Consultant's opinion that it does not meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-265 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Highway 76, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1945

Other Information: Attempts to contact the owner and gather historical information were unsuccessful. Access to the rear of this property was limited due to overgrown vegetation.

ARCHITECTURAL SUMMARY:

This one-story single family residence is located on Highway 76. The house has a Double-Pen form with a gable metal roof. The exterior of this dwelling consists of weatherboard. Resting on a brick pier foundation, this dwelling possesses no chimneys. The building has a ca. 1960 rear shed addition and a ca. 1970 south side addition. Windows are double-hung wood sash in a four-over-one configuration. There is a full-width porch on the main facade (E) with square wood columns. The original doors were replaced ca. 1975. There are two small gable roof outbuildings used for storage located to the west of the house with metal roofs and vertical wood siding.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the mid-twentieth century and has suffered a loss of integrity though rear shed and side additions. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-266 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other Information: Attempts to contact the owner were unsuccessful and the questionnaire for the property was

not returned.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Kay Lane. The house appears to have a Double Pen plan with a gable asphalt shingle roof and later remodeled. The exterior of this dwelling consists of ca. 1980 synthetic siding and rolled asphalt. Resting on a concrete block pier foundation, this dwelling possesses two brick exterior end chimneys. The building has a ca. 1960 rear shed addition and a ca. 1975 side gable roof addition. Windows are double-hung wood sash in six-over-six and two-over-two configurations. There is a one-bay porch that is located on the main facade with a slight shed roof and two square wood columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has additions to the rear and to the side and it is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-268 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 11990 S. Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1925

Other Information: A consultation with the owner of the property during the survey revealed no historical

information.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on South Main Street. The Bungalow/Craftsman style house has a rectangular shape with a raised monitor asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of weatherboard. Resting on a continuous brick foundation, this dwelling possesses an exterior brick chimney. Windows are double-hung wood sash in a four-over-one configuration. There is a full-width porch located on the main facade with square slender wooden posts. There is a rectangular shaped garage to the east with double-hung six-over-six wood sash windows, double pedestrian doors on the west elevation, and double garage wood doors on the north.

NATIONAL REGISTER ASSESSMENT:

This residence with its raised monitor roof is a common Bungalow/Craftsman style house form found in West Tennessee from the early-twentieth century. It is the Consultant's opinion that the dwelling along with its

outbuilding do not possess architectural significance to meet National Register Criteria. In addition, a consultation with owner revealed no historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-269 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Martin House (Historic)
Property Location: 12040 S. Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1935

Other Information: Joseph Martin was the original owner of the building. No additional historical information was

available from the owner.

ARCHITECTURAL SUMMARY:

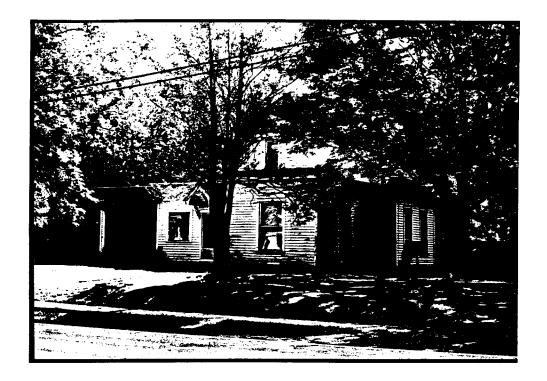
This one-story single-family residence is located on South Main Street. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding. Resting on a continuous brick foundation, this dwelling possesses an interior central brick chimney. The building has a rear shed addition. Windows are double-hung wood sash in a six-over-one configuration and single-hung metal sash in a one-over-one configuration. There is an entry-bay porch centrally located on the main facade with a gable roof and two original round columns. There is an gable front garage to the north of the house that appears to be contemporary with the house.

NATIONAL REGISTER ASSESSMENT:

This residence and outbuilding are common types from the early-twentieth century. It is the Consultant's opinion that the buildings do not possess architectural significance to meet National Register Criteria. Consultation with the owner did not reveal any historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-270 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Leonard House (Historic)
Property Location: 12184 South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1917

Other Information: According to the present owner, the structure was originally owned by the Leonard family.

No other information was available.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on South Main Street. The Gabled Ell house has an irregular shape with a hipped asphalt shingle roof, with front and side gables. The exterior of this dwelling consists of weatherboard. Resting on a continuous brick foundation, this dwelling possesses no chimneys. Windows are double-hung wood sash in one-over-one and two-over-two configurations. In addition, there is a ca. 1955 single light fixed wood sash window on the west elevation. There is a partial-width porch that is located on the main (W) facade with replacement square brick columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century, and it is the Consultant's opinion that it does not possess architectural significance to meet National Register Criteria. In addition, a consultation with the owner revealed no historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-271 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Palmer House (Common) Property Location: South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: The owner reports that the house was constructed in 1929; however, it is the Consultant's opinion that this structure was constructed in the first or second decade of the twentieth century. The house was formerly owned by a local physician.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on South Main Street. The Gabled Ell style influenced house has an irregular shape with a hipped asphalt shingle roof with front and side gables. The gable fields have wood shingles. The exterior of this dwelling consists of synthetic siding (vinyl), added in 1996. Resting on a continuous brick foundation, this dwelling possesses no chimneys. The building has a rear shed and a side gable roof addition. Windows are double-hung wood sash in a one-over-one configuration. There is a wrap-around porch that is located on the main facade with slender round columns.

NATIONAL REGISTER ASSESSMENT:

This residence is an example of a common architectural style from the early-twentieth century. The building displays elements from the Victorian Era but has been modified with replacement synthetic siding, and it is the

Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-272 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 807 Charleston Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1945

Other Information: The house is currently a rental property. Consultation with the occupants revealed no historical

information. In addition, attempts to contact the owner were unsuccessful.

ARCHITECTURAL SUMMARY:

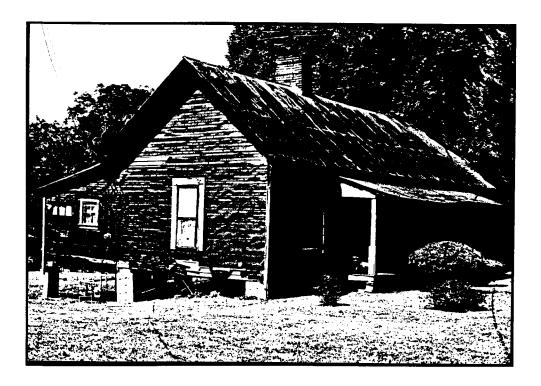
This one-story single-family residence is located on Charleston Street. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard. Resting on a continuous cast concrete foundation, this dwelling possesses an exterior brick chimney on the front east elevation. The building has a rear ell and a two gable roof additions to the rear. Windows are double-hung wood sash in a six-over-six configuration and a large fixed wood sash window with single light on the east elevation. There is an entry-bay porch that is located on the main facade with shed roof. The original wood door is intact.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house type from the mid-twentieth century. It has been modified with rear additions, and it is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-273 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Higgason House (Historic)
Property Location: 1001 Somerville Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1880

Other Information: The present owner in Jesse Jones. He reports that the house was constructed during the Civil War; however, it is the Consultant's opinion that the structure was constructed in the latter half of the nineteenth century. In addition, the owner records other families that owned or occupied the property include Violet Higgason, Peter Higgason, Alice Higgason, Alice Woolfolk, and Estelle Higgason.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Somerville Road. The house has a rectangular shape with a gable corrugated metal roof. The exterior of this dwelling consists of rolled asphalt siding. Resting on a cast concrete block pier foundation, this dwelling possesses an interior brick chimney. The building has a rear shed addition. Windows are double-hung wood sash in a four-over-one and six-over-one configurations. There is a partial-width porch that is centrally located on the main facade with a shed roof and four columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common tenant house from the latter half of the nineteenth century, and it is the Consultant's opinion that the building does not possess architectural significance to meet National Register Criteria. In addition, consultation with the owner revealed no significant historical information to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-274 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 1003 Somerville Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1946

Other Information: A neighbor informed the surveyor that the structure was 50 years old. However, repeated attempts to contact the owner have been unsuccessful.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Somerville Road. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of asbestos shingle siding. Resting on a continuous concrete block foundation, this dwelling possesses an interior central brick chimney. Windows are double-hung wood sash in a three-over-one configuration. There is an entry-bay porch that is centrally located on the main facade with a shed roof and two original square columns. The original wood paneled door is intact on the front (E) facade. There are gable and shed roof additions to the west rear of the building.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house from the mid-twentieth century. It has been modified with rear additions, and it is the Consultant's opinion that it does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-275 COUNTY: Fayette OUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Lockridge House (Common) Property Location: 1006 Somerville Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1920

Other Information: An on-site interview with the owner revealed little historical information. She did report that the original builder was Matthew Stewart.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Somerville Road. The Saddlebag house has an irregular shape with a gable metal crimp roof. The exterior of this dwelling consists of ca. 1975 synthetic siding. Resting on a concrete block pier foundation, this dwelling possesses an interior central brick chimney. The building has a rear shed addition. Windows are double-hung wood sash in a three-over-one configuration. There is a partial-width porch that is located on the main (W) facade that has been partially enclosed.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has been modified with a rear addition and the partial enclosure of the front facade porch. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-276 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Somerville Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1920

Other Information: Attempts to contact the owner were unsuccessful and the questionnaire for this property was

not returned.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Somerville Road. The house has an irregular shape with a corrugated metal and fiberglass roof. The exterior of this dwelling consists of weatherboard and vertical wood siding. The foundation is obscured by pressed metal. This dwelling possesses two interior brick chimneys. The building has a ca. 1940 rear shed and a ca. 1950 side shed addition. Windows are double-hung wood sash in a four-over-four configuration and single hung metal sash in a one-over-one configuration. There is an entry-bay porch that is centrally located on the main (N) facade.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has been modified with rear and side additions, and it is the Consultant's opinion that the house does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-277 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Hurst House (Common) Property Location: 215 Flippin Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1910

Other Information: The owner reports that other families that have owned or occupied the property include Bob Jones (1926), O. L. Taylor, the Meltons Family, and the Saltsman Family. No other historical information was available. The lack of rear photographs for this property is due to unfriendly dog.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Flippin Street. The house has Gabled Ell form with a hipped and gable asphalt shingle roof. The exterior of this dwelling consists of synthetic (metal) siding, added in 1955. Resting on a continuous brick foundation, this dwelling possesses no chimneys. The building has a rear shed and a side gable roof addition. Windows are single-hung metal sash in a four-over-four configuration. There is a partial-width porch located on the main facade with shed roof, which was altered in 1980. There is a contemporary gable roof outbuilding on the south side of the property used for storage.

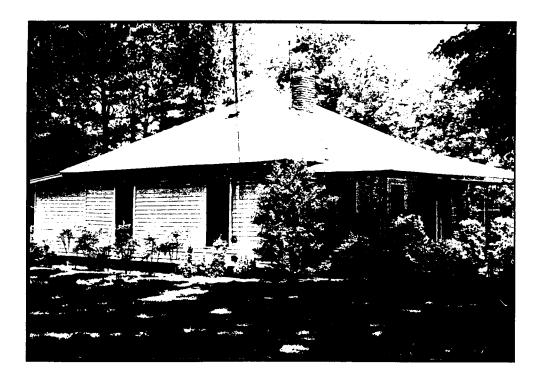
NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. This structure has been modified with replacement siding and windows and porch alterations. Consultation with the owner revealed no historical

significance. It is the Consultant's opinion that the property and its outbuilding do not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-278 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Sam Parks House (Historic) Property Location: 905 Charleston Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1920

Other Information: The original owner was Sam Parks. The current owner, LaVerne Richardson, has owned the

property for 57 years.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Charleston Street. The house has a Pyramid Square form with a hip asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous cast concrete foundation, this dwelling possesses an interior brick chimney. The building has a rear shed addition. Windows are double-hung wood sash in a three-over-one configuration. There is a full-width porch that is located on the main facade with hipped roof and ca. 1975 wrought iron columns. There are two gable roof outbuildings to the east of the property used for storage and a garage.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has been modified with a rear shed addition and porch alterations. A consultation with the owner revealed no historical significance. It is the Consultant's opinion that the house along with its outbuildings do not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-279 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 12055 S. Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1940

Other Information: The questionnaire for this property was not returned, and repeated attempts to contact the owner were unsuccessful. No information is known concerning this property.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on South Main Street. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding. Resting on a continuous cast concrete foundation, this dwelling possesses an interior central brick chimney. The building has successive rear gable additions of undetermined date. Windows are replacement single hung metal sash in a one-over-one configuration. There is a partial-width porch located on the main facade with shed roof and square wood columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house type from the mid-twentieth century. It has been modified with replacement siding and windows and rear additions. It is the Consultant's opinion that the dwelling does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-280 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 12095 South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1910

Other Information: An on-site interview with the owner revealed no historical information.

ARCHITECTURAL SUMMARY:

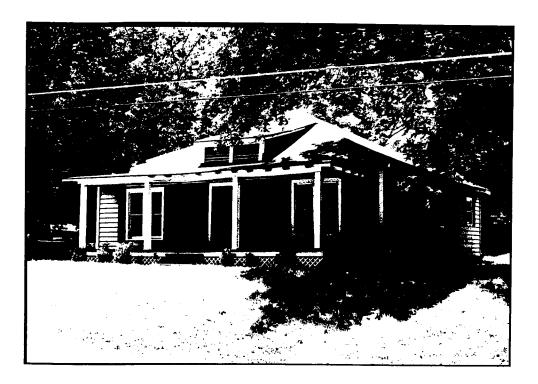
This one-story single-family residence is located on South Main Street. The house is a Gabled Ell plan with an asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Originally resting on a brick pier foundation, the foundation now has a concrete block infill between the piers. This dwelling possesses an exterior end brick chimney and a rear addition. Windows are double-hung wood sash in a six-over-one and one-over-one configurations. There is a partial-width porch located on the main facade (E) with a shed roof and ca. 1925 replacement Bungalow porch with tapered wood columns set on square brick piers.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. An interview with the owner revealed no historical significance. It is the Consultant's opinion that the dwelling does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-281 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Douglass House (Historic) Property Location: 12185 S. Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: The owner reports that Mr. & Mrs. Claude Douglass were possibly the original owners of the property. Other families that have owned or occupied the structure include the Robersons and the Boltons.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on South Main Street. The house has a Pyramid Square form with a hipped asphalt shingle roof with exposed rafter ends. There is a shed roof dormer on the east elevation. The exterior of this dwelling consists of weatherboard siding. Resting on a pier concrete foundation, windows are double-hung wood sash in a one-over-one configuration. There is a full width porch located on the (E) main facade with four square wood columns. There is a similar partial-width porch on the rear of the building. There is gable roof outbuilding on the northwest of the building with a six-over-six window and single wood pedestrian door.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. In addition, consultation with the owner revealed no historical significance. The building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-282 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: DeShields House (Historic) Property Location: South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1847

Other Information: The owner reports that a Dr. DeShields purchased 10 acres for 50 cents an acre at this site in 1840. He had the house constructed using slave labor in 1847 (The owner states this date was found in a brick on the northwest corner of the building). DeShields' son inherited the property at his father's death. At the son's death, the Braddock Family inherited the property. They sold it in the 1870s or 1880s. The present owner reports that the building was a railroad hotel for a branch of the Southern Railway that connected Somerville to Moscow; however he was unable to provide occupation dates. The owner could provide no more information and he was unable to provide names of additional local informants. In addition, a consultation with Joy Rosser of the Somerville Historical Society revealed no historical information about the property.

ARCHITECTURAL SUMMARY:

This two-story single-family residence is located on South Main Street. The house has an irregular shape with a hip asphalt shingle roof with a shed dormer on the east facade added ca. 1915. The exterior of this dwelling consists of brick and synthetic siding (rear addition). All the interior and exterior brick walls are eight inches thick. Resting on a continuous brick foundation, this dwelling possesses an interior end brick chimney. The building has a ca. 1960 rear (W) hip roof addition. Windows are double-hung wood sash and single-hung metal sash in a one-over-one configuration, and there is a two light metal sash sliding window on the rear (W) elevation. According

to the owner the windows have cherry wood lintels. There is a full-width porch located on the main facade with slender columns and turned spindles. There is a four-light transom with multi-light sidelights at the main entrance. Two rooms of the house were removed from the rear at an undetermined date. The interior of the house has been completely altered ca. 1970 and is presently undergoing an unsympathetic renovation. The original plaster walls, wood floors, and the majority of the original woodwork are no longer extant. The interior maintains no architectural integrity. In addition, there is a ca. 1992 gable roof garage to the west of the house.

NATIONAL REGISTER ASSESSMENT:

This property is one of the earliest houses surveyed; however, the building was altered ca. 1915 with the addition of a shed roof dormers and porch alterations. In addition, there is a ca. 1960 rear hipped roof addition and the interior has been extensively altered in the 1970s. It is the Consultant's opinion that this residence has lost its architectural integrity through these modifications. Local tradition states that the building was a railroad hotel in the early twentieth century; however, historical research and consultation with the owner and the local historian did not provide documentation of this. Throughout the majority of the building's history, it has been a private residence. Based on this information, it is the Consultant's opinion that the building does not meet either National Register Criteria A or C.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-283 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Old Jerningan Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1890

Other Information: An on-site interview with the owner did not reveal any historical information nor did consultation with Joy Rosser of the Somerville Historical Society.

ARCHITECTURAL SUMMARY:

This abandoned one-story single-family residence is located on Old Jerningan Street. The house has a Double-Pen plan with a gable metal crimp roof. The exterior of this dwelling consists of weatherboard siding. Resting on a brick pier foundation, this dwelling possesses two interior end brick chimneys and an interior chimney in the rear ell. The building has a rear ell and two rear shed additions pre-1945 and a side shed addition ca. 1965. Windows are double-hung in one-over-one and six-over-six wood sash configurations. There is a one-bay gable roof overhang located on the main (N) facade sheltering the main entrance. There are two deteriorated outbuildings to the rear of the property of undetermined use.

NATIONAL REGISTER ASSESSMENT:

This abandoned residence is a common house form from the late-nineteenth century. The original structure was modified with successive additions and does not possess architectural distinction. In addition, research did not

revealed any historical significance, and it is the Consultant's opinion that the building does not meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-284 COUNTY: Fayette QUAD: Laconia 423 SE



PROPERTY INFORMATION:

Historic/Common Name: Middlecoff House (Common)

Property Location: Highway 76, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1925

Other Information: An on-site interview with the owner revealed no historical information. He did state that the house had been moved back on the lot several hundred feet ca. 1940.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on Highway 76. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding. Resting on a continuous brick foundation, this dwelling possesses an exterior chimney on the north facade and an interior brick chimney on the north slope. The building has a large ca. 1950 rear addition and a ca. 1990 deck was added to the rear as well. Windows are double-hung wood sash in a six-over-six configuration and single-hung metal sash in a four-over-four configuration. There is a partial-width porch located on the main (E) facade with a gable roof and four ca. 1990 slender columns. To the west of property, is a large concrete block outbuilding with a gable roof.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has lost its architectural integrity through successive modification. In addition, research and consultation with the owner did not reveal any historical significance, and it is the Consultant's opinion that the building does not meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-285 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 503 Taylor Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other Information: Historical research revealed no historical information. The questionnaire for this property was not returned and attempts to contact the owner were unsuccessful.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Taylor Road. The house has an irregular shape with a gable metal roof. The exterior of this dwelling consists of weatherboard siding. Resting on a cast concrete pier foundation, this dwelling possesses two interior brick chimneys. Windows are double-hung wood sash in six-over-six and three-over-one configurations. In addition, there is a hinged window with six lights. There is a rear shed addition with an entry-bay porch on the west. There is an entry-bay porch centrally located on the main (E) facade with a gable roof.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the mid-twentieth century, and it is the Consultant's opinion that it does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-286 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 502 Taylor Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: Research revealed no historical information. The questionnaire for this property was not returned, and attempts to contact the owner were unsuccessful.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Taylor Road. The house has a Saddlebag form with a gable corrugated metal roof. The exterior of this dwelling consists of synthetic (rolled asphalt) siding. Resting on a concrete block and brick pier foundation, this dwelling possesses an interior brick chimney. The building has a gable side addition. Windows are double-hung wood sash in six-over-six and four-over-four configurations. There is a partial-width porch located on the main (W) facade with a shed roof and a rear (E) entry-bay porch with a shed roof.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century, and it is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-287 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: W. A. Alexander House (Historic) Property Location: 13295 North Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1939

Other Information: The owner reports that the building was constructed by Grady Morris and the original owner was W. A. Alexander. The house has had only two owners. The present owner is the niece of Alexander.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on North Main Street. The house has an irregular plan with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, this dwelling possesses two interior brick chimneys. Windows are double-hung wood sash in a six-over-one configuration and original doors are intact on the front facade (E). There is an incised porch that is located on the northeast corner of the front facade. The original wood paneled door is intact. The building was modified with a ca. 1960 shed addition on the rear west elevation.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house from the mid-twentieth century. Consultation with the owner did not reveal any historical significance. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-288 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Price House (Common)
Property Location: 13275 North Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1938

Other Information: According to the owner the house was constructed ca. 1938. No other historical information

was known by the owner.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on North Main Street. The house has an irregular plan with a gable asphalt shingle roof. The exterior of this dwelling is brick. Resting on a continuous brick foundation, this dwelling possesses two interior brick chimneys. Windows are double-hung wood sash in six-over-six, one-over-one, and two-over-two configurations. There are also three-light metal casement windows and a large light fixed sash window on the front facade (E). There is an entry-bay porch that is located on the main facade with ca. 1975 metal posts. The original wood panel door is intact. There is a wood frame, gable and shed roof outbuilding to the west.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the mid-twentieth century. Consultation with the owner revealed no historical information. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-289 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Morton House (Historic)
Property Location: 13315 North Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1946

Other Information: The owner reports that the original owner of builder was John P. Morton. Others who have lived on the property include Odell Whitehurst. No other historical information was available.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on South Main Street. The Minimal Traditional style house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, this dwelling possesses an exterior brick chimney on the front facade and an interior chimney. Windows are double-hung wood sash in eight-over-eight and six-over-six configurations. The front entry (E) features a four-light sidelight and an original door. There is a side shed addition and a rear hip addition.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the mid-twentieth century. The building has been modified with rear hip and side shed additions. Consultation with the owner revealed no historical significance for the property. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-290 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 13325 North Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other Information: The original owners or builders were Robert and Cary Winfrey. The building was used originally as a cotton gin, but during World War II, this building was purchased by W. C. Latta to be used as an ammunition box factory. It employed 100 men during the war. It has been a lumber company since 1943 when John Morton purchased it. Presently it is partially occupied by a commercial business. The octagonal storage building to the northeast of the main building was constructed ca. 1930 and was used for cotton seed storage. Today this building is used for plumbing equipment storage. The reason for the unusual shape was not known to the present owner or local informants.

ARCHITECTURAL SUMMARY:

This one-story commercial building is located on North Main Street. The building has an irregular shape with a gable metal roof. The exterior of this dwelling consists of synthetic (corrugated metal and asbestos shingle) siding. Resting on a continuous cast and block concrete foundation, the building has a ca. 1950 south shed addition, a ca. 1955 east flat roof addition, a ca. 1960 north gable addition, and ca. 1950 west rear additions. Windows are contemporary one-light plate glass, double-hung in a four-over-four wood sash configuration, and six-light stationary wood sash. There is an octagonal outbuilding located to the northeast of the property that the owner reports was originally used as a cotton seed storage barn.

NATIONAL REGISTER ASSESSMENT:

Even though this building was involved in a World War II production activity, it is the Consultant's opinion that this building is a common building form from the early-twentieth century. It has lost its architectural integrity through successive modifications. The building does not possess architectural distinction or historical significance as a box factory. It was one of many industries which produced products during World War II and does not possess notable significance. In addition, a consultation with the owner revealed no significant information concerning the history or design of the octagonal storage building. The building was designed to house cotton seed and in the opinion of the Consultant, does not possess architectural significance.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-291 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Rivers House/Woodburn Farm (also Scott House)

Property Location: Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1850

Other Information: There are conflicting reports as to the original owner of this property; however, the present owner has information that states the house was constructed for General Thomas Rivers who was born in Franklin, Tennessee in 1819. Rivers served in the state militia as a brigadier general, practiced law, and was an active member in county affairs. In 1868, the farm consisted of 94 acres. From 1893 to 1908 the property was owned by the Dickinson Family. In 1908, Lucette Dickinson deeded the farm to her daughter Fannie Hunt (Rivers) Dickinson. She in turn sold the property to Jennie (Dickinson) Cole. Cole sold the property to William T. Scott of Hardeman County in 1912. Ruben Scott Rhea Senior inherited the property from Janie Scott (a relative of W. T. Scott) at her death. Rhea Sr.'s son has occupied the property since 1974.

ARCHITECTURAL SUMMARY:

This 600 acre working farm is located on Highway 64 two miles west of Somerville. The two-story Greek Revival style house has a center hall plan with a hip, gable, and shed asphalt shingle roof with overhang eaves. The exterior of this dwelling consists of weatherboard siding, with synthetic siding (aluminum) on rear. Resting on a continuous brick foundation, this dwelling possesses four exterior end brick chimneys, and two interior brick chimneys. There is a ca. 1915 two-story addition to the rear (S) facade that originally included a two-story porch. This two-story

porch was enclosed ca. 1945. The building has a ca. 1979 side shed addition on the east, and a ca. 1960 rear gable garage addition. Windows are double-hung wood sash in nine-over-one, one-over-one, and three-over-one configurations. There is a partial width, two-story porch that is centrally located on the main facade (W). The original Doric columns have been modified with the replacement of the bases with brick piers ca. 1970. The central entry on the main facade has an original wood door with large single light with nine-light side lights and four light transom with enclosed corner lights. The second floor entry on the west facade is similar. The interior of the house has original three panel wood pocket doors and original fireplace mantels in the downstairs parlors. The staircase was moved and modified ca. 1915. In addition, the majority of the woodwork has been replaced throughout the house ca. 1990. The plaster was removed from the upstairs ca. 1990 and fire place mantels installed. The majority of the original wood floors and plaster ceilings in the downstairs has also been replaced in the last twenty years. Due to these changes, the interior has lost its architectural integrity. There are two large gambrel roofed barns to the south of the property that are used for livestock. South of these barns is a gable roof metal pre-fabricated building used for farm equipment storage. In addition, there is a large gambrel roof barn to the north across Highway 64 that is also used for livestock and hay storage.

NATIONAL REGISTER ASSESSMENT:

This Greek Revival style dwelling was constructed during the mid-nineteenth century. The house has been highly modified on the interior and exterior and in the Consultant's opinion does not possess sufficient integrity to meet National Register Criteria. In addition, research has not revealed historical significance under National Register Criteria A or B. The families which occupied the dwelling prior to 1945 were well-to-do farmers of the area but were not of notable significance in the growth or development of the county. It is the Consultant's opinion that the house along with its outbuildings are not eligible for the National Register of Historic Places.

SECTION 106 REVIEW, NATIONAL HISTORIC PRESERVATION ACT OF 1966

Section 106 of the **National Historic Preservation Act** requires that Federal agencies consider what effects their actions and/or actions they may assist, permit, or license, may have on historic properties, and that they give **the Advisory Council on Historic Preservation (Council)** a "reasonable opportunity to comment" on such actions. The Council is an independent Federal agency. Its role in the review of actions under Section 106 is to encourage agencies to consider, and where feasible, adopt measures that will preserve historic properties that would otherwise be damaged or destroyed. The Council's regulations, entitled "Protection of Historic Properties" (36 CFR Part 800) govern the Section 106 process. The Council does not have the authority to require agencies to halt or abandon projects that will affect historic properties.

Section 106 applies to properties that have been listed in the **National Register of Historic Places** (**NRHP**), properties that have been determined to be eligible for inclusion in the NRHP, and properties that may be eligible but have not yet been evaluated. If a property has not yet been nominated to the NRHP or determined eligible for inclusion, it is the responsibility of the Federal agency involved to ascertain its eligibility.

The Council's regulations are set forth in a process consisting of four basic steps which are as follows:

- 1. <u>Initiate Section 106 Process</u>: The Federal agency responsible for the action establishes the undertaking, determines whether the undertaking has the potential to affect historic properties (i.e., properties listed in or eligible for listing in the National Register of Historic Places), and identifies the appropriate State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO). At this time, the agency plans to involve the public and identify other consulting parties.
- 2. <u>Identify Historic Properties</u>: If the agency's undertaking has the potential to affect historic properties, the agency determines the scope of appropriate identification efforts and proceeds to identify historic properties within the area of potential effects. Identification involves assessing the adequacy of existing survey data, inventories, and other information on the area's historic properties. This process may also include conducting further studies as necessary and consulting with the SHPO/THPO, consulting parties, local governments, and other interested parties. If properties are discovered that may be eligible for the National Register, but have not been listed or determined eligible for listing, the agency consults with the SHPO/THPO and, if needed, the Keeper of the National Register to determine the eligibility status of the property.
- 3. <u>Assess Adverse Effects:</u> The agency, in consultation with the SHPO/THPO, assesses the potential effects to historic properties affected by the undertaking. The agency at this time will determine that the action will have "no adverse effect" or an "adverse effect" on historic properties. Consulting parties and interested members of the public are informed of these findings.
 - The regulations provide specific criteria for determining whether an action will have an effect, and whether that effect will be adverse. Generally, if the action may alter the characteristics that make a property eligible for the National Register, it is recognized that the undertaking will have an effect. If those alterations may be detrimental to the property's characteristics, including relevant qualities of the property's environment or use, the effects are recognized as "adverse."
- 4. <u>Resolve Adverse Effects:</u> The agency consults with the SHPO/THPO and others, including consulting parties and members of the public. The Council may choose to participate in consultation, particularly under circumstances where there are substantial impacts to historic properties, when a case presents important questions about interpretation, or if there is the potential for procedural problems. Consultation usually results in a Memorandum of Agreement (MOA).

If agreement cannot be reached, the agency, SHPO/THPO, or Council may terminate consultation. If the SHPO/THPO terminates consultation, the agency and the Council may conclude the MOA without SHPO/THPO involvement. If the SHPO/THPO terminates consultation and the undertaking is on or affecting historic properties on tribal lands, the Council must provide formal comments. The agency must request Council comments if no agreement can be reached.

ELIGIBILITY CRITERIA OF THE NATIONAL REGISTER OF HISTORIC PLACES AS SET FORTH AT 36 CFR 60.4

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- **CRITERION A.** that are associated with events that have made a significant contribution to the broad patterns of our history (history); or
- **CRITERION B**. that are associated with the lives of persons significant in our past (person); or
- **CRITERION C**. that embody the distinctive characteristic of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that components may lack individual distinction (architecture); or
- **CRITERION D**. that have yielded, or may be likely to yield, information important in prehistory or history (archaeology).

Ordinarily, cemeteries; birthplaces or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years are not considered eligible for the National Register of Historic Places; however, such properties will qualify if they are integral parts of historic districts that do meet the criteria or if they fall within the following categories:

- **EXCEPTION A.** a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- **EXCEPTION B.** a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- **EXCEPTION C.** a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- **EXCEPTION D.** a cemetery which derives its primary significance from graves or persons of transcendent importance, from age, from distinctive design features, or from association with historic events: or
- **EXCEPTION E.** a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- **EXCEPTION F.** a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- **EXCEPTION G.** a property achieving significance within the past 50 years if it is of exceptional importance.

NATIONAL REGISTER OF HISTORIC PLACES

Summary Sheet Prepared by TDOT

What is the National Register of Historic Places? The National Register, maintained by the Keeper of the Register within the National Park Service, Department of Interior, is the nation's official list of districts, buildings, sites, structures, and objects significant in American history, architecture, archeology, engineering, and culture.

What are the benefits and restrictions of listing? In addition to honorific recognition, listing in the National Register results in the following benefits for historic properties:

- Section 106 provides for consideration of National Register listed or eligible properties in planning for Federal, federally licensed, and federally assisted projects;
- Eligibility for certain tax provisions for the certified rehabilitation of incomeproducing National Register structures such as commercial, industrial, or rental residential buildings;
- Consideration of historic values in the decision to issue a surface mining permit where coal is located in accordance with the Surface Mining Control Act of 1977; and
- Qualification of Federal grants for historic preservation, when funds are available.

Does National Register designation place any additional burdens or obligations on the property owner? Owners of private property listed in the National Register are free to maintain, manage, or dispose of their property as they choose, provided that no Federal moneys are involved.

How is a property nominated to the National Register? The first step is for the owner to contact the Tennessee State Historic Preservation Office (TN-SHPO), Clover Bottom Mansion, 2941 Lebanon Road, Nashville, TN 37243-0442; 615-532-1558. Ordinarily, private individuals (or paid consultants) prepare nomination forms. The TN-SHPO submits these nominations to a State Review Board, which meets three times a year. This body reviews the nominations and votes to recommend or deny National Register listing. If approved, the TN-SHPO submits the nomination to the Keeper of the Register in Washington, D.C. for consideration for listing. The Keeper's Office has 45 days to review the nomination, and its decision regarding National Register listing is final.

How long does the nomination process take? The process varies but typically takes between eight and twelve months.

CRITERIA OF ADVERSE EFFECT

Regulations codified at 36 CFR 800 require Federal agencies to assess their impacts to historic resources. The regulations provide specific criteria for determining whether an action will have an effect, and whether that effect will be adverse. These criteria are given below.

36 CFR 800.5 Assessment of Adverse Effects

- (a) Apply Criteria of Adverse Effect. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the Agency Official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The Agency Official shall consider any views concerning such effects which have been provided by consulting parties and the public.
- (1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.
- (2) Examples of adverse effects. 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 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 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 contribute 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.

SECTION 4(f), TDOT SUMMARY SHEET

WHAT IS SECTION 4 (f)? Codified at 49 CFR 303, "Section 4 (f)" refers to a section of the U.S. Department of Transportation Act which gives special consideration to the use of park and recreation lands, wildlife and waterfowl refuges, and historic sites by Federally assisted transportation projects. Section 4 (f) applies only to those projects using funds from the U.S. Department of Transportation. The law states:

- (c) The Secretary may approve a transportation program or project (other than any project for a park road or parkway under section 204 of title 23) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if -
 - (1) there is no prudent or feasible alternative to using that land; and
- (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

WHAT IS THE SECTION 4 (f) PROCESS FOR HISTORIC PROPERTIES? To be considered "historic," a property must either be listed in the National Register of Historic Places or be determined eligible for such listing by the Keeper of the Register or the State Historic Preservation Officer (SHPO).

On any project, the primary objective is to develop a design that does not have Section 4(f) involvement. If such a design is not possible, then the Section 4 (f) documentation is prepared and circulated. Such documentation is circulated to all appropriate agencies or groups (consistent with the Section 106 process and the National Environmental Policy Act), and as applicable, to the U.S. Department of the Interior, Housing and Urban Development, and Agriculture. It is also circulated to the agency having authority over the Section 4 (f) property. For historic properties, such agencies are the SHPO and the Advisory Council on Historic Preservation (ACHP). After review of any comments received, the final Section 4(f) documentation is sent to the Federal Highway Administration (FHWA) which determines if the requirements of the Section 4(f) statute are met. If the requirements are satisfied, then the FHWA will approve the use of the Section 4 (f) property.

HOW ARE SECTION 4 (f) AND SECTION 106 RELATED? Section 106 is a provision of the National Historic Preservation Act of 1966, which requires all federal agencies to consider the effects of their projects on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on those effects. The ACHP has promulgated regulations at 36 CFR 800 that describe the procedures that agencies must follow in order to comply with Section 106. Many of the Section 106 documentation requirements overlap the Section 4 (f) documentation requirements for historic properties. For this reason, for projects having a 4(f) use of a historic site, the documentation for Section 106 and Section 4 (f) is usually combined into one document and circulated to the appropriate groups described above. The consent of neither the SHPO nor the ACHP is necessary for FHWA to approve a Section 4 (f) use, but FHWA gives great consideration to comments from these agencies.

APPENDIX G PUBLIC PARTICIPATION



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION THE ENVIRONMENTAL DIVISION

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-5257 Fax (615) 741-1098

June 23, 2006

SUBJECT: Section 106 Initial Coordination for Proposed Somerville Bypass, State Route 460 from State Route 15 West of Somerville to State Route 15 East of Somerville, Fayette County, Tennessee

To Tribal Historic Preservation Office:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is in the planning stages of evaluating the above-referenced project for possible implementation. The location of the proposed project is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations, 36 CFR 800, stipulate that Indian tribes that attach religious and cultural significance to properties that may be affected by an undertaking be invited to participate in the project review process as consulting parties. TDOT would like to invite you to participate as a consulting party for the proposed project. This letter is also TDOT's request for comments on the identification of properties in the project's area of potential effect that may be of religious and cultural significance to your tribe.

If you choose to participate as a consulting party on the above-referenced project, you will receive copies of cultural assessment reports that identify Native American related properties. You will also be invited to attend project-related meetings with FHWA, TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. We respectfully request written responses to project reports and other materials within thirty (30) days of receipt.

If you would like to participate as a consulting party, please respond to me via letter, telephone (615-741-5257), fax (615-741-1098) or E-mail (Gerald.Kline@state.tn.us). To facilitate our planning process, please respond within 30 days of receipt of this letter. If you do not respond, you will not receive reports related to this project unless you specifically request them at a later date. Thank you for your assistance.

Sincerely,

Gerald Kline

Transportation Specialist I Archaeology Program Manager

Anald Kline

Enclosure

cc. Augustine Asbury, Alabama-Quassarte Tribal Town
Virginia "Gingy" Nail, The Chickasaw Nation
Charles D. Enyart, Eastern Shawnee Tribe of Oklahoma
Gary Bucktrot, Kialegee Tribal Town
Joyce Bear, Muscogee (Creek) Nation
Carrie Wilson, Quapaw Tribe of Oklahoma
Rebecca Hawkins, Shawnee Tribe
Charles Coleman, Thlopthlocco Tribal Town
Lisa Stopp, United Keetoowah Band of Cherokee Indians



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION THE ENVIRONMENTAL DIVISION

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-5257 Fax (615) 741-1098

June 23, 2006

Skip Taylor Fayette County Mayor P.O. Box 218 Somerville, TN 38068

RE: Section 106 Initial Coordination for Proposed Somerville Bypass, State Route 460

from State Route 15 West of Somerville to State Route 15 East of Somerville,

Fayette County, Tennessee

Dear Mr. Taylor:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to improve the above referenced project. Its location is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations stipulate that TDOT invite local government representatives to participate in the historic review process as a consulting party. TDOT would like to invite you, as the local government official, to participate as a consulting party for the proposed project.

If you choose to participate as a consulting party, you will receive copies of TDOT's environmental reports and will be invited to attend project-related meetings between TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. As a consulting party, you should be prepared to attend any such meetings between TDOT and the TN-SHPO and provide a response to TDOT's reports in written form within 30 days upon receipt of the report. TDOT also wishes to seek your comments on the identification and evaluation of historic properties that the proposed project might impact.

If you would like to participate as a consulting party, please write to me at the above address. To facilitate our planning process, please respond within 30 days of receipt of this letter. Thank you for your assistance.

Sincerely, Markha Carrier

Martha Carver

Historic Preservation Program Manager

Enclosure

cc: Mr. Herbert Harper, TN-SHPO



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION THE ENVIRONMENTAL DIVISION

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-5257 Fax (615) 741-1098

June 23, 2006

Robert S. Morris, Mayor City of Somerville P. O. Box 909 Somerville, TN 38068

RE: Section 106 Initial Coordination for Proposed Somerville Bypass, State Route 460

from State Route 15 West of Somerville to State Route 15 East of Somerville,

Fayette County, Tennessee

Dear Mr. Morris:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to improve the above referenced project. Its location is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations stipulate that TDOT invite local government representatives to participate in the historic review process as a consulting party. TDOT would like to invite you, as the local government official, to participate as a consulting party for the proposed project.

If you choose to participate as a consulting party, you will receive copies of TDOT's environmental reports and will be invited to attend project-related meetings between TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. As a consulting party, you should be prepared to attend any such meetings between TDOT and the TN-SHPO and provide a response to TDOT's reports in written form within 30 days upon receipt of the report. TDOT also wishes to seek your comments on the identification and evaluation of historic properties that the proposed project might impact.

If you would like to participate as a consulting party, please write to me at the above address. To facilitate our planning process, please respond within 30 days of receipt of this letter. Thank you for your assistance.

Sincerely, Maytha Carre

Martha Carver

Historic Preservation Program Manager

Enclosure

cc: Mr. Herbert Harper, TN-SHPO



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SUITE 700, JAMES K. POLK BUILDING NASHVILLE, TENNESSEE 37243-0349

August 3, 2006

SUBJECT: Architectural Assessment for the proposed State Route 460 (U.S. 64)

Somerville Bypass from State Route 15 (U.S. 64) West of Somerville to State Route 15 (U.S. 64) West of Somerville, Fayette County, PIN

101607.00

To Whom it May Concern:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to construct the Somerville Bypass from State Route 15 (U.S. 64) West of Somerville to State Route 15 (U.S. 64) West of Somerville, Fayette County, Tennessee.

Pursuant to regulations set forth in "36 CFR 800: Protection of Historic Properties" cultural resource staff from TDOT surveyed the general project area in an attempt to identify National Register-included or eligible properties which could be impacted by the proposed project. Historians from TDOT inventoried no National Register eligible properties that they believe the proposed project could impact.

The enclosed report discusses TDOT's survey findings. You are receiving this report because TDOT has identified you as a Fayette County party or individual with historic preservation interests. The Advisory Council on Historic Preservation Regulations specify that members of the public with interests in an undertaking and its effects on historic properties should be given reasonable opportunity to have an active role in the Section 106 process. As such, TDOT would like to give you the opportunity to participate in that process. If you feel that commenting on such projects is outside the interests of your organization, please notify me and I will remove your name from our list.

If you have any comments on historic issues related to this project, please write me. Federal regulations provide that you have thirty days to respond from the receipt of this letter.

Sincerely,

Holly M. Barnett, Historic Preservation Specialist

Enclosure

cc: Mr. Herbert Harper, TN-SHPO

HISTORICAL AND ARCHITECTURAL SURVEY

PROPOSED SOMERVILLE CONNECTOR PROPOSED U.S. 64 (STATE ROUTE 15)

FAYETTE COUNTY, TENNESSEE

THOMASON AND ASSOCIATES PRESERVATION PLANNERS NASHVILLE, TENNESSEE

OCTOBER 1996

II. PROJECT OVERVIEW

Project Description

The proposed project involves the construction of a four-lane divided highway on a new location around the west side of Somerville in Fayette County. This project is divided into three sections. The first begins at State Route 15 (US 64) west of Somerville and ends at State Route 76 south of Somerville a distance of approximately 3.2 km (2.0 m). The second section begins east of Somerville on State Route 15 and extends south to State Route 76 with two alternatives being considered. Alternative A is approximately 2.7 km (1.7 m) in length and Alternative B is approximately 3.7 km (2.3 m) in length. The third section begins at State Route 76 north of Somerville and extends to State Route 15 for an estimated length of 3.7 km (2.3 m). Planning efforts are being completed by the firm of Jackson Person & Associates in Memphis, Tennessee. The project corridor area is shown on the accompanying map (Figure 1).

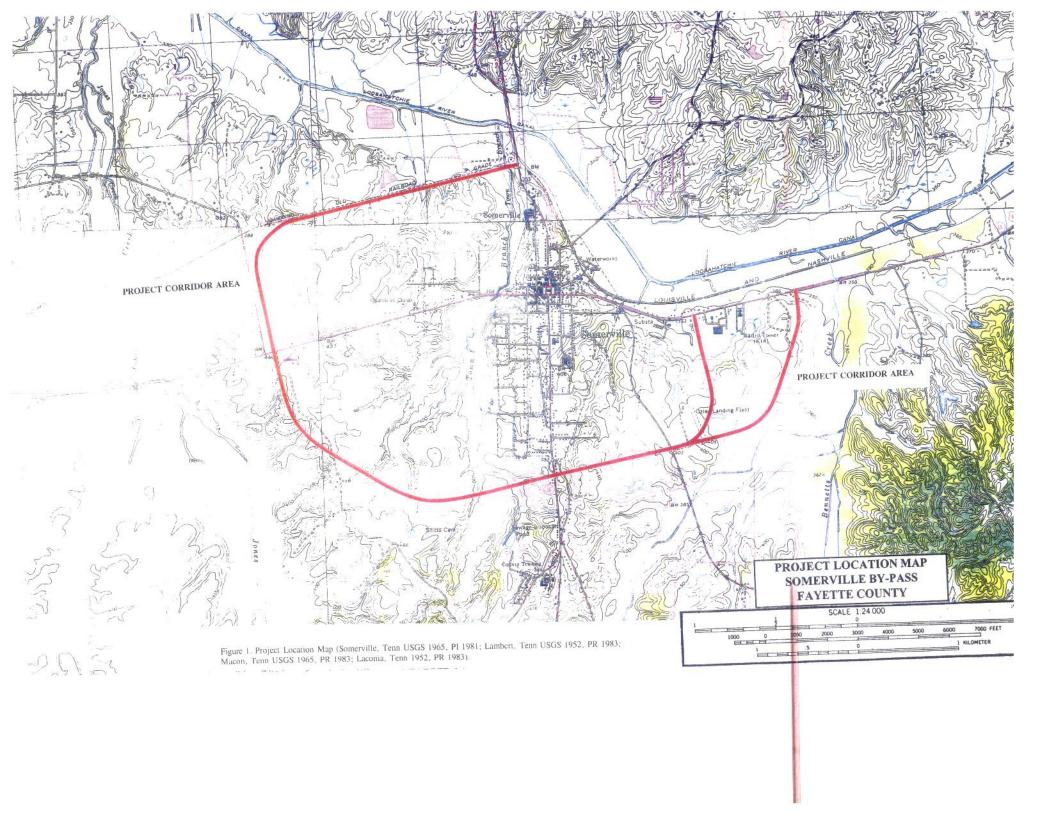
Survey Methodology

The project corridor area was surveyed by Dawn Wise and Matt Sauer of Thomason & Associates, Preservation Planners, of Nashville, Tennessee (Consultant). Resumes can be found in Appendix A.

There were eight properties surveyed in the project corridor area that had been previously inventoried. As part of this project, each previously inventoried property was field checked by the Consultant. Architectural descriptions of these properties were enhanced and additional black and white photographs and color slides were taken.

For properties not previously inventoried, the Consultant surveyed properties in accordance with guidelines set forth by the Tennessee Historical Commission (THC), and the T-DOT. For most properties which appeared to be constructed prior to 1946, a THC inventory form was completed. This included the completion of each relevant item on the form and the drawing of the basic form and plan of the property. For dwellings with associated significant pre-1946 outbuildings, a form was completed for the dwelling and the outbuildings were recorded through brief descriptions and photographs. Black and white photographs were taken of primary and secondary facades, and color slides were taken of each property's primary facade. Black and white photographs were taken of significant outbuildings. Two sets of black and white photographs and color slides were taken for each property. Each property was identified and located on USGS quadrangle maps. Properties were numbered in accordance with THC guidelines and USGS quad maps were utilized to located properties within the project area.

Historical research on the overall project area and specific properties was also completed by the Consultant. Secondary source materials such as general histories and published materials were consulted at the Somerville Public Library and at the Tennessee State Archives. For each surveyed property, the Consultant attempted personal or telephone interviews with property owners. Questionnaires were also left at each property requesting historical information.



III. HISTORIC CONTEXT

The project area partially surrounds the town of Somerville which is located in the northeast corner of Fayette County. Fayette County is in the southwestern corner of Tennessee and the southern border of the county adjoins the Mississippi stateline. The county is one of the largest in the state and is rural in character with the economy based on agriculture. The county was created in September of 1824 by an act of the Tennessee General Assembly from parts of Shelby and Hardeman Counties. It was named for Marquis de la Fayette who was a French Nobleman that fought in the Revolutionary War and visited Memphis and Nashville in 1824.

In October of 1824, the Tennessee General Assembly passed an act naming the county seat of Fayette County in honor of Lt. Robert Somerville. Somerville was killed on March 27, 1814 in at the Battle of Tohopeka of Horseshoe Bend in present day Alabama. The location of Somerville, near the center of the county and the Loosahachie River, was chosen so that traveling distance to the county seat would not be excessive from any area of the county. Major George Bowers and James Brown each deeded 25 acres to the county for the location of the town of Somerville. Somerville was designed in a square plan with the central focus of a courthouse and commercial buildings on the surrounding streets of the square. Residential structures were constructed beyond the commercial buildings. In December of 1824 the first court convened in the county at the home of Robert G. Thornton, 12 miles southeast of present day Somerville. In January of 1825, commissioners were appointed by the General Assembly to locate the county seat and survey the boundaries of the county.

In May of 1825, the second road in Fayette County was planned to extend from Somerville in the direction of Bolivar, the county seat in Hardeman County, and in a western direction to Memphis, the county seat in Shelby County. Two years later there were numerous roads providing access to and from Somerville. According to a report completed in that year, decisions were made as to which roads to keep and which to abandon. Those settled on to maintain were five roads leading out of Somerville to Memphis, to Covington, to Estanaula, to Bolivar, and to old Patteronville. Also to be maintained was the road from Somerville to Mitchell's Ferry in the southwest part of the county (Morton 1989:25).

On September 3, the post office was established and on the 14th of that month town lots were sold at auction. The profit from this auction was used to construct the first courthouse and jail in the county. This first courthouse was a one room log building constructed in 1825 as a temporary building. This building was replaced in 1833 with a two-story brick building. The third courthouse was constructed in 1876, but it burned in February of 1925. The current courthouse, designed by Memphis architect George Mahan Jr. was constructed in 1925 (Somerville NRHP nomination).

It was over a year later after the founding of the town, on December 4, 1826, that Somerville was incorporated with a mayor and aldermen form of government. Pioneers in the town included Henry M. Johnson who was the town doctor and first clerk at the county courthouse. He also opened the first tavern in town in 1825. Isaac B. McClelland is credited as being the first merchant in town arriving in 1827. By 1834, there were approximately 400 inhabitants in town including 100 families. In 1836, the town re-incorporated and John H. Ball was named mayor. He was a major advocate for obtaining a railroad and sought to acquire a branch of the LaGrange & Memphis Railroad. These efforts were unsuccessful and a railroad did not arrive until the 1850s (Fayette County Historical Society 1986:258).

In 1837, the first newspaper was published in town and by 1838 Somerville had its first bank. Merchants in Somerville during the late 1830s included Druggist William D. Wilkerson, Asbury Crenshaw & Son, Hiram Fain & Co., Wirt and Parker, Tappan and Dickason, H. S. Morgan & Co., Jacob M. Webb, Henry J. Cooper, and Mosby & Pettit.

During the 1850s, Somerville prospered and grew. In 1853 the Young Ladies Model School opened and in 1854, Peter Reed built the Eagle Hotel on the northeast corner of the square which was three-stories with 30 guest rooms.

(Today it is the vacant Cooksey's Department Store). In 1856, the town received a branch of the Memphis and Charleston Railroad which constructed a depot in town on Main Street.

Growth and development in the Somerville area halted during the Civil War and during the ensuing years of reconstruction. By 1878, the population of the town was approximately 2,000. There was one newspaper, the *Somerville Falcon*. In addition, there were six churches which included the denominations of Methodist, New School Presbyterian, Episcopal, Baptist, and African-American Methodist and Baptist. There were three schools: a male academy and a female academy with approximately 175 students and seven teachers and a school for Black children with approximately 90 students and two teachers (Morton 1989:115).

The earliest agricultural records in the county date to the 1870s. In 1879, there were 92,231 acres of cotton planted with a yield of 215 pounds per acre, and the corn crop yield was recorded at 16.2 bushels an acre. At this time, the average value of land and building per farm was \$963 and the average value of an acre of land was \$8.82. In the late nineteenth century, the agriculturally based economy of Fayette County needed a reliable transportation system to ship their crops to market. The railroad provided this service and in 1888, the Tennessee Midland Railroad arrived in town. This railway was later known as the Nashville, Chattanooga and Saint Louis and then as the Louisville & Nashville Railroad. (This railroad operated in the area until 1967 when it was closed and the tracks removed.)

At the end of the nineteenth century, Somerville began to receive modern conveniences. One of the first was telephone service which arrived long before electricity. During the early-twentieth century, the county experienced slow consistent growth. In 1900, the population was 27,901. Ten years later it reached 30,257 and in 1920 the population was 31,499. With the Stock Market crash in 1929 the nation and Tennessee entered the Depression. The census in the following year revealed that Fayette County had not only suffered an economic setback but also a loss in population down to 28,891.

To help the nation recover from this depression, the administration of Franklin Roosevelt established many organizations in its "New Deal" to provide employment. One of these which would later directly benefit Somerville was the Tennessee Valley Authority (TVA). In 1936, the TVA constructed power lines to the town of Somerville to provide it with electricity. By 1940, the population in the county was 30,332. However, in the decades of the mid-twentieth century, the county population steadily declined until it reached 22,692 in 1970. According to that census, only 38.8 percent of the population was white with the remainder of the population being from other ethnic groups, mainly African-American (Fayette County Sesquicentennial Inc. 1974).

The African-American population has always been large in Fayette County. In 1830 the population of the county was 8,652 with 3,193 of this number being African-American. With an increase in the production of cotton in the early nineteenth century the demand for slave labor rose. By 1840 blacks outnumbered whites. Even though the ratio has changed slightly over the years, today Fayette County remains predominantly African-American. Just south of Somerville is an area historically associated with the African-American community. This area consists of traditional style dwellings; however, it has its own small commercial area with a country store and a union meeting hall. In addition, there is an abandoned school building from the mid-twentieth century and an abandoned True American Mason Lodge from the early-twentieth century. On State Route 76 is a marker from the Tennessee Historical Commission commemorating "Tent City." In 1959-1960 a number of black sharecroppers from the county were part of a voter registration drive. Many were evicted from their homes as a result. With no home, many of them moved to two areas south of Somerville called "Tent City" or "Freedom Village" and lived in military surplus tents. According to local informants, there were only two "Tent Cities" in the county. One was located on County Road 195 five miles southwest of Somerville and a second on Highway 57, four miles east of Moscow (THC Historical Marker). Neither site is located in the project area.

Since the time of the county's founding, agriculture has been the major industry. However, the main cash crops have changed over the years. During the mid- and late-twentieth century, the main agricultural crop began to

change from cotton and corn and by the 1970s, the soybean crop was the largest in the county with approximately 85,000 acres cultivated. Cotton comprised nearly 45,000 acres in the 1970s.

The primary context and characteristics of the project area includes both rural and urban dwellings constructed from the mid-nineteenth century to the mid-twentieth century. Most dwellings surveyed were common house designs of the early- and mid-twentieth century including Pyramid Square, Gabled Ell, Saddlebag, and Double-Pen forms. The most prevalent architectural style is the Craftsman style of the early-twentieth century. In the survey area, this style is commonplace on the south side of town along South Main Street. The dwellings recorded in the survey reflect the development of Fayette County as a largely agricultural area, and Somerville as a rural county seat.

IV. ARCHITECTURAL OVERVIEW

The architectural survey of the Somerville Bypass resulted in the documentation of 41 properties in Fayette County. The majority of these documented properties were constructed in the early-twentieth century. The buildings documented included private residences and three commercial buildings.

Antebellum Period

During the mid-nineteenth century, the farms in Fayette County and the Somerville area prospered growing mostly cotton and corn. Within the project corridor area, only one farm complex was recorded from this time period. Woodburn Farm is a 600 acre farm located on State Route 15 approximately 3.2 km (2 m) west of Somerville (FY-291). The main house was built by General Thomas Rivers ca. 1850, and the design of the house was influenced by the Greek Revival style. This influence is seen in the elaborate door surrounds, full-height porch, and in the multi-light sash windows. This structure has been modified with the ca. 1945 enclosure of the rear two-story porch, a ca. 1960 rear gable addition and garage, and a ca. 1979 east side addition. The only other structure surveyed from the time period is FY-282. Located on South Main Street, the building was extensively altered in the early-twentieth century. It is of brick construction with an interior end chimney.

Reconstruction and the Late Nineteenth Century

The South was largely devastated by the Civil War and Fayette County suffered along with the rest of Tennessee. Extensive construction did not begin again until the late 1870s. The only buildings surveyed from this period were common vernacular forms. For example, FY-273 is a large Saddlebag form with a side-gable roof. The original exterior is weatherboard, and it was later covered with rolled asphalt siding. FY-283 is located on Old Jerningan Street and was constructed ca. 1890. This abandoned one-story single-family residence has an irregular shape with a gable metal roof. The exterior of this dwelling consists of weatherboard siding. Resting on a brick pier foundation, this modest dwelling possesses two interior end brick chimneys and an interior chimney in the rear ell. The building has a rear ell and two rear shed additions and a side shed addition. These were the only two structures surveyed from this time period.

Twentieth Century Period

At the turn of the century the influence of national architectural styles such as Queen Anne was felt throughout the country. The styles of the Victorian era were very popular in both farmhouses and urban dwellings. The influence of this era is evident in two of the houses surveyed on South Main Street in Somerville. FY-270 and FY-271 both were constructed in the 1910s at the end of the Victorian era's popularity. However, both of these Gabled Ell houses display elements of the Queen Anne style and have steeply pitched roofs and irregular forms. FY-271 has decorative wooden shingles in the gable fields which was a common decorative detail.

In the first twenty years of the century, as the popularity of the architectural styles of the Victorian era faded, more simplistic styles of architecture were gaining popularity. One of these was the American Foursquare. This form was popular in the first few decades of the twentieth century and generally displayed elements of the Colonial Revival style or other popular styles of the period. Within the Somerville Bypass project corridor area one example was found. Pattat Place (FY-259) was constructed ca. 1915 and is a vernacular variant of the American Foursquare. This two-story structure has stylistic details which include the low hipped roof, wide eaves, and rustic pebble dash exterior. The building was modified in 1992 with a large single-story addition on the north rear. The house is part of a large farm complex which includes four barns, a storage building, a former foxhound kennel, and a tenant house.

The dominate architectural style for smaller houses during the early twentieth century was the Craftsman/Bungalow style. It is the most prevalent style inventoried during the Somerville Bypass survey, especially in the city limits of Somerville. Examples include FY-179 which is located on South Main Street and was constructed ca. 1915. It is a one- and one-half story Bungalow with a side gable roof and shed dormer. The original exterior was covered with stucco and a rear addition added in the late twentieth century. However, the structure's Bungalow form is

intact with its low full-width porch and the multi-light sash windows. Craftsman details include knee brackets in the gables and exposed rafter ends in the shed dormers. Other examples of the style include FY-263 which was constructed ca. 1930 and is located on U. S. 64 on the east side of town. It is an irregularly shaped house with a side-gable roof with exposed rafter ends. The original porte-cochre on the east elevation is still extant but has been modified with a rear roof addition. However, the porte-cochre maintains its original shaped exposed rafter ends and tapered wood support columns set on square brick piers. The Craftsman influence is also seen in the tapered wood porch support columns on the primary south porch. FY-268 also displays Craftsman details in its form and the double-hung sash windows with four vertical lights over one light.

The majority of the dwellings surveyed that were constructed in the early part of the twentieth century are in traditional forms like Double-Pen, Saddlebag, Gabled Ell, and Pyramid Square and display little to no architectural detailing. The Double-Pen is usually characterized as having two rooms with end chimneys. Within the survey, FY-266 was constructed in this form. FY-266, located on Kay Lane was constructed ca. 1930. It has a side gable roof and is covered in synthetic siding. The building has been modified with rear shed and side gable additions.

The Saddlebag form has a configuration of two rooms with an interior chimney between the two rooms. Within the survey, FY-184 is a frame Saddlebag form house with gable asphalt shingle roof and an exterior of rolled asphalt siding. The building was altered with two rear shed additions in the early- and mid-twentieth century. FY-185 also falls into this category with a rectangular shape, gable roof and weatherboard exterior. FY-273 and FY-275 are constructed in the Saddlebag form as well.

The Pyramid Square is characterized by a square shape and with a high hipped roof. There were two surveyed in the project corridor area: FY-278 and FY-281. FY-278, located on Charleston Street, has a high hipped roof with weatherboard siding. A rear shed addition was added to the structure and the front east porch modified with decorative metal posts. FY-281 located on South Main Street has a high hipped roof and weatherboard siding.

The Gabled Ell form is characterized by a front facing gable and a side ell with a gable or hipped roof. There is usually a partial-width porch on the front elevation. During the survey two structures were surveyed with this form. FY-280 located on South Main has a gable roof and weatherboard siding. The rear has been modified with an addition. Also FY-277 has a Gabled Ell form. The house has been extensively altered with replacement siding ca. 1955, replacement windows and north porch alterations of support replacements, all ca. 1980.

In the late 1930s and early 1940s architectural styles began to shift to more modern styles and away from period styles like the Colonial Revival. Styles moved to more minimal detailing and one of the first and most popular was the Minimal Traditional. This style is seen in FY-287. W. A. Alexander House is located at 13295 North Main Street and was constructed in 1939. This one and a half story single-family residence has an irregular plan with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, this modest dwelling possesses two interior brick chimneys. There is an incised porch that is located on the northeast corner of the front facade and a ca. 1960 shed addition on the rear west elevation.

SURVEY RESULTS

The project corridor area begins on Highway 64 to the east of Somerville. Along Highway 64, the survey area begins approximately .8 km (.5 m) east of the courthouse square, where Jergan Road turns south. It extends eastward along Highway 64 approximately 2.4 km (1.5 m). Along this road there were seven properties surveyed which included two commercial buildings and five private residences. It is the opinion of the Consultant that none of these possess sufficient architectural design or integrity to meet National Register Criterion C nor did research on each property reveal significant information to meet Criterion A. The Lee House (FY-264) located at 30 Jergan Road, just south of the road's intersection with Highway 64, was constructed ca. 1940. This one-story single-family

residence has an irregular shape with a gable asphalt shingle roof and shed rolled asphalt roof with exposed rafter ends. The exterior of this dwelling consists of weatherboard and rests on a cast concrete pier foundation. The building has a side shed addition and a rear gable addition. The first commercial building is FY-262 located on the south side of Highway 64 approximately .8 (.5 m) east of Jergan Road and was constructed ca. 1950. This oneand-a-half story warehouse is clad in metal siding and rests on a concrete block pier foundation. The gable roof is covered with its original metal, as are two shed additions on either side. Windows are three-light casement and stationary, one-over-one wood sash, and two-light casement. FY-263 is located at 17655 Highway 64, on the north side of Highway 64 across from FY-262, and it was constructed ca. 1939. The one-story single-family residence has an irregular shape with a gable asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of synthetic siding. Resting on a continuous brick foundation, the building has a rear shed and a side gable roof addition. On the southeast corner of the building is the original flat roof porte-cochre. It retains its original shaped rafters ends and is supported by two tapered wood columns that rest on square brick piers. The other commercial building recorded in this area was FY-261. It is located on Yates Road and is a warehouse building that was constructed ca. 1950. This one-story warehouse is clad in metal siding and sits on a continuous cast concrete foundation. Most window openings have been covered over with corrugated sheet metal. The only existing window is a ca. 1960 aluminum casement. These buildings are of common styles and forms and research has not revealed any historical significance. Therefore, it is the opinion of the Consultant that none of these buildings meet the criteria for inclusion in the National Register.

Approximately .8 km (.5 m) east of FY-261 are three private residences accessed from Highway 64. These are FY-258, Pattat Place (FY-259), and Ozier House (FY-260). Both FY-258 and Pattat Place are on the south side of the highway and are accessed through field roads. FY-258 was constructed ca. 1915 and was historically a tenant house to the Ozier Farm. This one-story private residence has an irregular shape with a side-gable metal crimped roof. The exterior of this tenant house consists of weatherboard and rests on a cast concrete pier and concrete block foundation. There is an exterior chimney on the east elevation and a centrally located stove pipe on the west slope. The building has been modified with a rear pre-1945 shed roof addition and a ca. 1970 gable roof side addition. On the east elevation is a full width porch with a shed roof and four wooden posts. It is the opinion of the Consultant that this building does not possess sufficient architectural design or integrity to meet National Register Criterion C nor did research reveal significant information to meet Criterion A.

Pattat Place was constructed ca. 1915 by Alexander Wessell who was the builder of Ellis Auditorium in Memphis. He had the house built as a hunting lodge and used it on weekends. In the late 1920s or early 1930s the property was purchased by E. L. Schultz. In 1936, the property was purchased by Richard Ozier, Sr. Harold Pattat Sr. is the present owner of the building. This two-story irregular shaped building displays elements of a common American Foursquare. The private residence has a hipped composition shingle roof with shed dormers on the north and south slopes. The building has a pebble dash exterior. Windows are double-hung with eighteen-over-one and sixteen-over-sixteen configurations. The foundation is cast concrete. The building was modified in 1992 with a large hipped roof addition to the north rear. The farm retains many original outbuildings including a horse barn, a hay barn, and a former foxhound kennel. This dwelling does not possess sufficient architectural design or integrity to meet National Register Criterion C nor did research reveal any significant historical association to meet Criterion A.

Ozier House (FY-260) was constructed in 1938 by Richard Paul Ozier, Sr. This one-story private residence has an irregular shape with a gable composition shingle roof and exposed rafter ends. The exterior of this dwelling consists of cypress logs and weatherboard siding. Resting on a continuous concrete block foundation, the building was modified with rear (N) gable and shed roof additions. There is a one-bay porch that is centrally located on the main facade (S) with a gable roof. This dwelling does not possess sufficient architectural design or integrity to meet National Register Criterion C nor did research reveal any significant historical association to meet National Register Criterion A.

From Highway 64 the proposed bypass project extends southwest toward Highway 76 (South Main Street) over farm land and wooded areas. North of where the project crosses Highway 76 is an area of Somerville that is a mixture

of contemporary houses and those that date to the mid-nineteenth century. There were 15 properties surveyed in this area. All were private residences and located adjacent to South Main Street, Charleston Street, and Flippin Street. In the opinion of the Consultant, none of those surveyed possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

Those located adjacent to South Main Street include FY-179, 268, 269, 270, 271, 279, 280, and 281. FY-179 was constructed ca. 1915 in the Bungalow/Craftsman style. It is a one and a half story single-family residence with an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of stucco and brick. Resting on a continuous foundation that has been stuccoed, this modest dwelling possesses two exterior end brick (stucco-covered) chimneys. The building has second-story shed dormers with six-pane fixed windows. There is a wrap-around porch that is located on the main (E) and south facades. There is a ca. 1955 addition on the west elevation with a gable roof and end chimney.

FY-268 was constructed ca. 1925. It is a one and a half story single-family residence with a rectangular shape and a gable and shed asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of weatherboard. Resting on a continuous brick foundation, this modest dwelling possesses an exterior brick chimney. On the main facade is a full-width porch with slender wooden posts.

The Martin House (FY-269), located at 12040 South Main Street was constructed in 1935. It is a one-story single-family residence with an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding and rests on a continuous brick foundation. The building has a rear shed addition. There is an entry porch that is centrally located on the main facade with a gable roof and two slender round columns. The Leonard House (FY-270), located at 12184 South Main Street was constructed ca. 1917. This one- and one-half story single-family residence has an irregular shape with a hipped asphalt shingle roof, with front and side gables. The exterior of this dwelling consists of weatherboard and rests on a continuous brick foundation. There is a partial-width porch located on the main (W) facade.

FY-271 was reported by the owner as constructed in 1929; however, it is the Consultant's opinion that this structure was constructed in the first or second decade of the twentieth century, ca. 1915. This one-story single-family residence is located on South Main Street. The house has an irregular shape with a hipped asphalt shingle roof with front and side gables. The gable fields have wood shingles. The exterior of this dwelling consists of synthetic siding (vinyl), added in 1996. Resting on a continuous brick foundation, the building has a rear shed and a side gable roof addition. FY-279 is located at 12055 South Main Street and was constructed ca. 1940. This one-story single-family residence has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding and rests on a continuous cast concrete foundation. The building has successive rear gable additions. There is a partial-width porch located on the main facade with a shed roof and square slender columns. FY-280 is located at 12095 South Main Street and was constructed ca. 1920. This one-story single-family residence has a Gabled Ell form with an asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Originally resting on a brick pier foundation, the foundation now has a concrete block infill between the piers. There is a partial-width porch located on the main facade (E) with a shed roof and replacement tapered wood columns set on square brick piers. The Douglass House (FY-281) is located at 12185 South Main Street and was constructed ca. 1915 by Claude Douglass. The one-story single-family residence has an irregular shape with a hipped asphalt shingle roof with exposed rafter ends. There is a shed roof dormer on the east elevation roof. The exterior of this dwelling consists of weatherboard siding and rests on a concrete pier foundation. There is a partialwidth porch located on the (E) main facade with four square columns. In the opinion of the Consultant, none of the buildings surveyed in this area possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

One block to the west of South Main Street is Charleston Street and those buildings surveyed on this street include FY-272 and FY-278. FY-272 was constructed ca. 1945. It is a one-story single-family residence with an irregular shape and a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard and rests on a continuous cast concrete foundation. Windows are double-hung in a six-over-six configuration and a large fixed sash light is on the east elevation. There is an entry-bay porch located on the main facade. The Sam Parks House (FY-278) is located at 905 Charleston Street and was constructed ca. 1920 by Sam Parks. It is a one-story single-family residence with a rectangular shape and a hipped asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding and the structure rests on a continuous cast concrete foundation. The building has a rear shed addition. There is a full-width porch on the main facade with a hipped roof and ca. 1975 wrought iron posts. Neither dwelling possesses sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

One block west of Charleston Street is Somerville Street. Adjacent to this roadway there were four properties surveyed which included FY-273, 274, 275, and 276. In the opinion of the Consultant, none of these buildings possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, limited research on each property did not reveal any significant historical associations to meet National Register Criterion A. The Higgason House (FY-273) is located at 1001 Somerville Road and was constructed ca. 1880. This one-story single-family residence has a rectangular shape with a gable corrugated metal roof. The exterior of this dwelling consists of rolled asphalt siding. Resting on a concrete block pier foundation, the building has a rear shed addition. There is a partial-width porch on the main facade with a shed roof.

FY-274 is located at 1003 Somerville Road and was constructed ca. 1946. The one-story single-family residence has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of asbestos shingle siding. Resting on a continuous concrete block foundation, there is a entry porch that is centrally located on the main facade with a shed roof. There are gable and shed roof additions to the west rear of the building. FY-275 is located at 1006 Somerville Road and was constructed ca. 1920 by Matthew Stewart. The one-story single-family residence has an irregular shape with a gable metal crimp roof. The exterior of this dwelling consists of ca. 1975 synthetic siding. Resting on a concrete block pier foundation, the building has a ca. 1940 rear shed addition. There is a partial width porch that is located on the main (W) facade that has been partially enclosed. FY-276 was constructed ca. 1920, and this one-story single-family residence has an irregular shape with a corrugated metal and fiberglass roof. The exterior of this dwelling consists of weatherboard siding and the foundation is obscured by pressed metal. The building has a ca. 1940 rear shed addition and a ca. 1950 side shed addition.

The final property surveyed in this area is on the southeast corner of Somerville Street and Flippin Street. The Hurst House (FY-277) is located at 215 Flippin Street and was constructed ca. 1910. The one-story single-family residence has a rectangular shape with a hip asphalt shingle roof. The exterior of this dwelling consists of synthetic aluminum siding, added in 1955. Resting on a continuous brick foundation, the building has a rear shed addition and a side gable roof addition. There is a partial-width porch that is located on the main facade with a shed roof, which was altered in 1980. This building does possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

The area south of where the proposed Somerville Bypass crosses Highway 76 has traditionally been an African-American community. Within the survey area there were eight historic properties recorded. Seven of these were private residences and one was the True American Masonic Lodge. All were of common materials and structural forms. In the opinion of the Consultant, none of those surveyed in this area possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research on each property did not reveal any significant historical associations to meet National Register Criterion A.

FY-180 is located at 129 Kay Lane and was constructed ca. 1915. The one-story single-family residence has a rectangular plan with a hipped asphalt shingle roof with rafters exposed under the eaves. The exterior of this dwelling consists of weatherboard siding. Resting on a brick pier foundation, the building has a rear shed addition.

Windows have been altered with the bottom sash of the former double-hung sashes enclosed. There is a partial-width porch located on the main (W) facade with a shed roof and three square columns. FY-181 is located on Kay Lane and was constructed ca. 1915. The one-story single-family residence has a rectangular shape with a hipped metal roof. There is a hipped roof dormer on the west elevation. The exterior of this dwelling consists of weatherboard. Resting on a concrete block pier foundation, there is a partial-width porch located on the main (W) facade with a hipped roof. FY-182 is located at 144 Kay Lane and was constructed ca. 1945. The one-story single-family residence has a rectangular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard and masonite siding. Resting on a concrete block pier foundation, the building has a ca. 1970 rear shed addition. There is a entry-bay porch that is centrally located on the main facade with a gable roof and slender wood columns. On the east rear is a shed roofed outhouse. The True American Mason Lodge (FY-183) is located on Rhea Road (Highway 76) and was constructed ca. 1920. This two-story meeting house has a rectangular shape with a gable metal roof with exposed rafter ends. The exterior of this dwelling consists of ca. 1950 metal siding. Resting on a pier foundation, this building possesses an interior brick chimney on the north slope. The building is abandoned and deteriorated.

The Seymour House (FY-184) is located at 148 Kay Lane and was constructed ca. 1915. The one-story single-family residence has a Saddlebag form with a gable asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of rolled asphalt siding. Resting on a brick pier and continuous concrete block foundation, the building has two pre-1945 rear shed roof additions. There is a full-width porch located on the main facade with four square wood columns. FY-185 is located at 100 Highway 76 and was constructed ca. 1930. The one-story single-family residence has a rectangular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard. Resting on a brick and concrete block pier foundation, there is a partial-width porch located on the main facade with a shed roof and three square wood columns. FY-265 is located on Highway 76 and was constructed ca. 1945. The one-story residence has an irregular shape with a gable metal roof. The exterior of this dwelling consists of weatherboard. Resting on a brick pier foundation, the building has a ca. 1960 rear shed addition. There is a full-width porch located on the main facade with slender wood columns. FY-266 is located on Kay Lane and was constructed ca. 1930. The one-story single-family residence has a Double Pen plan with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding and rolled asphalt. Resting on a concrete block pier foundation, the building has a ca. 1960 rear shed and a ca. 1975 side gable roof addition. There is an entry-bay porch located on the main facade.

As the proposed bypass project continues on north and west, there was one property recorded approximately 1.6 km (1 m) from Highway 76, in the rural area along Clark Road. In the opinion of the Consultant, this dwelling (FY-178) does not possess sufficient architectural design or integrity to meet National Register Criteria. Built ca. 1930, the one-story abandoned tenant house has a cross-gable plan with a metal roof and an exterior of stucco. Resting on a continuous foundation, the building is badly deteriorated.

On the west side of Somerville the proposed project crosses Highway 64 approximately 2.8 km (1.75 m) from the courthouse square. The only property surveyed in this area was Woodburn Farm (FY-291). Even though this property is one of the oldest in the survey area and is an example of the Greek Revival style constructed in West Tennessee during the mid-nineteenth century, this structure has been highly modified with successive additions and replacement siding. In addition, historical research has not revealed any significant historical associations that would meet National Register Criteria. Therefore, it is the Consultants opinion that FY-291 is not eligible for the National Register of Historic Places. The house was constructed ca. 1850 by General Thomas Rivers. The farm was purchased by William Scott in 1904, and in 1932, Scott's sister and husband, Ruffin Matthews inherited the property. This 600 acre family farm is located on Highway 64, 3.2 km (2 m) west of Somerville. The two-story house has a center hall plan with a hip, gable, and shed asphalt shingle roof with wide overhanging eaves. The exterior of this dwelling consists of weatherboard siding, with synthetic siding (aluminum) on the rear facade. Resting on a continuous brick foundation, this dwelling possesses four exterior end brick chimneys, and two interior brick chimneys. The building has a ca. 1979 side shed addition on the north, a ca. 1960 rear gable addition and the two story hipped roof porch was enclosed ca 1945. There is a partial-width two-story porch that is centrally located on the main facade (W). The four Doric column supports were modified ca. 1970 and presently rest on

masonry piers. The central entry on the main facade has a wood door with a large single light and nine-light sidelights and four-light transom with enclosed corner lights. The second floor entry on the west facade is similar. There are two large gambrel roofed barns to the south of the property alone with miscellaneous farm outbuildings.

The proposed project continues north and west until it connects with Highway 76 on the north side of Somerville along the old railroad grade just south of the Loosahatchie River Canal. There were seven structures recorded in this part of the project corridor area immediately adjacent to North Main Street (Highway 76). None of those surveyed possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

The northernmost structure is the Emmet L. Middlecoff House (FY-284) located on the west side of Highway 76 and constructed ca. 1925. The one- and one-half story single-family residence has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding and rests on a continuous brick foundation. The building has a ca. 1950 rear addition and a ca. 1990 deck was added to the rear as well. There is a partial width-porch located on the main (E) facade with ca. 1990 metal posts.

FY-285 is located at 503 Taylor Road and was constructed ca. 1930. The one-story single-family residence has an irregular shape with a gable metal roof. The exterior of this dwelling consists of weatherboard siding. Resting on a cast concrete pier foundation, there is a rear shed addition with an entry-bay porch. Finally, there is a partial-width porch that is centrally located on the main (E) facade with a gable roof. FY-286 is located at 502 Taylor Road and was constructed ca. 1915. The one-story single-family residence has a Double Pen plan with a gable corrugated metal roof. The exterior of this dwelling consists of synthetic (rolled asphalt) siding. Resting on a concrete block and brick pier foundation, the building has a side gable addition. There is a partial width porch located on the main (W) facade with a shed roof and a rear single bay porch with shed roof. These dwellings do not possess sufficient architectural design or integrity or historical significance to meet National Register Criteria.

The W. A. Alexander House (FY-287) is located at 13295 North Main Street and was constructed in 1939 by builder Grady Morris for W. A. Alexander. The one- and one-half story single-family residence has an irregular plan with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, the dwelling has an incised porch located on the northeast corner of the front facade. There is a ca. 1960 shed addition on the rear west elevation. FY-288 is located at 13275 North Main Street and was constructed ca. 1938. The one- and one-half story single-family residence has an irregular plan with a gable asphalt shingle roof and a brick veneer exterior. Resting on a continuous brick foundation, there is a partial-width porch located on the main facade with ca. 1975 metal columns. The Morton House (FY-289) is located at 13315 North Main Street and was constructed in 1946. The original owner was John P. Morton. The one-story single-family residence has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, the building has a front entrance (E) which features a four-light sidelight and an original door. There is a side shed addition and a rear hip addition. These dwellings do not possess sufficient architectural design or integrity to meet National Register Criterion C. In addition, research did not reveal any significant historical association to meet National Register Criterion A.

FY-290 is located at 13325 North Main Street and was constructed ca. 1930 by Robert and Cary Winfrey. The building was used originally as a cotton gin, but during World War II, this building was purchased by W. C. Latta to be used as an ammunition box factory. The factory employed 100 men during the war. The one-story frame vernacular commercial building has an irregular shape with a gable metal roof. The exterior of this dwelling consists of synthetic (corrugated metal and asbestos shingle) siding. Resting on a continuous cast and block concrete foundation, the building has a ca. 1960 (N) gable addition, ca. 1955 (E) front facade addition, and ca. 1950 rear (W) addition. There is an octagonal storage building with vertical wood siding to the northeast of the property. In the opinion of the Consultant, neither of these buildings possess sufficient architectural design or integrity to meet National Register Criteria. In addition, research has not revealed any significant historical associations.

V. NATIONAL REGISTER ASSESSMENT

Somerville Historic District

A review of the National Register files at the Tennessee Historical Commission revealed no National Register listed or eligible properties existing within .8 km (.5 m) of the project corridor area. However, within the general project area is the Somerville Historic District which was listed on the National Register of Historic Places in 1981. This district comprises an area of approximately 52 acres around and south of the courthouse square. The boundary of this district basically follow the "rear property lines of buildings primarily on the count square and those along sections of S. Main, Cemetery, S. Somerville, East and West Streets running north-south and those along sections of Marginal, Church, W. High and Maple Streets running east-west" (Figure 2) (Somerville NRHP Nomination 1981). The district was nominated for its architecture and is characterized in the NRHP nomination as "an excellent collection of residential and commercial architecture in a rural southwest Tennessee community" (Ibid).

The original boundary of this National Register district no longer retains integrity due to the loss of contributing buildings; therefore, the Consultant recommends that two districts be formed out of the original district boundary. The buildings in the following discussion are coded to the number system found in the 1981 NRHP nomination (Figure 3).

The boundary of this district was originally designed to exclude many non-contributing properties and is somewhat erratic in nature. The northern end of the district around the courthouse and southward to Charleston Street has experienced few modifications and maintains it integrity (Figures 4, 5, 6 and 7). An examination of this area revealed no notable buildings that are excluded from the district boundary. In addition, an examination of the district boundary on the east side of South Main Street did not reveal any notable buildings that are excluded from the district boundary nor any extensively altered buildings that cause a loss of integrity of the district boundary.

An examination of the boundary on the west side of South Main Street between the northern end of Charleston Street and West Church Street revealed a loss of integrity. There were originally two contributing and three non-contributing buildings in this block. Within the last three years the two contributing structures (#29 and #32) and one non-contributing structure (#30) have been removed. In addition, the block south of West Church Street on the west side of South Main Street has only one contributing building (#26) which is separated from other contributing elements by two non-contributing buildings (#24 and 25). At West Church Street the district turns west. Between Charleston Street and South Somerville Street there are two post-1950 non-contributing private residences and one non-contributing church building (First Baptist Church Activities Building #22). This wood frame activities building was brick veneered ca. 1950 and in the Consultant's opinion has lost its architectural integrity and is a non-contributing element to the district. These non-contributing buildings and the removal of contributing elements in the block along South Main Street between Charleston and West Church Street has created a gap of contributing buildings in the district that is in excess of a city block long. Due to the removal of buildings, 507 South Main Street (#26) is isolated from contributing buildings of the district. In addition, an examination of buildings adjacent to the boundary on this block revealed post-1950 construction and vacant parcels.

The district continues westward along West Church Street taking in two properties on the north side of the street between South Somerville Street and Oak Street. These two buildings (#18 and #19) maintain their integrity and remain contributing elements to the district. To the west of this block the boundary includes contributing structures on the northwest (#17) and southwest (#16) corners of Oak Street and West Church Street. Both of these remain contributing elements in the district. The examination of adjacent buildings outside the boundary identified most as post-1950 construction.

The district continues southward along South Somerville Street. Between West Church Street and West High Street there are two contributing buildings and one non-contributing building within the district boundary. These two contributing elements (#14 and #15) maintain their architectural integrity. To the west of these building along the south side of West Church Street is a ca. 1925 Bungalow (307 West Church Street). This building is an irregular

shaped dwelling with common bond brick exterior and a gable and hipped roof. Windows are double-hung wood sash with three-over-one configuration. The north front porch has original square brick columns. The building maintains its architectural integrity and meets National Register Criteria C for inclusion within the district boundary (Figure 8). The remaining buildings on this block are post-1950 residences. On the east side of South Somerville Street between West Church Street and West High Street are two dwellings outside the district boundary which, in the Consultant's opinion could be included as contributing buildings to the district (Figure 9 and 10). These are 506 and 508 South Somerville Street. 506 South Somerville Street is a one-story frame Colonial Revival style dwelling. Constructed ca. 1940, the building has double-hung wood sash eight-over-eight windows and an entry-bay gable roof portico with Doric columns. In addition, there is a elliptical fanlight transom and a corbeled brick chimney. 508 South Somerville Street is a frame two-story dwelling with Craftsman detailing. The building has wood double-hung sash windows with twelve-over-eight configuration. The original square brick pier columns with exposed rafter ends are extant with a gable dormer on the west facade. Constructed ca. 1925, the building maintains its architectural integrity.

The 1981 district boundary continues southward along South Somerville Street reaching its southernmost boundary at Jones Street. On the west side of South Somerville, between West High Street and Jones Street, there are four contributing and one non-contributing buildings. These buildings have undergone very few alterations and maintain a sense of time and place. In addition, it appears that 701 South Somerville Street would qualify as a contributing element to the district (Figure 11). This one-story frame dwelling was constructed ca. 1940 in the Colonial Revival style. It has eight-over-one double-hung wood sash windows and an entry-bay portico with gable roof. The exterior is synthetic siding and there are gable dormers on the east facade. This building maintains sufficient architectural integrity to be a contributing element to the district boundary.

On the east side of South Somerville Street between West High Street and Maple Street are four contributing buildings and one non-contributing building. These buildings maintain their architectural integrity and remain contributing elements. South of Maple Street is the southernmost property in the district. Located on a large lot, this ca. 1846 building maintains its architectural integrity and is the southern anchor for the district. An investigation of adjacent parcels revealed post-1950 buildings or extensively altered buildings that do not meet the criteria for inclusion in the district boundary.

Based on this examination, it is the Consultant's opinion that the present district should be divided into two separate districts as depicted in Figures 12a and b. A large gap occurs in the contributing elements along South Main Street between Charleston Street and West Church Street. North of this area the boundary continues to include mainly contributing elements to the district's period of significance. The buildings south and east of South Somerville Street also maintain their integrity and sense of time and place. In addition, there are three residences in this area that should be added to the district as contributing elements.

The dividing of the original Somerville Historic District would leave 507 South Main Street out of either district (Figure 13). Even though the building is a contributing element to the present National Register district, it is the Consultant's opinion that the building is not individually NRHP eligible. The building was constructed ca. 1850 in the Greek Revival style with Italianate style detailing. The dwelling was modified ca. 1950 with an east entry-bay porch and ca. 1900 and ca. 1950 rear shed additions. The interior has original mantels, staircase, wood panel doors, and woodwork. However, the plaster walls were covered ca. 1970 with paneling in the southeast corner room. In the 1920s, the house was used as a female dormitory for the Fayette County High School; however, the building has primarily been a private residence throughout its history. This dwelling has elements of the Greek Revival and Italianate styles from the mid-nineteenth century. However, the dwelling is not an outstanding example of either style. Due to its alterations and lack of significant historical association, it is the Consultant's opinion that the building is not individually eligible for the NRHP.

McFerrin Store

Approximately 2.8 km (1.75 m) south of Somerville at the intersection of Highways 76 and 195 is McFerrin Store. The original McFerrin Store stood one lot south of the present McFerrin Store. This building was owned by Robert

McFerrin and his wife Ernestine who moved to Memphis from Somerville ca. 1960. When Robert McFerrin moved, John McFerrin (Robert's brother) and his wife Viola opened a store in the building. In the Spring of 1960, John began to hold meetings in the back of the store to gather support and encourage African-Americans to register to vote. As the registration movement gained support in the African-American community, many white merchants in Somerville refused to sell products to the black residents. As a result, John and Viola built a larger store on the lot north of the original store to help alleviate the hardship of inhospitable merchants. They began construction on the present McFerrin Store in 1961, and it was completed in 1963 with the help of a loan from the Small Business Administration (Figure 14). While this building was under construction, voter registration meetings continued to be held in the original store. By the time the new store was completed, the voter registration movement had reached its peak and very few meetings were held in the 1963 McFerrin Store. An interview with Viola McFerrin revealed the original McFerrin Store burned at an undetermined date. The site is presently occupied by a ca. 1975 rectangular concrete block building (Figure 15) (Viola McFerrin September 1996; Fayette County Property Appraiser's Records). Attempts to inventory and gather further information on the 1963 building and its role in the voter registration movement were unsuccessful due to John McFerrin's refusal to be interviewed. Based on this information, it appears that the original McFerrin Store, known as the "GHQ" of the black voter registration movement is no longer extant.

In addition to merchants refusing to sell to African-Americans during the early 1960s voter registration movement, some white landowners evicted black renters. With nowhere to live, two "tent cities" or "freedom villages" sprang up. Housing at these two areas basically consisted of military surplus tents. According to local informants, there were only two such living quarters in the county. One was located on County Road 195 five miles southwest of Somerville and a second on Highway 57, four miles east of Moscow (Minnie Jamison September 1996; THC Historical Marker). Neither site is located in the project corridor area.

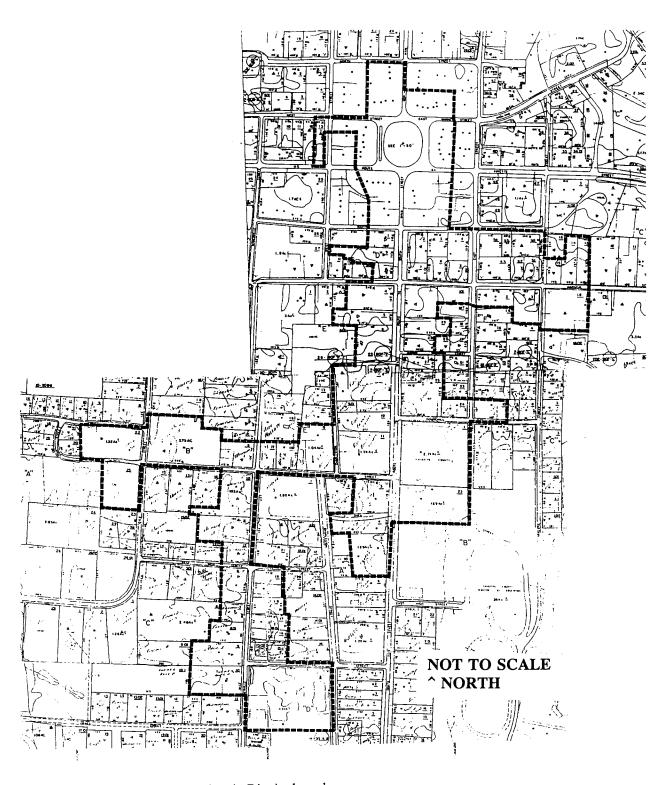


Figure 2. Current Somerville Historic District boundary.

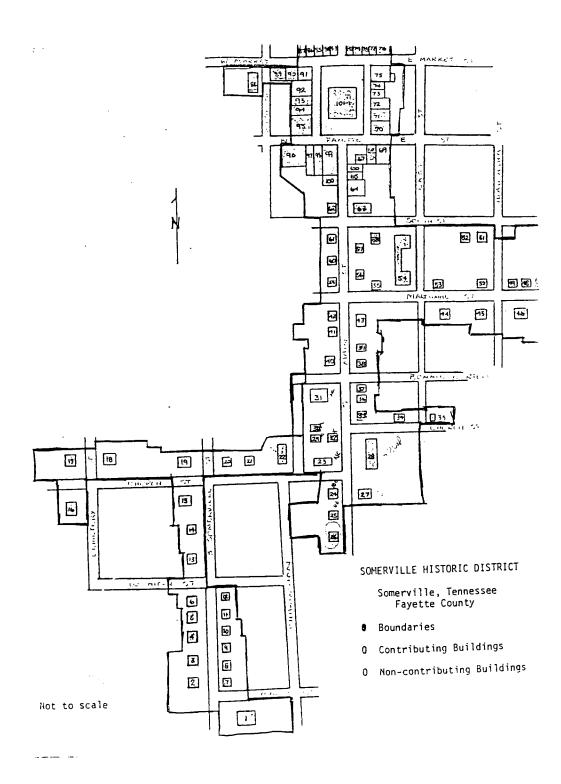


Figure 3. Current Somerville Historic District boundary with number coded buildings.



Figure 4. Courthouse Square, Southwest Corner, Somerville Historic District.



Figure 5. Courthouse Square, Northeast Corner, Somerville Historic District.



Figure 6. Courthouse Square, Southeast Corner, Somerville Historic District.



Figure 7. Courthouse, South Elevation, Somerville Historic District.

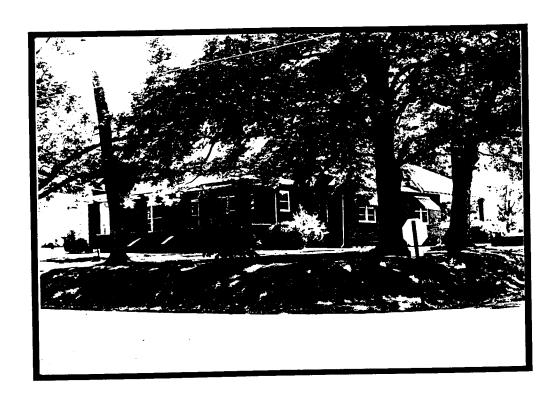


Figure 8. 307 West Church Street.



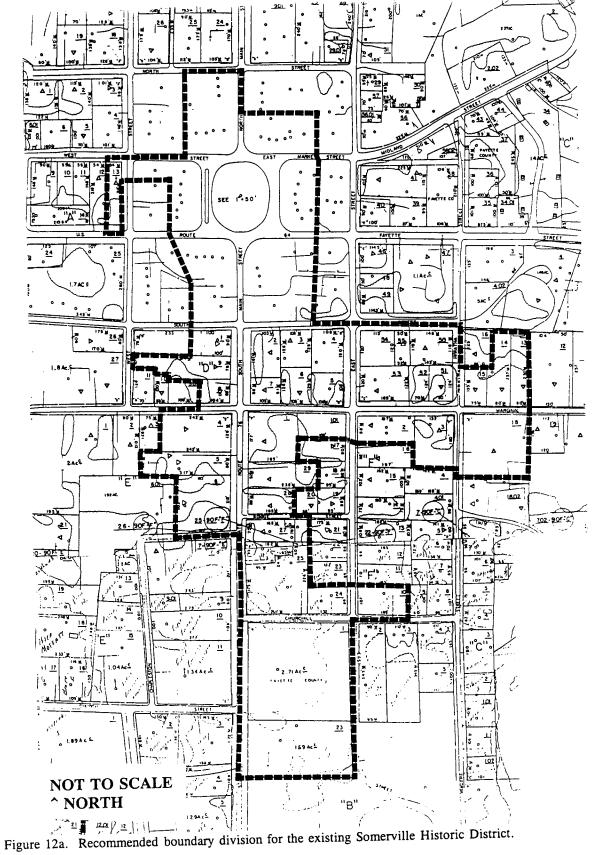
Figure 9. 506 South Somerville Street.



Figure 10. 508 South Somerville Street.



Figure 11. 701 South Somerville Street.



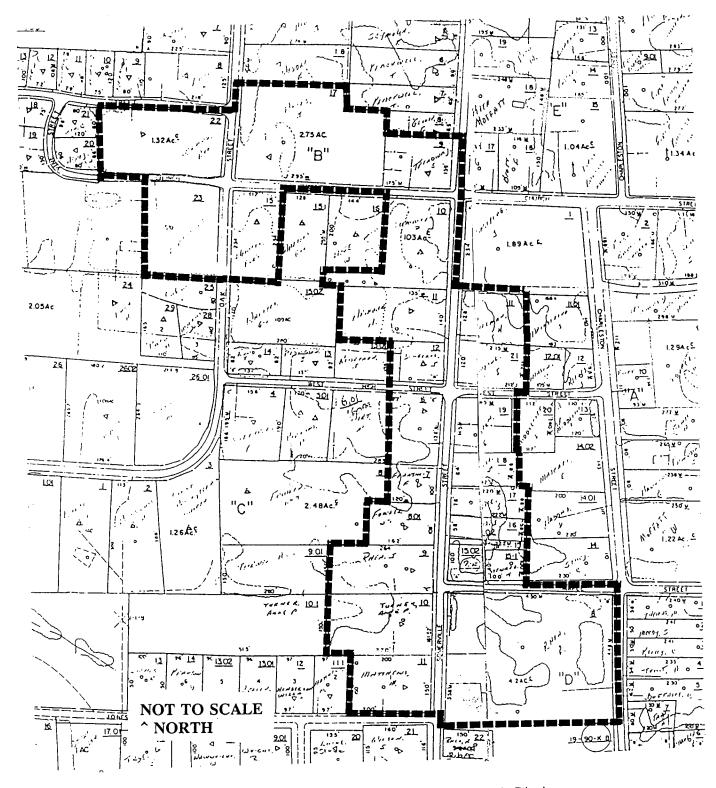


Figure 12b. Recommended boundary division for the existing Somerville Historic District.



Figure 13. 507 South Main Street, Somerville Historic District.



Figure 14. McFerrin Store constructed in 1963.

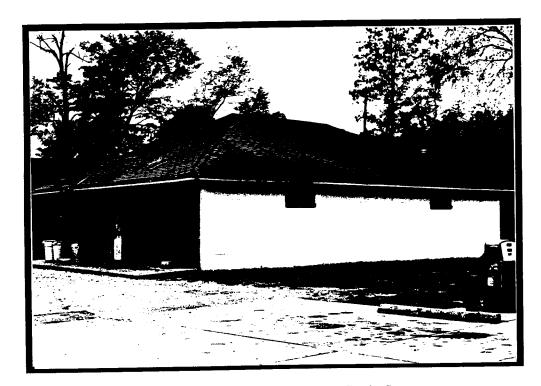


Figure 15. 1975 Building on the site of the original McFerrin Store.

CONCLUSION

The Tennessee Department of Transportation is proposing the construction of a four-lane divided highway on a new location around Somerville in Fayette County. This project is divided into three sections. The first sections begins at State Route 15 (US 64) west of Somerville and ends at State Route 76 south of Somerville a distance of approximately 3.2 km (2.0 m). The second section begins east of Somerville on State Route 15 and extends south to State Route 76 with two alternatives being considered. Alternative A is approximately 2.7 km (1.7 m) in length and Alternative B is approximately 3.7 km (2.3 m) in length. The third section begins at State Route 76 north of Somerville and extends to State Route 15 for an estimated length of 3.7 km (2.3 m).

Within 1.6 km (1 m) of the proposed project corridor area is the Somerville Historic District. Listed on the National Register of Historic Places in 1981, this district comprises an area of approximately 52 acres. The boundary of this district basically follow the "rear property lines of buildings primarily on the count square and those along sections of S. Main, Cemetery, S. Somerville, East and West Streets running north-south and those along sections of Marginal, Church, W. High and Maple Streets running east-west" (Somerville NRHP Nomination 1981). This district was nominated for its architecture and is characterized in the NRHP nomination as "an excellent collection of residential and commercial architecture in a rural southwest Tennessee community" (Ibid). Following a reassessment of the district, it is the opinion of the Consultant that the district should be divided into two separate districts as depicted in Figures 12a and b. A large gap occurs in the contributing elements along South Main Street between Charleston Street and West Church Street. North of this area the boundary continues to include mainly contributing elements to the district's period of significance. The buildings south and east of South Somerville Street also maintain their integrity and sense of time and place. The dividing of the original Somerville Historic District would leave 507 South Main Street out of either district. Even though the building is not individually NRHP eligible.

Other previous surveys in the project corridor area include a 1988 T-DOT architectural and historical assessment of State Route 15 (U. S. 64) from .3 km(.2 m) east of the Fayette County line to Somerville. This survey assessed two buildings within the present project area. Neither one was found to the eligible for the National Register of Historic Places. Also, in 1990, students from Memphis State University participated in a partial survey of Fayette County. Initially, this survey was planned to encompass the entire county; however, due to time and monetary constraints the survey was not completed according to the original specifications. Within the Somerville Bypass project corridor area, there were nine properties surveyed during the 1990 survey. None were deemed eligible for the National Register of Historic Places by the Memphis State surveyors. No other National Register-listed properties were identified by the Consultant along the project corridor area.

For this project, the Consultant documented a total of 41 properties within the project corridor area. With few exceptions, these properties were comprised of modest dwellings constructed from the mid-nineteenth century to the mid-twentieth century. With the exception of the recommended modifications to the Somerville Historic District, it is the opinion of the Consultant that no other properties within the project area meets National Register criteria either individually or collectively.

BIBLIOGRAPHY

- Fayette County Historical Society. The History of Fayette County Tennessee 1986. Salem, West Virginia: Walsworth Press, 1986.
- Fayette County Sesquicentennial Inc. 150 Years In Fayette County Tennessee 1824-1974. No publisher listed, 1974.
- "Freedom Village Attacked" The Times Herald, Memphis 8 January 1960.
- Morton, Dorothy Rich. Fayette County. Memphis, Tennessee: Memphis State University Press, 1989.
- . Nineteenth Century Homes of Fayette County. No publisher listed, 1974.
- Rosser, Joy, Somerville Historical Society
 Telephone Interview with Dawn Wise, July 23, 1995.
- Tennessee Historical Commission (THC). Somerville Historic District NRHP Nomination. On file Tennessee Historical Commission, Nashville, Tennessee.
- _____. "Tent City" Historical Marker.
- "Tent City...Home of the Brave" Published by the Industrial Union Department of the AFL-CIO. n.d.
- "Tent City Shooting Incident Solved: White Youths Admit Firing Blanks." Memphis Press-Scimitar. 3 January 1961.

APPENDICES

Appendix A - Resumes of Consultant Team

Appendix B - Catalog of Inventoried Properties



S. DAWN WISE PRESERVATION PLANNER/THOMASON AND ASSOCIATES

EXPERIENCE

1996 - Historic Preservation Planner - Thomason and Associates, Nashville, Tennessee

Military Installation Preservation Planning

Project Assistant for the analysis and evaluation of cultural resources at Naval Surface Warfare Center Crane Division, Louisville, Kentucky; Naval Technical Training Center, Corry Station, Pensacola, Florida; Naval Air Warfare Center, Indianapolis, Indiana. This work included the completion of cultural resource surveys, historical research, and photographic documentation.

1994-1996 - Architectural Historian - Archaeological Consultants, Inc., Sarasota, Florida

Cultural Resource Surveys

Project Assistant in the completion of cultural resource surveys for the Florida Department of Transportation throughout Florida. Responsibilities included architectural surveys, photography, historical research, and assistance with report writing.

1994 - Architectural Surveyor - Thomason & Associates, Nashville, Tennessee

Project Assistant in the cultural resources survey of Interstate 840 in Sumner and Wilson Counties, Tennessee. Responsibilities included architectural surveys and photography.

1992 - Architectural Surveyor - Lincoln County, South Dakota

Project Assistant in the completion of a cultural resources survey for Canton, South Dakota. Responsibilities included architectural surveys, photography, and historical research.

Education

- 1995 M. A. Middle Tennessee State University, Historic Preservation
- 1989 B.A. University of Montevallo, History

MATTHEW D. SAUER PRESERVATION PLANNER/THOMASON AND ASSOCIATES

EXPERIENCE

1996 Historic Preservation Planner - Thomason and Associates, Nashville, Tennessee

Project Assistant in the completion of cultural resource surveys for the Tennessee Department of Transportation throughout Tennessee. Responsibilities included architectural surveys, photography, historical research and assistance with report writing.

1996 Executive Assistant - Midwest Brokers and Associates, Dayton, Ohio

As Executive Assistant to Principal Broker, was responsible for the creation of marketing materials and client support.

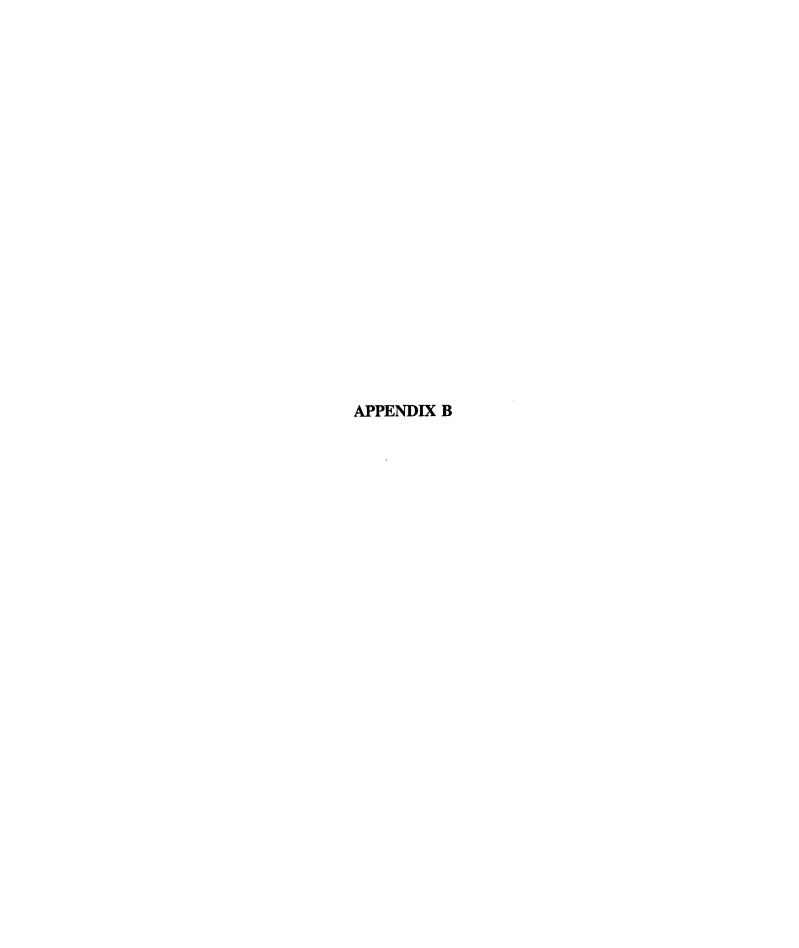
1993 Preservation Intern - City of Dayton Department of Planning, Dayton, Ohio

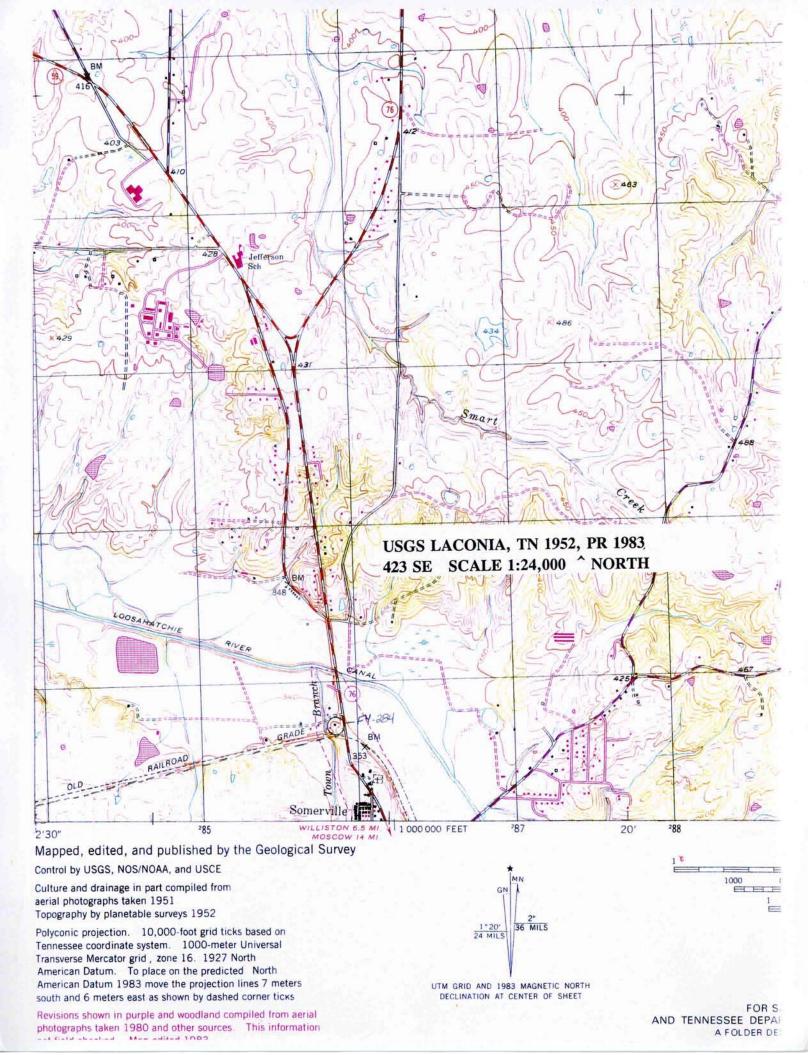
As the Preservation Intern, was responsible for the completion of the List of Historic Properties in Dayton, Ohio. This project required architectural analysis, field surveys, and GIS mapping of over 200 property locations. The List was to be used for future preservation ordinances, and was completed for the City Historic Preservation Officer.

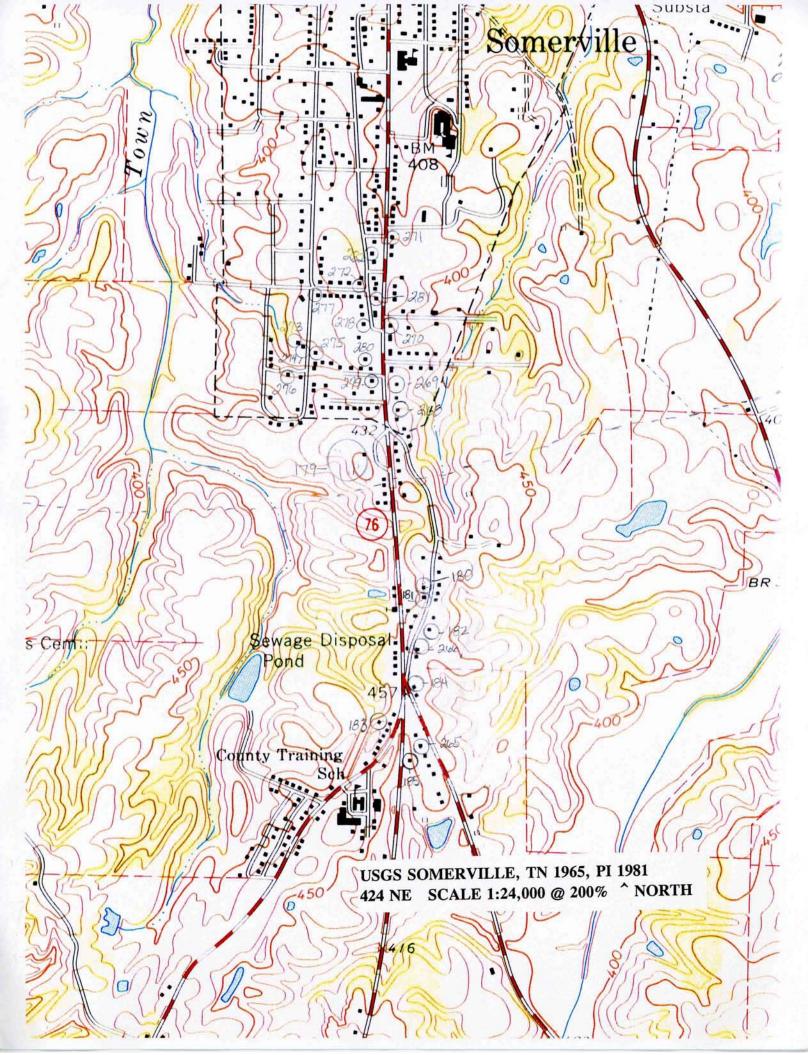
Education

1995 Bachelor of Arts, Growth and Structure of Cities Program, Haverford College

An interdisciplinary major encompassing architectural history, architectural design, and urban planning. Thesis was entitled "Cul-de-Sacked: Defensible Space Planning in Dayton's Five Oaks Neighborhood".







UNITED STATES DEPARTMENT OF THE INTERIOR GEOLOGICAL SURVEY BROWNSVILLE 26 MI. DANCYVILLE 12 MI. 20' 89°22′30″ 35°15′ 285000m.E. 3903000m N LOOSAHAT NEMPHIS 42 MI 1264 LOUISVILLE Church of Christ 291 Substa Somerville 262 Ozier Landi 3901 BR 385 Sawage Disposal Stitts Cent 3900 County Training USGS SOMERVILLE, TN 1965, PI 1981 3899 424 NE SCALE 1:24,000 ^ NORTH 12'30" Peebles Cem Brown Cem 3898 BM 464 MACON 8 MI. Hutchins Cem ВМ 499∆

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-178 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Clark Road, Somerville vicinity

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other information: This house is abandoned on a field road and is presently owned by Fayette County.

ARCHITECTURAL SUMMARY:

This one-story abandoned tenant house is located on Clark Road. The cross-gable dwelling has a metal roof and the exterior of this dwelling consists of stucco. Resting on a continuous foundation, this dwelling possesses two brick interior chimneys. Original wood sash windows are double-hung in a six-over-six configuration. There is a full-width porch that is located on the main (N) facade and a partial-width shed roof porch on the west. The building is badly deteriorated.

NATIONAL REGISTER ASSESSMENT:

This dwelling is a common house form from the early-twentieth century, and it is the Consultant's opinion that the building does not possess architectural significance to meet National Register Criteria. In addition, research did not reveal any historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-179 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Ballard House (Common)
Property Location: 11915 South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: The J. D. Ballard Family has lived in the house for 56 years. At the time of purchase the property consisted of approximately 100 acres with the house and outbuildings and it functioned as a farm. A telephone interview with Mrs. Ballard revealed no further historical information about the property. Photography of this structure was hindered due to gated yard.

ARCHITECTURAL SUMMARY:

This one- and one-half story Craftsman Bungalow single-family residence is located on South Main Street. The cottage has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of stucco and brick. Resting on a continuous foundation that has been stuccoed, this dwelling possesses two exterior end brick (stucco-covered) chimneys. The building has second-story shed dormers with six-pane wood sash windows. Other windows are double-hung wood sash in a twelve-over-twelve configuration. There is a wrap-around porch that is located on the main (E) and S facades with square brick columns. There is a ca. 1955 addition on the west elevation with a gable roof and end chimney.

NATIONAL REGISTER ASSESSMENT:

This residence is an altered example of a common Craftsman Bungalow house from the early-twentieth century, and it is the Consultant's opinion that the building does not possess architectural significance to meet National Register Criteria. In addition, consultation with the owner revealed no significant historical associations.

Tennessee Department of Transportation

State Route 15, Somerville West Bypass, Fayette County

THC#: FY-180 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 129 Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other information: Attempts to locate and contact the owner were unsuccessful.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Kay Lane. Facing east, the house has a rectangular plan with a hipped asphalt shingle roof, with rafters ends exposed under the eaves. The exterior of this dwelling consists of weatherboard siding. Resting on a brick pier foundation, this dwelling possesses interior brick chimneys. The building has a rear shed addition. Windows have been altered with the bottom sash of the former double-hung wood sash windows enclosed with weatherboard. Presently windows are single wood sash in a one-light or four-light configuration. On the northeast corner of the building is a bay window. There is a partial-width porch located on the main (E) facade with a shed roof and three square columns. The original three panel wood door with single light is intact.

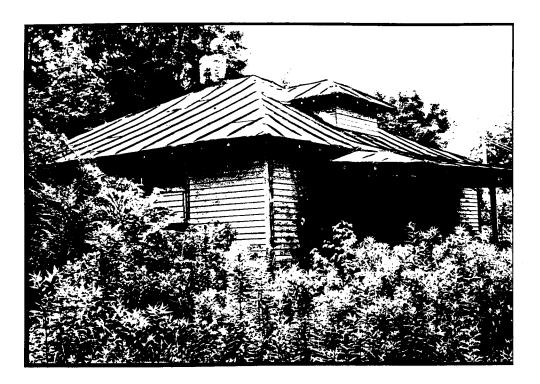
NATIONAL REGISTER ASSESSMENT:

This dwelling is a common house type from the early-twentieth century. It has been modified with the partial enclosure of all the windows, and it is the Consultant's opinion that the building does not possess architectural or

historical significance to meet National Register Criteria. The questionnaire for this property was not returned by the owner nor were attempts to contact the owner successful.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-181 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Lofties House (Common)

Property Location: Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: This abandoned property is associated with the Lofties Family in Somerville but further

historical information was not located.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Kay Lane. The abandoned Pyramid Square dwelling has a hipped metal roof with exposed rafter ends. There is a hipped roof dormer on the west elevation. The exterior of this dwelling consists of weatherboard. Resting on a concrete block pier foundation, this dwelling possesses an interior brick chimney. Various windows are missing; however, existing windows are double-hung wood sash in a six-over-six configuration. There is a partial-width porch that is located on the main (W) facade with a hipped roof.

NATIONAL REGISTER ASSESSMENT:

This residence is an example of a Pyramid Square, a common house type from the early-twentieth century. In addition, it is deteriorated on the exterior, and the interior is exposed to the elements due to missing windows and doors. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-182 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Walker House (Historic) Property Location: 144 Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1945

Other Information: The present owner reports that the original owner of the building was A. L. Walker. He could provide no other historical information about the property.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Kay Lane. The Gable Front house has a rectangular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard and masonite siding. Resting on a concrete block pier foundation, this dwelling possesses two interior brick chimneys on the north slop. The building has a rear shed addition ca. 1970. Windows are double-hung wood sash in a four-over-four configuration. There is an entry-bay porch that is centrally located on the main facade (W) with a gable roof and square wood columns. On the east rear is a shed roofed outhouse. To the north of the main house is a gable roofed barn that appears to a contemporary of the house.

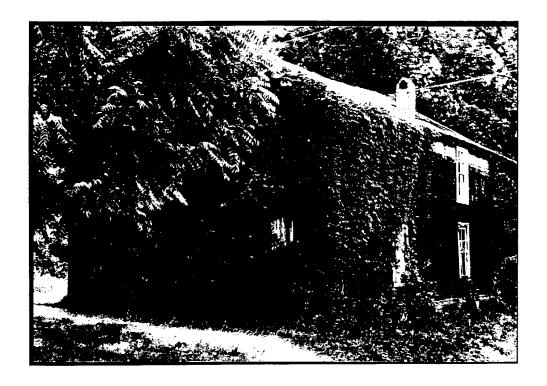
NATIONAL REGISTER ASSESSMENT:

This dwelling is an example of a common Gable Front house form from the mid-twentieth century. It is the Consultant's opinion that it does not possess architectural significance to meet National Register Criteria.

Consultation with the owner revealed no historical significance. In addition, the outbuildings are common forms of the period and do not collectively possess architectural or historical significance.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-183 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: True American Mason Lodge (Historic)

Property Location: Rhea Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1920

Other Information: Consultation with the building's owner, the Grand Masonic Lodge in Memphis, surrounding land owners, Joy Rosser of the Somerville Historical Society, and five other local informants revealed no historical information about the lodge. There is no known historian in the area for African American history. This building appears to have been constructed ca. 1920 and used as an African American Masonic and Eastern Star meeting hall. It has been abandoned for many years and is in poor condition.

ARCHITECTURAL SUMMARY:

This two-story social building is located on Rhea Road. The building has a rectangular shape with a gable metal roof with exposed rafter ends. The exterior of this building consists of ca. 1950 metal synthetic siding. Resting on a pier foundation, this building possesses an interior brick chimney on the north slope. Windows are double-hung wood sash in a four-over-four configuration. Assessment of the interior of the building was hindered due to the boarded over windows and doors. Observation through the open window on the north facade revealed an interior in ruins with exposed wood studs. The building is abandoned and deteriorated.

NATIONAL REGISTER ASSESSMENT:

This building is a representative example of a social hall from the early-twentieth century. The abandoned building has suffered a loss of integrity due to its deteriorated state and it is the Consultant's opinion that it does not possess architectural significance to meet National Register Criteria. In addition, consulta with numerous local informants and adjacent landowners revealed only that the building was a meeting hall the local Masonic and Eastern Star groups. No other historical information was available and it is the Consultant's opinion that this property no longer retains integrity and does not meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-184 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Seymour House (Common) Property Location: 148 Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: The property was previously surveyed in 1990. The house name was provided from that survey information. Attempts to contact the owner were unsuccessful. Access to the rear of this structure was limited due to overgrown vegetation.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is an example of the Saddlebag form. It is frame with a rectangular shape and a gable asphalt shingled roof with exposed rafter ends. The exterior of this dwelling consists of rolled asphalt siding. Resting on a brick pier and continuous concrete block foundation, this dwelling possesses a central interior brick chimney. The building has two pre-1945 rear shed roofed additions. Windows are double-hung wood sash in a four-over-one configuration. There is a partial-width porch located on the main facade with four, square wood columns.

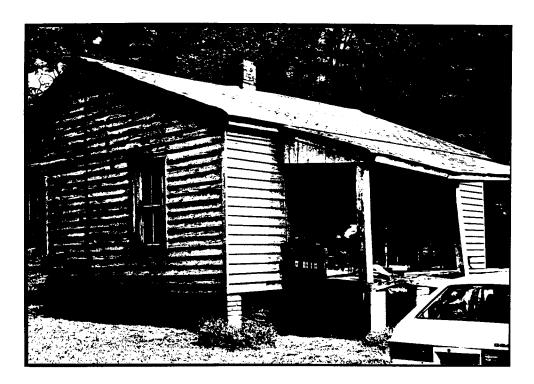
NATIONAL REGISTER ASSESSMENT:

This dwelling is an example of the Saddlebag form, a common house form from the early twentieth century. This building has suffered a loss of integrity through two rear additions and its deteriorated state. The questionnaire for

this property was not returned and attempts to obtain historical information were unsuccessful. It is the Consultant's opinion that the dwelling does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-185 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 100 Highway 76, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other Information: Consultation with the present occupant revealed no historic information about the property. Attempts to contact the owner were unsuccessful. Access to the rear of this structure was restricted due to occupant objections.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Highway 76. The frame house is built in the Saddlebag form and has a rectangular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard. Resting on a brick and concrete block pier foundation, this dwelling possesses a central interior brick chimney. Windows are double-hung wood sash in a four-over-four configuration. There is a partial-width porch located on the main facade with a shed roof and three square wood columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common example of a Saddlebag form house from the early-twentieth century. It is the Consultant's opinion that it does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-258 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Ozier Farm (Historic) Property Location: 18100 Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: This was a tenant house for the Ozier Farm. Today, Harold Pattat is the owner, and it is rental property.

ARCHITECTURAL SUMMARY:

This one-story private residence has an irregular shape with a side-gable 5-V metal crimped roof. The exterior of this tenant house consists of weatherboard. Resting on a cast concrete pier and concrete block foundation, this dwelling possesses an exterior chimney on the east elevation and a centrally located stove pipe on the west slope. The building has been modified with a rear pre-1945 shed roof addition and a ca. 1970 gable roof side addition. Windows are double-hung and single-hung wood sash in six-over-six, four-over-four, six-over-one, and two-over-two configurations. On the east elevation is a full-width porch with a shed roof and four wooden columns that appear to be replacement.

NATIONAL REGISTER ASSESSMENT:

This dwelling is an example of a common tenant house from the early-twentieth century. The building has suffered a loss of integrity through rear and side additions. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-259 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Alexander Wessell House (Historic)/ Pattat Place (Common)

Property Location: 155 Pattat Way, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: Alexander Wessell, builder of Ellis Auditorium in Memphis, had the house constructed as a hunting lodge and used it on weekends. The property was originally composed of 2,000 acres and the house fronted State Road 64 before the road was rerouted in the 1920s. The front porch floor is marble which is said to be remnants from the Ellis Auditorium. In the late 1920s or early 1930s the property was purchased by E. L. Schultz. In 1936, the property was purchased by Richard Ozier, Sr. Harold Pattat Sr. is the present owner of the building and has owned the property since approximately 1990.

ARCHITECTURAL SUMMARY:

This one- and two-story rectangular plan dwelling displays elements of the common American Foursquare form. The residence has a hipped composition shingle roof with shed dormers on the north and south facades. The exterior consists of stucco that is a combination of concrete imbedded with small rocks and pebbles. Windows are double-hung wood sash with eighteen-over-one and single sash with twelve pane configurations. The front (S) hipped roof porch has original wood sliding windows with sixteen panes each. The building has two interior chimneys of brick. The foundation is cast concrete. The building was modified in 1992 with a large hipped roof addition to the north rear. The interior of the property has original hardwood floors, plaster walls, light fixtures, and wood paneled front

(S) door with large single light. There is an original built-in cupboard in the dining room (southeast corner of the house). The second floor has original crown molding and single light transoms above each interior door.

Today there are 250 acres to the property, and it is a working farm. To the northeast of the house is a pre-1945 wood frame, gable roof outbuilding with double-hung four-over-four sash window. The present owner speculates that this building was originally used as a servant's quarters. To the north of the house is a gable roof outbuilding with weatherboard siding that was originally used to house foxhounds when the house was a hunting lodge. Also there are two large wood frame barns with gable roofs originally used as a stable and hay barn. To the east of the house is a storage shed and a former henhouse. In addition, there is a gable roof weatherboard building that was originally the living quarters for the original owners while the main house was under construction. This building has a shed roof area on the east facade that is used for equipment storage.

NATIONAL REGISTER ASSESSMENT:

This dwelling is an example of the common American Foursquare form of the early-twentieth century. This house form is not uncommon in rural areas of West Tennessee and does not possess notable design or detailing. The dwelling has been altered with a large rear (N) addition. The outbuildings are also common forms of the period and do not possess architectural significance. In addition, research did not reveal any historical significance associated with the property. It is the Consultant's opinion that this dwelling does not possess sufficient architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-260 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Ozier House

Property Location: 18070 Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1938

Other Information: The present owner reports the original owner or builder was Richard Paul Ozier, Sr.

ARCHITECTURAL SUMMARY:

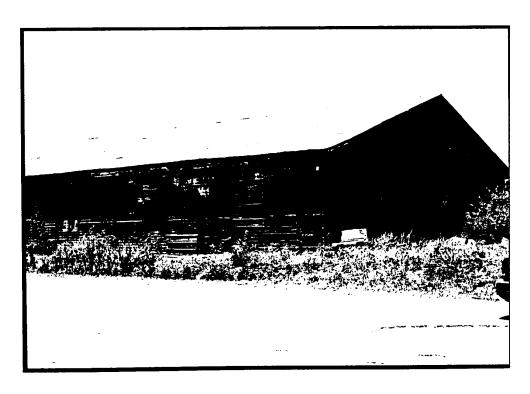
This one-story log Craftsman/Bungalow is a private residence and has an irregular shape with a gable composition shingle roof and exposed rafter ends. The exterior of this dwelling consists of cypress logs and weatherboard siding. Resting on a continuous concrete block foundation, this dwelling possesses exterior end and interior end chimneys. The building has been modified with rear (N) ell and shed roof additions. Windows are double-hung wood sash in a four-over-four configuration and paired three-light metal casement windows. There is an entry-bay porch that is centrally located on the main facade (S) with a gable roof. The house was renovated in 1952 with the addition of a bath and electric well. There is a ca. 1945 garage to the west with a front facing gable roof, weatherboard siding, and two side hinged doors on the south elevation.

NATIONAL REGISTER ASSESSMENT:

This residence is an example of a Craftsman/Bungalow house from the mid-twentieth century. The building has suffered a loss of integrity through a rear shed addition. It is the Consultant's opinion that the house along with its outbuilding do not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

QUAD: Somerville 424 NE THC#: FY-261 COUNTY: Fayette



PROPERTY INFORMATION:

Historic/Common Name: Fayette Equipment Company Warehouse (Historic)/Shelton Equipment Company, Inc.

Warehouse (Common)

Property Location: Yates Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1950

Other Information: This building was constructed by the Fayette Equipment Company as a warehouse to store farm equipment. Fayette Equipment was located adjacent to the building on the north and has been torn down. FY-261 was purchased ca. 1990 by Shelton Equipment Company, Inc., which replaced the former equipment company. The building is presently used for equipment storage.

ARCHITECTURAL SUMMARY:

This one-story commercial warehouse is located just off Highway 64 on Yates Street. Clad in metal siding, the frame building sits on a continuous cast concrete foundation. The roof material is metal standing seam. Most window openings appear to have been covered over with corrugated sheet metal. The only existing window is a ca. 1960 aluminum casement. The doors are sliding track design. The interior is open with wood beam supports and dirt floor.

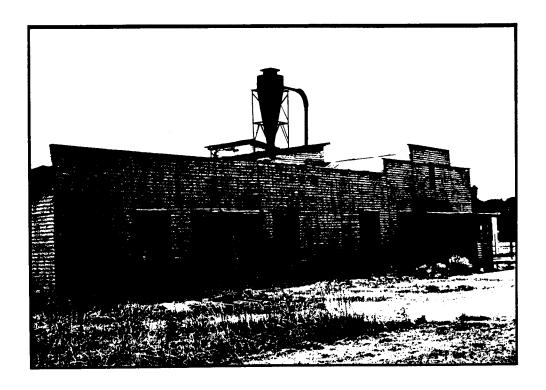
NATIONAL REGISTER ASSESSMENT:

Less than 50 years of age, this commercial warehouse is a common warehouse building from the mid-twentieth century. In addition, consultation with the owner and historical research did not reveal any significant historical association to meet the exceptional significance criteria of the National Register.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-262 COUNTY: Fayette

OUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Former Somerville Farm Supply (Common)

Property Location: Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1950

Other Information: The building was constructed by Virgil Luck and Dr. John Morris as a feed mill for their chicken operation. A small retail store was located in the front of the building. Bobby Tap purchased the building ca. 1982 and the present owner, Frank Boswell bought the property ca. 1985. In the late 1980s, the Somerville Farm Supply operated here. The building is still used for a feed mill on a small scale.

ARCHITECTURAL SUMMARY:

This one-and one-half story False Front commercial building is located on Highway 64. Clad in metal siding, this frame building sits on a concrete block pier foundation. The gable roof is covered with its original metal, as are two rear shed additions. Windows are groups of three-light metal casement and three-light metal stationary windows. There are three-light transoms over the metal casements. The building also has one-over-one wood sash windows, and two-light metal casement windows. The main entrance to the building is through a set of original double wooden doors on the north facade. This entrance is sheltered by a shed roof porch. Also on the north facade is a set of double swinging metal doors. There is a metal bin on the west end of the roof. In addition, there is a ca. 1960 gable roof storage crib on the south rear. On the interior there is a ca. 1970 office area in the western end of the building. The remaining interior has an open floor plan.

NATIONAL REGISTER ASSESSMENT:

This building is a late example of a False Front commercial building. It is less than 50 years old and is a common rural commercial design. The businesses which have occupied the building are not of exceptional historical significance. It is the Consultant's opinion that this building does not possess exceptional architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-263

COUNTY: Fayette

OUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Morris House (Historic) Property Location: 17655 Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1939

Other Information: The original owner of the property was R. B Morris who is the present owner's grandfather. A telephone interview with the owner resulted is no additional historical information. The house is presently a rental property.

ARCHITECTURAL SUMMARY:

This one-story single family residence is located on Highway 64. The Bungalow/Craftsman style house has an irregular shape with a gable asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of synthetic siding. Resting on a continuous brick foundation, the dwelling possesses no chimneys. The building has a rear shed and a side gable roof addition. Windows are double-hung wood sash in a one-over-one configuration and fixed, four-light design. There is an entry-bay porch located on the main facade with gable roof and two tapered wood columns. The original door has been recently replaced. On the southeast corner of the building is the original flat roof porte-cochre. It retains its original shaped rafter ends and is supported by two tapered wood columns that rest on square brick piers.

NATIONAL REGISTER ASSESSMENT:

This residence is an example of a common Bungalow/Craftsman style house from the early-twentieth century. Consultation with the owner revealed no historical information, and it is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-264

COUNTY: Fayette

QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Lee House (Historic) Property Location: 30 Jergan, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1940

Other Information: The house was historically associated with the Lee Family of Somerville and is presently a rental property. An interview with the owner resulted in no additional historical information.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Jergan Street. The house has an irregular shape with a gable asphalt shingle roof and shed rolled asphalt roof with exposed rafter ends. The exterior of this dwelling consists of weatherboard. Resting on a cast concrete pier foundation, this dwelling possesses no chimneys. The building has a side shed addition and a rear gable addition. Windows are double-hung wood sash in a six-over-six configuration. There is a partial-width porch on the main facade (E) with a hipped roof and four square wood porch columns which appear to be replacements.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house type from the mid-twentieth century. The building has been altered with two additions to the rear and does not possess architectural distinction. In addition, research and consultation with the owner did not reveal any significant historical associations, and it is the Consultant's opinion that it does not meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-265 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Highway 76, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1945

Other Information: Attempts to contact the owner and gather historical information were unsuccessful. Access to the rear of this property was limited due to overgrown vegetation.

ARCHITECTURAL SUMMARY:

This one-story single family residence is located on Highway 76. The house has a Double-Pen form with a gable metal roof. The exterior of this dwelling consists of weatherboard. Resting on a brick pier foundation, this dwelling possesses no chimneys. The building has a ca. 1960 rear shed addition and a ca. 1970 south side addition. Windows are double-hung wood sash in a four-over-one configuration. There is a full-width porch on the main facade (E) with square wood columns. The original doors were replaced ca. 1975. There are two small gable roof outbuildings used for storage located to the west of the house with metal roofs and vertical wood siding.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the mid-twentieth century and has suffered a loss of integrity though rear shed and side additions. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-266 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Kay Lane, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other Information: Attempts to contact the owner were unsuccessful and the questionnaire for the property was

not returned.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Kay Lane. The house appears to have a Double Pen plan with a gable asphalt shingle roof and later remodeled. The exterior of this dwelling consists of ca. 1980 synthetic siding and rolled asphalt. Resting on a concrete block pier foundation, this dwelling possesses two brick exterior end chimneys. The building has a ca. 1960 rear shed addition and a ca. 1975 side gable roof addition. Windows are double-hung wood sash in six-over-six and two-over-two configurations. There is a one-bay porch that is located on the main facade with a slight shed roof and two square wood columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has additions to the rear and to the side and it is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-268 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 11990 S. Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1925

Other Information: A consultation with the owner of the property during the survey revealed no historical

information.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on South Main Street. The Bungalow/Craftsman style house has a rectangular shape with a raised monitor asphalt shingle roof with exposed rafter ends. The exterior of this dwelling consists of weatherboard. Resting on a continuous brick foundation, this dwelling possesses an exterior brick chimney. Windows are double-hung wood sash in a four-over-one configuration. There is a full-width porch located on the main facade with square slender wooden posts. There is a rectangular shaped garage to the east with double-hung six-over-six wood sash windows, double pedestrian doors on the west elevation, and double garage wood doors on the north.

NATIONAL REGISTER ASSESSMENT:

This residence with its raised monitor roof is a common Bungalow/Craftsman style house form found in West Tennessee from the early-twentieth century. It is the Consultant's opinion that the dwelling along with its

outbuilding do not possess architectural significance to meet National Register Criteria. In addition, a consultation with owner revealed no historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-269 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Martin House (Historic)
Property Location: 12040 S. Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1935

Other Information: Joseph Martin was the original owner of the building. No additional historical information was

available from the owner.

ARCHITECTURAL SUMMARY:

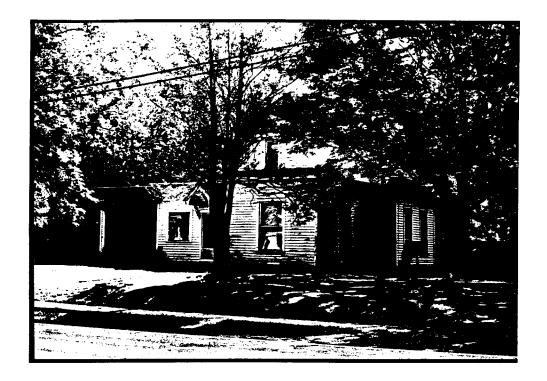
This one-story single-family residence is located on South Main Street. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding. Resting on a continuous brick foundation, this dwelling possesses an interior central brick chimney. The building has a rear shed addition. Windows are double-hung wood sash in a six-over-one configuration and single-hung metal sash in a one-over-one configuration. There is an entry-bay porch centrally located on the main facade with a gable roof and two original round columns. There is an gable front garage to the north of the house that appears to be contemporary with the house.

NATIONAL REGISTER ASSESSMENT:

This residence and outbuilding are common types from the early-twentieth century. It is the Consultant's opinion that the buildings do not possess architectural significance to meet National Register Criteria. Consultation with the owner did not reveal any historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-270 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Leonard House (Historic)
Property Location: 12184 South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1917

Other Information: According to the present owner, the structure was originally owned by the Leonard family.

No other information was available.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on South Main Street. The Gabled Ell house has an irregular shape with a hipped asphalt shingle roof, with front and side gables. The exterior of this dwelling consists of weatherboard. Resting on a continuous brick foundation, this dwelling possesses no chimneys. Windows are double-hung wood sash in one-over-one and two-over-two configurations. In addition, there is a ca. 1955 single light fixed wood sash window on the west elevation. There is a partial-width porch that is located on the main (W) facade with replacement square brick columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century, and it is the Consultant's opinion that it does not possess architectural significance to meet National Register Criteria. In addition, a consultation with the owner revealed no historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-271 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Palmer House (Common) Property Location: South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: The owner reports that the house was constructed in 1929; however, it is the Consultant's opinion that this structure was constructed in the first or second decade of the twentieth century. The house was formerly owned by a local physician.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on South Main Street. The Gabled Ell style influenced house has an irregular shape with a hipped asphalt shingle roof with front and side gables. The gable fields have wood shingles. The exterior of this dwelling consists of synthetic siding (vinyl), added in 1996. Resting on a continuous brick foundation, this dwelling possesses no chimneys. The building has a rear shed and a side gable roof addition. Windows are double-hung wood sash in a one-over-one configuration. There is a wrap-around porch that is located on the main facade with slender round columns.

NATIONAL REGISTER ASSESSMENT:

This residence is an example of a common architectural style from the early-twentieth century. The building displays elements from the Victorian Era but has been modified with replacement synthetic siding, and it is the

Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-272 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 807 Charleston Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1945

Other Information: The house is currently a rental property. Consultation with the occupants revealed no historical

information. In addition, attempts to contact the owner were unsuccessful.

ARCHITECTURAL SUMMARY:

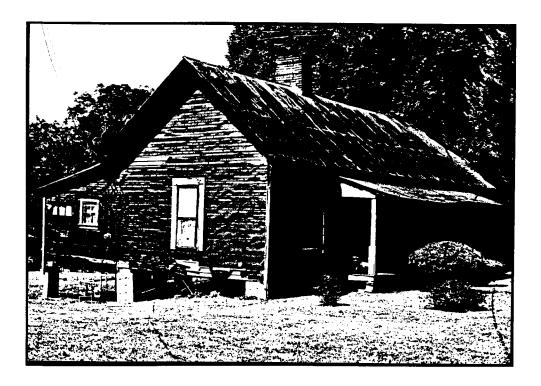
This one-story single-family residence is located on Charleston Street. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard. Resting on a continuous cast concrete foundation, this dwelling possesses an exterior brick chimney on the front east elevation. The building has a rear ell and a two gable roof additions to the rear. Windows are double-hung wood sash in a six-over-six configuration and a large fixed wood sash window with single light on the east elevation. There is an entry-bay porch that is located on the main facade with shed roof. The original wood door is intact.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house type from the mid-twentieth century. It has been modified with rear additions, and it is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-273 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Higgason House (Historic)
Property Location: 1001 Somerville Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1880

Other Information: The present owner in Jesse Jones. He reports that the house was constructed during the Civil War; however, it is the Consultant's opinion that the structure was constructed in the latter half of the nineteenth century. In addition, the owner records other families that owned or occupied the property include Violet Higgason, Peter Higgason, Alice Higgason, Alice Woolfolk, and Estelle Higgason.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Somerville Road. The house has a rectangular shape with a gable corrugated metal roof. The exterior of this dwelling consists of rolled asphalt siding. Resting on a cast concrete block pier foundation, this dwelling possesses an interior brick chimney. The building has a rear shed addition. Windows are double-hung wood sash in a four-over-one and six-over-one configurations. There is a partial-width porch that is centrally located on the main facade with a shed roof and four columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common tenant house from the latter half of the nineteenth century, and it is the Consultant's opinion that the building does not possess architectural significance to meet National Register Criteria. In addition, consultation with the owner revealed no significant historical information to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-274 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 1003 Somerville Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1946

Other Information: A neighbor informed the surveyor that the structure was 50 years old. However, repeated attempts to contact the owner have been unsuccessful.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Somerville Road. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of asbestos shingle siding. Resting on a continuous concrete block foundation, this dwelling possesses an interior central brick chimney. Windows are double-hung wood sash in a three-over-one configuration. There is an entry-bay porch that is centrally located on the main facade with a shed roof and two original square columns. The original wood paneled door is intact on the front (E) facade. There are gable and shed roof additions to the west rear of the building.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house from the mid-twentieth century. It has been modified with rear additions, and it is the Consultant's opinion that it does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-275 COUNTY: Fayette OUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Lockridge House (Common) Property Location: 1006 Somerville Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1920

Other Information: An on-site interview with the owner revealed little historical information. She did report that the original builder was Matthew Stewart.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Somerville Road. The Saddlebag house has an irregular shape with a gable metal crimp roof. The exterior of this dwelling consists of ca. 1975 synthetic siding. Resting on a concrete block pier foundation, this dwelling possesses an interior central brick chimney. The building has a rear shed addition. Windows are double-hung wood sash in a three-over-one configuration. There is a partial-width porch that is located on the main (W) facade that has been partially enclosed.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has been modified with a rear addition and the partial enclosure of the front facade porch. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-276 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Somerville Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1920

Other Information: Attempts to contact the owner were unsuccessful and the questionnaire for this property was

not returned.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Somerville Road. The house has an irregular shape with a corrugated metal and fiberglass roof. The exterior of this dwelling consists of weatherboard and vertical wood siding. The foundation is obscured by pressed metal. This dwelling possesses two interior brick chimneys. The building has a ca. 1940 rear shed and a ca. 1950 side shed addition. Windows are double-hung wood sash in a four-over-four configuration and single hung metal sash in a one-over-one configuration. There is an entry-bay porch that is centrally located on the main (N) facade.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has been modified with rear and side additions, and it is the Consultant's opinion that the house does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-277 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Hurst House (Common) Property Location: 215 Flippin Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1910

Other Information: The owner reports that other families that have owned or occupied the property include Bob Jones (1926), O. L. Taylor, the Meltons Family, and the Saltsman Family. No other historical information was available. The lack of rear photographs for this property is due to unfriendly dog.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Flippin Street. The house has Gabled Ell form with a hipped and gable asphalt shingle roof. The exterior of this dwelling consists of synthetic (metal) siding, added in 1955. Resting on a continuous brick foundation, this dwelling possesses no chimneys. The building has a rear shed and a side gable roof addition. Windows are single-hung metal sash in a four-over-four configuration. There is a partial-width porch located on the main facade with shed roof, which was altered in 1980. There is a contemporary gable roof outbuilding on the south side of the property used for storage.

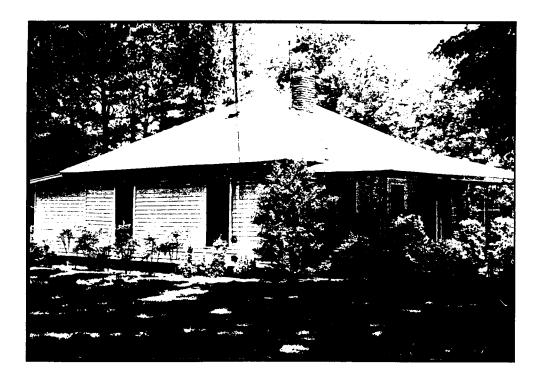
NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. This structure has been modified with replacement siding and windows and porch alterations. Consultation with the owner revealed no historical

significance. It is the Consultant's opinion that the property and its outbuilding do not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-278 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Sam Parks House (Historic) Property Location: 905 Charleston Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1920

Other Information: The original owner was Sam Parks. The current owner, LaVerne Richardson, has owned the

property for 57 years.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Charleston Street. The house has a Pyramid Square form with a hip asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous cast concrete foundation, this dwelling possesses an interior brick chimney. The building has a rear shed addition. Windows are double-hung wood sash in a three-over-one configuration. There is a full-width porch that is located on the main facade with hipped roof and ca. 1975 wrought iron columns. There are two gable roof outbuildings to the east of the property used for storage and a garage.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has been modified with a rear shed addition and porch alterations. A consultation with the owner revealed no historical significance. It is the Consultant's opinion that the house along with its outbuildings do not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-279 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 12055 S. Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1940

Other Information: The questionnaire for this property was not returned, and repeated attempts to contact the owner were unsuccessful. No information is known concerning this property.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on South Main Street. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding. Resting on a continuous cast concrete foundation, this dwelling possesses an interior central brick chimney. The building has successive rear gable additions of undetermined date. Windows are replacement single hung metal sash in a one-over-one configuration. There is a partial-width porch located on the main facade with shed roof and square wood columns.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house type from the mid-twentieth century. It has been modified with replacement siding and windows and rear additions. It is the Consultant's opinion that the dwelling does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-280 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 12095 South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1910

Other Information: An on-site interview with the owner revealed no historical information.

ARCHITECTURAL SUMMARY:

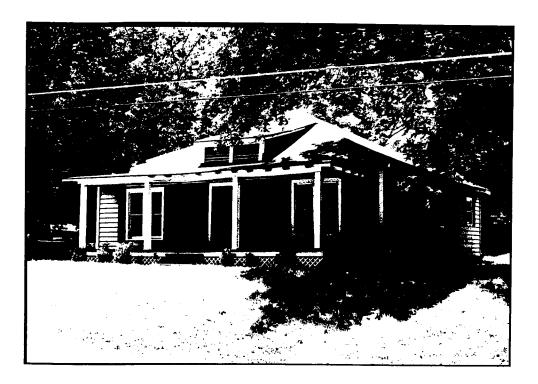
This one-story single-family residence is located on South Main Street. The house is a Gabled Ell plan with an asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Originally resting on a brick pier foundation, the foundation now has a concrete block infill between the piers. This dwelling possesses an exterior end brick chimney and a rear addition. Windows are double-hung wood sash in a six-over-one and one-over-one configurations. There is a partial-width porch located on the main facade (E) with a shed roof and ca. 1925 replacement Bungalow porch with tapered wood columns set on square brick piers.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. An interview with the owner revealed no historical significance. It is the Consultant's opinion that the dwelling does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-281 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Douglass House (Historic) Property Location: 12185 S. Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: The owner reports that Mr. & Mrs. Claude Douglass were possibly the original owners of the property. Other families that have owned or occupied the structure include the Robersons and the Boltons.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on South Main Street. The house has a Pyramid Square form with a hipped asphalt shingle roof with exposed rafter ends. There is a shed roof dormer on the east elevation. The exterior of this dwelling consists of weatherboard siding. Resting on a pier concrete foundation, windows are double-hung wood sash in a one-over-one configuration. There is a full width porch located on the (E) main facade with four square wood columns. There is a similar partial-width porch on the rear of the building. There is gable roof outbuilding on the northwest of the building with a six-over-six window and single wood pedestrian door.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. In addition, consultation with the owner revealed no historical significance. The building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-282 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: DeShields House (Historic) Property Location: South Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1847

Other Information: The owner reports that a Dr. DeShields purchased 10 acres for 50 cents an acre at this site in 1840. He had the house constructed using slave labor in 1847 (The owner states this date was found in a brick on the northwest corner of the building). DeShields' son inherited the property at his father's death. At the son's death, the Braddock Family inherited the property. They sold it in the 1870s or 1880s. The present owner reports that the building was a railroad hotel for a branch of the Southern Railway that connected Somerville to Moscow; however he was unable to provide occupation dates. The owner could provide no more information and he was unable to provide names of additional local informants. In addition, a consultation with Joy Rosser of the Somerville Historical Society revealed no historical information about the property.

ARCHITECTURAL SUMMARY:

This two-story single-family residence is located on South Main Street. The house has an irregular shape with a hip asphalt shingle roof with a shed dormer on the east facade added ca. 1915. The exterior of this dwelling consists of brick and synthetic siding (rear addition). All the interior and exterior brick walls are eight inches thick. Resting on a continuous brick foundation, this dwelling possesses an interior end brick chimney. The building has a ca. 1960 rear (W) hip roof addition. Windows are double-hung wood sash and single-hung metal sash in a one-over-one configuration, and there is a two light metal sash sliding window on the rear (W) elevation. According

to the owner the windows have cherry wood lintels. There is a full-width porch located on the main facade with slender columns and turned spindles. There is a four-light transom with multi-light sidelights at the main entrance. Two rooms of the house were removed from the rear at an undetermined date. The interior of the house has been completely altered ca. 1970 and is presently undergoing an unsympathetic renovation. The original plaster walls, wood floors, and the majority of the original woodwork are no longer extant. The interior maintains no architectural integrity. In addition, there is a ca. 1992 gable roof garage to the west of the house.

NATIONAL REGISTER ASSESSMENT:

This property is one of the earliest houses surveyed; however, the building was altered ca. 1915 with the addition of a shed roof dormers and porch alterations. In addition, there is a ca. 1960 rear hipped roof addition and the interior has been extensively altered in the 1970s. It is the Consultant's opinion that this residence has lost its architectural integrity through these modifications. Local tradition states that the building was a railroad hotel in the early twentieth century; however, historical research and consultation with the owner and the local historian did not provide documentation of this. Throughout the majority of the building's history, it has been a private residence. Based on this information, it is the Consultant's opinion that the building does not meet either National Register Criteria A or C.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-283 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: Old Jerningan Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1890

Other Information: An on-site interview with the owner did not reveal any historical information nor did consultation with Joy Rosser of the Somerville Historical Society.

ARCHITECTURAL SUMMARY:

This abandoned one-story single-family residence is located on Old Jerningan Street. The house has a Double-Pen plan with a gable metal crimp roof. The exterior of this dwelling consists of weatherboard siding. Resting on a brick pier foundation, this dwelling possesses two interior end brick chimneys and an interior chimney in the rear ell. The building has a rear ell and two rear shed additions pre-1945 and a side shed addition ca. 1965. Windows are double-hung in one-over-one and six-over-six wood sash configurations. There is a one-bay gable roof overhang located on the main (N) facade sheltering the main entrance. There are two deteriorated outbuildings to the rear of the property of undetermined use.

NATIONAL REGISTER ASSESSMENT:

This abandoned residence is a common house form from the late-nineteenth century. The original structure was modified with successive additions and does not possess architectural distinction. In addition, research did not

revealed any historical significance, and it is the Consultant's opinion that the building does not meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-284 COUNTY: Fayette QUAD: Laconia 423 SE



PROPERTY INFORMATION:

Historic/Common Name: Middlecoff House (Common)

Property Location: Highway 76, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1925

Other Information: An on-site interview with the owner revealed no historical information. He did state that the house had been moved back on the lot several hundred feet ca. 1940.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on Highway 76. The house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of synthetic siding. Resting on a continuous brick foundation, this dwelling possesses an exterior chimney on the north facade and an interior brick chimney on the north slope. The building has a large ca. 1950 rear addition and a ca. 1990 deck was added to the rear as well. Windows are double-hung wood sash in a six-over-six configuration and single-hung metal sash in a four-over-four configuration. There is a partial-width porch located on the main (E) facade with a gable roof and four ca. 1990 slender columns. To the west of property, is a large concrete block outbuilding with a gable roof.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century. It has lost its architectural integrity through successive modification. In addition, research and consultation with the owner did not reveal any historical significance, and it is the Consultant's opinion that the building does not meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-285 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 503 Taylor Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other Information: Historical research revealed no historical information. The questionnaire for this property was not returned and attempts to contact the owner were unsuccessful.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Taylor Road. The house has an irregular shape with a gable metal roof. The exterior of this dwelling consists of weatherboard siding. Resting on a cast concrete pier foundation, this dwelling possesses two interior brick chimneys. Windows are double-hung wood sash in six-over-six and three-over-one configurations. In addition, there is a hinged window with six lights. There is a rear shed addition with an entry-bay porch on the west. There is an entry-bay porch centrally located on the main (E) facade with a gable roof.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the mid-twentieth century, and it is the Consultant's opinion that it does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-286 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 502 Taylor Road, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1915

Other Information: Research revealed no historical information. The questionnaire for this property was not returned, and attempts to contact the owner were unsuccessful.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on Taylor Road. The house has a Saddlebag form with a gable corrugated metal roof. The exterior of this dwelling consists of synthetic (rolled asphalt) siding. Resting on a concrete block and brick pier foundation, this dwelling possesses an interior brick chimney. The building has a gable side addition. Windows are double-hung wood sash in six-over-six and four-over-four configurations. There is a partial-width porch located on the main (W) facade with a shed roof and a rear (E) entry-bay porch with a shed roof.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the early-twentieth century, and it is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-287 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: W. A. Alexander House (Historic) Property Location: 13295 North Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1939

Other Information: The owner reports that the building was constructed by Grady Morris and the original owner was W. A. Alexander. The house has had only two owners. The present owner is the niece of Alexander.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on North Main Street. The house has an irregular plan with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, this dwelling possesses two interior brick chimneys. Windows are double-hung wood sash in a six-over-one configuration and original doors are intact on the front facade (E). There is an incised porch that is located on the northeast corner of the front facade. The original wood paneled door is intact. The building was modified with a ca. 1960 shed addition on the rear west elevation.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house from the mid-twentieth century. Consultation with the owner did not reveal any historical significance. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-288 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Price House (Common)
Property Location: 13275 North Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1938

Other Information: According to the owner the house was constructed ca. 1938. No other historical information

was known by the owner.

ARCHITECTURAL SUMMARY:

This one- and one-half story single-family residence is located on North Main Street. The house has an irregular plan with a gable asphalt shingle roof. The exterior of this dwelling is brick. Resting on a continuous brick foundation, this dwelling possesses two interior brick chimneys. Windows are double-hung wood sash in six-over-six, one-over-one, and two-over-two configurations. There are also three-light metal casement windows and a large light fixed sash window on the front facade (E). There is an entry-bay porch that is located on the main facade with ca. 1975 metal posts. The original wood panel door is intact. There is a wood frame, gable and shed roof outbuilding to the west.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the mid-twentieth century. Consultation with the owner revealed no historical information. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-289 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Morton House (Historic)
Property Location: 13315 North Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: 1946

Other Information: The owner reports that the original owner of builder was John P. Morton. Others who have lived on the property include Odell Whitehurst. No other historical information was available.

ARCHITECTURAL SUMMARY:

This one-story single-family residence is located on South Main Street. The Minimal Traditional style house has an irregular shape with a gable asphalt shingle roof. The exterior of this dwelling consists of weatherboard siding. Resting on a continuous brick foundation, this dwelling possesses an exterior brick chimney on the front facade and an interior chimney. Windows are double-hung wood sash in eight-over-eight and six-over-six configurations. The front entry (E) features a four-light sidelight and an original door. There is a side shed addition and a rear hip addition.

NATIONAL REGISTER ASSESSMENT:

This residence is a common house form from the mid-twentieth century. The building has been modified with rear hip and side shed additions. Consultation with the owner revealed no historical significance for the property. It is the Consultant's opinion that the building does not possess architectural or historical significance to meet National Register Criteria.

Tennessee Department of Transportation
State Route 15, Somerville West Bypass, Fayette County

THC#: FY-290 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name:

Property Location: 13325 North Main Street, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1930

Other Information: The original owners or builders were Robert and Cary Winfrey. The building was used originally as a cotton gin, but during World War II, this building was purchased by W. C. Latta to be used as an ammunition box factory. It employed 100 men during the war. It has been a lumber company since 1943 when John Morton purchased it. Presently it is partially occupied by a commercial business. The octagonal storage building to the northeast of the main building was constructed ca. 1930 and was used for cotton seed storage. Today this building is used for plumbing equipment storage. The reason for the unusual shape was not known to the present owner or local informants.

ARCHITECTURAL SUMMARY:

This one-story commercial building is located on North Main Street. The building has an irregular shape with a gable metal roof. The exterior of this dwelling consists of synthetic (corrugated metal and asbestos shingle) siding. Resting on a continuous cast and block concrete foundation, the building has a ca. 1950 south shed addition, a ca. 1955 east flat roof addition, a ca. 1960 north gable addition, and ca. 1950 west rear additions. Windows are contemporary one-light plate glass, double-hung in a four-over-four wood sash configuration, and six-light stationary wood sash. There is an octagonal outbuilding located to the northeast of the property that the owner reports was originally used as a cotton seed storage barn.

NATIONAL REGISTER ASSESSMENT:

Even though this building was involved in a World War II production activity, it is the Consultant's opinion that this building is a common building form from the early-twentieth century. It has lost its architectural integrity through successive modifications. The building does not possess architectural distinction or historical significance as a box factory. It was one of many industries which produced products during World War II and does not possess notable significance. In addition, a consultation with the owner revealed no significant information concerning the history or design of the octagonal storage building. The building was designed to house cotton seed and in the opinion of the Consultant, does not possess architectural significance.

Tennessee Department of Transportation State Route 15, Somerville West Bypass, Fayette County

THC#: FY-291 COUNTY: Fayette QUAD: Somerville 424 NE



PROPERTY INFORMATION:

Historic/Common Name: Rivers House/Woodburn Farm (also Scott House)

Property Location: Highway 64, Somerville

HISTORIC BACKGROUND:

Date of Construction: ca. 1850

Other Information: There are conflicting reports as to the original owner of this property; however, the present owner has information that states the house was constructed for General Thomas Rivers who was born in Franklin, Tennessee in 1819. Rivers served in the state militia as a brigadier general, practiced law, and was an active member in county affairs. In 1868, the farm consisted of 94 acres. From 1893 to 1908 the property was owned by the Dickinson Family. In 1908, Lucette Dickinson deeded the farm to her daughter Fannie Hunt (Rivers) Dickinson. She in turn sold the property to Jennie (Dickinson) Cole. Cole sold the property to William T. Scott of Hardeman County in 1912. Ruben Scott Rhea Senior inherited the property from Janie Scott (a relative of W. T. Scott) at her death. Rhea Sr.'s son has occupied the property since 1974.

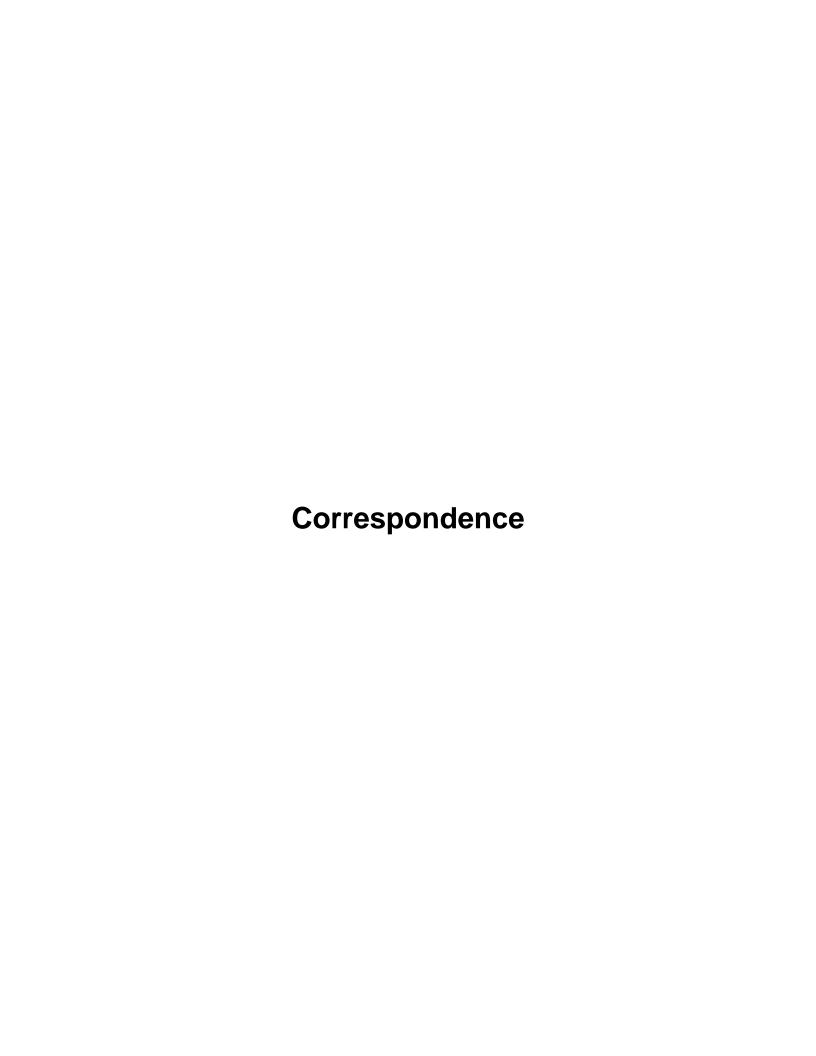
ARCHITECTURAL SUMMARY:

This 600 acre working farm is located on Highway 64 two miles west of Somerville. The two-story Greek Revival style house has a center hall plan with a hip, gable, and shed asphalt shingle roof with overhang eaves. The exterior of this dwelling consists of weatherboard siding, with synthetic siding (aluminum) on rear. Resting on a continuous brick foundation, this dwelling possesses four exterior end brick chimneys, and two interior brick chimneys. There is a ca. 1915 two-story addition to the rear (S) facade that originally included a two-story porch. This two-story

porch was enclosed ca. 1945. The building has a ca. 1979 side shed addition on the east, and a ca. 1960 rear gable garage addition. Windows are double-hung wood sash in nine-over-one, one-over-one, and three-over-one configurations. There is a partial width, two-story porch that is centrally located on the main facade (W). The original Doric columns have been modified with the replacement of the bases with brick piers ca. 1970. The central entry on the main facade has an original wood door with large single light with nine-light side lights and four light transom with enclosed corner lights. The second floor entry on the west facade is similar. The interior of the house has original three panel wood pocket doors and original fireplace mantels in the downstairs parlors. The staircase was moved and modified ca. 1915. In addition, the majority of the woodwork has been replaced throughout the house ca. 1990. The plaster was removed from the upstairs ca. 1990 and fire place mantels installed. The majority of the original wood floors and plaster ceilings in the downstairs has also been replaced in the last twenty years. Due to these changes, the interior has lost its architectural integrity. There are two large gambrel roofed barns to the south of the property that are used for livestock. South of these barns is a gable roof metal pre-fabricated building used for farm equipment storage. In addition, there is a large gambrel roof barn to the north across Highway 64 that is also used for livestock and hay storage.

NATIONAL REGISTER ASSESSMENT:

This Greek Revival style dwelling was constructed during the mid-nineteenth century. The house has been highly modified on the interior and exterior and in the Consultant's opinion does not possess sufficient integrity to meet National Register Criteria. In addition, research has not revealed historical significance under National Register Criteria A or B. The families which occupied the dwelling prior to 1945 were well-to-do farmers of the area but were not of notable significance in the growth or development of the county. It is the Consultant's opinion that the house along with its outbuildings are not eligible for the National Register of Historic Places.





STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

NASHVILLE, TENNESSEE 37243

MEMORANDUM

TO:

Mr. Paul Morrison

Survey and Design

FROM: AB

Raymond Brisson

Environmental Planning Office

DATE:

May 6, 1991

SUBJECT:

Architectural Survey for SR-76 from SR-195 to

SR-15/Square, Somerville, Fayette County

Historians from my staff surveyed the general area of the above referenced project to determine if there are any properties either listed in or eligible for listing in the National Register of Historic Places that might be affected by the project.

The Somerville Historic District was listed on the National Register in 1981. The State Historic Preservation Office staff has recently reevaluated this district and feels that the outer edges of the district are probably inaccurate. However, the core of the district, the Square and South Main Street/SR-76 where our project is located, is intact. Along Main Street the district contains historic houses along both sides of SR-76 many of which sit very close to the road.

During a field review, the staff historians inventoried two other properties, #1 Ballard House and #2 Travis House. Our initial assessment is that #2 Travis House is potentially eligible and that #1 Ballard House is not eligible unless there is historical significance of which we are currently unaware.

Memorandum May 6, 1991 Page -2-

. . . .

The location of these properties and potential historic boundaries are on the attached maps. These eligibility comments are based on preliminary field work and have not been confirmed by the State Historic Preservation Office (SHPO) who may disagree with our findings. As staff time permits, the historians will do additional research and consult with the SHPO to finalize eligibility decisions and set boundaries. As soon as these issues have been resolved, we will notify you.

As design progresses on this project, please keep these concerns in mind and try to avoid impacts to these resources. If this project is state funded, Public Law 699 requires that we seek the comments of the State Historic Preservation Officer about effects to historic resources. If the project is federally funded the Department is required to seek the State Historic Preservation Officer's comments and in some cases the comments of the Advisory Council on Historic Preservation. Further, if there is a Section 4(f) use because the project takes land from a historic resource through fee simple acquisition or easements or substantially impairs the property's historic features, the Department is required to develop an avoidance alternative and prove that there is no prudent and feasible alternative to that use.

If this project is designed by a consultant, please make him aware of these concerns.

RB:MC:ljg

Enclosure

cc: Mr. William Wallace

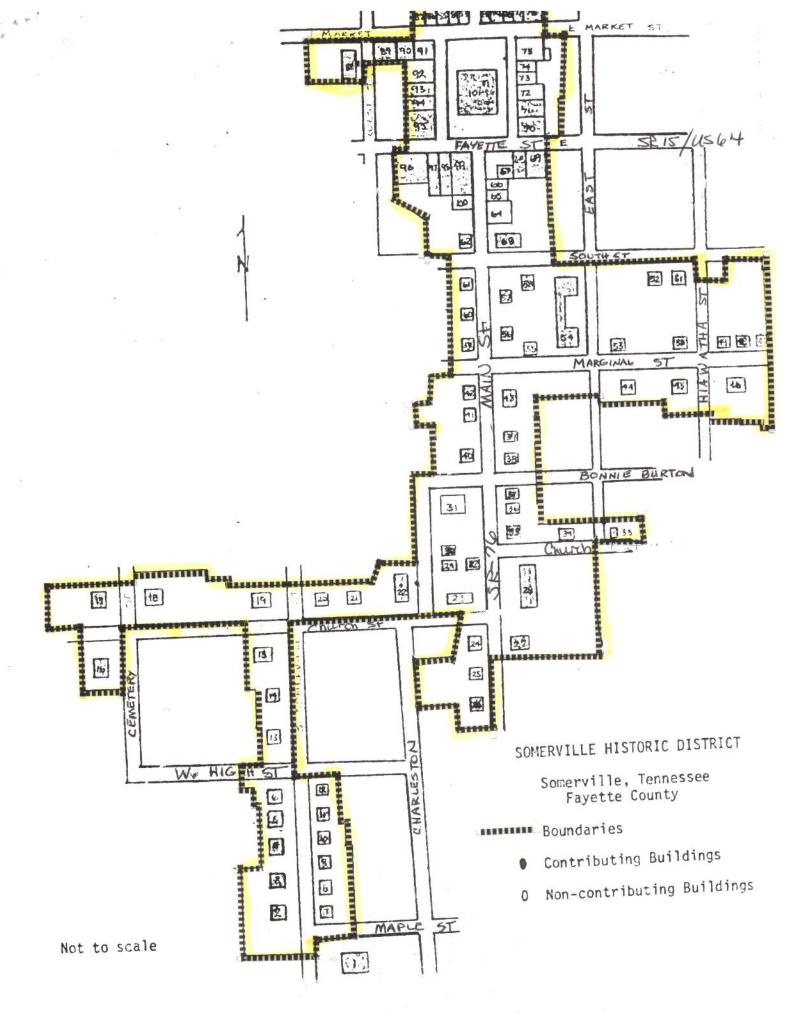
Mr. Glenn Beckwith

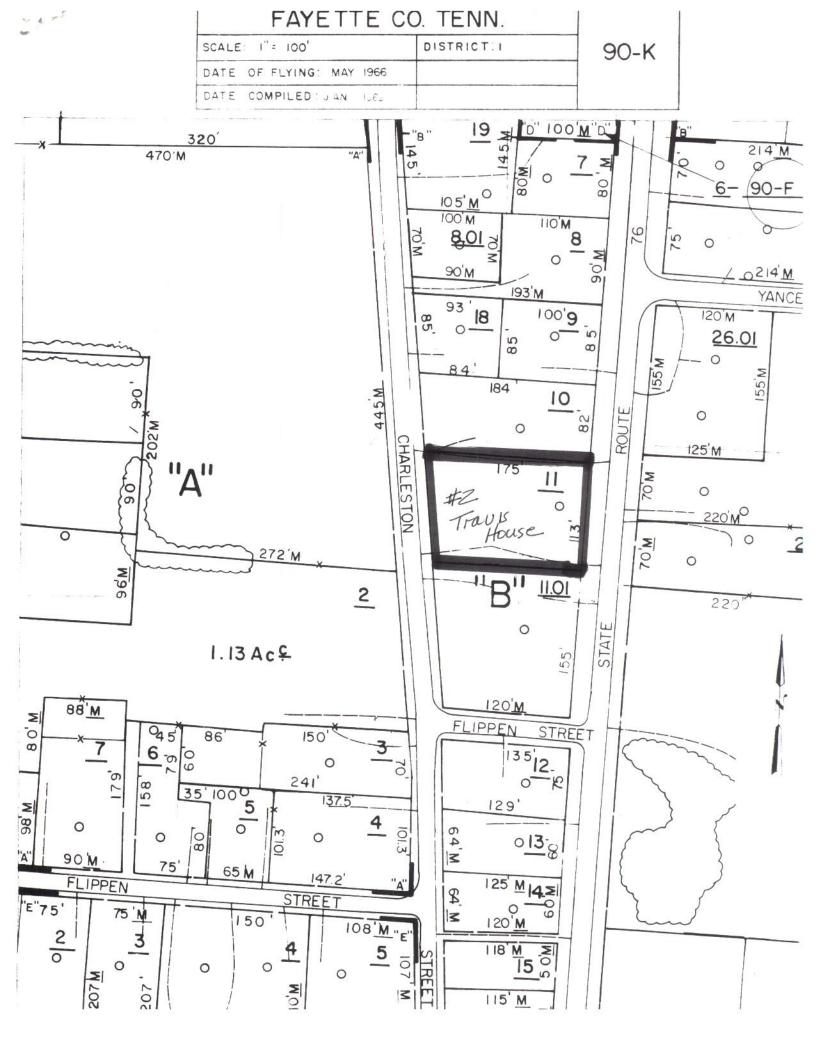
Mr. Jim Hatmaker

Mr. Bob Johnson, FHWA

Mr. Gerald Kline

Ms. Martha Carver







State of Tennessee Department of Transportation Environmental Planning Office Suite 900 — James K. Polk Building 505 Deaderick Street Nashville, TN 37243-0334

August 30, 1994

John McFerren 7615 Highway 195 Somerville, TN 38068

Dear Mr. McFerren:

I work as a historian for the Tennessee Department of Transportation, and my job involves assessing the impacts of our projects to historic properties. Our department is currently proposing to construct State Route 76 on new location around the east side of Somerville.

We need additional information to be able to assess the historical significance of your property, McFerren Grocery . I need to know about when it was built and by whom, information on interior and exterior alterations, and any known historic significance. I have heard that the store played a part in local civil rights history and any information you could give me on this would help. If you are not able to help me with this information, could you tell me the name of someone else who might know?

Please write or call me with the information.
Unfortunately, I can not accept a collect telephone call from you due to the way the State's telephone system is arranged.
However, if you could write me or briefly call and leave your daytime telephone number, I would be glad to call you.

Thank you for your time and assistance.

Sincerely,

Historic Preservation Specialist

Suite 900 Polk Building 505 Deaderick Street

Nashville, TN 37243-0334

(615) 741-3653

Montha 7-5-94
Please Field review for Historical problems, write mono back to Dahlinger



STATE OF TENNESSEE Cay B DEPARTMENT OF TRANSPORTATION
NASHVILLE, TENNESSEE 37243-0350

MEMORANDUM

TO:

Mr. Raymond Brisson, Environment Program Manager I

Suite 900, Environmental Office

FROM:

Mr. Donald G. Dahlinger, Civil Engineering Manager II PDD Suite 1000, Special Design & Estimates Office

DATE:

July 1, 1996

SUBJECT:

State Route 76

From South of State Route 195

To near the proposed U.S. 64 By-Pass

In Somerville **Fayette County**

This office has been requested to prepare Functional Plans on the subject project. We are requesting your assistance in providing Environmental, Archeological and Historical data along the project route.

We are sending three (3) sets of Functional Plans with the lines shown for your use.

Should you need further information, please contact us at 6410 or 7458.

DGD:SJH:rkp

attachments

CC:

Mr. Glenn Beckwith

Mr. Jerry Moorhead

Mr. Dudley Daniel

File



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL PLANNING OFFICE

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334

MEMORANDUM

TO:

Donald G. Dahlinger, Civil Engineering Manager II

Special Design and Estimates Office

FROM:

Gerald Kline, Archaeologist Supervisor

Environmental Planning Office

DATE:

July 8, 1996

SUBJECT:

Preliminary Archaeological Assessment: SR-76 from south of SR-195 to

near the proposed US 64 bypass in Somerville, Fayette County

The archaeological site files at the Tennessee Division of Archaeology were checked on April 10 for the subject project. To date, there are no previously recorded archaeological sites located within the proposed project right-of-way (reference: Somerville quadrangle, 424-NE).

Based upon the location of the project and development along the route overall, the project does not have high probability for archaeological resources. A Phase I survey will be required to assess specific archaeological impacts.

GWK:CA

xc:

Mr. Raymond Brisson

Ms. Martha Carver

File #96133

July 8, 1996

Lea,

Fayette County: State Route 76 from south of SR 195 to near proposed U.S. 64 Bypass

Please review and set up file on new project. It abuts the Somerville Bypass project that a consultant (Phil) is doing. I think that you covered most or all of this when you surveyed the project that included McFerrin's Store. Let me know what is on project. If you need to field review it, please add it to your West Tennessee trip stuff.

Do I need to Chech Whe THE files for this or any Other project you have? I'm going Theusday

me

MEMORANDUM

TO:

Martha Carver

FROM:

Claudette Staget

RE:

Proposed State Route 460/U.S. 64 Somerville bypass from State

Route 15/U.S. 64 west of Somerville to State Route 15/U.S. 64

west of Somerville, Fayette County

DATE:

July 28, 2006

PC:

Brian Beadles

Holly Barnett

(The report name and begin/end point boggled my mind for a while until I associated the word bypass with it!)

Brian and I have looked over the report and agree with eligibility. Although we have to say that is a really ugly school building.

A few edits or typos are marked in the report.

Cour with drought

held the

Colintelyble

outsi be ...

by Changes ...

Some me date when tral: Okay, first I admit to not really having completely read this report...I did look at all the pictures. I agree with your letter, although there is a certain, and probably justifiable, exasperated tone to it. Here are my comments:

- 1. McFerrin Store. If this really was the "GHQ" for the voter registration movement, it is potentially eligible. Need some information to clarify this.
- 2. District. The boundaries are screwy. They were screwy when they were done. I still think the district boundaries need to be reevaluated.
- 3. #282. DeShields. I remember this house! I think we thought it was eligible for its rail associations. It may still be eligible. Need interior information and some history.
- 4. #291. Give dates of additions. Probably not eligible, but would like to be sure.
- 5. #290. There is only one other octagonal building in Tennessee that I know of. When was this built? Why was it built as an octagon. This was a very popular, although short lived architectural movement.

6. Expand outbuildings.

FY 262 - Cotton Warehouse? - Compare to other in County? - metal cladding was form of "fir proofing" I question date. Local seaple may not think this type bldg important (animaghe same miles local people)

P. B. 18 what is at elephone interior view - why don't we have this technology?

1 HATE HIS NR ASSESSMENTS! I always
feel like major information is missing



SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-3653

MEMORANDUM

TO:

Phil Thomason, Thomason and Associates

FROM:

Martha Carver, Historic Preservation Supervisor

DATE:

September 3, 1996

SUBJECT:

Draft of Historical and Architectural Survey, Proposed Somerville

Connector, Proposed U.S. 64 (State Route 15), Somerville, Fayette County

Phil, I had several problems with this report. From a housekeeping standpoint, all maps should be in color and have north arrows and quad maps should have labels with the quad name and number. The survey maps with the inventory forms should be colored in to show the area that you covered and, as appropriate, contain field comments (see RFP). These survey maps should show the line, (penciled in is fine).

The supporting photographic coverage is inadequate. The RFP requires photographs of all elevations. Many of these have only two photographs showing two sides, and several have only a front elevation shot. You submitted photologs but no negatives.

There is no interior information for anything.

Many of these properties are "throw-aways" historically and architecturally, and the superficial treatment they receive is appropriate. However, several of these deserved more research and analysis. Examples are #s 183, 259, 261, 262, 282, 290, and probably 291 (its eligibility opinion is eight years old--a life time in this field). Also, the treatment of outbuildings is superficial. For example, #259 contains an interesting collection of support buildings with no real explanation of what they are or how they relate to the house. Is it still a working farm or just a house and lot with these buildings as a remnant of the farm? In 1991, we looked at an alignment near #282 and spoke with the occupant/owner. He said that this was an old railroad hotel and that the road behind it was an old railroad bed. This might (or might not) be the Old Moscow to Somerville/Southern line that was abandoned in 1929 (Sulzer's Ghost Railroads).

Tent City and McFerrin Store: One of the early lines we looked at went through the field where the "Tent City" marker is located. In the process of trying to find out if the Tent City was at that location, we found out that the store was a central meeting place during the Tent City movement. Lea tried to survey it but the owner refused. She got a "right-of-way" shot that just happened to include the store. I've enclosed some of the historical context that we got about the store's role. I think the store should be included in your report. I'm not sure that I think it is eligible (I haven't really gotten too deep into the Civil Rights National Register stuff), but Claudette thinks it might be. You can try to call and/or write the owner and see if you can get anything else. McFerrin's ex-wife (Viola McFerrin 901/465-3554) was the source for THC's historical marker. She was very nice and helpful when I called her--I don't know how helpful she would be about the store and the ex.

Fayetteville District: Your proposal included the information that the TN-SHPO and we had previously evaluated the district on a preliminary basis and agreed that the boundaries were no longer appropriate. However, your report does not re-evaluate the district. It merely contains a statement that you concur that it is still eligible. With the current alignment, it would be my opinion that the district is too far away from the project to be affected. However, the city is not happy with this alignment and it may change. Since your proposal states that you will re-evaluate the district, I would like for you to do so. If you actually feel that the original boundaries are appropriate, you need to justify that and lay out why. I vaguely remember that we thought the core area around the square and South Main was eligible but that some of the fringe areas should be cut off. If your conclusion is that the boundaries are inappropriate, you should recommend new ones. I would suggest that you talk to Claudette about the district before you re-submit the report.

I have asked for several changes on this report. If you are comfortable with the re-write, there is no need to submit another informal draft before the "real" submission. However, because there are so many requested changes, please feel free to submit another draft if you have any questions or would feel more comfortable.

Claudette's comments are included.

Mr. Ray Brisson

CC:

October 9, 1996



Claudette and Liz,

A draft of Phil's report for the Sommerville project is attached. Everything looks fine to me. I think he's got enough on the McFerrin Store to say its not eligible, the alleged railroad hotel sounds pretty altered inside, and the Masonic lodge seems too deteriorated. Unless somebody comes out of the woodwork with historical or architectural context, I don't think we're going to find out anything about your octagonal seed building. I guess it will "be or not be" on its unusual shape. A unique building form that deserves recognition for its originality or an isolated remnant that was somebody's one of a kind mistake or experiment that's an oddity without significance???

Marka

100ks Ok to me -claudith

ok - L'13

St mal 10/22/46



SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-3653

November 12, 1996

Mr. Herbert Harper State Historic Preservation Office Clover Bottom Mansion 2941 Lebanon Road Nashville, TN 37243-0442

SUBJECT:

Architectural Assessment for Proposed Improvements to the Proposed

Somerville Connector, Proposed U.S. 64 (State Route 15), Somerville,

Fayette County

Dear Mr. Harper:

A consultant, Thomason and Associates, has prepared an architectural assessment for the above referenced project (copy enclosed). One property in the general area, the Somerville Historic District, is presently listed in the National Register of Historic Places. It is the opinion of the consultant that the original boundaries of this district, listed in 1981, are no longer appropriate due to changes over time. He has recommended that the district be divided into two smaller districts. TN-DOT concurs with this opinion. It is also the opinion of TN-DOT that the Somerville Historic District (as either the original district or as the two proposed districts) is outside the area of potential effect.

The consultant inventoried 41 properties, and it is his opinion that none of them are eligible for the National Register. TN-DOT concurs with this opinion.

Therefore, it is the opinion of TN-DOT that the proposed project, as presently designed, will have no effect on any National Register listed or eligible historic/architectural property. Please comment on this material pursuant to 36 CFR 800 regulations. Thank you for your assistance.

Sincerely,

Martha Carver

Historic Preservation Supervisor

nadla Caure



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
NASHVILLE, TENNESSEE 37243-0340

I gave the plan roll to B. 11 Brode 2/3/03.

It anybody

needs to see fue algunent,

see B:11.

L.lel

<u>MEMORANDUM</u>

TO:

Mr. Jim Bryson, Transportation Director

Environmental Planning & Permitting Division

900 James K. Polk Bldg.

FROM:

Larry Jordan, Transportation Manager 1

Design Office

DATE:

January 29, 2003

SUBJECT:

Project No. 24092-1201-04

Somerville Bypass, From SR-15 West of Somerville To SR-15 East of Somerville

Fayette County

Transmitted here with are the following:

No. Copies	Description		
1	Plan Roll (old & new alignment)		
1	Plan Roll (new alignment with floodway)		

Remarks: Please review the proposed new alignment for any environmental issues. Several property owners at the design hearing requested the new alignment. The old alignment is the one that shows the limits of proposed right-of-way. The new alignment shows the centerline as well as the limits of proposed right-of-way. We are in the process of developing plans on the new alignment but need input from your section before proceeding further. We do not want to shift the alignment and find out later that there are environmental matters we have to address. A preliminary look at the new alignment is all we need at this point. A prompt response on your part would be greatly appreciated so that we may inform the property owners about the line shift.

LJ/lj

Attachments

cc: Freddy Miller

Frank Gianotti (Tetra Tech, Inc.)

File

- plans for POW -

Martha Carver - DougAs a follow up to my phone call Tuesday, here is where we are on the now Somerville Beltway. FHW

From:

Joe Matlock

To:

Doug Delaney

Date:

5/5/2005 10:09 AM

Subject: DougAs a follow up to my phone call Tuesday, here is where we are on the now Somerville

Beltway, FHW

CC:

Amy Mawk; B.M Richards; Brandon Darks; Holly Barnett; James.M Moore; Larry Jordan;

Larry Majors; Lisa Reaney; Victor Jordan

As a follow up to my phone call Tuesday, here is where we are on the now Somerville Beltway.

FHWA will be submitting a field review report the gist of which is that this is a "do over". They want us to start from a blank page and prepare an Environmental Assessment for a Beltway all the way around Somerville, whether we ever build all of it or not. The typical cross section will be a four lane divided highway, with a median, control of access, and on 250 feet minimum right of way.

To begin this process Project Management Division is setting up a project team to meet on either the 19 or 26 of May in the Region IV office at Jackson. The terminal objective of this meeting will be: (1) to establish two reasonably acceptable build alternatives for study, (2) assignment of Divisional responsibilities, and (3) establish a project time line that can we can expect to be able to meet. All of the alternatives shown in prior APRs will be used as "points of historical reference" only.

The project team will consist of representatives from Planning, Environmental, Community Relations, Design (the current Design consultant will also be there), Right of Way, Construction, and Maintenance Divisions. Also invited will be COE, USFWS, TDEC, and TWRA. We do not expect all of these representatives to attend every meeting but we want them in on the ground floor. For the Environmental Division I would like to vary from the norm and have persons with relevant subject matter expertise attend this initial meeting; specifically Holly Barnett, Matt Richards, James Moore, and Amy Mawk. I think their input to the initial plot of the build alternatives is essential. I also need for those persons having access to GIS datasets for the Somerville area to make that data available for plotting to the base map as soon as possible before the Team Meeting.

In Region IV, other than the SR 19 Brownsville Bypass, the Somerville Beltway is the only new start for the coming year. I believe with a reasonable allocation of resources and the establishment of appropriate priorities. Lisa and I can prepare the Environmental Assessment for the Somerville Beltway as an in house project.

Joe Matlock

From: To: Martha Carver Barnett, Holly

Date:

5/17/2005 10:32:49 AM

Subject:

Fwd: Somerville Beltway Project Team

looked through the old file to refresh my memory; I still think we can just give Joe a memo with a copy of Phil's field maps. I looked at what Phil surveyed. With the passage of time, we should relook at everything but especially #183, 290, 291--we might need to highlight them for JOe???? (I'm not thinking the local politicians at the 24th meeting would be that impressed.) Phil did not specifically look at the area around the McFerrin Store as a possible district but I guess we should at least think about it and hope everything is new. The original two Tent Cities were outside the APE--maybe we will be lucky and they still will be!

I put the file in your box.

>>> Joe Matlock 5/16/2005 3:19:10 PM >>>

Good Afternoon and welcome to the Somerville Beltway Project Team. Attached for your information and use is a copy of the Initial Team Memorandum outlining the team goals, date, time and place for our first meeting and a copy of the FHWA field review report.

Thank you for your participation.

Joe Matlock Transportation Planner, Region IV Environmental Planning Office ED TDOT 615 741 5365 agenda.

From:

Joe Matlock

To:

Amy Mawk; B.M Richards; Brandon Darks; Dudley.E Daniel; Holly Barnett; James.M

Moore; Lisa Reaney

Date:

5/23/2005 12:02 PM

Subject:

Good Afternoon AllAs a follow up concerning our meeting tomorrow here is a copy of the

draft agenda.

CC:

Doug Delaney; Jim Ozment

Good Afternoon All

As a follow up concerning our meeting tomorrow here is a copy of the draft agenda. As you can see it is brief. I am hoping that the majority of the team business is completed before noon or sooner. I am asking that the representatives from Planning Division and Environmental Division stay for about five or ten minutes after to roll up the details. I would like to present our findings and recommendations to the Division Director before COB this Friday. I order to do that I will need the information discussed in the first email from each of those representatives can we say be Thursday morning. Could we meet at 10:00 on the 26th of May for about 10 or 20 minutes in Ford's old office? I need your best estimate of what we will need to do in each area of concern and how much time will be required. When we get a decision from the Director on Friday, I can get with the project manger and run the default schedule, modify it with your input and get it back to the Director for approval.

As no one has said no I look forward to seeing you tomorrow in Jackson.

Joe Matlock Environmental Planning Office ED TDOT

> Slide 1 WELCOME Somerville Beltway SR-460 / US-64 PIN # 101607.00 STP-460(1) PE# 24092-1203-14

> > Slide 2 AGENDA

- WELCOME
- HOUSEKEEPING TEAM INTRODUCTIONS
- PROPOSING FEASIBLE BUILD ALTERNATIVES
- SUMMARY OF NEXT STEPS IN PROJECT DEVELOPMENT

Slide 3

HOUSEKEEPING

- SIGN-IN
- SODA/COFFEE
- RESTROOMS
- NON-SMOKING AREA

Slide 4 SOMERVILLE BELTWAY TEAM

- Roger Allen
- Lee Barclay
- **Holly Barnett**
- Brian Canada
- **Dudley Daniel**
- **Neal Darby**
- **Brandon Darks**
- **Charles Green**
- Bill Hazlerig
- Larry Jordan
- Larry Majors
- Pamela Marshall
- Joe Matlock
- Amy Mawk
- Jim Moore
- **Robert Morris**
- **Scotty Plunk**
- Lisa Reaney Matt Richards
- John Steele
- Rhea Taylor
- Derrick Tibbs
- Robert Todd
- Joe Warren

Holly Barnett - Followup for First Team Meeting Somerville Beltway

From: Joe Matlock

To: Jim Ozment; Somerville Beltway Team Members

Date: 5/25/2005 9:50 AM

Subject: Followup for First Team Meeting Somerville Beltway

CC: ben.mowers@tetratech.com; frank.gianptti@tetratech.com; michael.redick@state.tn.uc;

RTaylor@Fayettetn.us; Somerville Belt Team Members -1; sscotter@bwsc.net;

wbbondurant@bwsc.net

Good Morning All and thank you for you attendance at our first team meeting. As a result of that meeting we are preparing to take the following actions.

- 1. Matt Richards of the Environmental Division will furnish Dudley Daniels in Functional Design with shape files and pathways that will allow Dudley to prepare an aerial photograph showing the project corridor with the proposed alignments and a second aerial also showing the alignments and all known environmental restraints and constraints. These two aerials will be used to conduct a field review with all interested parties. PDF files of these will be circulated prior to the review.
- 2. The soonest reasonable date for the field review would be June 2nd. If this is acceptable we could meet at 9:00 am at the City Hall in Somerville, review the aerials, drive as much of the project corridor as possible, and follow-up with a brief summary meeting to be sure that all concerns are understood. After lunch those persons desiring to travel on foot to locations we are not able to reach by car could then do so. The results of this field review should be a consensus that alternatives within in the corridor are feasible for study as part of the environmental documentation process. Please advise if you wish to attend, or if this date in not available to you, feel free to suggest an alternative date.
- 3. Team members for Community Relations Office has been notified that after the results of the field review and sufficient information concerning the project has been accumulated that a public meeting will need to be held in Somerville to provide the community with an initial opportunity for comment and to explain why and how the change from state funding to federal funding has impacted project development.
- 4. Team members from Environmental Division are asked to have a preliminary estimate of the time needed to complete the technical studies for the project ready on May 26th.. Please remember to include time for the scope of work and work order process.

Again thank all of you for your excellent cooperation and participation

Joe Matlock Transportation Planner, Region IV Environmental Planning Office ED TDOT 615 741 5365



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL DIVISION

SUITE 900, JAMES K. POLK BUILDING **505 DEADERICK STREET** NASHVILLE, TENNESSEE 37243-0334 (615) 741-3653 FAX: (615) 741-1098

E-mail: Martha.Carver@state.tn.us www.tdot.state.tn.us

TO:

Joe Matlock, Transportation Planner, Region IV

FROM Manager has Carver, Historic Preservation Manager

DATE:

June 9, 2005

SUBJECT: Historic Preservation Issues, Somerville Bypass, Fayette County

A consultant, Thomason and Associates, prepared a historic assessment for the above referenced project in 1996. It was the opinion of the consultant and TDOT agreed that one property in the project area was listed on or eligible for the National Register of Historic Places: the Somerville Historic District.

Due to the passage of time and changes in the project we will need to survey the entire project area and reassess some previously surveyed properties. example is Site #291, the Rivers House/Woodburn Farm, a 600 acre working farm that dates to the 1840s. Other sites that will have to be reassessed include #290, #282, and #183. Further research may indicate that any (or none) of these properties are National Register eligible. These sites are identified on the functional map by fuchsia colored comment tags.

Measures should be taken in the planning process to avoid the National Register listed district in order to prevent adverse effects or potential 4(f) takes. properties are identified later as being eligible for the National Register, they will also need to be avoided to prevent adverse effects or potential 4(f) takes.

Please let us know if we can be of further assistance.

Thanks. Enclosure



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL DIVISION

SUITE 900 - JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334

Memorandum

To:

Harold Jackson

Transportation Manager II Technical Studies Office

From:

Doug Delaney

Director

Environmental Division

Subject:

Environmental Assessment for SR 15 Somerville Beltway, Fayette County,

Tennessee. Reports are needed July 1, 2006. EA is shown in PPRM as approved by

emailed 9/26/05

FHWA September 30, 2006

Date:

July 8, 2005

Please provide the Environmental Planning Office with the following studies for use in the environmental document.

XX Ecology

XX Archaeology

XX Hazardous Materials

XX Historic XX Air & Noise

Environmental Planning Office Point of Contact for this project is Joe Matlock. All studies and necessary agency concurrence letters should be transmitted to that planner. In order to meet the Department's schedule for this project, the due date for the study and concurrence letter is as shown above. All Technical Study Reports should be submitted as .PDF files. Attached are the Initial Coordination package and the Project Location Map. Functional Layouts are due to the planner in December 2005. There is no APR.

If at any point you become aware of circumstances that will delay the study beyond the due date, please advise the responsible planner and me. Please contact me if further information is required.

cc: Charles Bush Project File



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL DIVISION

SUITE 900 - JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334

September 30, 2005

Mr. Archie Mouse, Chief United Keetoowah Band Of Cherokee P. O. Box 746 Tehlequah, OK 74465 The United Keetoowah Band of Cherokee Indians in Oklahoma has no objection to the referenced project. However, if any remains, artifacts or other items are inadvertnetly discovered, please cease construction immediately and contact us at 918-456-6533 or by letter

Lisa C. Stopp, Tribal NAGPRA POC D

SUBJECT:

Proposed Somerville Beltway State Route 15 (US 64)

Somerville, Fayette County, Tennessee State Project Number: 24092-1203-14

Dear Mr. Mouse:

The Tennessee Department of Transportation is presently considering improving the above subject highway section. A summary of basic data for the proposed improvement is attached with a map showing the project location that is under study. This material is intended to initiate the scoping process.

We are presently in the early stages of planning for this improvement and need to know if the proposed project will have any effect, either favorable or adverse, on any programs being planned or executed by your office. We request that you review the enclosed material and advise us with your comments on potential environmental impacts. Areas of specific concern to your office will be addressed during the development of our environmental and location studies.

The Department's environmental document will assess a wide range of concerns including impacts on the social, economic and ecological environment. Your input will assist us in the preparation of the environmental documents.

If, in the Department's determination, the proposal will significantly affect the quality of the human environment, the Department will prepare a "Draft Environmental Impact Statement". This document will be circulated to federal, state, and local agencies and officials for review and comment.

The 1999 Advisory Council on Historic Preservation regulations require coordination and consultation with federally reconginized Native American entities that attach religious and cultural significance to properties that could be affected by the proposed undertaking. TDOT request your comments on the presence of such properties in the project's area of potential effect. Archaeological and historical studies of the project corridor will be conducted and you will be invited to participate as a cosulting party in the development of this project to address any Native American Issues that may arise.

From: Holly Barnett To: Matlock, Joe

Date: 1/20/2006 11:46 AM

Subject: Re: Trenton Connector FHWA Comments

Joe,

Our original study included the area of the shifted alignment as part of the area of potential effect. The area contained no historic resources and therefore our original study and SHPO letter are still valid.

Holly



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION THE ENVIRONMENTAL DIVISION

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-5257 Fax (615) 741-1098

June 23, 2006

Skip Taylor Fayette County Mayor P.O. Box 218 Somerville, TN 38068

RE: Section 106 Initial Coordination for Proposed Somerville Bypass, State Route 460

from State Route 15 West of Somerville to State Route 15 East of Somerville.

Fayette County, Tennessee

Dear Mr. Taylor:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to improve the above referenced project. Its location is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations stipulate that TDOT invite local government representatives to participate in the historic review process as a consulting party. TDOT would like to invite you, as the local government official, to participate as a consulting party for the proposed project.

If you choose to participate as a consulting party, you will receive copies of TDOT's environmental reports and will be invited to attend project-related meetings between TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. As a consulting party, you should be prepared to attend any such meetings between TDOT and the TN-SHPO and provide a response to TDOT's reports in written form within 30 days upon receipt of the report. TDOT also wishes to seek your comments on the identification and evaluation of historic properties that the proposed project might impact.

If you would like to participate as a consulting party, please write to me at the above address. To facilitate our planning process, please respond within 30 days of receipt of this letter. Thank you for your assistance.

Sincerely,
Maytha Carre

Martha Carver

Historic Preservation Program Manager

Enclosure

cc: Mr. Herbert Harper, TN-SHPO



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION THE ENVIRONMENTAL DIVISION

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-5257 Fax (615) 741-1098

June 23, 2006

Robert S. Morris, Mayor City of Somerville P. O. Box 909 Somerville, TN 38068

RE: Section 106 Initial Coordination for Proposed Somerville Bypass, State Route 460

from State Route 15 West of Somerville to State Route 15 East of Somerville.

Fayette County, Tennessee

Dear Mr. Morris:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to improve the above referenced project. Its location is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations stipulate that TDOT invite local government representatives to participate in the historic review process as a consulting party. TDOT would like to invite you, as the local government official, to participate as a consulting party for the proposed project.

If you choose to participate as a consulting party, you will receive copies of TDOT's environmental reports and will be invited to attend project-related meetings between TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. As a consulting party, you should be prepared to attend any such meetings between TDOT and the TN-SHPO and provide a response to TDOT's reports in written form within 30 days upon receipt of the report. TDOT also wishes to seek your comments on the identification and evaluation of historic properties that the proposed project might impact.

If you would like to participate as a consulting party, please write to me at the above address. To facilitate our planning process, please respond within 30 days of receipt of this letter. Thank you for your assistance.

Sincerely,
Maytha Carre

Martha Carver

Historic Preservation Program Manager

Enclosure

cc: Mr. Herbert Harper, TN-SHPO



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

THE ENVIRONMENTAL DIVISION SUITE 900, JAMES K. POLK BUILDING

505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-5257 Fax (615) 741-1098

June 23, 2006

SUBJECT: Section 106 Initial Coordination for Proposed Somerville Bypass, State Route 460 from State Route

15 West of Somerville to State Route 15 East of Somerville, Fayette County, Tennessee

To Tribal Historic Preservation Office:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is in the planning stages of evaluating the above-referenced project for possible implementation. The location of the proposed project is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations, 36 CFR 800, stipulate that Indian tribes that attach religious and cultural significance to properties that may be affected by an undertaking be invited to participate in the project review process as consulting parties. TDOT would like to invite you to participate as a consulting party for the proposed project. This letter is also TDOT's request for comments on the identification of properties in the project's area of potential effect that may be of religious and cultural significance to your tribe.

If you choose to participate as a consulting party on the above-referenced project, you will receive copies of cultural assessment reports that identify Native American related properties. You will also be invited to attend project-related meetings with FHWA, TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. We respectfully request written responses to project reports and other materials within thirty (30) days of receipt.

If you would like to participate as a consulting party, please respond to me via letter, telephone (615-741-5257), fax (615-741-1098) or E-mail (Gerald.Kline@state.tn.us). To facilitate our planning process, please respond within 30 days of receipt of this letter. If you do not respond, you will not receive reports related to this project unless you specifically request them at a later date. Thank you for your assistance.

Anald Kline

Sincerely,

Gerald Kline

Transportation Specialist I Archaeology Program Manager

Enclosure

cc. Augustine Asbury, Alabama-Quassarte Tribal Town
Virginia "Gingy" Nail, The Chickasaw Nation
Charles D. Enyart, Eastern Shawnee Tribe of Oklahoma
Gary Bucktrot, Kialegee Tribal Town
Joyce Bear, Muscogee (Creek) Nation
Carrie Wilson, Quapaw Tribe of Oklahoma
Rebecca Hawkins, Shawnee Tribe
Charles Coleman, Thlopthlocco Tribal Town
Lisa Stopp, United Keetoowah Band of Cherokee Indians

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334 (615) 741-3653

MEMORANDUM

TO: Claudette Stager, Tennessee Historical Commission

Joe Garrison, Tennessee Historical Commission

FROM: Martha Carver, Historic Preservation Manager

DATE: July 19, 2006

SUBJECT: Architectural Assessment for the proposed State Route 460 (U.S. 64) Somerville

Bypass from State Route 15 (U.S. 64) West of Somerville to State Route 15

(U.S. 64) West of Somerville, Fayette County

Holly Barnett has prepared the above referenced report for a proposed road project. Thomason and Associates surveyed much of the proposed project area in 1996 and identified the Somerville Historic District as outside the area of potential effect. The 1996 document is included as Appendix A. TDOT historians inventoried the previously surveyed resources and other properties in a chart format. It is the opinion of TDOT that three properties warranted additional National Register evaluation and of these properties, the Seymour School, an African-American school built in 1949, is eligible for the National Register. The school is located over two miles from the proposed project and in the opinion of TDOT is outside the area of potential effect.

Would you review this preliminary draft and make any comments you may have before we submit it to you formally?

Thanks.

Enclosure



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SUITE 700, JAMES K. POLK BUILDING NASHVILLE, TENNESSEE 37243-0349

August 3, 2006

SUBJECT: Architectural Assessment for the proposed State Route 460 (U.S. 64)

Somerville Bypass from State Route 15 (U.S. 64) West of Somerville to State Route 15 (U.S. 64) West of Somerville, Fayette County, PIN

101607.00

To Whom it May Concern:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to construct the Somerville Bypass from State Route 15 (U.S. 64) West of Somerville to State Route 15 (U.S. 64) West of Somerville, Fayette County, Tennessee.

Pursuant to regulations set forth in "36 CFR 800: Protection of Historic Properties" cultural resource staff from TDOT surveyed the general project area in an attempt to identify National Register-included or eligible properties which could be impacted by the proposed project. Historians from TDOT inventoried no National Register eligible properties that they believe the proposed project could impact.

The enclosed report discusses TDOT's survey findings. You are receiving this report because TDOT has identified you as a Fayette County party or individual with historic preservation interests. The Advisory Council on Historic Preservation Regulations specify that members of the public with interests in an undertaking and its effects on historic properties should be given reasonable opportunity to have an active role in the Section 106 process. As such, TDOT would like to give you the opportunity to participate in that process. If you feel that commenting on such projects is outside the interests of your organization, please notify me and I will remove your name from our list.

If you have any comments on historic issues related to this project, please write me. Federal regulations provide that you have thirty days to respond from the receipt of this letter.

Sincerely,

Hony Barnett

Holly M. Barnett, Historic Preservation Specialist

Enclosure

cc: Mr. Herbert Harper, TN-SHPO



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SUITE 700, JAMES K. POLK BUILDING NASHVILLE, TENNESSEE 37243-0349

August 3, 2006

Mr. Herbert Harper State Historic Preservation Office Clover Bottom Mansion 2941 Lebanon Road Nashville, TN 37243-0442

SUBJECT: Architectural Assessment for the proposed State Route 460 (U.S. 64) Somerville

Bypass from State Route 15 (U.S. 64) West of Somerville to State Route 15

(U.S. 64) West of Somerville, Fayette County, PIN 101607.00

Dear Mr. Harper:

My staff has prepared an architectural report, a copy of which is enclosed, for the above referenced project. In 1996 a consultant, Thomason and Associates surveyed the project area for Section 106 purposes. In the general project area the consultant identified the National Register listed Somerville Historic District as outside the area of potential effect. The consultant inventoried 41 properties, and it was his opinion that none of them were eligible for the National Register. TDOT concurred with this opinion.

The project was put on hold and not constructed. It has recently been proposed again with an added northeast segment that creates a complete loop. Due to the passage of time TDOT resurveyed the area of potential effect along with the newly proposed project area, reviewing the previously inventoried properties as well as several additional properties. After this reassessment, it remains the opinion of TDOT that there are no properties within the area of potential effect eligible for listing on the National Register of Historic Places.

We request your review of this report pursuant to regulations contained within 36 CFR 800.

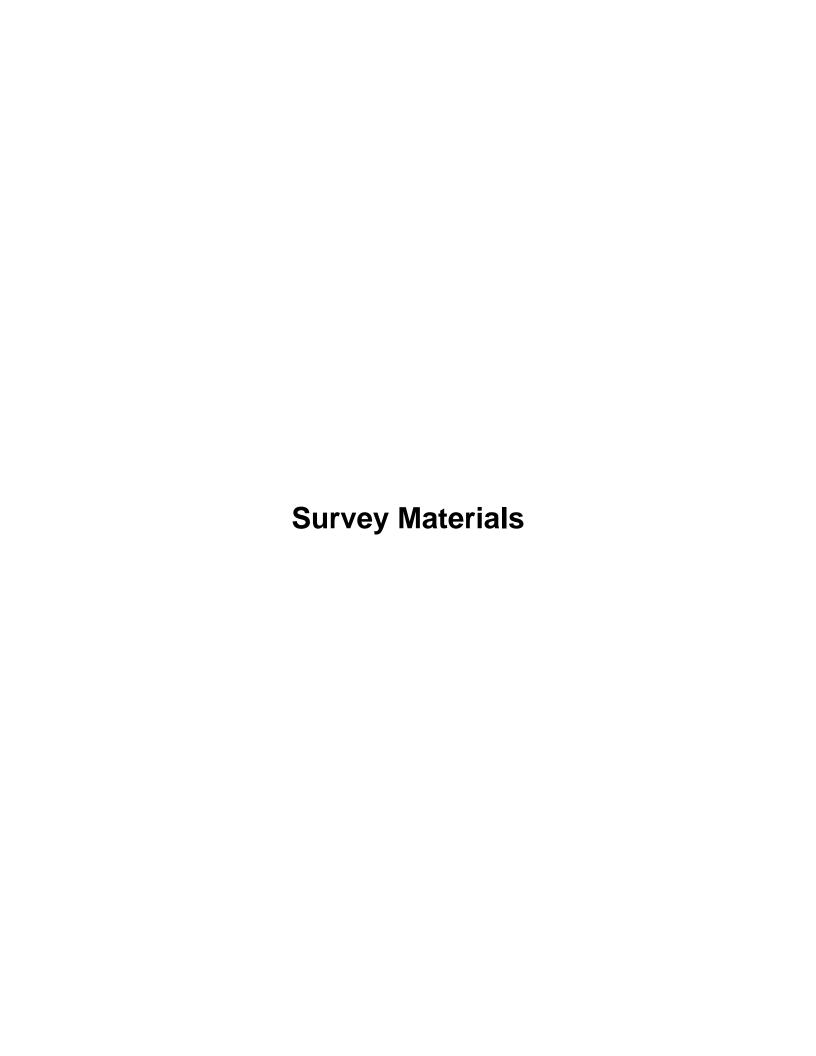
We look forward to your comments. Thank you for you help in this matter.

Sincerely,

Martha Carver Historic Preservation Manager

Enclosure

cc: Mr. Joe Matlock





STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL PLANNING OFFICE** SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334

Fax Cover Sheet

DATE:

December 17, 1998

TIME: 1:51 PM

TO:

Martha Carver

PHONE:

901-935-0139

FAX:

901-935-0161

FROM: Robbie D. Jones

Historic Preservation Specialist

PHONE:

(615) 741-5367

Environmental Planning Office

FAX:

(615)-532-8451

EMAIL:RJones4@mail.state.tn.us

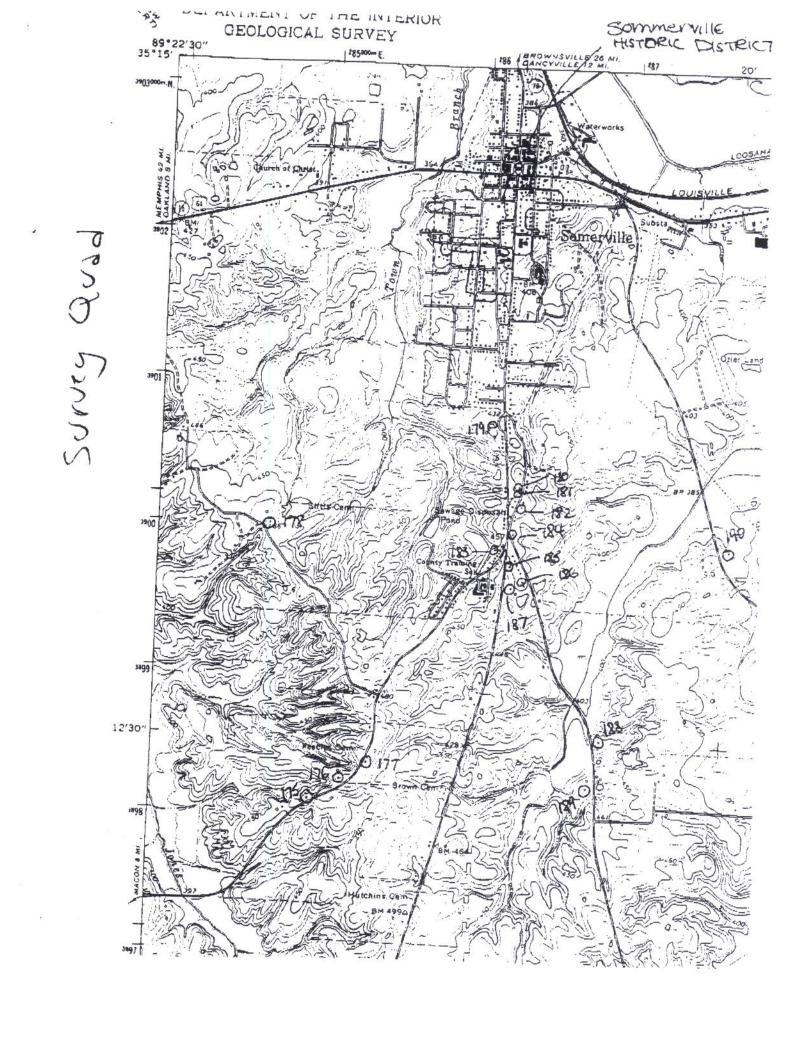
RE:

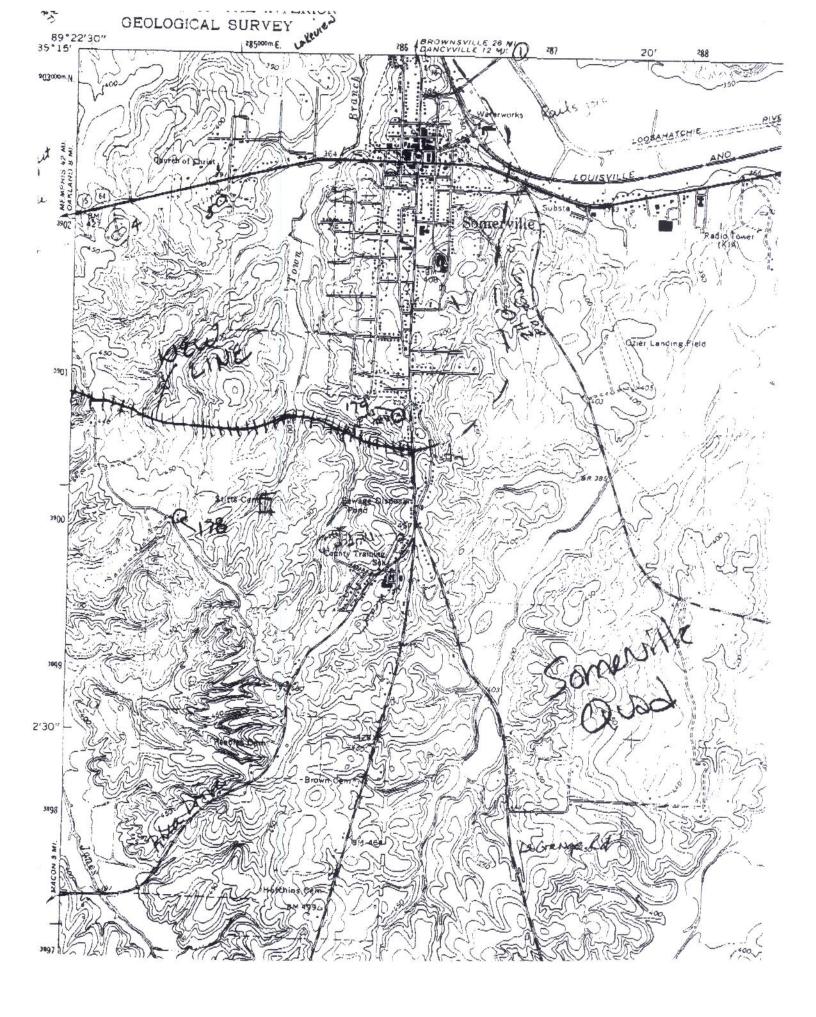
SOMERVILLE BYPASS

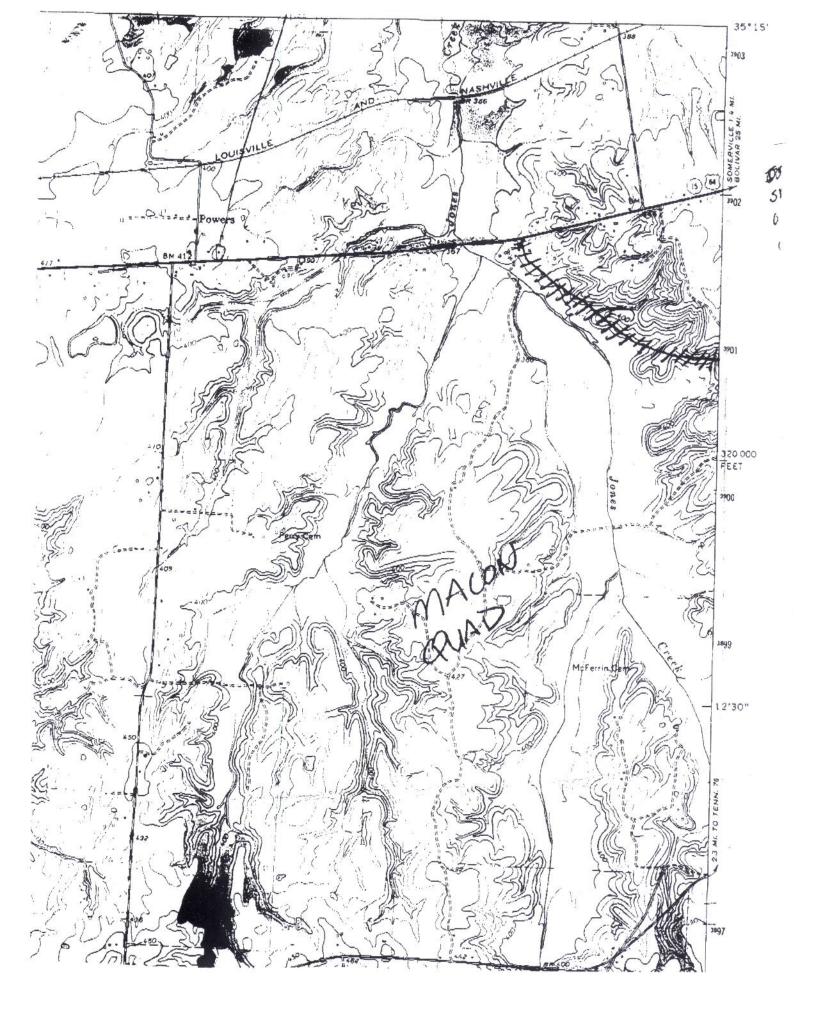
Number of pages including cover sheet: 4

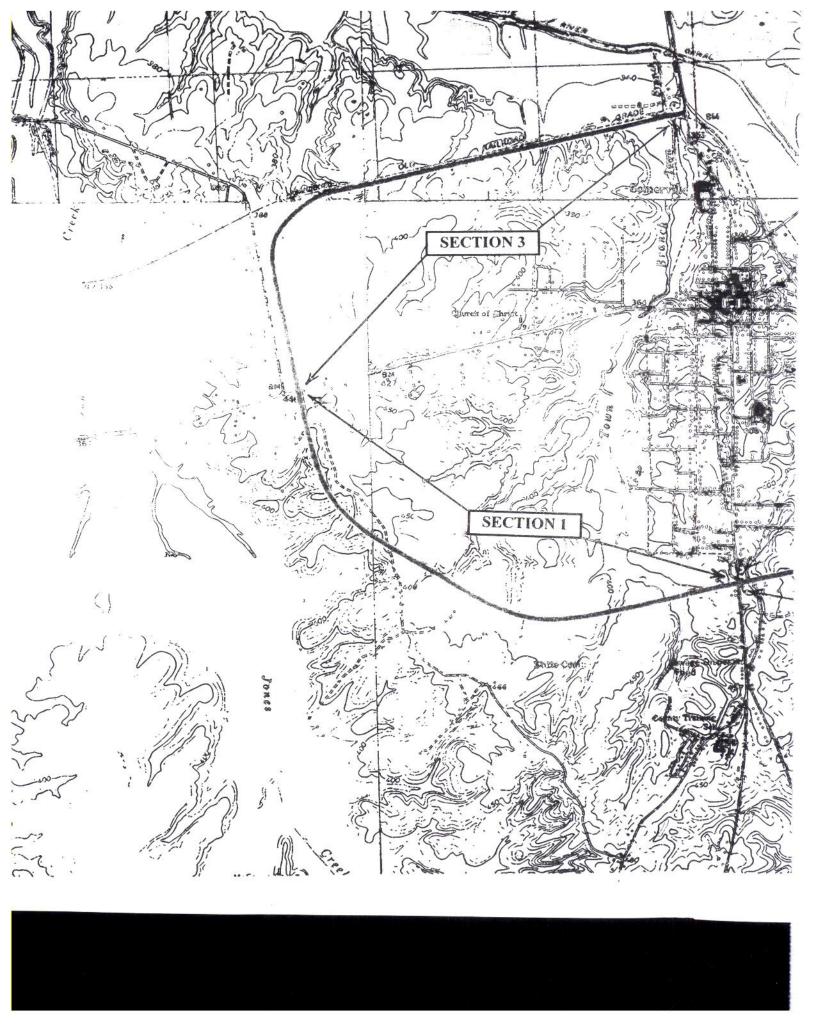
Martha: Here is what I could whip up..... I penciled in the western leg Message: of the new bypass and marked it with slashes. It connects with SR 76 and goes west through open or wooded land on new location and near no properties it looks like...then it connects with SR 15 just east of Jones Creek and looks like it will take the property located there (which is on the Macon Quad). Hope all goes well and this is what you needed. Call me if you need anything else. ©













Sot > 1111.

TRANSMITTAL LETTER

TAMES K POLK RILL SLOW	DATE: 5-6-96 Fayete Co. OJECT: Sommerville Connector (SR-1) CT NO: JPA 96402
SHOP DWGS. OTHER PRELIMINA DETAILED DESCRIPTION OF ITEM	RY DWGS. PICTURES
1 PROPOSAL FOR HISTORICAL ST	
REQUIRED ACTION/COMMENTS: AS YOU REQUESTED REVIEW AND COMMENT COPY FOR YOUR FILE MESSAGE:	INCOMPLETE SUBMITTAL RETURNED FOR CORRECTIONS OTHER
COPIES TO: JPA Project FIE# SIGNA	ATURE:

50t 5/7/96	
JACKSON PERSON & ASSOCIATES INC.	essee 38103 01) 526-8386
\$ 1000 t is this per mile Fay, This seems \$ 1400 pretty good money for 8 days work. Slightly high	
Ann should be that one to tell the consultant to begin. We need to give to begin. We need to give Ner dates for reports to be Therefore to the top the thick. Ray B Ray B Ray B Ray B Ray B	,- ;-15) 025
LETTER PRINTS SPECIFICATIONS ORIGIN SHOP DWGS. OTHER PRELIMINARY DWGS. PICTUR	
DETAILED DESCRIPTION OF ITEMS INCLUDED:	
1 PROPOSAL FOR Historical Study	_
REQUIRED ACTION/COMMENTS:	
AS YOU REQUESTED APPROVED AS SUBMITTED INCOMPLETE SUBMITTAL REVIEW AND COMMENT APPROVED AS NOTED RETURNED FOR CORRECT COPY FOR YOUR FILE REJECTED RESUBMIT OTHER	TIONS
MESSAGE:	_

COPIES TO: JPA Project FILE #

SIGNATURE: ____

Thomason and Associates Preservation Planners 1907 21st Avenue, South P.O. Box 121225 Nashville, Tennessee 37212 (615) 385-4960 (615) 385-4960 (Fax)

Date: 5/5/96

Time: /! 00 (5)

Total Number of Pages: Cover + ____

* FAX COVER LETTER

Please D	eliver Imn	ediately T	o:				
Da	rrel	(ori	ce	_	20	17, rue	Q
15	1·u	the	n	عدا	80	you	
						,	

COST PROPOSAL HISTORICAL/ARCHITECTURAL SURVEY PROPOSED SOMERVILLE CONNECTOR STATE ROUTE 15 (U.S. 64) FAYETTE COUNTY, TENNESSEE

THOMASON AND ASSOCIATES PRESERVATION PLANNERS, NASHVILLE, TN

SCOPE OF WORK

Thomason and Associates (Contractor) does hereby submit a cost proposal to complete an architectural and historical survey for the proposed Somerville Connector along State Route 15 (U.S. 64) in the Somerville vicinity, Fayette County, Tennessee. This survey will be completed in accordance with "Guidelines For Historical/Architectural Surveys prepared by Consultants for Tennessee Department of Transportation" dated November of 1995.

This survey would take place within Fayette County and sections of the City of Somerville. The project area begins on SR 15 (US 64) and extends in an elliptical fashion to the south, west, and northwest of Somerville. Along this route it crosses SR 76 and SR 15 (US 64) before terminating at the junction of SR 76 north of Somerville. The proposed route extends through farmland on the outskirts of Somerville and housing and commercial areas along SR 15 (US 64) and SR 76.

A review of survey activities relating to the project area reveals the following:

- Fayette County was partially surveyed in 1990 by students from Memphis State University. This survey included properties both within the city limits of Somerville and in the rural areas of the county. Ten properties surveyed in 1990 are located within one-half mile of the project area.
- Within one-half mile of the project area is the southern boundary of the Somerville Historic District. This district was listed on the National Register in 1982 and contains the courthouse square and residential areas along S. Main and S. Somerville Streets. The integrity and boundary of this district were questioned in a 1991 site visit by the THC and T-DOT staff. As part of this project the Contractor will re-examine and assess the boundaries of this district.
- The project area extends over sections of four USGS quad maps. In the Somerville quad (mapped 1965) are approximately 190 properties within one-half mile of the project route. Many of these appear to be in post-1945 suburban areas of Somerville and given typical attrition and the preponderance of post-1945 properties, the Contractor estimates that no more than 75 properties within the Somerville quad map would require survey.

The project area also extends through sections of the Macon quad (mapped 1965), the Lambert quad (mapped 1952), and the Laconia quad (mapped 1952). Within one-half mile of the project route are approximately 40 properties. Of these no more than 25 would be expected to require survey.

From this initial review, the Contractor estimates that no more than 100 properties would require survey within the project area. This level of effort would require no more than four days of field survey. Two days of historic research on the history of Somerville and Fayette County will be required. Three days of survey compilation will also be required along with a maximum of four days to prepare the Draft and Final survey reports. The project area is located approximately 3 hours driving time from Nashville and three overnight stays by two surveyors would be required.

The Project Manager would be Philip Thomason with Dawn Wise and Robbie Jones serving as Project Assistants.

COST PROPOSAL

LABOR

Principal Investigator: 56 hrs @ \$25/hr Project Assistant: 80 hrs @ \$12.50/hr	\$1,400.00 \$1,000.00
Total Labor Cost	\$2,400,00
DIRECT COSTS	
Mileage: 600 miles @ .24 mile Lodging: 6 @ \$37 plus tax Per Diem: 6 @ \$22 per day Photo Reproduction Copying	\$144.00 \$240.00 \$132.00 \$75.00 \$150.00
Total Direct Costs	\$741,00
Overhead (100%) Profit (9.5%)	\$2,400.00 \$455.00
Total Project Cost	\$5,996,00



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION PLANNING DIVISION

SUITE 900, JAMES K. POLK BLDG. 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334

May 15, 1996

Mr. Darrel L. Grice Jackson Person & Associates 66 Monroe Avenue, Suite 104 Memphis, TN 38103

Subject:

Work Order No. 7, Agreement No. EO236, Project No. 99104-1012-04, Phase I Archaeological Investigation, Ecological Study, and Historical Study, Proposed Sommerville Connector, Proposed U.S. 64 (State Route 15), Fayette County

Dear Mr. Grice:

This work order charges your firm with the preparation of Phase I Archaeological Investigation, Ecological Study, and Historical Study described in the Scope of Work previously provided. Your work shall be performed consistent with the work specifications, details and format set forth in the Agreement and shall begin May 15, 1996.

<u>SCHEDULE</u>: The following are the completion dates. Archaeology - field work by May 20, 1996, draft report by May 27, 1996, final report by June 24, 1996, and camera ready by July 24, 1996; Ecology - June 28, 1996; and Historic - June 28, 1996. Other services will be completed prior to the closing of the work order.

<u>SUBCONSULTANTS:</u> Garrow and Associates, Inc.; Whetstone Consulting, Inc.; and Thomason and Associates, Inc.

COMPENSATION: The compensation ceiling for this project is \$20,945.76, including a net fee of \$240.00.

The compensation ceiling of this work order shall be exceeded only after prior approval of an addendum to this document as set forth in the provisions of the Basic Agreement.

Sincerely,

Glenn A. Beckwith Transportation Director Planning Division

Ceren A. Beckerth

GAB: AA

Mr. W. C. Wallace, Mr. Clellon Loveall, Mr. Ron McDermitt, Mr. Ron Boniol, Mr. N.E. Christianson, Mr. Larry Ahlheit, Mr. Charles Bush, Mr. Ray Brisson, Mr. Gerald Kline, Ms. Martha Carver, Mrs. Ann Andrews, File:ENVIRON\ENVWOJP.doc

June 21, 1996

Darrel Grice Jackson Person and Assoc. 66 Monroe Ave. Suite 104 Memphis, TN 38103

Dear Mr. Grice:

I recently discussed with T-DOT extending the delivery date of the SR 15 Somerville Bypass Draft Report. This was requested due to my absence from the office to complete an overseas project the last two weeks of June. This request was agreed to by Martha Carver at T-DOT and the Draft Report is now scheduled to be submitted no later than July 22nd.

I will be back in the office the week of July 8th and will call to give you an update on our progress.

Sincerely,

Philip Thomason Preservation Planner

cc. Martha Carver, T-DOT



Landscape Architecture Land Planning Land Surveying Engineering 66 Monroe Avenue Suite 104 Memphis, Tennessee 38103 (901) 526-8386 FAX (901) 526-8289

April 29, 1996

Mr. Philip Thomason Thomason and Associates 1907 21st Avenue South Nashville, Tennessee 37212

RE: Historical Study / Request for Proposals

Proposed Somerville Connector, Proposed U.S. 64 (SR-15), Fayette County

JPA Project # 964025

Dear Mr. Thomason:

Enclosed please find information pertaining to the above referenced project. Your proposal is to be received no later than Monday, May 6, 1996 at 5:00 p.m. directed to the attention of Mr. Darrel Grice, Jackson Person and Associates, Inc., 66 Monroe Avenue, Suite 104, Memphis, Tennessee 38103,

This proposal is solicited on behalf of the Tennessee Department of Transportation. Individuals and/or firms are reminded to adhere to requirements set forth by the Tennessee Department of Transportation when submitting proposals. Please identify the project manager and enclose an appropriately detailed man-power estimate. A Scope of Work, USGS Project Area Map and Functional Drawings are enclosed for your review.

Please contact Mr. Darrel Grice with any questions you may have.

Sincerely,

Jackson Person and Associates, Inc.

J. Eric Wise, AICP

Project Manager/Regional Planner

JEW/lbc

Enclosures: (3)

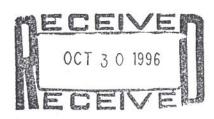
cc Ms. Martha Carver (Tennessee Department of Transportation)

Mr. Darrel Grice

964025c.wp5

October 28, 1996

Darrel Grice Jackson Person and Assoc. 66 Monroe Ave. Suite 104 Memphis, TN 38103



Dear Mr. Grice:

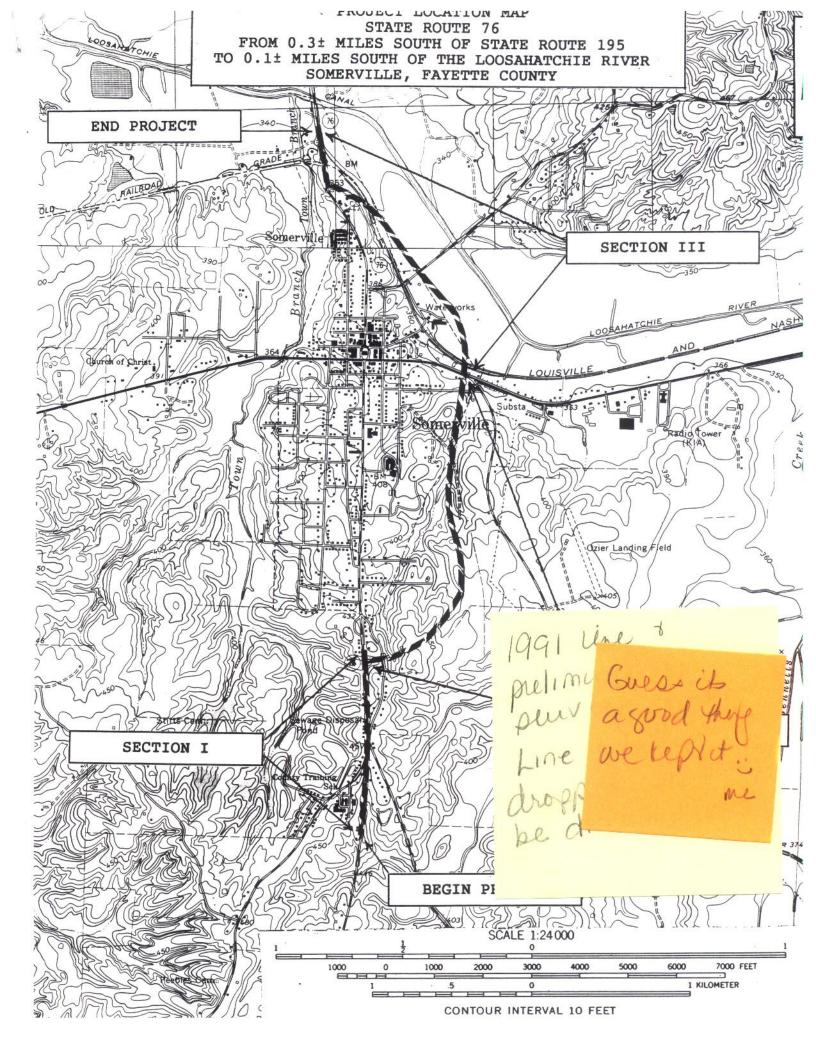
Enclosed are three copies of the final report for the Somerville Bypass project. This report has been approved by Martha Carver at T-DOT and she has already received two copies of the report. Martha requested that these three copies be sent to her through your firm as outlined in our agreement. I also enclose our final invoice for this project - we surveyed fewer properties than expected and this is reflected in our invoice.

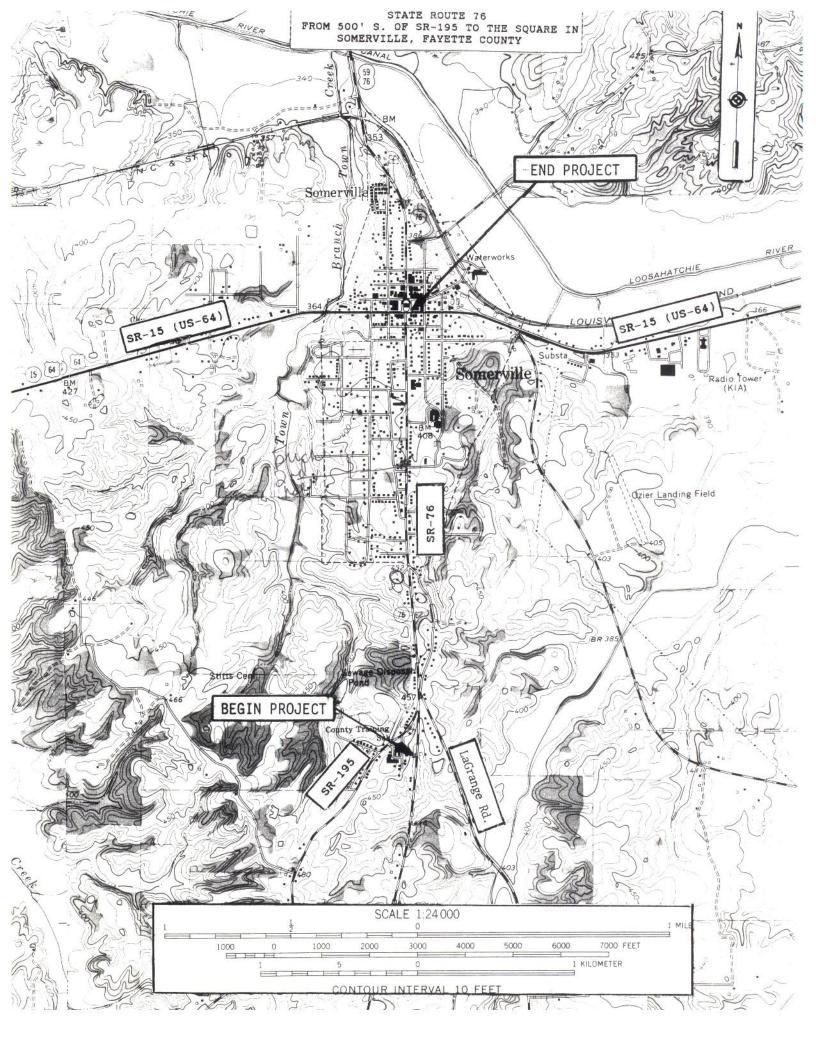
It has been a pleasure working with you on this project and I hope to have the opportunity to be of service to you in the future.

Sincerely,

Philip Thomason Preservation Planner

enc/





1805 S. Main Somerville

board

Fayette Co.

owner: Mr. Jerry W. Travis 465-6175

50n of owner said they found brick with 1857 on it - house may date from then. Has been told it was a railroad hotel; railroad run behind it.

5 bays wide Brick 11/2 Stories hip roof - asphalt "Il windows with flat (stone?) lintels wide corner (stone?) pilasters front shed roof dormer with asphalt shingle siding. Ident-ical one on rear, 4 small "frieze" windows on facade tie rods rectangular plan with 1 story hip roof addition of vertical

Single-leaf new door with transom's

Sidelights

Wood porch floor & ceiling

turned wood rail & Doric Columns

Porch sits on piers

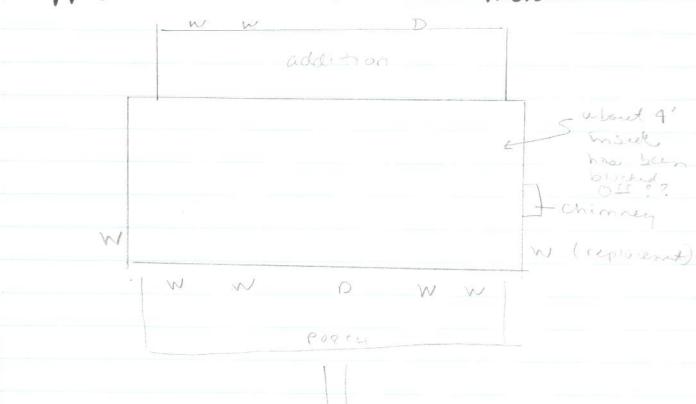
One frieze window on rear, one

window space bricked over

Side has replacement window smaller

than original on 1st floor

supposed to be remodeled inside



(possibile eligiste touse #1

mail box: Pete 3
Box 1107

100ks like Older house remodeled to bungalow & some later alterations (door, corport)

rectangular plan with ell

picket fence (electrified), beware of dog sign, big bag of dog food -> didn't survey rear or upclose.

asphalt shingle gable roof

single-leaf new door with new

Swans neck pediment, pilasters, &

brice surround.

house is brick with stucco on parts of it

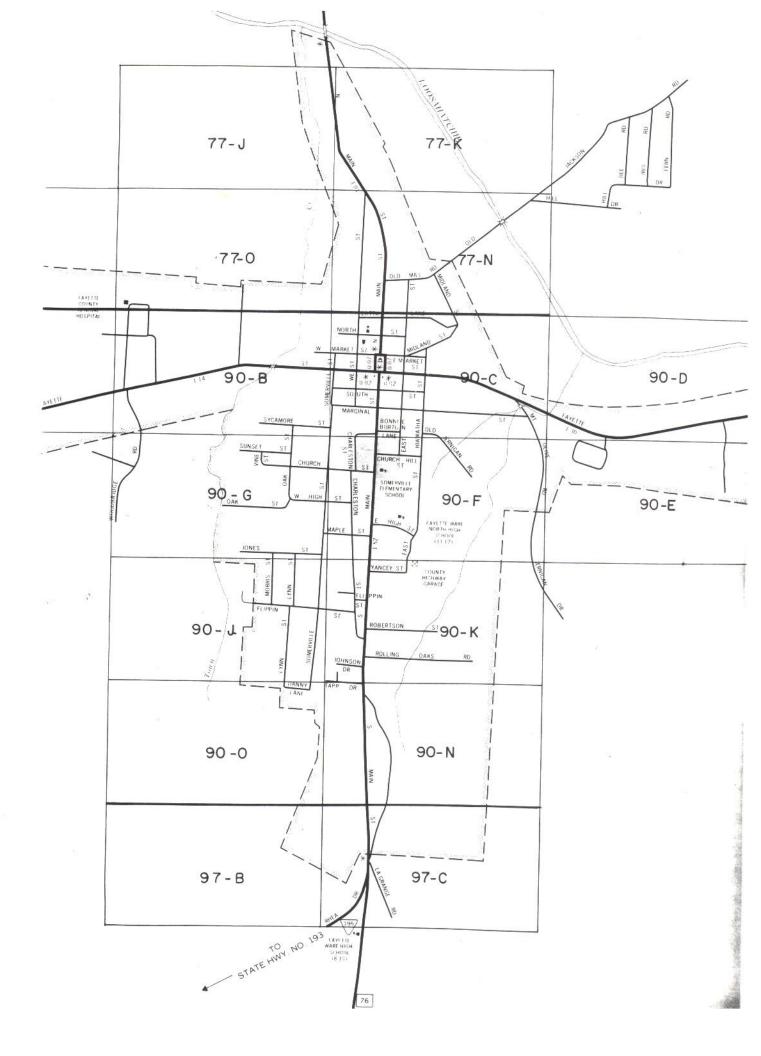
2 full chimneys, 2 cut off at roof 12/12 windows on facade

shed roof dormer with A 6-light windows & exposed purlins (on faculty)

Concrete porch floor

brick at eave cosement

- bush on + building (can't see + oo well) window, chimney at rear of ell side has brackets where cave Caupit - Cut of Chimney cutoff Chimne, - Full Chimney 300-300D (or rule) during.



Thea 40 Des 36× 199 In

102m / 108

90-N-BZ3

Rhea 96-D-63, 617

97 - I-121

102 - #15 Church

Mc Mcna 15-#3

taye44 90 - K-B 11

Jerry W. Travis & Velma 805 S. MAIN Somerville 38068 DB 324 P402

Lot 113' X 175'

90-N-B23

JD Ballard

Route 3 BOX 1107 S. MAIN

38668

21 acres, No DB/P

McMun 15-3

Creed Foster Bohannan R3 - & Margaret

Athens 37303

DB97 page 488

Rhea 96-D-63

Bobby & Maxine Vincent

Dayton 37321

DB 162 p315

2 hea

102-115

United Methodist Chierch

Dayton 37321

DB 146 p. 585

George Owensby RZ BOX 34

owns parcel 120

96-D-617

Maurice & Joanne Cowden,

306 HWY 60E

Dayton, To 37321

DB 220 p. 263

97-121

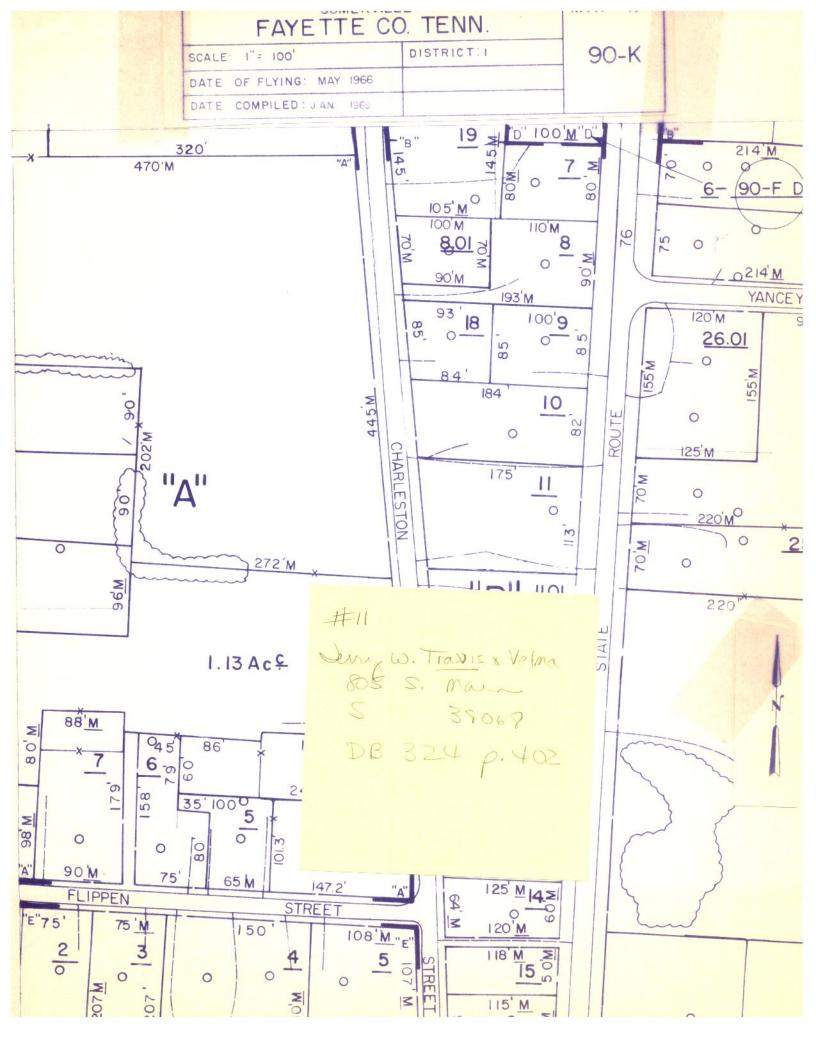
EL OWENSBY ETUX Elizabeth

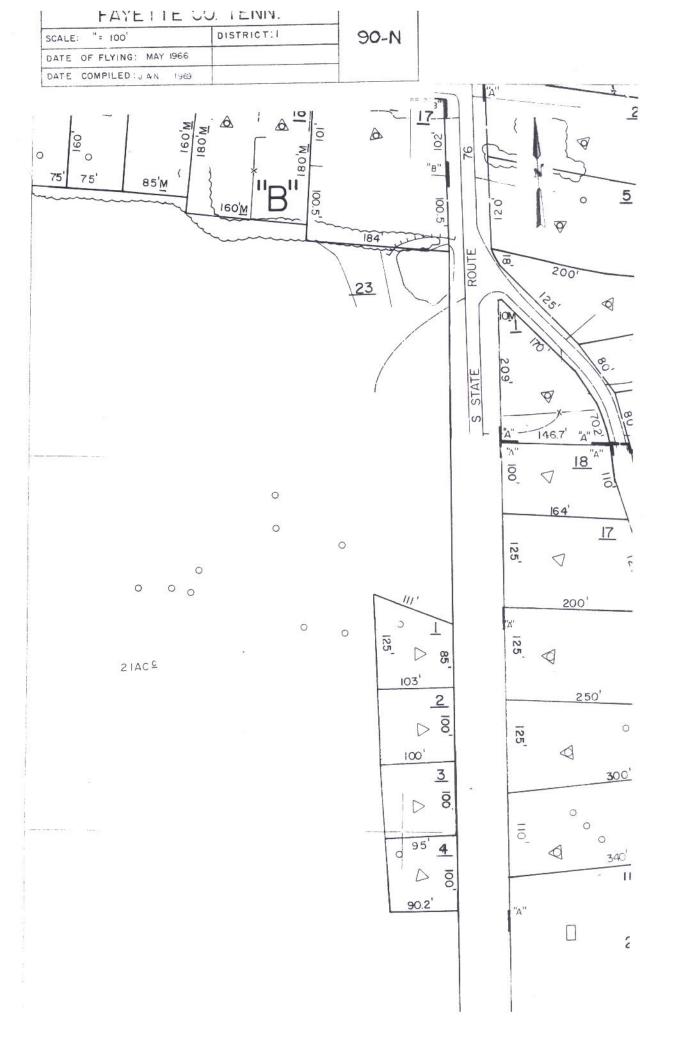
70 Mrs. Goldie Carnahan

PO BUX 353

Dayton 37321

DB 207 P. 547





the railroad applied to the Interstate Commerce Commission for permission to abandon the 64.856 miles of track between Milepost 145.62, about one and one-half miles south of Jackson, to Milepost 210.67 a short distance northeast of the L&N station at Shell Plant (site of an important ammunition operation) and about one mile northeast of Cordova.

Permission for the abandonment was granted February 21, 1967, but various extensions for reconsideration, due to a large number of protestants, delayed a final order until July 25, 1967, effective August 14, 1967. On or about September 14 of the same year, a court action was instituted, and on the same date a temporary restraining order was issued against the Interstate Commerce Commission regarding the abandonment certificate, by the United States District Court for the Western District of Tennessee, Western Division. Subsequently, this order was dissolved. Track removal was done by an independent contractor, starting at the western end of the segment around the middle of 1968.

The abandonment brought about a number of operational changes. The 24-mile remaining segment between Shell Plant and Memphis would be operated by yard crews out of Memphis. Trackage rights would be obtained over the 18-mile section of the Gulf, Mobile & Ohio Railroad between Jackson and Humboldt so as to provide freight service from Jackson to Memphis via Humboldt and L&N's main line; and to maintain passenger service between Nashville and Memphis via Bruceton and Jackson (over the old NC&StL trackage), Humboldt (over the GM&O), and Memphis (over the L&N's main line).

The counties of Madison, Haywood, Hardeman, Fayette, and Shelby "shared" in the abandonment, each of which had one or more lines of remaining railroads.

Moscow to Somerville (Southern Railway) Mike Brady's Train

Mike Brady was the engineer on the accommodation train that plied its way between Somerville and Memphis for so many years. He was an institution and his name became permanently affixed to his train. And due to Mike, "accommodation" meant a lot more than just the name of a train.

Typical was the occasion when a resident of Moscow, who had planned a business trip to Memphis that morning, was still eating breakfast when he heard the locomotive's whistle. So he sent his daughter down to the station to ask Mike to hold the train a few minutes while he finished his coffee.

And Mike, obligingly, did.

The Memphis & Charleston Rail Road Company was chartered in the State of Tennessee by an act passed February 2, 1846; in the State of Alabama by an act approved January 7, 1850; and in the State of Mississippi by an act that became a law during the session of 1850. Among other things, the M&C became an heir to the rights and responsibilities of the La Grange & Memphis Railroad Company, chartered in 1846, and required to "establish one lateral branch of said road leading to Somerville from some eligible point at or near Moscow."

In keeping with this mandate, the Memphis & Charleston in 1857, completed the 13.14-mile branch from a junction with its main line at Moscow, north to Somerville. This branch was the first railroad to reach Somerville, the Memphis-Jackson line of the Tennessee Midland Railway (later acquired by the L&NRR) not having been completed until 1888.

The Branch was originally built to the then-prevailing southern gauge of 5', and was not narrowed to standard gauge until the general change was made over the south, circa 1886. The primitive construction standards that obtained in 1857 were followed in the building of the Moscow-Somerville line. Although these standards were continuously raised during ensuing years, the Branch never shared the improvements that came to more important trackages.

"The Paper Boy"

Passenger service on the Branch for many years consisted of a daily except Sunday round trip to and from Memphis. As of January 2, 1877, the schedule was as follows:

		mls		Stations			
5:20	p.m.	0	lv	Memphis	ar	11:45	a.m.
8:02	•	39		Moscow		5:58	
9:00	p.m.	52	ar	Somerville	lv	5:00	a.m.

This train became known as "The Paper Boy" as it carried copies of the Commercial Appeal to stations down the line. The pilot of the locomotive bore the figure of a newsboy holding aloft a paper.

Meanwhile, the Memphis & Charleston was placed in the hands of a receiver in 1892; and in 1898, the Southern Railway Company purchased all of the properties of the M&C except those located in Mississippi under a decree of foreclosure. Henceforth the Branch was owned and operated by the Southern until its abandonment.

	No.9	No.7 Ex Su	E 12	Centra	Time.	Ar	No.10 Subady	No.3 Ex Su.	!		
	6 40 m	5 45 AM	52 S	OMERVI	LLE	Cenn.	3 50 11	7 50 PM			
= 30	7 20 "	6 25 "	39 }	MOSCON		["	310 "	7 10 "		• •	
5	7 25 "	6 30 "	. [occon		1	3 05	705		٠.	• •
F 3 5	7 45 "	6 44 "	31 R	ossville.			247	630 "			
- W	8 03	0.55	24 (oliicrville.			216 "	623 #	1		
2 2 2	811	7 0.5	20; C	alley			5 03 4	605 *	1		
5-18	0 20 4	7 20 4	0, 7	Chita	n		150 "	554 "			
C.I.Y.	9 15 13	8 00) 131	0 A	MEMPH	18	Lv"	Ilanı	5 25 13	1		٠,

operate

	SOUTHER
(AP)	Southeastern Express Company
	Table 87—CHATTANOOGA AND MEMPHI

100	THE			Tal	ble 8	7-	CHA		HOOGA	A	D	MEI	MPH	15.	
25	43	35	11	7	Mls.				r, 1922.		42	36	1 12	26	1 8
20		-00				m	Fort	Ogle	thorpe)	1.					
PM	PM	A M				1001	Cha	ttan	tional Pa	TE)	• • • • •		1::::		
*1100	*3 30 4 55	*6 50			0	lve	Ter	mina	I Sta. a	0	· M	P M		5 00	
12 25	4 55	€ 20			38.6	+.	St	even	son	. 11	0 30	16 45		3 35	
	5 13	8 37	•••••		45.1			Fackl	ег ood	· 8	907	6 02			
19 56	5 25 5 39	0 52			50.9	····	. H	ollyw	ood	Q.	8 52	5 50			
	5 51	0 16			61.6	Τ.	I.a	rkins	oro	9	8 38 8 27	5 25		2 58	
	6 00	924			65.9		L	im Ro	ck	4	Big	5 17			
	6 12				72.0		V	ood v	ille		8 07				
	6 22		•••••		70.7		.Pa	int R	ock,		7 57	4 55			
					86.2	т	Br	yurie	y		48	4 45			
					93.0			Chase		3	38	4 35			
207	710	10 35			97.6	+	. Hu	ntsv	ille	8 3	15	4 10			
	7 07				102,8			Elko		4	59				
	7 38	11 04			112.0		G.	laciso	on	0 6	52				
	7 42 1	1 08			115.0	••••	Be	lle M	ina	6		3 30 3 26	:::::	!	
	7 47 1	114			117.9		1	vinto	ina	. 6	31			i	
300	7 67 1	1 30			121.8	+	D	ecati	ır	8 6	22			1 12	
= =											04				
	8 52 1	201			37.0	****	V	heel	ro	0 5	53				
	8 00 1	Z U81.			AI.E.	+	1 0	1177 07	nd	± -	45			== -	***
											20			1	
4 10	9 45 1								n			1 41	P M 1		
		1 05 *	445	,	65.81	ve.	Sh	offiel	d 0.1ve	4	50	1 15	PM 1	155 .	
		1 35	500	1	67.7	+	Tus	cum	ldarı		92 1	2 58 1	0 75 1	140	•••
1		1 49	5 14 .		75.1 .			Pride.		. A	M 1	2 33	941		
1 1		1 57	5 22 .	7	79.2	•••	[arton	e ¿		1	2 25	9 33		
			5 35		86.0			hisca	e	5	!	215	8 26 -		
	1	210											9 21 -		
		2 21	5 45 .	1	90.0	R	iver	ton .	m	5	. 1	2 01	9 12		
		2 38 6	004	1	97.8 +			luka .				45	8 55 -		
1. ,		07	5 20	2	12.0		. Bur	lens	le }		1	25	8 38 -		
605	3	35 6	55	2	20,1 +		Co	rinth			1	12	8 25 -	018	
		45 7	07	25	25.5		. W.	nasog	ζa			30	7 61 -	010	
= =	2	53 7	10	,25	9.3	••••	. Ch	ewalla	a		10	23	7 43 -		
		11 2	37	2	9.8		Pocs	bouts	as o		20	16	7 35 -		
6 48	4	23 7	53	24	13.9 +		Mid	diete	n ż		10	03	7 22 -	51	
-		33 E	04	24	100	F	loger	s Spr	ing		. 6	30	555 -	21	::
7 90		45 8	17	25	5-5		.Sau	lsbur	tion . ŏ		. 9	27 1	43 -	-1	
		05 8	41	26	4.2	Gra	I a	Tunci	tion. ō		. 9	15		02	
	5	13 8	55 A	M 26	7.9		For	tv-five	e		9	03	20 -	- :	м
		27 9	08 *6	05 27	4.1		. Mo	SCOW	٠ هُ		. 8		00 -		00
		42 9 57 0	23 0	20 23	2.1		. Ros	sville	0		. 8	31 5	42 -	- 7	45
	6	05 0	46 6	15 20	2.7	••••	. B	ilev	e ځ		. 8	18 5	23 -		30
	6	18 10	00 70	00 20	8.5	(Germ	antow	n *		. 8		13 -	- 7	21
	6	50 10	15 7	4 30	3.9		W	hite			. 2	44 4	45 -	- 6	
I I	6	40 10	21 72	30	0.2	• • • •	. No	rmal			1 7	37 4	37 -	- 6	64
8 59	7	10 10	50 7	5 30	26 +	Men	o to	(Union	Sta O		. 7	33. 4	33 -	- 6	
A M	P	MA	MA	M	AR	R.)	Cent	time	Sta.) A	• • • • •	17	15 4	15 *7	0 *61	
102	-	Ta	ble 8	18-	SHE	FFI	FLD	AND	FIC	DEM	0.5	- P	ret . P.	m P	-

SHEFFIELD AND FLORENCE. Sheffield Company trolley cars operate on frequent schedule between Sheffield and Florence, connecting with all trains at Sheffield and handling passengers and baggage on through tickets to and from Southern Railway System passenger station, Florence, located corner Court and Mobile Streets. Through tickets sold and baggage checked to and from this station.

Trains marked * run daily; † daily, except Sunday. Sunday. + Coupon stations: STANDARD-Central time.

 7	Mls	June 18, 1922.	Mls	8	
 AM		I FAVE! APPLIE		-	_
 5 10	0	+. Somerville ar Moscow & .lv.	**	0 00	

Until the age of gasoline, the Moscow-Somerville segment took care of the limited freight needs of shippers and receivers along the 13-mile line. No physical connection was ever made in Somerville between the tracks of the Southern and those of the Louisville & Nashville which were under lease to the Nashville, Chattanooga & St. Louis. Moscow had a population of about 300; Williston, seven miles from Moscow, had about 250; and Somerville claimed about 1,300. Outbound freight traffic consisted largely of cotton and cottonseed. Inbound traffic was essentially flour, cottonseed meal and cake, hay, and coal. The fact that both termini of the Branch were on main-line routes, inhibited the Branch from much overhead traffic.

noitspoillinouation

But regardless of its lack of freight potential, the Branch with Mike Brady's train performed a most essential daily service. Individuals or families on the Branch, wanting to go to Memphis for the day, found the schedule to their liking. Trips by businessmen, by students, by housewives, managed to fill the open-platformed coaches by the time the train reached Memphis.

There was a general community feeling aboard the train. In the smoker, those of convivial habits gathered nightly for raucous song. And in the morning the smoker was a place to nurse hangovers, and to commiserate with each other.

To quote Alfred H. Holden from his splendid pamphlet on the subject -

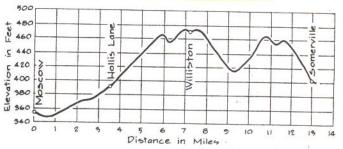
"The train was a fine place for the boys and girls attending various schools in the city to help each other with lessons (and do a little spooning, too). Some of the older, married men liked to be helpful too, and on occasion they could help a pretty girl with a difficult lesson: one of them might also hold his seat in reserve as a refuge for some girl who had a too persistent suitor. "If he bothers you, honey, you just tell him you've got to talk to me about some business."

Holden recalls the train crew as consisting of Mike; Cap'n Higgins, conductor; Bond, the flagman; Jaybird, the little Negro brakeman; and Stone, the baggageman.

But all was not sweetness and light. A complaint was filed with the Tennessee Railroad Commission around 1915, by the citizens of Williston, complaining of passenger conditions on the Branch. They said that passengers were packed in one end of the baggage coach, with four seats cut off by a sack for Negroes; and that the locomotive was run backwards at night with no headlight. The Commission ordered the addition of another coach.

The End of the Line

As families on the Branch acquired their own automobiles, and the improvement of roads made the auto trip to Memphis "a breeze", the daily passenger train between Somerville and Memphis was discontinued, and in its place was substituted a daily run of a mixed train between Moscow and Somerville. All passenger service on the Branch was stopped, effective October 1, 1929. Freight service became reduced to an "as needed" basis, served by a light locomotive kept at Moscow.



sure the safe working of the Branch, indicated that continued operation of the segment could not be justified.

An application for abandonment was filed September 14, 1931. Permission to scrap the Branch was granted June 28, 1932, effective 30 days later.

Facilities Between Moscow and Somerville

Miles fro	m	Facilities
Moscow 1.50	Stations	1.404' trestle.
3.65	Hollis Lane	1,404 trestie.
7.25	Williston	Depot, platform, 863' passing siding.
13.14	Somerville	Depot, turntable, passing siding, stub track.
		1000

Considering the antiquity of the line, heavy grades were few, never reaching 1%. Curves were fairly numerous. There were a number of short wooden trestles, as well as a quite lengthy structure a short distance north of Moscow. At Somerville, no physical connection was ever made with the track of the Nashville, Chattanooga & St. Louis Railway.

Lexington to Perryville (Louisville & Nashville Railroad — Nashville, Chattanooga & St. Louis Railway)

The 24-mile Perryville Branch of the Nashville, Chattanooga & St. Louis Railway was a segment of a proposed trunkline that would extend from Memphis through Jackson, Perryville, Centreville, Nashville, on to Knoxville. It was built by the Tennessee Midland Railway Company, an organization which was incorporated December 29, 1886.

During 1888 and 1889, the TM constructed 135.6 miles of track, connecting Memphis with Perryville on the west bank of the Tennessee River, and some grading was done beyond Perryville in the direction of Nashville. The building of the railroad in Henderson County was promoted by Judge W. W. Murray of Huntington and Josial Petterson of Memphis. Henderson subscribed the sum

non of the route, trains started operating without a break in schedule between Memphis and Perryville.

In the meantime, another line of rail, that of the Paducah, Tennessee & Alabama Railroad, was under construction. During the years 1890, 1891, and 1892, 118 miles of track were built between Paducah, Kentucky, and Lexington. Subsequently, the Tennessee Midland came under the control of the PT&A, with the latter assuming the operation of the TM. Henceforth, the Paducah-Lexington-Memphis trackage became the through route. The Lexington-Perryville portion became relegated to branch-line status, a condition that was to obtain permanently.

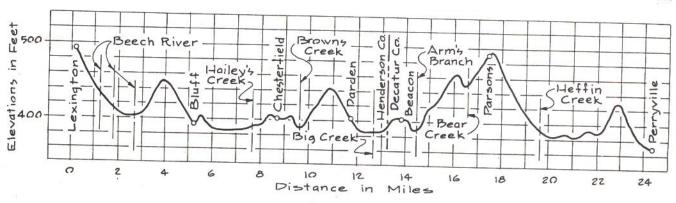
As was often the case with railroads of this period, both the TM and the PT&A went into receivership, and between November 1, 1893, and December 14, 1895, they were operated by W. L. Huse and John Overton, Jr., as receivers. On the latter date, both railroads were sold at foreclosure and purchased by the Louisville & Nashville Railroad.

Thus, with the acquisition of the Tennessee Midland, and the Paducah, Tennessee & Alabama, the L&N had a continuous line of track from Paducah, Kentucky, to Memphis, with a branch from Lexington to Perryville. With such an alignment, the latter branch became removed from consideration as an eventual part of mainline trackage.

Almost immediately, these newly acquired properties were leased for 99 years to the L&N-controlled Nashville, Chattanooga & St. Louis Railway. The lease, dated September 9, 1896, involved a rental of 5% of \$3,093,000, plus expenditures for additions and betterments by the lessor from time to time. Maintenance, taxes, and operational expenses were to be assumed by the NC&StL.

The River Port at Perryville

Before the days of improved roads and automobiles, the trains on the Branch made connections at Perryville with numerous mail and freight boats. Perryville was an important point of interchange for a heavy tonnage of freight and passengers to and from river landings up and down The Tennessee River. In the early days of the Branch, there was considerable movement of timber



TENT CITY, SOMERVILLE, SR-76, FAYETTE COUNTY

8/6/93 In response to request by Harold Clausen, called Linda Wynn at THC to ask for info about marker and location of Tent City; she sent me material about Tent City and suggested that I contact Viola McFerrin for info about exact location (8355 Highway 76 Somerville, TN 38068; 901/465-3554/home)

8/9/93 Spoke with Ms. McFerrin: Site number 1 (14 tents) was on SR-195/Rhea Drive, about three miles southwest of the THC marker on the left (south/west) side of the road on property owned by Shephard Towles

Site number 2 (5 families) was about 12 miles from Somerville and was on property owned by Gertrude Beasley. From Somerville go south on SR-76 toward Moscow, at SR-57 turn left/east and drive about two miles

The McFerrin Store is located near the marker. They did not live near the store; her house is about five miles south of Somerville

Per Jerry Moorhead's request, conveyed info to Harold; both of the Tent City sites are too far away to be affected by our project but told Harold that we needed to avoid the McFerrin Store since it is also significant in Civil Rights history

8/10/93 MC

MEMPHIS PRESS-SCIMITAR, TUESDAY, JANUARY 3, 1961 はないはないない これにはいましてのかしましましまい

Tent City Shooting Incident Solved: hite Youths Admit Firing Blanks

Three Given A Lecture, Released

at Tent City has been solved with the arrest of three young blank cartridges from a trick white men who admit "firing

tenant was wounded in his right arm Thursday. The wound ing" occurred Friday. A negre

Rhett Powers, 18, and J. Perry Pulliam. Jr.,, 21, all of Somer-Abernathy said the youths Raymond Murray Parks, 18; ville, Tenn -were lectured and released

of Somerville. Its 11 tents are Tent City lies six miles south farms which they worked last

lence nor inflammatory state-ments by anyone will be toler-ated under present conditions." Abernathy said he told the young men that "neither vio-

CROWDED TENTS—Georgia Turner huddles with her grandchildren near a wood stove in the fant that houses them in Tent City near Somerville. The kerosene lamp at right provides

them illumination.

.-Press-Scimitar Staff Photos by James R. Reid

One of the shooting incidents

gun at the negro settlement.
Dist. Atty. Will Terry Abernathy of Seimer said the "shoot. was not serious.

Lectured, Released

nomes for negroes evicted from

Fired Shotauns

The negroes fired shotguns at the car in which the young men were riding, but no one was hit.

The gun used by the whites is known as a "pic," and there is no way it can fire real bulversial Tent City revealed plans Negro leaders at the controfor turning the big canvas tents into permanent homes for the

er sanitary systems in keeping with the camp requirements" are being built into the wood County Clvic and Welfare League and J. F. Estes, a negro attorney of Memphis, said floors, electric lights and "prop-Rev. June Dowdy of the Haynegro sharecroppers. tents.



THE COMMERCIAL APPEAL, MEMPHIS, FRIDAY MORNING,

U.S., Fayette Landowners End

By JACK MORRIS

A consent agreement was filed in Federal District I. P. Yancey, Charles H. Zeran, Court here yesterday afternoon ending all pending N. M. Burnett, Buford Carralawsuits against Feyette County, Tenn., landowners way, Billy Cowan, James T. accused of using economic pressure to prevent the Cowan, Preston W. Cox, Louis

registration of Negro voters.

The order was signed by Federal District Judge Marion S. sharecroppers released by their Boyd after a brief conference at landowners for reasons other 3:30 p.m. between J. Harold than voter registration. This Hodges, Luther Holland, Sterling Flannery, attorney with the Civil presumeably will permit proper-Rights Division of the United ty owners to reduce the amount States Department of Justice in of their farm labor in the event Washington, and Lucius E. of a cut in cotton acreage, or Burch Jr., attorney for the white increased mechanization.

The landowners were permanently enjoined from, "en-

reached in Washington on May vote. 1, between the Justice Depart-

landowners as defendants and Jr., Frank H. Boswell, Henry Wilder. Myers Boswell, Harrison Craw-

ville Bank and Trust Co.

By agreeing to the final judgment, the Justice Department said the landowners were doing "without constituting evidence or an admission . . . with respect to the issues of fact," and that the defendants would bear no cost for the lengthy legal action.

However, the agreement

The case was brought to court on Dec. 14, 1960, and accused the landowners of using "intimidation, threats and coercion, including the eviction of sharecroppers, against Negroes who attempted to register to vote.

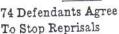
The landowners had been under Federal injunction since shortly liter the case was filed.

Yesterday's order made no mention of Wegro tenants and

.Teague, William B. Wilkinson, Diffee, T. H. Fowler, Bernard Franklin, Grover Gaither, H. B. Hall, C. P. Havercamp, A. A.

Bynum Leatherwood, Mrs. H. G. McNamee, John McNeil, Robert Medlin, C. W. Middlecoff, Jr., E. L. Middlecoff, J. R Morris, Eddie Owen, J. W Owen, Richard Ozier Jr., Marior Parham, Murray Parks, Mrs Herbert Parsons, Howard M gaging in any acts . . . for the The Federal Government Sanders, Ed Sanders, Eherrot purpose of interfering with the dropped further action against Rhea Jr., Tom Rhea, Aller Watkins

> The judgment dismissed action Listed as defendants in the against the Somerville Bank an udgment are: Herbert Atkeison, Trust Co. and five other per



purpose of interfering with the dropped further action against riled 31. Sanders, Urel Smith, E. B. Sumright of any person to register 74 Fayette County, Tenn., land-to vote and to vote for candiowners yesterday after they agreed in a consent judgment Tapp, Paul Tapp, Mrs. W. H. The vording was identical to stop using economic reprisals Warren, Ellis Watkins and The wording was identical to stop using economic reprisals warren, Ellis against Negroes who register to Eddie Warkins.

1, between the Justice Department and 70 Haywood County, judgment are: Herbert Atkeison, judgment are: Herbert Atkeison, Sons: Mrs. H. L. Feathers, F. H. Billy Gene Barnes, Burdie Fowler, A. V. Luck Mrs. Emm Yesterday's order listed 74 Blaydes, Everett M. Boswell, Henry Wilder. six others, including the Somer-ford, Thomas Edward David, J. Perry David, Daniel Dawkins, Harold Leroy Feathers, Herbert Duell Fisher, David Inman Duell Fisher, Fowler, David N. Givens.

Van Dyke Greer, Charles Harris, Eugene Maurice Jenkins, Joseph Malcolm 'Booty' Jordan, Laverne Lewis, Mrs. Frances Mason, Dr. John W. Morris, Harris L. McCraw, Melvin Marion Pierce, Jesse M. oruered the rederal Court to reprice, John H. Pulliam, Reuben
tain jurisdiction in the case "for Scott Rhea, James H. Shelton,
the purpose of enforcement of Paul Reeves Summers.

The provisions."





VOL.II NO. 1

JANUARY 8, 1960, MEMPHIS, TENN.

E SLEEP



Shown in Picture Are: Early B. Willaims and wife Mary Williams, and their four children, Hattir, Early, Diane and Sandra -----Willaims.

At 12:30 A. M. Thursday a call was made to McFerren's Grocery. The caller stated that a man had been shot from a fleeing automobile. The accident had taken place at Freedom Village. The young Freedom After receiving the call, the leaders of Fayette County Civic and Welfare League took action, and personally invited the Sheriff to the scene.

Citizens of Freedom Village. It was reported that white newsmen were trying to secure news late that afternoon, young whites shouted out "Nig-

County Civic and Welfare League took action, and personally invited the Sheriff to the scene.

Citizens of Freedom Village was very upset and angered when they discovered that a young Freedom Fighter, Early 3. Williams age 25 had been shot at 12:20 A.M. by unknown writes who were driving South on Macon Road as aeported

ing to secure news late that afternoon, young whites shouted out "Nigger Lovers" as they sped by in an automobile.

The Highway Patrolman along with the Sheriff of Fayette County investigated the scene, but as of press time, no results had taken place. Investigation is being Investigation is being

League to meet in office last Thursday Morning last Thursday Morning to further discuss this serious situation.

very serious situation. It was reported Shephed Towles, the owner of the Farm where Free-dom Village is located is constantly being called constantly being constantly and questioned about his land and the upkeep of his property.

The Freedom fighting Citizens of Fayette

Citizens of Fayette
County made no attempt
to take the law under
their control. They stated
that the Master will take
make a way for them.
with freedom soliders
like willtams, Civil
Rights in Fayette County will continue to march ty will continue to march

on the road to progress.

Tent Village is located 4 miles South of Somerville on Macon Rd.

FIRED ON TWICE

At approximately 12:00 P.M. last Firday night an Automobile driving night an Automobile driving running Gunman fired on Freedom Village 4 shots and immediately took off into the darkness of the night. Eyewitnesses reported to have seen the car and a definite check is being made to catch the gunman through automobile Identification.

through automatification.

The Fayette County Civic and Welfare League leaders and President Scott Franklin called Scott Franklin called upon Sheriff Pattat requesting that they be deputized so that could protect the ara if authorized by law, The request was not granted. The Negro Deputies would have made arrests efficient and peaceful as whites. peaceful as whites.

FREEDOM VILLAGE NAMED

The Board of Directors voted last Vednes-day night to official name:



Shown in Picture Are: Early B. Willaims and wife Mary Williams, and their four children, Hattir, Early, Diane and Sandra

At 12:30 4 M. Thursby, a call was made to Ferren's Grocery. The ler stated that a mand been shot from a eing automobile. The ground Fighter said as General MacAthur, "I will return," I am here to stay. Williams and his wife have for abilitation and was the At 12:30 A. M. Thursday a call was made to McFerren's Grocery. The caller stated that a man had been shot from a fleeing automobile. The accident had taken place at Freedom Village. After receiving the call, the leaders of Fayette County Civic and Welfare League took action, and personally invited the Sheriff to the scene. Citizens of Freedom Village was very upset and angered when they discovered that a young Freedom Fighter, Early 3. Williams age 25 had been shot at 12:20 A.M. by unknown wnites who

by unknown writes who were driving South on Macon Road as aeported by witnesses.

Early B. Williams was taken to John Gaston Hospital. He was escorated out of the County . by the County Sheriff and was reported in good con-dition at John Gaston Hospital. Williams was

four children and was the first family to move in

Tent Village.

It was reported that white newsmen were trying to secure news late that afternoon, young whites shouted out 'Nig-

whites shouted out 'Nig-ger Lovers' as they sped by in an automobile. The Highway Patrol-man along with the sheriff of Fayette Coun-ty investigated the scene, but as of press time, no results had taken place. Investigation is helps

results had taken place.
Investigation is being continued in the village.
The Tent villagers said the Sheriff visited them at about 10:00 p.m. and wanted to know if any thing had happen.
The Sheriff asked the leaders of Fayette County Civic and Welfare

Civic and Welfare

The Freedom fighting The Freedom Inghting Citizens of Fayette County made no attempt to take the law under their control. They stated that the Master will take make a way for them. With freedom soliders like williams. Civil like Williams, Civil Rights in Fayette County will continue to march on the road to progress! Tent Village is lo-cated 4 miles South of Somerville on Macon Rd.

FIRED ON TWICE

At approximately 12:00 P.M. last Firday night an Automobile driving running Gunman fired on Freedom Village 4 shots and immediately took off into the dark-ness of the night. Eyeness of the night. Eye-witnesses reported to have seen the car and a definite check is being made to catch the gunman through automobile Iden-tification.

through aucomitification.

The Fayette County Civic and Welfare League leaders and President Scott Franklin called Scott Franklin called upon Sheriff Pattat re-questing that they be deputized so that could protect the ara if authorized by law. The request was not granted. The Negro Deputies would have hade arrests efficient and peaceful as whites.

FREEDOM VILLAGE NAMED

The Board of Directors voted last Vednesday night to official name the so called Tent City Freedom Village and urge all persons, News, men and Wire Service to refrain from the use Tent City and annout the Proport and contained Free Village



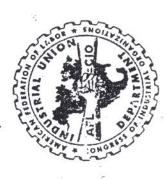


Tent City.

"HOME OF THE BRAVE"



"HOME OF THE BRAVE"



INDUSTRIAL UNION DEPARTMENT, AFL-CIO

WALTER P. REUTHER President

Secretary-Treasurer JAMES B. CAREY

Vice-Presidents

A. F. Hartung Albert J. Hayes O. A. Knight Paul L. Phillips GORDON FREEMAN

JOSEPH CURRAN J. A. BEIRNE I. W. ABEL

WILLIAM POLLOCK FRANK ROSENBLUM LOUIS STULBERG

ARNOLD ZANDER

foreword

Physically and psychologically, Moscow, Tennessee, is worlds apart from its Soviet namesake. Yet the grim struggle now being waged just outside the small Tennessee community has deep implications for the great and ideological contest with the Moscow of the Kremlin.

The struggle in Tennessee came into focus when Tent City was established on the property of Shephard Towles, a Negro farmer. The 20 adults and 56 children who settled in Tent City last January are tenant farmers evicted from their homes because they dared to exercise their

democratic right to vote.

The story of Tent City has stirred the imagination and conscience of the thousands at home and abroad. Recognizing the significance of the struggle, Ralph Helstein, president of the United Packinghouse, Food and Allied Workers, caused an on-the-scene investigation to be made.

The story appearing on the pages of this pamphlet is the result of that investigation. If it is a sensit: we story, it is because the Tennessee freedom fighters have risen to the great challenge placed before them by those who

fighters have risen to the great challenge placed before the control of model would deny their humanity.

Tent City dwellers have performed a great act of courage. Out of their deep belief in the worth of every man, they have set aside yesteryear's deeply-rooted fears and ranged themselves firmly on the side of democracy. Their faith and the dignity of their act are testament to the integrity of the

American dream.

In the deepest sense, the men and women of Tent City are fighting In the deepest sense, the men and they are writing a bold chapter in for the civil rights of all Americans and they are writing a bold chapter in the continuing narrative of American democracy. How this nation responds

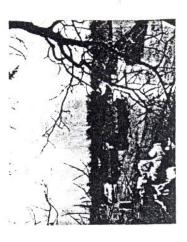
to their struggle will be carefully measured across the world.

This battle cannot be lost because we dare not lose it. The legal This battle cannot be lost because we dare not lose it. The legal struggle ahead will be long, but throughout it those at Tent City must know that they are not forgotten. All who treasure justice can do no less than to render moral and tangible support to these men and women who have found democracy worth even the sacrifice of their homes.

The Industrial Union Department, AFL-CIO, is grateful to the United Packinghouse Workers for making the material available for this

publication.

WALTER P. REUTHER, President Industrial Union Department, AFL-CIO



TENT CITY

"HOME OF THE BRAVE"

This is not a story for the squeamish. Nor is it a report for the bi

For the Moscow of this chronicle is not the Moscow of the Kren It is Moscow, Tennessee, right here in our own United States, specific in Fayette County, Tennessee.

This is the story of Americans, fourth, fifth and sixth generc Americans. This is the story of the reprisals, repression and viola directed against these Americans because they are a trusting peop trusting enough to believe in the guarantee of our Constitution American citizens have a right to register and vote.

This is the story of several hundred American families; sharecropl tenant farmers and day workers who have been driven from their he or who face eviction because in Fayette County, Tennessee, they sin exercised their American right to register and vote.

"A ragged little girl has been found on the streets of Naples, . . ." purred the unctuous tones of a radio announcer in Memphis. little girl, he said, was cold, undernourished and without a home.

Hope and help for the Neopolitan waif, the announcer continuish be extended through generous gifts to an overseas relief agency

His voice carried clearly into Somerville, Tennessee, slightly than forty miles from Memphis, and without a doubt many of Somervitizens were moved with compassion for the plight of this frien Italian child.

But the good folk of Somerville need not have looked across the to find cold, hungry, homeless children. All they had to do was down the road.

The sad fact is that Somerville's people won't look down the road except in scorn and ill-concealed fury.

Less than two miles from the center of Somerville, on the old Macon road at a point where three roads intersect and hence known locally as Three-Way, is John McFerren's grocery store.

Here in this store, small and understocked, where the "quality" of Somerville would never deign to trade, is the GHQ of the greatest social revolution to occur in the rural Deep South since Reconstruction days.

It is from this store that the plans for mobilizing the underadvantaged Negroes of Fayette County went out, it is here that these people come today for assistance and a lift to their morale, and it is this simple crossroads grocery that has sent out the pleas that move the hearts of men and women of good will.

The gentle people of Somerville pretend to ignore John McFerren's store—but there are some in their number who keep it under surveillance around the clock. With deep, brooding eyes they sit in their cars a short distance away and note the license numbers of every car that stops at McFerren's. Then—if they can—they set in motion the machinery of reprisal; economic strangulation, threats, police harassment and sometimes even gunfire from their cowardly ambush.

This is Fayette County, Tennessee, today, in March, 1961.

Somerville is the seat of Fayette County's 700 square miles. It is indistinguishable from a hundred other small towns in the rural South. The skyline, as seen by the motorist, is dominated by a lofty water tank on which the town's name is emblazoned and which is topped by a huge cross, illumined at night.

(If this symbol of faith and brotherhood seems paradoxical during Somerville's current behavior, it hasn't occurred to anyone to suggest that the lights be darkened for the present.)

The courthouse dominates the square around which most of Somerville's business establishments have their homes. A sign on the courthouse lawn informs those who tarry long enough to read that Fayette County was founded in 1824 and was represented in the Tennessee Legislature by Davy Crockett before he went on to fame and death at the Alamo and to his reincarnation by Walt Disney.

The homes of Somerville, the town proper, are modest in size and their grounds indifferently cared for. Signs on the roads approaching Somerville advise of the many churches in the town and their hours of worship.

(Yet it is impossible to come away from Somerville without the impression that there is a great abundance of understanding, charity, and brotherly love around John McFerren's humble store.)

The nearest town of any size to Somerville is Moscow, a pint-sized copy of the county seat but, if anything, more virulent in its hate against thousands of fellow Fayette County citizens. Moscow, of course, is closer to the Mississippi border, which makes it the logical location as the hotbed of the White Citizens Council and what is left of Klan activity in southwest Tennessee.

A handful of families dominate Fayette County. Their attitude is they govern almost by divine right and that nothing really has chan much since Lincoln was "that man in the White House." Congresses m come and go, the Supreme Court might rule what it would; but the dominance over a feudal system has gone along almost unchallenged unchanged.

A NEW WIND STIRS

But a new wind is stirring through the County. Its freshness vigor can be felt in the near-tropic heat that envelops the area in sum when the cotton crop is ripening; it seems to offer warmth and hope we the fields lie stripped in the damp, biting cold of January.

This is the wind of social change, bearing with it a new era not all for Fayette County but for all of the South and some day for all of nation.

Against the wind, trying to stay its force, stand the big families Fayette County and the others whom prejudice, convention and blind I have compelled to stand by their sides.

Several small industries have moved into the County in the last



Armed deputies stand by while scores of Negroes wait patiently in the broilisun, the rain and the sleet for their chance to register at the courthou

years, most of them dodging from picket lines in the North to an area where they hope to find industrial peace at giveaway prices. The rest of the County is agricultural just as was in the ante-bellum days; a land where tenant farming, sharecropping and day working are the way of life for most of the people.

"Most of the people" here means Negroes. There are approximately 21,000 Negroes in Fayette County. The white population numbers about 7,500.

If these Negroes in their simple way hadn't believed what they read in school, this story might never have been written.

But the fact is that the Negroes in Fayette County, from among the youngest to the oldest, can read; they know that the Constitution and its subsequent amendments give them too the right to register and vote. And they believe to this day that the Constitution of the United States is bigger, stronger and more respected than the big families of Fayette County and the night riders of the White Citizens Council.

If they didn't, nearly 400 Negro families would not have been ordered from their homes of many years, pressured into near starvation, and forced to live on the alms of fellow Americans from far away who believe with them that the Constitution is for everybody.

Prior to 1959, only a handful, perhaps no more than ten of the County's more than 20,000 Negroes, had ever registered to vote. Even then, this tiny number did not always go to the polls on voting day. The insignificant number of Negro registered voters caused no concern to the white population, and perhaps even evoked a slight smug satisfaction that at least a token of equality existed in their area.

When registration began for Tennessee's 1959 primaries for state and local offices there was a marked increase in the number of Negroes who sought to enroll. Still, the number of applicants was under 100. It was enough, however, to cause real alarm among the white political leaders in Fayette County.

On Election Day in 1959, when eligible Negroes attempted to vote, they were turned away from the polls. Each man or woman was handed a printed slip informing him that this was an "all-white primary" and that Negro voting was illegal.

That was when things really began to happen in Fayette County. Twelve Negroes filed suit against the Democratic Committee in the County, charging that they had been barred illegally from exercising their franchise. They won their suit. The way was now clear, it would seem, for Negro voting.

THE LEAGUE IS FORMED

In times of crisis, leaders always appear. Thus it was in Fayette County when a scant dozen Negroes combined to form the Fayette County Civic and Welfare League.

The first stated purpose of the League on the articles of incorporation

filed at Nashville reads: "To promote civil and political and eco welfare for the community progress of Fayette County."

The founders of the League knew well that they were playin social and political dynamite in their venture but they were determined in through. None of them, though, could have foreseen the south that was to be visited on them and those who joined their ranks.

The first job which the League assigned itself was to get mo more Negroes registered to vote. The leaders went up and dor rutted back roads seeking out sharecroppers, tenant farmers, day we all who would listen to their message.

And off the farms and plantations, from close by and from the districts of the County, the Negroes flocked to the courthouse in ville to register.

The sight was like a waking nightmare to the white political I The Negroes' action was unprecedented there or anywhere else in the Deep South. White leaders moved swiftly and ruthlessly to meet the threat.

The leaders of the League were kept under surveillance, the were followed; when the League members recruited, their talk followed almost at once by reminders that "this is the South" an conduct would never be tolerated.

The opponents of the League had their own organization, the Citizens Council; dedicated to the propositions that all men aren't equal and that white supremacy shall prevail. Adherents of the C had time and experience on their side; generations of it, generation which repression, prejudice and fear had set their stamp on the tand its people.

Still, the Negroes continued to flock to the courthouse to regis. The early moves by the Council and its supporters against the be registrants were diabolically cruel but were mild when judged b was to come later. Registration was deliberately slowed so that fall Negroes got their names on the voting lists each day.

Long lines of patient Negroes waited outside the courthouse day, it was bitterly cold. Sleet and ice pelted the men and wome stood awaiting their turn. The sidewalk under them turned to a sl glare ice, making it almost impossible to keep one's footing. Yet t of Negroes remained, awaiting a chance to register.

The weather improved. Every registration day the long I Negroes stood at the courthouse. The painters arrived one mornin the Negroes were herded close to the building while overhead the wc daubed and slopped paint with such abandon that the drippings rain the long-suffering Negroes.

Another day the sun beat down hot and fierce and the line slower than ever. Women, and men too, accustomed as they had be the heat of the cotton and corn fields, collapsed on the blistering pay. Their friends revived them, supported them as they kept the lon until their turn at the registration desk.

In the 1960 Tennessee Democratic primary, the Negroes voted solidly for United States Senator Estes Kefauver against his opponent, labeled an ardent segregationist.

By this time, the reign of terror had taken a firm grip on Fayette County. Land owners, merchants, leading citizens had taken many steps to head off the mass registration by the Negroes but none of them had proved effective.

They tried cajolery, they tried persuasion, they argued with the Negroes to perpetuate the status quo. There was no need, they declared,

"to change things from the way they've always been."

When these methods didn't work, new ones were quickly found.

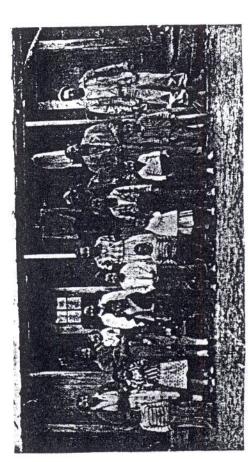
THE BLACKLIST

Shortly after the mass registration drive got under way, leaders of the League began to suspect the existence of a secret blacklist of their membership. One day the list was discovered, a list of those who had been registered, with a special "X" by the names of those who were the ringleaders in the movement.

Now, when Negroes went to stores where they had traded for years, the white owner or manager scanned the list under the counter. If the Negro's name appeared on the list, the manager refused to sell. Sometimes, depending on the temperament of the merchant or the Negro's degree of activity in the registration movement, the Negro was "cussed out" before being ordered out of the store.

Filling stations refused to sell gasoline to Negroes who were suspect.

Doctors and clinics in the County no longer would treat their Negro patients. It became necessary for the Negroes to travel forty miles or more to other areas when in need of medical care.



This is the dilapidated housing provided for day workers and others in Fayette County and this is "home sweet home" for all of those in the above photograph.

Crop production loans were withheld from many Negroes who his previously obtained them through the U. S. Department of Agriculture.

The atmosphere of Fayette County seemed to grow more charge with each passing day. Easy, informal relationships between the white an Negro populations gave way to suspicion and distrust on both sides.

The white population denounced the registration movement becau the Negro was no longer "keeping his place." The Negroes retorted the the "whites want to keep us down forever."

Some, not many, of the white people in Fayette County were inclin to be charitable if not sympathetic with the Negro movement towa equality in voting rights. But any manifestation of this brought reprisal them as swift and certain as it did to the Negroes.

("There's lots of white men in Fayette County who aren't free eithe an elderly Negro clergyman said sadly. "He doesn't dare not conform wh the (White) Citizens Council tells him to.")

Election Day, 1960, neared. Pressure on the Negro populatine specially those who were now registered voters, grew heavier and moppressive. Now they had to drive 100 miles back and forth to get gasol and oil for their automobiles and tractors. Most Negroes found it imposhe to purchase a gallon of gasoline in the County. Deliveries of bott gas, fuel for their home heating and cooking, were halted. It was miclear to the Negroes on every side that they were in bold defiance of a lo established social order and that rebellion would bring new punishmen

November 8, 1960, came and the Negroes trooped to the polls. I the first time in their lives they were voting as free Americans, sharin right with millions of other Americans in happier areas. No attempts w made to turn them away from the polls but the looks of hate and men made it clear that retribution would follow quickly.

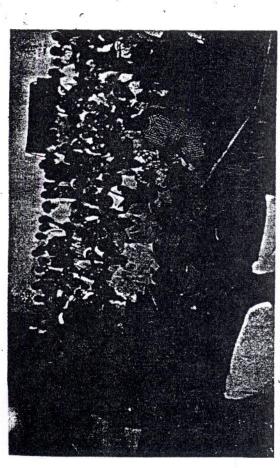
Fayette County has had a long record of landing safely in the Der cratic column. When the ballots were counted, the County gave its v to the Republicans. The Negroes, more than 1,200 of them, had far or swung the balance of power to the GOP.

"GET OFF THE LAND"

It should have surprised no one. The Democratic machinery Fayette County meant many things to the Negroes: the White Citiz Council; its predecessor, the Klan; generations of being held voteless, now more than a year of savage aggression for their temerity in believ what they learned in school about the guarantees of the Constitution

("What was so bad about us registering to vote?" a veteran of the is bees in the South Pacific asked. "They'd have come looking for us bacthe woods if we hadn't registered for the draft.")

War was or. Retribution was not long in coming. On some of huge plantations, on farms in the back districts of the county, sumn notices to "get off my land" were given to Negroes even before all



Their churches were the only meeting places available to Fayette County's newly registered voters and from sessions like this came their militant solidarity.

states had completed the tabulation of their votes. In almost every instance, the commands were verbal—because in Fayette County there are no written leases or contracts between the landlord and the Negroes who farm as tenants or who sharecrop.

Most of the eviction notices were peremptory, "get the hell off by Saturday." But in Fayette County, as everywhere else, there are some slightly more charitable, who gave those whose family had been on the land for a generation or more some degree of clemency. The fortunate few were given until January 1 to find a new home, a new way to support themselves and their families in a hostile country.

Many of the landlords made no secret of their malice and bitterness. Others treated their longtime tenants in the manner of naughty children; handing down their irrevocable dictum with a "you were warned, now you must be punished" air of patient resignation.

The mournful trek started almost the next day. Families who had known no other home but the sharecropper's shack moved to double up with kinfolk, sharing a bed if it was available, taking space on the floor if it wasn't.

In all, 345 families were given eviction notices. Across Fayette County, the tragic uprooting of people was in progress. Treasured belongings had to be left behind; there was no room for them where the families were going, if indeed they knew where they were going and to what friendly face they might turn.

It was a moment of crisis for the Fayette County Civic and Welfare League. The men who led the League lacked the experience, the social

skills, to handle this latter-day exodus. The registration drive and movement to claim the rights of every American had never been spa or supported by the "Northern agitator" who is the usual whipping boy those who oppose change in the South. This was their own creation. I trusting Negroes of Fayette County were reaping the whirlwind, it was who had sown its seed. Nor could they turn to many of their own for some of the most powerful and influential of these had turned a scorning the Fayette County movement for "trying to move too fast" o not working within the framework of the established, well-financed grc

The League leadership never faltered. With the courage of those know their cause to be right, they moved on several fronts. They so the aid of the federal courts to halt further evictions, they begged, whee and mortgaged their futures for temporary help for those evicted.

And they prayed. In their meetings and in the privacy of their he they prayed together and alone with the deep fervor and faith of a pe who have always known hardship and who find a large measure of con in their belief.

Now the leadership of the League took to the back roads again, time to ask those who had not been disturbed to take in the familia those whose lives had been thrown into chaos. The response was mag cent; a lesson in brotherhood that was to further offend their tormenton

TENT CITY IS BORN

There were some who for one reason or another could not accommodations.

It was for these that "Tent City" was established.

Tent City has become the outward symbol of the struggle by Negroes of Fayette County to attain justice. The world, or that part that cares about injustice and inhumanity and wants to see them eradic knows Tent City and has rallied to help the residents of this most tempo of quarters.

But the symbol should never be mistaken for the ideal lest the cor of the ideal be sacrificed to an overblown regard for the symbol. R for the inhabitants of Tent City has become a popular cause as we should be; relief has come in from many quarters, as well it might.

But the recipients of this aid are not alone the people in Tent of They are also the several thousand Negroes in Fayette County (and in nearby Haywood County) who share the desperate needs of Tent C residents because they shared the common danger and blame for beli a sacred American right.

Tent City is a cluster of fourteen green canvas tents set up clearing off the old Macon Road. The tents are war surplus but ever name of the dealer who sold them to the League is kept secret because arm of the White Citizens Council is long and its vindictiveness surecity stands on the property of Shephard Towles, a Negro farmer, who s

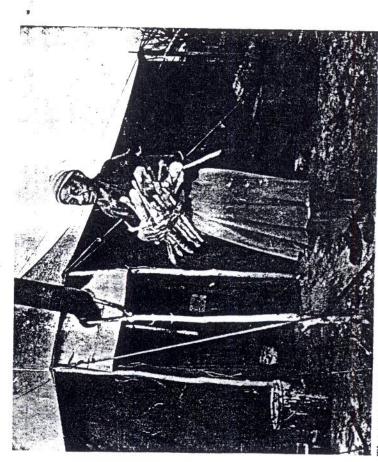
"These people had nowhere to go. I decided to let them come in free, let them use the water from my deep well—as long as it lasts."

Eleven families were living in Tent City early in March, 1961, 20 adults and 56 children. The city was born December 14, 1960, and surely few settlements have achieved fame more swiftly than this primitive community.

It can get bitterly cold in January and February in Tennessee as the thermometer flirts with the zero mark and the raw, damp air penetrates to the bone. Yet the people who live in Tent City, glad of any shelter, say the tents are warmer than the shacks from which they were so rudely driven.

("You could see daylight through the walls of my place," one man reports. "The young ones are warmer in the tent than they ever were back home.")

Late in January the tents got wooden floors. Before that, the floor had been the bare ground or sheets of cardboard. Kerosene oil lamps furnished the scant illumination after sunset before the families huddled in bed to keep warm. Later an electric line was installed. Wood-burning stoves serve for heating and cooking. Outside, great black kettles stand over wood fires



The temperature was near zero when Mrs. Dock Holmes left her tent to bring firewood to make the family quarters as comfortable as conditions would permit.

for laundry purposes and the family wash is draped over convenient bushe to dry.

Children and dogs romp about the tent area while the adults g about the job of keeping body and soul and family together. Once a week sometimes more often, they and hundreds of others go to McFerren' store for the distribution of food and clothing.

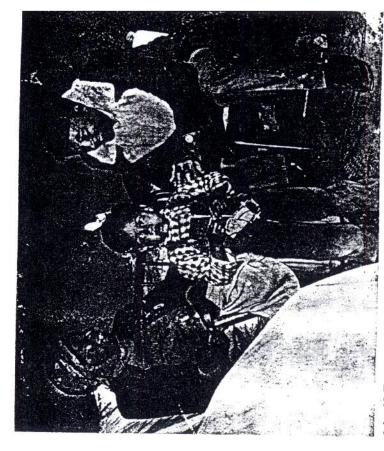
Some writers have called the place "Freedom Village" and for it symbolism it is as good a name as any. But to its residents and to thoothers in the County who share its fortunes, it remains Tent City.

Freedom, though, is what the Negroes of Fayette County believe the have achieved through their vote—nearly one hundred years after the Emancipation Proclamation.

Surprisingly, there is little bitterness in Tent City.

Listen to Georgia May Turner, 58, resident on the same farm in the southeast corner of the County for 50 years, now a "pioneer" in Tent City

"I've plowed with mules, I've chopped cotton, I've pulled fodder I guess I can do anything on a farm except to drive a tractor. I raised m



John McFerren, dynamic leader in movement to win voting rights for Fayette County people, hears report on life in Tent City from Mrs. Georgia Mae Turner, who lived on the same farm for 50 years, then was evicted because she voted.

family on that farm. My oldest daughter picked 30 pounds of cotton when

she was four years old.

daughter and my friends told me I should register so I could be a real citizen. Some of my white friends told me, 'Georgia, you register, you'll I fell to his lady. I loved them and I thought they loved me. Then my died, I fell to his son. After he died, "When the old Mr. M-

here. After that I voted and the boss lady told my son, 'You and Georgia have to get off my land.' When he told me, I borrowed bus fare to go see "But I registered because I want to be a citizen and I want my freedom, not just for me but for my children and those little ones you see her and ask her herself because I couldn't believe she would do that to us.

"She told me, 'Georgia, you voted and done wrong and now you have to get off my land but you can stay until the first of the year 'till you find a place.' I thanked her and that was all I could say 'cause I didn't want

her to see me cry.

"I went home and I cried all night 'cause this was the only house I'd ever had for 38 years and I didn't know where to go. But I knew the Lord will always open the way for us and He led me here, praise His name.

"But I still loves my boss lady no matter what she done and I'll never say one bad word about her because she was good to me and it wasn't her fault I voted."

Six others share the tent with Mrs. Turner, a creature of implacable dignity in faded Army trousers, men's Army shoes and her graying hair swathed in a blue figured bandanna.

Willie Trotter, 36, moved into Tent City when it was only two days old after he and his wife and their six children had been thrust off their farm near Moscow.

Trotter registered and voted simply because as he put it: "I wanted

to be a citizen. I wanted to get something of my own."

The tent where 25-year-old Early B. Williams and his family live faces the highway. An ugly rent in the fabric admits the bone-chilling cold. Williams and his family were sleeping last December 28 when a speeding car slowed as it neared Tent City and one of the occupants fired blindly into the community. One of the slugs ripped its way through Williams' arm as the car and its cowardly ambushers fled in the night.

the intruders and gave chase. The young men were later caught but were released after a "lecture." An appeal that some of the Tent City men be deputized to protect themselves against new marauders was rejected by Fortunately, they hit no one. Some of the Tent City residents fired on Two nights later, three white youths fired into the tented community. the Fayette County sheriff's office.

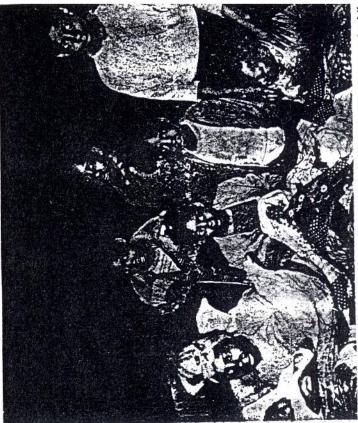
the new Tent City lies at the end of a lane so rutted that it imperils every car that traverses its isolated length. Few of the Negroes in Fayette Not so well known is that there is a second Tent City. Its location is secret, "for security reasons." Some distance away from the original,

County and even fewer white visitors have been escorted to this hidden

Five families were already established here late in January, more were

to be located there when additional supplies arrived.

of her seventh child. Friendly neighbors attended at the birth, drawing It was here, January 25, that Mrs. Jamie Lee Mason, 28, was delivered



Mrs. Jamie Lee Mason, 28, stays in bed to give warmth to her seventh chile born in a tent three weeks after the family was evicted as punishment for voting

on their own meager store of supplies and fuel to have things in readines for the new inheritor of the American dream. Outside the tent that nigh unprotected against the icy wind, the family dog perished from the cold.

HELP COMES

Although the Negroes of Fayette County have few allies among the neighbors, they are not without friends and powerful help elsewhere the nation.

beset people. Other agencies and groups far removed from Tennessee hav Unions have already moved to send aid to the Original Fayette Count Civic and Welfare League, the only group dealing directly with the trouble also given generous assistance in the form of food, clothing and mone

And things are moving on the legal front. The federal governmen began its investigation of Fayette County's reign of terror almost a year

On September 13, 1960, the Department of Justice brought suit inst 27 individual defendants and two banks.

The government's suit has been amended twice until there are now defendants charged with threatening or punishing Negroes because dared to march to the ballot box for the first time.

easing mechanization on their farms, a population decline, and a action in federal cotton crop allotments forced them to let their The defense of many of those charged in the government's suit is that gro farm help go.

he matter. For one thing, the County's terrain does not lend itself to ensive farm mechanization. "Although some of it is excellent bottom d, a whole lot more is either cut up by ditches or as hilly as the side These contentions are rebutted by those who have made investigations a house," one man reports.

Others contend that the tenant farmer or sharecropper system costs large plantation owner far less than mechanization. They point to one ntation of 3,000 acres which is worked by 56 families and assert that ler the peculiar economics of tenant farming and sharecropping human ngs cost lcss to maintain than machinery.

" claim look flimsy. Jones spent the last 35 years on one farm, a ct of about 700 acres which is divided almost in half by a creek. In Jesse Jones, 51, has a story that makes the landowners' "mechaniza-99, he was the third Negro to register.

ee living there registered, and then did not vote. All three families on voted in 1960. On the west side of the creek, only one family of the The three families living on the east side of the creek all registered, east side-those who voted-have been turned off the property.

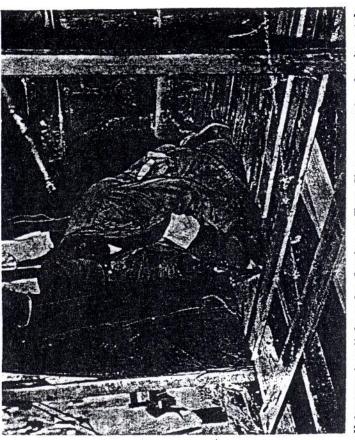
("If this had happened in Mississippi, people might be shocked but y wouldn't be surprised," one man commented. "Somehow, you'd never ect this in Tennessee.") The real leader of Fayette County's Negroes is John McFerren who s born 36 years ago about a mile from his store which is now the ve center for relief activity. He went through the ninth grade of the aks softly but whose words carry conviction and authority. McFerren unty, training school and then worked as a farmer, cutting timber nmercially as a sideline.

In 1943, he went into the Army and served in Europe with the gineers. After his discharge he returned to farming and his log-cutting erations. He married in 1950. His wife, Viola, graduated from high nool in her native Benton City, Mississippi, and later from a beauticians' lool in Memphis.

"She never opened a shop, though," McFerren says, "because I got erested in civil rights and that's taken up all our time."

is a charter member of the Fayette County Civic and Welfare League. McFerren was one of the first Negroes in Fayette County to spur the istration movement and to fight for a measure of justice for his people.

One day, a couple of years ago, McFerren's timbering operations took



olunteers installed wooden flooring at Tent City two months after its estabishment. Before that, the floor was the bare ground or straw or cardboard

the direction of a white family. The Negroes were quartered in mud huts his home. Deep in the woods he'd been planning to cut over, he came upon a colony of Negroes operating three large illegal whiskey stills under and the children had never heard of a school. None of the Negroes was permitted to go to the nearest town-all their supplies were brought to nim to a remote spot in Mississippi about one hundred miles away from them. They were, as McFerren puts it, "outright slaves."

he couldn't work where his people were so exploited "if you gave me McFerren refused to cut timber in the area, telling the land owners

from ambush. Several attempts have been made to force his car off the His role in the League has quite naturally made him the particular target for abuse in Fayette County and at least twice he has been fired on road late at night. Vicious rumors have been circulated against him, ncluding charges that he has misappropriated money and supplies intended or the needy in the County or that he sold welfare packages.

The detailed books kept by Mr. and Mrs. McFerren of every dollar and every item donated to the movement and how it is distributed (and to whom) give the lie to these charges.

McFerren came to Washington early in 1960 to testify before the



York and Cleveland newsmen talk to an employee of McFerren's store just re the gasoline tanks went dry and Negroes were unable to get any more.

1 Rights Commission on the mistreatment of Negroes in Fayette enty. Upon his return home next day he visited a hardware store in nerville where he had traded for 20 years. He made a small purchase n a clerk and was about to leave the store when the manager assailed for starting "that mess" in Washington.

"The people I borrow money from have told me they don't want in here any more," the manager concluded.

Today, McFerren can't even buy a newspaper in Somerville.

ng to get gasoline from Gulf, Texaco, Esso and other suppliers. None affidavit executed by McFerren in April 1960 recites his problem of The gasoline pumps in front of his store have been dry for months. hem could or would supply him.

When one major company pulled up its tanks at the store, McFerren in his own and found a supplier a long distance away who furnished oline from August until October. Then the supplier was put out of iness by State tax officials in Nashville.

A fish dealer who sold ularly to McFerren was warned that he would be tarred and feathered No salesman calls at McFerren's store. ess he stopped. He stopped.

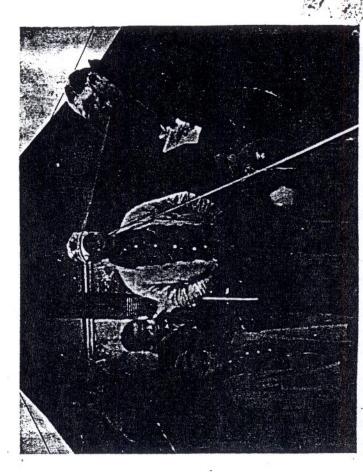
McFerren now has to drive long distances to get the few supplies the re now sells. McFerren admits that he neglects his own business these 's "because I'm going eighteen hours a day taking care of these poor

developments and to handle many of the details of the big relief operation His hand moves in a gesture to the throng that is always at the store to keep warm, to unburden themselves of problems, to learn of new involving several hundred families.

Committees of the League are in charge of receiving and distributing the food, clothing and other items that have been sent to Fayette County by generous individuals and groups. Distribution day is Saturday and hundreds line up for supplies to see them through the week. The gratitude of the people toward their unknown friends in distant places is almost boundless. "The whole South is watching what we do in Fayette County," John McFerren says.

It isn't just the South that is watching, it is the nation and much of the world, for democracy is on trial today in Fayette County. Certainly men and women of good will are watching developments there with the certain knowledge that eventually right and justice will triumph over repression and reprisal.

President Kennedy indicated at this first press conference that the plight of these homeless, hounded Negro farm workers would receive is attention.



Vice Pres. Russell Lasley of United Packinghouse Workers (left), who made the on-the-scene investigation for his union, and Eugene A. Kelley, author of this report for UPWA and the Industrial Union Department, talk to Tent City children.

of Agriculture, Orville L. Freeman, discussed the situation with O, and has taken steps to insure that racial bias is not used as a for denying loans to otherwise eligible Negroes under the Farmers the Fayette County affair and has directed the Justice Department a searching effort to see if civil rights have been violated. The Secnt Ralph Helstein of the United Packinghouse Workers of America, S. Attorney General Robert F. Kennedy has taken a personal in-Administration program.

nt assistance into the area. Many churches and private groups also abor Council to aid the evictees. Numerous unions and their locals hanneled sorely needed food, clothing and supplies into Fayette e AFL-CIO Executive Council voted \$2,000 to the Tennessee

acent Haywood Counties.

Six homes on the farm are to be improved and others The original Tent City residents will be relocated here ore tents will be put up to house other Negro families driven from ie National Baptist Convention U.S.A. has purchased a 400-acre nost of it in Fayette County but with corners in Haywood and be erected. Counties.

are and the overwhelming majority of Fayette County's Negroes are nt group sided with the attorney but most of the corporation's feanwhile, a controversy developed among some of the leaders in hose on the farm will piant cotton, corn and vegetables to become self-sustaining. It is the hope of the National Baptist Convention yette County group over the dismissal of an attorney. A small her farms in the area can be bought and additional families resettled. solidly with John McFerren and his group.

nvestigation revealed a defect in the processing of the first group's r from the State of Tennessee and this charter was turned in at ille. The group's name was taken in a new charter by the dissident As a result, the McFerren-led group which has the support of labor s, churches and almost all other well-intentioned groups is now red as The Original Fayette County Civic and Welfare League, Inc.

Mrs. E. T. McFerren, active in caring for Tent City's unhappy residents, tells a visitor from Chicago that food, clothing and other aid is desperately needed.

A PROGRAM TO ASSIST THE HARASSED PEOPLE OF FAYETTE COUNTY:

Individuals and organizations should write to the Executive Branch D. C., urging all possible speed in safeguarding the voting rights and other of the federal government and the Department of Justice in Washington, rights of citizenship for the people of Fayette and Haywood Counties.

The federal government through its various agencies should move to smash the economic squeeze against those who registered and voted and see that these people are no longer denied farm-home loans, chattel mortgages and crop loans, gasoline and other commodity purchases.

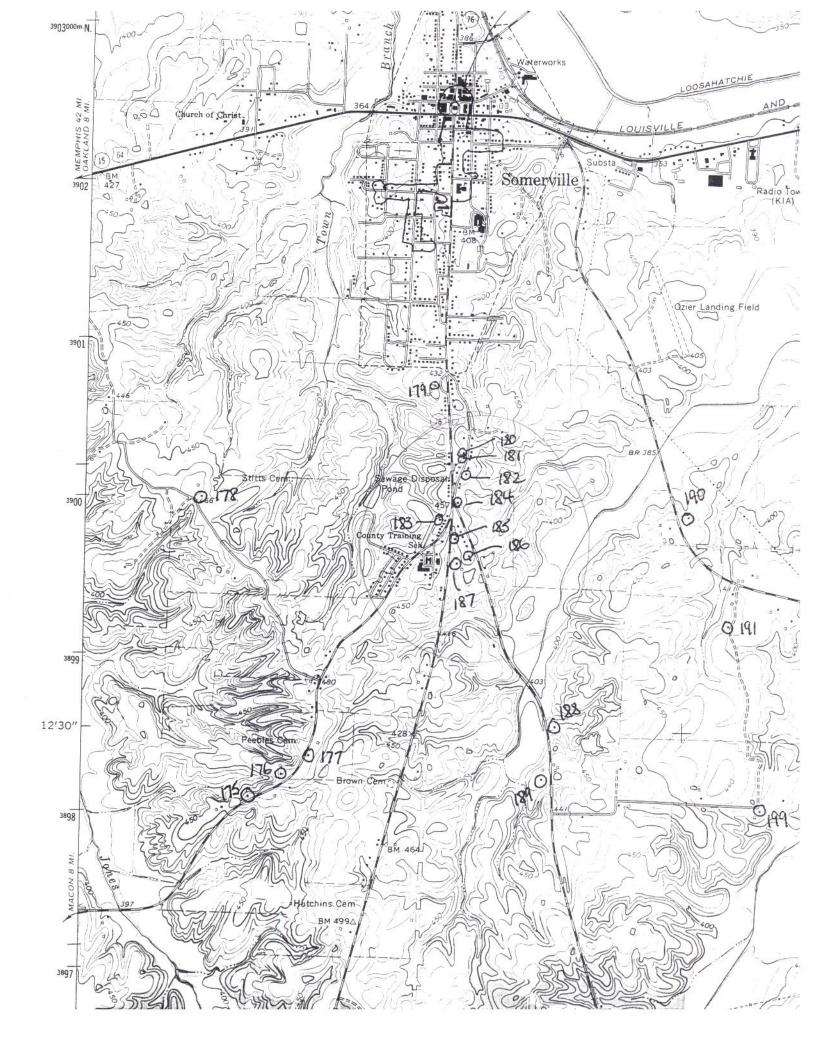
Welfare League, Inc., care of John McFerren, Route 4, Box 133A, 48 The Original Fayette County Civic and Welfare League, Inc., and its board of directors should be recognized as the appropriate coordinating agency for the distribution of food, money and other goods to relieve the suffering of families in Fayette and Haywood Counties. Contributions and assistance should be channeled to the Original Fayette County Civic and Somerville, Tenn.

A program of cooperation should be developed to make technical personnel available to instruct in administrative techniques, and skills for adult men and women so that they may become more self-sustaining. Medical care should be made available, if necessary by doctors, dentists and nurses from such cities as Memphis and Nashville.

Cooperative programs to assist the residents of Fayette County Should be maintained by unions, the National Baptist Convention U.S.A. and other religious organizations, the National Association for the Advancement of Colored People, the Committee on Racial Equality (CORE), and the many other groups who are working locally and nationally to bring right and justice to an unhappy people.

We cannot glorify Little Rock, anti-Semitism, supremacy of the police, downgrading of education at home, and at the same time be strong abroad. We are the same people in Guinea as we are in Boston. We cannot be leaders of people abroad unless we honor at home the democratic ideal in race relations, in labor relations, in community development.

-Supreme Court Justice William O. Douglas



401-465-5268



HISTORICAL AND ARCHITECTURAL INVENTORY

COUNTY: Function PROJECT: Some	THC#:	PROPERTY No.: 2
	1	21 1
Historic and/or Common Nan	ne: Suymon 8	0100
Location:	J	
Owner:	Edner Luces	,
Address:	Vare Luce	
Occupant/Source:	Sugrio	
Present Use:	Savoo	
Original Location:	Vuel -5	When?
Surveyed by:	# ayrs	
Film:	- aled	
HISTORICAL BACKGROU	Conthors	
	(4-103	
	1075 built	
	Aprent King	~ ————————————————————————————————————
	anyone that	
	went there	
-		
-	9	

ARCHITECTURAL DATA: Construction Method: Convert Wall Cover	ring:						
Number of Stories:Foundation:	rutt Pier?						
Roof Type: Albertal: Original? W							
Chimney #Location							
#Location	_Material						
	TURAL NOTES						
roads, north arrow, etc.)	Style:						
	Plan:						
	Setting:						
	Condition:						
	Windows:						
	Interior:						
+.vcerpart							
	Additions/Alterations:						
2 LV							
1 3							
1 10 3							
	Outbuildings:						
15							
137							
	Other Comments:						
3 3							
ru							

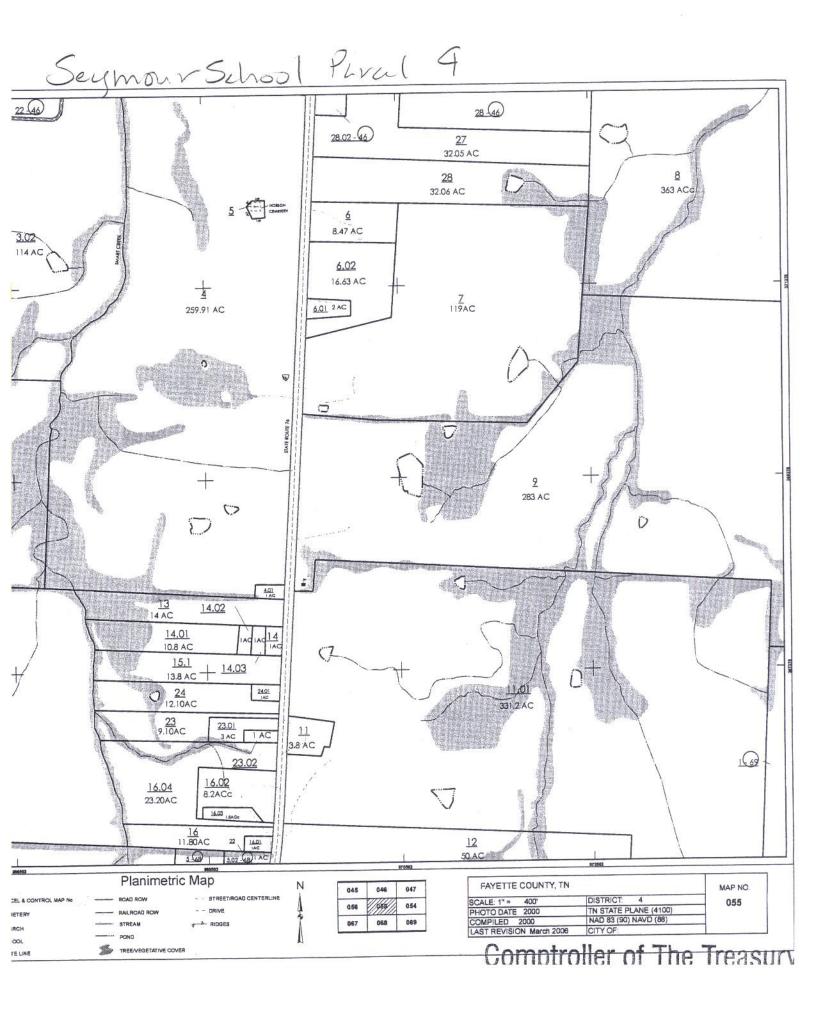






FAYETTE COUNTY, TENNESSEE





County Number: 024 County Name: FAYETTE Tax Year: 2006

Property Owner and Mailing Address

Jan 1 Owner: MYERS EDNA L 17010 HWY 76 SOMERVILLE, TN 38068

Property Location

Address: HWY 76 17010

Map: 055 Grp: Ctrl Map: 055 Parcel: 009.00 PI: S/I: 000

Value Information

Reappraisal Year: 2003

Land Mkt Value: \$573,400 Land Use Value: \$249,700 Improvement Value: \$111,900 Improvement Value: \$111,900

Total Market Appraisal: \$685,300 Total Use Appraisal: \$361,600

Assessment %: 25

Assessment: \$90,400

General Information

Class: 11 - AGRICULTURAL

City #: 000 City:

SSD1: 000 SSD2: 000

District: 04 Mkt Area: L50

Bldgs: 1 # Mobile Homes: 1

Utilities - Water: 3 - INDIVIDUAL Utilities - Sewer: 3 - INDIVIDUAL

Utilities - Elec: 1 - PUBLIC Utilities - Gas: 3-

INDIVIDUAL

Utilities - Gas Type: 5 - MFG Zoning:

Building Information

Building # 001

Improvement

01/01/1900 \$0 119 579

Land Information

Deed Acres:	283.00	Calc Acres:	0.00	Total Land Units	: 283.00
Land Type:	46 - ROTATION	Soil Class:	Α	Units:	71.00
Land Type:	46 - ROTATION	Soil Class:	G	Units:	57.00
Land Type:	46 - ROTATION	Soil Class:	Р	Units:	44.00
Land Type:	62 - WOODLAND 2	Soil Class:	Α	Units:	21.00
Land Type:	54 - PASTURE	Soil Class:	G	Units:	29.00
Land Type:	04 - IMP SITE	Soil Class:		Units:	1.00
Land Type:	04 - IMP SITE	Soil Class:		Units:	1.00
Land Type:	23 - NONPRODUCTIVE	Soil Class:		Units:	14.00
Land Type:	45 - CROP	Soil Class:	Р	Units:	45.00





HISTORICAL AND ARCHITECTURAL INVENTORY

COUNTY:PROJECT:			
PROPERTY INFORMATION Historic and/or Common Nar			
Location:			
Owner: Julian	Williams	500	
Address:1375			
Occupant/Source:)		
Present Use:		Original Use:	
Original Location:	я	Moved?	When?
Surveyed by:	Quad:		
Film:		Date:	
HISTORICAL BACKGROUN	ID: FOVE	Dyens	late 18005
- Jule L	infrey	Place	- grandfatter
- built 10	702-05)	arendle	the 1000 acr
> 19.7 apris	yes h	sustrict i	ank his
corretion	1 school	across	5 76
- arred Sin	ru 1993		
- arred Sin - 1/3 tore dans	Expert of	White 8	
James c	ottan, cut	Hr, She	en timbre
		,	/- /
- palet -all 8	wed of	brun \$ 70	700

ARCHITECTURAL DATA: Construction Method:Wall Covering	ig: V
Number of Stories: 2 Foundation: Music	Pier?
Roof Type: htpp:// Material: aspan.	Original?
Chimney #Location	Material Mesal
	URAL NOTES
roads, north arrow, etc.)	Style:
	Plan:
	Setting:
	Condition:
82,	Windows:
	Interior:
& a laman	
	Additions/Alterations:
{ F [] 3 3	
= 1 3 3	Outbuildings:
Time w	Outbuildings
Lew 155	
	Other Comments:
YV	*

1 Crawford is a painter. Their home and mes of relatives and friends display his nt pictures. He was written and had ned a book and a number of magazine s. He and Barbara spent two sessions at d University in England where he was on ford fellowship. Barbara is a teacher in xington schools. The family is active in 1, school and civic life. They are ers of the church choir and elders in the

: Millicent is interested in music and She graduated early from high school pent a year studying in France before ng Duke University in Durham, North na. In 1984 she graduated magna cum from Duke where she was a member of elta Sorority. She is now finishing her l year of medical school at Washington sity in St. Louis, Missouri.



P. Winfrey, Jr. Family h Wedding Anniversary, Sept. 3, 1982

children and grandchildren of Pete and Winfrey honored them with a party in Hill on their fiftieth wedding anniverptember 3, 1982. Submitted by Mrs. A.P. Jr. (Frances C. Winfrey)

J.A. WINFREY III

y records and oral documentation and reveal the following outline of the John len Winfrey, III. family.

Allen Winfrey, III., or Jack as he was nown to family and friends, was born 3, 1873, the third of three sons from riage of John Allen Winfrey, II. and Matte weeny Winfrey. Born and bred north rville, Jack pursued stock, farming, nilling interests and acquired substan-

holdings in the county. Of his pere, he early developed a love for bird handa pursuit he assiduously maintained which he was widely known as an ex-cul wat arksman. On September 28, 1896 he weller allie Emma Weatherly (b. 2/18/1874; /1970), daughter of Confederate Let. ames Henry Weatherly and Margaret Dashield Crawford Weatherly of

e. A member of one of the County's pierer amilies and an honor graduate of the e Female Institute, Sallie and Jack ave five off-spring.

lest daughter of this union was Lane Vinfrey (b. 12/20/1897; d. 4/22/ ne married Eugene Cannon Boswell of childbirth complications a week ng birth to their only child, Eugene Bossell r. (b. 4/15/1918; d. 2/3/1975). Raisgrandmother, Sallie Winfrey, Eugene 1g-time resident of Somerville and

birth to her third and fourth children-Robert Hill Winfrey and Mary Trent Winfrey, twins. As a young girl Mary along with her brothers, sisters, and multiple Winfrey cousins, attended that pinnacle of the clan's primary education, the Glade Springs School. Surmounting this and the next educational hurdle of the clan, Fayette County High, she was subsequently courted by and later married (1933) Julian Williamson (b. 1/21/1898; d. Maclin 11/20/1963). They moved to Mason where Julian farmed and they had two children, Sally Winfrey Williamson (b. 9/6/1935) and Julian Maclin Williamson, Jr. (b. 11/19/1936). Sally married Sam Carter Boswell (b. 1/28/1929) and they have three daughters: Mary Aline Boswell (b. 10/24/1959); Julia Cannon Boswell (b. 11/1/1963); and Frances Carter Boswell (b. 11/11/1969). In 1980 Mary Aline Boswell married Keith Flaniken (b. 12/25/1956) and they have a daughter, Mary Rachel (b. 11/16/1983). Mary Trent's second grand-daughter, Julia Cannon Boswell, married Robert Micheaux Bland (b. 1/27/1963) in 1986. Julian Maclin Williamson, Jr. married Mary Ann Moffatt of Munford, Tennessee. They had two children: a son Julian Maclin Williamson III (b. 2/9/1967) and a daughter

Joanna Moffatt (b. 1/20/1972).

Sallie Weatherly Winfrey's other twin child, Robert, brought much renown to his family and the county through his exploits as a gifted athlete. As a youth his talents as a future sprinter were easily discernible in his ability to run down and catch rabbits. While in high school he twice won the state meet in Nashville, setting records in the 100-yard dash and broad jump. In 1924 he won the National High School Championship in the 100-yard dash in Chicago. Possibly his greatest feat came in 1926 when he twice defeated U.S. Olympian Charlie Paddock—then billed as "the world's fastest human"—at an exhibition in Memphis. That same year Robert placed second in A.A.U. Championship at Chicago to Loren Murchinson, twice U.S. Olympian in the 1920 and 1924 Games; Murchinson tied the world's record in the sprint that bested Robert. Declining offers at several major universities, including Southern California, Robert accepted a scholarship at the University of Tennessee where he was chosen captain of the track team though he was only a freshman. Leader among Southeastern Conference sprinters, he set many records while running for the Big Orange. He qualified for the 1928 Olympic final tryouts in Boston after winning the Southern Olympic tryouts in Atlanta. In Boston he was defeated by Frank Wykoff who went on to win the gold at the Olympics. Robert missed going to the Olympics by luck of the draw-Charlie Paddock qualified in the heat opposite Wykoff's as the second qualifying Olympic sprinter, a heat Robert always wished he had drawn. After two years at U.T., Robert returned home to help during the Depression. Later he married Karen Etta Freeland, of one of the county's oldest families and daughter of James Dinwiddie Freeland and Betty Green Morris (Elizabeth) Freeland. A cattleman, Robert and Karen had three children: Betty Morris Winfrey (b. 1/19/1948); Robert Hill Winfrey, Jr. (b. 1/5/1949); and Mary Anne Winfrey (b. 8/9/1950). Betty married James Edward Skelnar of New York and they had one son, Robert Parrish (Sklenar) Hines (b. 11/23/1966); divorced, she later married Robert Buerke Hines of Oakland and they have one daughter, Stephanie Alana

Winfrey Tomlinson (b. 10/23/1980).

Youngest of Jack and Sallie Winfrey's children was Jack Cary Winfrey (b. 11/29/1907). After his early education in Fayette County, Cary attended the University of Chicago and the University of Tennessee. Cary has pursued several business interests including timber holdings, land development in Central America, and livestock. In regard to the latter, he has spent many years in improving cattle through cross-breeding, combining the Cebu and Zebu strains. As of this writing, he is not married and lives at Jack Winfrey's old home, The Oaks, just north of Somerville. Submitted by Robert Hill Winfrey, Jr.

JOHN ALLEN AND CHARLOTTE WINFREY

Chestnut Hill was built by John Allen (Jack) (b. April 20, 1797, d. July 4, 1856) when he came to Tennessee from Buckingham County, Virginia circa 1830. He was married to Charlotte Cary Sweeny (b. March 1, 1804, d. April 21, 1875) on May 31, 1821. Old family records and stories indicate that several trips were made to Tennessee from Virginia, some of them via Kentucky, as members of the Sweeny and Cary families had already settled in that state. Close contact with the families in and around Louisville and Lexington was always maintained. An older brother of John Allen's, Hill Winfrey, made trips to West Tennessee in the early 1830's but continued to reside in Buckingham County, Virginia.



Chestnut Hill - January 1985

When the family arrived in Fayette County, they stayed with Whitfield Boyd family, friends from Virginia. While the land was being cleared and Chestnut Hill constructed, Charlotte planted the boxwood that she had brought from Virginia and that still grows in the front yard. Many pieces of furniture used in the home today were brought from Virginia on wagons. The children of John Allen I and Charlotte were:

(1) Lewellyn (b. May 19, 1822, d. August 13, 1840).

(2) William Albert (b. September 29, 1824,

d. February 22, 1898).
(3) Sarah Allen (Sallie) (b. February 28, 1828, d. September 27, 1854) married Benjamin Watkins on January 23, 1851 (one child, John Thomas, born January 21, 1853, died

December 18, 1910). (4) Robert Hill (b. January 13, 1830, d. July

9, 1861).

(5) Fannie (b. December 12, 1834, d. March 22, 1876) married W.D.F. Hafford (b. October 1, 1827, d. December 23, 1880), a Methodist minister, on August 20, 1872.

py 238 -239

n Fayette County by 1850. He earned his 100d as a farmer.

drew Massey ca1817-ca1871 married Boyett 4Dec1844 in Madison Co., Tn. as born about 1823 and died about 1867. ildren: Thomas Jefferson ca1846 mar-

Thomas Jefferson ca1846 married Sarah Ann Manyers Gwyn 11July1866 in Fayette Co., Tn. Their children: Humphrey Kibble, Seaborn Wilburn. Sarah was the daughter of Seaborn Jones and Nancy Sims Gwyn. George Washington ca1847 Andrew Jackson ca1849

Milton Brown 1853-1906 married 29Jan1874 Fayette Co., Tn., Lucy Mattie Gwyn 1849-1915. Their children are: Richard Junius 1875-1958 married 19 Dec. 1899 Fayette Co., TN Daisie Palmer Warr 1883-1958, daughter of James Monroe and Annie Palmer Warr. Richard's and Daisie's children are: James, Daisie, Virginia, Carrie, Katherine, Josephine, and Pattie. Richard worked for the Southern Railroad from age fourteen until he retired in his seventies. William Hill 1880-1921

Palmer Warr Family)
Danie 1886-1955 married J.S.
Loyd 17April 1924 in Crittenden Co., Ark. Their children are: Betty Ruth and James.

Kernie 1883-1972 (See Oliver

Ella C. (dau. of Andrew and Susan Boyett Massey) 1856-1940 married Arthur Green Gwyn 1857-1940 son of James and Isabella Bobbit Gwyn 7Nov1877 in Fayette Co., Tn. Their Children are: James, Duanna, Arthur, Elia and Myrtle. By Judie F. King

OHN W. MATHESON

in William Matheson moved his family to te County in 1910. He bought an ellum home with 100 acres near Macon. had 8 children by his first wife, Emma rson, who died in 1903. He then married Tipler while she was a student at college known as Freed-Hardeman) in Hender-Fennessee. They had three children. He d and was the first to win the "Plant to er" in Fayette Co. (1934 and 1935). He pointed postmaster at Macon on August 1926. Five of his children made Fayette ty their permanent home.

ck Matheson was married to Ada ms and their daughter Emma Sue marrady Carpenter. She had six children and in Moscow. Grady won the "Plant to er" in 1949 and Emma Sue has done inding work in the Farm Bureau for years. Mack had a son, John J. son, who was a prisoner of World Ward now lives in Williston. Two of his en, Stanley and Beverly, also live at

n Benton Matheson married Mary Gamf Warren and they raised Barbara Helen con where he was a farmer.

pert Lee Matheson married Wilma Mc-1 of Macon. He was a farmer and worked who was a farmer from Warren. Wilma was principal at Warren School and retired from the county school system. Three of her children are making their home in the Somerville area. James Wilson Montague married Janis Boling of Oakland and they have four girls. Joan Montague married Murray Springer of Warren and they have five children. William (Billy) Montague married Terresa Kitchens of Oakland and they have two sons. All three of these children are involved in farming and James was "Young Farmer of the Year" in 1970.

Dora Matheson married Otho Tibbs of Macon. They were among the first in the county to have a FHA farm and home. They have one daughter, Brenda Kay, who lives on part of the old Matheson farm. She married James Paradise and they have two children.



J.W. and Clara Matheson

The Fayette Falcon reported the death of Mr. Matheson in 1940. It read: "J.W. Matheson, 81, prominent Fayette Countian, former Macon postmaster and one-time member of the Fayette Court, died of pneumonia at his home at Macon. He was a member of the Madison County Court for 12 years and after moving to Fayette County served six years in the court of his adopted county. He was a member of the Church of Christ."

His sister, Leola Dunphy, moved to Macon and had four children. Her daughter, Margaret, married Robert Donnell and they are retired teachers from the school system. Her son Jack and grandson Zackery call Macon home.

We are proud of Fayette County and grateful for the part we have in making it a better place to live. Submitted by: Brenda T. Paradise

THE MATTHEWS FAMILY

James Boyce Matthews (1811-1856) moved to Fayette County about 1840 from Mecklenburg County, North Carolina, and settled near Macon where he farmed until his death. He married; 1st, Mary Stitt and had one child: Stitt Matthews (1830-1917); 2nd, Mary Flinn (1822-1902) and was the father of John Payson Matthews (1852-1923), Luther Matthews and Mary (Molly) who m. Dr. Joe Mewborn.

Stitts Matthews, m. a Miss McDowell, settled near Hickory Withe after his return from service in the Civil War and was the father of James Matthews and Lilly Matthews, who died unmarried. James Matthews, who at one time was Register of Fayette County, was the father of James "Luke" Matthews, unmarried, now residing in Johnson City, Tennessee and Dr. Leroy Matthews, now deceased, who practiced medicine in Charleston, W. Virginia, m. Mary Townsend and is the father of Dr. John T.

Mary Matthews Mewborn, wife of Dr. Joe Mewborn, resided in Memphis and was the mother of Joe, Jr., Charleton, Garnett, Floyd, Edna, Mary, and Genivieve, all now deceased.

John P. Matthews, m. Lou Wiggins, daughter of Ruffin Wiggins and Julia Wray, resided at Oakland where he was engaged in farming, mercantile business and ginning. He was one of the organizers of the Oakland Presbyterian Church and served a term in the State Senate representing Fayette and Haywood Counties, Tennessee. He was the father of: Wray Wiggins Matthews (1882-1952) unmarried, Flinn, died in infancy, Mary (1885-1939) m. A.G. Murrell, and is the mother of Evelyn Murrell Tomlin of Oakland, Edward Stitt (1890-1954) m. Betty Whit McFadden, who now resides in Somerville, James Ruffin (1893-1961) m. Jane Scott, Louise (1899-1927) m. Floyd Tomlin and is the mother of Louise Tomlin Cooley of Covington, TN, and John Payson Matthews, Jr. (1901-1947) m. Marguerite Stainback, who now resides in Somerville. He was the father of John Payson Matthews III born 1932, and who now resides in Somerville. He was engaged in farming and cotton ginning near Oakland and Macon until shortly before his death when he moved to Somerville and opened an appliance store. He was educated at the McCallie School in Chattanooga and Virginia Military Institute. He was very active in the Presbyterian Church and served as deacon in both the Oakland Presbyterian Church while he resided there and the Somerville Presbyterian Church.

John Payson Matthews III m. Eugenia Dossett, daughter of Burgin E. Dossett and Nell Jennings of Jonesboro, TN. They are the parents of John P. Matthews IV, Blakeley Dossett Matthews, and Thomas Burgin Jennings Matthews. John P. Matthews III graduated in law from the University of Tennessee and practices law in Somerville with the firm of Matthews and Freeland. He is a member of the Presbyterian Church, having served as a deacon and Trustee. He has served on the Quarterly County Court of Fayette County and on the Board of Alderman of the Town of Somerville and was one of the organizers of First State Bank of Fayette County and has served on its Board of Directors since 1965. Submitted by: John P. Matthews

MATTHEWS-BORUM

James William Matthews, Sr. (b.4-31-1874; d.7-31-60) was the only son of James Stitt and Euphemia Matthews (See Matthews-McDowell history). He entered the insurance business as a young man. In 1915 he was elected registrar of Fayette County and Somerville. He held that position until 1926 when he entered the real estate and insurance business. James William, Sr. moved to Memphis in 1933 and was active in business in Somerville and Shelby county until his retirement in 1954. He was superintendent of the Sunday School at the First Presbyterian Church in Somerville and elder of the First Presbyterian Church in Memphis for many years.

Marion Francis Borum (b.about 1874; d.5-30-63) was the second daughter of Mr. Borum (first name not known) and Martha Borum. Her sister Clara married Leroy Claiborne Gillespie. She had two half brothers (Jim-a jeweler of Oceola, Ark.; Lewis of Orysa, Lauderdale Co., TN) and two half sisters (Addie-married a RR man named

Zellner; Sally Rice of Orysa).



HISTORICAL AND ARCHITECTURAL INVENTORY

COUNTY:PROJECT:			
PROPERTY INFORMATION. Historic and/or Common Nam		F!	Children 19
Location:		.0	
Owner: Scott &	Holley	Rlea	
Owner: Scott 4 Address: 1770	0161	Quelesa	Rd
Occupant/Source:			
Present Use:		Original Use	
Original Location:		Moved?	When?
Surveyed by:	Quad:		
Film:		Date:	
HISTORICAL BACKGROUND	<u>):</u>		
+ 1000	-9930s N	6 main lan	my Lordantin
tment	hard Jude	11 banily	
- Wadlann 1	Vav la		
- Rubins			. /
	u Scott.	1.5	
- all the way +			3 19403
		- huxands	a-futer's aunt
		No chi	ldva
cas, hay,	cotton, s	ab, corr	

Smerale Digitals
Barn w/ #291 Woodburn Farm C-1 Franker Capel yellow house 2 104 car lot 105 gone 710 digitals 106) all tree white con block 291 house 139 give no degitals B/B off Country Club Lane 1sty changing School???? delete? 190,191 gove no depitals Taster See BBQ Huz 64 1st stone 405 183 nume to be > 164 199 188 June no deglas White house Junky 5276 BlB 11865 Hun 76 pull text pleands which have the Brownsville Hel White funts back Chester Rd no barns Moogpurn 1.5 Vacant pune house C'land Plan, when stale - replacement windows more shortes & house force old B'ujite Rd Gren

erbey ld